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Tatsiana Bandaruk
Team Leader, Environmental Assessments
NSW Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street,
PARRAMATTA NSW 2150

Dated 5 February 2025

Subject: Pottinger Wind Farm – Response to Further Requests for Additional Information – TfNSW and BCS

Dear Tatsiana,

We refer to the Department of Planning, Housing and Infrastructure's (DPHI) request for additional information regarding the Pottinger Wind Farm (SSD-59235464), in response to further RFIs from:

- TfNSW, with advice received on various dates throughout January; and
- BCS, with advice received on 22 January 2025.

Please find our TfNSW response table below with associated design information in appendices, and BCS response table included within Appendix H – Biosis Technical Letter.

Sincerely,

Tim Mead
Development Director
Someva Renewables

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Date	TfNSW request	Date	Response	Date	TfNSW Further Request	Date	Response
16/01/2025	Provide revised swept path diagrams with the wheel tracks shown. These are needed for key intersections identified for upgrades, as well as the intersections within Broken Hill (on Silver City Highway near Crystal and Chloride Street).	17/1/2025 23/01/2025	Provided vehicle swept paths with wheel and load tracking on Silver City Highway near Crystal and Chloride Street. Please see Appendix A for final document. Provided revised swept path diagrams with the wheel tracks shown for key intersections identified for upgrades. Please see Appendix B and C for final document.	30/01/2025	**Regarding Appendix B** • Page 8 – Chettle St/ Barrier Highway – no swept paths have been provided to show entry onto the Barrier Hwy. Swept paths for this needs to be provided for assessment. • Page 10 – 11 (option 1) – Cobb Hwy/ Sturt Hwy - Need to show the swept paths and how it is intended to navigate the raised islands on approach in order to travel in the northbound lane. - The swept path appears to show the OSOM vehicle running off the road on entry into the roundabout. Any widening to accommodate this needs to be identified on the design. - At the arrow “mountable kerb profile with concrete apron, reinstate if damaged”. It appears that the concrete apron would not be wide enough to support the OSOM movement. The concrete apron would need widening to support the wheel path. Please outline this on the design. - Design shows there is impact to lighting and power infrastructure.	5/2/2025	Provided swept path showing entry onto Barrier Hwy. Please see page 8-9 in Appendix B for update. Additional changes: -Swept paths showing how vehicle navigates the raised islands on approach to travel in the northbound lane. -Confirmed OSOM vehicle will stay on road on entry into roundabout. -Confirmed OSOM vehicle wheel path is expected to use mountable kerb profile with concrete apron and project would reinstate if damaged. -Used updated aerial imagery for Pinch Point 11 options 1 and 2 to give certainty to updated comments. -as per updated imagery, roundabout has already been upgraded with a mountable annulus. See Appendix B for final document.

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Date	TfNSW request	Date	Response	Date	TfNSW Further Request	Date	Response
					TFNSW will require separate designs on how it proposes to manage this post consent if this option is preferred. (An alternate arrangement could be to impact the light pole within the RAB and try to traffic the road pavement. This may negate the need to widen on the southern side of the RAB) - TfNSW recommend considering installing a mountable annulus for the entire RAB and modify all lighting within the RAB.		

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Date	TfNSW request	Date	Response	Date	TfNSW Further Request	Date	Response
16/01/2025	Provide swept path diagrams for the rest areas within NSW which are proposed to be used for OSOM vehicles.	17/01/2025	Provided swept path diagrams for rest areas within NSW which are proposed to be used as per ARES Route Study.	20/01/2025	Page 2 – Wilcannia – This does not appear an acceptable location. It has kerb and gutter, and has a batter slope. Page 3 – Cobb Highway – The wheel paths appear Ok however there appears to be a pole with a light and solar panel, that may impact to swing of the blade. See image below. This will need to be reviewed and if it impact as it does seem to appear with the swept path will need to be identified for possible mitigation.	21/01/2025	Removed Wilcannia rest stop. Replaced with Cobb Highway parking. Added additional note regarding the light pole at the Cobb Highway rest stop on page 3. Please see Appendix D for final documents.
16/01/2025	Propose a method for the management of opposing traffic on the Cobb Highway and Barrier Highway (on sections where they have 3m wide travel lanes and no road shoulder), including during wet weather. If this method involves using pullover areas, the location and treatments of those pullover areas should be described.	21/01/2025	Provided an indicative Traffic Management Method for Narrow Sections of Cobb and Barrier Highways, written by Amber (traffic expert). Please see Appendix E for final document.	24/01/2025	Further requested a strategic design of a pull over bay including treatment type and design to be assessed / overlayed against the locations identified in the methodology to understand how it fits within the road corridor.	30/01/2025	Provided a list of Cobb Hwy Temporary Pullover Bay Options Please see Appendix F Provided strategic design of a pullover bay. Please see Appendix G

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Date	TfNSW request	Date	Response	Date	TfNSW Further Request	Date	Response
30/1/2025	TfNSW noted that the below are points to note and to be addressed post approval: • Pilot vehicles are not authorised to stop traffic, this manoeuvre would have to be completed by police and will need to be adjusted in documentation. • Closing the road to all other OSOM vehicles is not an option that is supported and will need to be adjusted in documentation. • Further methodology will need to be explored for a wet weather contingency plan? • During periods of very high temperatures that are experienced regularly in this region, extra care must be taken to ensure no vehicles are pulled over into long vegetation creating a fire risk and shoulders/ edges may be subject to increased risk of damage due to the high temperature effects on the bitumen surface. This can be addressed in post consent documentation. • Clarification regarding leap frogging protocol with	05/02/2025	Noted.				

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Date	TfNSW request	Date	Response	Date	TfNSW Further Request	Date	Response
	required regarding the number of movements to be leapfrogging each day. • If the pull over locations are being utilised by the OSOM loads several times a day will this limit their usage for Heavy Vehicle mandatory stops for fatigue management?						

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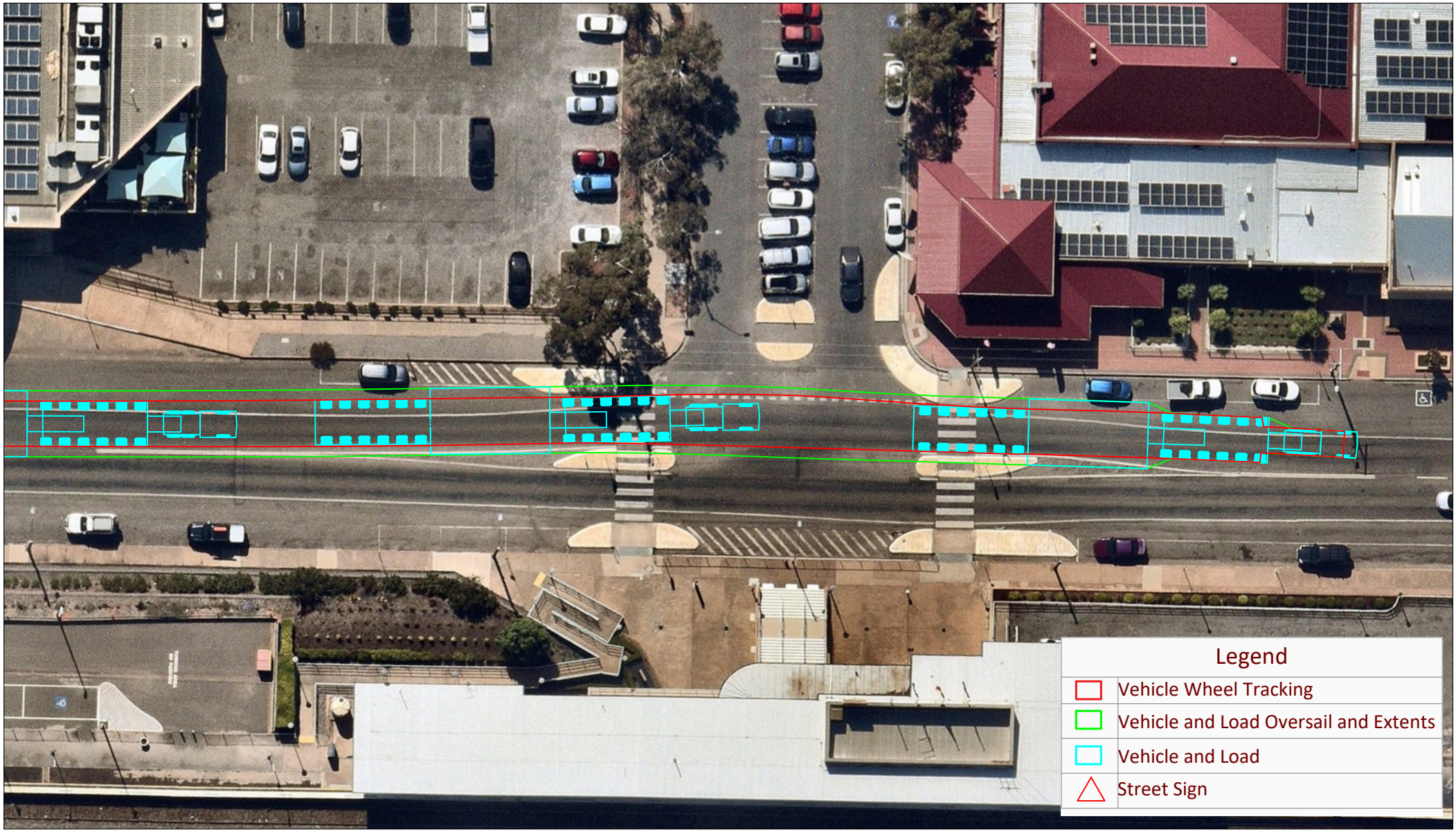
Appendix A



Drawing Notes:
The infrastructure on the traffic islands (signs and handrails) will need to be made removeable to allow the tower to pass.
All dimensions are in mm unless otherwise noted. All weights are in t (Metric Tonnes) unless otherwise noted. All details are provisional and preliminary and subject to detailed design and final arrangements, and are to be used as a guideline only.
Vehicle Dimensions supplied by Ares Project Services Pty. Ltd.
Vehicle analysis performed with AutoDesk Vehicle Tracking

PROJECT NAME: Pottinger Wind Farm

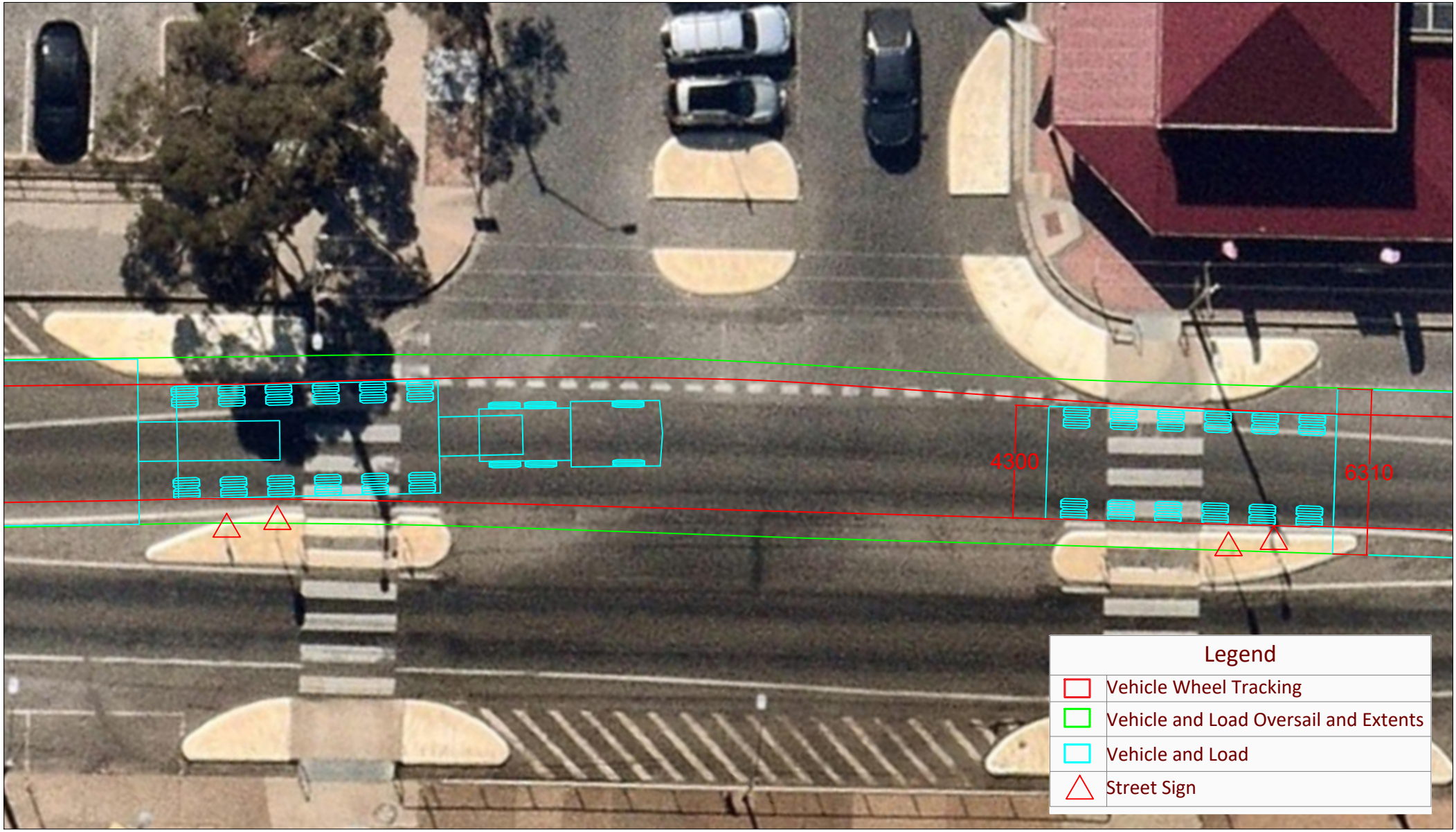
DRAWING TITLE: Broken Hill - Crystal Street

DRAWN BY:	APPROVED BY:	DATE:
T.Stokes	T.Mead	16/01/2024

REV:	DESCRIPTION:	BY:	DATE:
1.0	Drawing Created	TS	16/01/25

SOMEVA RENEWABLES

PROJECT:	SCALE:
PoWF	1:500
DRAWING NO:	SHEET SIZE:
-	A4
REVISION:	
-	
UNIT:	
mm	



Drawing Notes:
The infrastructure on the traffic islands (signs and handrails) will need to be made removeable to allow the tower to pass.
All dimensions are in mm unless otherwise noted. All weights are in t (Metric Tonnes) unless otherwise noted. All details are provisional and preliminary and subject to detailed design and final arrangements, and are to be used as a guideline only.
Vehicle Dimensions supplied by Ares Project Services Pty. Ltd.
Vehicle analysis performed with AutoDesk Vehicle Tracking

PROJECT NAME: Pottinger Wind Farm

DRAWING TITLE: Broken Hill - Crystal Street

DRAWN BY: T.Stokes

APPROVED BY: T.Mead

DATE: 16/01/2024

REV:	DESCRIPTION:	BY:	DATE:
1.0	Drawing Created	TS	16/01/25

SOMEVA RENEWABLES

PROJECT: PoWF

SCALE: 1:200

DRAWING NO: -

SHEET SIZE: A4

REVISION: -

UNIT: mm

SOMEVA RENEWABLES

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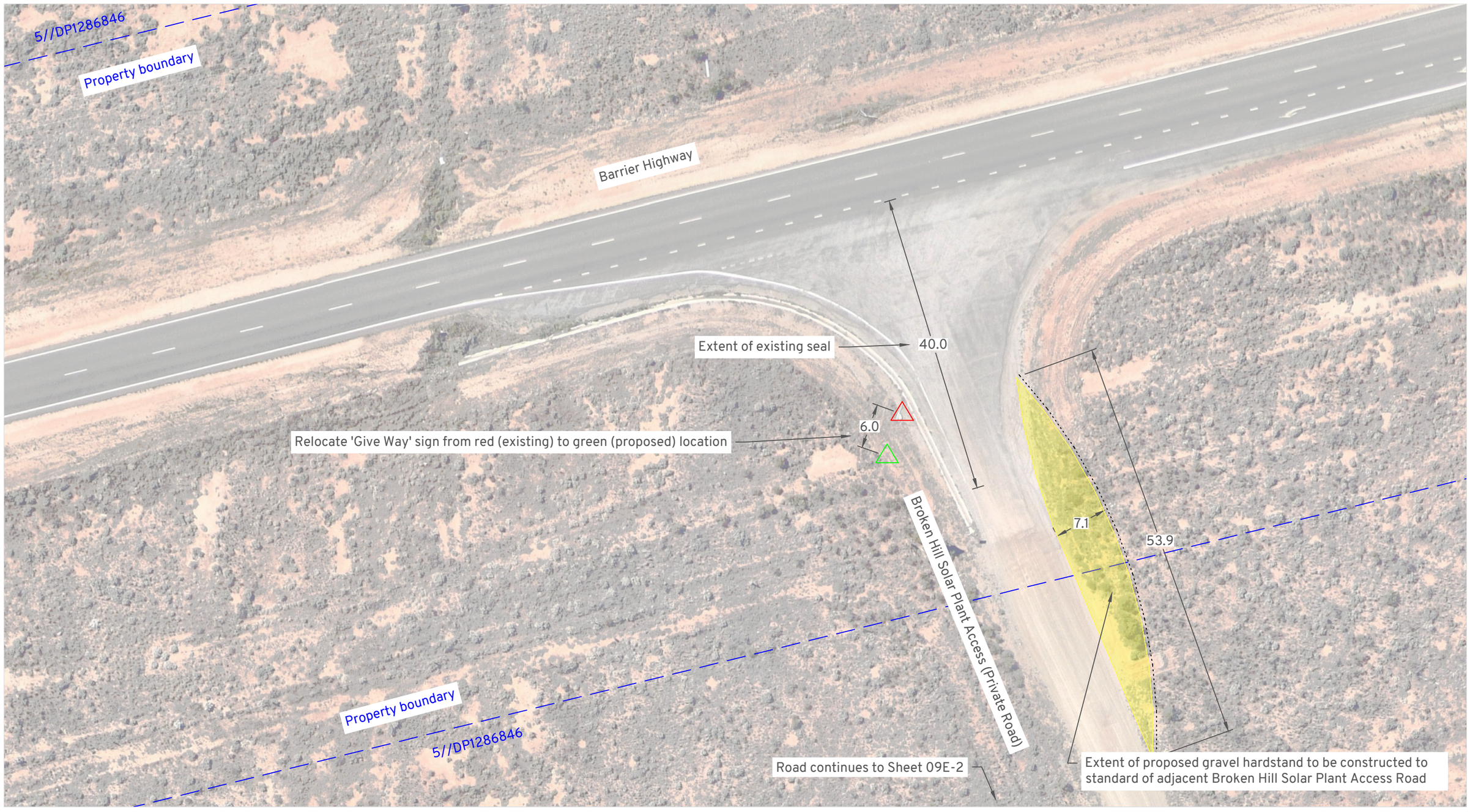
Appendix B



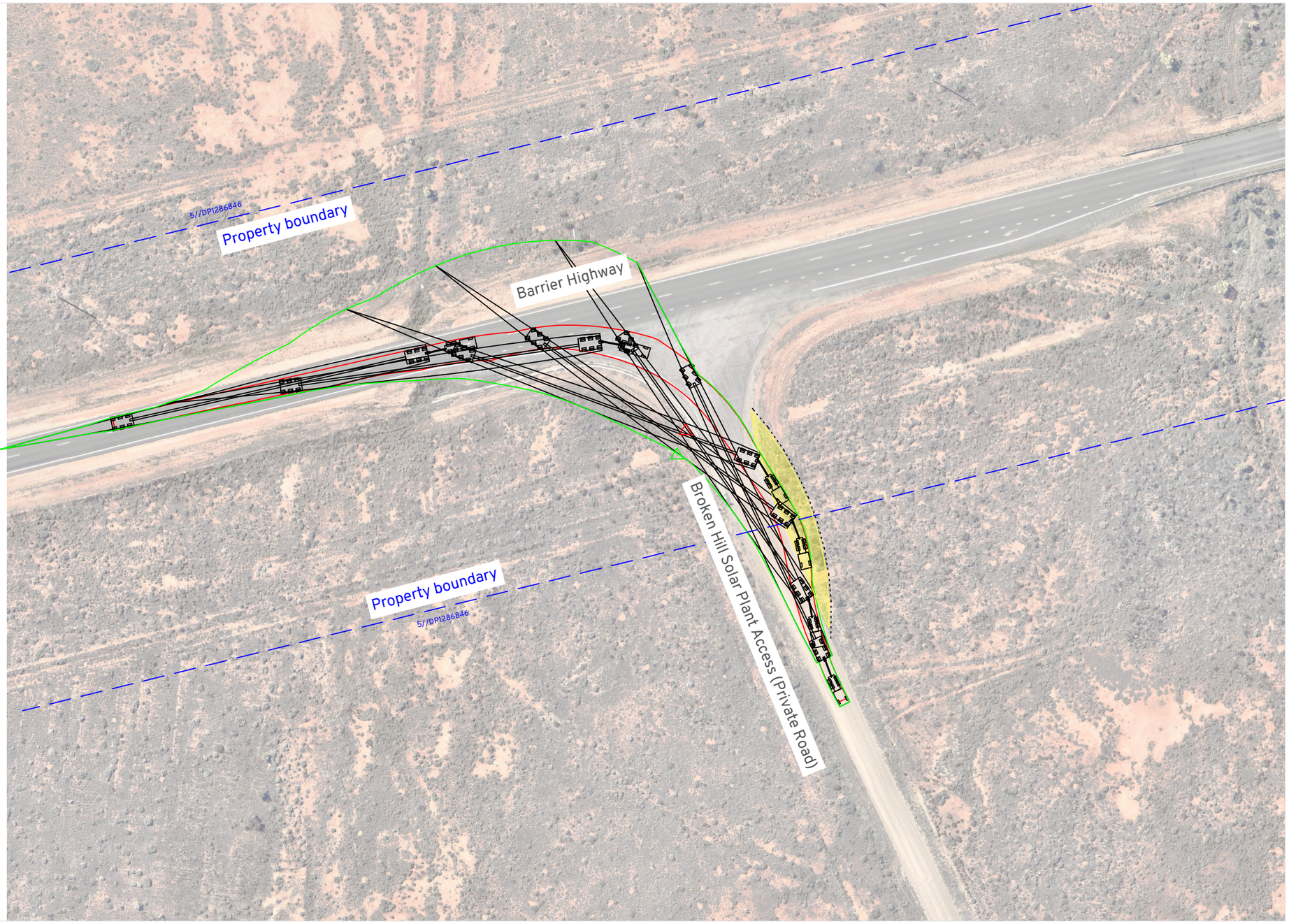
Notes:
Provide hardstand as required at yellow highlighted areas.
Property boundaries shown indicatively based on mapping data.
Vehicle turning paths provided within Ares report.
Site Location: Barrier Highway / Broken Hill Solar Plant, Broken Hill NSW

09E - Broken Hill Bypass Option 3
Strategic Design
Pottinger Wind Farm

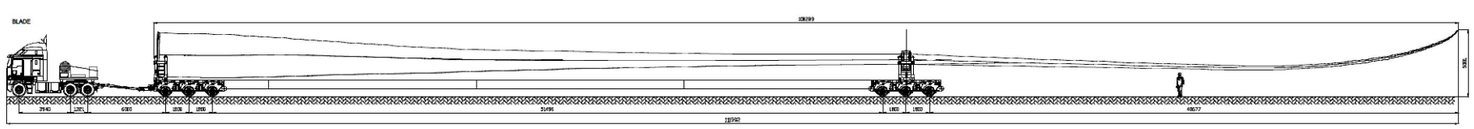
DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:500

Amber

09E-1



Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



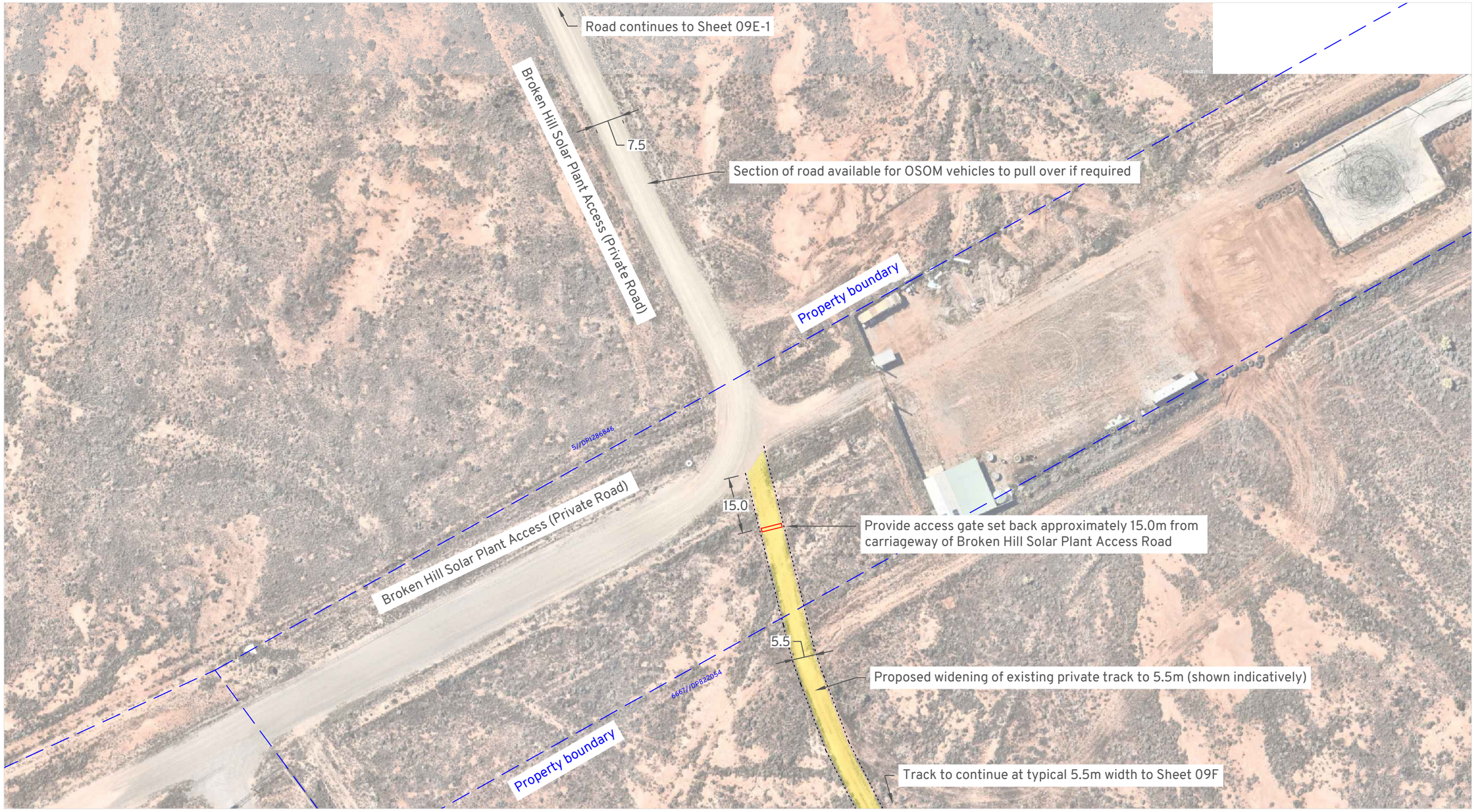
09E - Broken Hill Bypass Option 3

OSOM Swept Path Assessment prepared by Someva

Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:1000

Amber S09E-1

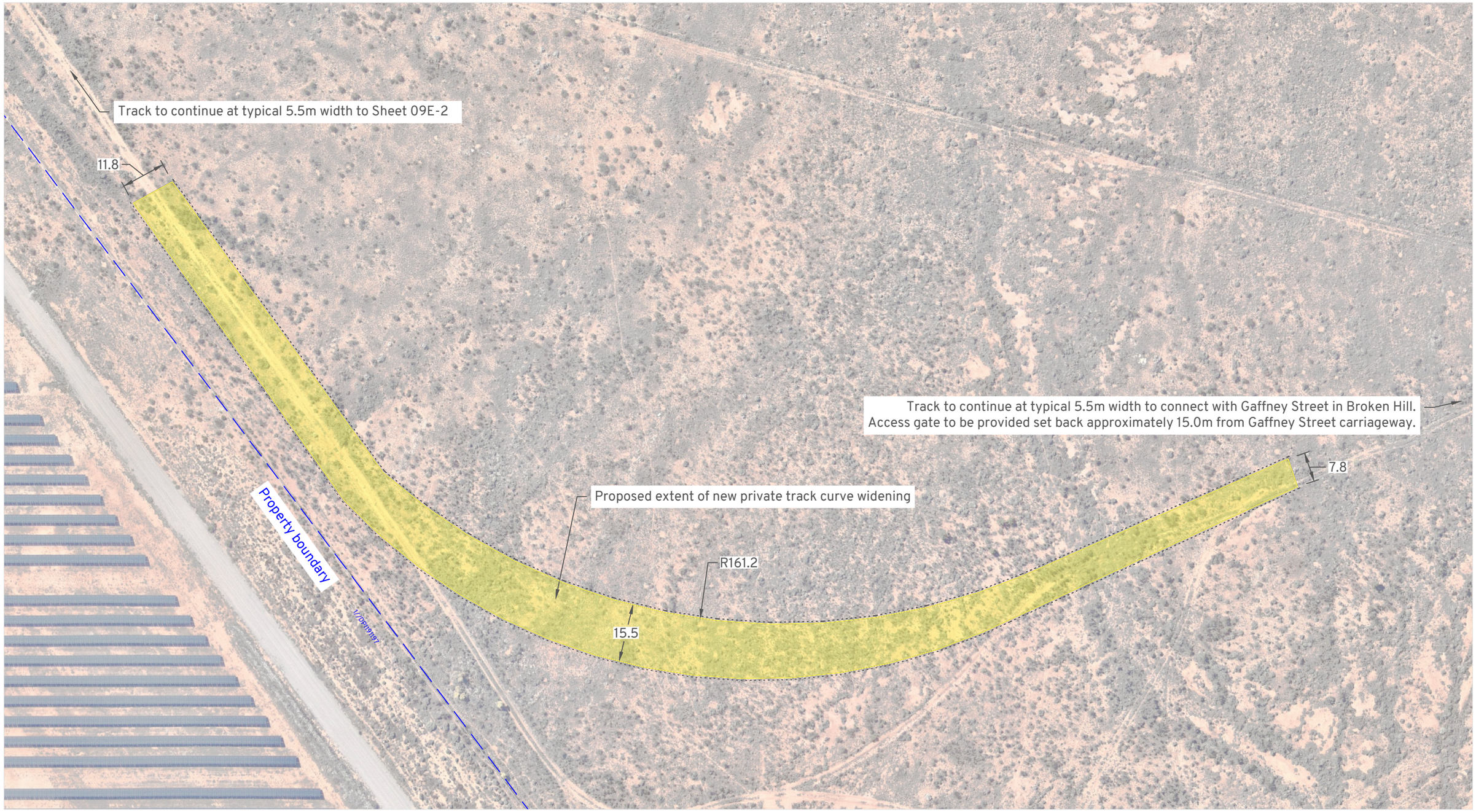


Notes:
Access gate to remain closed at all times except when required for Project traffic.
Property boundaries shown indicatively based on mapping data.
Site Location: Broken Hill Solar Plant, Broken Hill NSW

09E - Broken Hill Bypass Option 3
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:500

Amber

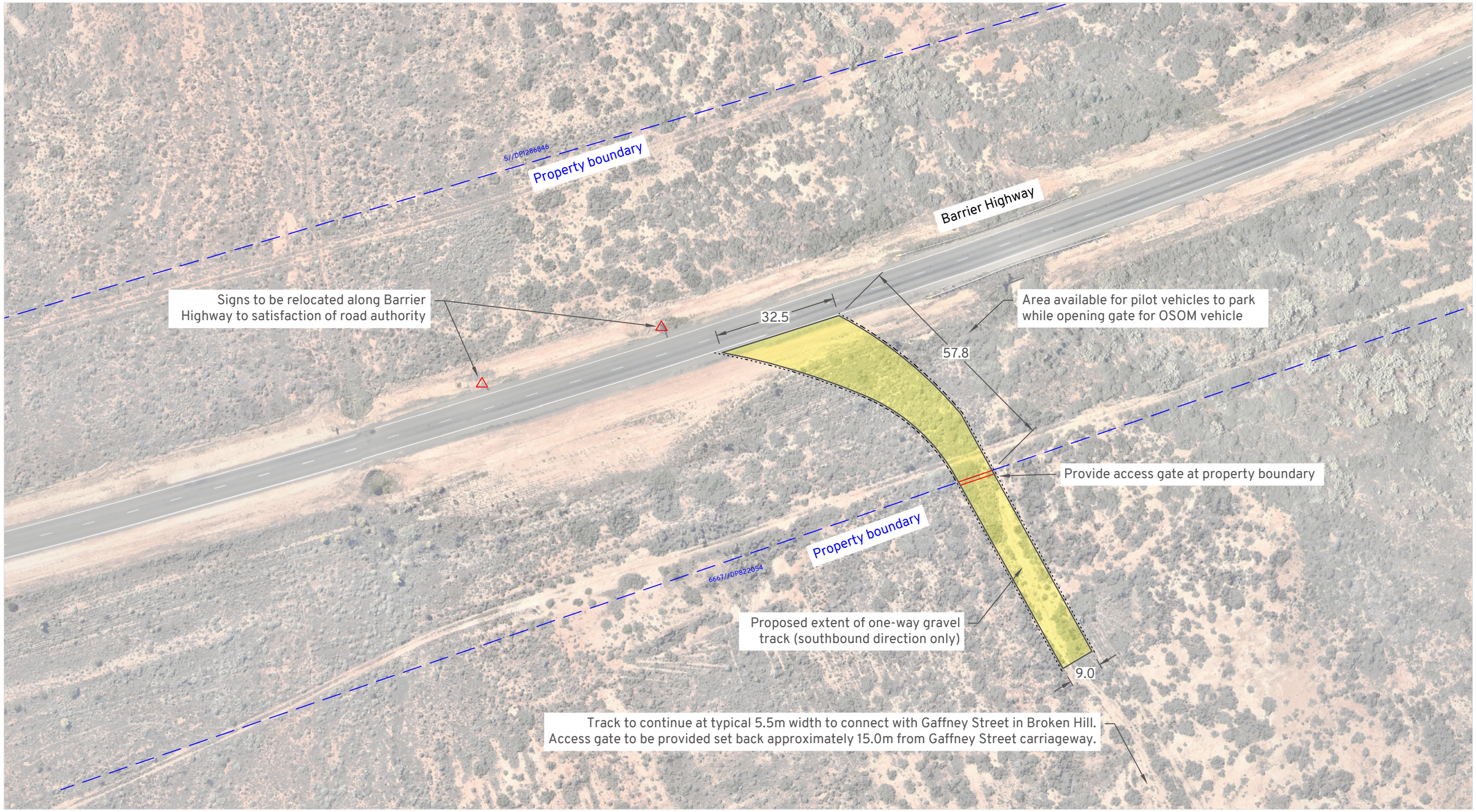


Notes:
Property boundaries shown indicatively based on mapping data.
Access gate near Gaffney Street to remain closed at all times except when required for Project traffic.
Vehicle turning paths provided within Ares report.
Site Location: Broken Hill Solar Plant, Broken Hill NSW

09F - Broken Hill Bypass Option 3
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:1000

Amber 09F



Notes:
Property boundaries shown indicatively based on mapping data.
Access gates to remain closed at all times except when required for Project traffic.
Vehicle turning paths provided within Ares report.
Site Location: Barrier Highway, Broken Hill NSW

09G - Broken Hill Bypass Option 4
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:1000

Amber 09G

Property boundary

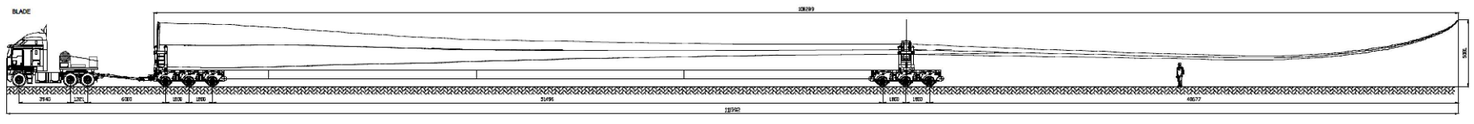
5//DP1266846

Barrier Highway

Property boundary

6667//DP622054

Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



09G - Broken Hill Bypass Option 4

OSOM Swept Path Assessment prepared by Someva

Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:1000

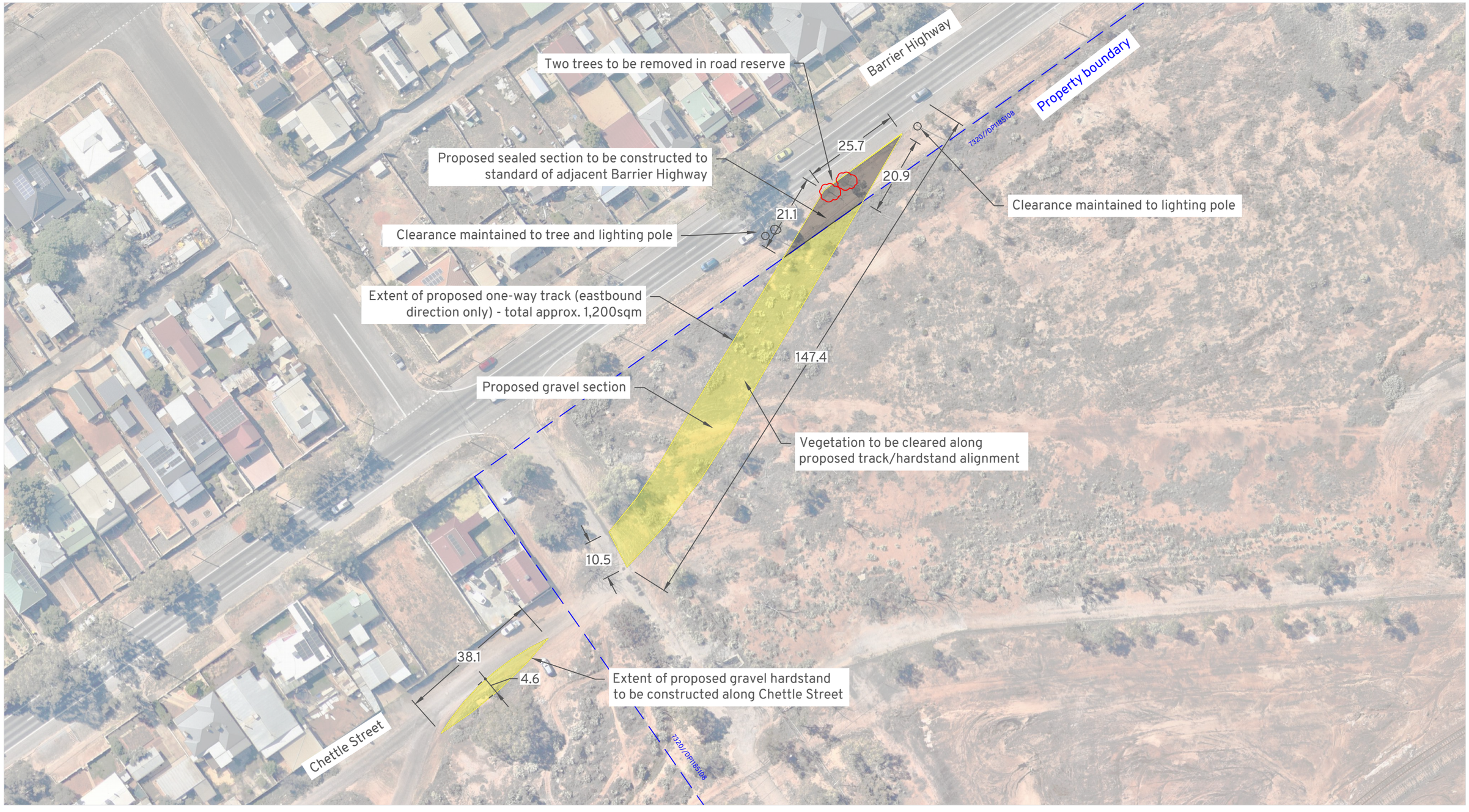
Amber S09G

Notes:
Property boundaries shown indicatively based on mapping data.
Vehicle turning paths provided within Ares report.
Site Location: Crystal Street / Sturt Street, Broken Hill NSW

10A - Crystal Street / Sturt Street, Broken Hill
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 SD-54B
SCALE at A3: 1:1000

Amber 10A

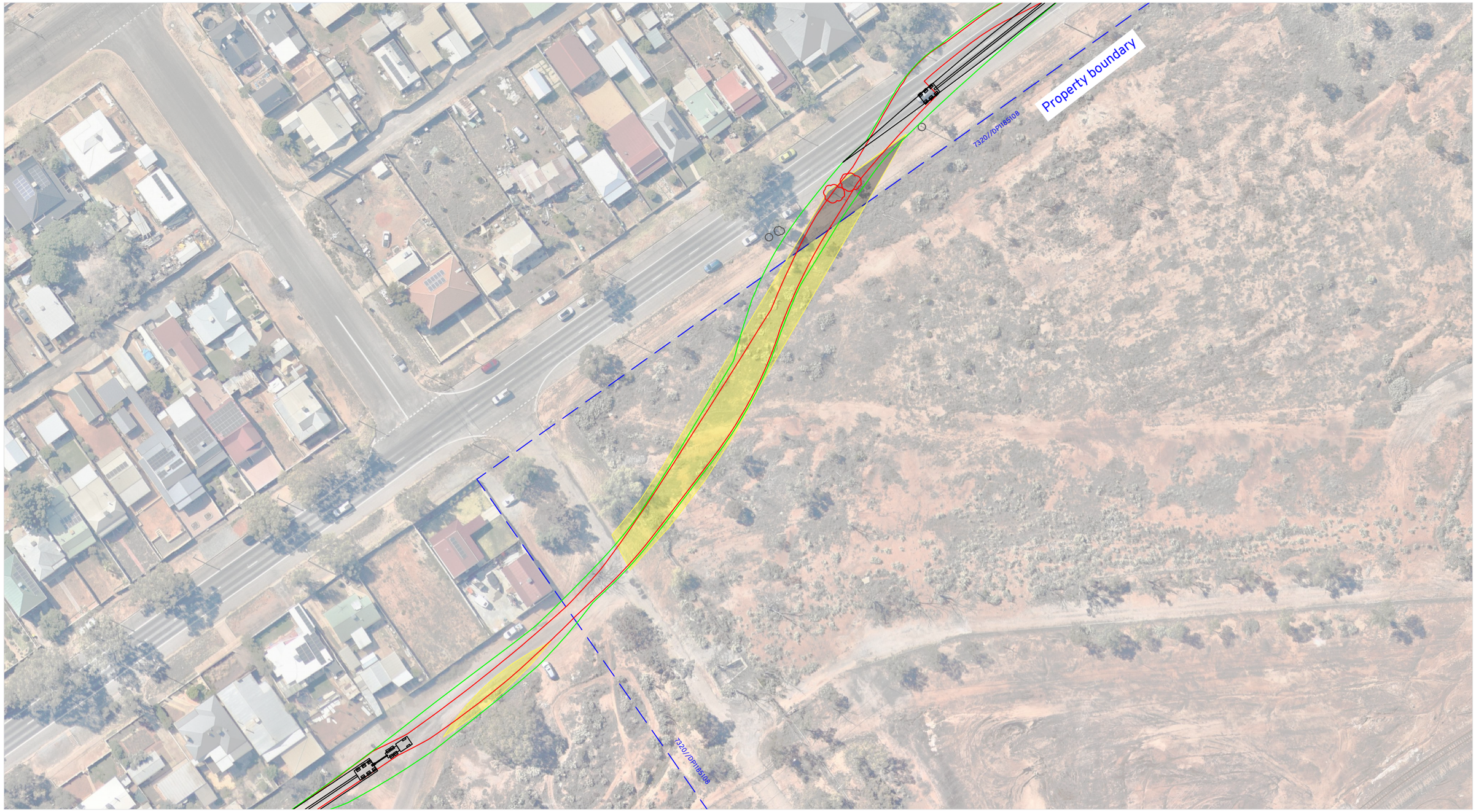


Notes:
Property boundaries shown indicatively based on mapping data.
Vehicle turning paths provided within Ares report.
Site Location: Chettle Street / Barrier Highway, Broken Hill NSW

10B - Chettle Street / Barrier Highway, Broken Hill
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-54C
SCALE at A3: 1:1000

Amber 10B

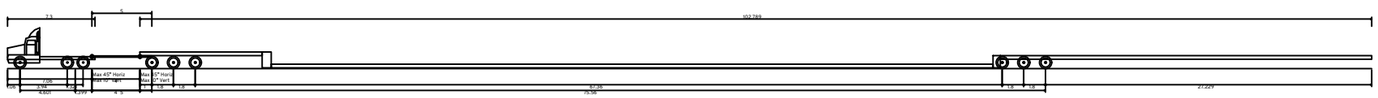


Load Envelope

Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



100m Blade (110m Vehicle)	
Overall Length	113.849m
Overall Width	4.000m
Overall Body Height	3.403m
Min Body Ground Clearance	0.060m
Max Track Width	3.200m
Lock-to-lock time	4.00s
Max Wheel Angle	45.00°

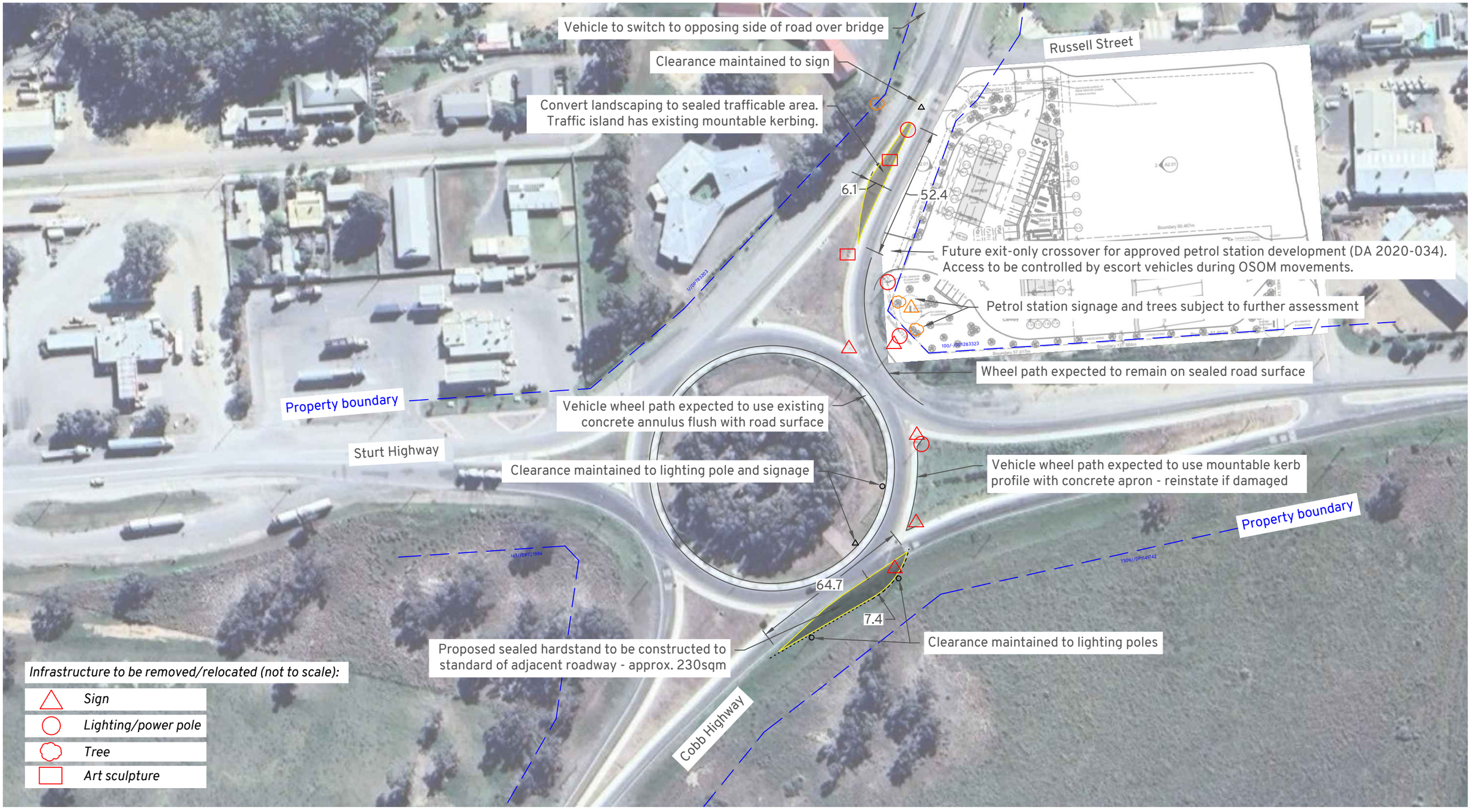
10B - Chettle Street / Barrier Highway, Broken Hill

Strategic Design

Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-54C
SCALE at A3: 1:1000

Amber S10B



Notes:
Property boundaries shown indicatively based on mapping data.
Vehicle turning paths provided within Ares report.
Site Location: Cobb Highway / Sturt Highway, Hay South NSW

11 (Option 1) - Cobb Highway / Sturt Highway, Hay
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-55D
SCALE at A3: 1:1500

Amber 11-1

Clearance maintained to sign

Property boundary

Vehicle wheel path expected to use existing concrete annulus flush with road surface

Wheel path expected to remain on sealed road surface

Clearance maintained to lighting pole and signage

Vehicle wheel path expected to use mountable kerb profile with concrete apron - reinstate if damaged

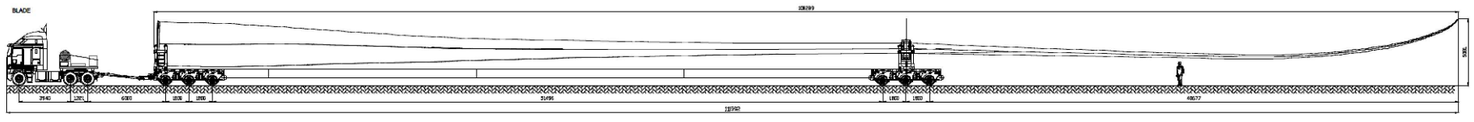
Property boundary

Clearance maintained to lighting poles

Infrastructure to be removed/relocated (not to scale):

- *Sign*
- *Lighting/power pole*
- *Tree*
- *Art sculpture*

Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



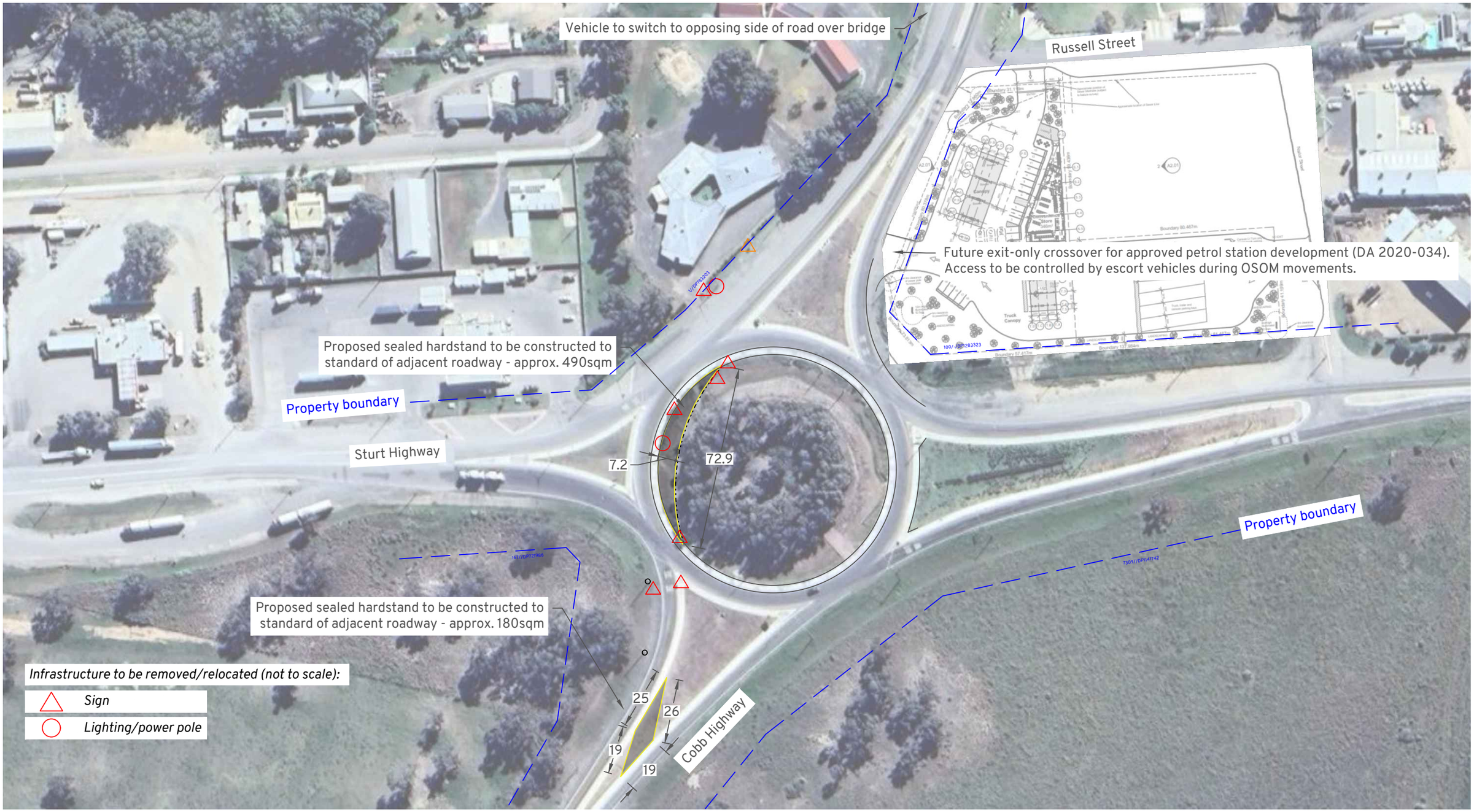
11 (Option 1) - Cobb Highway / Sturt Highway, Hay

OSOM Swept Path Assessment

Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-55D
SCALE at A3: 1:1500

Amber S11-1

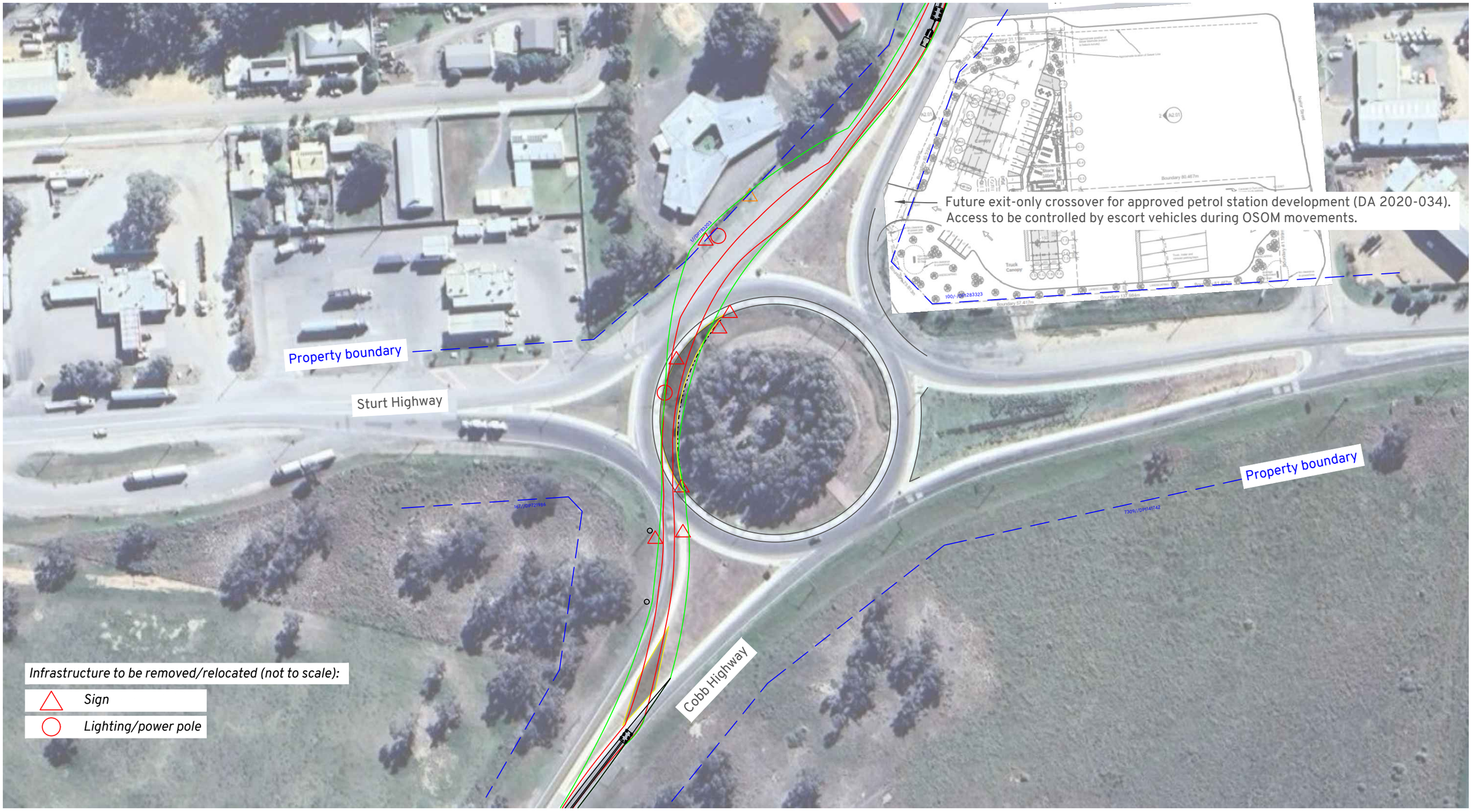


Notes:
Property boundaries shown indicatively based on mapping data.
Vehicle turning paths provided within Ares report.
Site Location: Cobb Highway / Sturt Highway, Hay South NSW

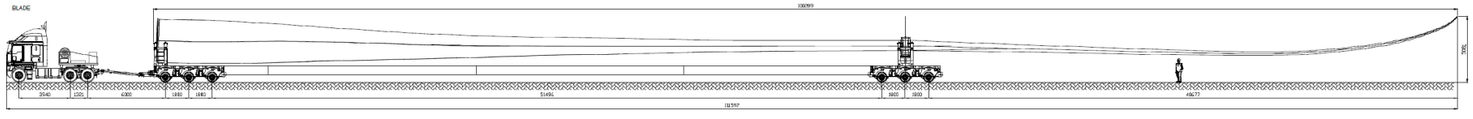
11 (Option 2) - Cobb Highway / Sturt Highway, Hay
Strategic Design
Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-55D
SCALE at A3: 1:1500

Amber 11-2



Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



11 (Option 2) - Cobb Highway / Sturt Highway, Hay

OSOM Swept Path Assessment

Pottinger Wind Farm

DRAWN: OM
DATE: 31/01/2025
DWG NO: 768 SD-55D
SCALE at A3: 1:1500

Amber S11-2

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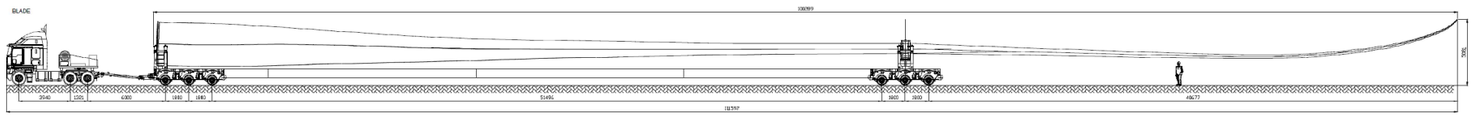
Appendix C

Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



Pottinger Wind Farm

Cobb Highway / Jerilderie Road

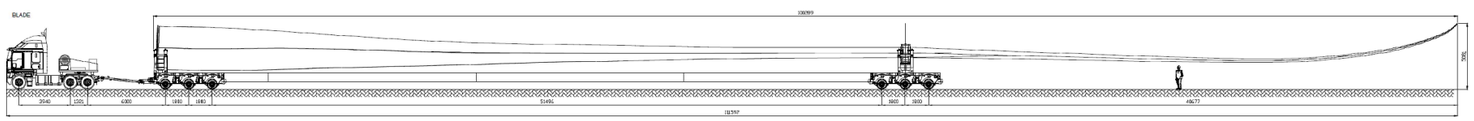
OSOM Swept Path Assessment prepared by Someva

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 F03H - WF
SCALE at A3: 1:1000

Amber

S01-3

Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



Pottinger Wind Farm

Cobb Highway / West Burrabogie Road

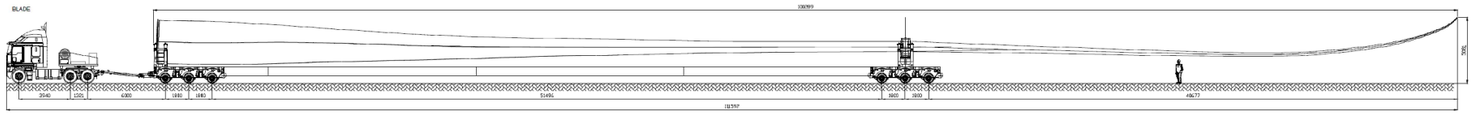
OSOM Swept Path Assessment prepared by Someva

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 F03H - WF
SCALE at A3: 1:1000

Amber

S02-3

Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



Pottinger Wind Farm

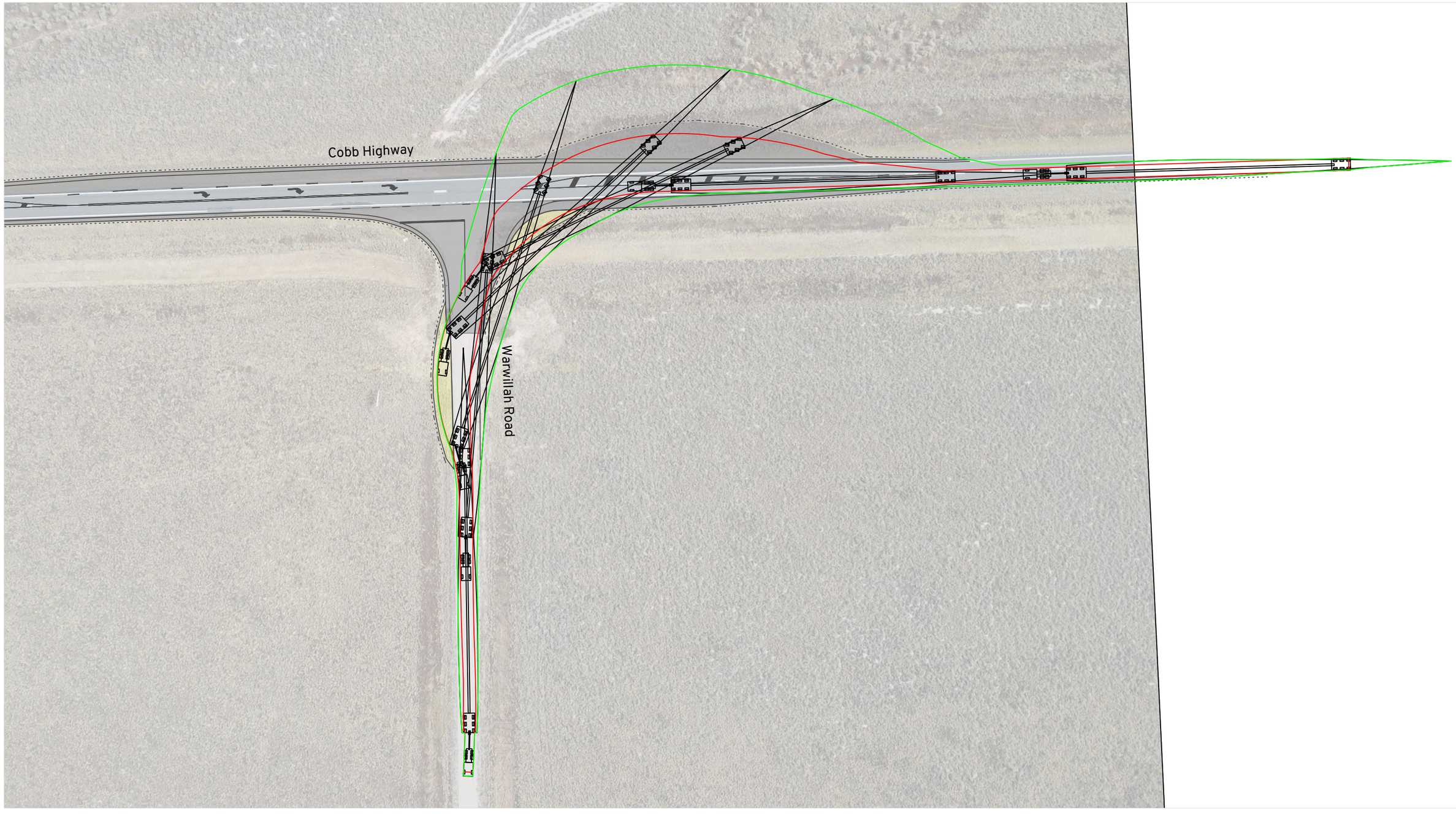
Cobb Highway / Wargam Road

OSOM Swept Path Assessment prepared by Someva

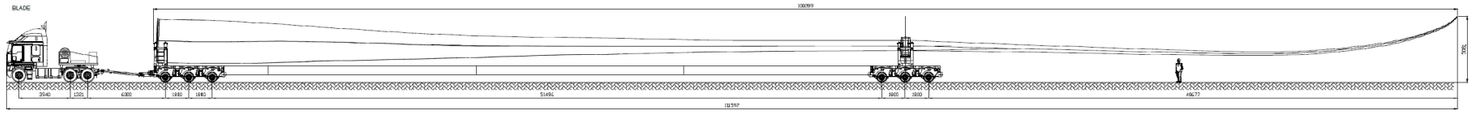
DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 F03H - WF
SCALE at A3: 1:1000

Amber

S03-4



Red = Vehicle wheel path.
Green = Turbine blade swing path.
Refer to Ares report for detailed OSOM vehicle specifications.



Pottinger Wind Farm

Cobb Highway / Warwillah Road

OSOM Swept Path Assessment prepared by Someva

DRAWN: OM
DATE: 22/01/2025
DWG NO: 768 F03H - WF
SCALE at A3: 1:1000

Amber

S04-3

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Appendix D

Drawing Notes:
All dimensions are in mm unless otherwise noted. All weights are in t (Metric Tonnes) unless otherwise noted. All details are provisional and preliminary and subject to detailed design and final arrangements, and are to be used as a guideline only.

Vehicle Dimensions supplied by Ares Project Services Pty. Ltd.
Vehicle analysis performed with AutoDesk Vehicle Tracking

PROJECT NAME: Pottinger Wind Farm

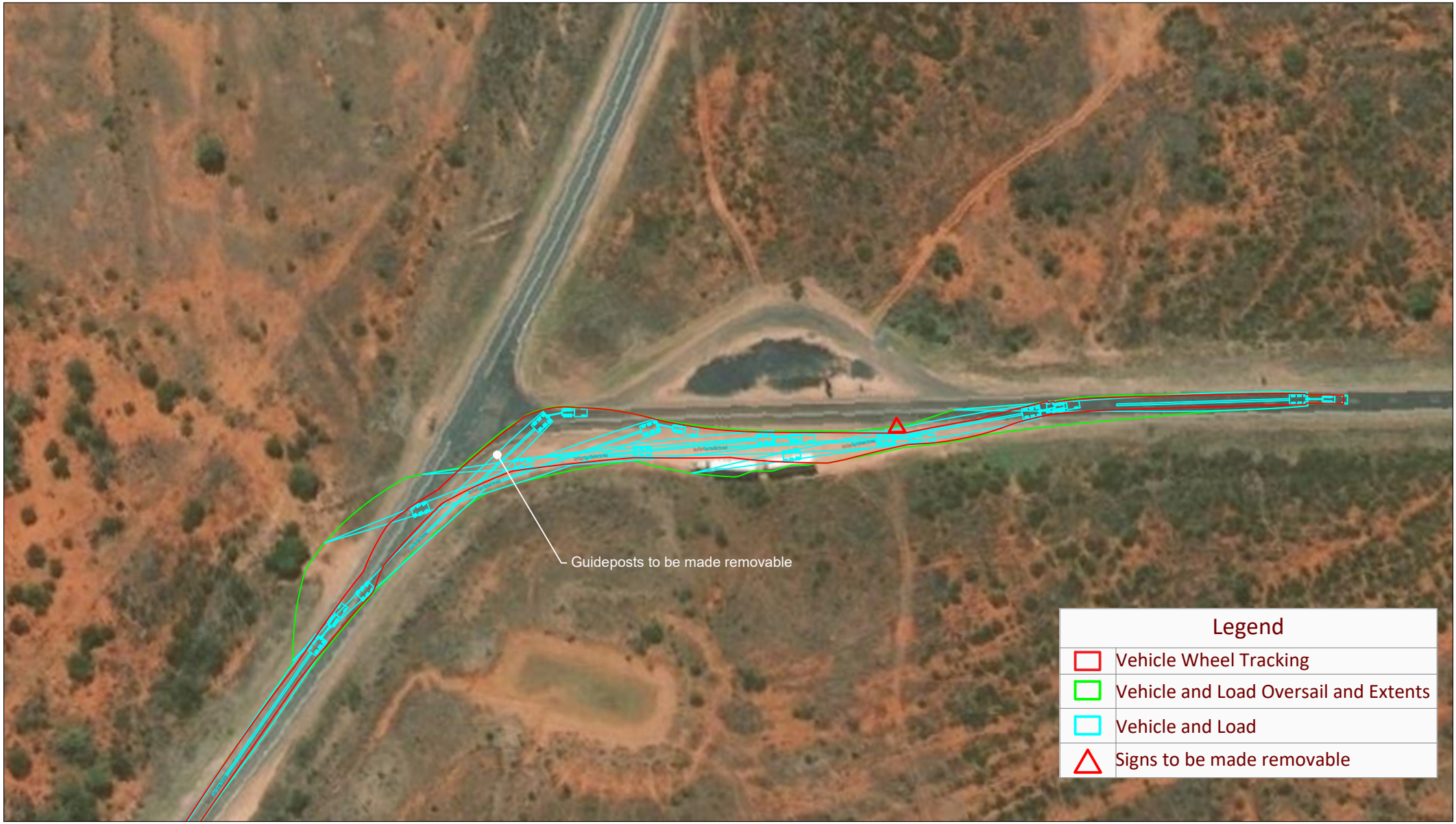
DRAWING TITLE: 07 - Cockburn Rest Stop

DRAWN BY:	APPROVED BY:	DATE:
T.Stokes	T.Mead	16/01/2024

REV:	DESCRIPTION:	BY:	DATE:
1.0	Drawing Created	TS	16/01/25

SOMEVA RENEWABLES

PROJECT: PoWF	SCALE: 1:1500
DRAWING NO: -	SHEET SIZE: A4
REVISION: -	
UNIT: mm	



Drawing Notes:
All dimensions are in mm unless otherwise noted. All weights are in t (Metric Tonnes) unless otherwise noted. All details are provisional and preliminary and subject to detailed design and final arrangements, and are to be used as a guideline only.

Vehicle Dimensions supplied by Ares Project Services Pty. Ltd.
Vehicle analysis performed with AutoDesk Vehicle Tracking

PROJECT NAME: Pottinger Wind Farm

DRAWING TITLE: 13 - Cobb Highway Parking

DRAWN BY:	APPROVED BY:	DATE:
T.Stokes	T.Mead	16/01/2024

REV:	DESCRIPTION:	BY:	DATE:
1.0	Drawing Created	TS	16/01/25

SOMEVA RENEWABLES

PROJECT:	SCALE:
PoWF	1:1500
DRAWING NO:	SHEET SIZE:
-	A4
REVISION:	
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UNIT:	
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Drawing Notes:
All dimensions are in mm unless otherwise noted. All weights are in t (Metric Tonnes) unless otherwise noted. All details are provisional and preliminary and subject to detailed design and final arrangements, and are to be used as a guideline only.

Vehicle Dimensions supplied by Ares Project Services Pty. Ltd.
Vehicle analysis performed with AutoDesk Vehicle Tracking

PROJECT NAME: Pottinger Wind Farm

DRAWING TITLE: 15 - Cobb Highway

DRAWN BY:	APPROVED BY:	DATE:
T.Stokes	T.Mead	16/01/2024

REV:	DESCRIPTION:	BY:	DATE:
1.0	Drawing Created	TS	16/01/25

SOMEVA RENEWABLES

PROJECT:	SCALE:
PoWF	1:1500
DRAWING NO:	SHEET SIZE:
-	A4
REVISION:	
-	
UNIT:	
mm	

SOMEVA RENEWABLES

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Appendix E

Technical Memorandum

To:	James Nicholas	Company:	Someva
From:	Oliver Mihaila	Date:	21 January 2025
Job Number:	768		

Subject: Pottinger Wind Farm – OSOM Pull Over Protocols for Barrier Highway and Cobb Highway

Amber Organisation has been asked to identify potential pull over protocols to facilitate oversize/overmass (OSOM) transport along sections of the Barrier Highway and Cobb Highway. This technical memorandum has been prepared in response to RFI Point 3(b) received from Transport for New South Wales dated 18 December 2024:

> *"The size of the components being transported on the OSOM routes is of concern for the current width of the road network on the route. There are areas of the Barrier Highway and Cobb Highway that have 3m wide travel lanes and no road shoulder. With the width of the base tower being 6.31m, there is no room for opposing vehicles to pass. Identification of how opposing traffic movements is to be facilitated such as shoulder widening along these highways, is required to allow for travel of cars of this size."*

The Pottinger Wind Farm project has identified a proposed OSOM transport route which originates from the Port of Adelaide, entering New South Wales near the town of Cockburn via Barrier Highway, and continuing to the Project Area via an approximate 670km route along Barrier Highway and Cobb Highway via the regional centres of Broken Hill, Wilcannia, Ivanhoe and Hay. The proposed OSOM route is outlined within the Traffic Impact Assessment and Route Assessment prepared for the project by Amber and Ares, respectively.

It is understood that sections of the route provide relatively narrow sealed carriageway widths in the order of 6.0m. It is noted that detailed information regarding the existing carriageway widths along the road has not been provided by Transport for New South Wales, and the pull over protocols outlined below are proposed to be applied only to the relevant sections of the route which are yet to be fully determined. Potential locations for pull over bays between Wilcannia and the Project Area have been identified by Someva Renewables, with a map provided in Appendix A.

1. Existing Conditions

Barrier Highway and Cobb Highway each operate with a typical speed limit of 110km/h outside regional centres. An overview of the available traffic volume data along the route is provided below.

Table 1: Traffic Volume Data

Section	Road	Peak Two-way Traffic Volumes		Source
		Daily	Hourly	
SA Border to Broken Hill	Barrier Highway	No recent data available. Traffic volumes are estimated to be similar to the Broken Hill to Wilcannia section based on historic data.		
Broken Hill to Wilcannia	Barrier Highway	733 vpd	77 vph	TfNSW Traffic Volume Viewer (2024)
Wilcannia to Hay	Cobb Highway	No data available. Traffic volumes are estimated to be very low (less than 10 vehicles per hour in each direction) due to the remote/rural nature of the surrounding area.		
Hay to Project Area	Cobb Highway	392 vpd	47 vph	Tube Count (Nov 2023)

2. Pull Over Protocols

It is proposed to utilise pull over bays at regular intervals along the relevant sections of the route which would provide additional road width for the OSOM vehicles to pull over to the side of the road and allow passing manoeuvres for both following and oncoming traffic. Police escort vehicles will be required to accompany each journey and facilitate the passing manoeuvres.

It is considered that a minimum clear width of 3.5m would be required to allow a typical 2.5m wide heavy vehicle configuration (e.g. B-Double or Road Train) to comfortably pass the OSOM loads with 500mm clearance on either side of the vehicle body. The widest component is the base tower section which has a load width of 6.31m, resulting in a total width of 9.81m required at each pull over bay. The length of each pull over bay should be at least 112m to allow for other OSOM loads including the blades which typically have a loaded width of around 5.0m. Each pull over bay should allow all OSOM vehicles to adequately pull over to the edge of the designated area.

Vehicles travelling in the same direction behind the OSOM loads would be allowed to pass at each pull over bay location. The rear pilot will inform all other pilots regarding the presence of following vehicles and assist with identifying suitable opportunities for the OSOM vehicle to re-enter the road once all following vehicles have passed.

A 'leapfrog' mechanism is proposed to be enacted as follows to facilitate safe passing opportunities for oncoming traffic:

1. The OSOM vehicle will stop at every pull over bay.
2. A lead pilot will continue to the next pull over bay, noting any oncoming vehicles that pass during the trip.
3. The lead pilot will temporarily close the road to all oncoming traffic at the next pull over bay and communicate the number and description of oncoming vehicles via two-way radio (or other suitable means) to the remaining pilot vehicles accompanying the OSOM load.
4. Once all oncoming vehicles have passed, the OSOM vehicle will re-enter the road and continue to the next pull over bay.
5. The process above will be repeated for every pull over bay.

Pull over bays should be located at regular intervals along the relevant sections of the route to avoid excessive delays for other road users. Advice from Ares indicates that the OSOM vehicles would travel at a typical cruising speed of around 80km/h as the road features a generally straight alignment and would be closed to other traffic.

An average delay of approximately 10 minutes for oncoming traffic is proposed as a reasonable impact to balance the potential number of pull over bays required given the length of the route and acknowledging the estimated traffic volumes which are very low along the majority of the route. It is important to note that a significant proportion of oncoming road users would be expected to pass while the lead pilot is travelling between the pull over bays and would therefore not experience any delays. Assuming the lead pilot travels at a speed of 110km/h and the OSOM vehicle travels at 80km/h, around 42% of vehicles would pass while the road is open and the lead pilot is travelling between the pull over bays.

Noting the above, an average delay of 11 minutes would be achieved for oncoming traffic with a maximum pull over bay spacing of 50km. The OSOM vehicle would travel between each pull over bay in around 37.5 minutes and the lead pilot would take around 27.3 minutes. The minimum delay would be negligible for vehicles arriving at the end of the procedure, while the maximum delay would be up to 37.5 minutes for vehicles arriving at the start.

Delays for vehicles following the OSOM loads would be substantially lower, with an average of 3 minutes and a maximum of around 10 minutes.

Potential locations for pull over bays between Wilcannia and the Project Area have been identified by Someva Renewables, with a map provided in Appendix A. The identified pull over bay locations all achieve a maximum spacing of 50km or less, and seek to utilise existing rest areas, unsealed road shoulders or other highly disturbed roadside areas where possible. Based on a high-level review of aerial imagery, it is considered that the dimensional requirements to cater for all OSOM loads can be accommodated at each identified location. The precise location and spacing of the pull over bays is proposed to be determined during the development of the TMP, whereby further detailed assessment would be carried out to refine the transport schedules and ensure oncoming vehicles are prevented from entering the relevant sections of the route from a side road or major property access during temporary closure times.

It is recommended that the nature of the potential delays to road users should be clearly communicated throughout the full duration of the transport task via appropriate methods including roadside VMS signage. Information should be readily available to allow road users to choose alternative routes or travel times which are not scheduled for OSOM transport.

Use of the road should also be restricted for all other general traffic vehicles exceeding 2.5m wide, noting the route is currently approved for Class 1 OSOM vehicles up to 5.0m wide.

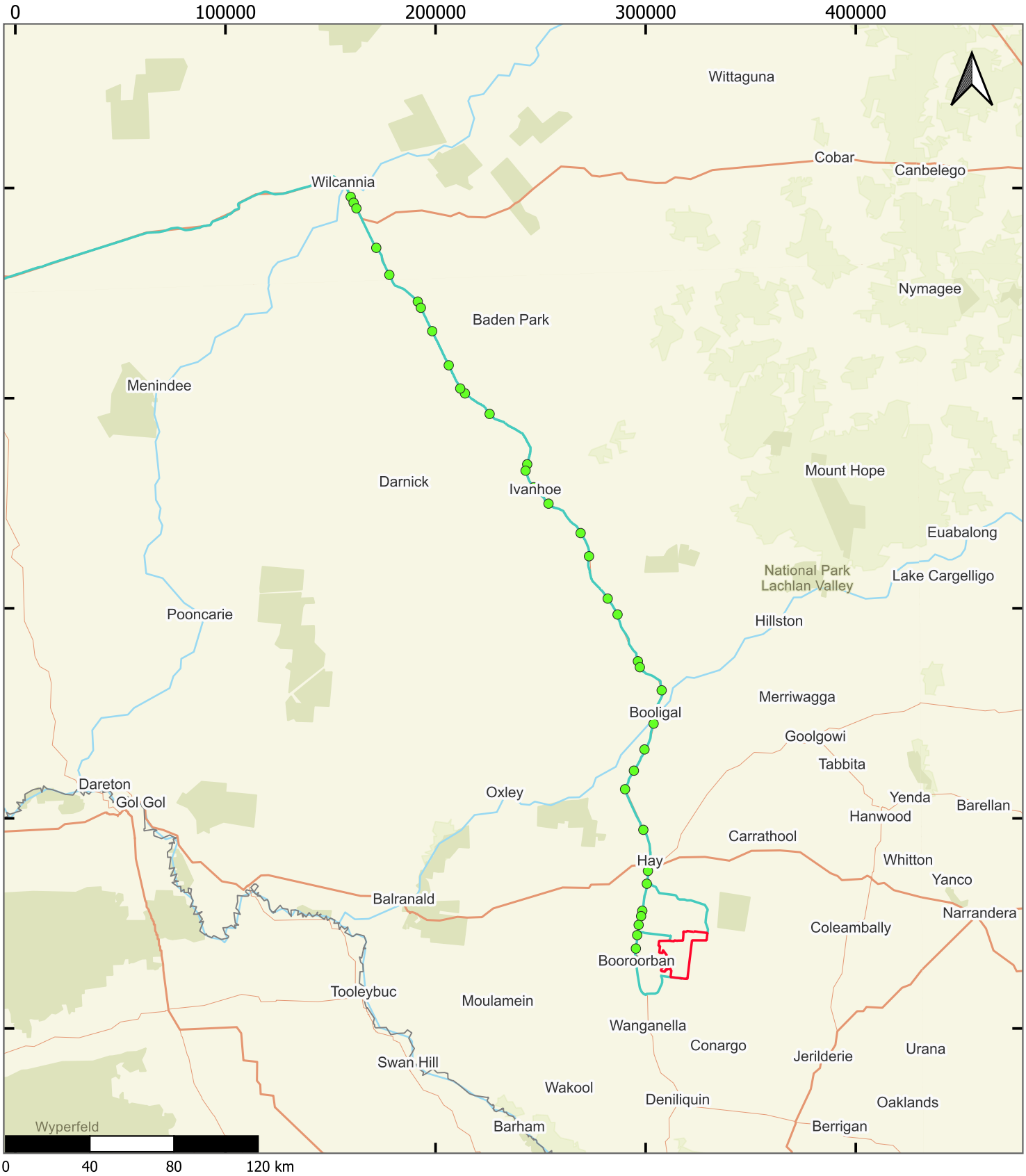
If you have any questions, please feel free to contact the undersigned.

Yours sincerely
Amber Organisation

Oliver Mihaila
Associate

Appendix A

Map of Potential Pull Over Bays



Pottinger Wind Farm

Identified Passing Bays

SOMEVA RENEWABLES

Legend

- Project Area
- Identified Passing Bays
- Transport Route

Date: 20/01/2025

CRS: GDA2020 / MGA zone 55

Scale: 2500000

Basemap: ESRI Satellite (2024)

Data Sources: NSW Spatial Portal (2024)

Prepared By: LB Reviewed By: TS

Version: 1.0

This figure may contain third party information. This figure is provided for information purposes only and may not be to scale.

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Appendix F

Pottinger Wind Farm

Barrier/Cobb Highway Temporary Pullover Bay Options

30/01/2025

NOTE: The final locations for use will be determined following detailed design and identified in the TMP and relevant OSOM permits. The below table provides existing options for temporary use to demonstrate the concept. It is unlikely that all locations will be required noting the surplus of options assessed. The 'streetview' available at the Gmaps Link has not been updated since 2010 in some locations and therefore has generally not been relied upon. The screenshots in the columns "Width Check" and "Length Check" are estimates of existing trafficable dimensions and were taken using 2025 satellite data and are used for assessing the feasibility of existing pullover areas.

In vertical order (starting in the North)		*The below cells are all clickable links. The Gmaps link are URLs and the Length and Width Check columns are links within the document.*		
Pullover Bay Index	Description	Gmaps Link	Length Check (QGIS, satellite data)	Width Check (QGIS, satellite data)
1	Option for temporary blade truck and base tower truck pullover.	Link	Length Check:	Width Check
2	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
3	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
4	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
5	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
6	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
7	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check

8	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
9	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
10	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
11	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
12	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
13	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
14	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
15	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
16	Option for public traffic queuing (opposing direction).	Link	Length Check	Width Check
17	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width CheckWidth Check
18	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
19	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
20	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
21	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
22	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check

23	Option for public traffic queuing (opposing direction).	Link	Length Check	Width Check
24	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
25	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
26	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
27	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
28	Option for public traffic queuing (opposing direction).	Link	Length Check	Width Check
29	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
30	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
31	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
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33	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
34	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
35	Option for public traffic queuing (opposing direction). OR Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check
36	Option for temporary blade truck and base tower truck pullover.	Link	Length Check	Width Check

Pullover Bay #1

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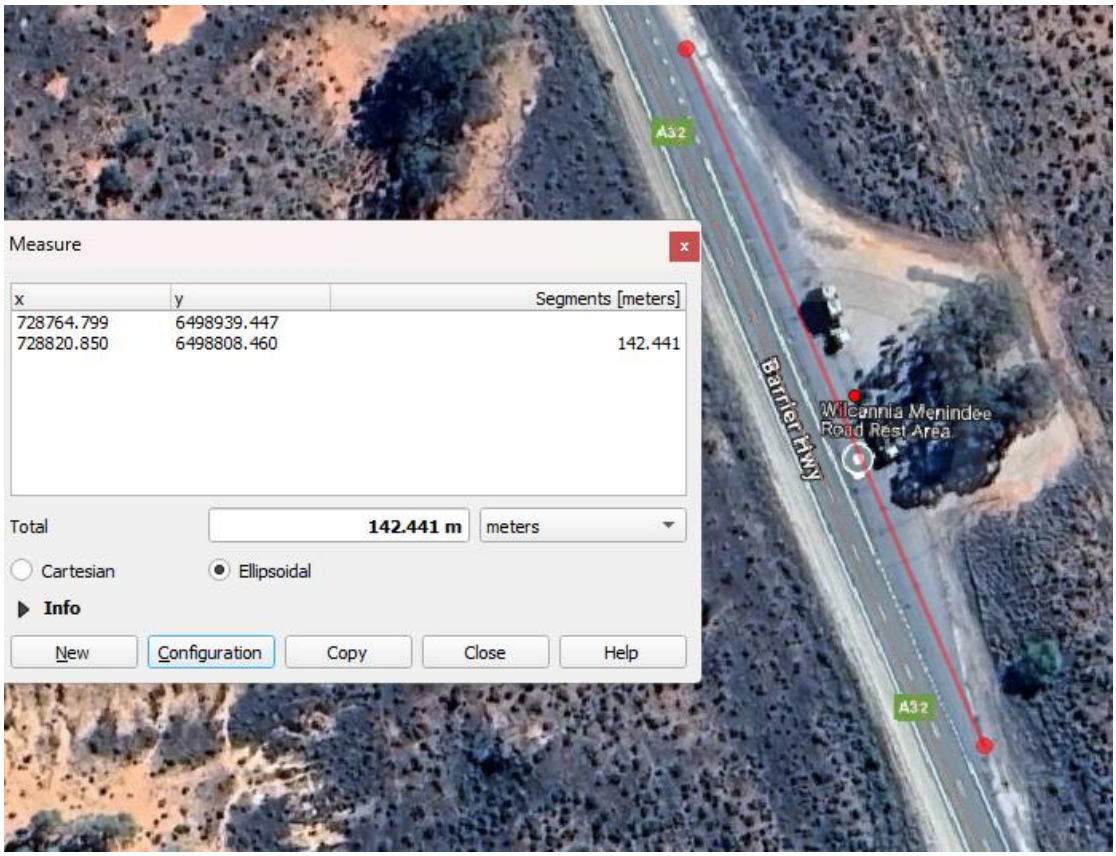

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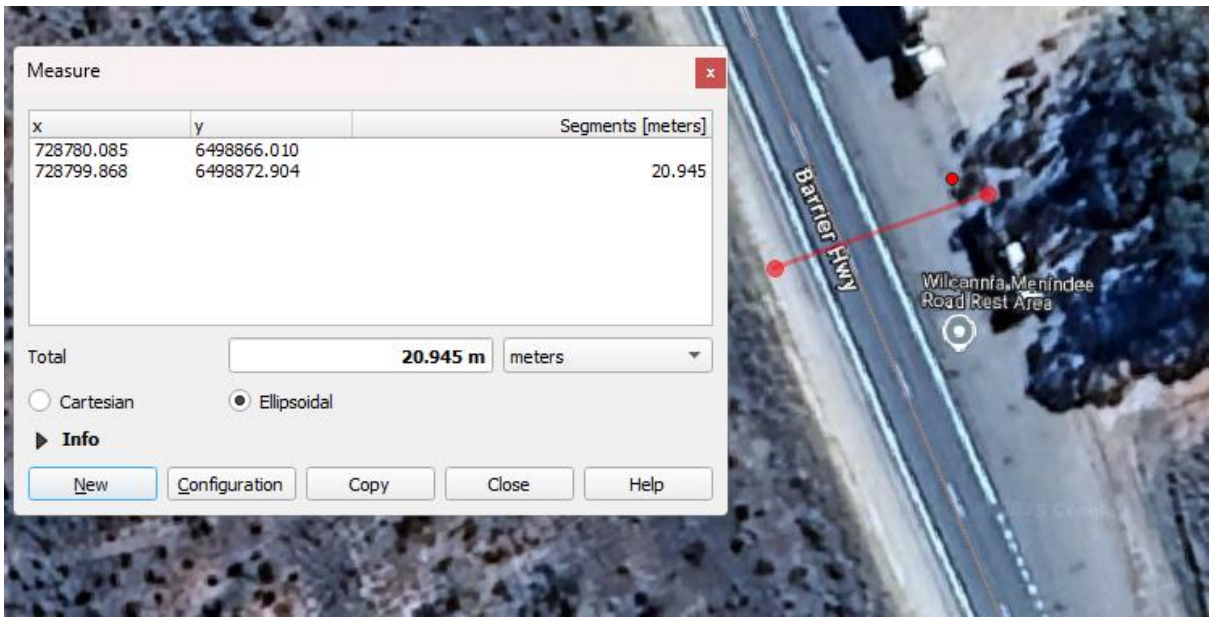

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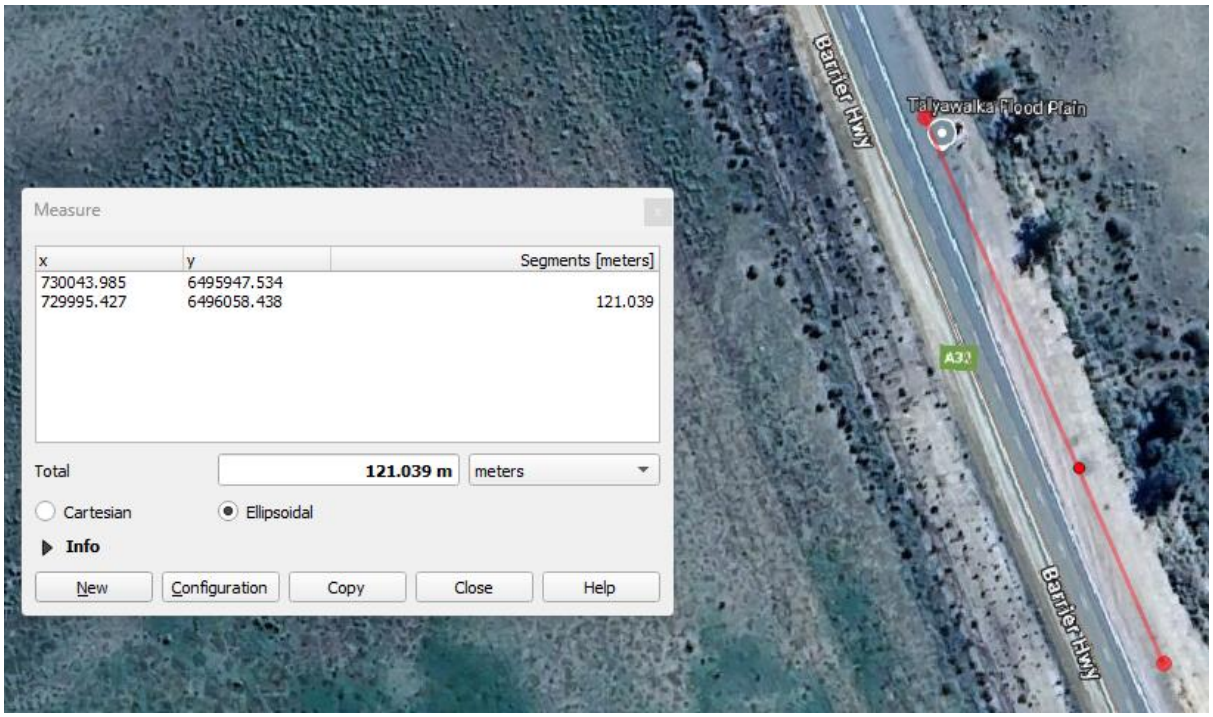

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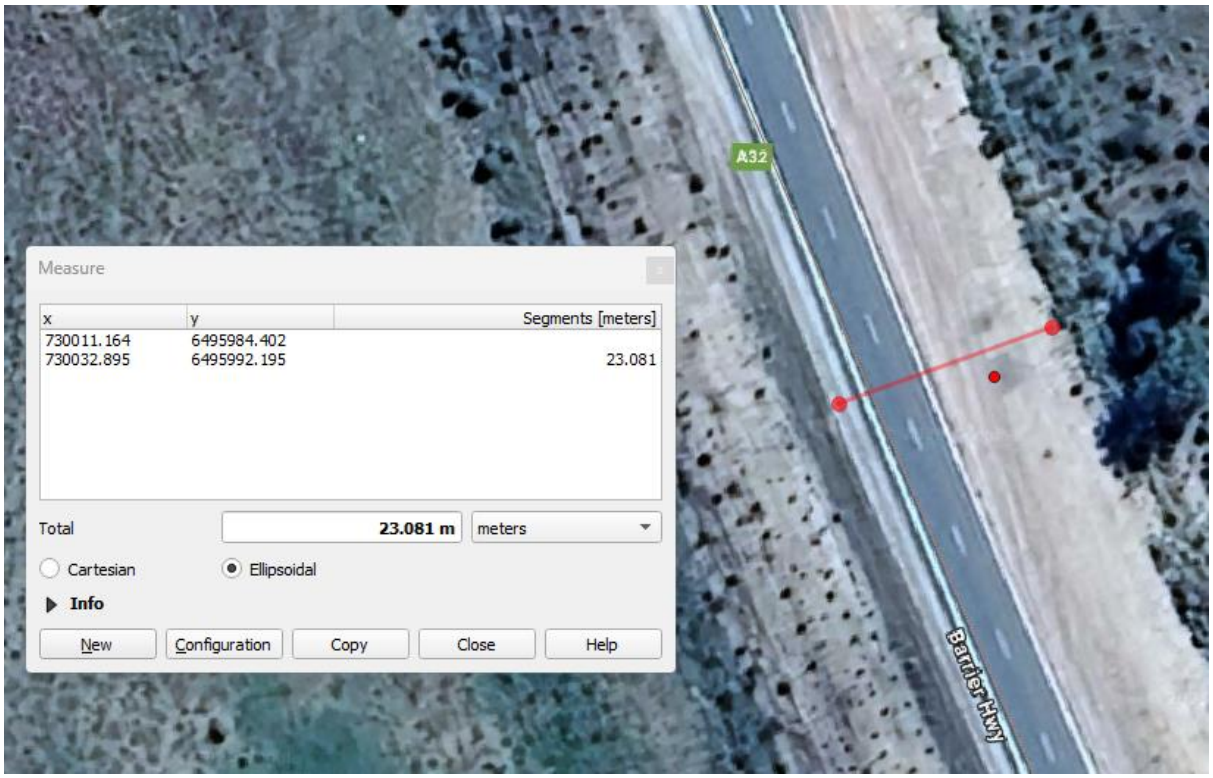

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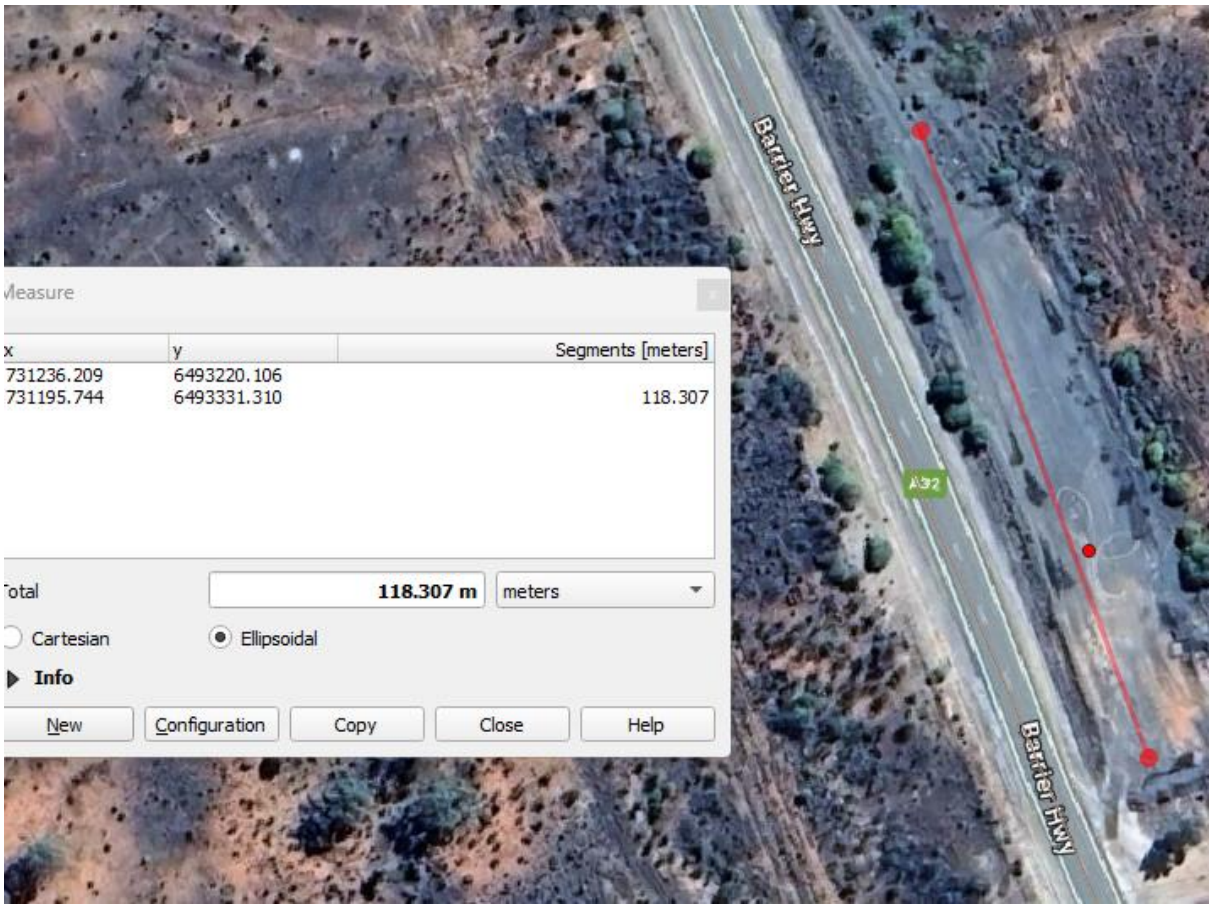

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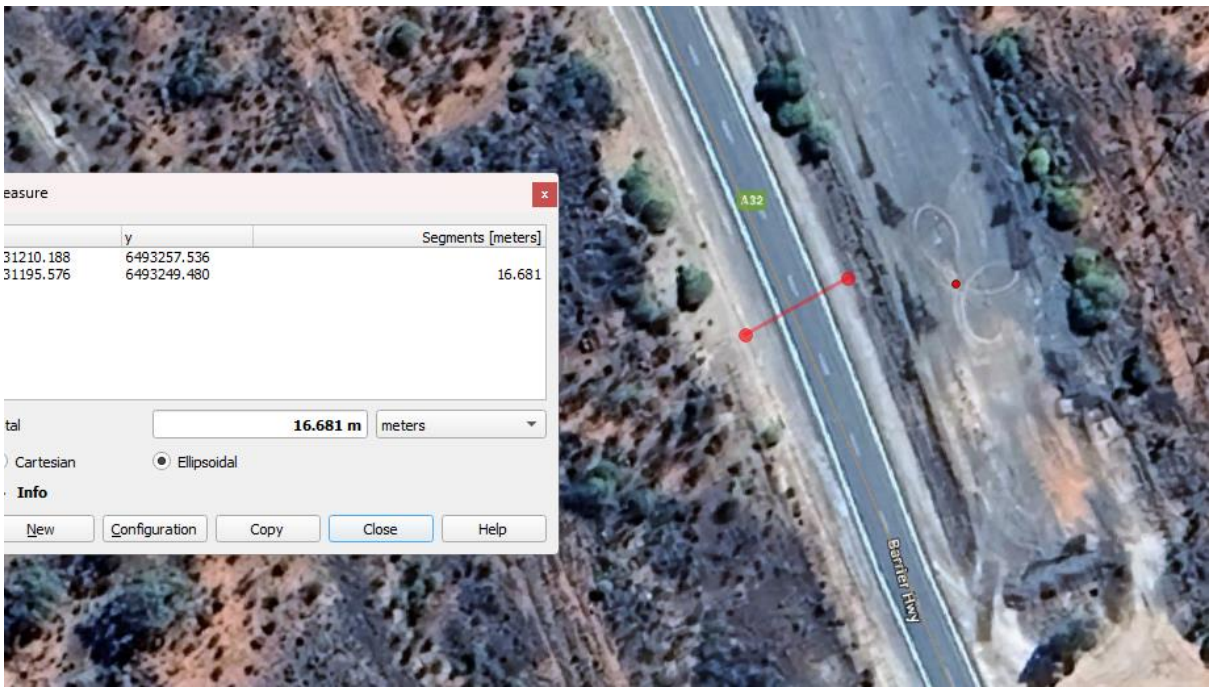

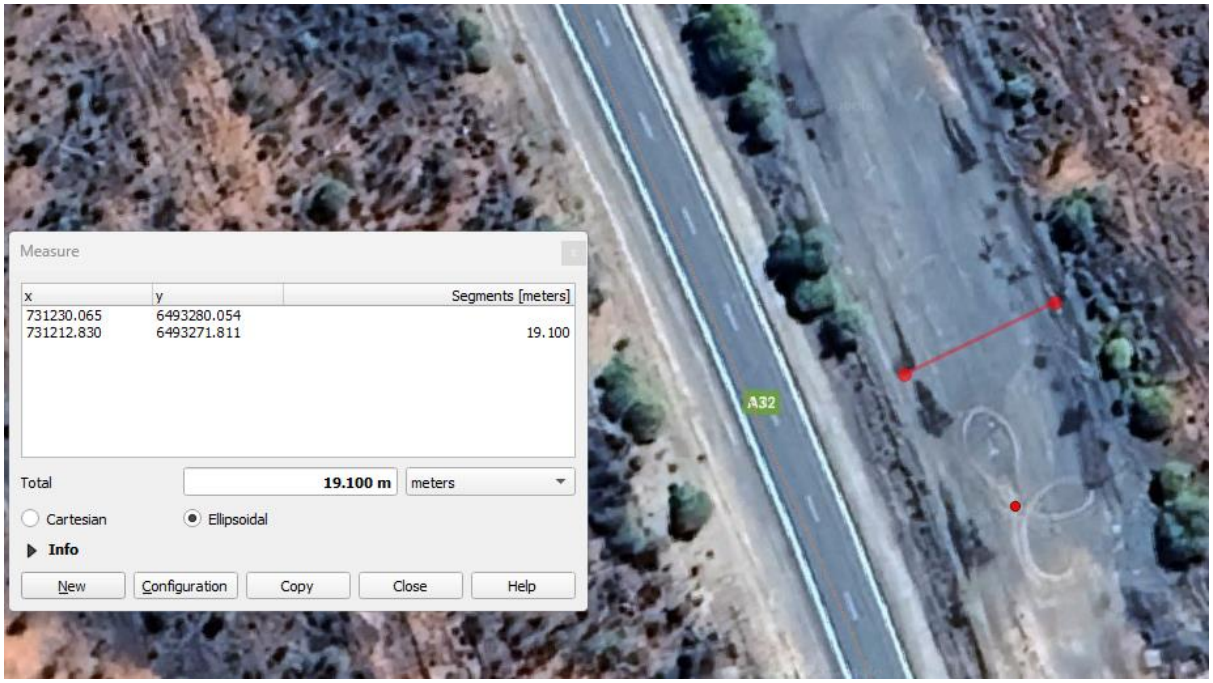

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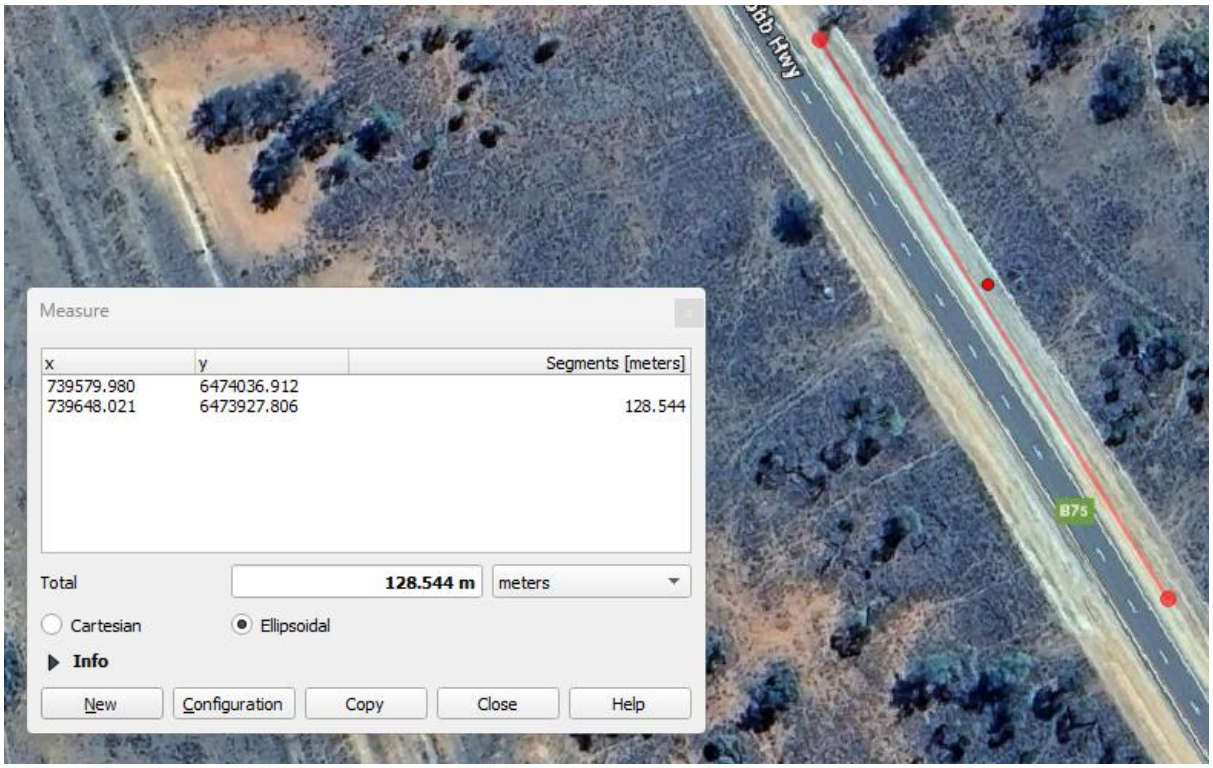

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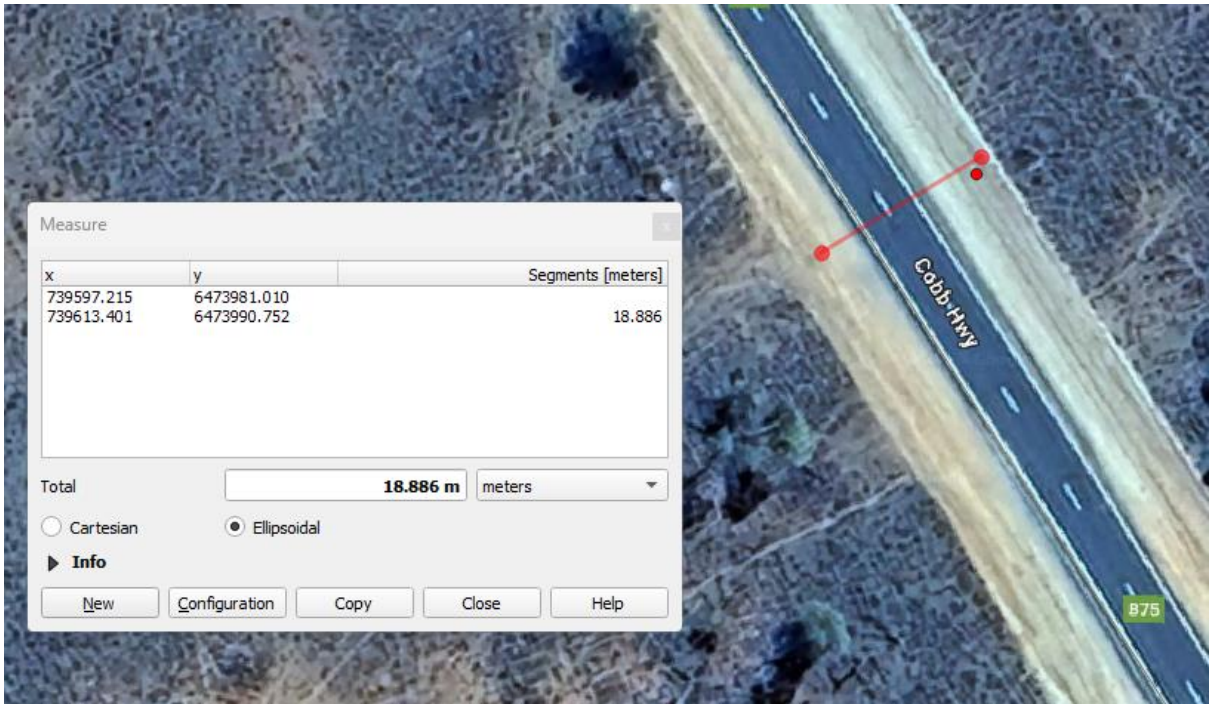

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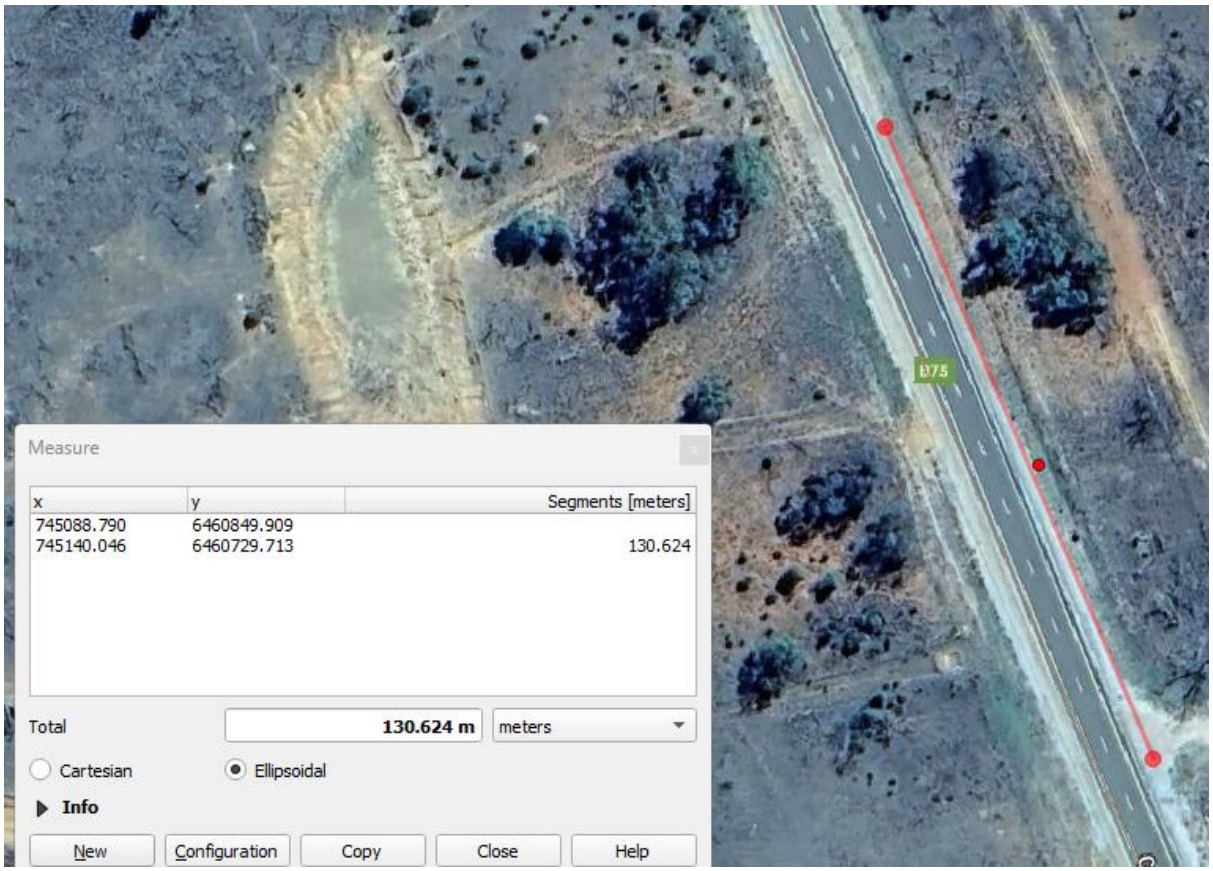

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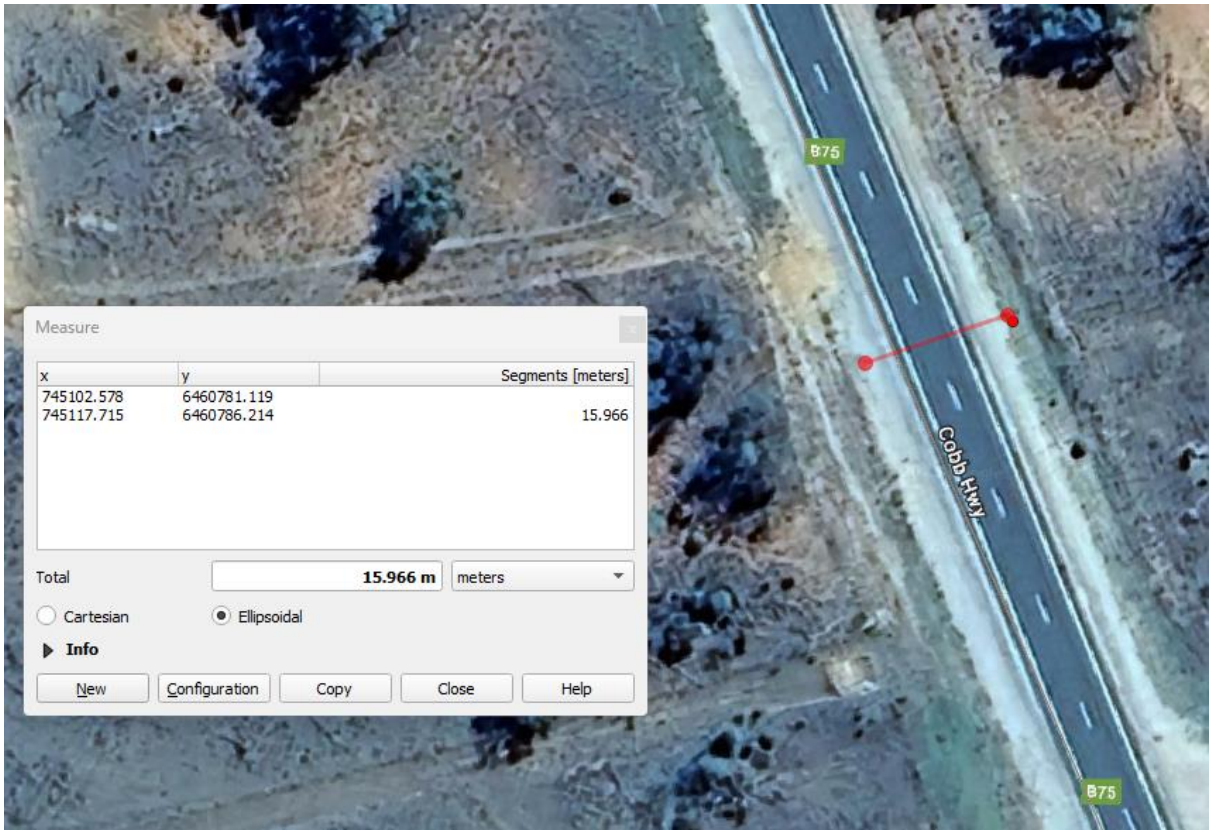
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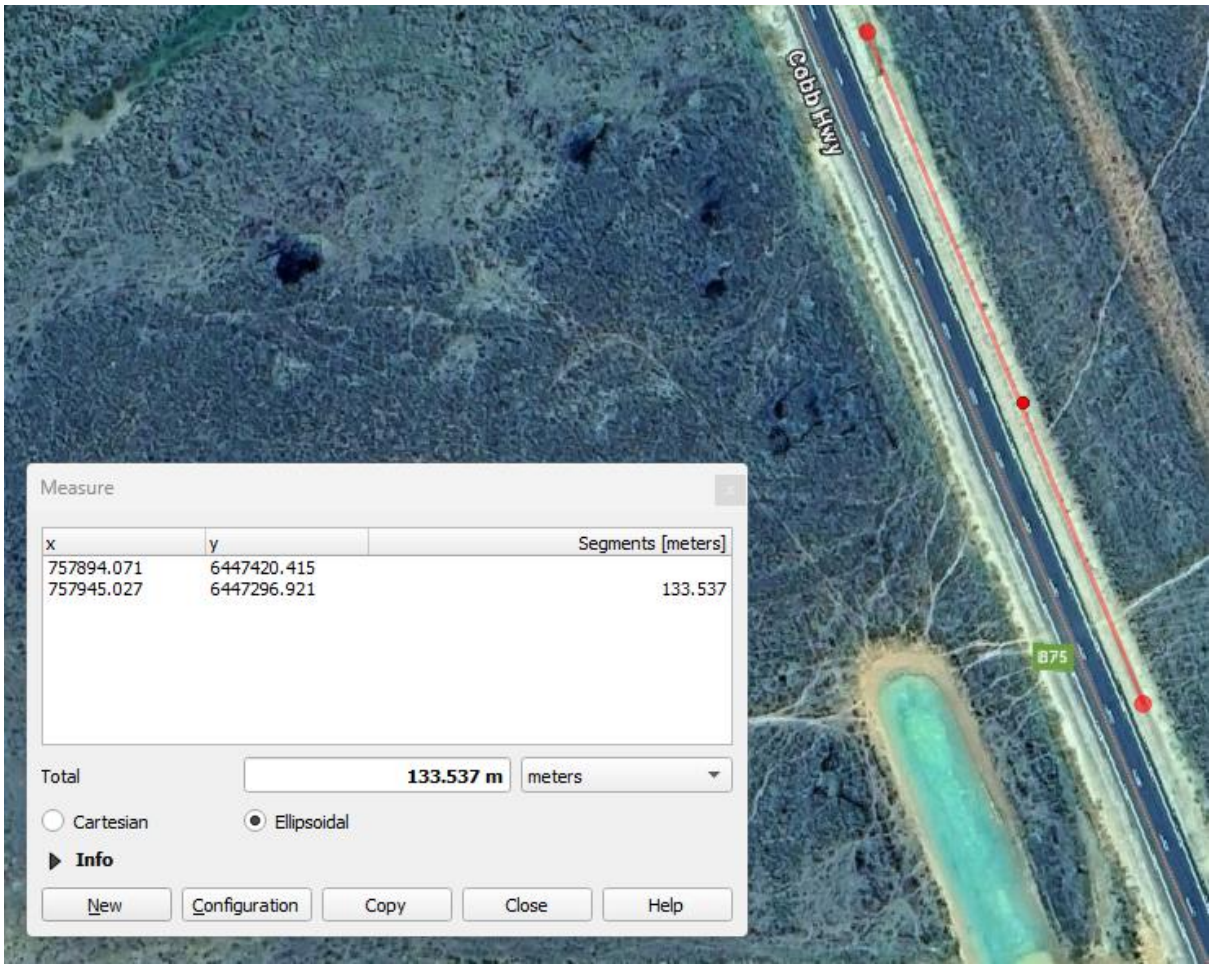

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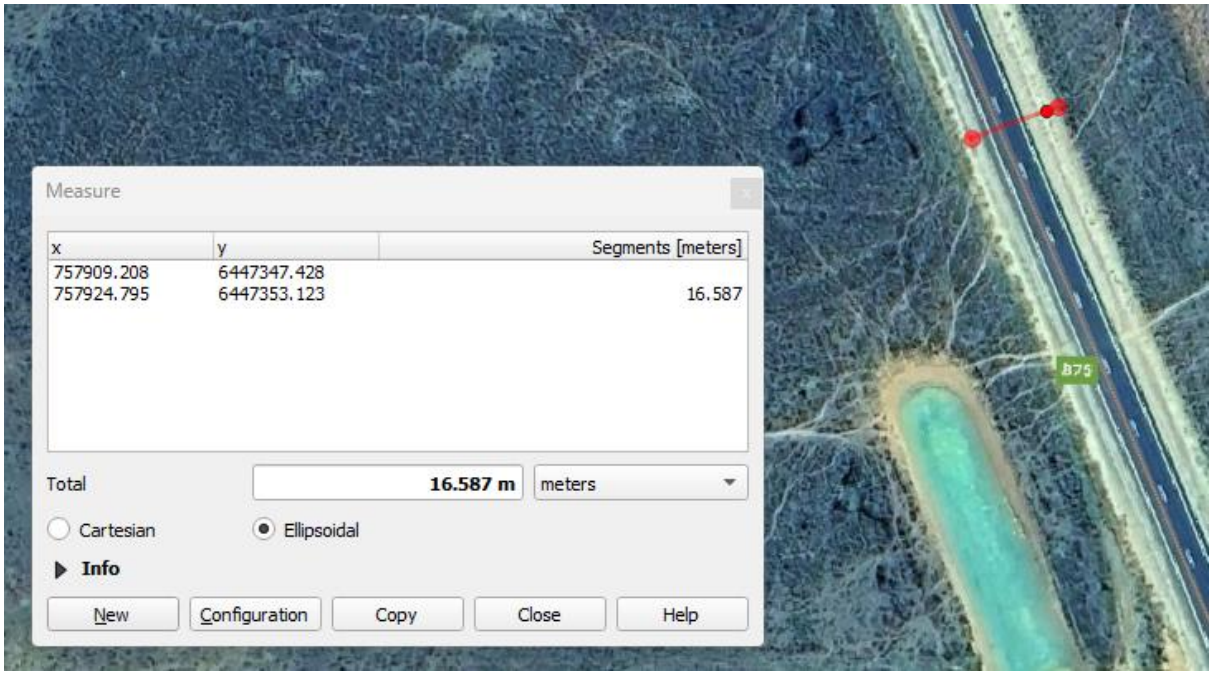

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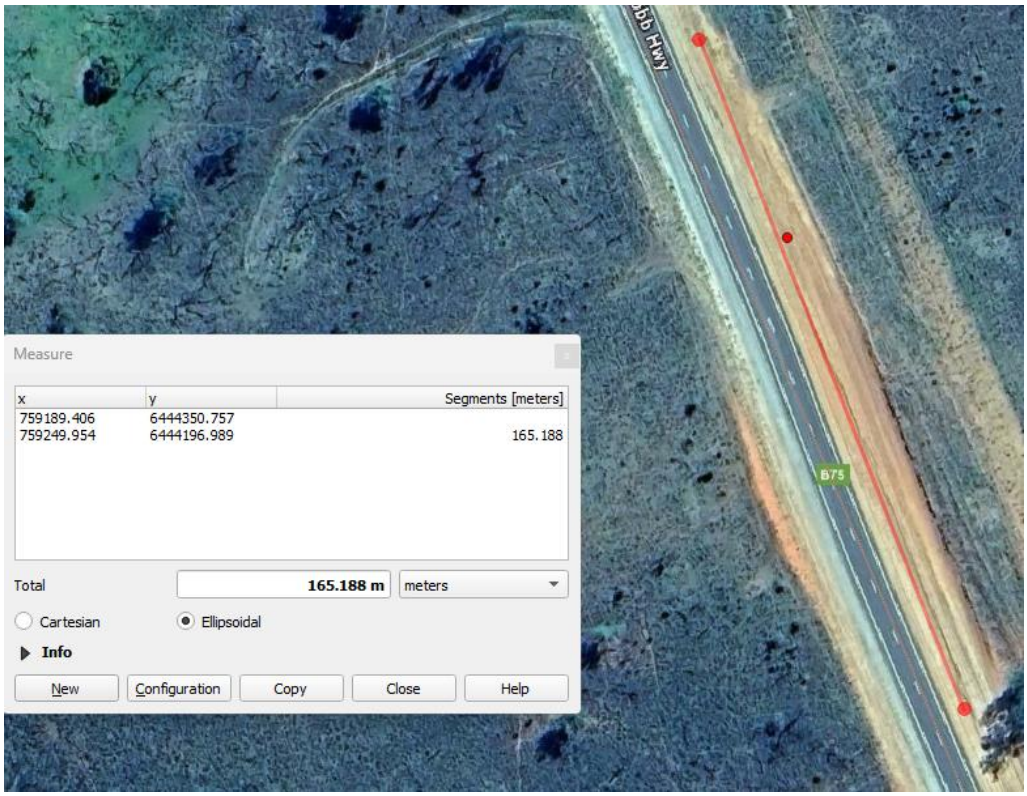

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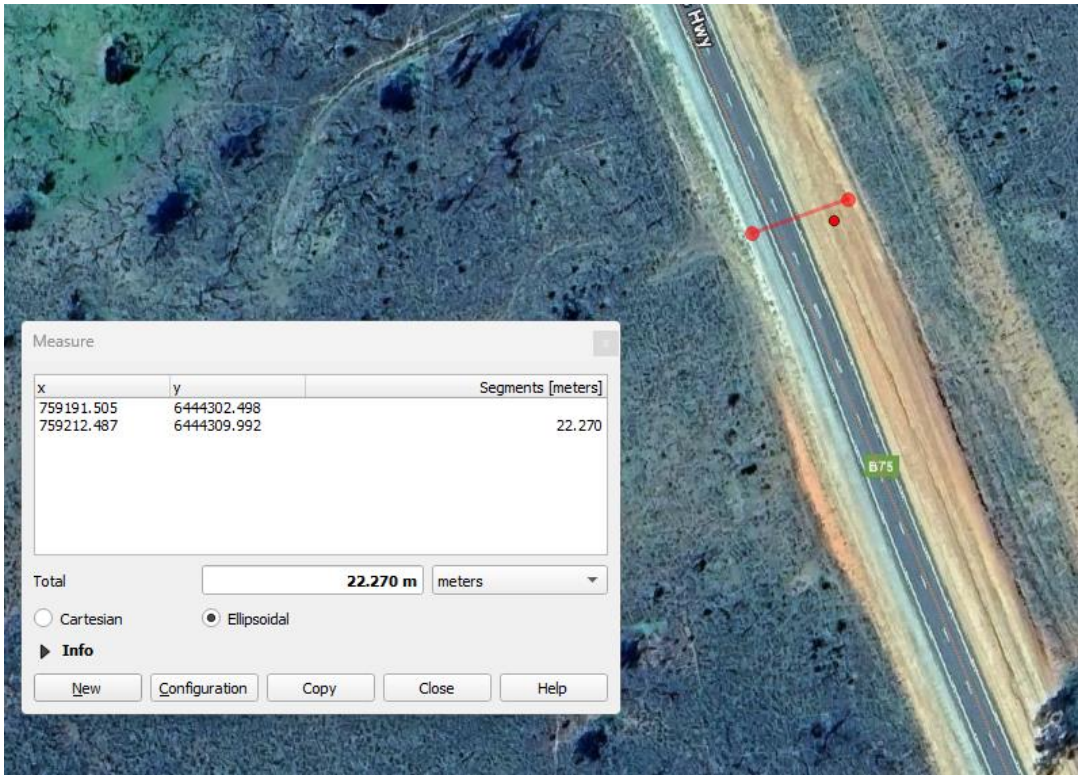
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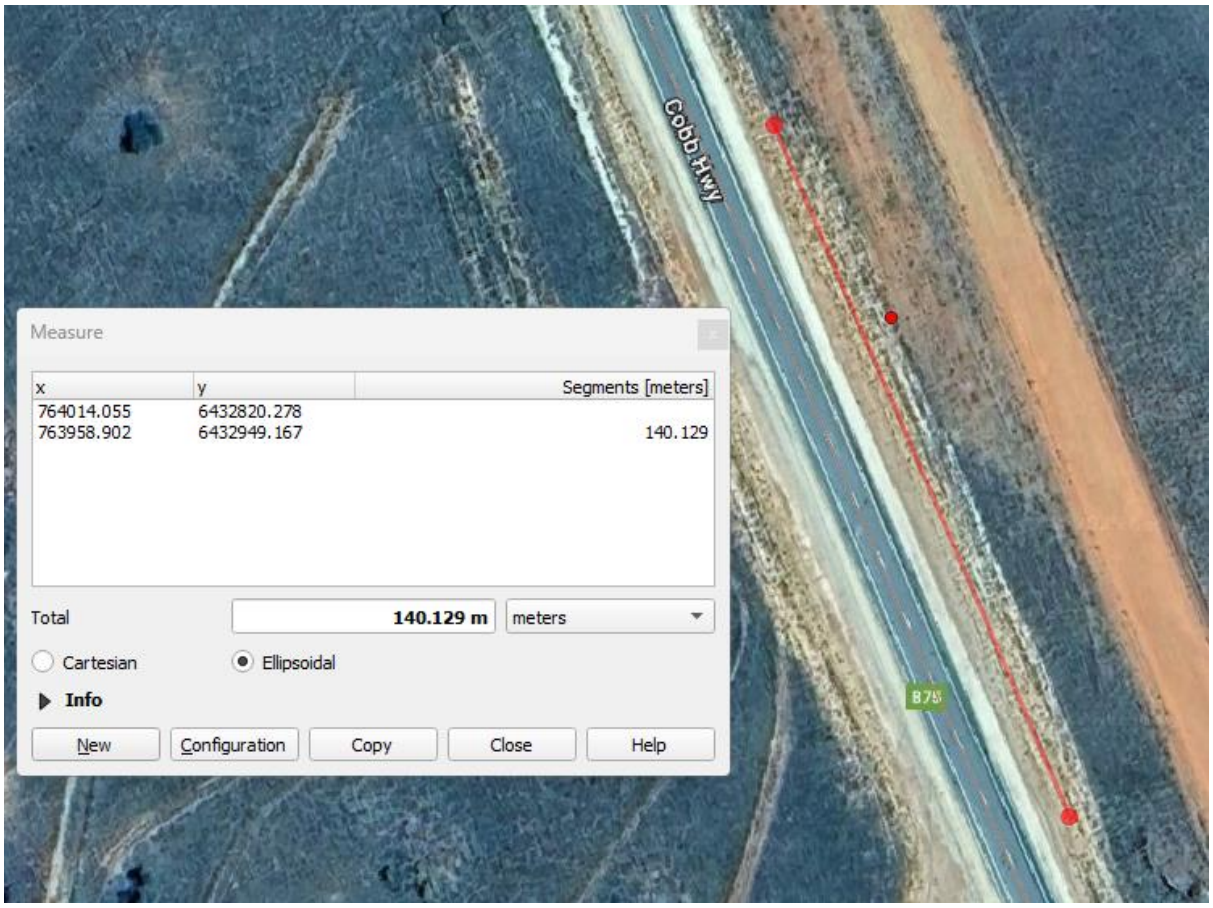

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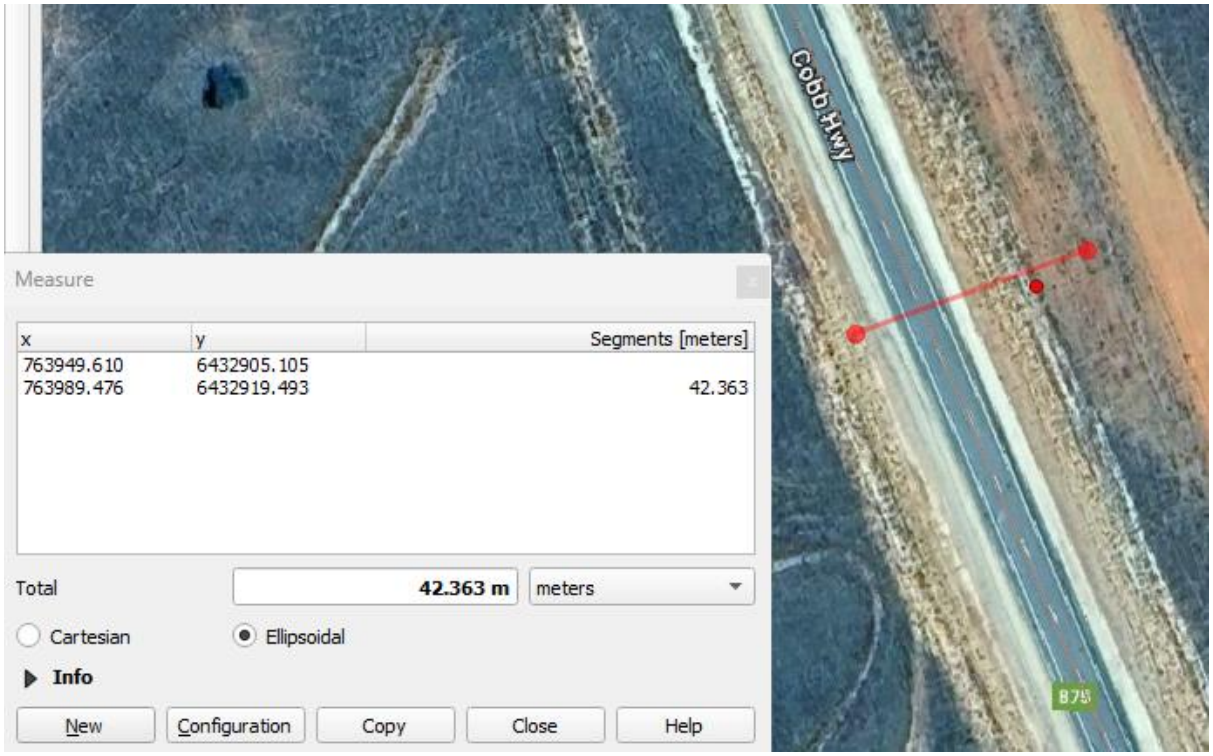
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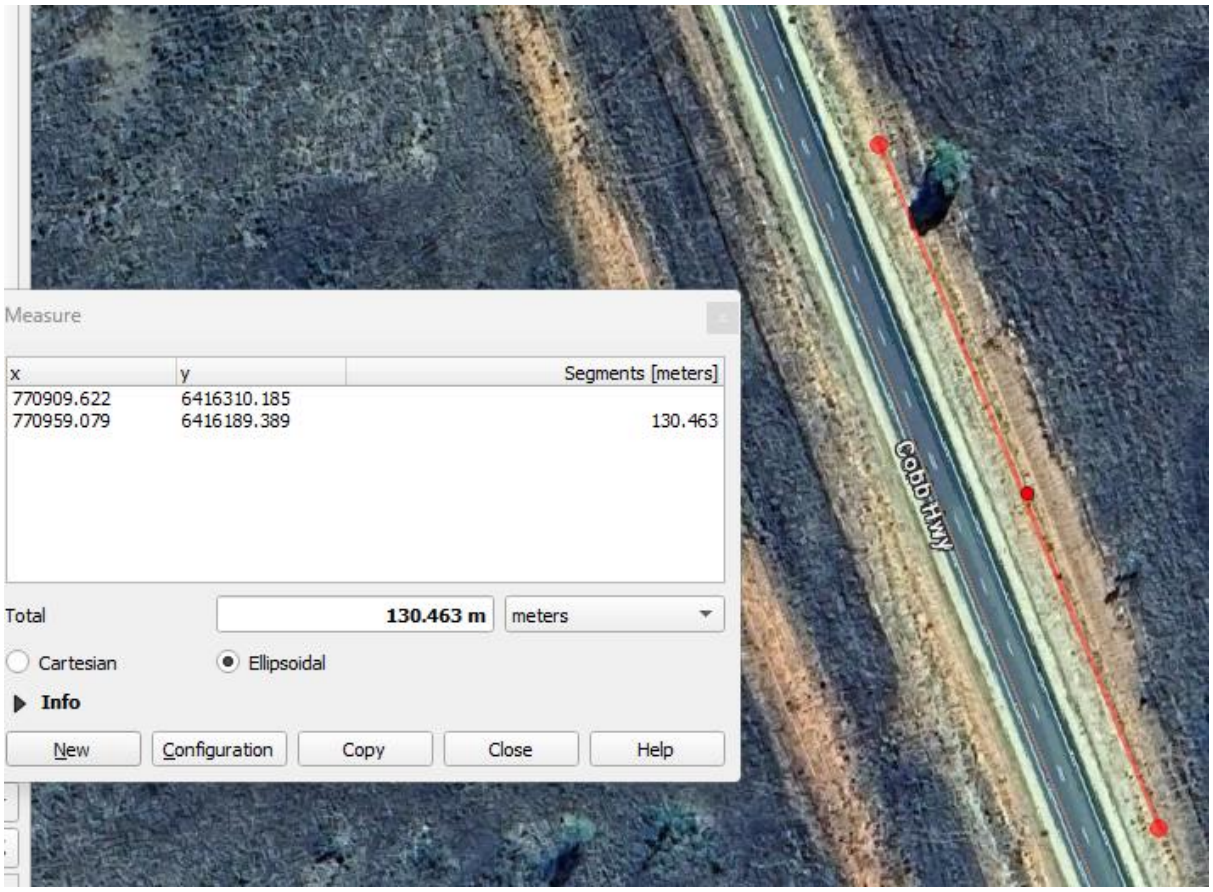

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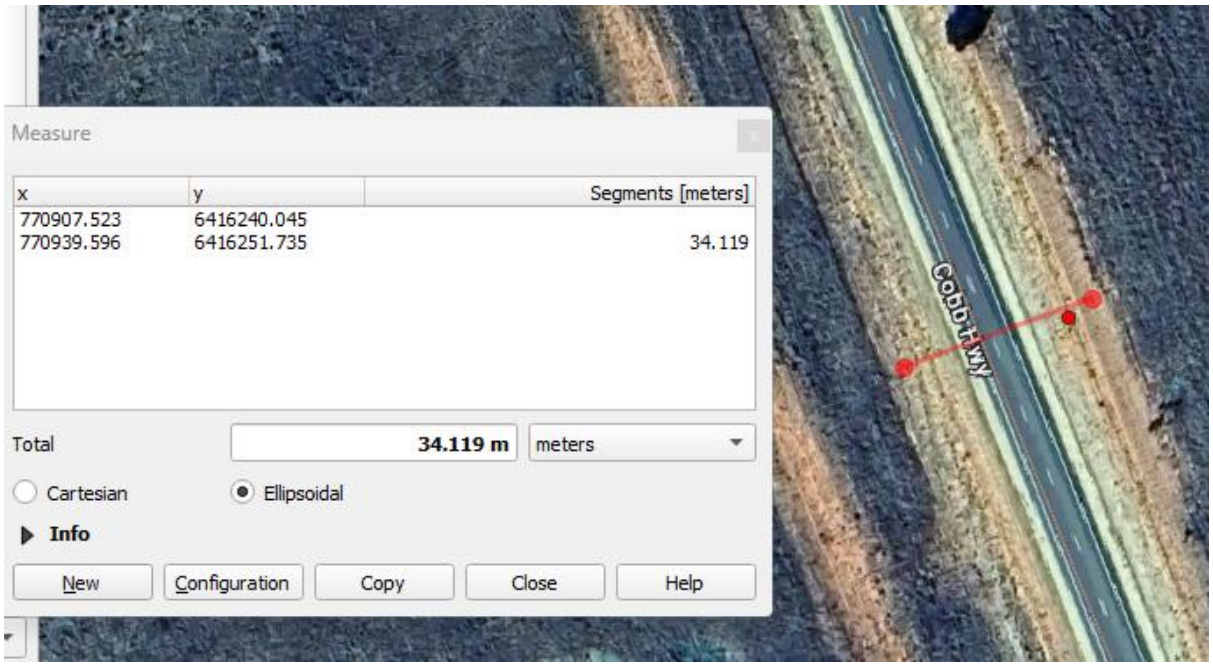

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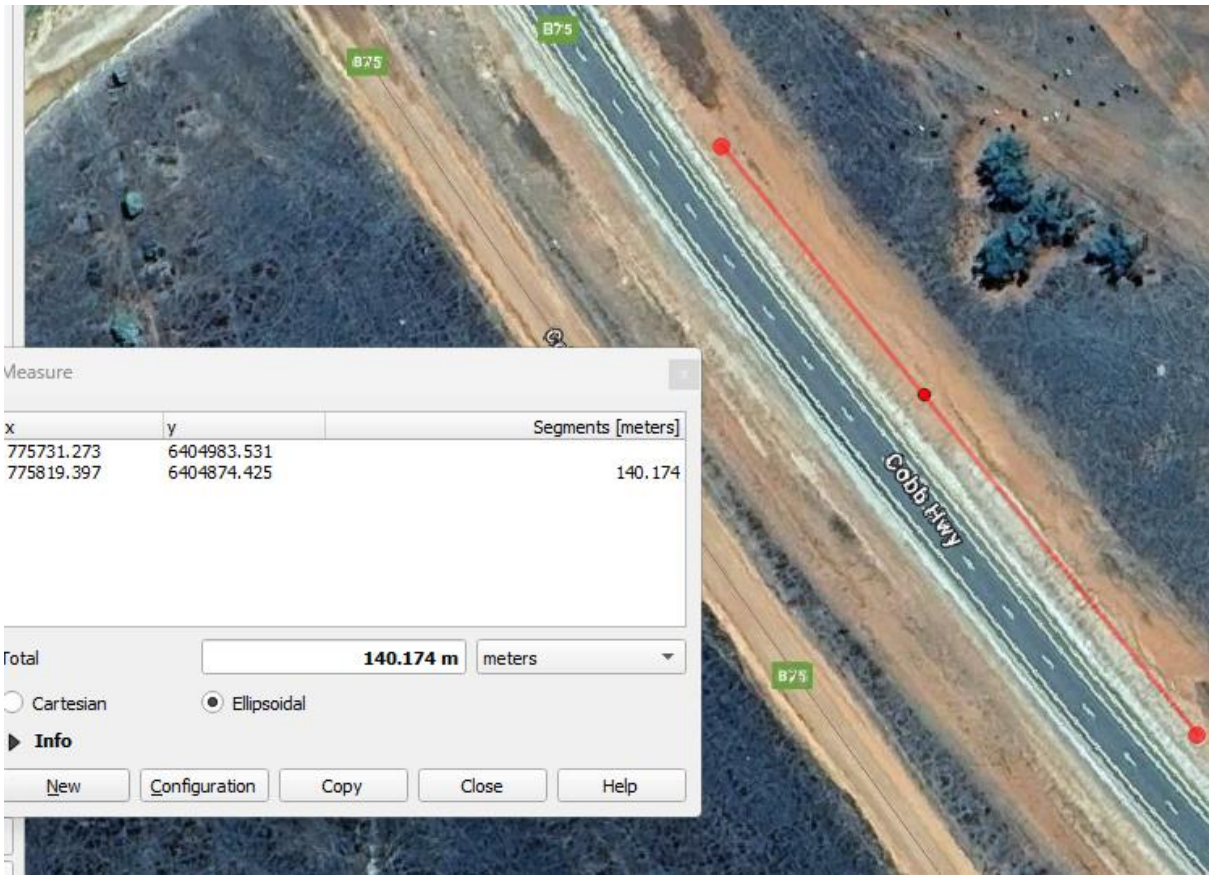

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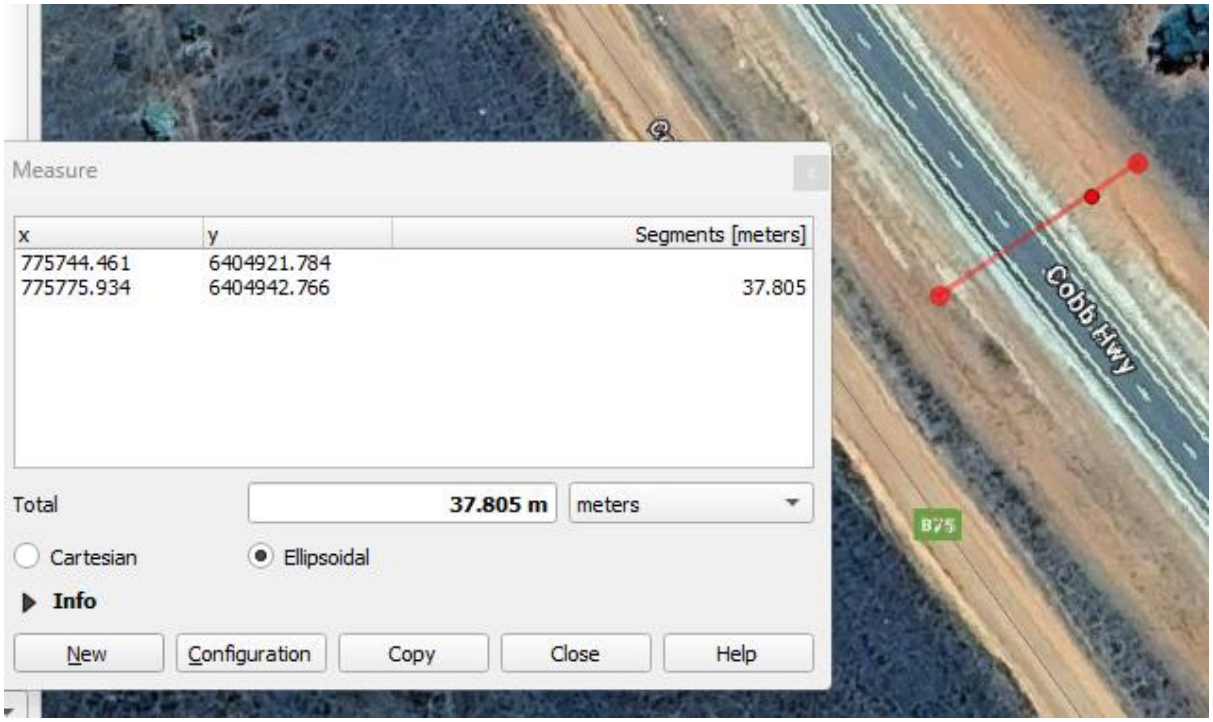

Pullover Bay #11

Alternative option to Pullover Bay #10

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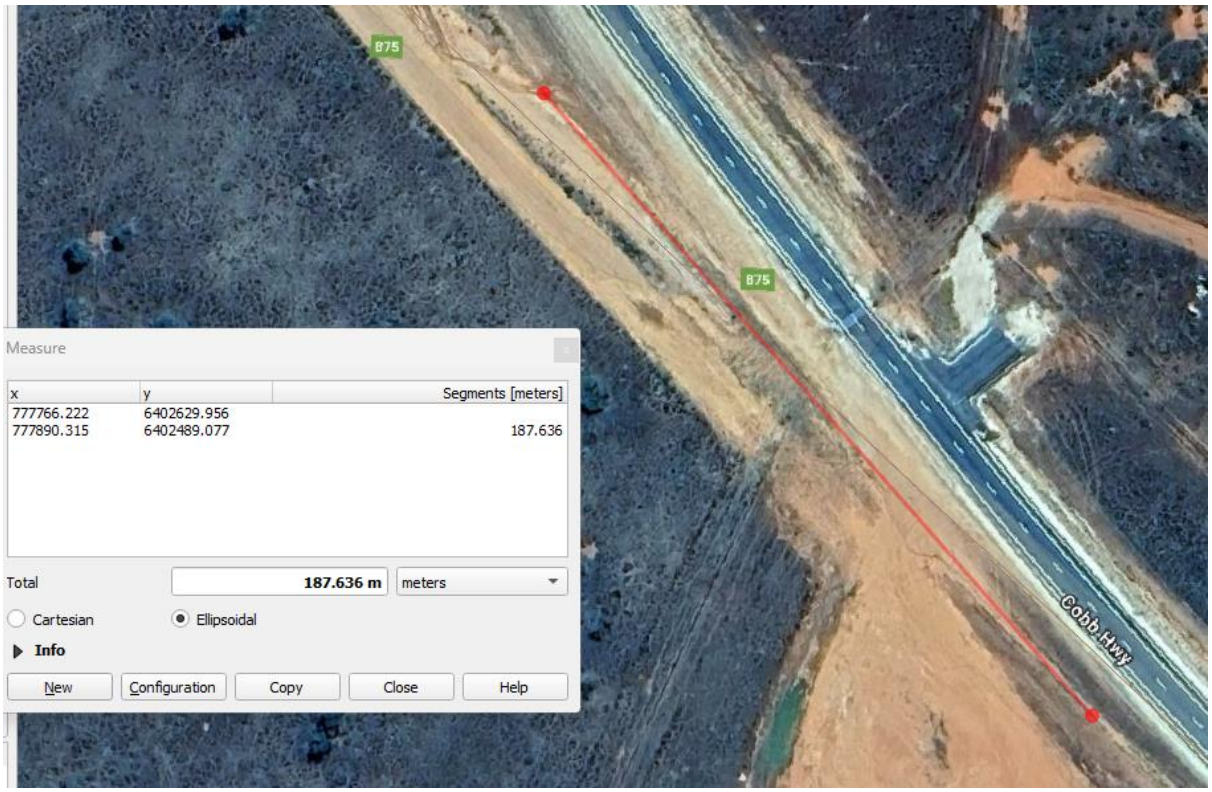

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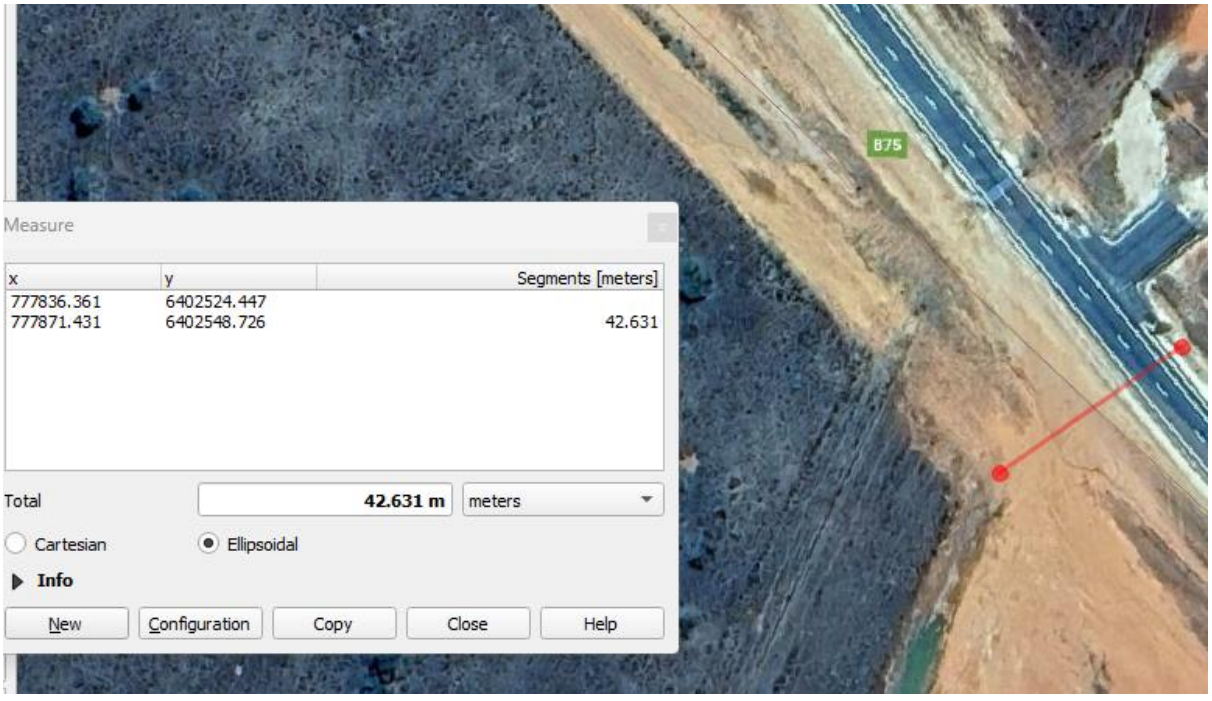

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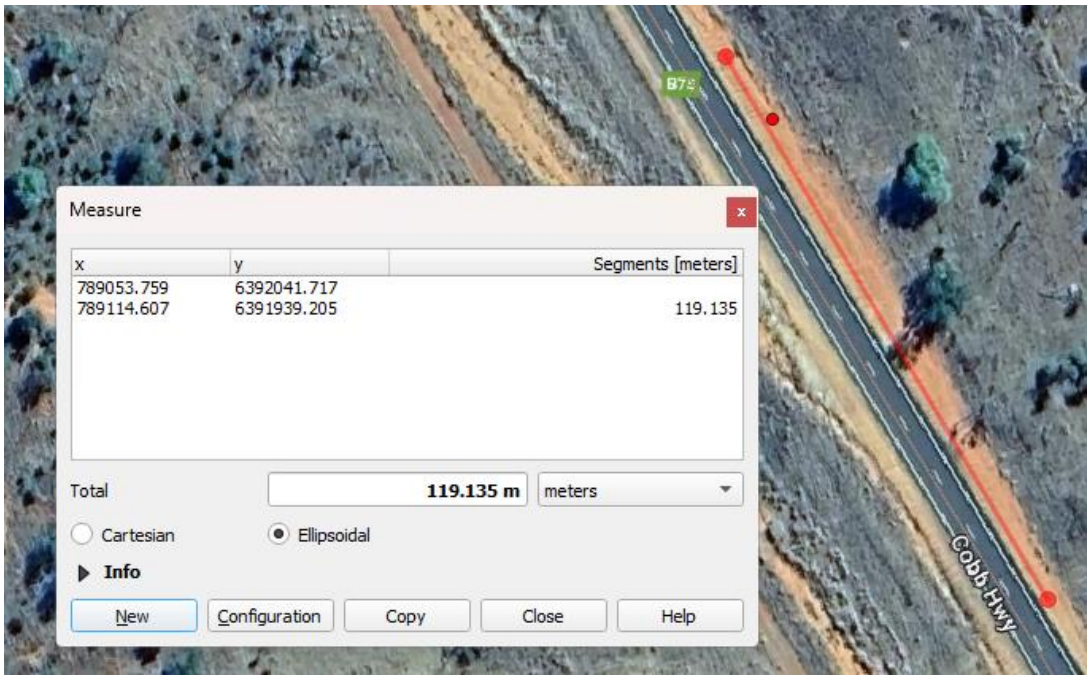

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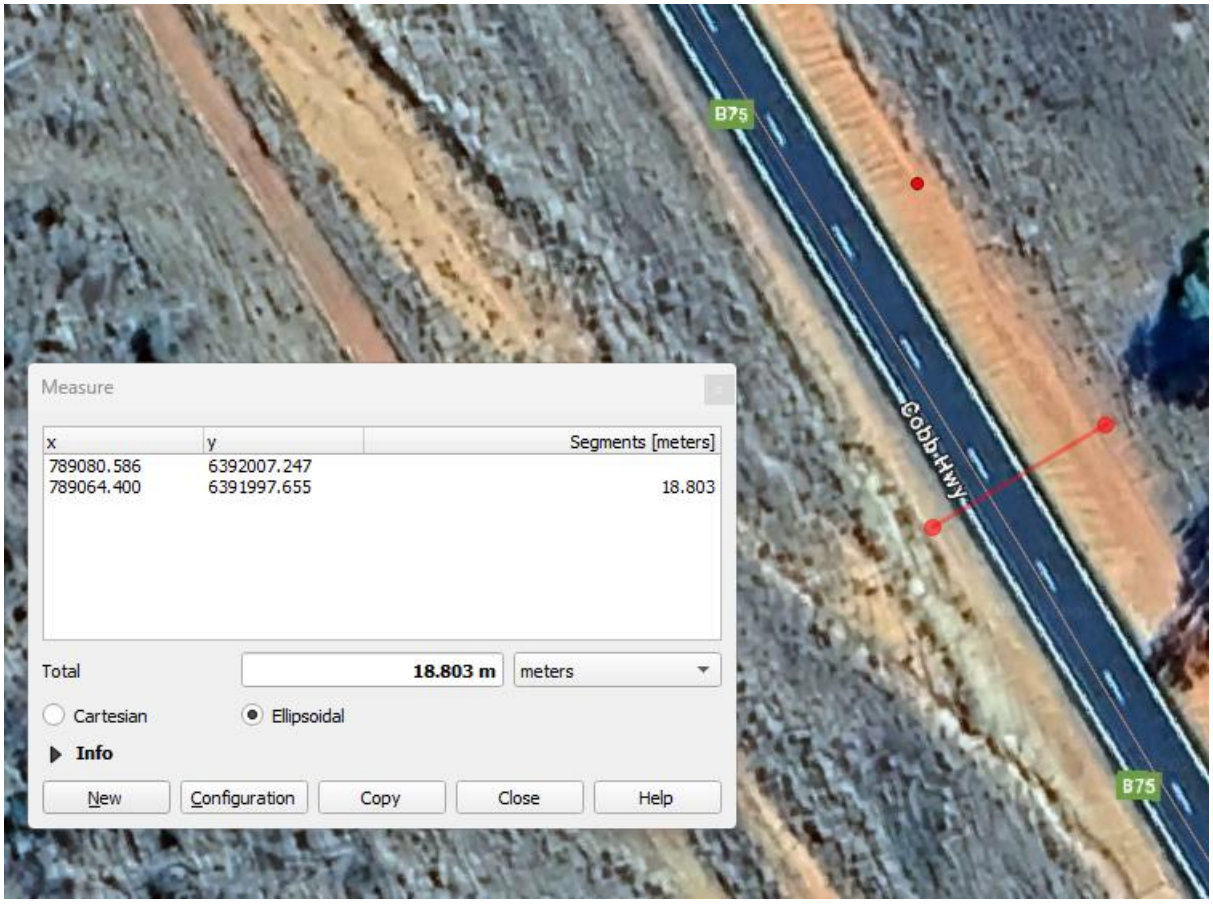

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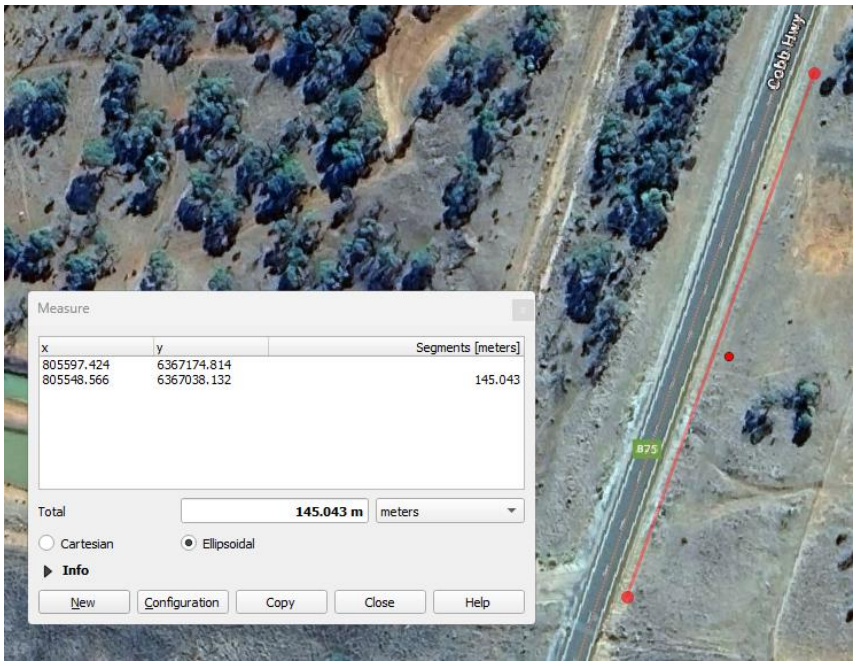

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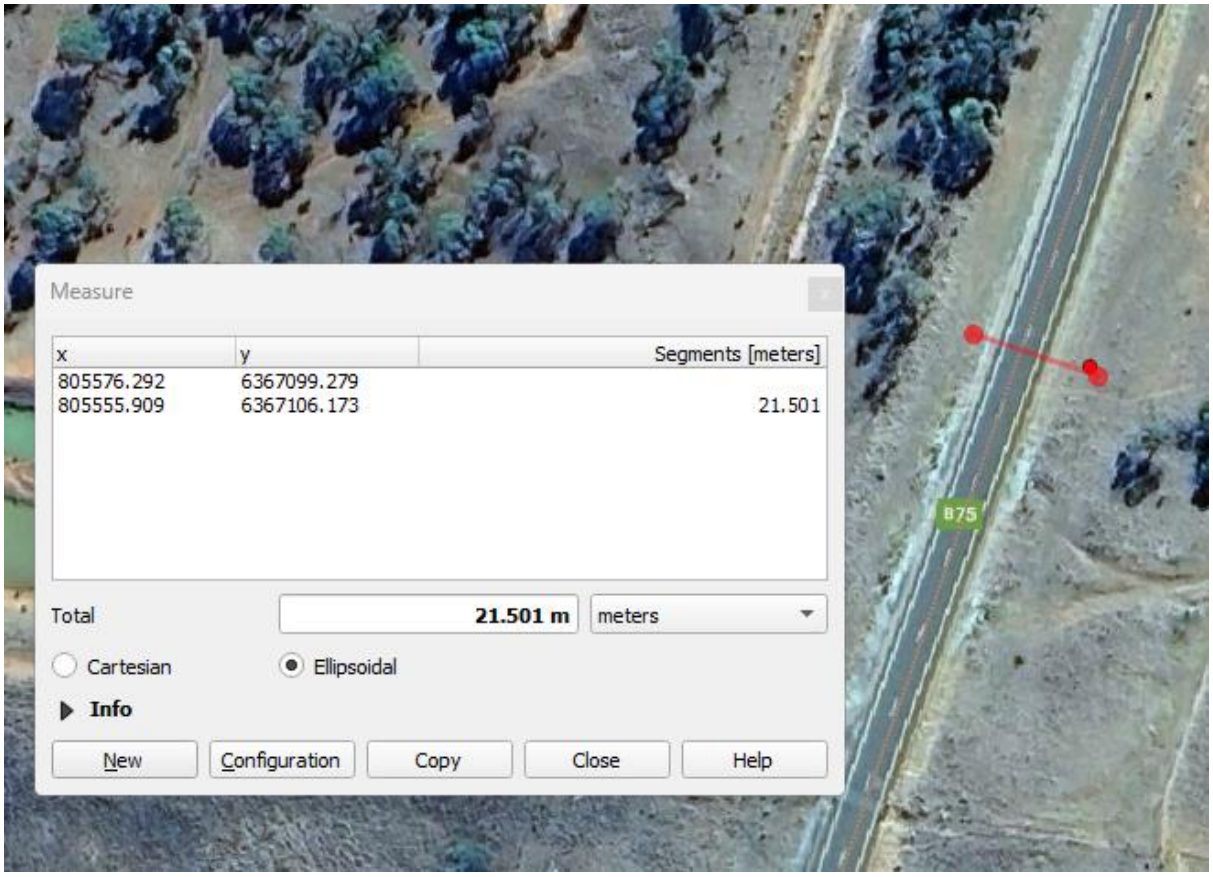

Pullover Bay #14

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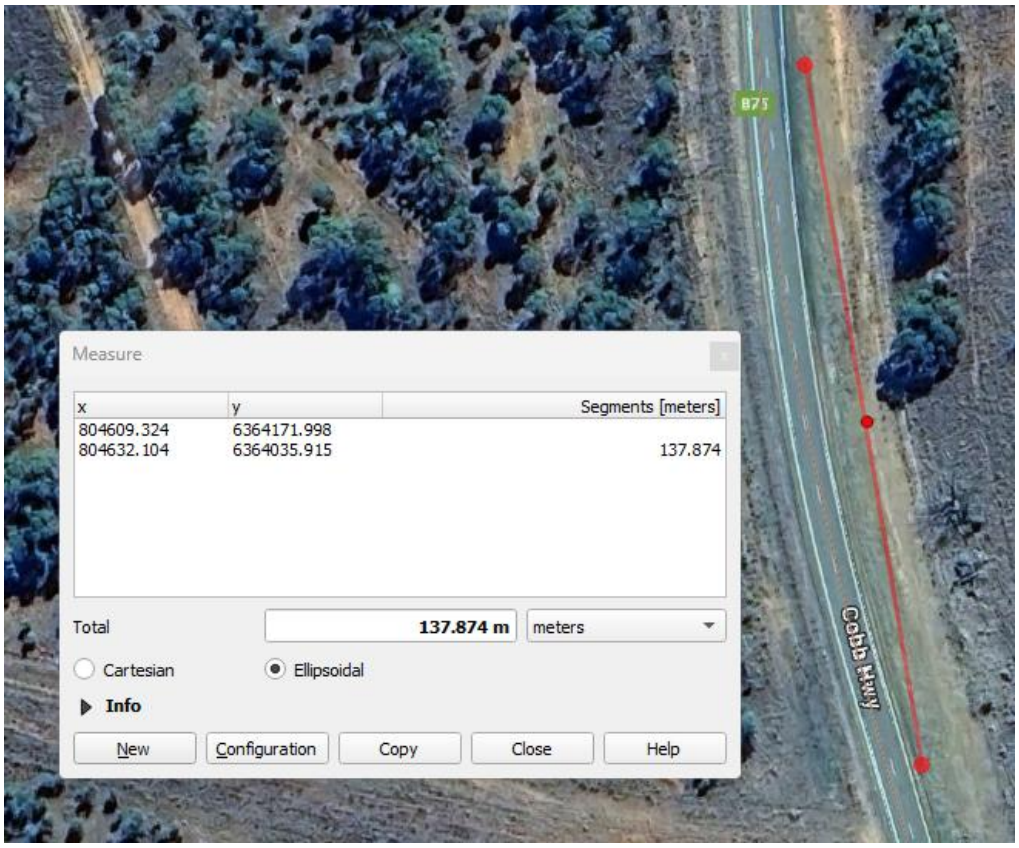

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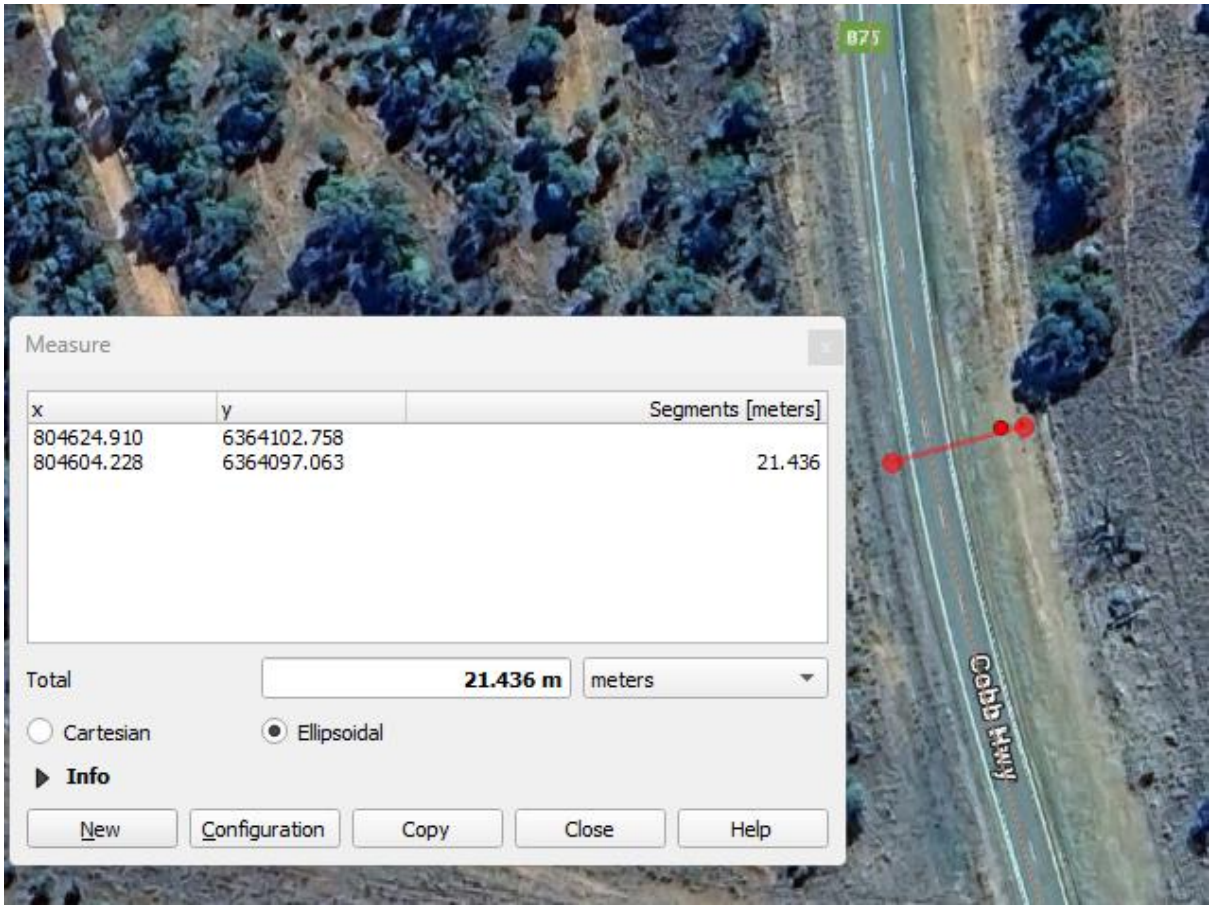
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y
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meters
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Ellipsoidal
Info
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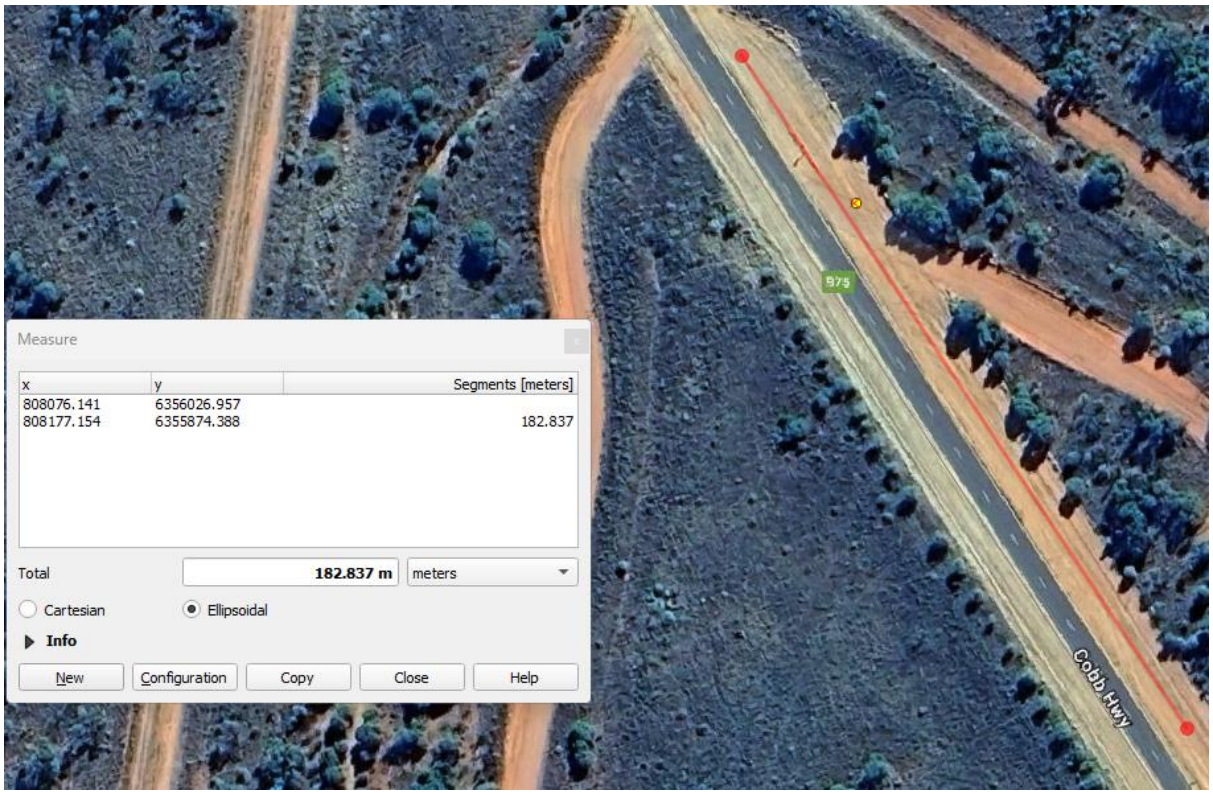
Configuration
Copy
Close
Help
Cobb Hwy

Pullover Bay #15

Length Check



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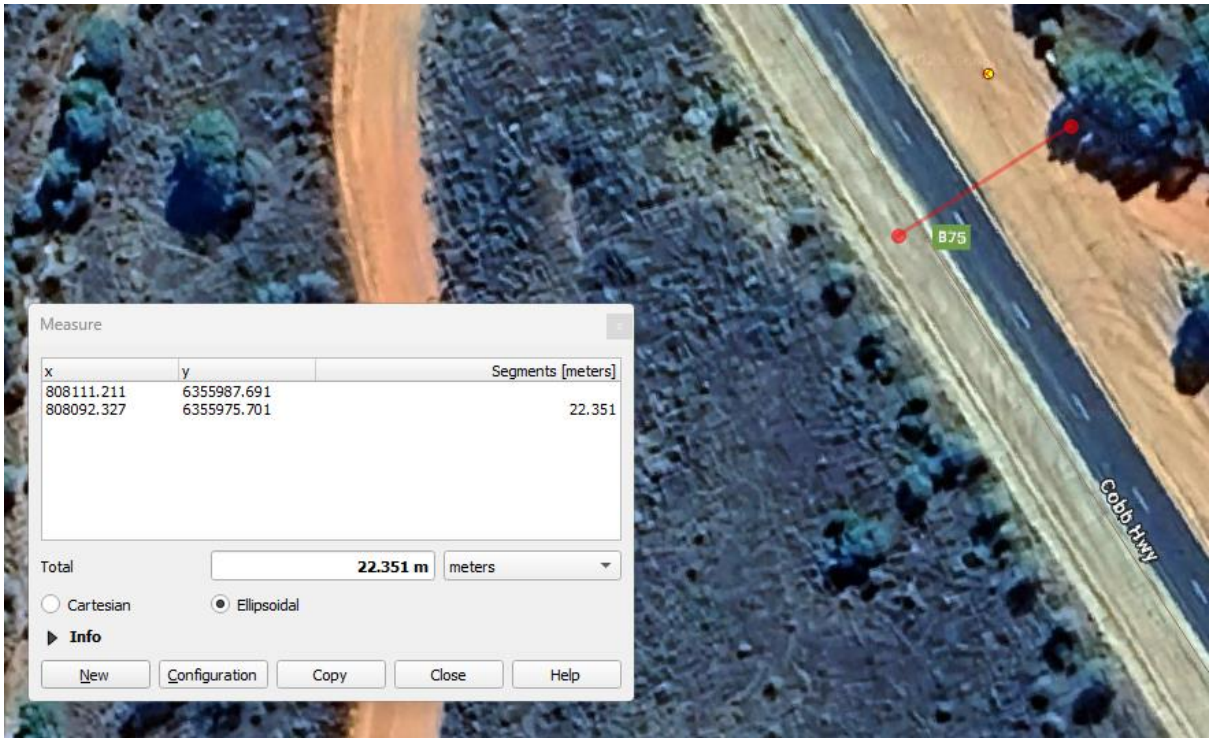
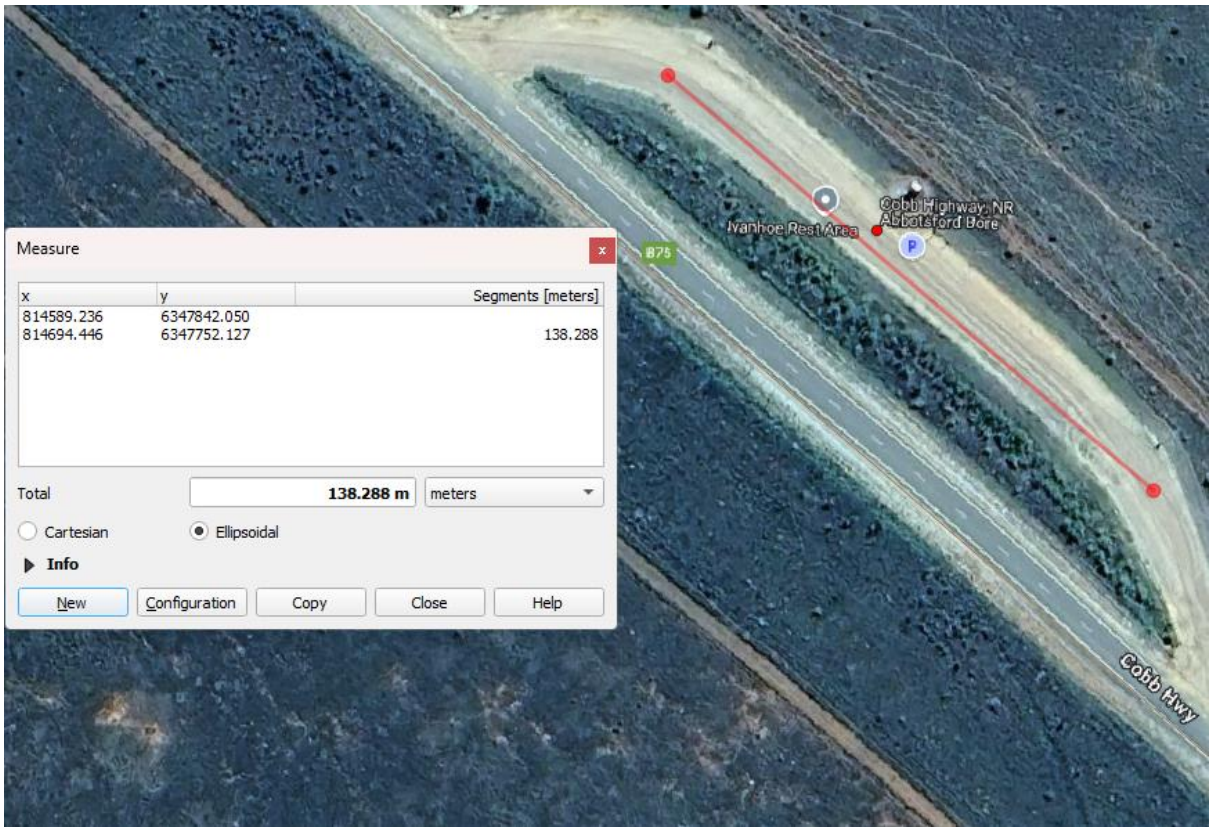


Pullover Bay #16

Length Check



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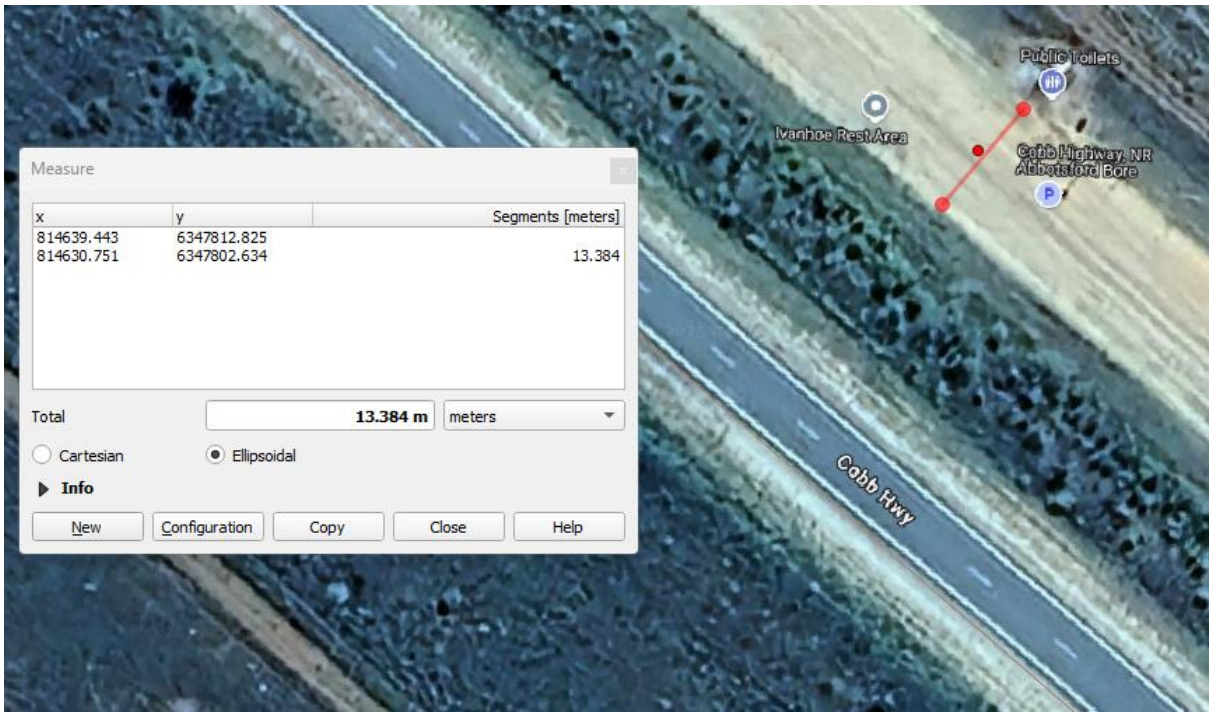
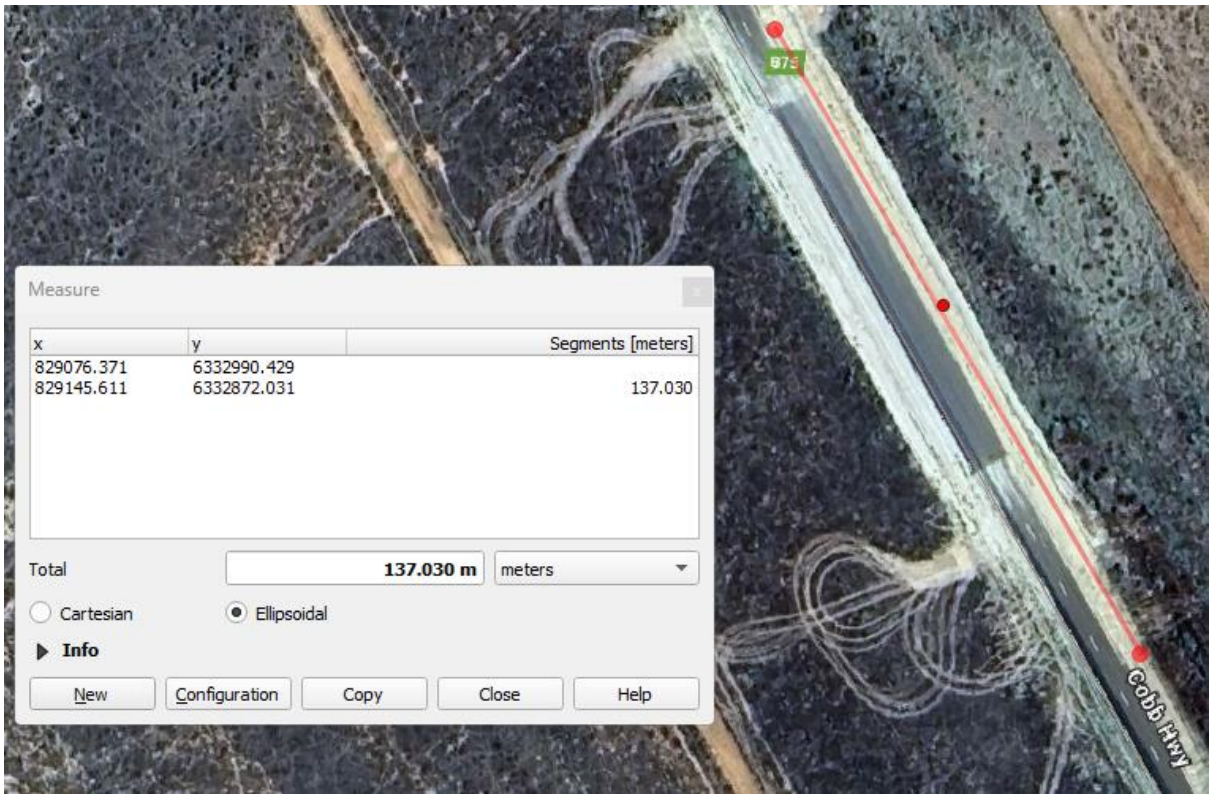


Pullover Bay #17

Length Check



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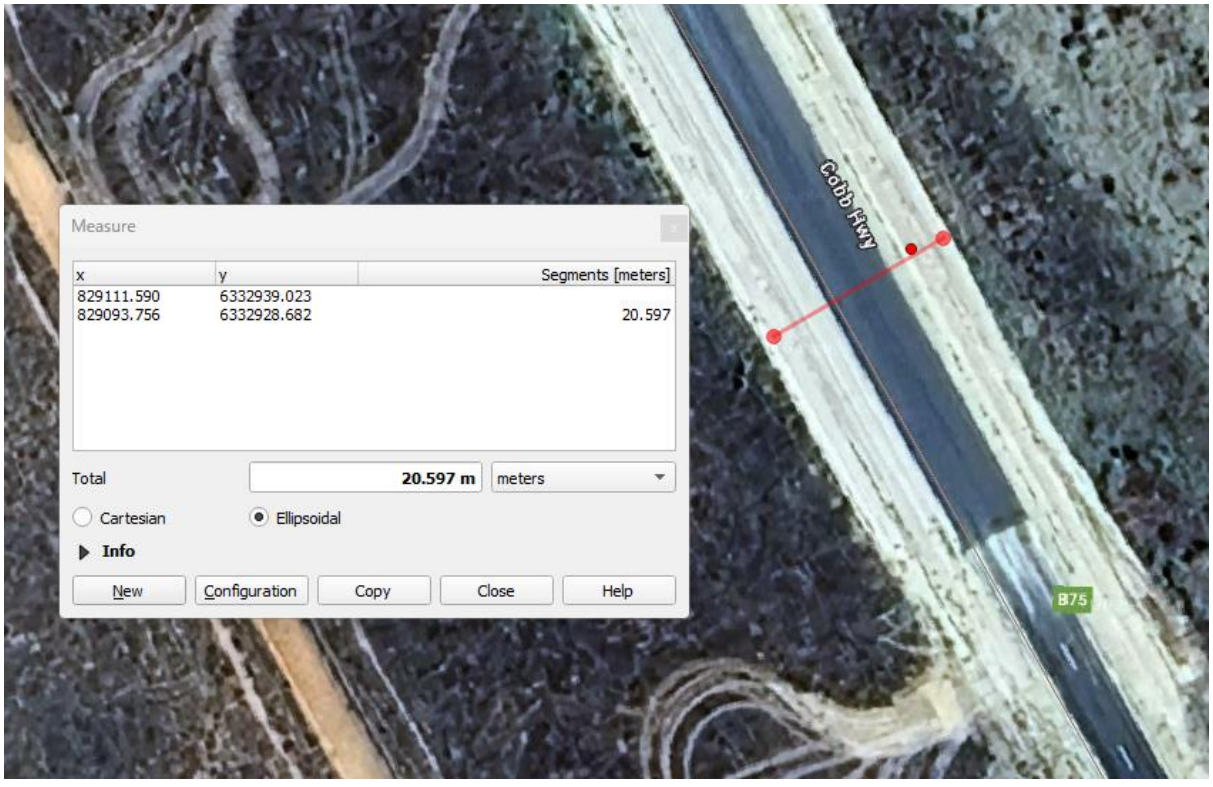
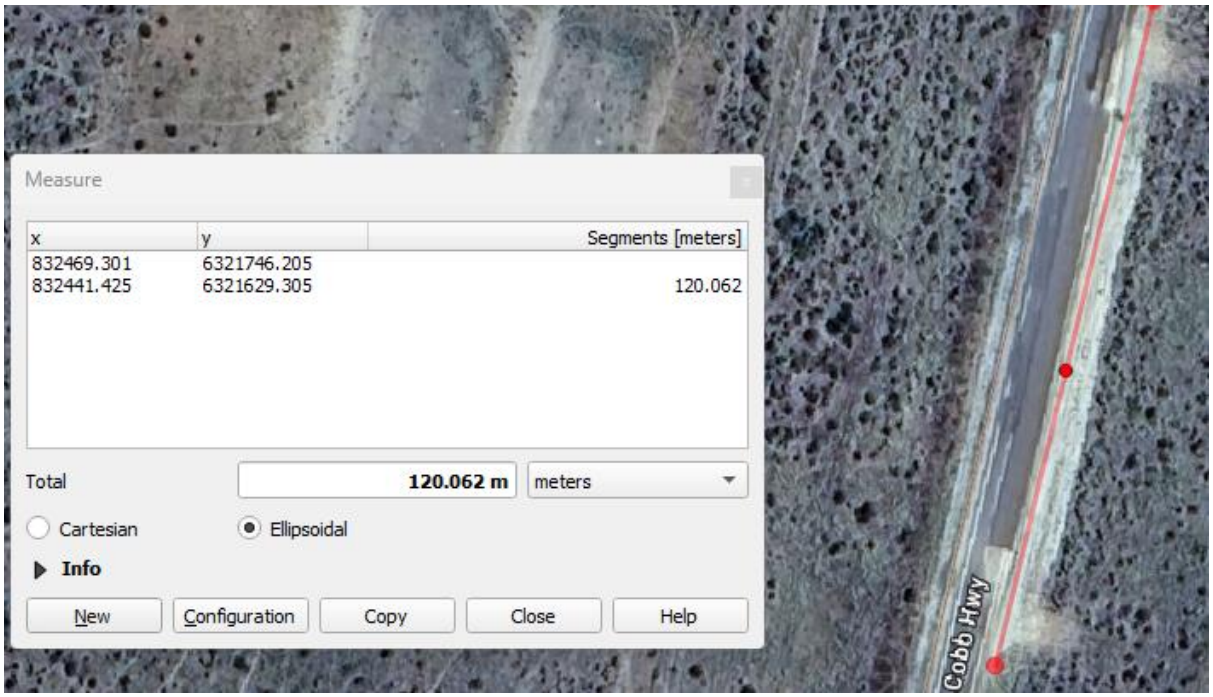


Pullover Bay #18

Length Check



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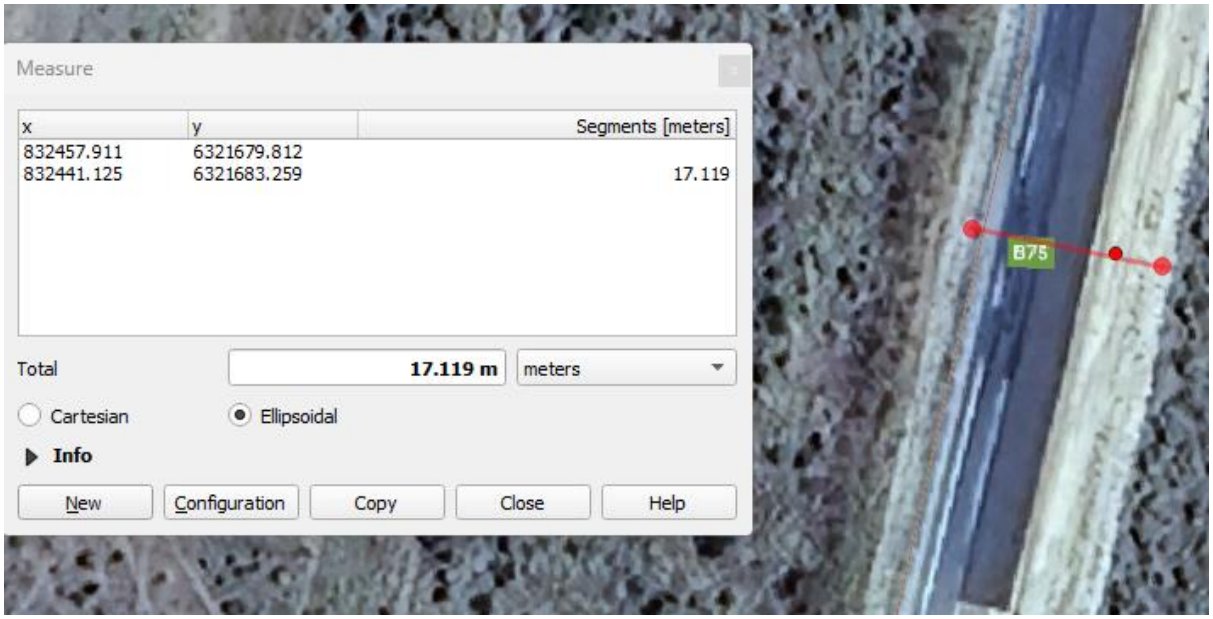
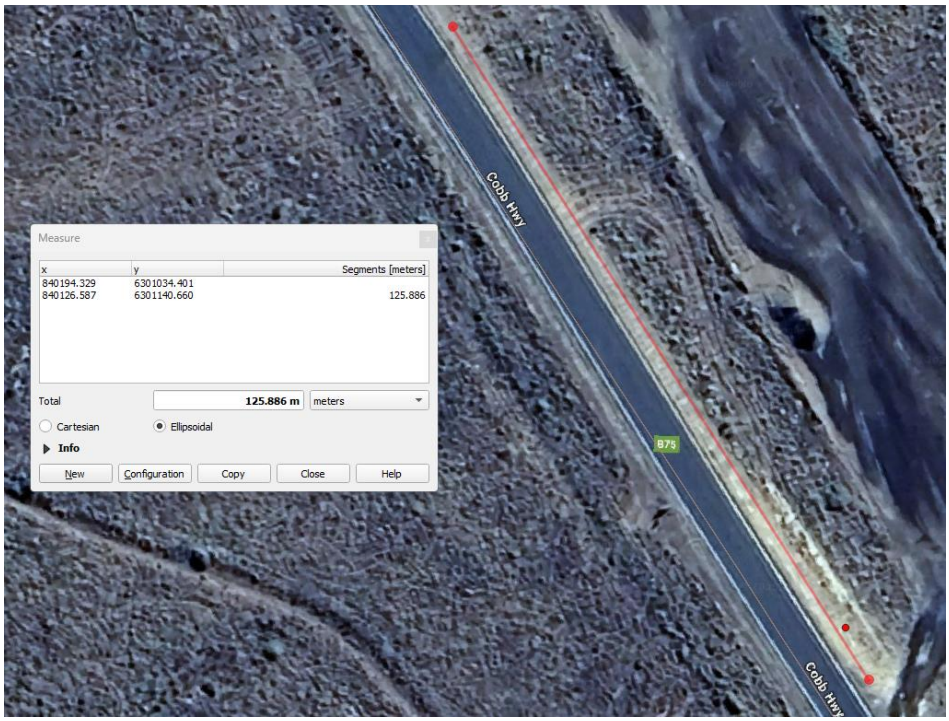


Pullover Bay #19

Length Check



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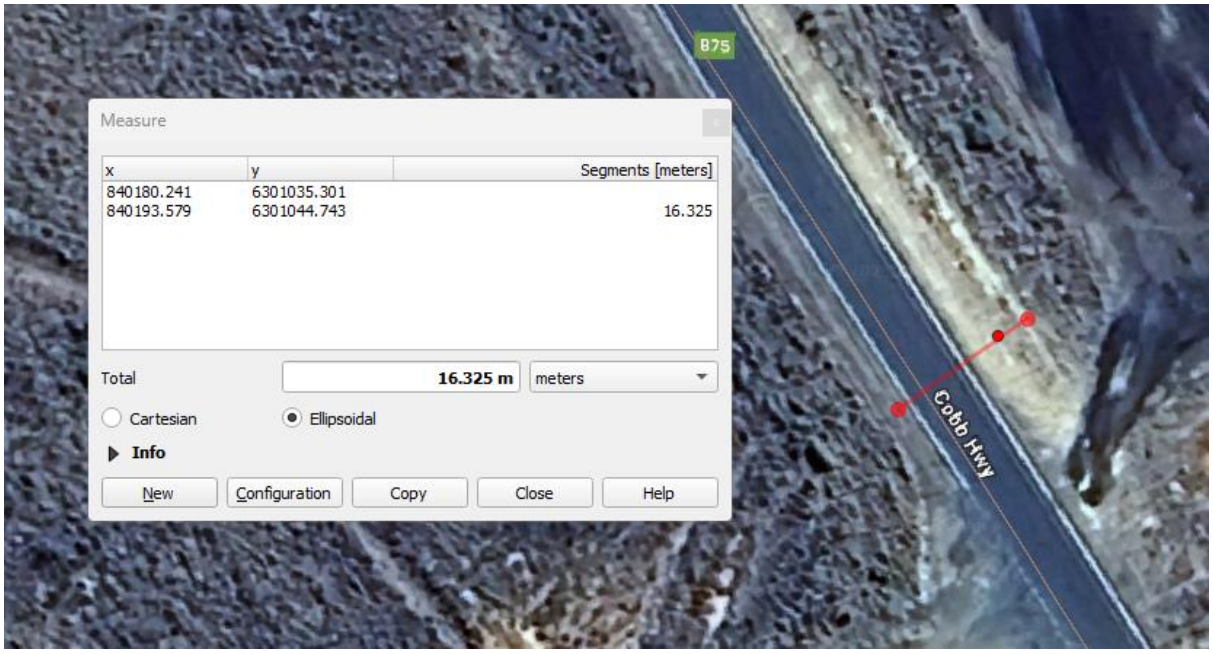
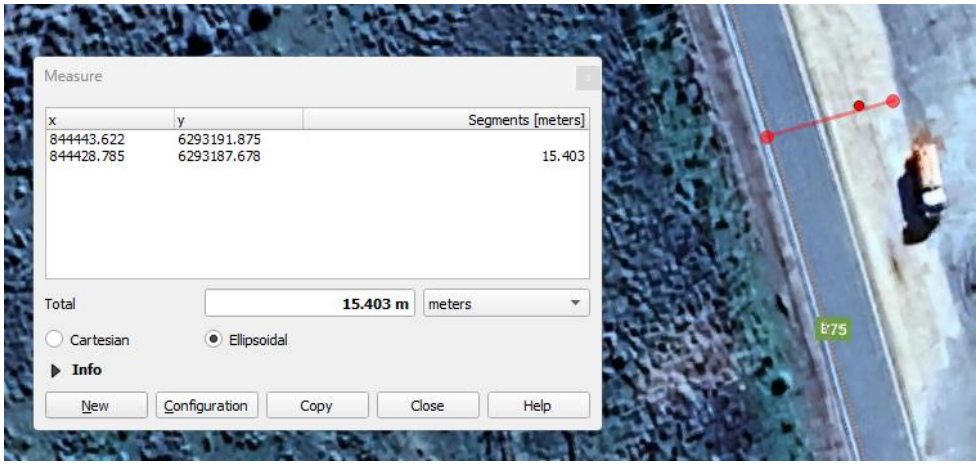


Pullover Bay #20

Length Check

Width Check



Pullover Bay #21

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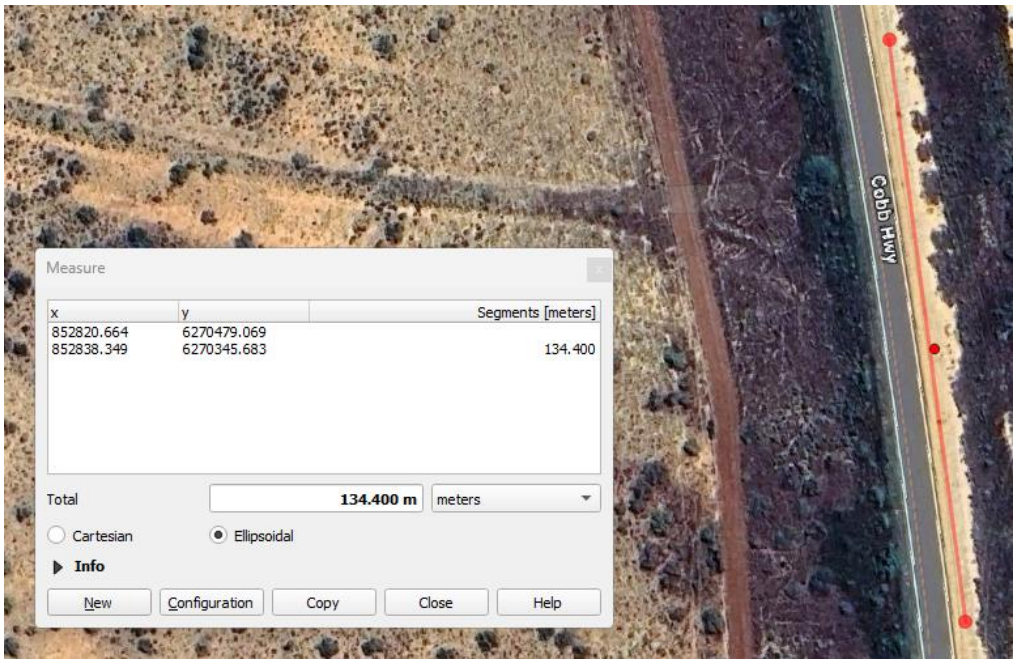

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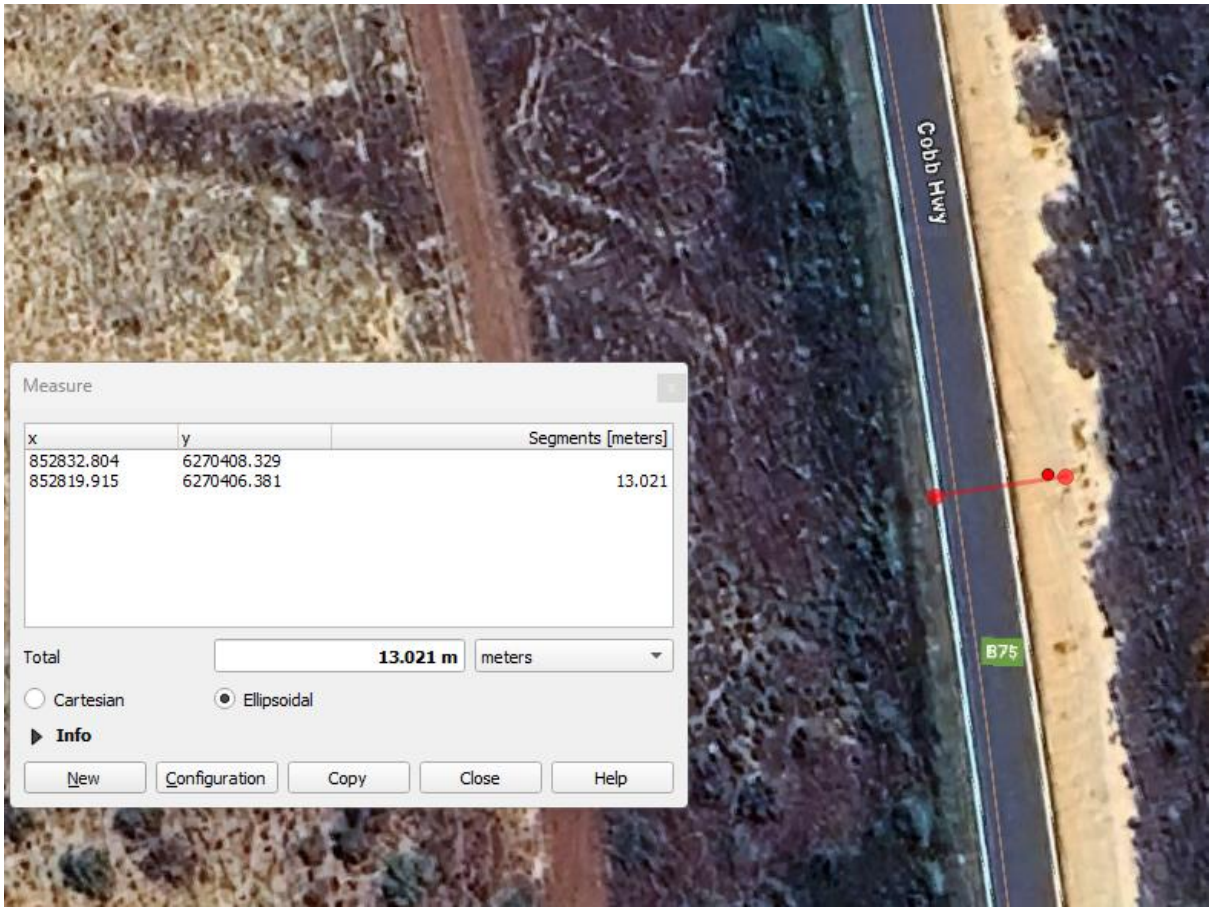
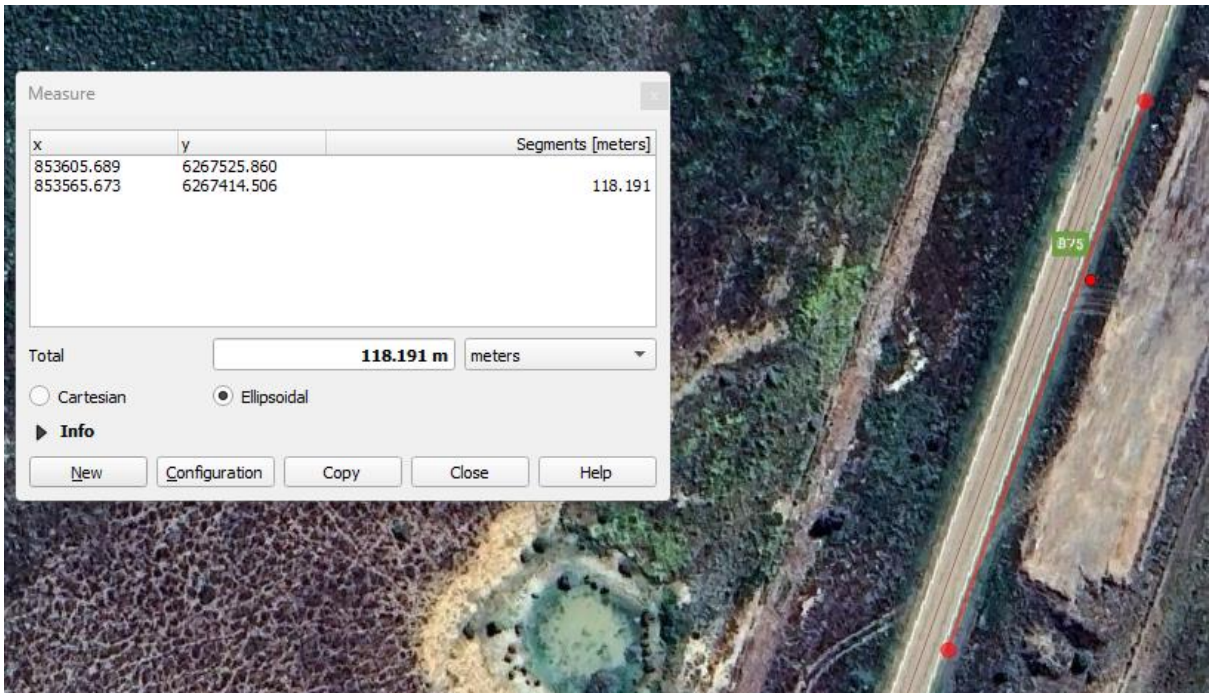


Pullover Bay #22

Length Check



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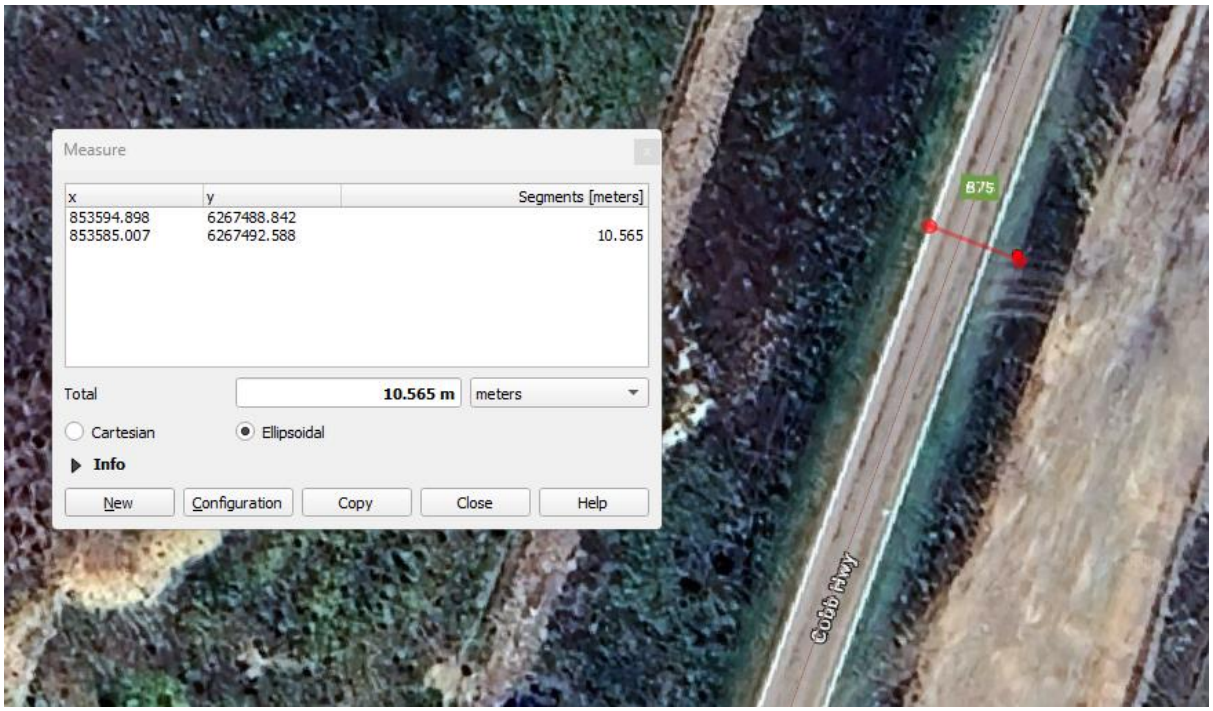
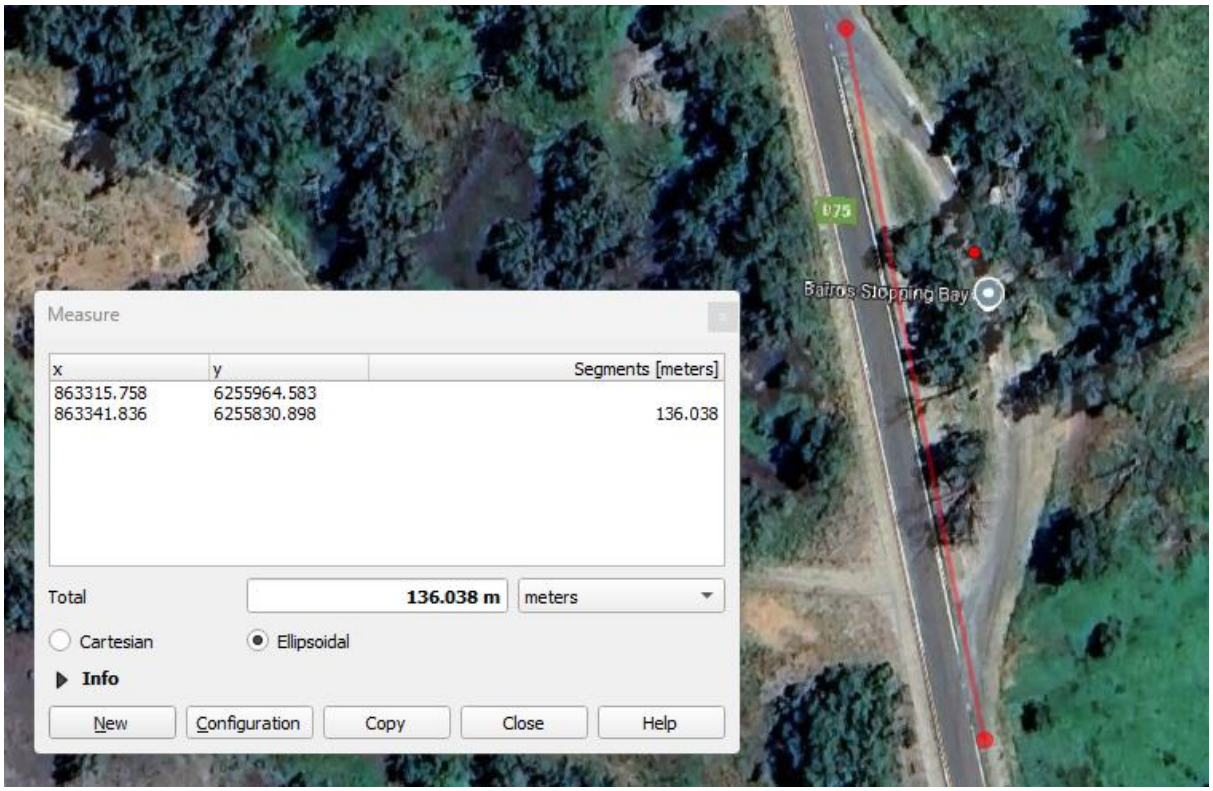


Pullover Bay #23

NOTE: From a birds-eye perspective, it may be perceived that the red line length is going through a tree, this is not the case. The tree is just the canopy and the trunks are on the green patch only. Beneath the canopy there is a flat disturbance on the red line.

Length Check



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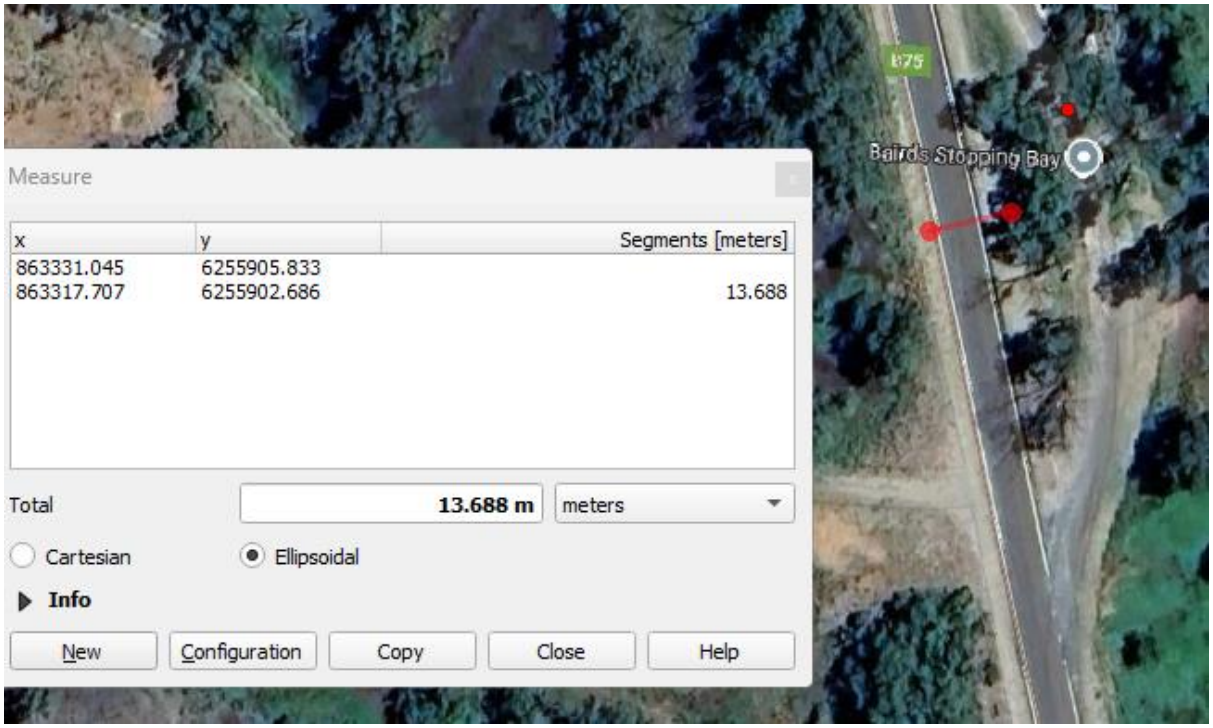
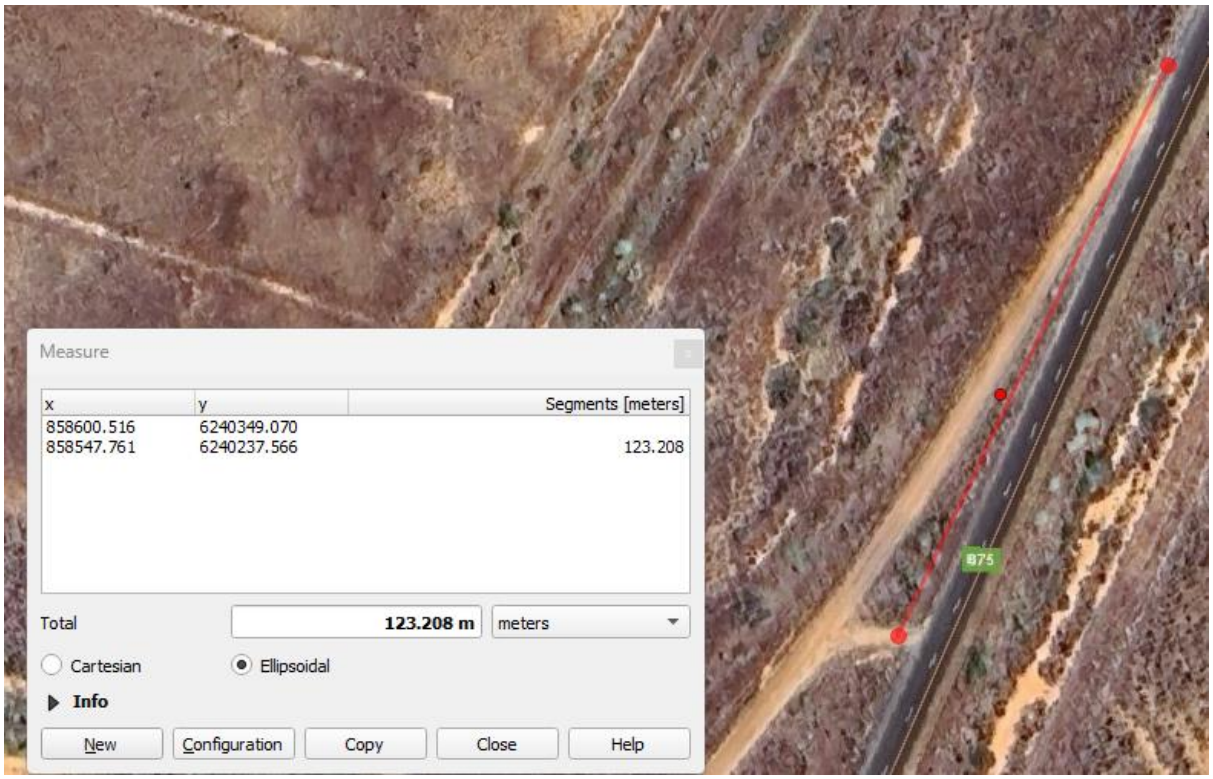


Pullover Bay #24

Length Check



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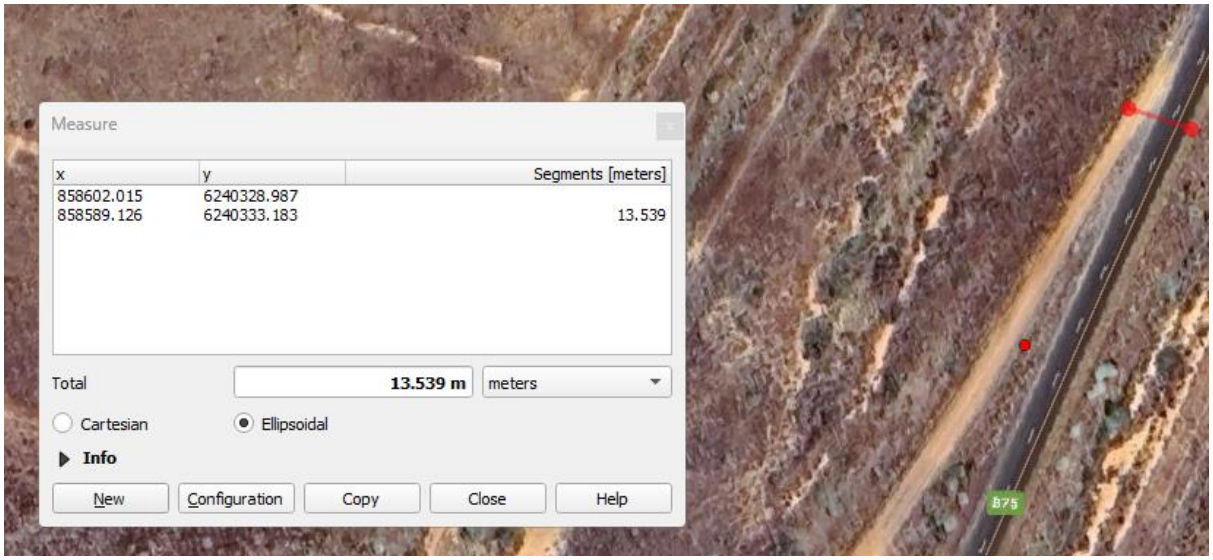

Pullover Bay #25

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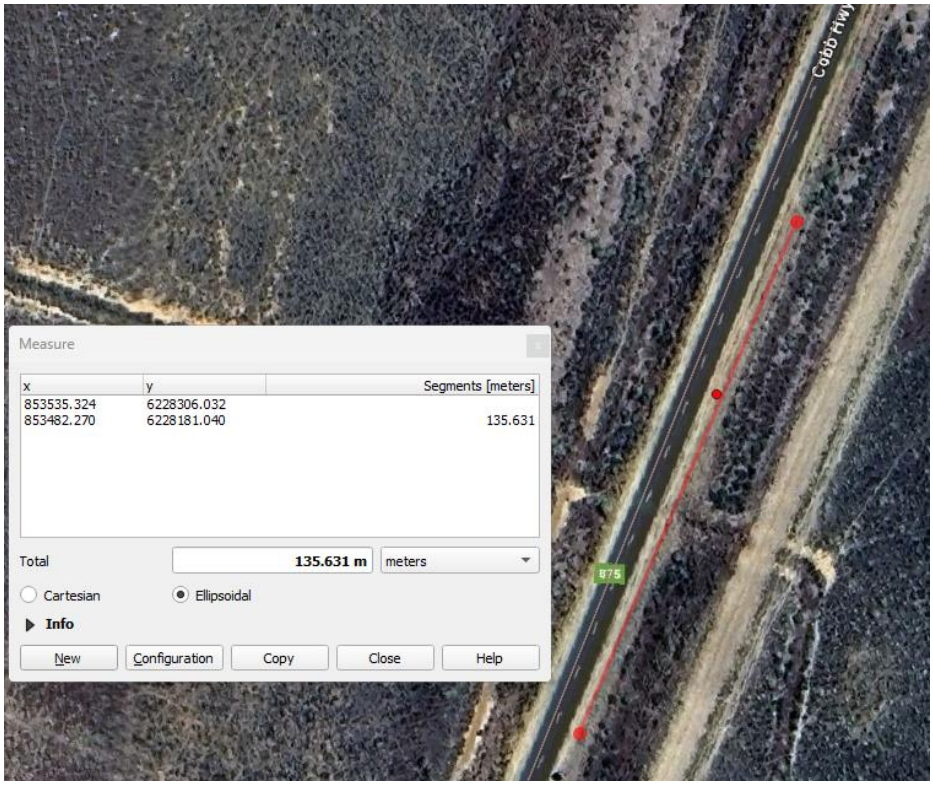

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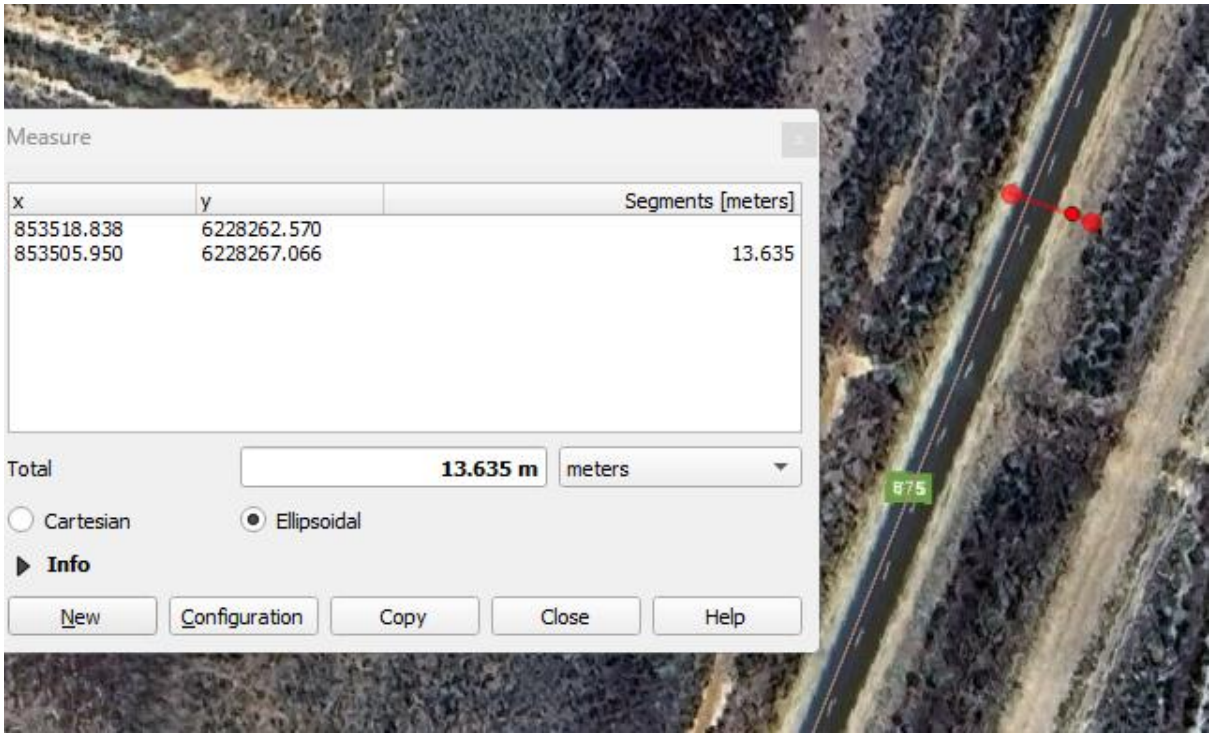

Pullover Bay #26

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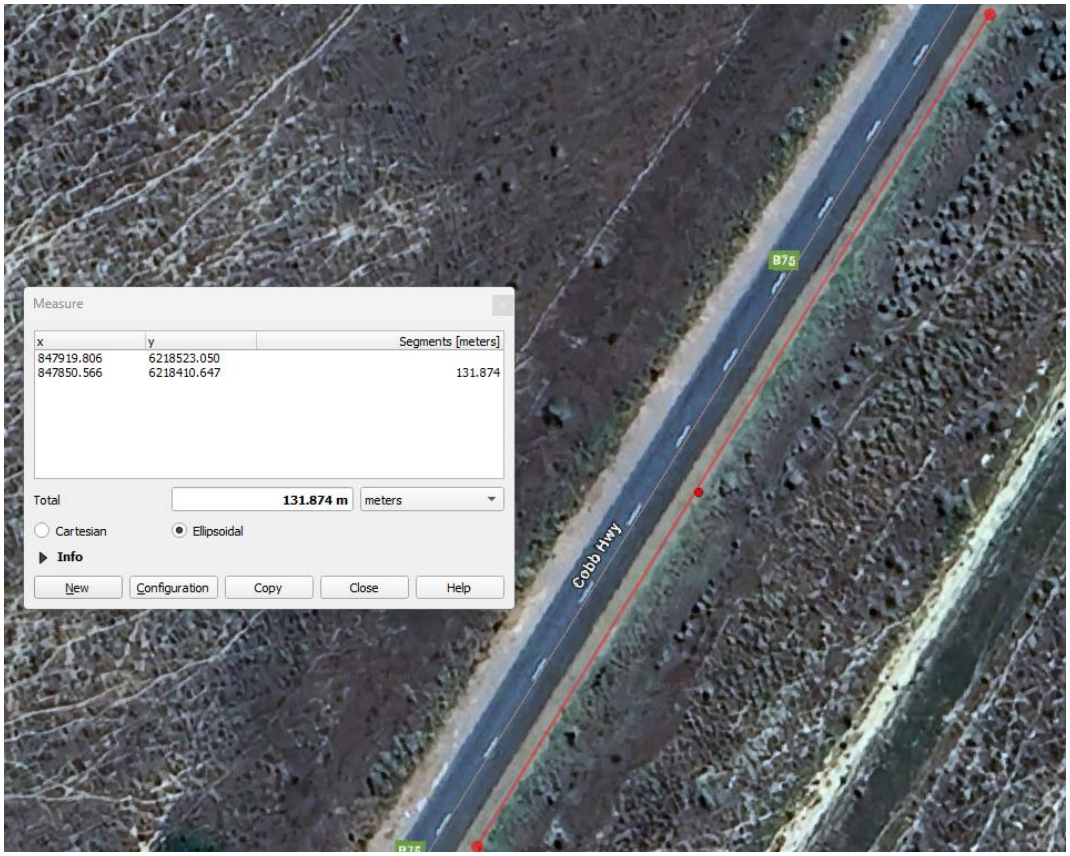

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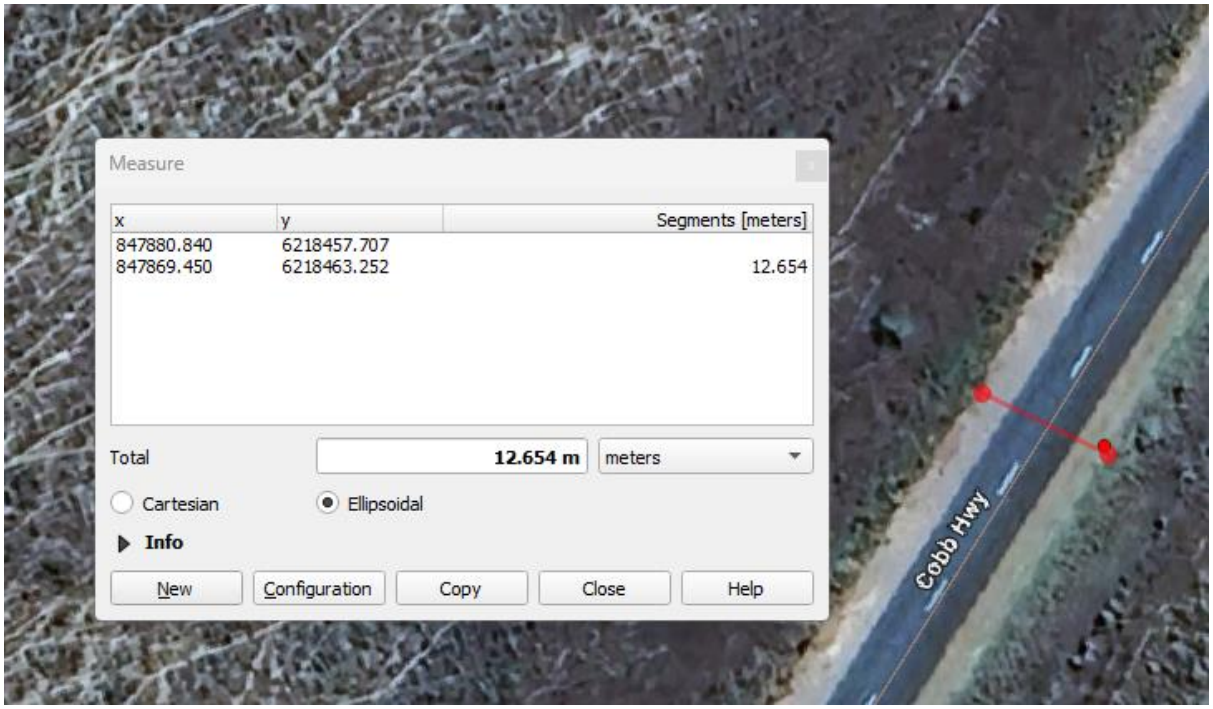

Pullover Bay #27

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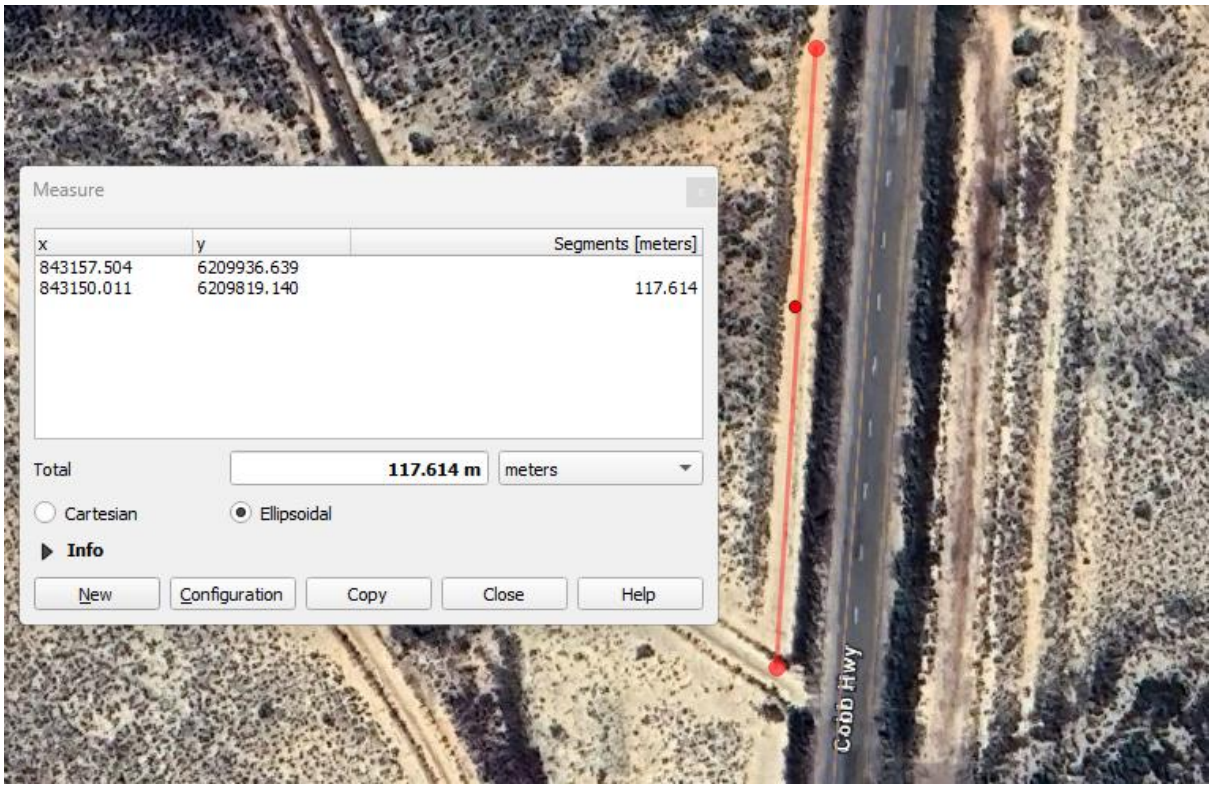

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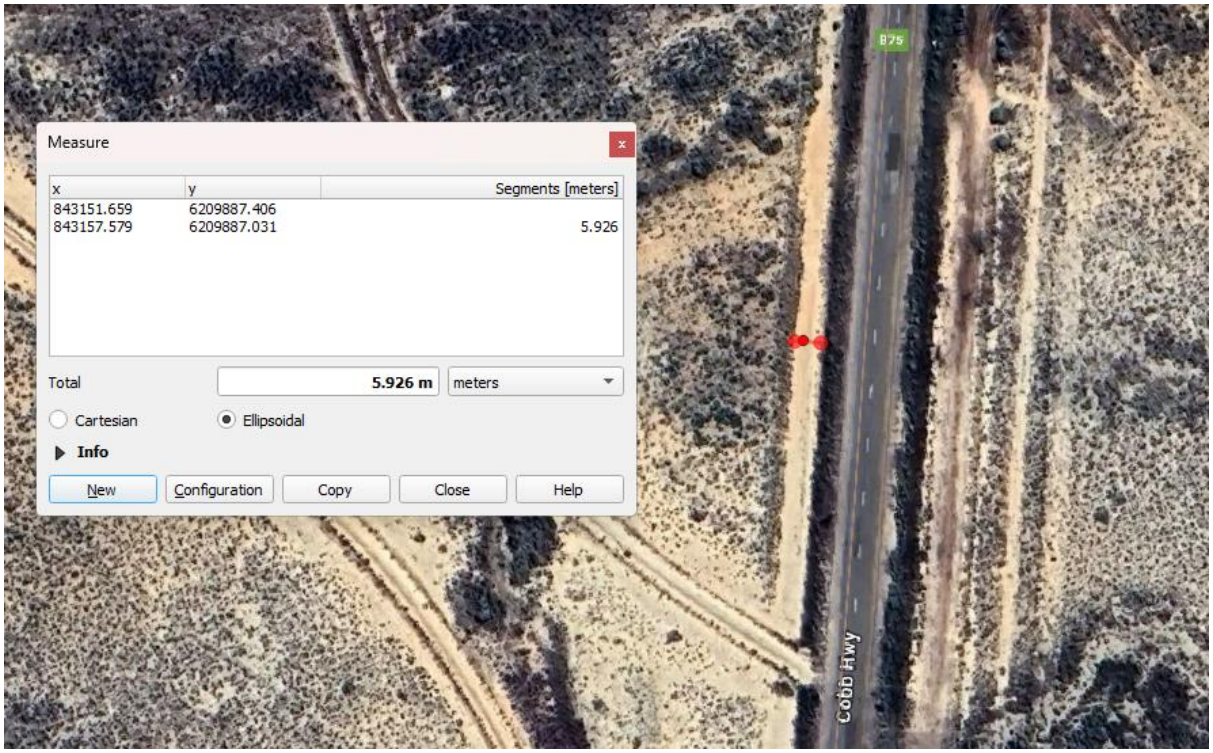
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Ellipsoidal
Info
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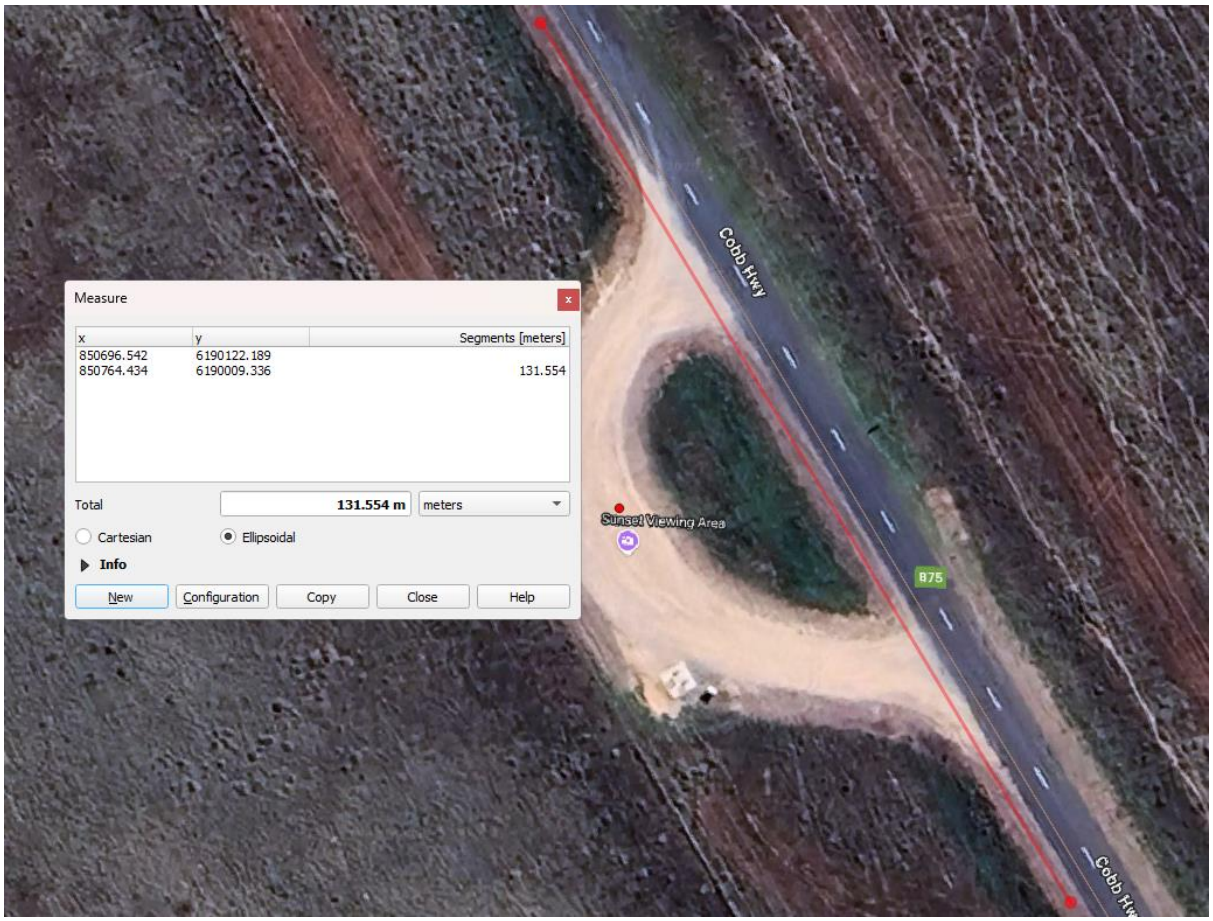
Configuration
Copy
Close
Help
B75
Cobb Hwy

Pullover Bay #28

Length Check



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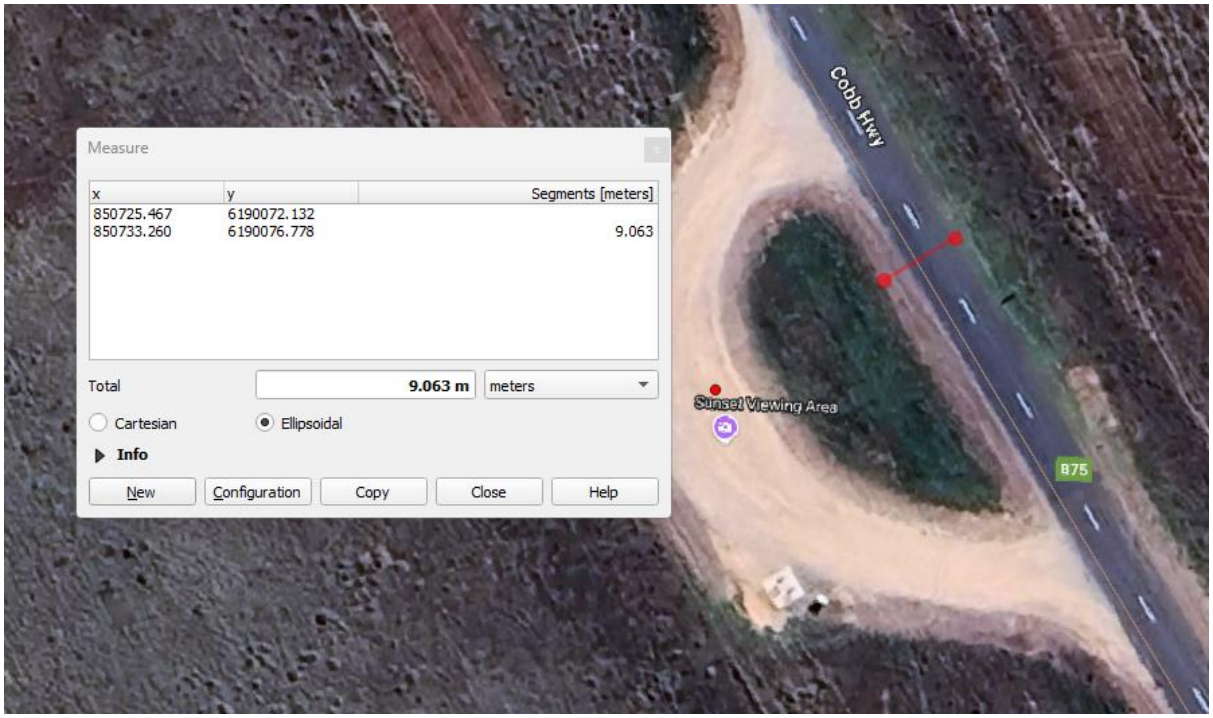

Pullover Bay #29

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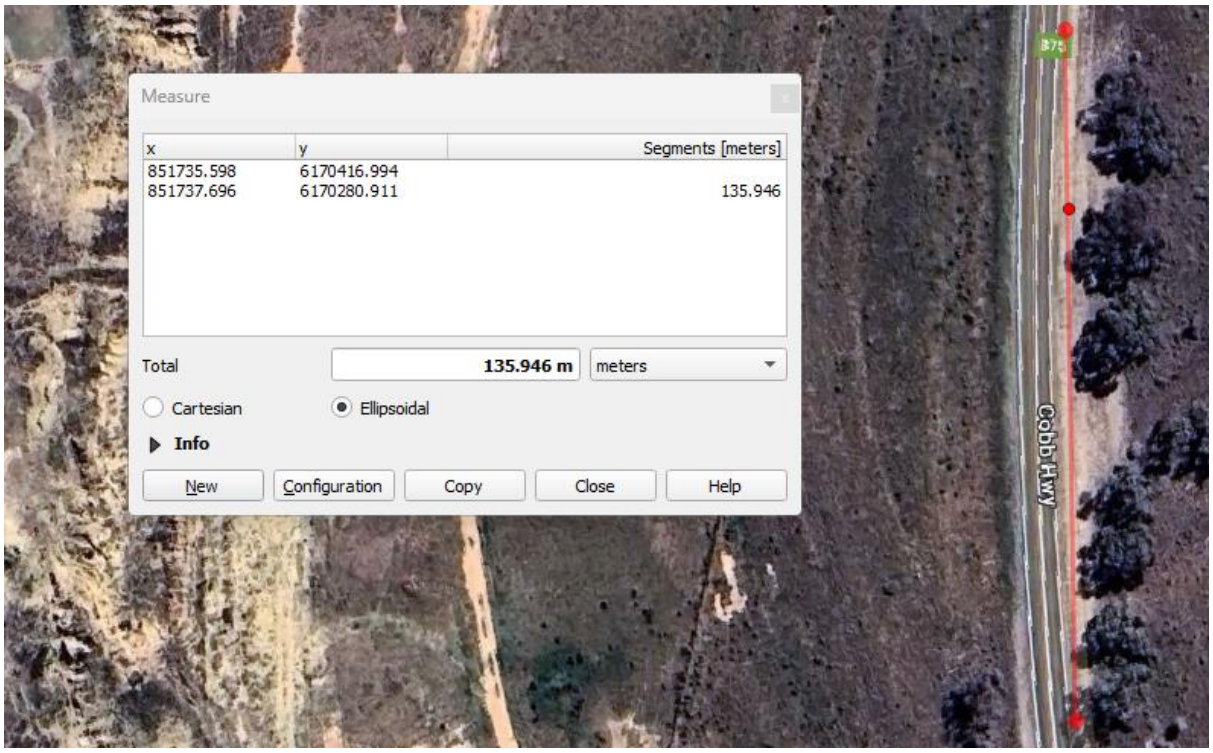

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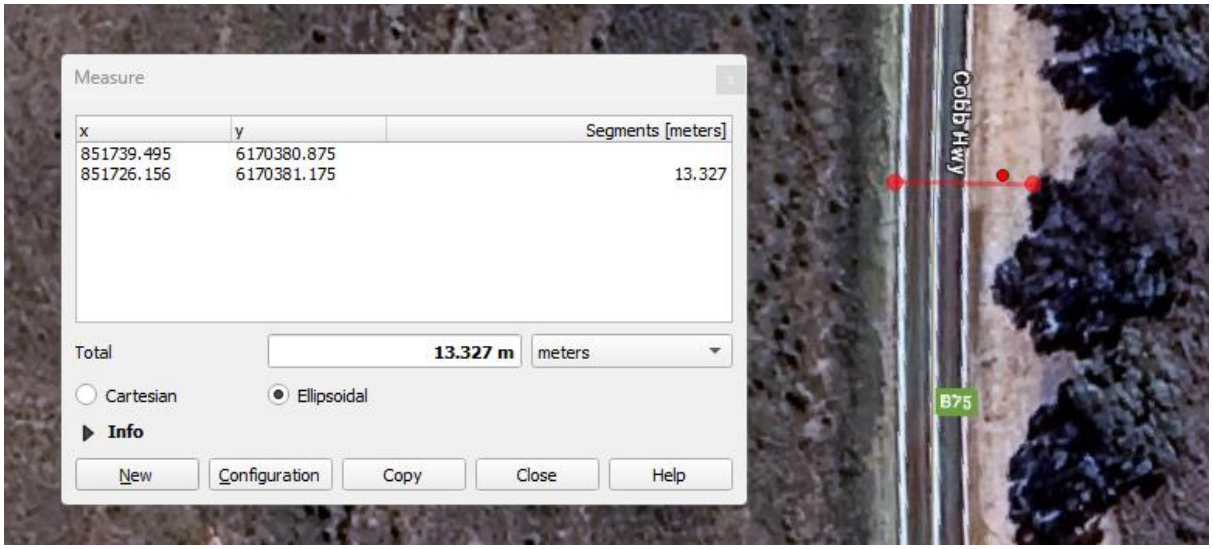

Pullover Bay #30

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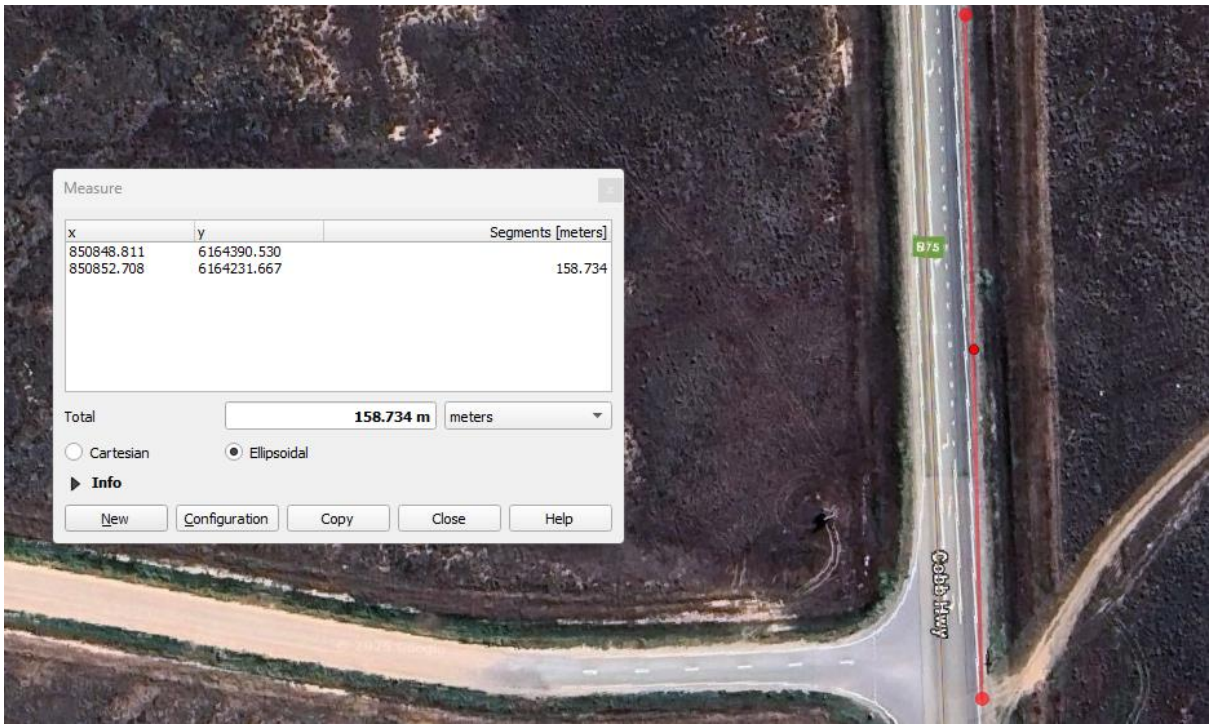

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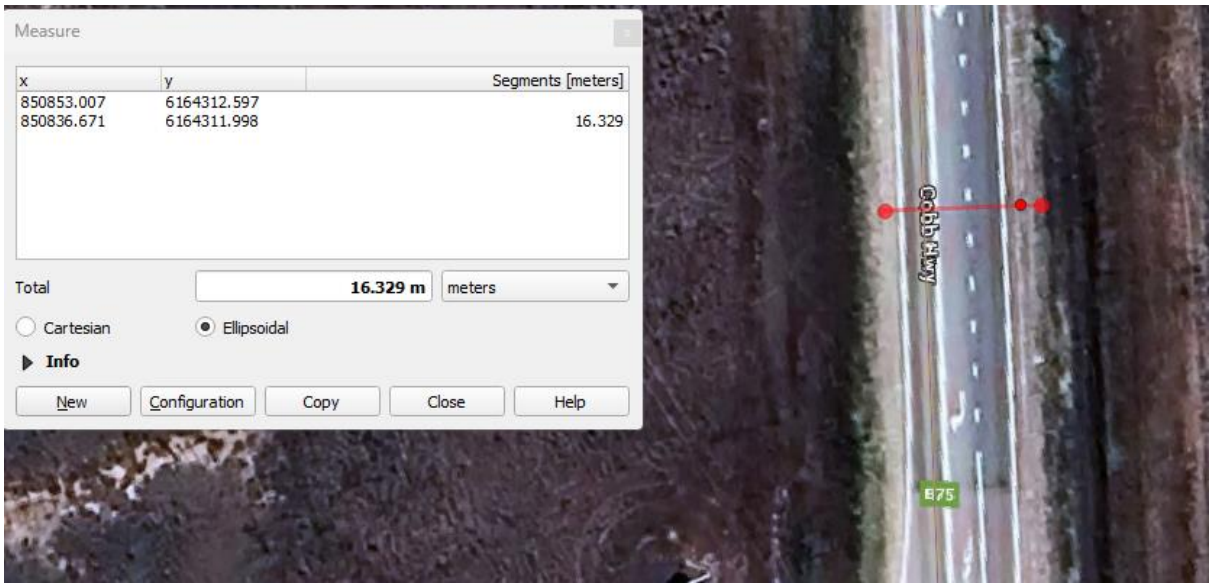

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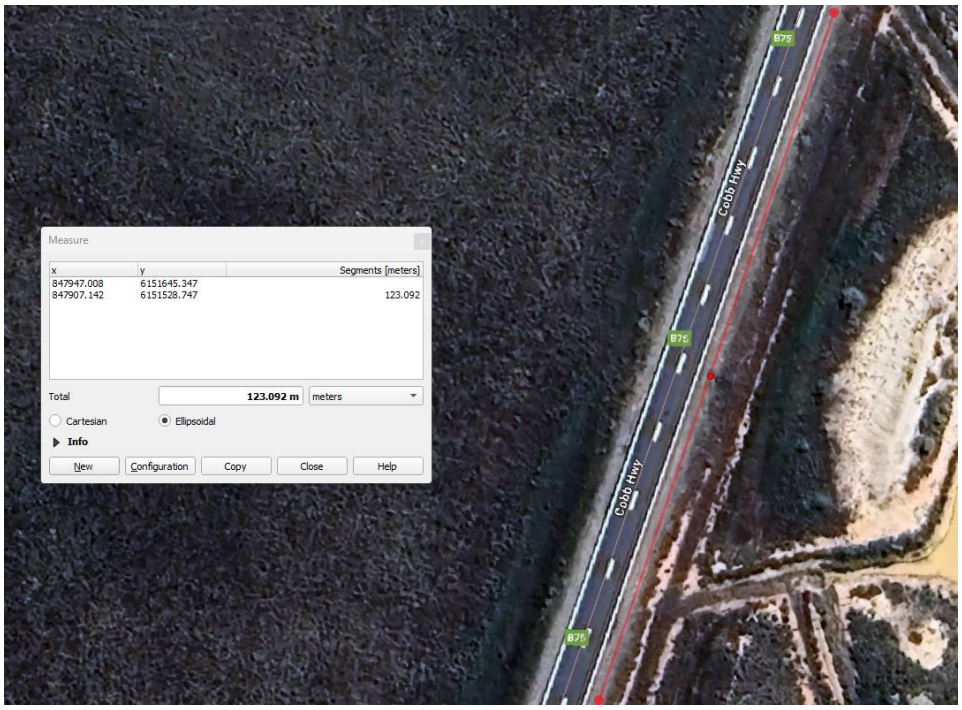

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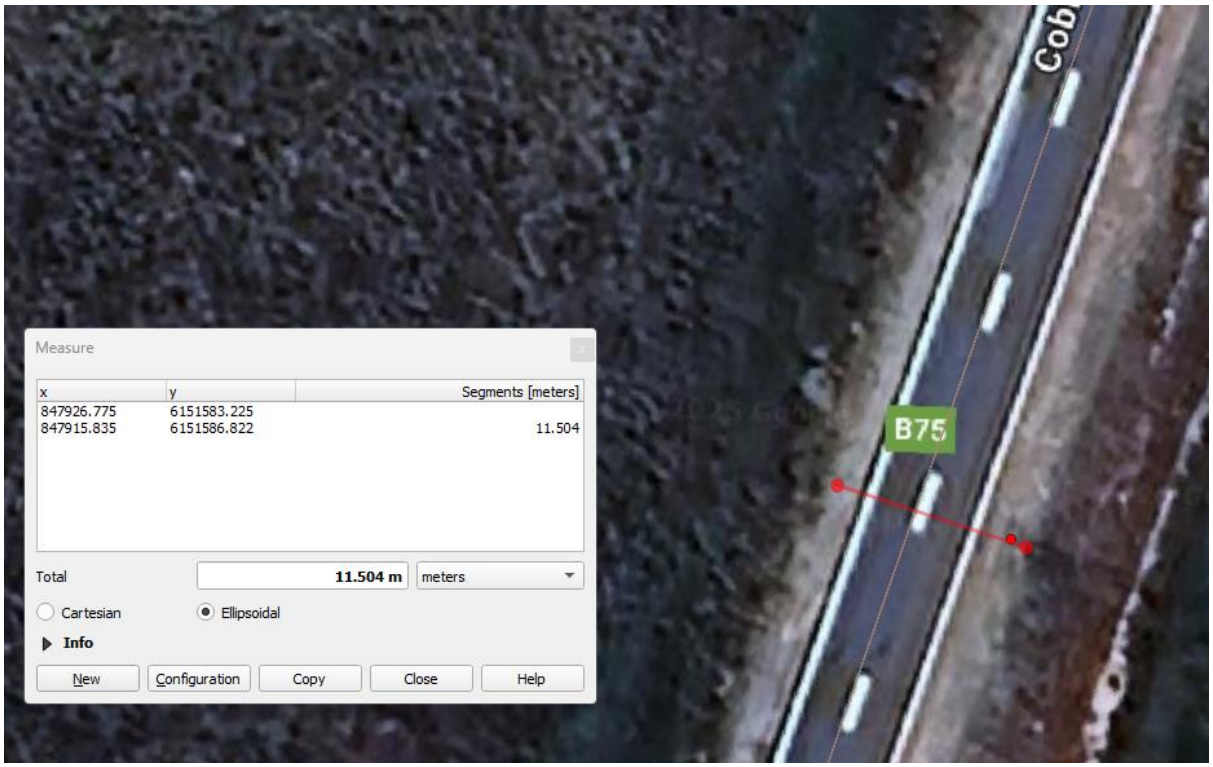

Pullover Bay #32

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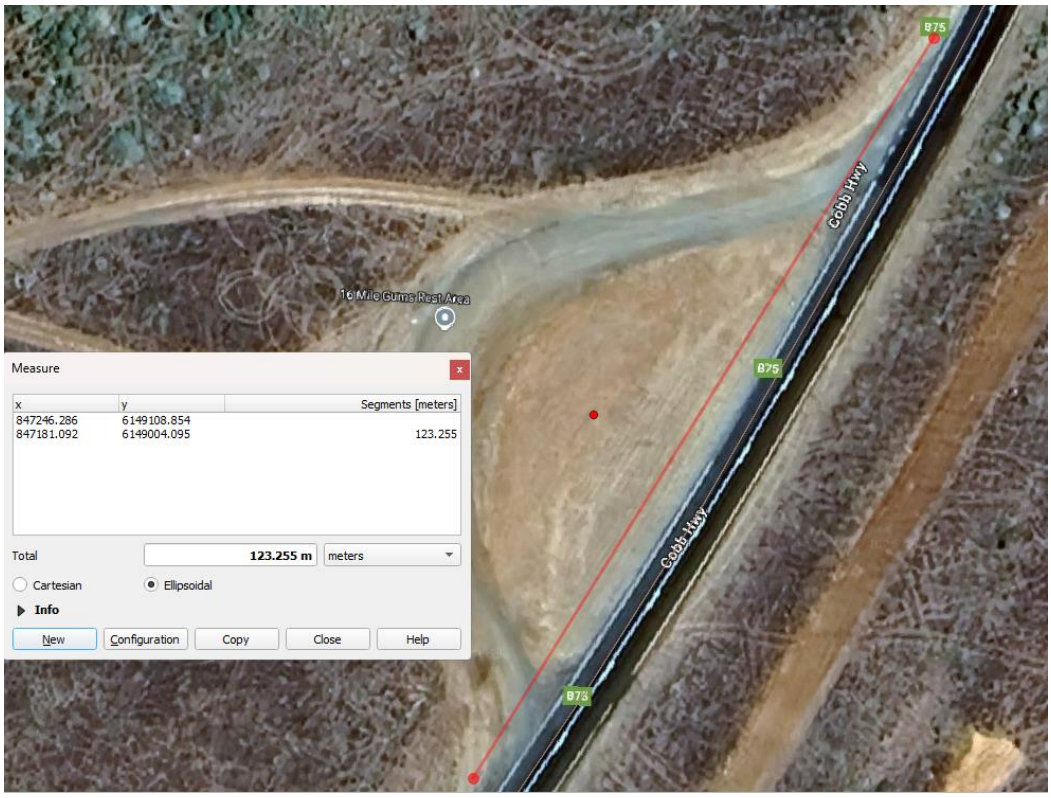

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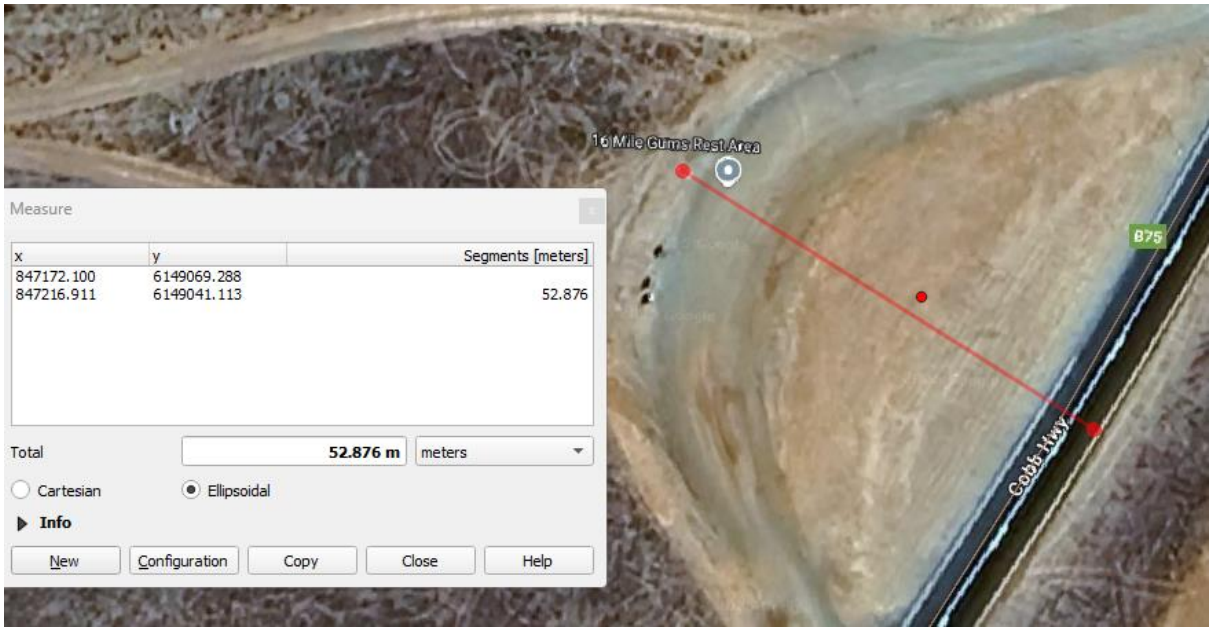

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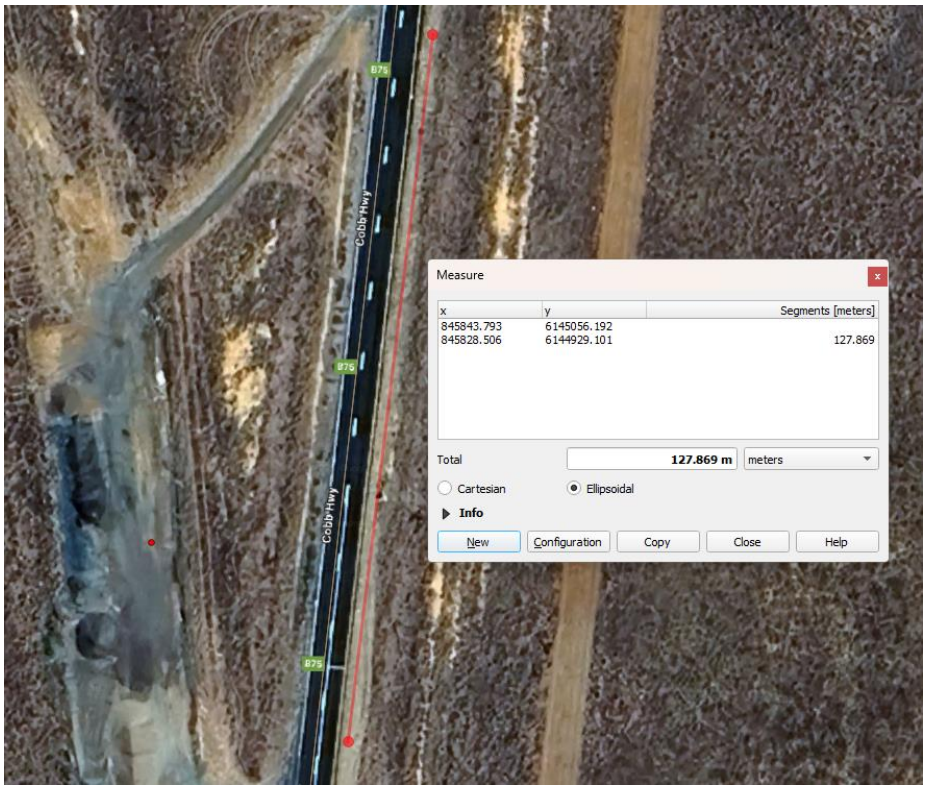

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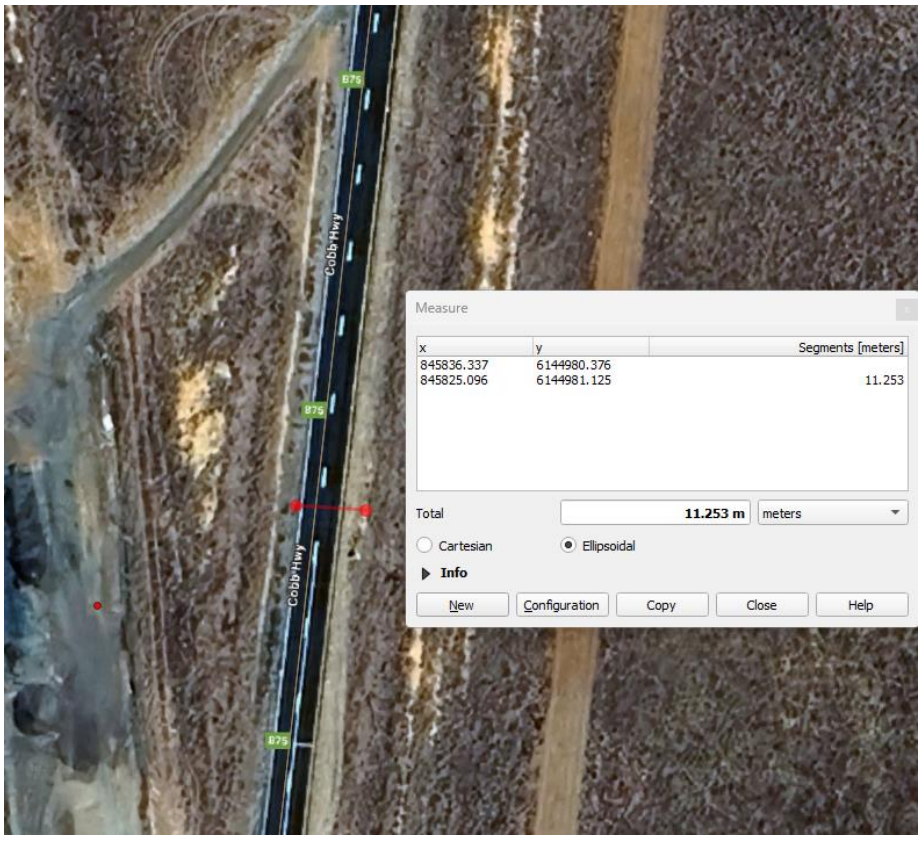

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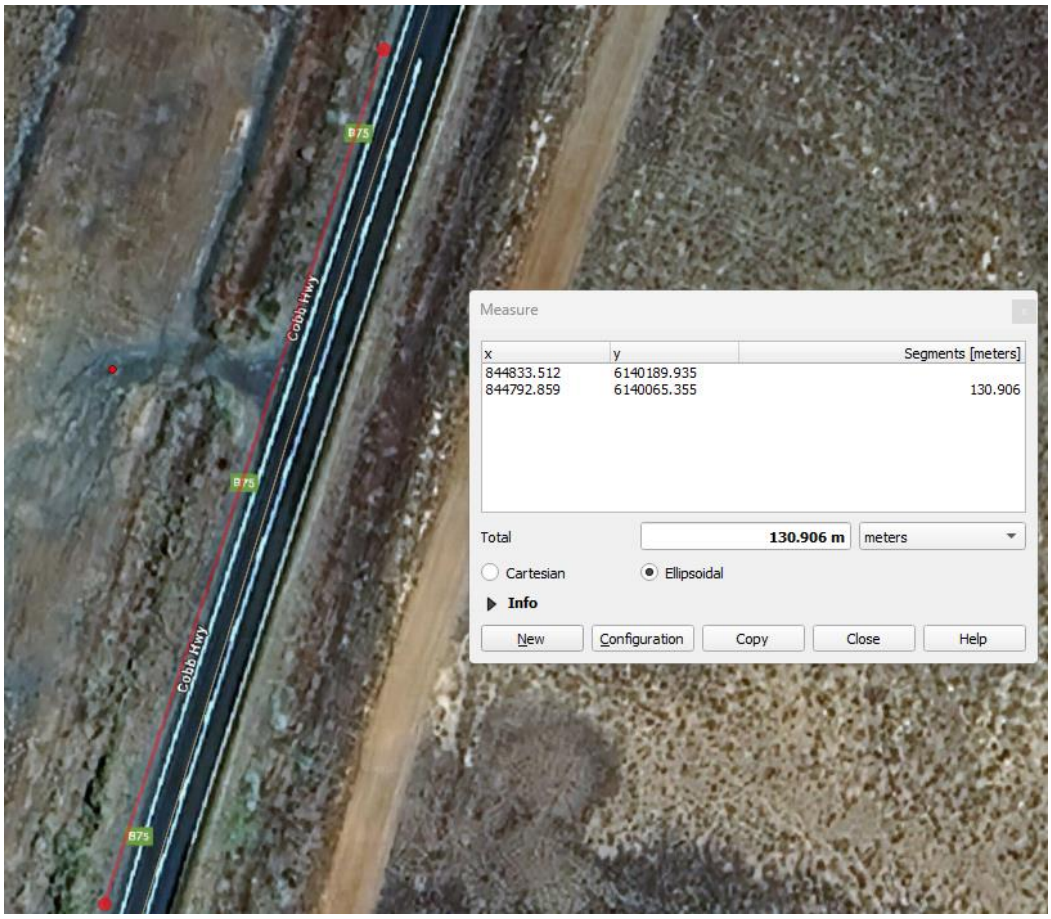

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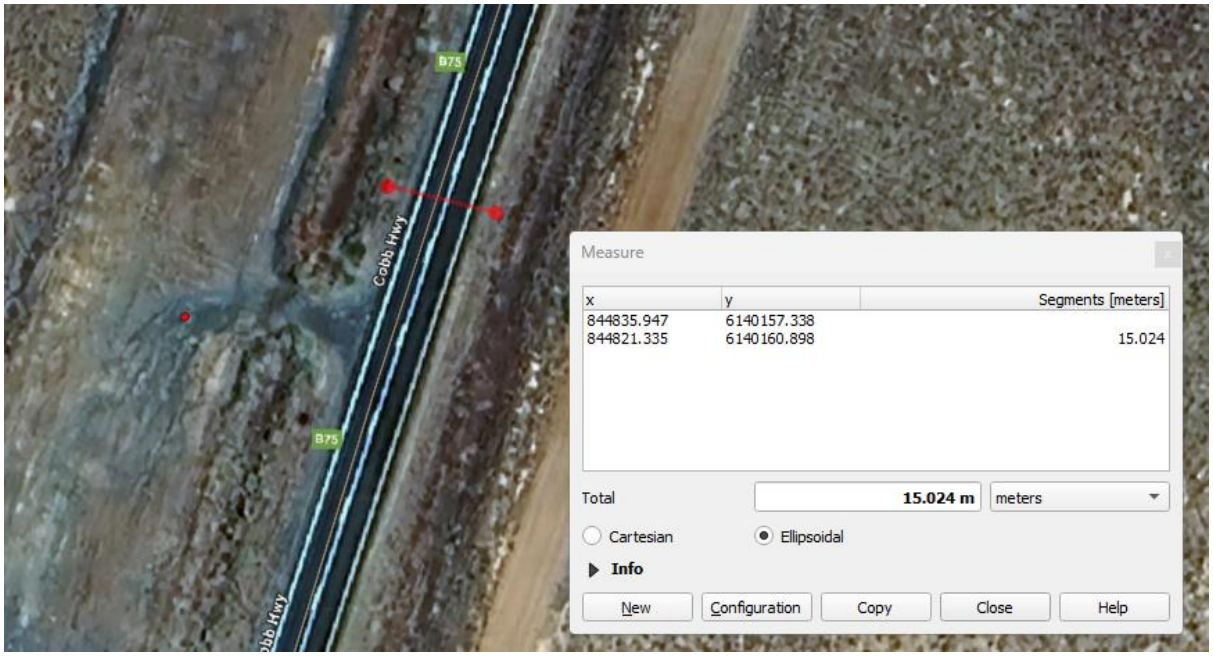

Pullover Bay #35

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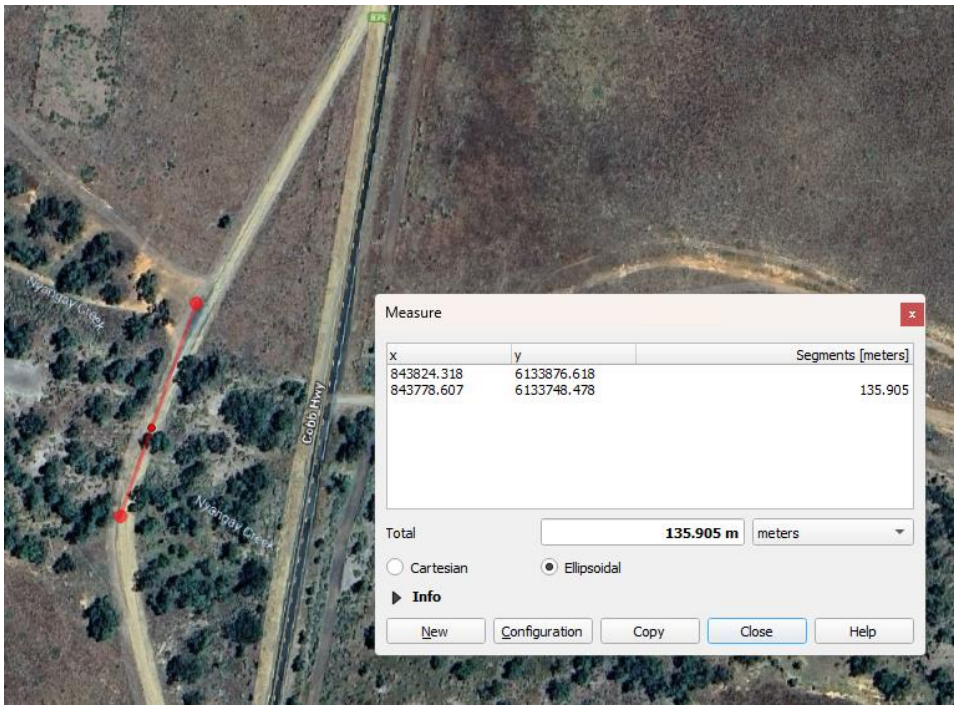

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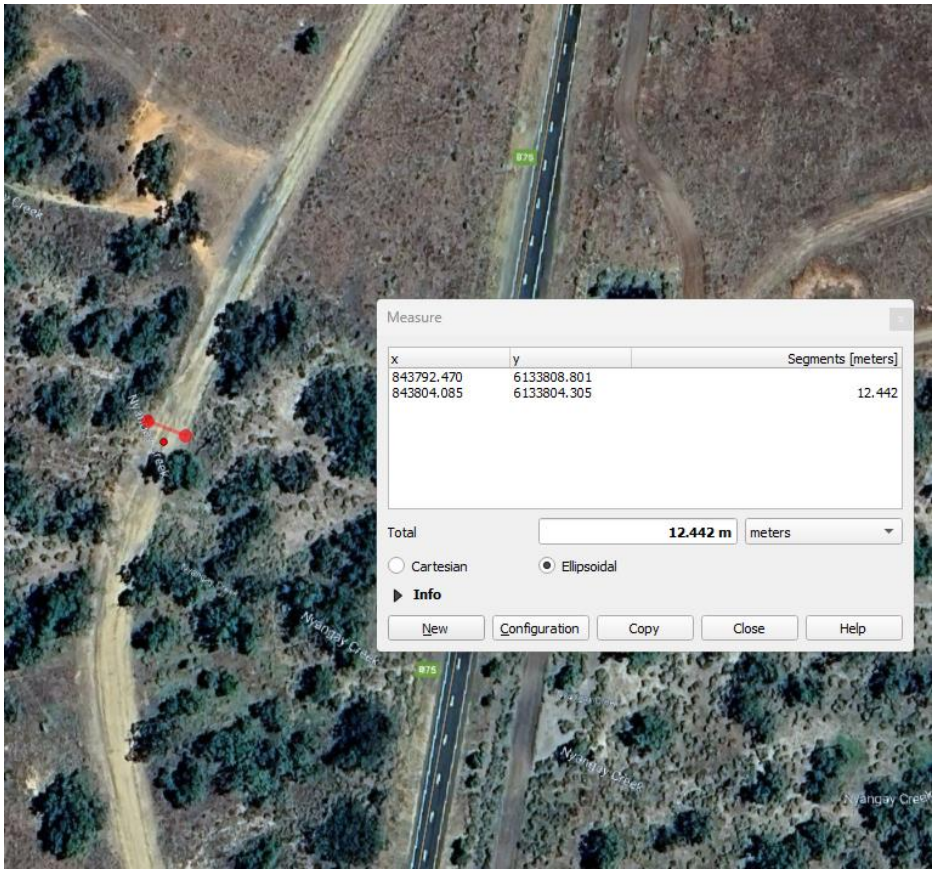

Pullover Bay #36

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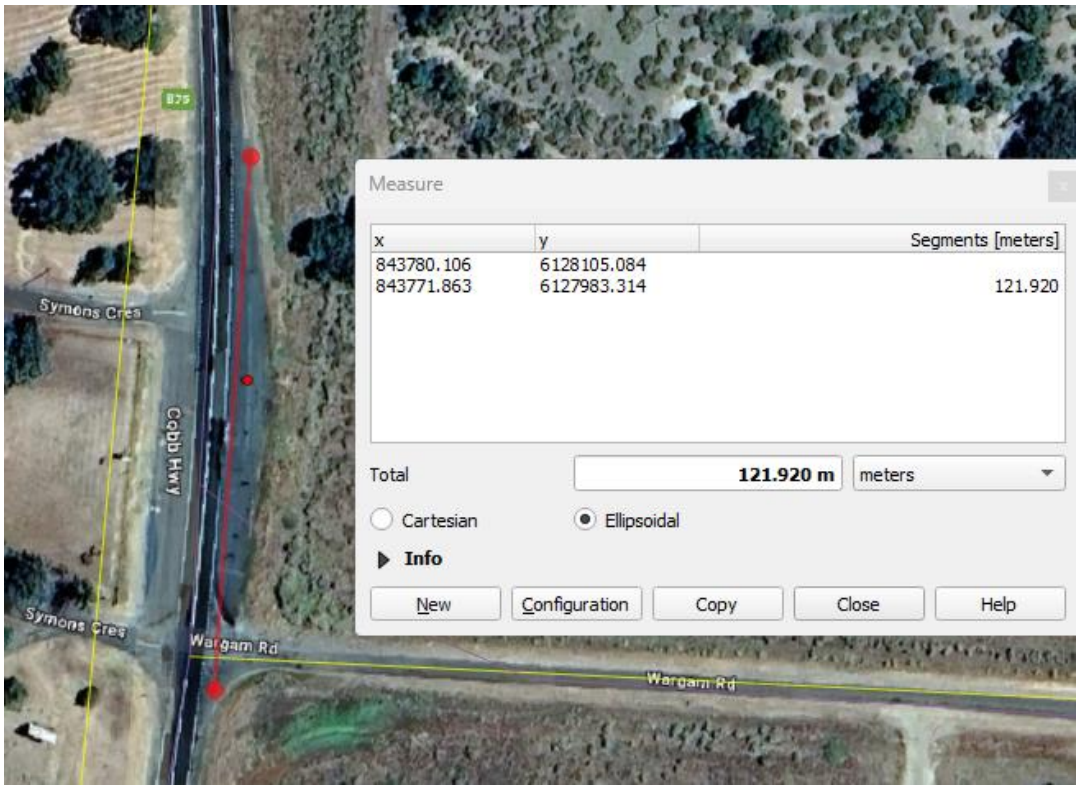

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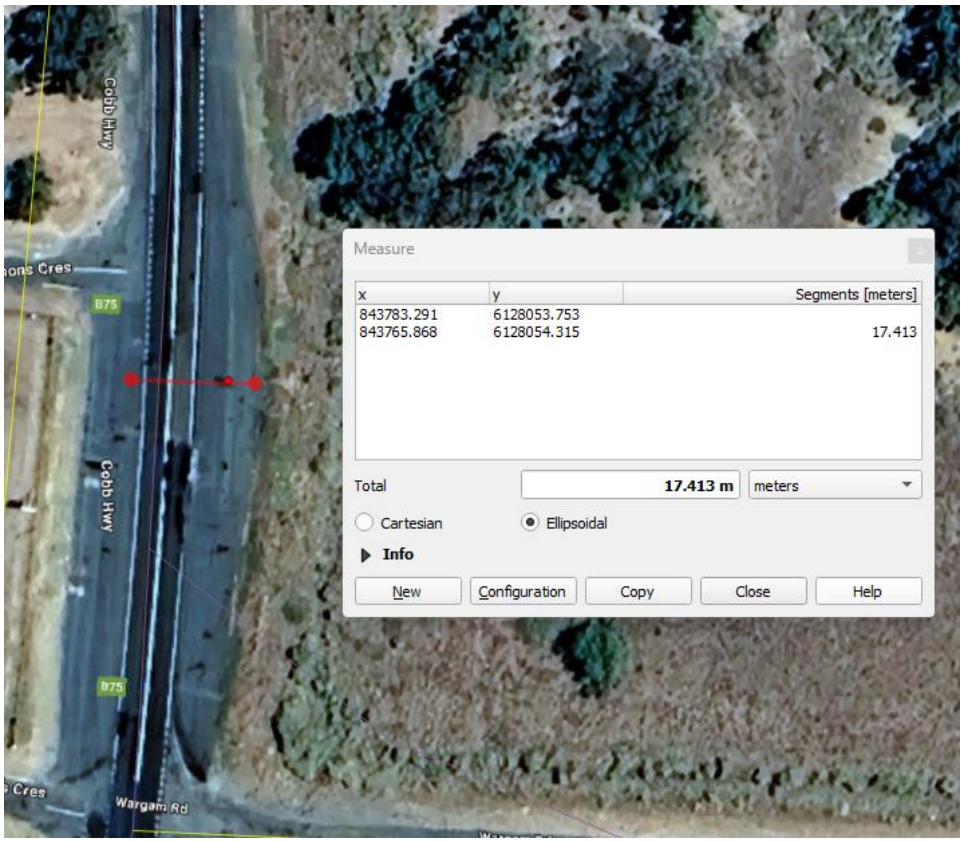

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www.somevarenewables.com.au

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Sydney NSW 2000
community@someva.com.au

Appendix G

OSOM Route Pull Over Bays

Indicative Design - For Discussion Purposes Only

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:500

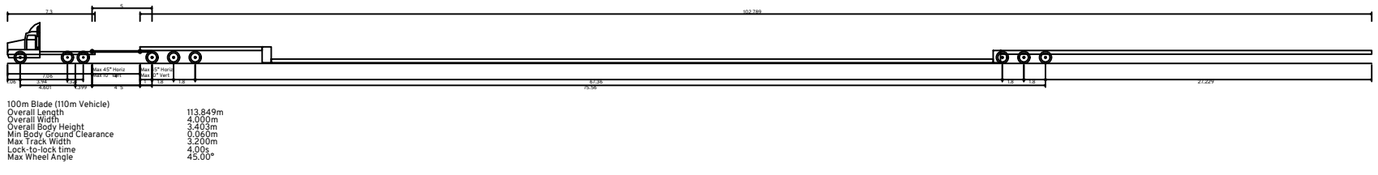
Amber 01

Load Envelope

Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



100m Blade (110m Vehicle)	
Overall Length	113.849m
Overall Width	4.000m
Overall Body Height	3.403m
Min Body Ground Clearance	0.060m
Max Track Width	3.200m
Lock-to-lock time	4.00s
Max Wheel Angle	45.00°

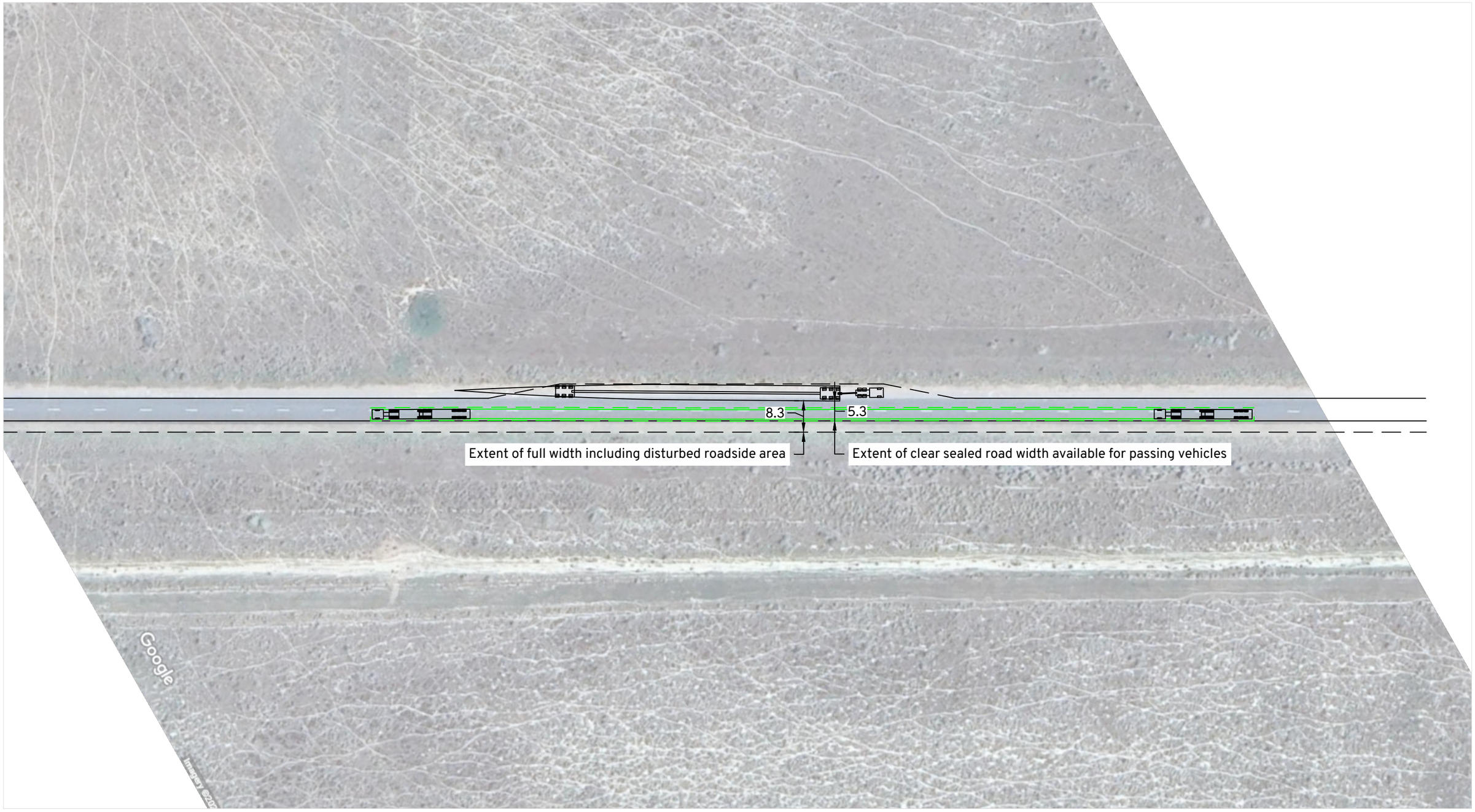
OSOM Route Pull Over Bays

Entry Manoeuvre - Blade

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 02



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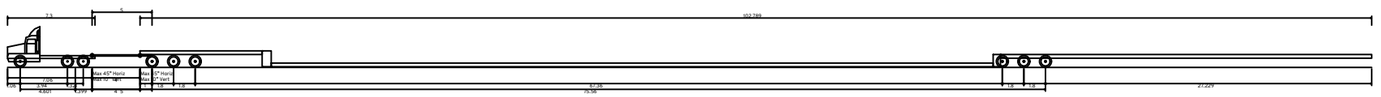
Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



100m Blade (110m Vehicle)	
Overall Length	113.849m
Overall Width	4.000m
Overall Body Height	3.403m
Min Body Ground Clearance	0.060m
Max Track Width	3.200m
Lock-to-lock time	4.00s
Max Wheel Angle	45.00°

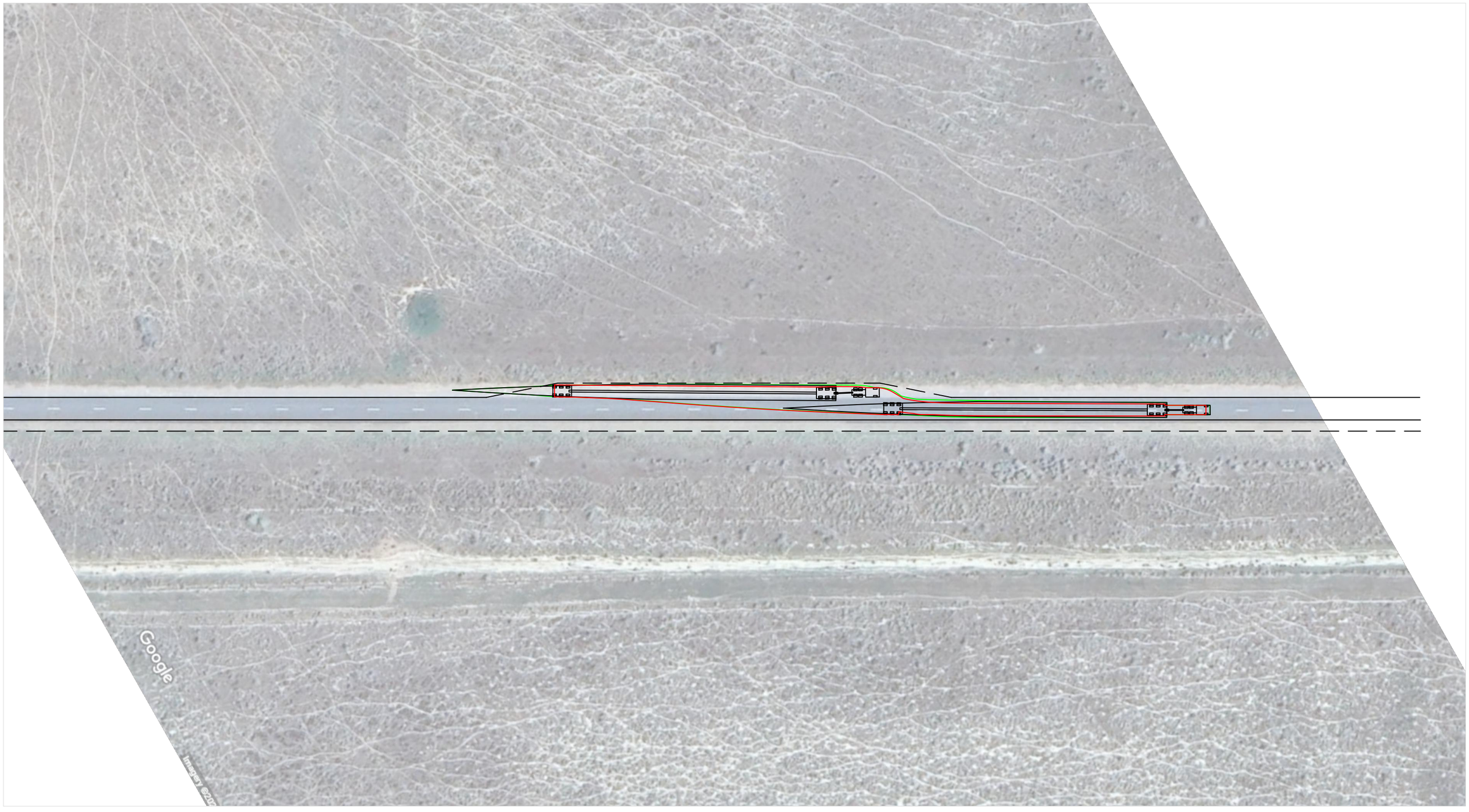
OSOM Route Pull Over Bays

Passing Manoeuvre - Blade

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 03



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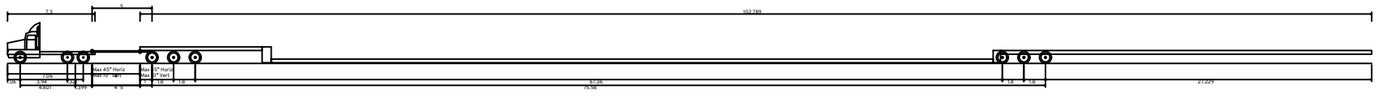
Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



100m Blade (110m Vehicle)	
Overall Length	113.849m
Overall Width	4.000m
Overall Body Height	3.403m
Min Body Ground Clearance	0.060m
Max Track Width	3.200m
Lock-to-lock time	4.00s
Max Wheel Angle	45.00°

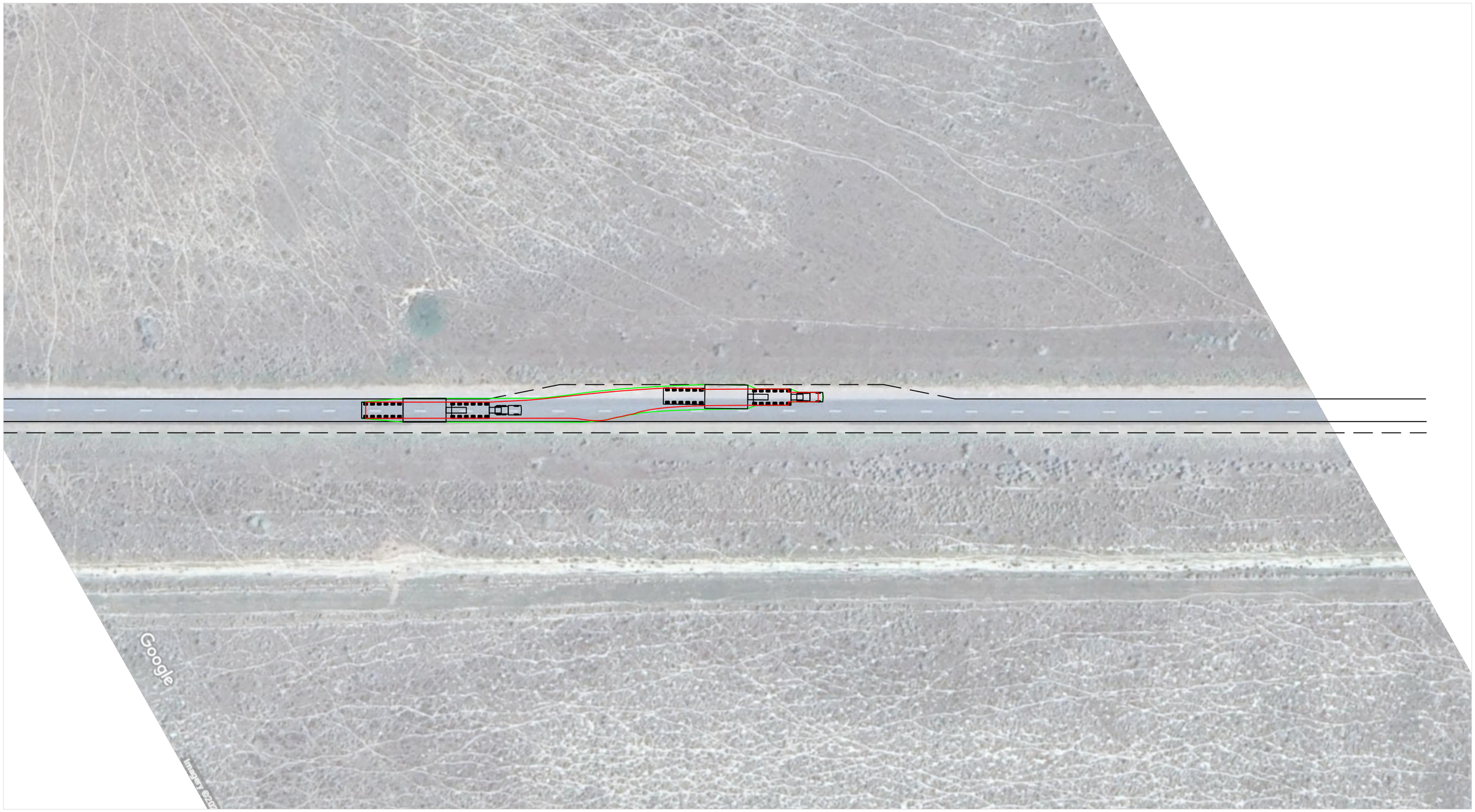
OSOM Route Pull Over Bays

Exit Manoeuvre - Blade

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 04



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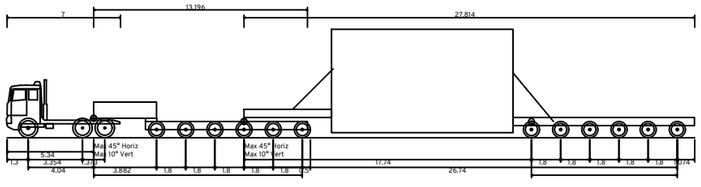
Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



Updated Wind Turbine Base Tower Section 6.3m Diam_V3	
Overall Length	42.436m
Overall Width	6.310m
Overall Body Height	6.687m
Min Body Ground Clearance	0.313m
Max Track Width	4.300m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	40.00°

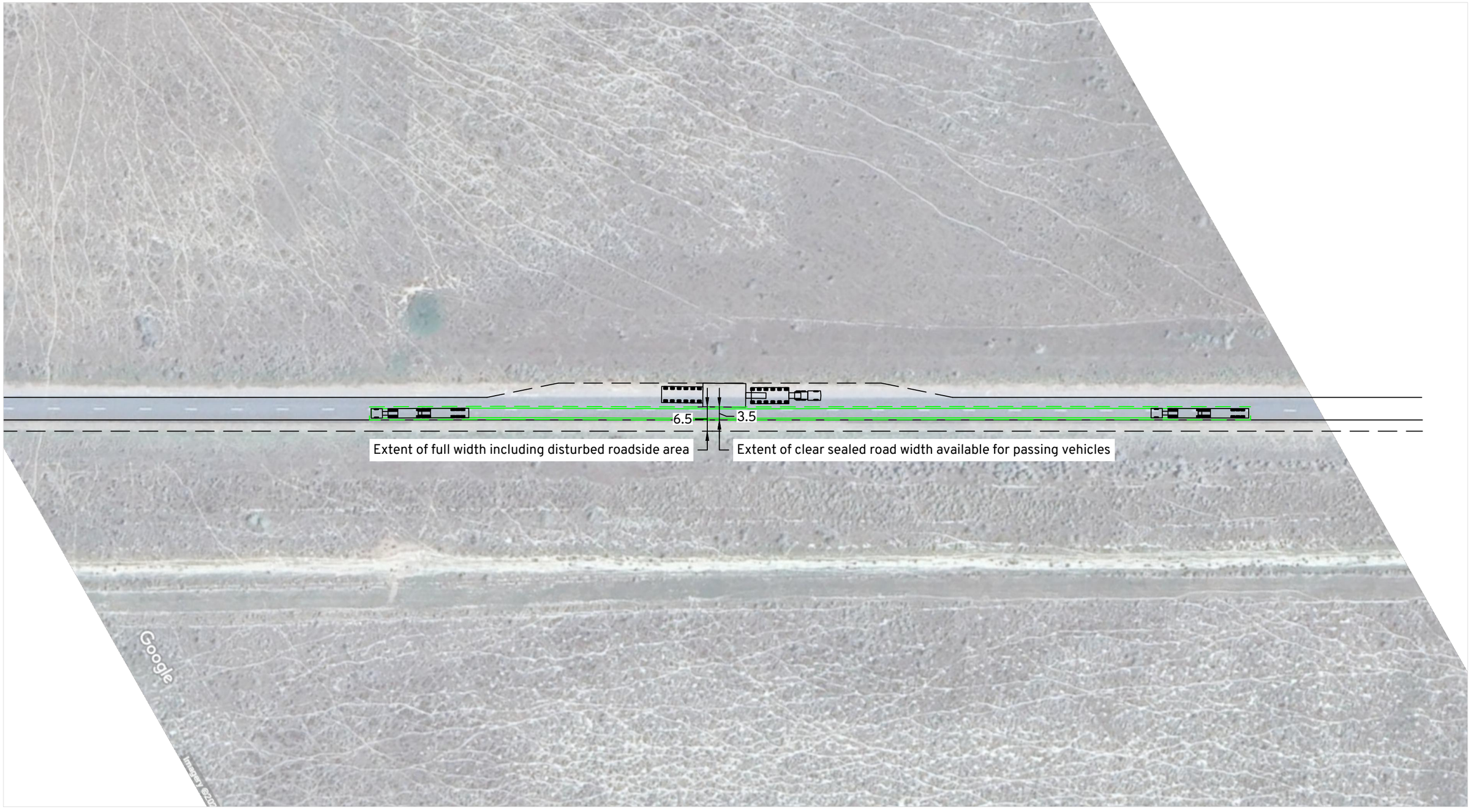
OSOM Route Pull Over Bays

Entry Manoeuvre - Base Tower Section

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 05

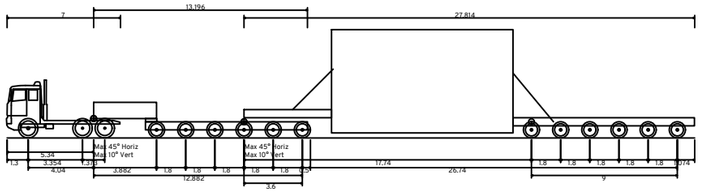


Load Envelope

Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



Updated Wind Turbine Base Tower Section 6.3m Diam_V3	
Overall Length	42.436m
Overall Width	6.310m
Overall Body Height	6.687m
Min Body Ground Clearance	0.313m
Max Track Width	4.300m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	40.00°

OSOM Route Pull Over Bays

Passing Manoeuvre - Base Tower Section

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 06

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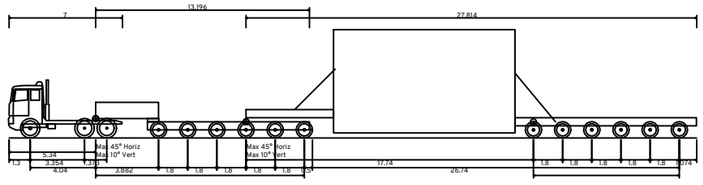
Wheel Path Extents

Min. Design Speed 15km/h

Refer to Ares report for detailed OSOM vehicle specifications.



Updated Wind Turbine Base Tower Section 6.3m Diam_V3	
Overall Length	42.436m
Overall Width	6.310m
Overall Body Height	6.687m
Min Body Ground Clearance	0.313m
Max Track Width	4.300m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	40.00°

OSOM Route Pull Over Bays

Exit Manoeuvre - Base Tower Section

Pottinger Wind Farm

DRAWN: OM
DATE: 30/01/2025
DWG NO: 768 P01B
SCALE at A3: 1:1000

Amber 07