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12 August 2026

Traffic Management Plan Addendum 1 (Rev 2)

Wellington South Battery Energy Storage Project (Bulabul Battery Stage 1)
Oversize Overmass (OSOM) Movements

1. Approvals context

1.1 Approved Staging

Wellington South Battery Energy Storage Project (Bulabul Battery Stage 1) (the **Project**) has a Staging Plan that was approved by the Planning Secretary on 1 July 2025 (DPHI ref SSD-27014706_PA-12). The Project has been proceeding under Stage 1c of construction since 1 August 2025.

An extract of the relevant section of the Staging Approval is shown in Figure 1 below.

- Stage 1: will include 300 MW installed discharge capacity, civil and enabling works including the road upgrade and site access, installation of batteries, one transformer and switchgear and associated structural, mechanical and electrical works, and connection to the TransGrid substation.
  - 1a: construction of the 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;
  - 1b: commence construction of a 300 MW BESS including site access way, civil works, installation of batteries, associated structural mechanical and electrical works (excluding the delivery/installation of the batteries and high-risk heavy vehicles requiring escort);
  - 1c: continuation of the construction of a 300 MW BESS including the delivery/installation of the batteries (excluding high risk heavy vehicles requiring escort)
  - 1d: continuation of the construction of a 300 MW BESS, including high risk heavy vehicle requiring escort movements associated with Stage 1; and
  - 1e: operation of the 300 MW BESS.

Figure 1: Extract of approved Staging Plan

1.2 Approved TMP

Stage 1c of construction has been carried out in accordance with the Project's approved TMP. The approved plan is Revision E of the TMP dated 23 July 2025 (**TMP Rev E**).

At the time TMP Rev E was approved, Ampyr had not finalised its OSOM route analysis to support the proposed OSOM vehicle movements. It was therefore agreed that a separate addendum would be prepared to address the OSOM movement requirements for the Project.

1.3 Role of this Addendum 1

This Addendum 1 provides details of the proposed OSOM loads, the proposed OSOM transport route, and provides evidence of the consultation undertaken on the use of this route.

This Addendum 1 is intended to form part of, and be read in conjunction with, TMP Rev E.

The information contained in this Addendum 1 supersedes and replaces the information contained within TMP Rev E as it relates to OSOM movements (including in particular Section 3.5.2 of TMP Rev E).

1.4 Compliance with approvals

Non-high risk OSOM loads (permitted under Stage 1c)

Noting that the Project is already approved for Stage 1c of construction, approvals preconditions for the 3 proposed non-high-risk OSOM movements are:

a) Approval of this Addendum 1 by DPHI
b) Receipt of all relevant NHVR permits (already satisfied, refer to Appendix 1.1 and 1.1)
c) Satisfaction of any conditions within the NHVR permits.

High risk OSOM loads (Stage 1d)

Noting that the Project is has not yet commenced Stage 1d of construction, approvals preconditions for the 1 proposed high-risk OSOM movement are:

d) Approval of this Addendum 1 by DPHI
e) Receipt by DPHI and Dubbo Regional Council of a notification from the Project under Condition C7 informing them of the commencement of Stage 1d
f) Receipt of all relevant NHVR permits (already satisfied, refer to Appendix 1.3)
g) Satisfaction of any conditions within the NHVR permits.

Relevant approvals documents

It is anticipated that all four required OSOM movements will occur within 7 to 10 days of satisfaction of these preconditions. Each OSOM movement will be carried out in accordance with:

- The Requirements of the Project's Instrument of Consent
- TMP Rev E
- TMP Addendum 1
- The relevant NHVR permits
- All relevant laws

2. Project OSOM movement details

2.1 OSOM movement requirements

Stage 1 of the Project has forecast a total of four OSOM movements, categorised as follows:

- **Non-high-risk heavy vehicle requiring escort OSOM movements (3 total):**
    - Two prefabricated switchroom buildings
    - One prefabricated operations and maintenance building
- **High-risk heavy vehicle requiring escort OSOM movement (1 total):**
    - One transformer

2.2 OSOM load dimensions

A summary is presented in the table below. The NHVR permits (refer to section 2.4 and Appendices 1.1 to 1.3) contain detailed information on the vehicle and load dimensions.

Load	Type	Number of movements	Laden Width (m)	Laden Length (m)	Laden Height (m)	Total Mass (t)
Transformer	High risk / Stage 1 d	1	4.5	71.0	5.6	345.1t
Switchrooms	Non-high-risk / Stage 1c	2	5.2	39.9	5.3	143.55t
O&M building	Non-high-risk / Stage 1c	1	4.5	33.0	4.6	65t

2.3 OSOM route swept path analysis

The origin of these deliveries is Adelaide, South Australia. The route connects to the Project site via Dubbo and Broken Hill, as shown in Figure 2 below.

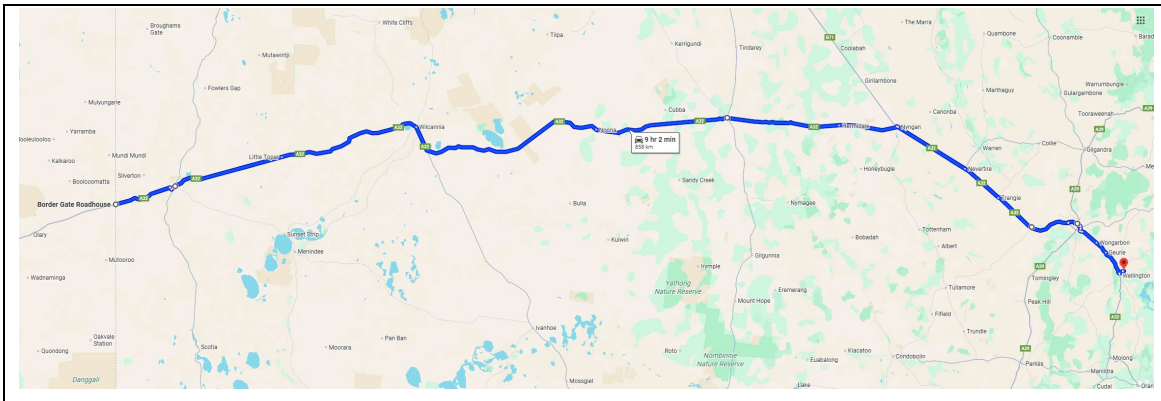

Figure 2: OSOM route for non-high-risk heavy vehicles requiring escort

2.3.1 HV Transformer

Following confirmation of the transport methodology and transport provider, a detailed OSOM route swept path analysis has now been completed using the actual trailer configuration proposed for the transformer delivery.

The detailed HV Transformer OSOM route swept path analysis is included as **Appendix 2**. The analysis concludes that the HV transformer can be moved on the proposed OSOM route without any impact to infrastructure and without requiring any modifications to any intersection or route pinch point[1].

2.3.2 Prefabricated buildings

Following confirmation of the transport methodology and transport provider, a detailed OSOM route swept path analysis has now been completed using the actual trailer configuration proposed for the switchroom loads. The switchroom loads have been selected as a worst case outcome for the prefabricated buildings because its dimensions are the largest across each of length, width, height and weight. (It is noted thar all the prefabricated buildings are much shorter and lighter than the movement required for the HV Transformer).

The detailed Prefabricated buildings OSOM route swept path analysis is included as **Appendix 3**. The analysis concludes that the prefabricated buildings can be moved on the proposed OSOM route without any impact to infrastructure and without requiring any modifications to any intersection or route pinch point.

2.4 NVHR Permits

NHVR permits for each of the OSOM movements have been obtained. The NHVR permits are included as Appendices 1.1, 1.2 and 1.3, as detailed below.

	Number of movements	High risk status	NHVR Permit number	Appendix
Prefabricated switchroom buildings	2	Non-high-risk	**149989V02**	1.1
Prefabricated operations and maintenance building	1	Non-high-risk	**1407737V1**	1.2
HV Transformer	1	High risk	**1509537V1**	1.3

It is noted that as a part of the NHVR process, extensive consultation and approval is required with a range of relevant regulatory authorities. This includes:

- Local councils: all relevant councils along route
- Rail: relevant authorities for this route include ARTC and UGL
- Utilities: relevant authorities for this route include Essential Energy
- TfNSW: notably including the TfNSW “Special Permits Unit” who are responsible for bidge assessments along the route

[1] It is noted that there is a single intersection for which a single give way sign will need to be removed. This give way sign is designed to be removable, so will be temporarily removed for the period of time it takes for the OSOM movement to proceed through the intersection, then will be replaced.

Receipt of the relevant NHVR permits is confirmation that each of the relevant agencies and authorities has signed off on the proposed movement along the proposed route (subject to any conditions which are noted within the permits).

2.5 Compliance with Development Consent

In response to DPHI's request dated 22 May 2026 regarding whether the route for selected for the movement of OSOM materials associated with the Project is consistent with the Project's Development Consent, the Ampyr obtained advice from Maddocks Lawyers dated 4 June 2026. A copy of the advice is provided in **Appendix 4**.

In summary, the advice concludes that "that the use of the Proposed Route does not give rise to any non-compliance with the conditions of consent and does not alter the development in a way that significantly departs from what was approved".

An assumption that underpins this conclusion is that no road infrastructure requires upgrades to support these movements. The question of whether any road infrastructure requires an upgrade has been assessed in each of the detailed OSOM route swept path analyses which are contained in Appendices 2 and 3. The analyses conclude that the OSOM loads can be moved on the proposed OSOM route without any impact to infrastructure and without requiring any modifications to any intersection or route pinch point.

2.6 TfNSW Consultation

Ampyr has undertaken significant consultation on the contents of this Addendum 1 with TfNSW. Final confirmation of TFNSW endorsement of the OSOM route is shown in **Appendix 5.**

3. Appendices

Appendix 1: Approved NHVR permits for OSOM movements

Appendix 2: Detailed OSOM Route Analysis (HV Transformer)

Appendix 3: Detailed OSOM Route Analysis (Prefabricated buildings)

Appendix 4: Legal advice confirming consistency of proposed route with Development Consent.

Appendix 5: Evidence of consultation with TfNSW and route endorsement

Appendix 1.1: Approved NVHR Permits - Switchrooms

Permit number
1499890V2

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

REX J. ANDREWS PTY. LIMITED

Address

32-36 Lugard St
Penrith, NSW 2750

Vehicle configuration and description

Block-truck towing OS/OM/OSOM load

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

10-Jun-2026

End date

09-Jun-2029

Period or fixed trips

Period Permit

continued on next page...

NHVR
National Heavy Vehicle Regulator

Permit number
1499890V2

Vehicle details

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
		1FVJAWCK37L997509	24t	n/a
		6F50000005A430273	26.5t	n/a
		WDB9634242L900	26t	n/a
		YU5AUJOD48D130457	27t	n/a
		YV5AUJ0D87D129309	27.5t	n/a
		1FVJAWCK4ALAU2180	24t	n/a
1ITI863	WA	YV5AP90D7DD137077	27.7t	n/a
1NH9RX	VIC	YV5AP90D3CD135065	27.7t	n/a
ALS509	NSW	6F5000000KA466529	28.2t	n/a
BL96DE	NSW	YV5AP90D5BD133686	27.7t	n/a
BV86PS	NSW	YV5AP90D7DD136916	27.7t	n/a
CK06CO	NSW	WDB96442420088687	26t	n/a
CK18XQ	NSW	YV5RP90D3HD204413	28.5t	n/a
CK26KV	NSW	WDB9342412L302209	26t	n/a
CM55NB	NSW	YV5RP90D9HD204707	28.5t	n/a
HAULEM	NSW	6F5000000JA460909	31t	n/a
ITT407	NSW	1FVJAWDR5DLFD9914	24t	n/a
KW908	NSW	6F50000008A438269	26.5t	n/a
MY909	NSW	6F5000000HA459311	26.5t	n/a
PM858	NSW	6F5000000VA416672	31.7t	n/a
RMH501	NSW	6F50000006A432514	26.5t	n/a
SB55NG	SA	YV5RP90D5GD203939	28.5t	n/a
WTN001	NSW	6F50000003A423915	26t	n/a
XB46PY	QLD	5KKJAEDR0BPBB7463	27.4t	n/a
XB69GO	QLD	6F50000005A430274	26.5t	n/a
XB95LB	QLD	6F5000000BA444853	26.5t	n/a
XCS363	SA	6F50000004A427579	26.4t	n/a
XKN672	SA	6F50000002A423377	26t	n/a
XN15LV	NSW	WDB9342412L649457	26t	n/a
XN25DR	NSW	1FVJG7DR7JLJY3970	26t	n/a
XN32SU	NSW	YV5RP90D5LD211131	28.5t	n/a
XN36IF	NSW	YV5RP90D7JD208194	28.5t	n/a
XN53SE	NSW	W1T96442420438098	27.5t	n/a
XN55SE	NSW	W1T96442420438775	27.5t	n/a
XN58IT	NSW	WDB96442420329278	27.5t	n/a
XN76TE	NSW	YV5RP90D6LD211123	28.5t	n/a
XN78HN	NSW	WDB96442420329277	27.5t	n/a

XN89EO	SA	YV5RP90D6JD207375	28.5t	n/a
XN91HT	NSW	YV5RP90D7JD208213	28.5t	n/a
XNG259	SA	6F50000003A423749	26t	n/a
XO12ON	NSW	WDB96342420226599	26t	n/a
XO20TY	NSW	YV5RP90D1GD203954	28.5t	n/a
XO24MS	NSW	YV2X1G1D7JA835097	28.1t	n/a
XO25MS	NSW	YV2X1G1D2JA826517	28.1t	n/a
XO26MR	QLD	1HSNDSCR7FH545498	24.5t	n/a
XO36ZU	NSW	W1T96442120702406	27.5t	n/a
XO50QE	NSW	W1T96442420633173	27.5t	n/a
XO71UJ	NSW	YV5RP90D2PD216972	29t	n/a
XO71XU	NSW	YV5RP90D6PD216862	26.5t	n/a
XO75QE	NSW	W1T96442420633172	27.5t	n/a
XO82NT	NSW	YV5AUJ0DX9D132070	25t	n/a
XO91KN	NSW	YV5RP90D0GD202973	29.5t	n/a
XO93WC	NSW	W1T96442520685545	26t	n/a
XO98YD	NSW	YV5RP90D9HD205548	28.5t	n/a
XP35PE	NSW	WDB96342420182593	26t	n/a
XP47FH	NSW	YV5RP90D7RD220079	29t	n/a
XP47NC	NSW	WDB96342420182592	26t	n/a
XP48FH	NSW	YV5RP90D8RD219894	29t	n/a
XP56DX	NSW	WIT96442520702022	27.5t	n/a
XP60JA	NSW	WDB96342420318484	26t	n/a
XP76AB	NSW	6F5000000RA488238	28.2t	n/a
XP94NR	NSW	YV5RP90DXGD202964	28.5t	n/a
XS46IR	SA	6F5000000HA458052	26.5t	n/a

Trailer Registration Numbers
Trailer/s must be registered

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
Block truck 1-3 axle								
Steer	6.25t	1	2	n/a	305mm	Yes	2.4m	No
Drive	25t	1	4	3.2m	295mm	Yes	2.4m	No
		2	4	1.3m	295mm	Yes	2.4m	No
		3	4	1.3m	295mm	Yes	2.4m	No
Drawn platform 4 axle								

Trailer	47t	1	8	6m	215mm	Yes	3.5m	Yes
		2	8	1.8m	215mm	Yes	3.5m	Yes
		3	8	1.8m	215mm	Yes	3.5m	Yes
		4	8	1.8m	215mm	Yes	3.5m	Yes
Deck spacer								
Rear platform module 6 axle								
Trailer	65.3t	1	8	9m	215mm	Yes	3.5m	Yes
		2	8	1.8m	215mm	Yes	3.5m	Yes
		3	8	1.8m	215mm	Yes	3.5m	Yes
		4	8	1.8m	215mm	Yes	3.5m	Yes
		5	8	1.8m	215mm	Yes	3.5m	Yes
		6	8	1.8m	215mm	Yes	3.5m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
3.5m	39.9m	4.3m	72.25t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
5.2m	39.9m	5.3m	143.55t

Forward projection (metres)	Rear overhang (metres)
n/a	4m

Load type	Description of load
Indivisible	Indivisible item

continued on next page...

Permit number

1499890V2

Authorised Routes

Turn by turn description

1499890r1v1 - Single Route

Start: Access 23 Cooroora Crescent (2 Sherriffs Road), via Sherrifs Road West Lonsdale SA
Sherriffs Road West, Lonsdale
Lonsdale Road, [Lonsdale - Seacliff Park]
Majors Road, [Seaview Downs - O'halloran Hill]
Southern Expressway, [O'halloran Hill - Tonsley]
South Road, [Tonsley - West Hindmarsh]
North South Motorway, [West Hindmarsh - Wingfield]
Northern Connector, [Wingfield - Waterloo Corner]
Port Wakefield Highway, [Waterloo Corner - Two Wells]
Mallala Road, Two Wells
Old Port Wakefield Road, Two Wells
Gawler Road, [Two Wells - Reeves Plains]
Two Wells Road, [Reeves Plains - Gawler River]
Wilkinson Road, [Gawler River - Ward Belt]
Hatcher Road, Ward Belt
Oates Road, [Ward Belt - Kangaroo Flat]
Redbanks Road, Kangaroo Flat
Mudla Wirra Road, [Kangaroo Flat - Wasleys]
College Road, [Wasleys - Roseworthy]
Cliff Road, Roseworthy
Gartrell Street, Roseworthy
Horrocks Highway, [Roseworthy - 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
Barriera Highway, [Broken Hill - Nyngan]
Mitchell Highway, [Nyngan - Narromine]
Culling Street, Narromine
Manildra Street, Narromine
Mitchell Highway, [Narromine - Dubbo]
Narromine Road, Dubbo
Victoria Street, Dubbo
Whylandra Street, Dubbo
Erskine Street, Dubbo
Newell Highway, Dubbo
Purvis Lane, Dubbo
Yarrandale Road, Dubbo
Wheelers Lane, Dubbo
Cobra Street, Dubbo
Wellington Road, Dubbo
Mitchell Highway, [Dubbo - Montefiores]
Goolma Road, [Montefiores - Wuuluman]
Twelve Mile Road, Wuuluman
End: Uungula Wind Farm, Uungula Wind Farm NSW
Unladen return via reversal of route

1499890r2v1 - Single Route

Start: Intersection Southern Expressway and Majors Road, Trott Park SA
Majors Road , [Trott Park - O'halloran Hill]
Main South Road, [O'halloran Hill - Bedford Park]
Southern Expressway, Bedford Park
End: Intersection of Main South Road and Southern Expressway, Bedford Park, SA
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.

CITY OF ONKAPARINGA

(1) 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.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with a traffic engineer of the City of Onkaparinga via 83840666 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.

Department for Infrastructure and Transport (DIT)

(1) DPTIRC03 -

Prior to commencing transport, the permit holder must perform a comprehensive route clearance check by reviewing the South Australian Heavy Vehicle - Road Operations Access Map (HV-ROAM) at

to identify permanent physical infrastructure restrictions, overhead clearances, and restricted heavy vehicle locations. To ensure safe movement, this asset data must be cross-referenced with real-time network alerts on

Traffic SA at

to actively screen for temporary roadworks, closures, or emergency incidents. If the approved journey extends into remote regional areas, the operator is further required to check the SA Outback Roads portal at

to verify track access allowances and seasonal environmental conditions. These three data sources then can be cross-referenced concurrently with the National Heavy Vehicle Regulator (NHVR) Route Planner at

to plan a safe and compliant journey. Note that displayed structural and dimension constraints are primarily limited to the state-maintained road network.

(2) DPTIRC03 -

Prior to commencing transport, the permit holder must perform a comprehensive route clearance check by reviewing the South Australian Heavy Vehicle - Road Operations Access Map (HV-ROAM) at

to identify permanent physical infrastructure restrictions, overhead clearances, and restricted heavy vehicle locations. To ensure safe movement, this asset data must be cross-referenced with real-time network alerts on Traffic SA at

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to plan a safe and compliant journey. Note that displayed structural and dimension constraints are primarily limited to the state-maintained road network.

(3) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and one Escort vehicle(s) are required.

(4) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and one Escort vehicle(s) are required.

(5) PE03 - For night-time travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required.

(6) PE03 - For night-time travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required.

(7) 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

(8) 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

(9) PE07 -

For unladen travel

A minimum of three Pilot vehicle(s) and no Escort vehicle(s) are required for daytime travel.

(10) PE07 -

For unladen travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required for night-time travel.

(11) PE07 -

For unladen travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required for night-time travel.

(12) PE07 -

For unladen travel

A minimum of three Pilot vehicle(s) and no Escort vehicle(s) are required for daytime travel.

(13) 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.

(14) 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.

(15) RS09 - Heavy Vehicle Movement - Speed Restriction - Route

The laden heavy vehicle is restricted to a maximum speed limit of 60 kph on the approved route, except where a traffic sign indicates a lower speed limit.

(16) RS09 - Heavy Vehicle Movement - Speed Restriction - Route

The laden heavy vehicle is restricted to a maximum speed limit of 60 kph on the approved route, except where a traffic sign indicates a lower speed limit.

(17) 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.

(18) 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.

(19) TP03 - You will be traversing railway infrastructure under the management of Australian Rail Track Corporation (ARTC). It is requirement to contact ARTC to obtain clearance prior to travelling. The carriage of the ARTC rail clearance and strict compliance with all conditions is required. Ensure a safety strategy is in place to guarantee full compliance with these conditions.

(20) UR01 - Empty travel is approved based on the following - 1) The combination consists of a Prime Mover and platform module(s) only, 2) Empty travel can include the carrying of one of the following - a) Unladen Low loader Dolly b) Unladen Low loader Dolly/Pilot Vehicle c) Two Pilot Vehicles, 3) The Axle limits must

not exceed - a) Steer - 6 tonnes b) Drive - 18.5 tonnes, 4) All items carried on the platform module(s) must be fully contained within the confines of the trailer

(21) UR01 - Empty travel is approved based on the following - 1) The combination consists of a Prime Mover and platform module(s) only, 2) Empty travel can include the carrying of one of the following - a) Unladen Low loader Dolly b) Unladen Low loader Dolly/Pilot Vehicle c) Two Pilot Vehicles, 3) The Axle limits must not exceed - a) Steer - 6 tonnes b) Drive - 18.5 tonnes, 4) All items carried on the platform module(s) must be fully contained within the confines of the trailer

LIGHT REGIONAL COUNCIL

(1) PE01 - A minimum of two Pilot vehicle(s) and one Police vehicle(s) are required.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Engineering Services of Light Regional Council via 08 8525 3200 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.

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.

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) 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

(3) RMSCO01 - 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).

(4) RMSCO02 - 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).

(5) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(6) 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.

Travel conditions

Department for Infrastructure and Transport (DIT)

(1) 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

(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 notify the Traffic Management Centre (TMC) via email at least one week prior to travelling. Information to be provided includes date/time of proposed move, route travelling including starting point and overall width/length/height of vehicle/load. The TMC may use this information to assist the vehicle/load during adverse and busy traffic conditions. TMC Email: dit.tmc@sa.gov.au..

(4) RI16 - On the nominated route the driver must liaise with the T2D Alliance prior to travel to ensure a clear passage. E: traffic@t2dalliance.com.au..

(5) 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..

(6) 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.

(7) RI16 - On the nominated route the driver must notify the Traffic Management Centre (TMC) via email at least one week prior to travelling. Information to be provided includes date/time of proposed move, route travelling including starting point and overall width/length/height of vehicle/load. The TMC may use this

information to assist the vehicle/load during adverse and busy traffic conditions. TMC Email: dit.tmc@sa.gov.au.

(8) RT03 -

Time of travel - Daytime & Nighttime

The class 1 heavy vehicle is permitted to travel during daylight and night hours.

(9) RT03 -

Time of travel - Daytime & Nighttime

The class 1 heavy vehicle is permitted to travel during daylight and night hours.

Dubbo Regional Council

(1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Wheelers Lane and the Twelve Mile Road between 08:30 am to 09:30 am and 02:30 pm to 04:00 pm, on an official school day.

Transport for New South Wales (TfNSW)

(1) NSWDR01 - Daytime travel only

(2) 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.

(3) NSWOH01 - 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.

Vehicle conditions

Regulator

(1) 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...

Permit number

1499890V2

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: 10-Jun-2026

Associated documents

N/A

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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.

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END OF DOCUMENT

Appendix 1.2: Approved NVHR Permits – O&M Building

Permit number
1407737V1

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

RJE GLOBAL PTY LTD

Address

115 Morphett Rd
Morphettville, SA 5043

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

24-Mar-2026

End date

23-Jun-2026

Period or fixed trips

Single Trip

continued on next page...

NHVR
National Heavy Vehicle Regulator

Permit number
1407737V1

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
RJE002	SA	6F5000000MA469716	27.9t	n/a
RJE200	SA	6F5000000NA476491	28.2t	n/a
XS09JK	SA	6F5000000RA486764	28.2t	n/a

Lowloader trailer

Registration	State of Registration	VIN	GVM (t)	GTM (t)
SY80FM	SA	6V9T25ABKE0074001	n/a	118t

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	385mm	Yes	2.4m	No
Drive	18.5t	1	4	3.2m	295mm	No	2.4m	Yes
		2	4	1.37m	295mm	No	2.4m	Yes
Lowloader 4 axle spread								
Lowloader Front	20.5t	1	8	14.9m	215mm	No	3m	Yes
		2	8	1.2m	215mm	No	3m	Yes
Lowloader Rear	20.5t	1	8	2.4m	215mm	No	3m	Yes
		2	8	1.2m	215mm	No	3m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
2.7m	26m	4.3m	35t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.5m	33m	4.6m	65t

Forward projection (metres)	Rear overhang (metres)
n/a	3m

Load type	Description of load
Indivisible	Switchroom

continued on next page...

Permit number

1407737V1

Authorised Routes

Turn by turn description

1407737r1v1 - Single Route

Approved Low Loaders up to 118.5t Network

Start: RJE Global Pty Ltd, Sherriffs Road West, Lonsdale SA
Sherriffs Road West, Lonsdale
Approved Low Loader Network, [Lonsdale - Cockburn]
Barrier Highway, [Cockburn - Broken Hill]
Creedon Street, Broken Hill
Gaffney Street, Broken Hill
South Road, Broken Hill
Crystal Street, Broken Hill
Menindee Road, Broken Hill
Argent Street, 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 - Dubbo]
Purvis Lane, Dubbo
Yarrandale Road, Dubbo
Wheelers Lane, Dubbo
Cobra Street, Dubbo
Wellington Road, [Dubbo - Wongarbon]
Mitchell Highway, [Wongarbon - Montefiores]
Goolma Road, [Montefiores - Wuuluman]
Twelve Mile Road, Wuuluman
End: Bulabul Bess, 59 Twelve Mile Road, Wuuluman NSW

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.

CITY OF ONKAPARINGA

(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 a traffic engineer of the City of Onkaparinga via 83840666 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.

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.

Transport for New South Wales (TfNSW)

(1) COT13 -

For Portable Building and House Movements the following conditions apply -

(a) The building and or any underframe shall be positively located on the vehicle frame and secured in accordance with the guidelines detailed in the 'Load Restraint Guide' Published by the Australian Government Publishing Services.

(b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.

(c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.

(d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.

(e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.

(f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(2) 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.

(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) RMSBS01 - The operator is only permitted to carry one (1) building section per trip.

(5) RMSCO01 - 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) RMSCO02 - 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.

Travel conditions

Dubbo Regional Council

(1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Wheelers Lane between 08:00 am to 09:30 am and 02:30 pm to 04:00 pm, on an official school day.

Transport for New South Wales (TfNSW)

(1) 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.

Permit number

1407737V1

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) LEMS27 -

Conditions of Access - South Australia Class 1 Low Loader Exemption Trial Notice

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the South Australia Class 1 Low Loader Exemption Trial Notice including any amendments and associated schedules of operation for the eligible class 1 vehicle combination.

(3) 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...

Permit number

1407737V1

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: 24-Mar-2026

Associated documents

N/A

Disclaimer:
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END OF DOCUMENT

Appendix 1.3: Approved NVHR Permits – HV Transformer

Permit number

1509537V1

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

O. D. TRANSPORT PTY. LTD.

Address

88-98 Hallam Valley Rd
Dandenong South, VIC 3175

Vehicle configuration and description

Block-truck towing OS/OM/OSOM load
Block Truck, Platform and Block Truck (with or without Block Truck)

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

10-Jul-2026

End date

09-Oct-2026

Period or fixed trips

Single Trip

continued on next page...

Vehicle details

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	26.5t	n/a
ODT12	VIC	6F5000000JA464336	26.5t	n/a
ODT20	VIC	6F5000000EA453639	26.5t	n/a
ODT25	VIC	6FMB05E067D714642	26.5t	n/a
ODT30	VIC	6F50000002A423289	26.5t	n/a
ODT35	VIC	6F50000007A434522	26.5t	n/a
ODT40	VIC	W1T96442220653149	26.5t	n/a

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	163.5t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t

Drawn Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
52456S	VIC	7A9MT25WE61001063	n/a	35t
69612S	VIC	7A9MT50WE71001108	n/a	50t
YV04FP	VIC	7A9MT10WE61001058	n/a	130t
YV06FP	VIC	7A9MT10WE61001062	n/a	130t
YV07FP	VIC	7A9MT15WE71001104	n/a	150t
YV50LG	VIC	VF9A5762GDX058026	n/a	170t
YV51LG	VIC	VF9A5762GDX058025	n/a	170t
YV52LG	VIC	VF9A6762GDX058027	n/a	204t
YV53LG	VIC	VF9A6762GDX058028	n/a	204t
YV54LG	VIC	VF9A3762GDX058021	n/a	102t
YV55LG	VIC	VF9A3762GDX058022	n/a	102t
YV56LG	VIC	VF9A4762GDX058023	n/a	136t
YV57LG	VIC	VF9A4762GDX058024	n/a	136t
YV69DC	VIC	7A9MT50PAL1001127	n/a	50t
YV70DC	VIC	7A9MT50PAL1001126	n/a	50t
YV71DC	VIC	7A9MT50PAM1001026	n/a	50t
YV72DC	VIC	7A9MT10PAL1001125	n/a	100t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t

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
Block truck 1-2 axle								
Steer	6t	1	2	n/a	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 16 axle								
Trailer	271.6t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
		15	8	1.83m	215mm	Yes	4.2m	Yes
		16	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.4m	No

Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Permit number

1509537V1

Loaded axle mass and spacings for alternate configurations

Alternate configuration #1 Mass & Axle Spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 16 axle								
Trailer	271.6t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
		15	8	1.83m	215mm	Yes	4.2m	Yes
		16	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Permit number

1509537V1

Alternate configurations

Alternate configuration	Alternate configuration length	Alternate configuration tare mass	Alternate configuration total mass
Configuration #1	59m	125.6t	320.6t

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
3.5m	45m	4.3m	150.1t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.5m	71m	5.6m	345.1t

Forward projection (metres)	Rear overhang (metres)
n/a	n/a

Load type	Description of load
Indivisible	Power Transformer

continued on next page...

Authorised Routes

Turn by turn description

1509537r1v1 - Single Route

Start: Berth 18 Gate, Intersection of Ocean Steamers Road and Morialta Road, Port Adelaide SA
Eastern Parade, [Port Adelaide - Gillman]
Port River Expressway, [Gillman - Dry Creek]
North South Motorway, [Dry Creek - Waterloo Corner]
Port Wakefield Highway, [Waterloo Corner - Port Wakefield]
Augusta Highway, [Port Wakefield - Warnertown]
Wilkins Highway, [Warnertown - Jamestown]
Clyde Street, Jamestown
Appila Road, Jamestown
Boundary Road, Jamestown
Mannanarie Road, Jamestown
RM Williams Way, [Jamestown - Mannanarie]
Beniah Road, [Mannanarie - Peterborough]
Telford Avenue, Peterborough
Main Street, Peterborough
Petersburg Road, [Peterborough - Ucolta]
Barrier Highway, [Ucolta - 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 - Cobar]
Pipeline Road, Cobar
Mulya Road, Cobar
Louth Road, Cobar
Barrier Highway, [Cobar - Nyngan]
Mitchell Highway, [Nyngan - Narromine]
Culling Street, Narromine
Manildra Street, Narromine
Mitchell Highway, [Narromine - Dubbo]
Bunglegumbie Road, Dubbo
Troy Bridge Road, Dubbo
Newell Highway, Dubbo
Purvis Lane, Dubbo
Yarrandale Road Dubbo
Wheelers Lane, Dubbo
Mitchell Highway, [Dubbo - Montefiores]
Goolma Road, [Montefiores - Wuuluman]
Twelve Mile Road, Wuuluman
End: Wellington Solar Farm, Twelve Mile Road, Wuuluman NSW

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.

(3) RI13 - Laden Height is above the allowance for Broken Hill LGA of 5.4 metres. Please make contact with Power Authority, Essential Energy, to approve clearances.

Cobar Shire Council

(1) 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

Department for Infrastructure and Transport (DIT)

(1) BR05 - The heavy vehicle when travelling on BARRIER HIGHWAY must reduce speed to 10 KPH over structure at WAWIRRA CREEK [3097] 10.1 KM NORTH EAST OF RN 19009, MANNAHILL - BENDA HS.

(2) BR05 - The heavy vehicle when travelling on AUGUSTA HWY must reduce speed to 10 KPH over structure at BRIDGE OVER RAILWAY [5419] 3 KM WEST OF CRYSTAL BROOK..

(3) BR05 - The heavy vehicle when travelling on AUGUSTA HWY must reduce speed to 10 KPH over structure at BRIDGE OVER ROCKY RIVER [3063] 4.02 KM NORTH OF RN 3501, MERRITON - CLEMENTS GAP..

(4) BR05 - The heavy vehicle when travelling on PT WAKEFIELD HWY must reduce speed to 5 KPH CENTRELINE over structure at BRIDGE OVER RIVER BROUGHTON [5424] 0.17 KM NORTH OF RN 3501, MERRITON - CLEMENTS GAP..

(5) BR05 - The heavy vehicle when travelling on PT WAKEFIELD HWY must reduce speed to 5 KPH CENTRELINE over structure at BRIDGE OVER GAWLER RIVER - WESTERN CARRIAGEWAY [65274] 5.5 KM SOUTH OF RN 4378, MALLALA - TWO WELLS.

(6) BR05 - The heavy vehicle when travelling on BARRIER HIGHWAY must reduce speed to 10 KPH over structure at CARTWRIGHTS CREEK [3091] 3.1 KM NORTH EAST OF RN 19021, OLARY - DEVONBOROUGH DOWNS HS..

(7) DPTI-5kph - For the 5kph restrictions over structures listed in this permit, all other traffic must be excluded when the heavy load is travelling down the centreline of the structure/s.

A minimum of one (1) escort is required to accompany the permitted vehicle when crossing the structure/s listed.

To arrange a Police Escort please phone SA Police Escort Section on Phone No 08 8207 6035. If unable to obtain police on the above number please phone SA Police on Phone No 131 444.

(8) DPTIRC03 -

Prior to commencing transport, the permit holder must perform a comprehensive route clearance check by reviewing the South Australian Heavy Vehicle - Road Operations Access Map (HV-ROAM) at

to identify permanent physical infrastructure restrictions, overhead clearances, and restricted heavy vehicle locations. To ensure safe movement, this asset data must be cross-referenced with real-time network alerts on Traffic SA at

to actively screen for temporary roadworks, closures, or emergency incidents. If the approved journey extends into remote regional areas, the operator is further required to check the SA Outback Roads portal at

to verify track access allowances and seasonal environmental conditions. These three data sources then can be cross-referenced concurrently with the National Heavy Vehicle Regulator (NHVR) Route Planner at

to plan a safe and compliant journey. Note that displayed structural and dimension constraints are primarily limited to the state-maintained road network.

(9) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and two Escort vehicle(s) are required.

(10) PE03 - For night-time travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required.

(11) 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

(12) 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.

(13) RS02 - Heavy Vehicle Movement - Speed Restriction - Route

The heavy vehicle is restricted to a maximum speed limit of 60 kph on the approved route, except where a traffic sign indicates a lower speed limit.

(14) 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.

(15) TP03 - You will be traversing railway infrastructure under the management of Australian Rail Track Corporation (ARTC). It is requirement to contact ARTC to obtain clearance prior to travelling. The carriage of the ARTC rail clearance and strict compliance with all conditions is required. Ensure a safety strategy is in place to guarantee full compliance with these conditions.

(16) TP04 - You will be traversing railway infrastructure under the management of third-party rail owners. It is requirement to contact the rail owner to obtain clearance prior to travelling. You must strictly follow all stated conditions and ensure a safety strategy is in place to guarantee full compliance with these conditions. To find out the relevant rail owner please refer to Location SA (https://location.sa.gov.au/viewer/). Click 'Datasets' then 'Infrastructure & Utilities' then 'Transport' then tick 'Railways'. Click on the relevant railway line to find the owner under 'Track Ownership'.

Dubbo Regional Council

(1) 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.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Peter James of Infrastructure Delivery via PHONE 02 6801 4000 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.

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.

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) RMSBR01 -

TfNSW Bridge Report Conditions

The operator must comply with all conditions as stated in the TfNSW Bridge Report 1411796. This document must be carried at all times.

(6) RMSCO01 - 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).

(7) RMSCO02 - 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).

(8) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(9) 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.

(10) 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.

(11) RMSPPE02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.

(12) 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.

Travel conditions

Department for Infrastructure and Transport (DIT)

(1) 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

(2) 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.

(3) RI16 - On the nominated route the driver must notify the Traffic Management Centre (TMC) via email at least one week prior to travelling. Information to be provided includes date/time of proposed move, route travelling including starting point and overall width/length/height of vehicle/load. The TMC will use this information to assist the vehicle/load during adverse and busy traffic conditions. TMC Email: dit.tmc@sa.gov.au.

(4) RI16 - On the nominated route the driver must adhere to all the information stated in the Traffic Management Plan. This includes observing all potential hazards and being able to pull over safely to allow other vehicles to pass..

(5) RT03 -

Time of travel - Daytime & Nighttime

The class 1 heavy vehicle is permitted to travel during daylight and night hours.

Dubbo Regional Council

(1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Bunglegumbie Road, Troy Bridge Road, Purvis Lane, Yarrandale Road and Wheelers Lane between 08:00 am to 09:30 am and 02:30 pm to 04:00 pm, on an official school day.

(2) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Twelve Mile Road between 08:00 am to 09:00 am and 03:00 pm to 04:00 pm, on an official school day.

Transport for New South Wales (TfNSW)

(1) NSWCON01 - When width exceeds six (6) metres, or total combination mass exceeds 200 tonne, the operator is required to contact TfNSW OSOM Road Access Unit by email to spu@rms.nsw.gov.au at least five (5) business days prior to proposed date of travel.

(2) 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.

(3) NSWOH01 - 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.

(4) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation times.

(5) 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.

(6) TMP01 -

In accordance with the supplied Transport Management Plan (TMP) Name/Version No., the operator must adhere to the identified special manoeuvers, 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) 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...

Permit number

1509537V1

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: 10-Jul-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.

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END OF DOCUMENT

Appendix 2: Detailed OSOM Route Analysis (HV Transformer)

Specialists in Heavy & Over Dimension Haulage

Covering all Facets of Transport & Lifting Industries

Transport Management Plan

Cockburn, SA/NSW Border TO Bulabul BESS

Bulabul BESS, Wuuluman 2026



5th August 2026 - V2.2

Overdimensional Lift & shift

88-98 Hallam Valley Road, Dandenong South, VIC 3175
PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

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Appendix A – Approved NHVR Permit + Authority Approvals

1. Movement Details

Load
Power Transformer – 195t

Dimension of Combination
Length: 71m
Width: 4.6m
Height: 5.5m
Total Mass: 345.1t

Proposed Commencement Date & Times
ETA on site – August 2026

Proposed Route:
NHVR Journey Planner Link
1BVTJ-2 v20

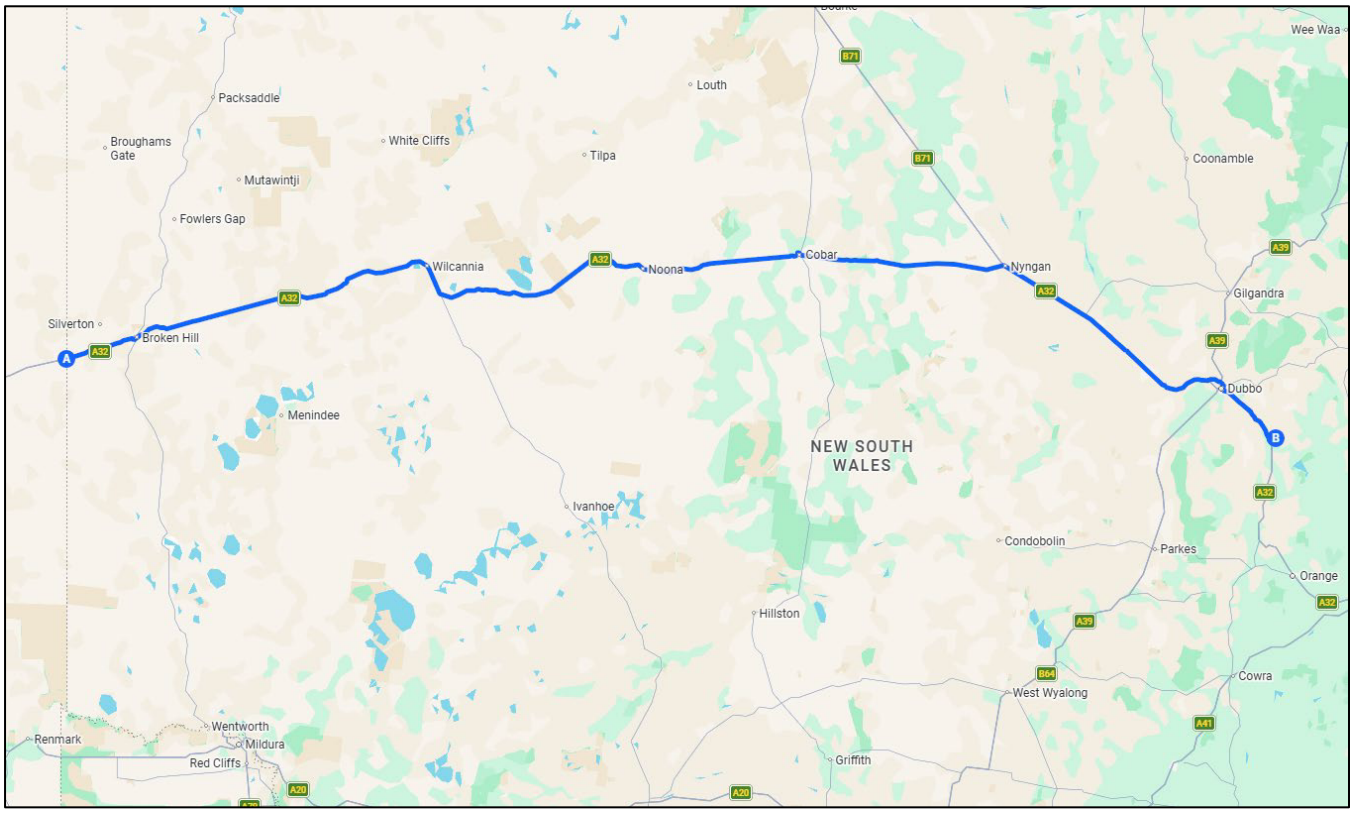
Google Maps Link
https://www.google.com/maps/@31.9658111,141.4609981,13.25z/data=!4m2!6m1!1s1vnFHHdsA1wID83w38kKcYiaNEjwhMY4?entry=ttu&g_ep=EgoyMDI2MDIwNC4wIKXMDSoASAFQAw%3D%3D
Distance of movement: *861km*

Permits & Third Party Approvals
UGL – Approved
ARTC – Approved (Rail Personnel/Escort Required)
Essential Energy – Approved
NHVR – Issued

This TMP has been approved by TfNSW permit division.

Applicant Details
Operator: Overdimensional Lift and Shift
Contact: Dion Le Grove
Phone: 0439 039 795
E-mail: dion.legrove@odls.com.au

Route Summary – Single Trip



Start: Cockburn, SA/NSW Border

Waite Terrace – Cockburn, Barrier Highway – Broken Hill, Rakow Street – Broken Hill, Creedon Street – Broken Hill, Gaffney Street – Broken Hill, South Road – Broken Hill, Crystal Street – Broken Hill, Menindee Road – Broken Hill, Argent Street – Broken Hill, Barrier Highway [Broken Hill - Wilcannia], Myers Street – Wilcannia, Barrier Highway [Wilcannia - Cobar], Marshall Street – Cobar, Mulya Road – Cobar, Louth Road – Cobar, Nyngan Road – Cobar, Barrier Highway [Cobar - Nyngan], Mitchell Highway – Nyngan, Pangee Street – Nyngan, Moonagee Street – Nyngan, Nymagee Street – Nyngan, Mitchell Highway [Nyngan – Nevertire], Trangie Street – Nevertire, Mitchell Highway [Nevertire - Trangie], Narromine Street – Trangie, Dubbo Road – Trangie, Mitchell Highway [Trangie - Narromine], Trangie Road – Narromine, Culling Street – Narromine, Manildra Street – Narromine, Mitchell Highway [Narromine - Dubbo], Narromine Road – Dubbo, Bunglegumbie Road – Dubbo, Troy Bridge Road – Dubbo, Newell Highway – Dubbo, Purvis Lane – Dubbo, Yarrandale Road – Dubbo, Wheelers Lane – Dubbo, Cobra Street – Dubbo, Wellington Road [Dubbo - Wongarbon], Mitchell Highway [Wongarbon - Geurie], Buckenbah Street – Geurie, Mitchell Highway [Geurie - Montefiores], Goolma Road [Montefiores - Wuuluman]

End: 59 Twelve Mile Rd, Wuuluman NSW 2820

88-98 Hallam Valley Road, Dandenong South, VIC 3175
PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

Vehicle Details

Block Truck, Block Truck, 16 Axle Drawn Platform, Block Truck

Truck Registration: ODT1, ODT12, ODT20, ODT25, ODT30, ODT35 or ODT40
VIN: 6FMM22E43AVB04445, 6F5000000JA464336, 6F5000000EA453639, 6FMB05E067D714642, 6F50000002A423289, 6F50000007A434522, W1T96442220653149

Trailer Registrations: 52456S, 69612S, YV04FP, YV06FP, YV07FP, YV50LG, YV51LG, YV52LG, YV53LG, YV54LG, YV55LG,

Tare Mass: 150.1t
Total Weight: 345.1t

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Loaded Axle Mass and Spacing Details

Axle - Axle #	No. Tyres	Spacing	Axle group mass	Tyre size	Steerable	Ground contact width	Load sharing
	Block truck 1-2 axle						
Steer - 1	2		6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Block truck 1-2 axle						
Steer - 1	2	4.5m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Drawn platform 16 axle						
Trailer - 1	8	6m		215mm	Yes	4.2m	Yes
Trailer - 2	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 3	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 4	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 5	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 6	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 7	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 8	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 9	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 10	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 11	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 12	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 13	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 14	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 15	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 16	8	1.83m	271.6t	215mm	Yes	4.2m	Yes
	Block truck 1-2 axle						
Steer - 1	2	6m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes

2. Emergency Contacts & Plans

- **Emergency contact for Police, Fire or Ambulance: 000**
- TMC – Transport for NSW: 131 700 OR 1800 679 782
- Transport for NSW (TfNSW) must be contacted via email: roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.
- The Truck Specialist – Broken Hill Truck Centre – (03) 50 331 372.
- GRS Towing – 1300 550 600
- Dubbo Heavy Towing Salvage – 0488 003 595 / 02 6842 2170
- Gillies Enterprises Heavy Machinery Repair – 0409 272 940
- In the event of a minor breakdown the combination will continue to a suitable pull over location if safe to do so, which will ensure traffic is not impeded and the relevant repairer contacted or the necessary repairs made on site.
- In the event of a major breakdown or unsafe to travel minor breakdown, the combination will pull over as far left at possible to try to clear the roadway so as to reduce the impediment on passing traffic.
- The Transport Management Centre (TMC) will be contacted when the road network is impacted. The relevant repairer will then be contacted..
- If ODLS decide that the movement should be suspended because of time or potential traffic impacts the trailer with the load will be moved to a safe parking location.
- Where bad weather is encountered along the way the movement is to proceed to the nearest and safest area suitable that can accommodate the load. A decision will be made by the Police as to whether the movement is to proceed any further.
- Live Traffic NSW https://www.livetraffic.com/ must also be checked before departure and contact made with road work site representatives along the route using the information and tools provided by Live Traffic to ensure loads can be safely accommodated through the work site.

3. Communication Protocol

A pre-start meeting will be held before the departure on each leg between Escorts, Drivers and Pilots. All communications between the convoy will occur on UHF 33 unless otherwise specified at the pre-start meeting. The procedures and pinch points outlined in this document and any other pertinent information will be discussed at the pre-start meeting. At all times Police instructions will be followed.

4. Travel Protocol

The truck will travel at a maximum speed of 70k/ph. The rear pilot will 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/Police 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 pilot will determine safe spot to pull over to allow backed up vehicles to pass. This will be a hard stand area, or an area wide enough for the escort to direct vehicles around the combination. (See page 42 for selected pullover locations)

5. Bridge Crossing Procedure

This combination must centreline all the bridges on the route with no other vehicles on the bridge at a speed not exceeding 10k/h. Pilot/Escort to travel forward and stop all oncoming traffic on undivided carriageway. 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. Push Truck to confirm when the combination has cleared the bridge. Pilot/Escort to release any stopped traffic once combination has travelled across the bridge. Following traffic to be monitored and, if significantly built up combination to move into next available rest stop or pull over location – as per pullover procedure mentioned in travel procedure/protocol *(4. Travel Protocol)*

The following bridge which will require this procedure:

Continued – Next Page…

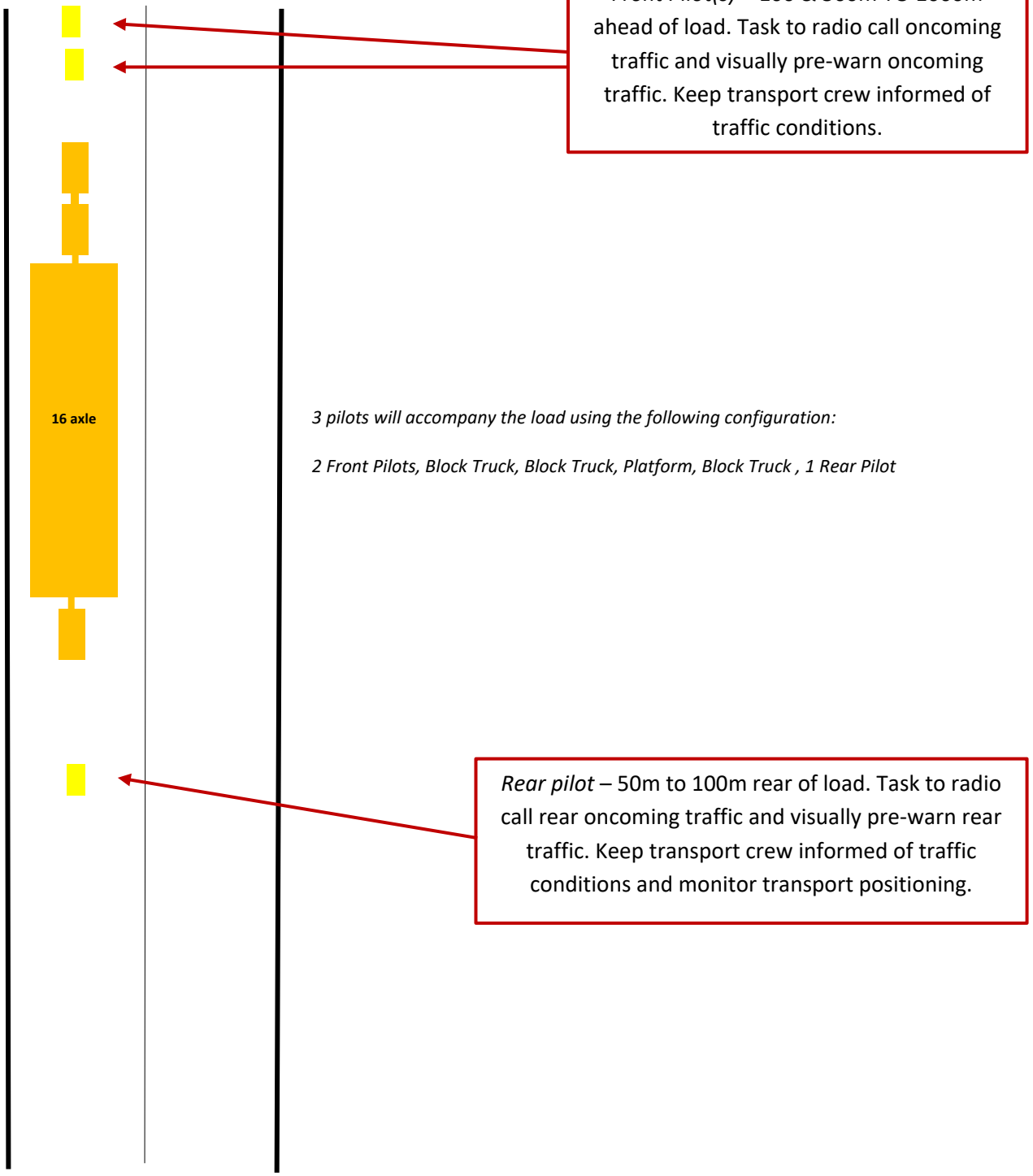
- Barrier Hwy (-32.06665, 141.05102)
- Thackaringa Creek, Barrier Hwy (-32.06613, 141.05326)
- Barrier Hwy (-32.05224, 141.10785)
- Barrier Hwy (-32.03723, 141.14071)
- Barrier Hwy (-32.03533, 141.14998)
- Barrier Hwy (-32.03735, 141.16206)
- Barrier Hwy (-32.04296, 141.19866)
- Barrier Hwy (-32.03921, 141.20894)
- Mindioomballa Creek, Barrier Hwy (-32.0298, 141.24186)
- Barrier Hwy (-32.00094, 141.30916)
- Pine Creek, Barrier Hwy, Broken Hill (-31.99866, 141.31891)
- Barrier Hwy (-31.98607, 141.35884)
- Barrier Hwy (-31.97903, 141.37226)
- Stirling Vale Creek, Barrier Hwy, Broken Hill (-31.97875, 141.37613)
- Willa Willyong Creek, Barrier Hwy, Broken Hill (-31.93233, 141.52499, -31.91934, 141.53506, -31.90754, 141.56616)
- Barrier Hwy (-31.90349, 141.61132)
- Mount Darling Creek, Barrier Hwy (-31.90593, 141.64491)
- Stephens Creek, Barrier Hwy (-31.91011, 141.66582)
- Marachi Creek, Barrier Hwy (-31.85936, 141.8843)
- Yancowinna Creek, Barrier Hwy (-31.84404, 141.94925)
- Acacia Creek, Barrier Hwy (-31.81139, 142.09217)
- Scropes Range Creek, Barrier Hwy (-31.74527, 142.37872)
- Springs Creek, Barrier Hwy (-31.72324, 142.68617)
- Dolo Creek, Barrier Hwy (-31.70145, 142.73739, -31.64858, 142.84957)
- Darling River, Wilcannia (-31.55983, 143.37957)
- Talyawalka Creek, Barrier Hwy (-31.65344, 143.4284)
- Barrier Hwy (-31.66154, 143.43274)
- Goonalga Creek, Barrier Hwy (-31.70002, 143.6835)
- Caltigeena Creek, Barrier Hwy (-31.69741, 143.78631)
- Maccullochs Creek (-31.70986, 143.87138)
- Windara Creek, Barrier Hwy (-31.59167, 144.9164)
- Mulga Creek, Barrier Hwy, Canbelego (-31.54022, 146.39461)
- Rail Overpass, Barrier Hwy (-31.55753, 146.53352)
- Bogan River, Mitchell Hwy, Nyngan (-31.55711, 147.18528)
- Balar Creek, Mitchell Hwy, Nyngan (-31.64396, 147.35085)
- Albert Preist Channel, Mitchell Hwy (-31.68071, 147.42011)
- Boggy Cowal, Mitchell Hwy, Nevertire (-31.82461, 147.69231)
- Mitchell Hwy (-31.94825, 147.8746)
- Mitchell Hwy (-32.22469, 148.23009)
- Brummagen Creek, Mitchell Hwy, Narromine (-32.23817, 148.36724)
- Lagoon Creek, Narromine Rd, Dubbo (-32.20607, 148.42133)
- Whylandra Creek, Narromine Rd, Dubbo (-32.19834, 148.50073)
- Sandy Creek, Bunglegumbie Rd, Dubbo (-32.19506, 148.54375)
- Macquarie River, Troy Bridge Rd, Dubbo (-32.20753, 148.61519)
- Eulomogo Creek, Wellington Rd, Wongarbon (-32.31306, 148.72525)
- Bodangora Creek, Mitchell Hwy, Maryvale (-32.47696, 148.90822)

- Rail Overpass, Goolma Rd, Montefiores (-32.53863, 148.94449)

6. Street furniture

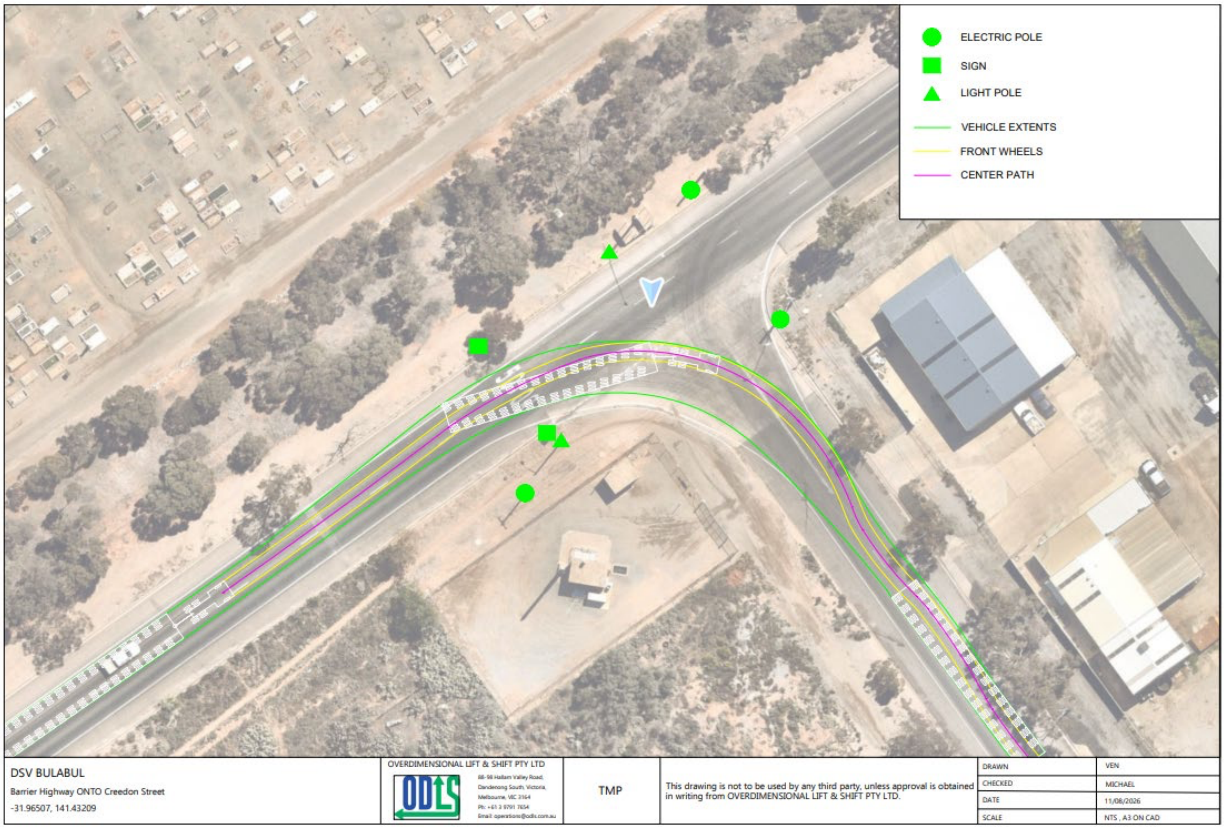
A route scope has been completed and assessed all street furniture along the route. There is no permanent non relocatable street furniture obstructing the travel. Any street furniture identified is relocatable, and relocation will be managed by pilot escort during travel any street furniture not listed or new may be removed and directly reinstated as required.

7. Pilot and Police Positioning Diagram

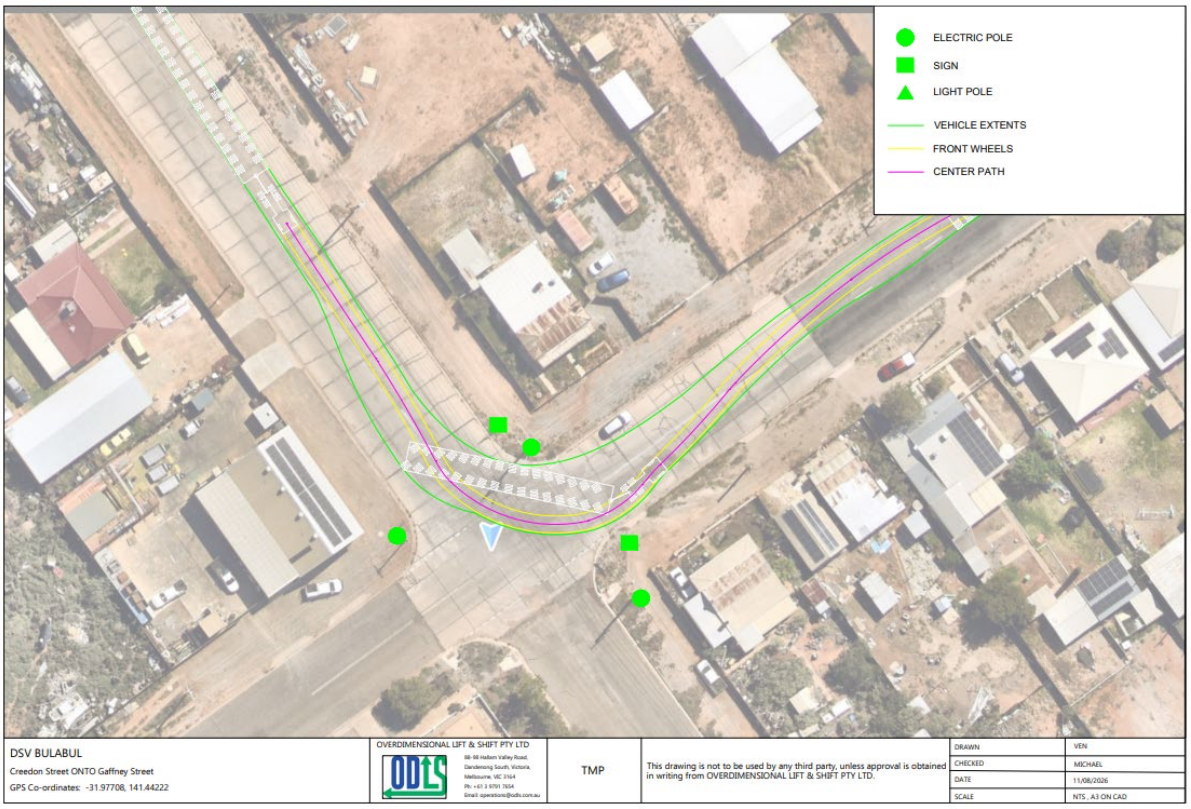


8. Pinch Points – Turn By Turn

Description: Barrier Highway ONTO Creedon Street
GPS Co-ordinates: -31.96507, 141.43209
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



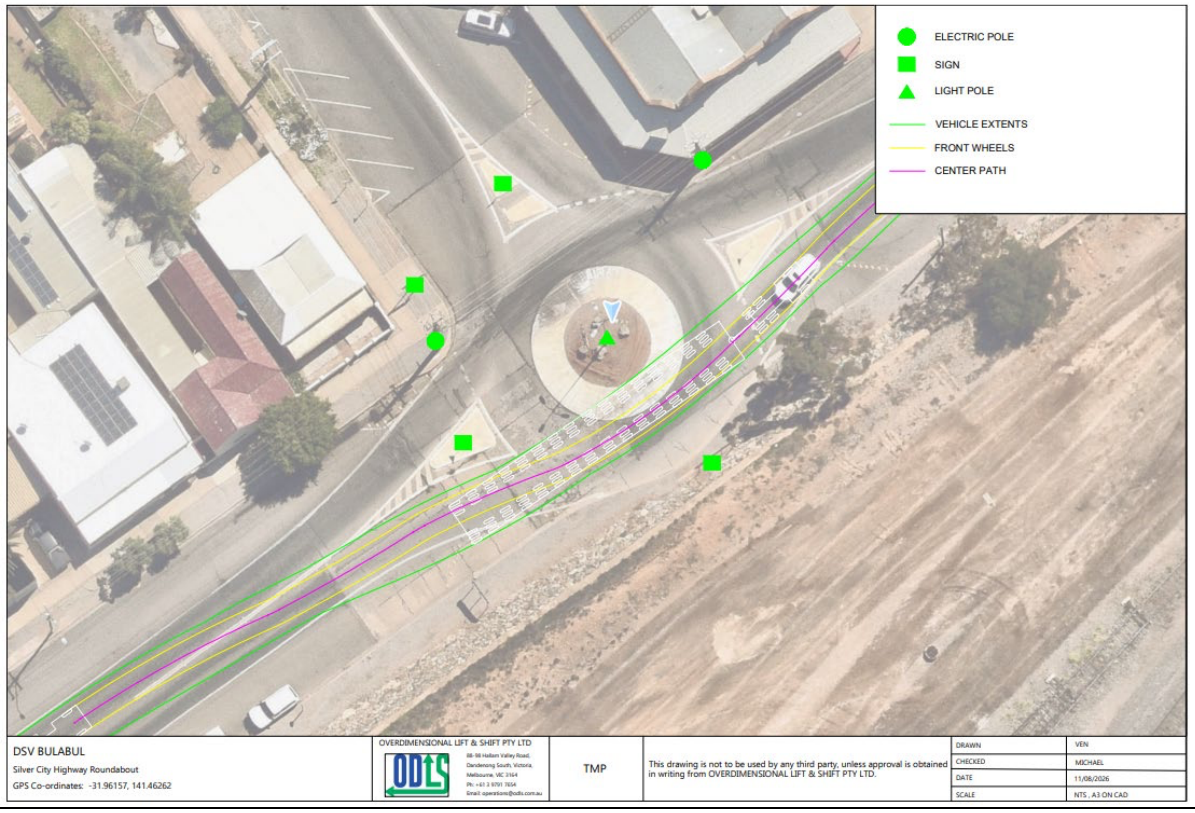
Description: Creedon Street ONTO Gaffney Street
GPS Co-ordinates: -31.97708, 141.44222
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



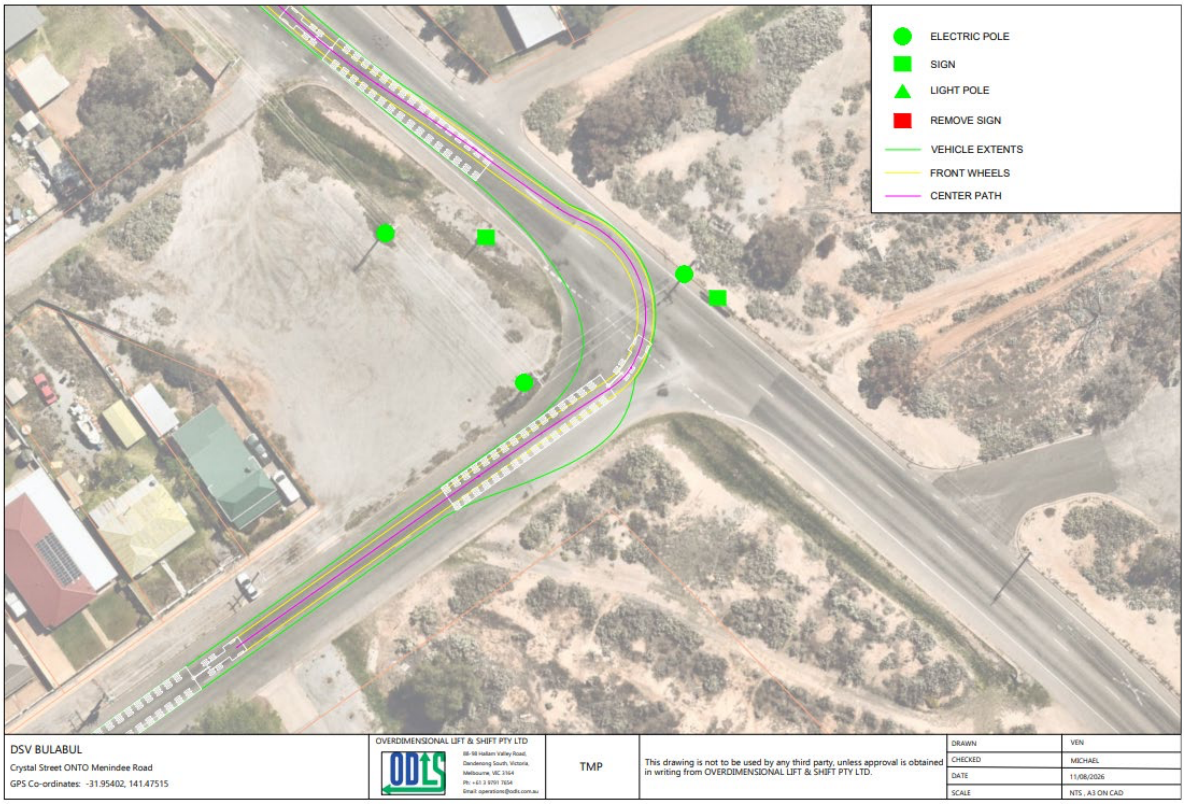
Description: Silver City Highway Roundabout

GPS Co-ordinates: -31.96157, 141.46262

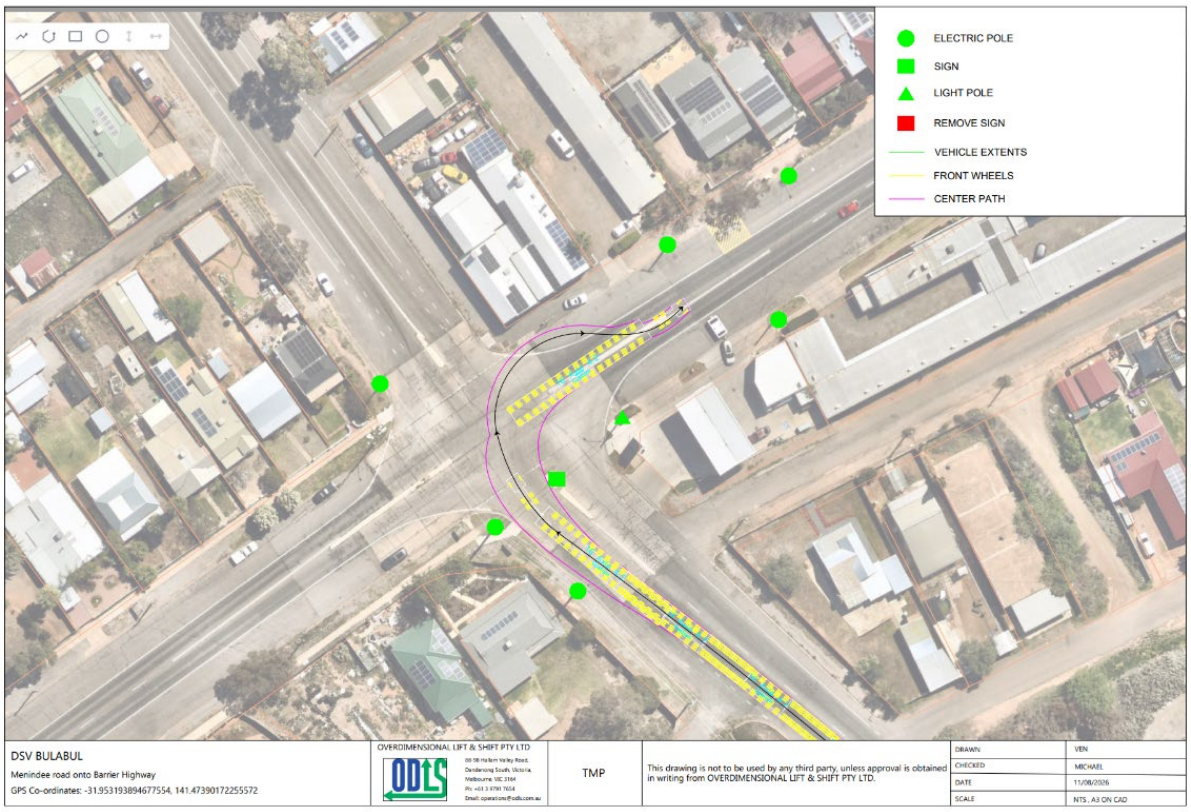
Comment: Vehicle will travel on incorrect carriageway with Police Escorts managing other traffic Roundabout is constructed to be mountable. Configuration will only travel over mountable section of roundabout (as shown). No modifications to road or furniture are required. Pilots and Police to cover special manoeuvres.



Description: Crystal Street ONTO Menindee Road
GPS Co-ordinates: -31.95402, 141.47515
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



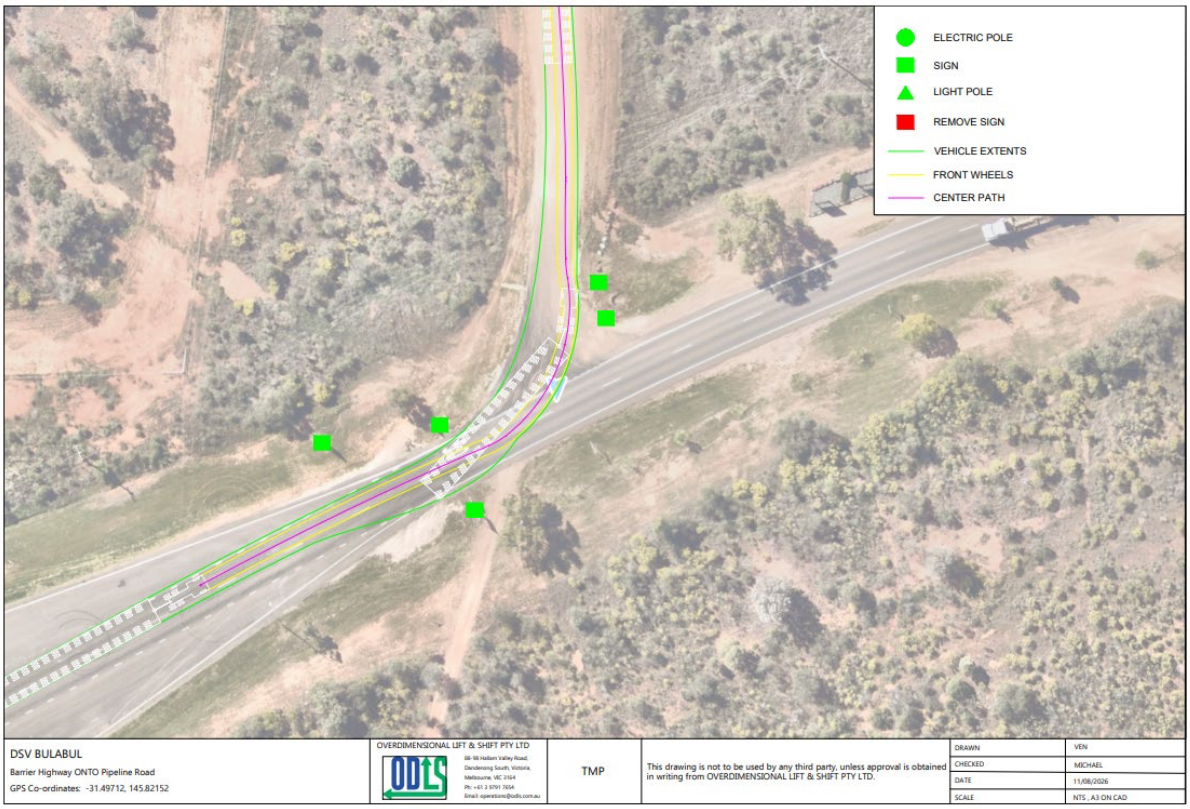
Description: Menindee Road ONTO Barrier Highway
GPS Co-ordinates: -31.95313, 141.47405
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Barrier Highway ONTO Pipeline Road

GPS Co-ordinates: -31.49712, 145.82152

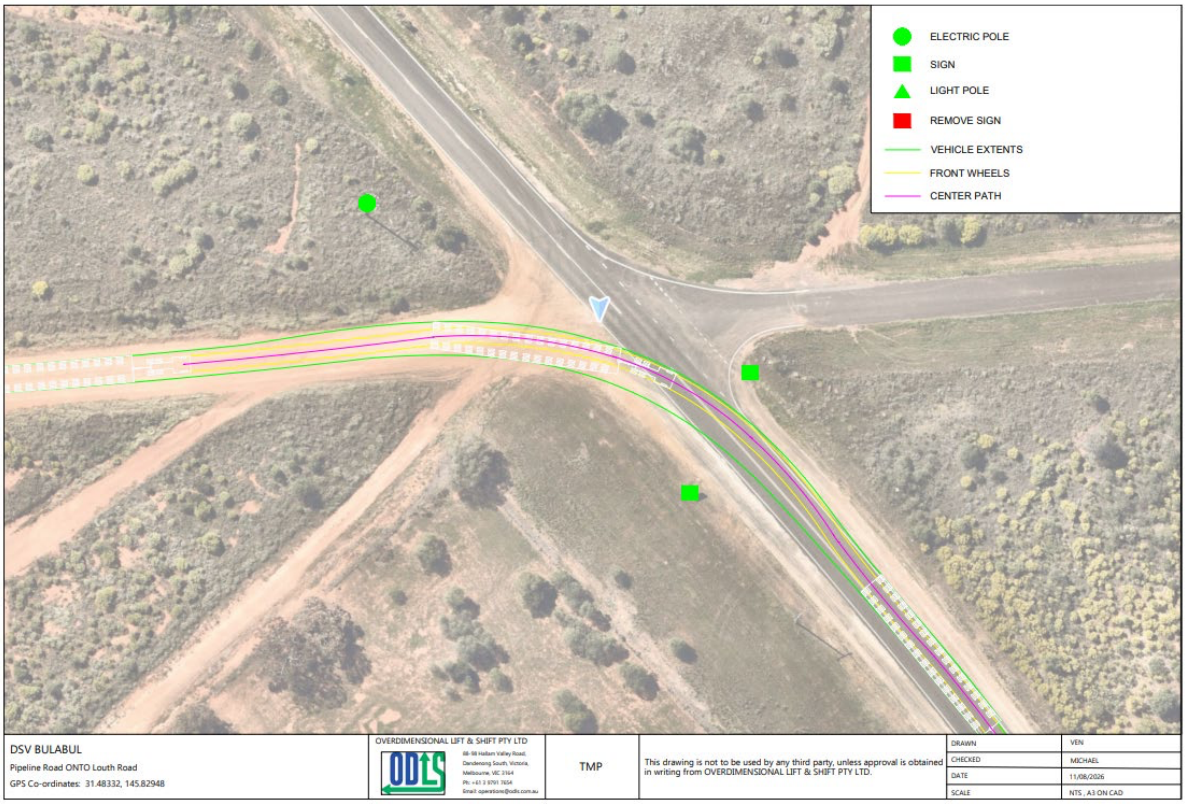
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Pipeline Road ONTO Louth Road

GPS Co-ordinates: -31.48332, 145.82948

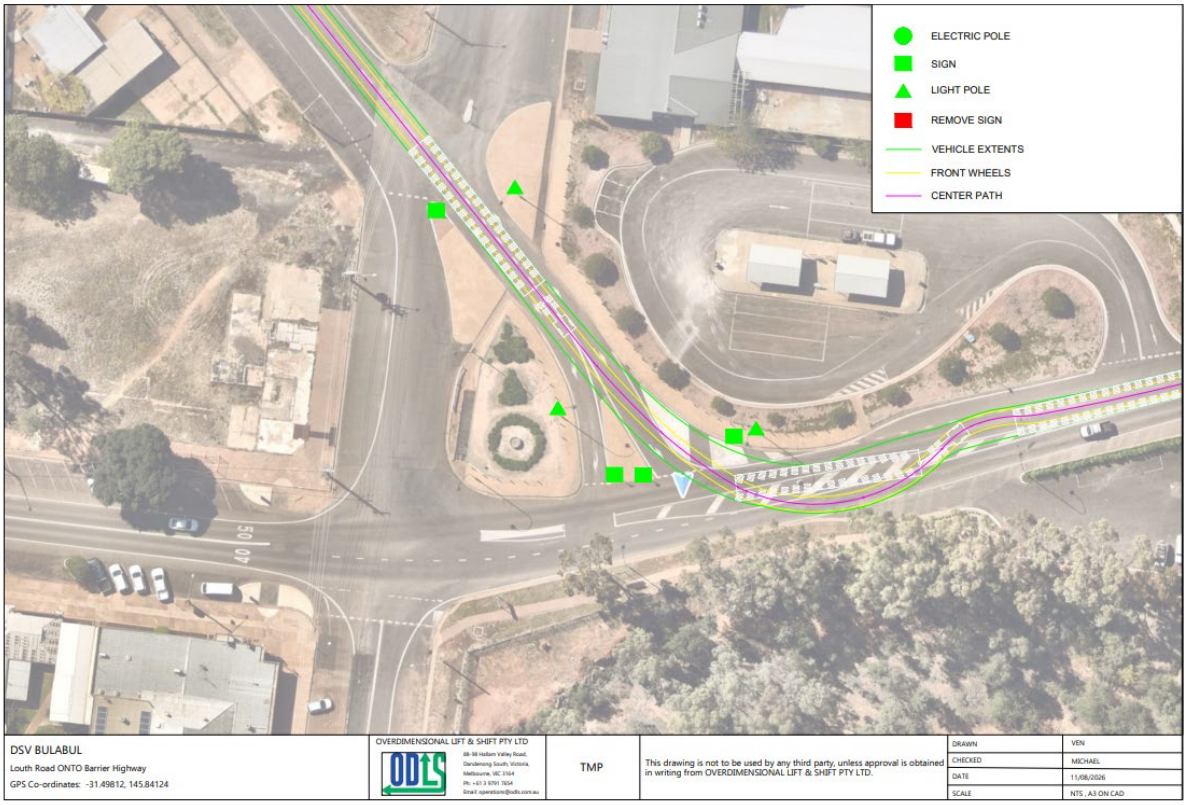
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Louth Road ONTO Barrier Highway

GPS Co-ordinates: -31.49812, 145.84124

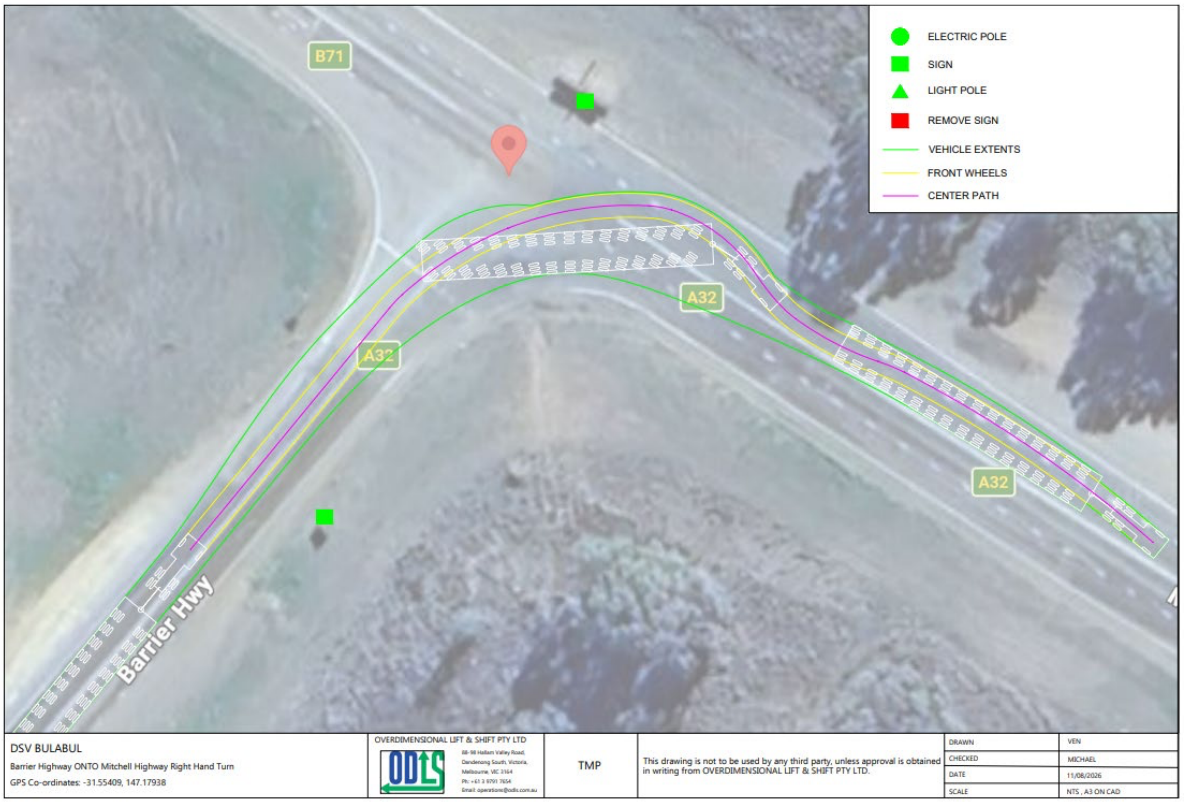
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Barrier Highway ONTO Mitchell Highway Right Hand Turn

GPS Co-ordinates: -31.55409, 147.17938

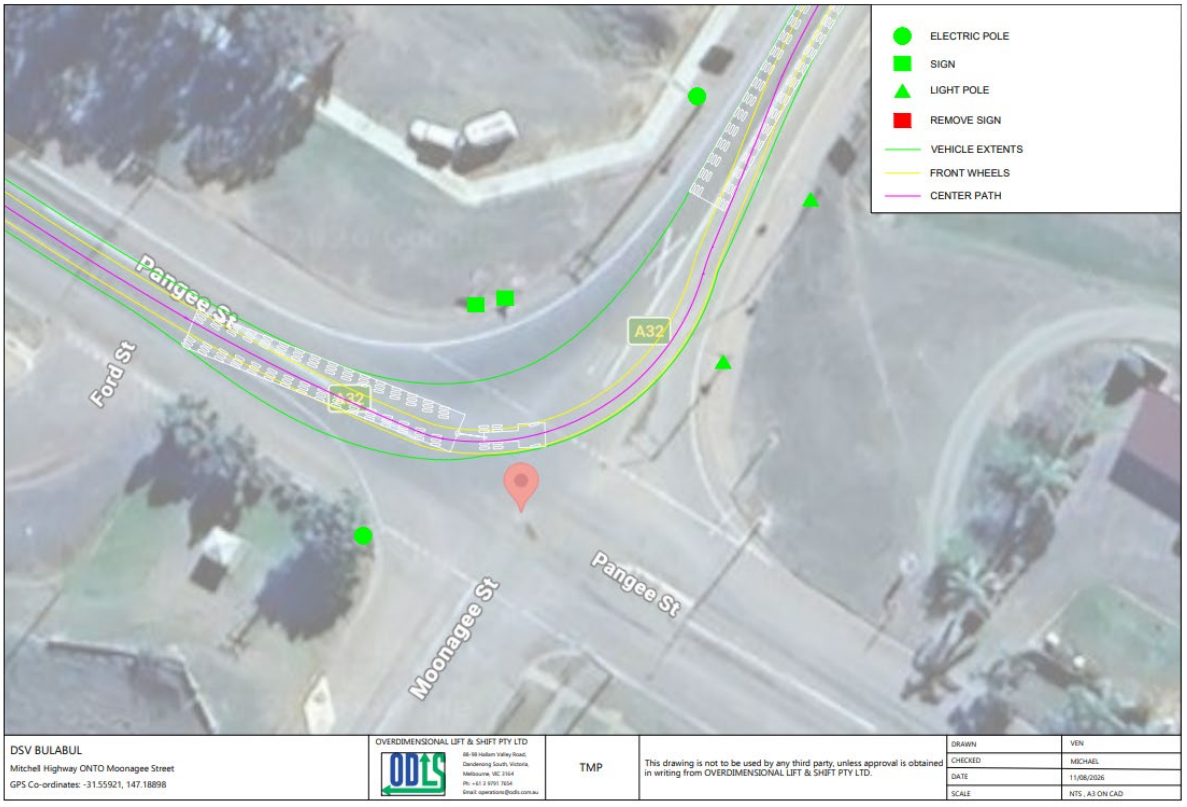
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Mitchell Highway ONTO Moonagee Street

GPS Co-ordinates: -31.55921, 147.18898

Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Rail Crossing – Moonagee St, Nyngan

GPS Co-ordinates: -31.55862, 147.1894

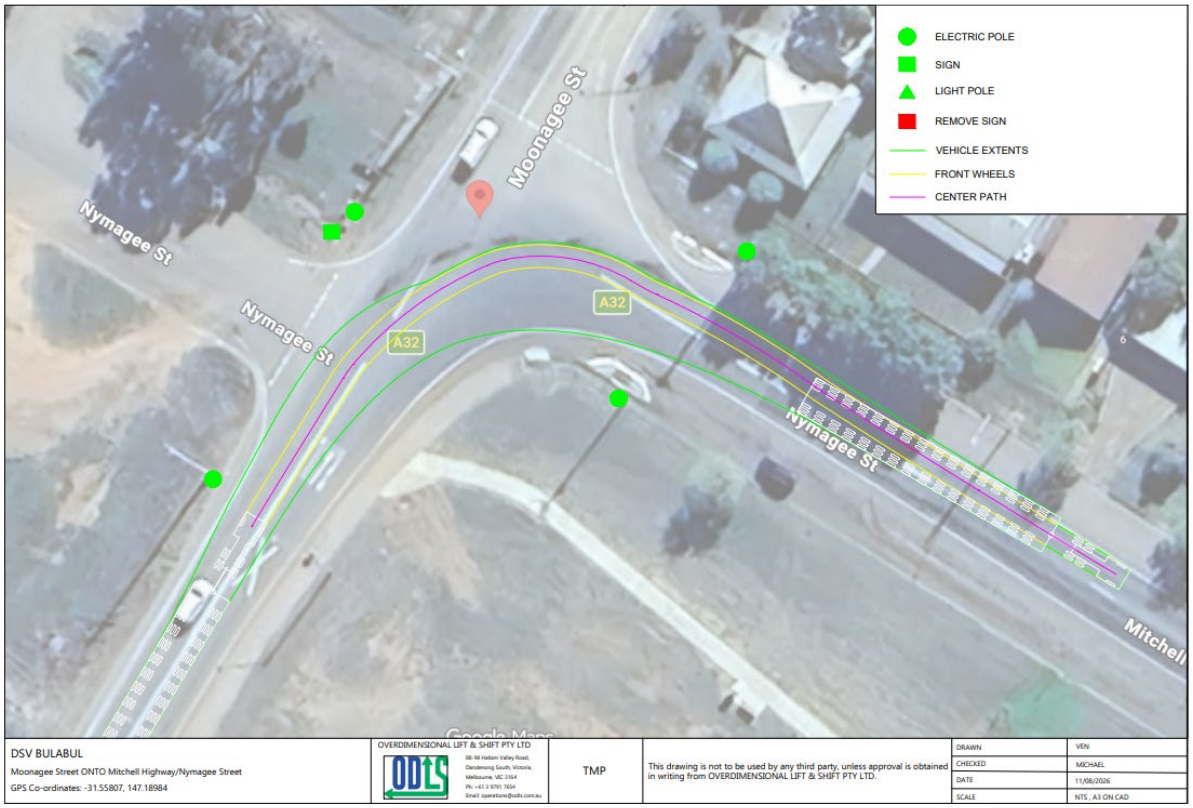
Comment: 7.7m width clearance – Solid line to solid line. No impact to infrastructure. UGL approval received via NHVR approved permit. No works required to facilitate travel. Intersection ok as is.



Description: Moonagee Street ONTO Mitchell Highway/Nymagee Street

GPS Co-ordinates: -31.55807, 147.18984

Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Rail Crossing – Mitchell Highway, Trangie
GPS Co-ordinates: -32.01283, 147.96064
Comment: 7m width clearance – Solid line to solid line. No impact to infrastructure. UGL approval received via NHVR approved permit. No works required to facilitate travel. Intersection ok as is.


Description: Rail Crossing – Dubbo Road/ Mitchell Highway

GPS Co-ordinates: -32.03242, 147.98708

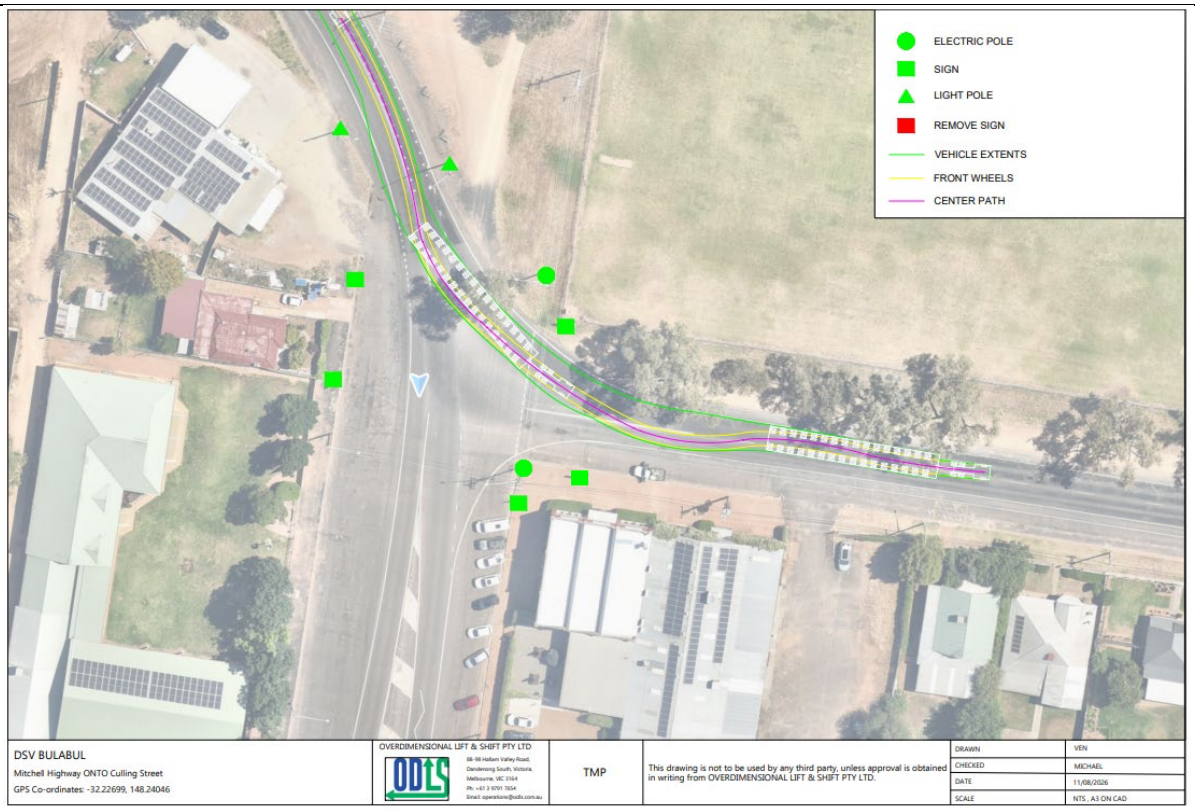
Comment: 7m width clearance – Solid line to solid line.
No impact to infrastructure. UGL approval received via NHVR approved permit. No works required to facilitate travel. Intersection ok as is.



Description: Mitchell Highway ONTO Culling Street

GPS Co-ordinates: -32.22699, 148.24046

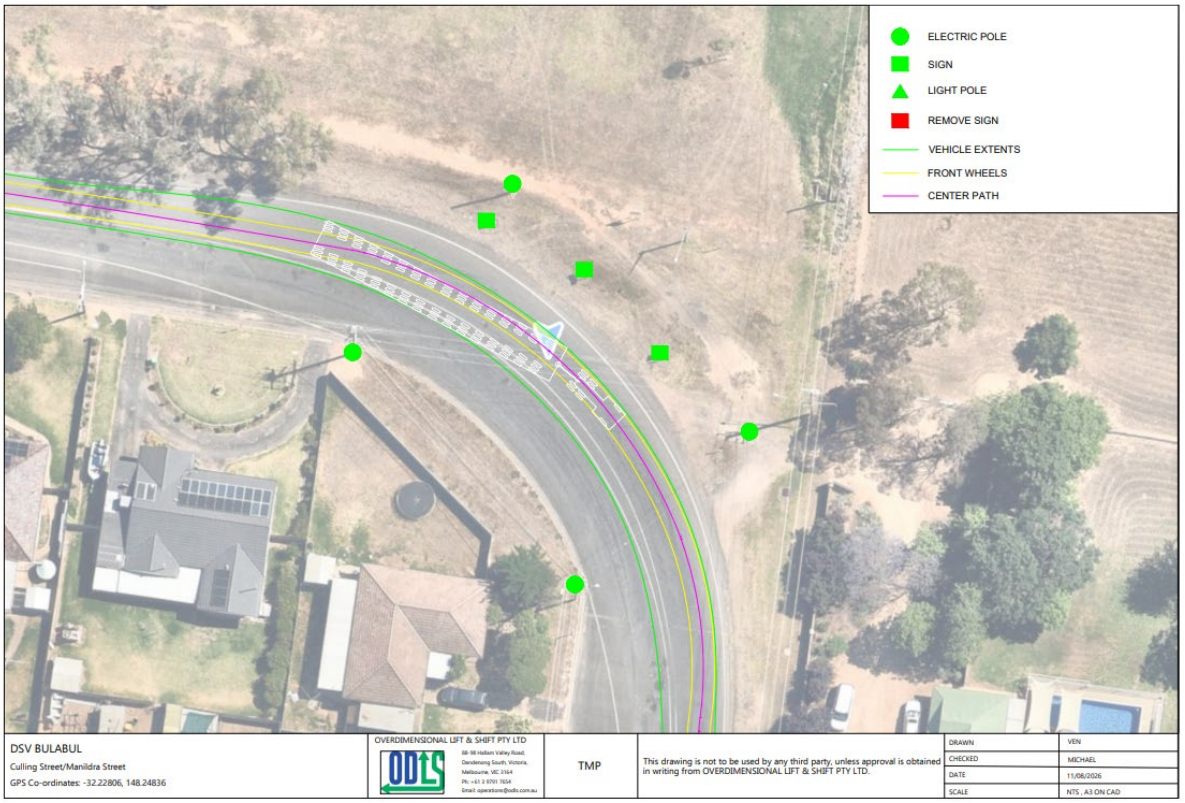
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Culling Street/Manildra Street

GPS Co-ordinates: -32.22806, 148.24836

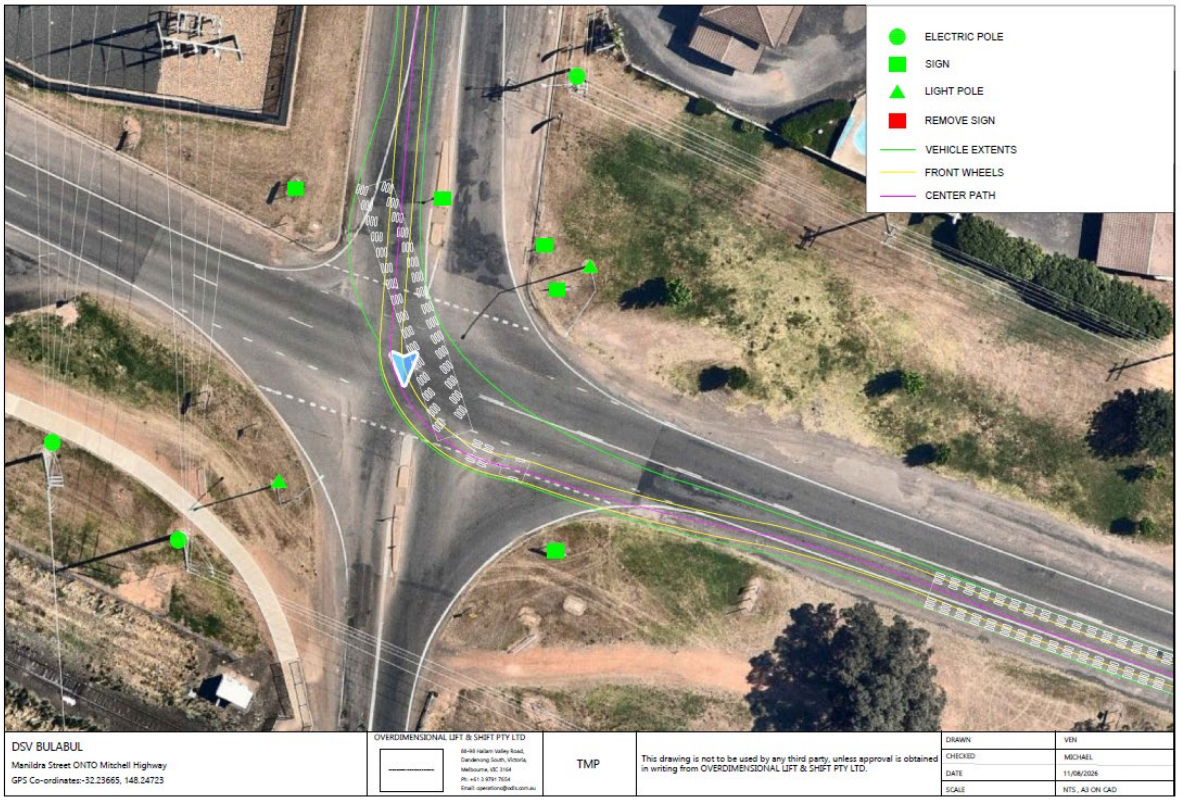
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Manildra Street ONTO Mitchell Highway

GPS Co-ordinates: -32.23665, 148.24723

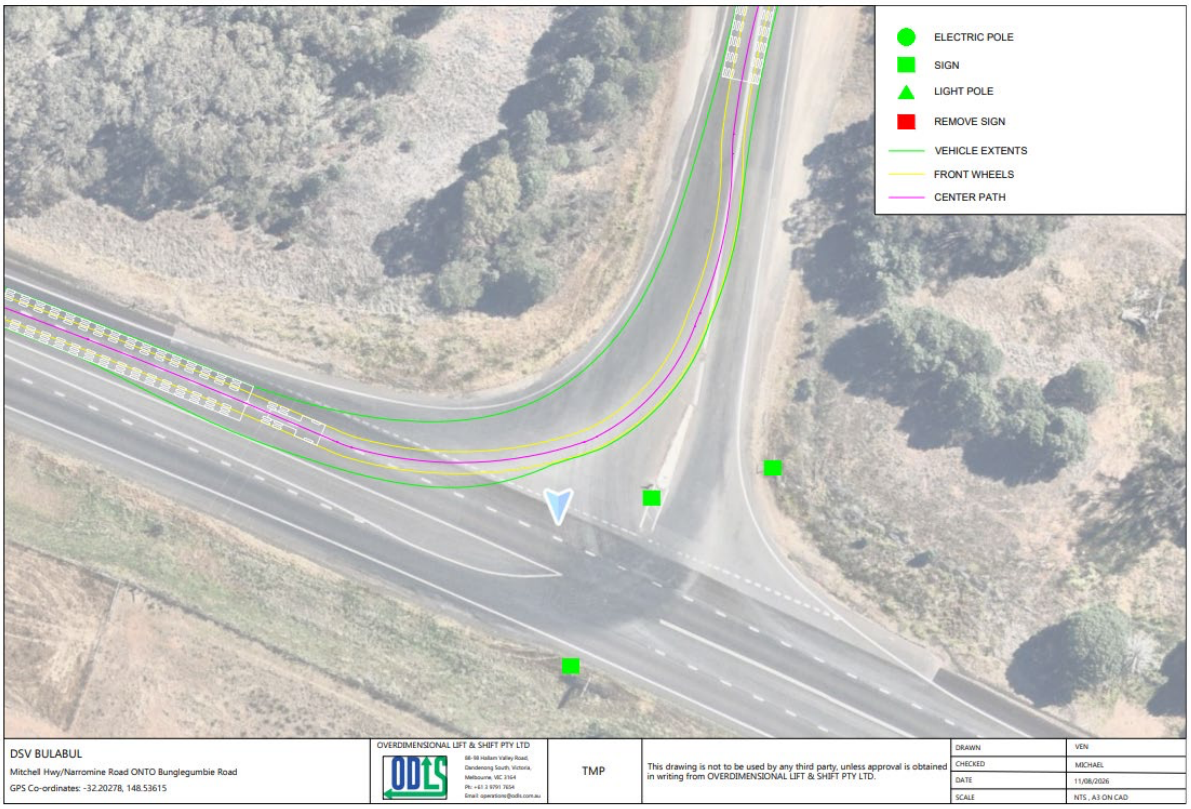
Comment: No impact to infrastructure. No work required to facilitate travel. Intersection ok as is. Pilots and Police to assist with special maneuvers.



Description: Mitchell Hwy/Narromine Road ONTO Bunglegumbie Road

GPS Co-ordinates: -32.20278, 148.53615

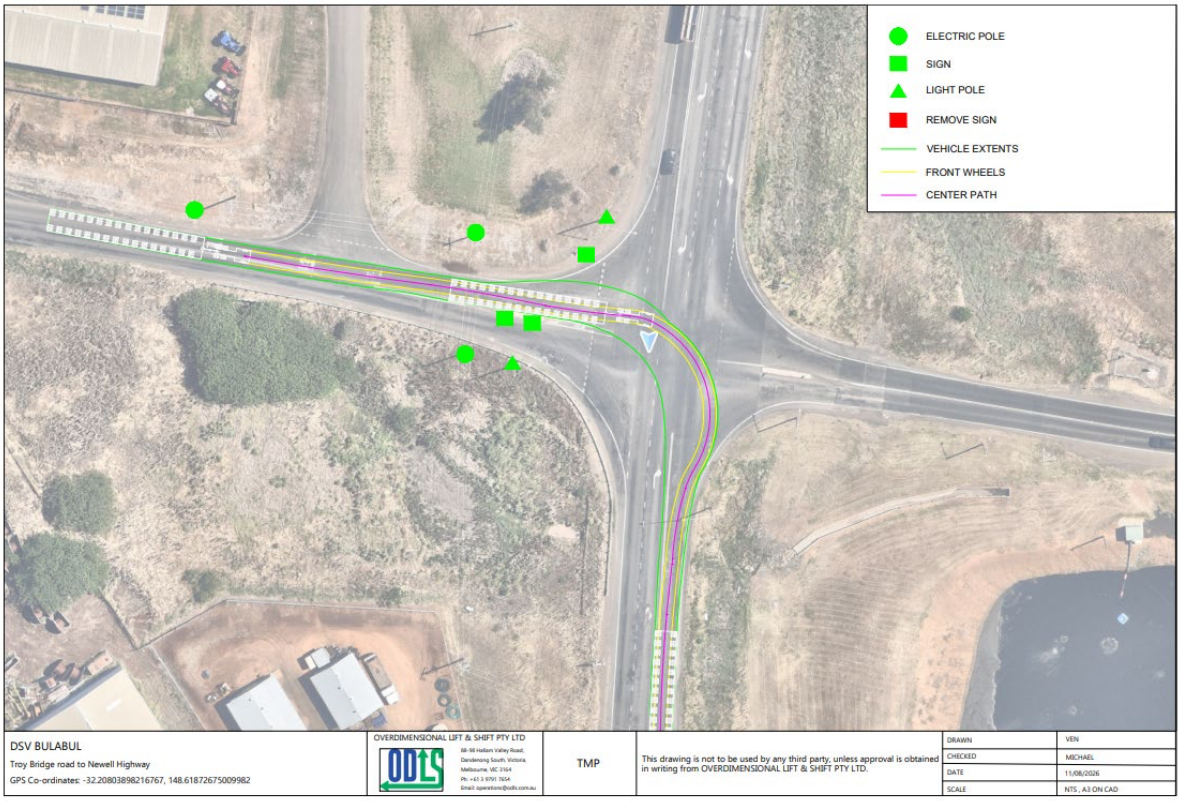
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Troy Bridge Road ONTO Newell Highway

GPS Co-ordinates: -32.20802, 148.61866

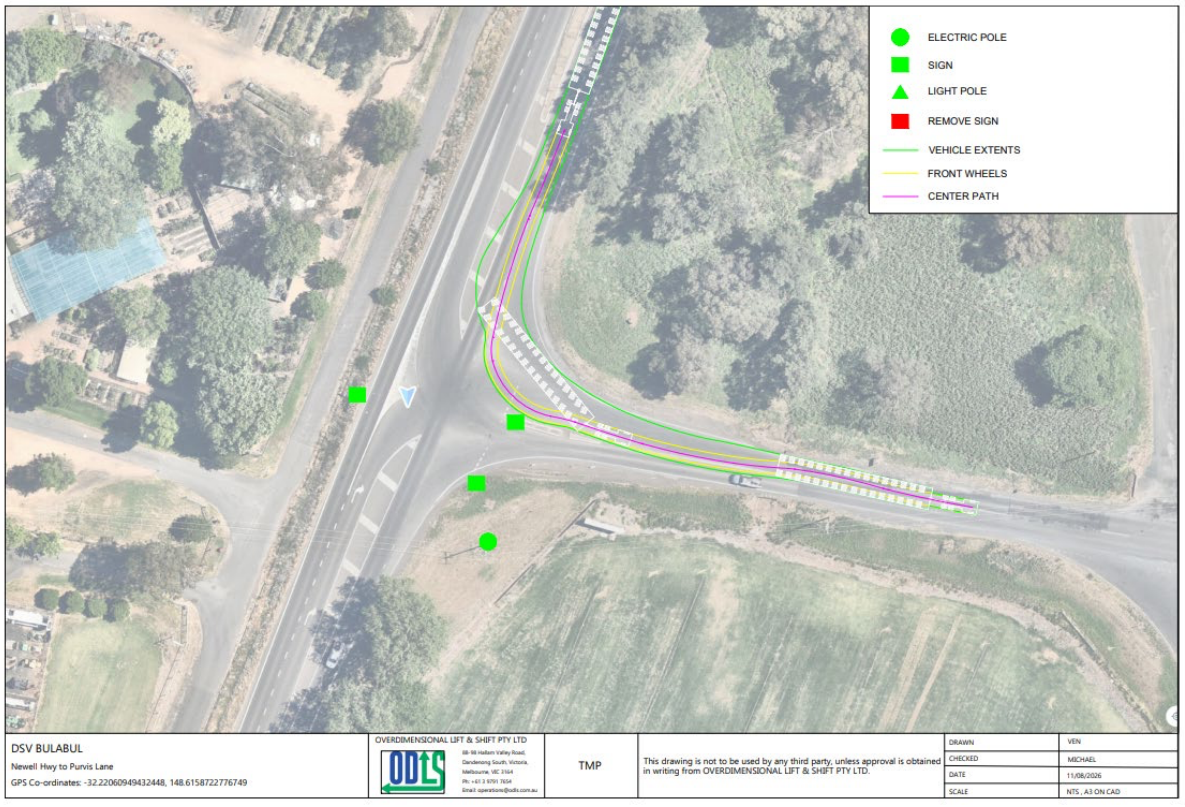
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Newell Highway ONTO Purvis Lane

GPS Co-ordinates: -32.22056, 148.6159

Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Rail Crossing – Purvis Lane, Dubbo

GPS Co-ordinates: -32.22101, 148.61882

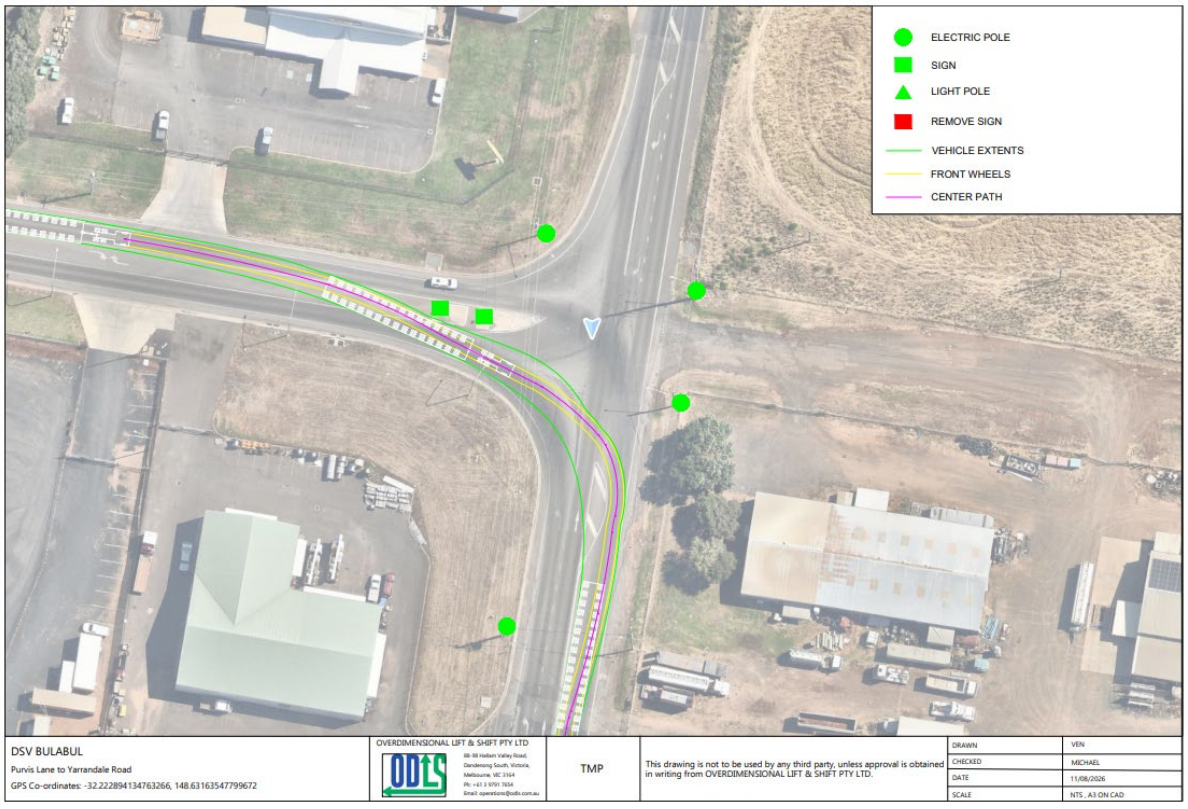
Comment: ARTC Issued Condition – Rail Personnel Required.
No impact to infrastructure. ARTC approval received via NHVR approved permit. No works required to facilitate travel. Intersection ok as is.



Description: Purvis Lane ONTO Yarrandale Road

GPS Co-ordinates: -32.22285, 148.63176

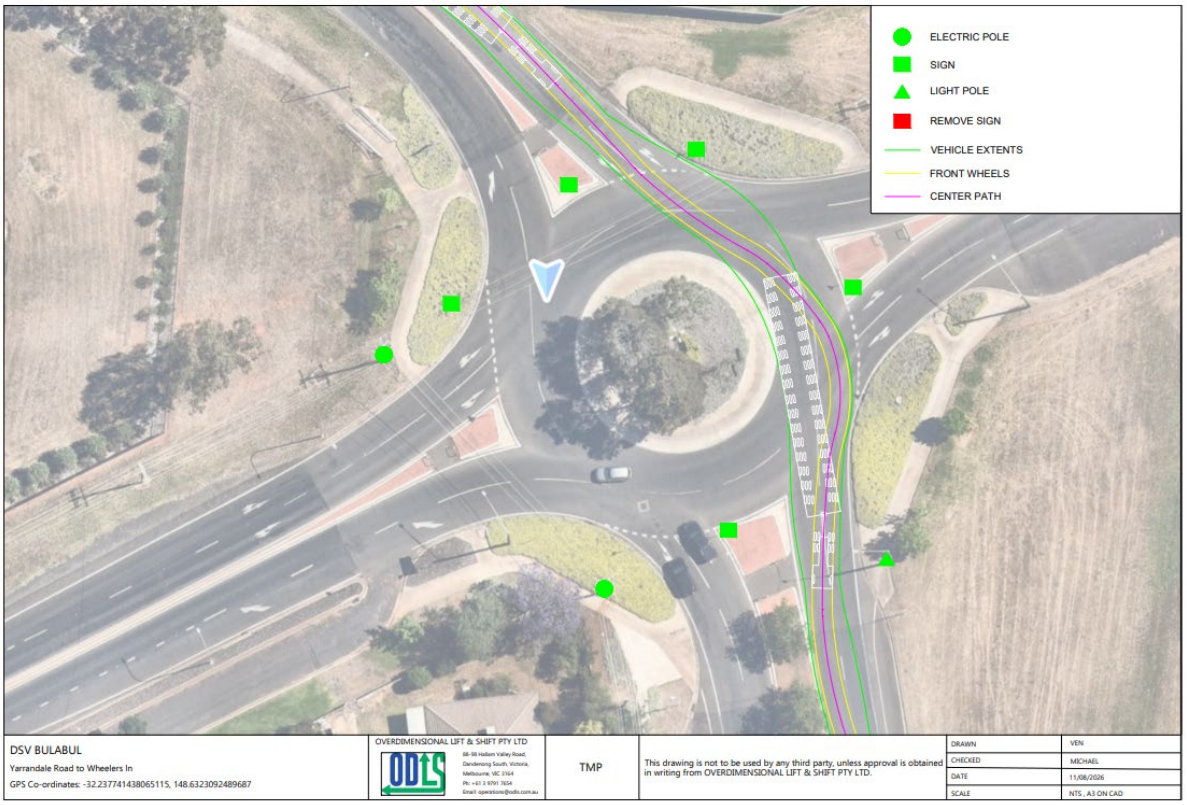
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is, Pilots and Police control special maneuvers .



Description: Yarrandale Road/Wheelers Lane Roundabout

GPS Co-ordinates: -32.23776, 148.63218

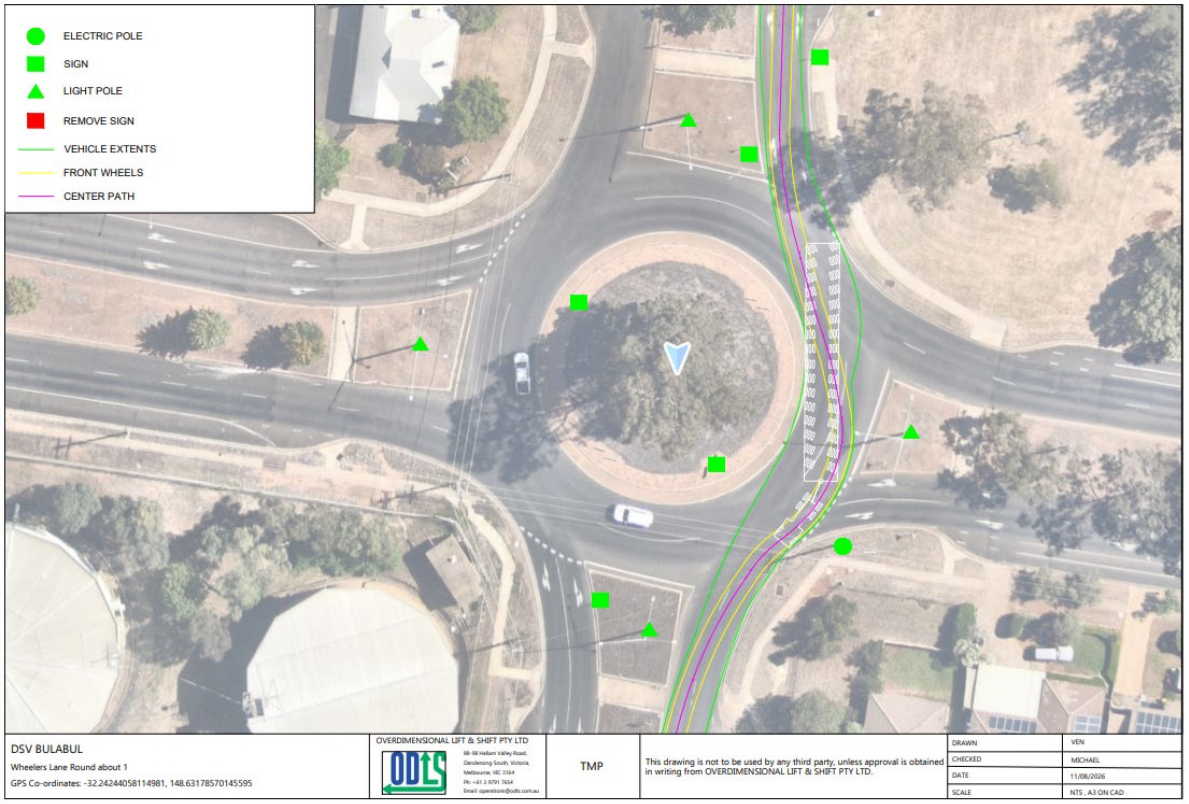
Comment: No impact to infrastructure. No works required to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Wheelers Lane Roundabout

GPS Co-ordinates: -32.24257, 148.63191

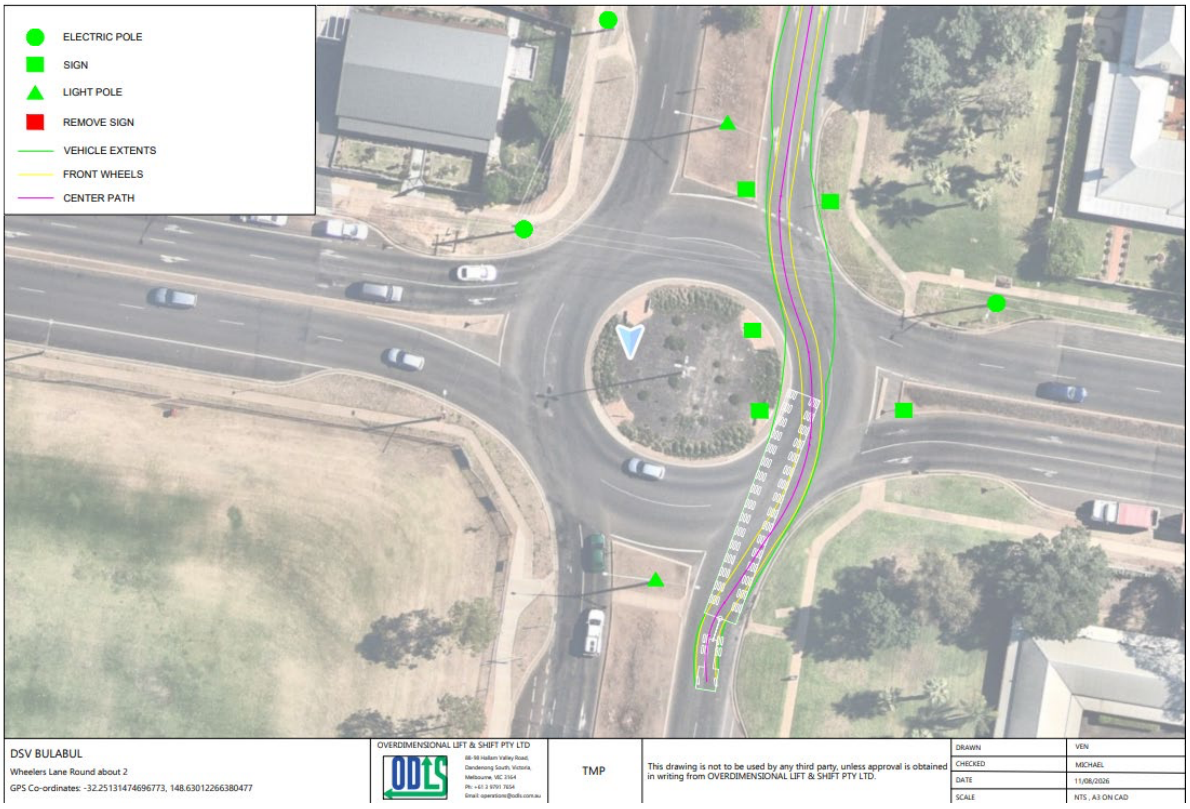
Comment: No impact to infrastructure. No works required to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Wheelers Lane Roundabout 2

GPS Co-ordinates: -32.25137, 148.63021

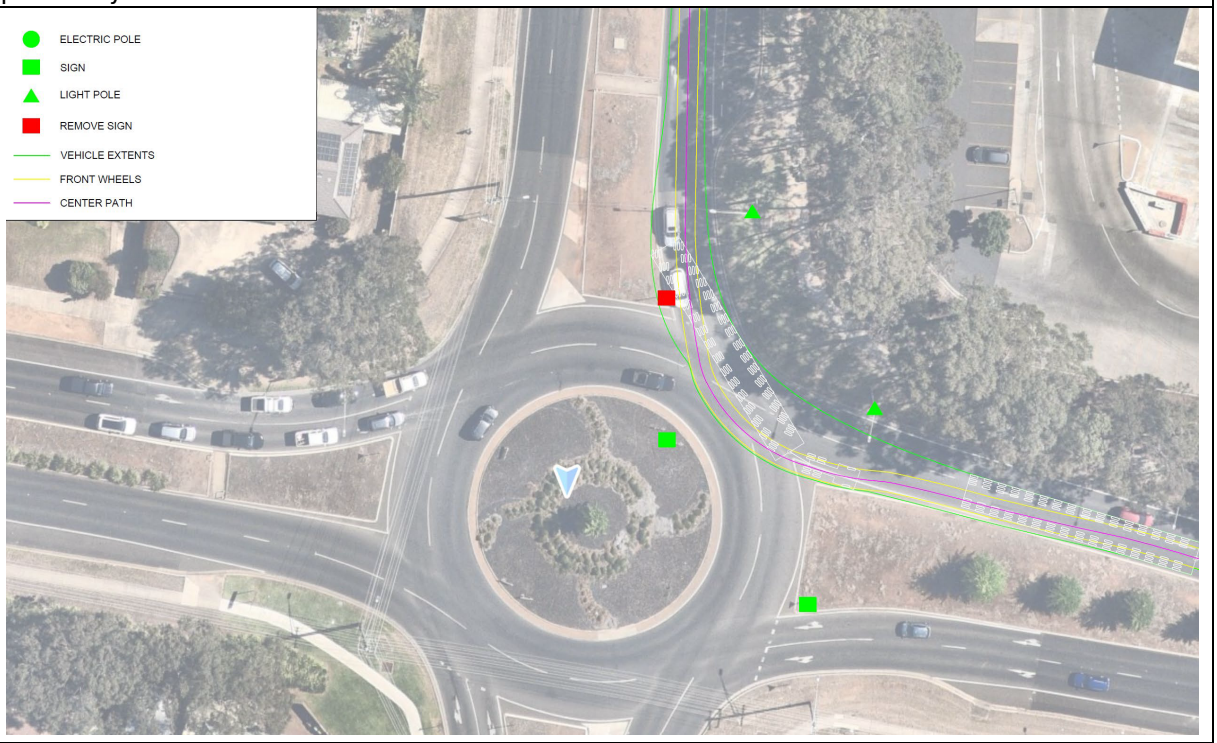
Comment: No impact to infrastructure. No works required to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Wheelers Lane ONTO Mitchell Highway Roundabout

GPS Co-ordinates: -32.25701, 148.62929

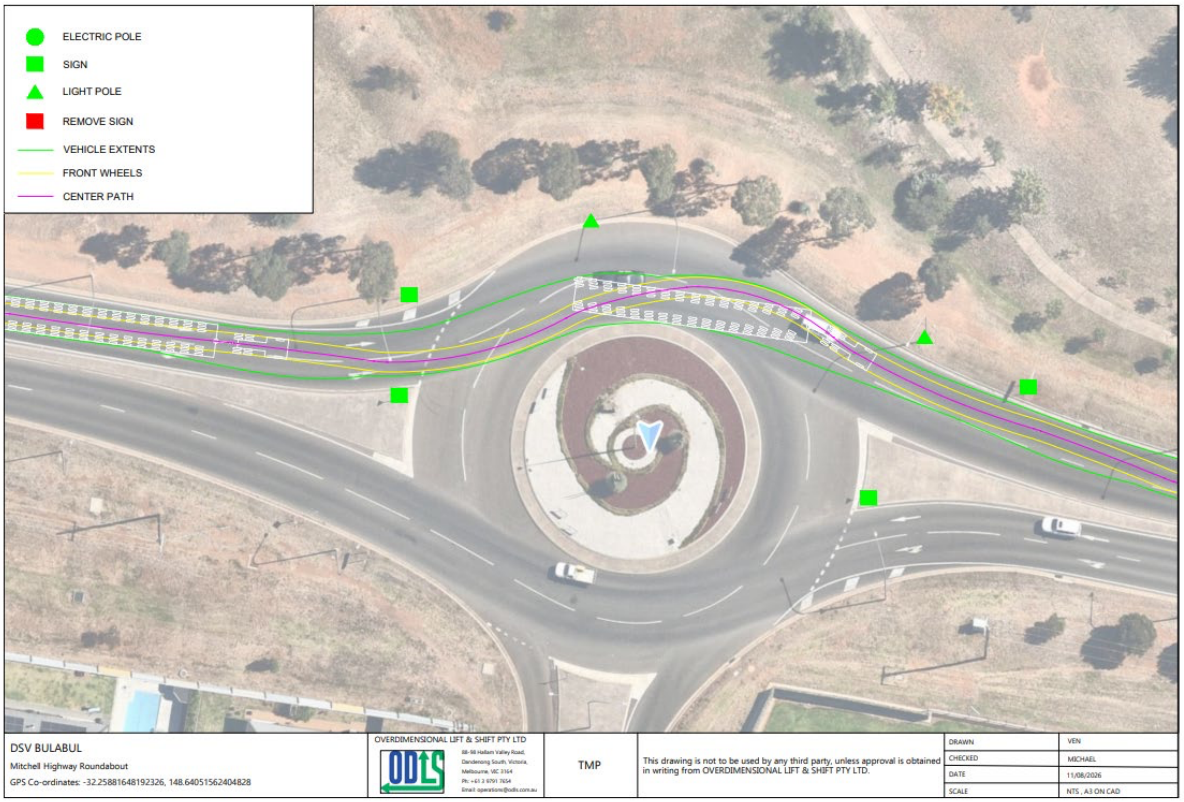
Comment: No impact to infrastructure. Sign on island may require removal to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Mitchell Highway Roundabout

GPS Co-ordinates: -32.25875, 148.64115

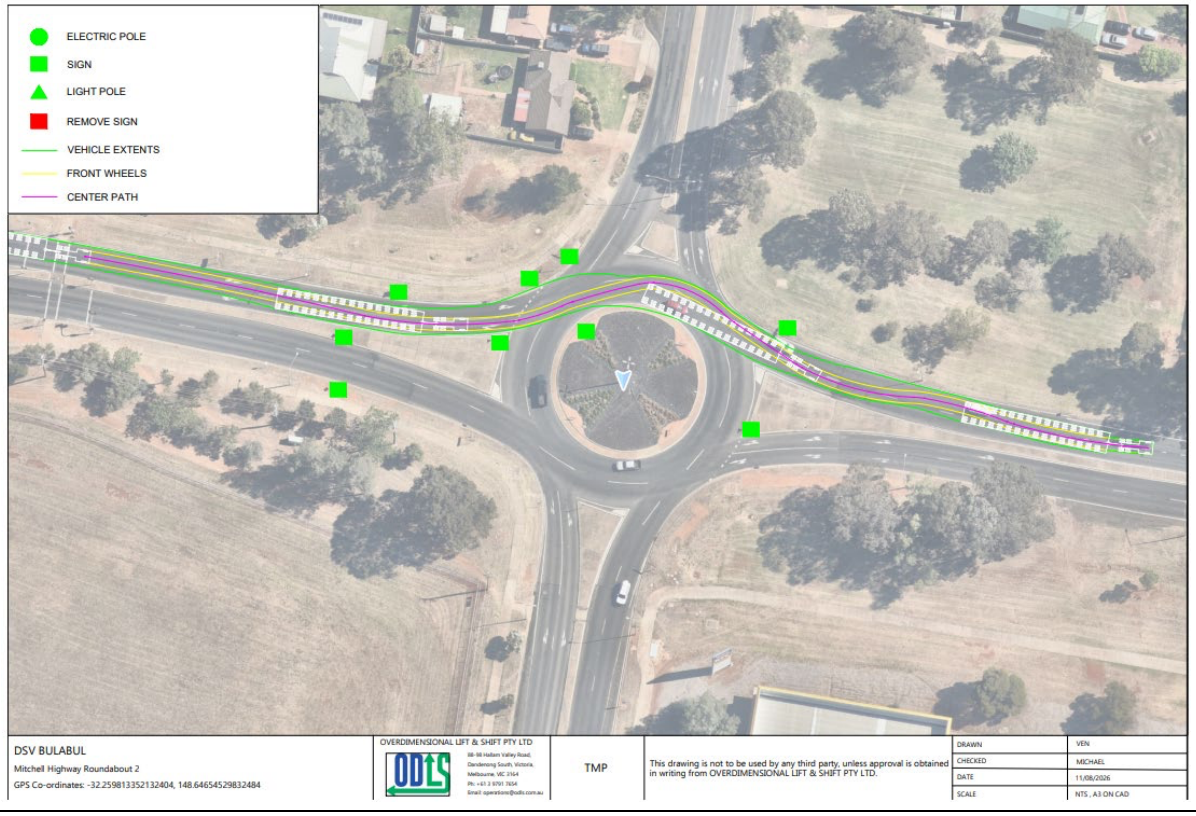
Comment: No impact to infrastructure. No works required to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Mitchell Highway Roundabout 2

GPS Co-ordinates: -32.2595, 148.64631

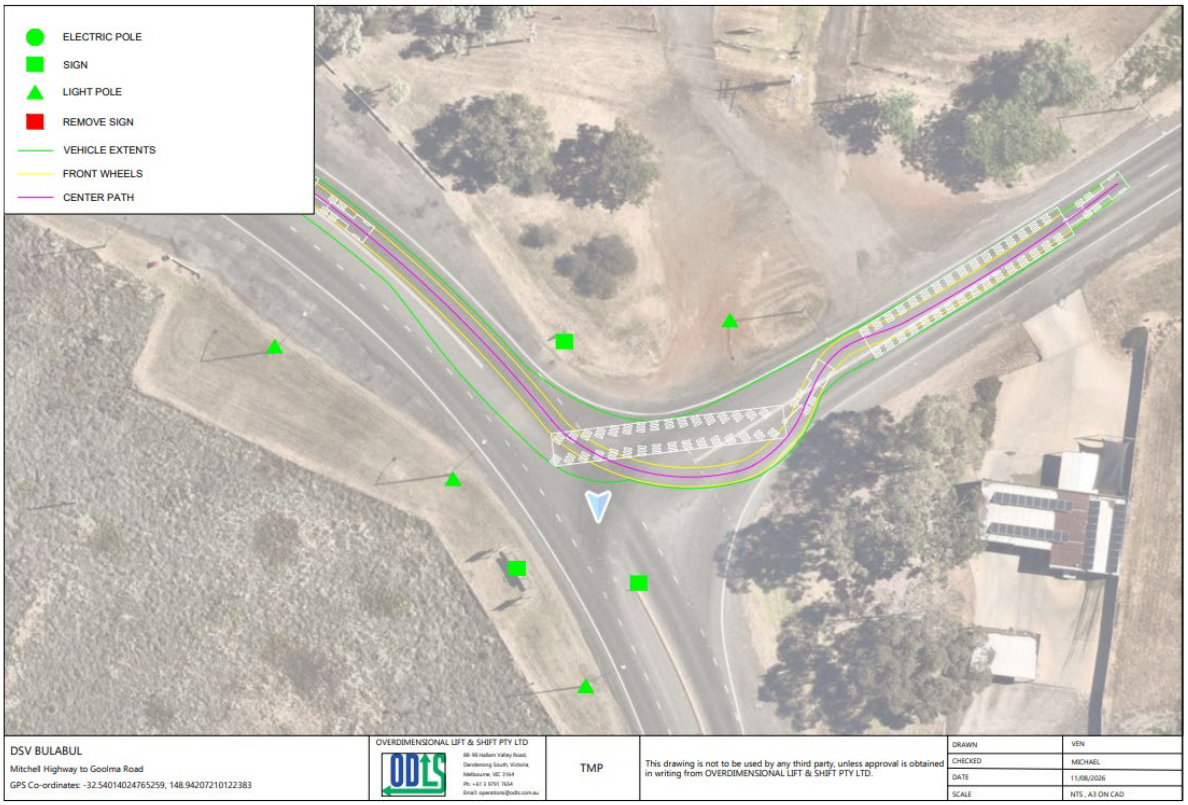
Comment: No impact to infrastructure. No works required to facilitate travel. Hand steering of platform trailer will be adopted to ensure travel on formed pavement, per additional swept path analysis. Intersection ok as is.



Description: Mitchell Highway ONTO Goolma Road

GPS Co-ordinates: -32.54005, 148.94221

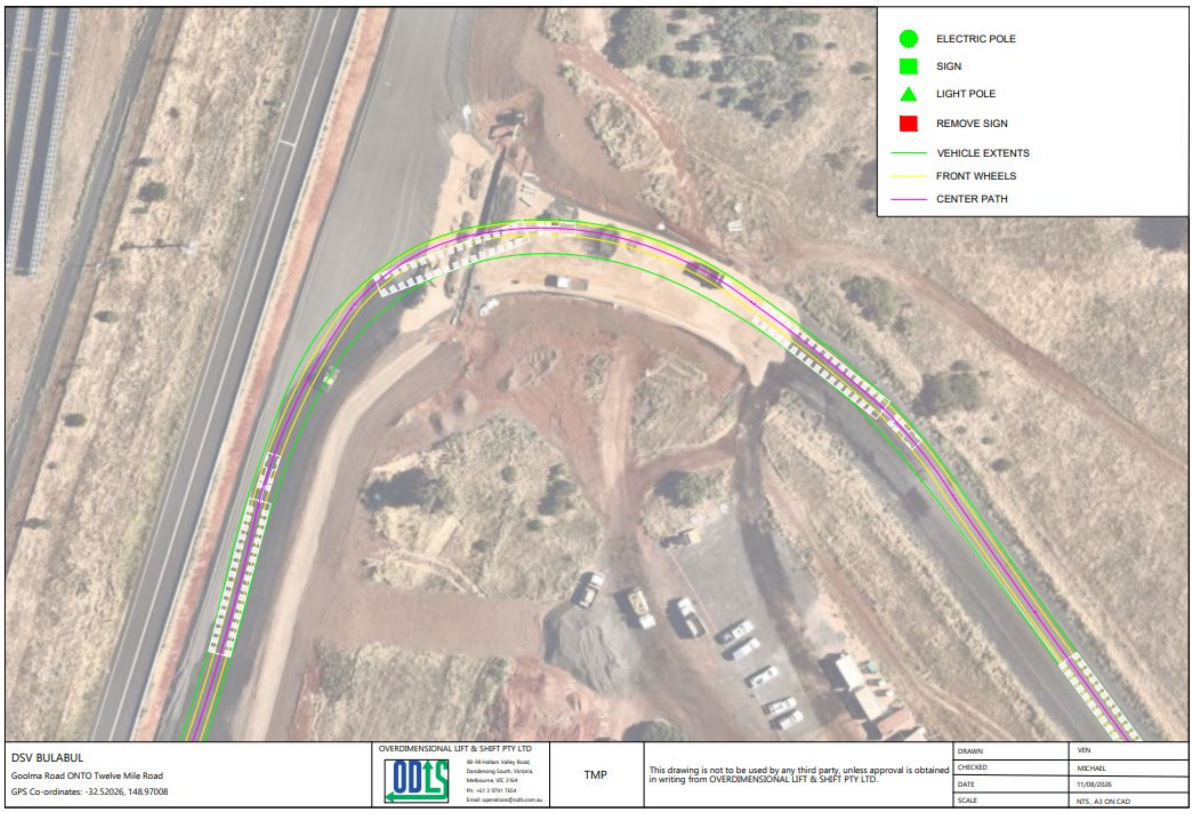
Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



Description: Goolma Road ONTO Twelve Mile Road

GPS Co-ordinates: -32.52028, 148.97009

Comment: No impact to infrastructure. No works required to facilitate travel. Intersection ok as is.



9. Parking & Pull Over Locations

Location	*GPS Co-ordinates*
Broken Hill Rest Area (13.4km from Origin)	-32.04038, 141.13502
Round Hill Rest Area (40.8km from previously listed stop)	-31.93762, 141.51844
Mount Gipps Rest Area (28.4km from previously listed stop)	-31.88056, 141.78897
Topar Road House Rest Area (43.1km from previously listed stop)	-31.78022, 142.2275
Dolo Hill Rest Area (58.5km from previously listed stop)	-31.67344, 142.81266
(68.2km from previously listed stop)	-31.62239, 143.41213
MacCullochs Rest Area (46.9km from previously listed stop)	-31.6947, 143.81421
Baden Park Rest Area (32.6km from previously listed stop)	-31.71384, 144.14286
Lilyvale Rest Area (79.4km from previously listed stop)	-31.5867, 144.87438
Mount Gap Rest Area (40.1km from previously listed stop)	-31.54324, 145.28038
Heavy Vehicle Inspection Rest Area (51.9km from previously listed stop)	-31.4979, 145.81959
Florida Rest Area (51.6km from previously listed stop)	-31.5325, 146.35073
Dubbo Rest Area (86.7km from previously listed stop)	-32.26562, 148.66466
14 Mitchell Hwy Parking (4.1km from Destination)	-32.53958, 148.94182

88-98 Hallam Valley Road, Dandenong South, VIC 3175
PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

Appendix A – Approved NHVR Permit + Authority Approvals

Permit number
1509537V2

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

O. D. TRANSPORT PTY. LTD.

Address

88-98 Hallam Valley Rd
Dandenong South, VIC 3175

Vehicle configuration and description

Block-truck towing OS/OM/OSOM load
Block Truck, Platform and Block Truck (with or without Block Truck)

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

05-Aug-2026

End date

09-Oct-2026

Period or fixed trips

Single Trip

continued on next page...

Vehicle details

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	26.5t	n/a
ODT12	VIC	6F5000000JA464336	26.5t	n/a
ODT20	VIC	6F5000000EA453639	26.5t	n/a
ODT25	VIC	6FMB05E067D714642	26.5t	n/a
ODT30	VIC	6F50000002A423289	26.5t	n/a
ODT35	VIC	6F50000007A434522	26.5t	n/a
ODT40	VIC	W1T96442220653149	26.5t	n/a
XS09IN	SA	YV5RP90D7RD219482	28.1t	n/a
XS57HN	SA	YV5RP90D6PD217459	28.1t	n/a

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	163.5t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t
XS09IN	SA	YV5RP90D7RD219482	n/a	200t
XS57HN	SA	YV5RP90D6PD217459	n/a	200t

Drawn Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
52456S	VIC	7A9MT25WE61001063	n/a	35t
69612S	VIC	7A9MT50WE71001108	n/a	50t
YV04FP	VIC	7A9MT10WE61001058	n/a	130t
YV06FP	VIC	7A9MT10WE61001062	n/a	130t
YV07FP	VIC	7A9MT15WE71001104	n/a	150t
YV50LG	VIC	VF9A5762GDX058026	n/a	170t
YV51LG	VIC	VF9A5762GDX058025	n/a	170t
YV52LG	VIC	VF9A6762GDX058027	n/a	204t
YV53LG	VIC	VF9A6762GDX058028	n/a	204t
YV54LG	VIC	VF9A3762GDX058021	n/a	102t
YV55LG	VIC	VF9A3762GDX058022	n/a	102t
YV56LG	VIC	VF9A4762GDX058023	n/a	136t
YV57LG	VIC	VF9A4762GDX058024	n/a	136t
YV69DC	VIC	7A9MT50PAL1001127	n/a	50t

YV70DC	VIC	7A9MT50PAL1001126	n/a	50t
YV71DC	VIC	7A9MT50PAM1001026	n/a	50t
YV72DC	VIC	7A9MT10PAL1001125	n/a	100t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t
XS09IN	SA	YV5RP90D7RD219482	n/a	200t
XS57HN	SA	YV5RP90D6PD217459	n/a	200t

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
Block truck 1-2 axle								
Steer	6t	1	2	n/a	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 16 axle								
Trailer	271.6t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes

		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
		15	8	1.83m	215mm	Yes	4.2m	Yes
		16	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Permit number

1509537V2

Loaded axle mass and spacings for alternate configurations

Alternate configuration #1 Mass & Axle Spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 16 axle								
Trailer	271.6t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
		15	8	1.83m	215mm	Yes	4.2m	Yes
		16	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Alternate configurations

Alternate configuration	Alternate configuration length	Alternate configuration tare mass	Alternate configuration total mass
Configuration #1	59m	125.6t	320.6t

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
3.5m	45m	4.3m	150.1t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.5m	71m	5.6m	345.1t

Forward projection (metres)	Rear overhang (metres)
n/a	n/a

Load type	Description of load
Indivisible	Power Transformer

continued on next page...

Authorised Routes

Turn by turn description

1509537r1v1 - Single Route

Start: Berth 18 Gate, Intersection of Ocean Steamers Road and Morialta Road, Port Adelaide SA
Eastern Parade, [Port Adelaide - Gillman]
Port River Expressway, [Gillman - Dry Creek]
North South Motorway, [Dry Creek - Waterloo Corner]
Port Wakefield Highway, [Waterloo Corner - Port Wakefield]
Augusta Highway, [Port Wakefield - Warnertown]
Wilkins Highway, [Warnertown - Jamestown]
Clyde Street, Jamestown
Appila Road, Jamestown
Boundary Road, Jamestown
Mannanarie Road, Jamestown
RM Williams Way, [Jamestown - Mannanarie]
Beniah Road, [Mannanarie - Peterborough]
Telford Avenue, Peterborough
Main Street, Peterborough
Petersburg Road, [Peterborough - Ucolta]
Barrier Highway, [Ucolta - 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 - Cobar]
Pipeline Road, Cobar
Mulya Road, Cobar
Louth Road, Cobar
Barrier Highway, [Cobar - Nyngan]
Mitchell Highway, [Nyngan - Narromine]
Culling Street, Narromine
Manildra Street, Narromine
Mitchell Highway, [Narromine - Dubbo]
Bunglegumbie Road, Dubbo
Troy Bridge Road, Dubbo
Newell Highway, Dubbo
Purvis Lane, Dubbo
Yarrandale Road Dubbo
Wheelers Lane, Dubbo
Mitchell Highway, [Dubbo - Montefiores]
Goolma Road, [Montefiores - Wuuluman]
Twelve Mile Road, Wuuluman
End: Wellington Solar Farm, Twelve Mile Road, Wuuluman NSW

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.

(3) RI13 - Laden Height is above the allowance for Broken Hill LGA of 5.4 metres. Please make contact with Power Authority, Essential Energy, to approve clearances.

Cobar Shire Council

(1) 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

Department for Infrastructure and Transport (DIT)

(1) BR05 - The heavy vehicle when travelling on BARRIER HIGHWAY must reduce speed to 10 KPH over structure at WAWIRRA CREEK [3097] 10.1 KM NORTH EAST OF RN 19009, MANNAHILL - BENDA HS.

(2) BR05 - The heavy vehicle when travelling on AUGUSTA HWY must reduce speed to 10 KPH over structure at BRIDGE OVER RAILWAY [5419] 3 KM WEST OF CRYSTAL BROOK..

(3) BR05 - The heavy vehicle when travelling on AUGUSTA HWY must reduce speed to 10 KPH over structure at BRIDGE OVER ROCKY RIVER [3063] 4.02 KM NORTH OF RN 3501, MERRITON - CLEMENTS GAP..

(4) BR05 - The heavy vehicle when travelling on PT WAKEFIELD HWY must reduce speed to 5 KPH CENTRELINE over structure at BRIDGE OVER RIVER BROUGHTON [5424] 0.17 KM NORTH OF RN 3501, MERRITON - CLEMENTS GAP..

(5) BR05 - The heavy vehicle when travelling on PT WAKEFIELD HWY must reduce speed to 5 KPH CENTRELINE over structure at BRIDGE OVER GAWLER RIVER - WESTERN CARRIAGEWAY [65274] 5.5 KM SOUTH OF RN 4378, MALLALA - TWO WELLS.

(6) BR05 - The heavy vehicle when travelling on BARRIER HIGHWAY must reduce speed to 10 KPH over structure at CARTWRIGHTS CREEK [3091] 3.1 KM NORTH EAST OF RN 19021, OLARY - DEVONBOROUGH DOWNS HS..

(7) DPTI-5kph - For the 5kph restrictions over structures listed in this permit, all other traffic must be excluded when the heavy load is travelling down the centreline of the structure/s.

A minimum of one (1) escort is required to accompany the permitted vehicle when crossing the structure/s listed.

To arrange a Police Escort please phone SA Police Escort Section on Phone No 08 8207 6035. If unable to obtain police on the above number please phone SA Police on Phone No 131 444.

(8) DPTIRC03 -

Prior to commencing transport, the permit holder must perform a comprehensive route clearance check by reviewing the South Australian Heavy Vehicle - Road Operations Access Map (HV-ROAM) at

to identify permanent physical infrastructure restrictions, overhead clearances, and restricted heavy vehicle locations. To ensure safe movement, this asset data must be cross-referenced with real-time network alerts on Traffic SA at

to actively screen for temporary roadworks, closures, or emergency incidents. If the approved journey extends into remote regional areas, the operator is further required to check the SA Outback Roads portal at

to verify track access allowances and seasonal environmental conditions. These three data sources then can be cross-referenced concurrently with the National Heavy Vehicle Regulator (NHVR) Route Planner at

to plan a safe and compliant journey. Note that displayed structural and dimension constraints are primarily limited to the state-maintained road network.

(9) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and two Escort vehicle(s) are required.

(10) PE03 - For night-time travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required.

(11) 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

(12) 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.

(13) RS02 - Heavy Vehicle Movement - Speed Restriction - Route

The heavy vehicle is restricted to a maximum speed limit of 60 kph on the approved route, except where a traffic sign indicates a lower speed limit.

(14) 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.

(15) TP03 - You will be traversing railway infrastructure under the management of Australian Rail Track Corporation (ARTC). It is requirement to contact ARTC to obtain clearance prior to travelling. The carriage of the ARTC rail clearance and strict compliance with all conditions is required. Ensure a safety strategy is in place to guarantee full compliance with these conditions.

(16) TP04 - You will be traversing railway infrastructure under the management of third-party rail owners. It is requirement to contact the rail owner to obtain clearance prior to travelling. You must strictly follow all stated conditions and ensure a safety strategy is in place to guarantee full compliance with these conditions. To find out the relevant rail owner please refer to Location SA (https://location.sa.gov.au/viewer/). Click 'Datasets' then 'Infrastructure & Utilities' then 'Transport' then tick 'Railways'. Click on the relevant railway line to find the owner under 'Track Ownership'.

Dubbo Regional Council

(1) 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.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Peter James of Infrastructure Delivery via PHONE 02 6801 4000 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.

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.

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) RMSBR01 -

TfNSW Bridge Report Conditions

The operator must comply with all conditions as stated in the TfNSW Bridge Report 1411796. This document must be carried at all times.

(6) RMSCO01 - 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).

(7) RMSCO02 - 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).

(8) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(9) 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.

(10) 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.

(11) RMSPPE02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.

(12) 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.

Travel conditions

Department for Infrastructure and Transport (DIT)

(1) 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

(2) 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.

(3) RI16 - On the nominated route the driver must notify the Traffic Management Centre (TMC) via email at least one week prior to travelling. Information to be provided includes date/time of proposed move, route travelling including starting point and overall width/length/height of vehicle/load. The TMC will use this information to assist the vehicle/load during adverse and busy traffic conditions. TMC Email: dit.tmc@sa.gov.au.

(4) RI16 - On the nominated route the driver must adhere to all the information stated in the Traffic Management Plan. This includes observing all potential hazards and being able to pull over safely to allow other vehicles to pass..

(5) RT03 -

Time of travel - Daytime & Nighttime

The class 1 heavy vehicle is permitted to travel during daylight and night hours.

Dubbo Regional Council

(1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Bunglegumbie Road, Troy Bridge Road, Purvis Lane, Yarrandale Road and Wheelers Lane between 08:00 am to 09:30 am and 02:30 pm to 04:00 pm, on an official school day.

(2) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Twelve Mile Road between 08:00 am to 09:00 am and 03:00 pm to 04:00 pm, on an official school day.

Transport for New South Wales (TfNSW)

(1) NSWCON01 - When width exceeds six (6) metres, or total combination mass exceeds 200 tonne, the operator is required to contact TfNSW OSOM Road Access Unit by email to spu@rms.nsw.gov.au at least five (5) business days prior to proposed date of travel.

(2) 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.

(3) NSWOH01 - 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.

(4) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation times.

(5) 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.

(6) TMP01 -

In accordance with the supplied Transport Management Plan (TMP) Name/Version No., the operator must adhere to the identified special manoeuvers, 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) 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...

Permit number

1509537V2

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: 05-Aug-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 NVHR.

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

Case 1411796r1v1 NSW-SA Border at Broken Hill to Wuuluman for O. D. TRANSPORT PTY. LTD
NHVR Application ID 1411796
NHVR Route ID 1BVTJ-2 v20

VEHICLE CONSIDERED:

Vehicle / load



Vehicle Class	Vehicle configuration		OSOM type
Class 1	**Block-truck towing OS/OM/OSOM load**		**Oversize and Overmass (OSOM)**
Short description			
Block Truck, Block Truck and Platform (With and without Block Truck)			
Unladen width	Unladen length	Unladen height	tareMass
3.5m	**45m**	**4.3m**	**150.1t**
Load type	Push Pull Trucks Required?	Are you operating in a convoy?	
Indivisible	**For a partial route**	**No**	
Description of load			
Power Transformer			
Maximum mass of load	I certify the maximum load will be no greater than the specified maximum		
195t	**Yes**		

Width	Length	Height	Forward projection	Rear overhang
4.5m	**71m**	**5.5m**	**n/a**	**n/a**

Total mass	Are you operating in a convoy?	NSW 7 Tonne Steer Axle
345.10t	**No**	**No**

Loaded axle mass and spacings

Axle - Axle #	No. Tyres	Spacing	Axle group mass	Tyre size	Steerable	Ground contact width	Load sharing
	Block truck 1-2 axle						
Steer - 1	2		6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Block truck 1-2 axle						
Steer - 1	2	4.5m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Drawn platform 16 axle						
Trailer - 1	8	6m		215mm	Yes	4.2m	Yes
Trailer - 2	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 3	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 4	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 5	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 6	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 7	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 8	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 9	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 10	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 11	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 12	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 13	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 14	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 15	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 16	8	1.83m	271.6t	215mm	Yes	4.2m	Yes
	Block truck 1-2 axle						
Steer - 1	2	6m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes

Route:

The route that has been assessed is outlined above, specifically NHVR Application ID 1411796 and NHVR Route ID 1BVTJ-2 v20. No alternative route has been assessed. Platform's maximum axle mass 16.975t per axle

Axle spacings must not be less than above, and axle loads must not exceed the above.

ASSUMPTIONS:

In assessing the bridges along the route, it has been assumed that all structures are in fair to good condition and free from any structural deficiencies, geotechnical issues or other restrictions.

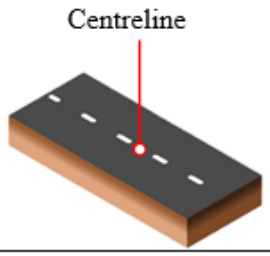
Route: As Above
(TRAVEL IN ONE DIRECTION)

The permit vehicle can be allowed to travel along the requested route as outlined in this permit, subject to compliance of all the following conditions:

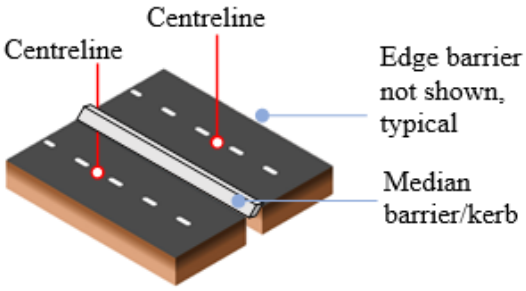
1. The vehicles travel on all the bridges on the route at a speed not exceeding 10 km/h with no sudden braking or acceleration. No other vehicles are permitted on the bridge while the Permit vehicle is on the bridge.

2. The vehicle shall travel only along centreline of the carriageway of all the bridges.

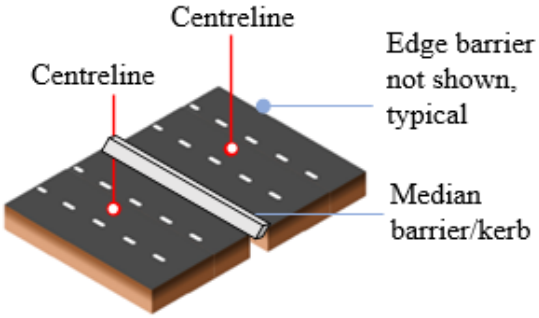
Note: The centreline of the carriageway refers to the centreline of the roadway between the inner faces of the barriers or kerbs.



Bridge supporting single carriageway with two-way traffic with any line marking in middle – Permit vehicle to travel along centreline of carriageway



Bridge supporting two carriageways with median barrier/kerb as divider between carriageway – Permit vehicle to travel along the centreline of each carriageway



Bridge supporting two carriageways with three lanes each way traffic with median barrier or kerb as divider between carriageway – Permit vehicle to travel along centreline of middle lane / carriageway.

3. The permit vehicle's axle spacing and axle width must be no less than the dimensions specified in the "Vehicle Considered" table, and the axle loads must not exceed the values indicated in the "Vehicle Considered" table.

4. The permit vehicle platform's gross loading is to be equally distributed between all axles of the platform, as well as between both sides of each axle.

5. Concurrence from the Western Region must be obtained for the movement of the vehicle along the proposed route.

6. The transport firm is required to obtain approvals from all relevant authorities, infrastructure owners and stewards including and not limited to UGL/ARTC, Sydney Trains (formerly Railway Access Corporation or State Rail Authority), NSW Ports, ALTRAC/Transdev and Department of Land and Water Conservation, for travel over their infrastructure. The TfNSW Bridge Inventory shows the following:

Bridge Number	Bridge Name	Asset Owner
4741	BRIDGE RAILWAY 63.86KM W NYNGAN	UGL
10785	BRIDGE MAIN WESTERN RAILWA WELLINGTON	Sydney Trains

7. The transport firm must obtain approval from the relevant Councils for travel over Council roads and any Council structures along the route.

8. The transport firm must ensure that there is sufficient height clearance beneath all overhead structures along the route. The firm should refer to Region for further details.

9. The transport firm shall confirm that the width of the vehicle and load can safely navigate all bridges on the above route. The firm should refer to Region for further details.

10. This approval is for the direction of route from **NSW-SA Border at Broken Hill to Wuuluman** following the specified route above, with no return trip.

Cost of assessment is $700 +GST

Shah Mustaque parvez

Shah M Parvez
Principal Bridge Engineer
Bridge Assessment and Evaluation
04 June 2026

ARTC

PERMIT

Permit No: ARTC001340

Application No: A251228
Issued to: Overdimensional Lift & Shift
Period of Validity: 18 February 2026 to 18 February 2027
Route: Port Adelaide SA to Wuuluman NSW
CAA Reference (if applicable): ODL000119 - A251228
Description: Power Transformer

NHVR Reference:

NHVR Application ID	Route ID	NHVR Case
1411796	1BVTJ-2	1411796r1v1

Vehicle/Load Profiles

Profile	Height (m)		Width (m)		Length (m)		Weight (t)	
Laden	Up to:	5.5	Up to:	4.5	Up to:	71	Up to:	345.1
Unladen	Up to:	4.3	Up to:	3.5	Up to:	45	Up to:	150.1

Conditions									
Laden	**Unladen**	**State**	**Road Name**	**Suburb**	**ALCAM**	**Track km**	**Line**	**TTM Phone Numbers**	
Escort	Escort	NSW	Purvis Lane	Dubbo	272	465.764	Dubbo - Coonamble	(02) 4902 7916	Hunter West
Escort	Escort	SA	Eastern Pde / Grand Trunkway	Gillman	1887	6.768	Dry Creek - Port Flat	(08) 8152 8011	Adelaide Metro
Escort	Escort	SA	Wilkins Hwy	Caltowie	854	60.795	Crystal Brook - Cockburn	(08) 8152 8008	North ABS
Escort	Escort	SA	Appila Rd	Jamestown	863	71.703	Crystal Brook - Cockburn	(08) 8152 8008	North ABS
Escort	Escort	SA	Barrier Hwy	Ucolta	901	124.645	Crystal Brook - Cockburn	(08) 8152 8008	North ABS
Escort	Escort	SA	Barrier Hwy	Mingary	938	309.699	Crystal Brook - Cockburn	(08) 8152 8008	North ABS

Contacts	Name	Number	Email
Overdimensional Lift & Shift	Natasha Lay	03 9791 7654	adminsupport@odls.com.au
Safe Working Service	Track Safety Australia Pty Ltd Katrina Elliott Evalee Smith	1300 153 444 0428 245 891 0499 203 677	 katrina.elliott@tracksafetyaus.com.au evalee.smith@tracksafetyaus.com.au
Permit Department	ARTC	8112 0300	odl.permits@artc.com.au
Emergency	Police	000	

ARTC

PERMIT

ARTC Level Crossing Permit Approval Conditions

Note: The following contains instructions for various conditions. Only follow the instructions that apply to the conditions listed in this permit.

1. General Vehicle Transit Requirements

- **Minimum Speed:**
  Vehicles must cross level crossings at ≥ 35 km/h. Slower speeds extend exposure time and increase collision risk.
- **Clearance Check:**
  Drivers must confirm **no clearance issues** exist between vehicle and crossing surface or infrastructure **before proceeding**.
- **Breakdown or Damage Procedure:**
  If the vehicle:
  - **Breaks down**,
  - **Fouls the track**, or
  - **Damages the crossing or ARTC infrastructure**:

  The driver **must**:
  - **Immediately contact Train Control** (see phone number on signage at the crossing).
  - **If no** response, call **000**.
  - **Provide** the following information:
    - **Exact location** (Track km, Road Name, Suburb, Rail Line).
    - **ALCAM ID** (from crossing signage).
    - **Permit reference number** (if applicable).
    - A **clear description** of the situation.

---

2. Stop and Report Permits

- **Stopping Locations:**
  - Stop **before** the rail crossing in a safe, off-track location.
  - After clearing, stop **immediately after** the crossing (again off-track).
- **Reporting to ARTC Network Control:**
  - **Phone Network Control** on the TTM number provided. Contact details are also found on nearby signage.
  - **Quote**:
    - **Permit Reference** (e.g. ARTC000001)
    - **Level Crossing ALCAM ID** (e.g. 1234)
- **Make two calls** per crossing:
  - **Immediately before entering**, and
  - **Immediately after clearing** the crossing.
  - Driver **must** stop in a **safe location** before and after the crossing to report.

---

3. Escort Permits

- **Rail Safe Worker (RSW) Requirement:**
  - Permit holder must engage an **ARTC-accredited Rail Safe Worker** with a **minimum Level 2 accreditation**.
- **Access Planning:**
  - Each crossing is considered an **individual work site**.
  - An **ARTC Corridor Access Application** must be received by ARTC **at least 17 days prior** to the planned crossing.
  - The application must be lodged with ARTC by the **designated Safeworking supplier**.

High Load Permit

Account Name Overdimensional Lift & Shift **Approval number** C00272184

High Load permit:

05/08/2026

Overdimensional Lift & Shift
PO Box 4376
Dandenong South VIC 3164

APPROVAL NUMBER: C00272184

Road Transportation for High Load in Essential Energy's Jurisdictional area

Overdimensional Lift & Shift is granted approval to transport **Power Transformer** throughout Essential Energy's jurisdictional area between **11/08/2026** and **09/11/2026**.

The route will commence in Essential Energy's area at **Barrier Hwy, Cockburn NSW/SA Border** and travel via:

Cockburn - Broken Hill: Barrier Hwy
Broken Hill Bypass: Barrier Hwy, Creedon St, Gaffney St, South Rd, Silver City Hwy, Crystal St, Menindee Rd, Barrier Hwy
Broken Hill – Wilcannia - Cobar: Barrier Hwy
Cobar bypass: Barrier Hwy, Chalky Rd, Mulya Rd, Louth Rd, Barrier Hwy
Cobar - Nyngan: Barrier Hwy
Nyngan: Barrier Hwy, Mitchell Hwy
Nyngan - Narromine: Mitchell Hwy
Narromine Bypass: Mitchell Hwy, Culling St, Manildra St, Mitchell Hwy
Narromine - Dubbo: Mitchell Hwy
Dubbo bypass: Mitchell Hwy, Bunglegumbie Rd, Troy Bridge Rd, Newell Hwy, Purvis Ln, Yarrandale Rd, Wheelers Ln, Cobra St, Wellington Rd, Mitchell Hwy
Dubbo – Montefiores: Mitchell Hwy
Montefiores: Mitchell Hwy, Goolma Rd
Montefiores - Wuuluman: Goolma Rd, Twelve Mile Rd

Where the load's transportation concludes in Essential Energy's area at **59 Twelve Mile Rd, Wuuluman NSW 2820**, the maximum height measured from the ground to highest point **must not exceed the maximum height of 5.6m as advised by Overdimensional Lift & Shift.**

Essential Energy accepts no obligation or responsibility in measurement of the height, however, may seek verification of the measured height immediately prior to transport. When last inspected there was sufficient clearance at all over-crossings of your proposed route.

An Essential Energy escort will not be required to accompany the load.

Essential Energy endeavours to maintain all its overhead lines at or above statutory minimum clearances above the ground including roadways. Drivers must remain vigilant in maintaining safe passage under overhead power lines. Since the granting of this approval, conditions may have varied causing reduced clearances. If any doubt exists, contact Essential Energy as detailed below.

Essential Energy's approval is based on the above-mentioned criteria and does not allow for any deviation. If this occurs, the responsibility will be with the carrier.

Special conditions applicable are: Must Lower to 5.5m & Care to be taken for the towns below Broken Hill – TELSTRA lines @5.6m on this route.

74 Gaffney St Pole 1018 Telstra conductor 5.6m.
80 Gaffney St Pole 1019 Telstra conductor 5.6m.
90 Gaffney St Pole 1021Telstra conductor 5.6m.
132 Gaffney St Pole 1028 Telstra conductor 5.6m.
Cnr Gaffney Ln & Creedon St Pole 1961 Telstra conductor is 5.6m.
85 Creedon St Pole 1927 Telstra conductor 5.6m.

Yours sincerely

High Load Transport
Customer Network Services - Network Delivery

T: 02 6580 2667
E: high.load.permit@essentialenergy.com.au
PO Box 5730, Port Macquarie NSW 2444
essentialenergy.com.au
General Enquiries: 13 23 91
Outages & Faults (24hrs): 13 20 80



Response time(ms): 2993, network: 43, server: 289, browser: 2661

UGLRL-CRN Heavy Vehicle Assessment

Application No.

HVA-26-0134

Company	**Overdimensional Lift & Shift**	TfNSW ID	**NA**
Representative	**Natasha Lay**	Address	**98 Hallam Valley Rd, Dandenong South 3175**
Contact Number	**+61 39791 7654**	Email	**adminsupport@odls.com.au**

Issue Date: **02/07/2026**
Expiry Date: **01/07/2027**

Application Details	
Application type *ie. NHVR Class 1, NHVR Class 2, NHVR Class 3*	NHVR Class 1
Vehicle type *ie. SPV, B-Double, B-Triple*	Block Truck, Block Truck, Platform, Block Truck and Block Truck (with or without block truck)
Vehicle registration *Vehicle registration for Class 1 and Class 3*	ODT1, ODT12, ODT20, ODT25, ODT30, ODT35, ODT40
Overall length (m)	71.00
Overall width (m)	4.5
Axle Spacing (m)	0, 3.4, 1.35, 4.5, 3.4, 1.35, 6, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 6, 3.4, 1.35
Axle group mass (tonnes)	6, 9.25, 9.25, 6, 9.25, 9.25, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 16.98, 6, 9.25, 9.25

		Asset Type	Status	Comments/Restrictions
OBW44686A	Barrier Highway Overbridge Hermidale	Overbridge	Conditionally Approved	Conditionally approved. -Vehicle to travel along the bridge at a maximum of 10km/h with no sudden braking or acceleration. -Vehicle to be escorted for traveling over two lanes. -Vehicle to travel in centre of lanes in direction of travel. -No other vehicles to be allowed on bridge. -Ensure load passes over guardrails. Note: It is highly recommended to engage traffic control and/or police escort to meet above conditions.

OBW00413A	Mudgee Road Overbridge Wellington	Overbridge	Conditionally Approved	Conditionally approved. -Vehicle to travel along the bridge at a maximum of 10km/h with no sudden braking or acceleration. -Vehicle to be escorted for traveling over two lanes. -Vehicle to travel in centre of lanes in direction of travel. -No other vehicles to be allowed on bridge. -Ensure load passes over guardrails. Note: It is highly recommended to engage traffic control and/or police escort to meet above conditions.

LCW44626A [Kilometrage: 626.739]	Public Vehicle Only Level Crossing Barrier Highway Nyngan	ACTIVE (FLASHINGLIGHTS) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all warnings in relation to the actively protected level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the active crossing, do so at a constant speed (maximum 10km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

LCW44622A [Kilometrage: 622.52]	Public Vehicle and Pedestrian Level Crossing Moonagee Street, Nyngan	ACTIVE (FLASHINGLIGHTS) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all warnings in relation to the actively protected level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the active crossing, do so at a constant speed (maximum 10km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

LCW43564A [Kilometrage: 564.337]	Public Vehicle Only Level Crossing Trangie Street, Nevertire	PASSIVE (GIVEWAY) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all advanced warnings, signage and line-marking in relation to the passive Give Way level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the passive crossing, do so at a constant speed (maximum 20km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

LCW00533A [Kilometrage: 533.578]	Public Vehicle Only Level Crossing Mitchell Highway, Trangie	ACTIVE (FLASHINGLIGHTS) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all warnings in relation to the actively protected level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the active crossing, do so at a constant speed (maximum 20km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

LCW00530A [Kilometrage: 530.259]	Public Vehicle Only Level Crossing Dubbo Road Trangie	ACTIVE (FLASHINGLIGHTS) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all warnings in relation to the actively protected level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the active crossing, do so at a constant speed (maximum 20km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

LCW00460B [Kilometrage: 460.013]	Public Vehicle and Pedestrian Level Crossing Wheelers Lane Dubbo	ACTIVE (FLASHINGLIGHTS) Level Crossing	Conditionally Approved	• *The driver/operator has undertaken their due diligence and complied with their obligations under Heavy Vehicle (Mass, Dimension and Loading) National Regulation, Schedule 8, Division 1, Section 11 which states that driver/operator must be satisfied that the route has been assessed and the vehicle can be driven without causing:* *(i) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services); or* *(ii) damage to a road (including a bridge), structure, rail crossing or tree (relevant property).* • ***MUST** engage the services of a qualified Rail Protection Officer to coordinate and facilitate the safe passage of the nominated vehicle/s through the level crossing.* • *The travel across this level crossing is to be undertaken by the driver/operator in accordance with the approved TMP and any additional requirements and/or conditions imposed by the NHVR, NSW Police and roads authority (where applicable).* • *Obey all warnings in relation to the actively protected level crossing.* • *Avoid stopping on approach to the crossing where possible.* • *When it is deemed safe to travel through the active crossing, do so at a constant speed (maximum 20km/hr) and do not stop on or across the level crossing.* **Emergency Contact Details Only:** UGLRL Network Control (North West) Contact Numbers: (02) 4028 9541 (Emergency Call- North West Network Control) or 1800 547 276 (All Areas- Emergency Call)

UGLRL Approval Conditions* - ***EMERGENCY ONLY PROCEDURE***

This level crossing access request for the abovementioned **Class 1 OSOM** vehicle has been assessed and will require the following **Emergency Only Report Procedure** to be followed in the event of an incident or damage to rail infrastructure at the level crossings denoted above:

If for some reason the vehicle breaks down or becomes stranded on/adjacent to the level crossing and/or damage is caused to the level crossing or other UGLRL infrastructure, the first thing that must be done is to phone the relevant **UGLRL Network Control Emergency Only** contact number/s provided in the table above.
When reporting an emergency to UGLRL Network Control the vehicle operator/supervisor **MUST** follow the correct protocols when communicating. They must:

- identify themselves and their company.
- provide the exact location (refer ***Level Crossing Asset Number/ID, Kilometrage KM and Road Name/Suburb as*** denoted in the table above),
- advise the relevant ***application number*** shown in bold at the top of this letter.

provide a clear and concise description of the emergency.

This recommendation is issued for the load configuration and restrictions on the UGLRL Asset as listed above only.

This recommendation is issued for the period from the Issue Date above, up to and including the Expiry Date above, unless cancelled by UGLRL or surrendered by the Applicant. To allow for consideration and processing of any extension if required, Applicants should allow for a timeframe of one month. An application for extension can be made by contacting UGLRL on heavyvehicle@uglregionallinx.com.au

This recommendation is **not** a permit or notice under the Heavy Vehicle National Law. All Applicants must make their own enquiries and comply with the requirements of the National Heavy Vehicle Regulator and/or road manager, to obtain permits required under the Heavy Vehicle National Law. Further information can be found at the NHVR website at www.nhvr.gov.au.

Meysam Rad

Meysam Rad
Principal Bridge and Structures Engineer

Appendix 3: Detailed OSOM Route Analysis (Switchrooms)

REX J ANDREWS
ENGINEERED TRANSPORTATION



TRANSPORT MANAGEMENT PLAN

BROKEN HILL TO WELLINGTON SOUTH BESS

3RD AUGUST 2026

CLIENT: PREMISE

REX J ANDREWS P/L

REVISION: REV00

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1.0 Version History

Rev	Date	Change	Responsible	Approved
00	03/08/26	Route Assessed	B Walker	✓
00	03/08/26	Report Completed	W Andrews	✓

2.0 Introduction

The proposed project is located at Wellington in the Dubbo Regional Council area. The site falls within the NSW Government–declared Central-West Orana Renewable Energy Zone (CWO REZ).

This study has been prepared to understand the transport route constraints for the proposed components listed in the report and to provide route options to assist in planning the project.

This document utilises observations gained from route surveys, as well as previous route experience, and outlines the requirements for transporting transformers and supporting buildings.

The study is based on a prefabricated switch room building.

3.0 Project Data

Date of latest Route Study: 3/08/2026
Survey undertaken by. Rex J Andrews Engineered Transportation P/L
Project name.
Start point. 4943 Barrier Highway, Broken Hill
Destination: Wellington Battery Project, Goolma Road, Wellington, NSW

Items assessed in the survey.
Prefabricated Switch Room Building (27.698 x 5.130w x 4.22h x 74T)

4.0 Site Location

The Wellington South battery Energy Storage System is a 500-Megawatt (MW), 2-hour duration (1,000 megawatt-hour (MWh)) capacity grid-scale battery being constructed at Wuuluman, near Wellington, in NSW.

The battery is located at 6773 Goolma Road, Wuuluman, approximately five kilometres north-east of Wellington, adjacent to the Transgrid Wellington 330 kV substation within the Central-West Orana Renewable Energy Zone. The project is accessed off Twelve Mile Road.

The battery has the potential to improve grid reliability by storing power for use when energy demand exceeds generation.

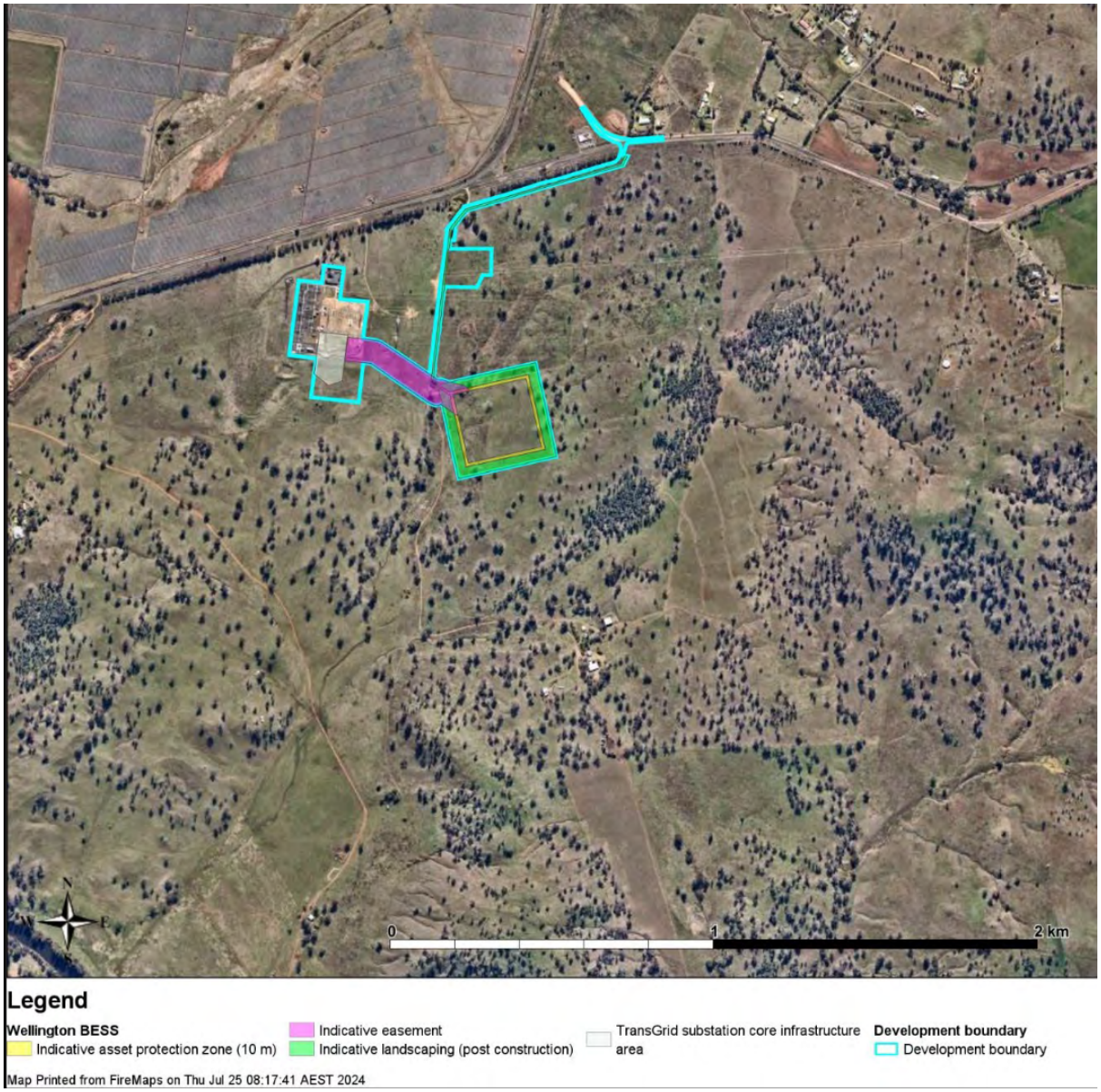


Figure 1 – Site location

5.0 Transport Conditions

The following are the conditions for these routes:

- Daytime travel between Broken Hill and Wuuluman.
- Prior notice to be given to all road stakeholders who may have roadworks on route.
- A pre-start meeting to be held between the truck driver, police & pilots before load departs.
- If for any reason communications fail between any of the pilot, escort of load vehicle occurs, the load is to cease until such time as it can be re-established.
- Approval to be sought for road stakeholders through NHVR.
- Approval to be sought from rail authorities to travel across any rail crossing/structure on this route.
- Approval to be sought from Electrical/Communication authorities to pass under their networks.
- All drivers and pilots are to follow procedures listed in the Transport plan, including pinch point procedures and travel restrictions.

6.0 Transport plan and pinchpoints

The transport methodology is based on the switchroom being transported from Broken Hill, New South Wales and travelling via the roads below to Wuuluman in NSW.

The swept path analysis below shows the tightest corners on the route for the proposed vehicle and any pinchpoint procedures required at these locations.

COMPONENTS: Prefabricated Switchroom

DISTANCE: 858 kilometres

GPS Link: https://maps.app.goo.gl/X6NK8GTSoT3MVwqC7

NHVR Route ID: 2RRGL-2 V3

ROUTE: Barrier Highway, Creedon Street, Gaffney Street, South Road, Crystal Street, Lodide Street, Argent Street, Barrier Highway, Mitchell Highway, Moonagee Street, Nymagee Street, Mitchell Highway, Culling Street, Manildra Street, Mitchell Highway, Bunglegumbie Road, Troy Bridge Road, Newell Highway, Purvis Lane, Yarrandale Road, Wheelers Lane, Mitchell Highway, Goolma Road and Twelve Mile Road.



Figure 2 – Broken Hill to Wuuluman, NSW

REX J ANDREWS
ENGINEERED TRANSPORTATION

ROUTE INDEX	
ROAD MODIFICATION	
CAUTION	
EMERGENCY PARKING	

KM index	Location	Section of road	Current Measurements	Procedure	Notes
0.0	Cockburn	NSW/SA Border GPS Link: https://maps.app.goo.gl/UM3HQNqk7aTAjKt78	Width: 10.0 Metres	Travel directly ahead	Loads to enter NSW at this location and continue ahead towards Broken Hill.
26.0	Broken Hill	West Broken Hill Rest Area Eastbound GPS Link: https://maps.app.goo.gl/7NriRF6LF2cpEoN36	Length: 90.0 Metres Width: 11.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
44.3	Broken Hill	Barrier Highway onto Creedon Street GPS Link: https://maps.app.goo.gl/tookS4gAdTfRxG6z6	Length: 80.0 Metres Width: 9.0 Metres	Right-hand turn.	Spotter to guide the load through this pinch point.
46.0	Broken Hill	Creedon Street onto Gaffney Street GPS Link: https://maps.app.goo.gl/2f9M1s8aviPEoC5E6	Length: 70.0 Metres Width: 9.0 Metres	Left-hand turn.	Spotter to guide the load through this pinch point.
47.2	Broken Hill	Gaffney Street onto South Road GPS Link: https://maps.app.goo.gl/1GJ7NfLpCvSKTMKs9	Length: 100.0 Metres Width: 9.0 Metres	Merge right	No problems with this section of road.
48.6	Broken Hill	Crystal Street GPS Link: https://maps.app.goo.gl/wQ1yWhbVvRiTHvsy5	Length: 70.0 Metres Width: 7.5 Metres	Proceed through the roundabout, taking the second exit.	Spotter to guide the load through this pinch point.
49.5	Broken Hill	Menindee Rd onto Argent St GPS Link: https://maps.app.goo.gl/fhykUmqn5D5tGddA6	Length: 75.0 Metres Width: 9.5 Metres	Left-hand turn into right-hand turn	Spotter to guide load through this pinch point.

54.9	Broken Hill	Round Hill Rest Area Eastbound GPS Link: https://maps.app.goo.gl/YzjLoKNQ1PVkqbh38	Length: 90.0 Metres Width: 11.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.

KM index	Location	Section of road	Current Measurements	Procedure	Notes
71.0	Broken Hill	Stephens Creek Stopping Bay GPS Link: https://maps.app.goo.gl/cSC6h7eWWxuvSAkv5	Length: 60.0 Metres Width: 13.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
83.3	Broken Hill	Mount Gipps Rest Area Eastbound GPS Link: https://maps.app.goo.gl/Wjbq8C6nNSm34Ja9A	Length: 135.0 Metres Width: 14.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
126.0	Little Topar	Topar Road House Rest Area GPS Link: https://maps.app.goo.gl/n2CxVmQUa5HDRmQt5	Length: 85.0 Metres Width: 20.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
185.0	Little Topar	Dolo Hill Rest Area GPS Link: https://maps.app.goo.gl/1hLuJznmMwWNFSWz7	Length: 135.0 Metres Width: 15.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
228.0	Wilcannia	Netallie Hill Rest Area GPS Link: https://maps.app.goo.gl/8MuEkhTd9cvvF2q36	Length: 115.0 Metres Width: 10.0 Metres	Right Hand Merge	Suitable parking for fatigue breaks.
280.0	Wilcannia	Wilcannia Stopping Bay Eastbound GPS Link: https://maps.app.goo.gl/hsXppdQv68bw4Gs79	Length: 80.0 Metres Width: 10.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
300.0	Wilcannia	Macullochs Rest Area Eastbound GPS Link: https://maps.app.goo.gl/V5YEt7dk3RHiBdUX6	Length: 185.0 Metres Width: 13.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
332.0	Wilcannia	Baden Park Rest Area GPS Link: https://maps.app.goo.gl/aD9qJRhJFVyY8o5x9	Length: 70.0 Metres Width: 15.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
442.0	Cubba	Meadow Glen Rest Area GPS Link: https://maps.app.goo.gl/tSgcmQXmEonLN6iM6	Length: 70.0 Metres Width: 15.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.

445.0	Cubba	Cubba Stopping Bay Eastbound GPS Link: https://maps.app.goo.gl/y1NrZofwj19Nt3jbA	Length: 130.0 Metres Width: 5.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
451.0	Cubba	Mount Gap Rest Area GPS Link: https://maps.app.goo.gl/BS1vwJ53qQJ8fiqr9	Length: 110.0 Metres Width: 12.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.

KM index	Location	Section of road	Current Measurements	Procedure	Notes
490.0	Cobar	Cobar Stopping Bay Eastbound GPS Link: https://maps.app.goo.gl/bsn3HRQfUcZbmChZA	Length: 70.0 Metres Width: 6.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
542.0	Canbelego	Canbelego Truck Parking Bay GPS Link: https://maps.app.goo.gl/9vUQk5jKaisipP4Z8	Length: 80.0 Metres Width: 20.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
554.0	Canbelego	Florida Rest Area GPS Link: https://maps.app.goo.gl/aaxBc8eJ58txjepJ7	Length: 60.0 metres Width: 20.0 metres	Left Hand Merge	Suitable parking for fatigue breaks.
589.0	Hermidale	Whiterock Rest Area Eastbound GPS Link: https://589.0maps.app.goo.gl/7A6uDaK1GKVWWRR38	Length: 80.0 metres Width: 20.0 metres	Left Hand Merge	Suitable parking for fatigue breaks.
634.0	Nyngan	Barrier Highway onto Mitchell Highway GPS Link: https://maps.app.goo.gl/yW3Lo69Aj5VRWjWY7	Length: 60.0 metres Width: 7.0 metres	Right-hand turn	No problems with this section of road.
635.0	Nyngan	Mitchel Highway onto Nymagee Street over railway GPS Link: https://maps.app.goo.gl/cZ5tmpEHhCzknDpQ8	Width: 8.5 Metres	Left-hand turn, short straight into a right-hand turn	Approval received from Rail network provider for crossing this structure.
669.0	Mullengudgery	Mullengudgery Rest Area Eastbound GPS Link: https://maps.app.goo.gl/oohu6wPT8j9LqTkU8	Length: 115.0 Metres Width: 15.0 Metres	Left Hand Merge	Suitable parking for fatigue breaks.
728	Trangie	Mitchell Hwy over rail crossing GPS Link: https://maps.app.goo.gl/f9pPpv9UG3zYpYSY8	Width: 7.2 Metres	Travel directly ahead	Approval received from Rail network provider for crossing this structure.

760.0	Narromine	Mitchell Road onto Culling Street GPS Link: https://maps.app.goo.gl/uYPHQ8GUjkK1PKtFA	Length: 80.0 Metres Width: 9.0 Metres	Left-hand turn	No problems with this section of road.
761.0	Narromine	Culling Street onto Manildra Street GPS link: https://maps.app.goo.gl/rDEZLigTZzNgQ4DF8	Length: 70.0 Metres Width: 8.0 Metres	Right-hand turn	No problems with this section of road.
763	Narromine	Manildra Street onto Mitchell Highway GPS link: https://maps.app.goo.gl/9c1NjsmFaprL3EzB9	Length: 70.0 Metres Width: 8.0 Metres	Left-hand turn	Spotter to guide load through this pinch point.
765.0	Narromine	Narromine Rest Area GPS Link: https://maps.app.goo.gl/sAmcpxDoG67tXcrr6	Length: 70.0 Metres Width: 8.0 Metres	Right-hand turn through opposite side of the road	Suitable parking for fatigue breaks.

KM index	Location	Section of road	Current Measurements	Procedure	Notes
793.0	Dubbo	Mitchell Highway onto Bunglegumbie Road GPS link: https://maps.app.goo.gl/wfpABogZg5SNUwiN9	Length: 80.0 Metres Width: 8.0 Metres	Left-hand turn	No problems with this section of road.
802.0	Dubbo	Boothenba Road onto Newell Highway GPS link: https://maps.app.goo.gl/rtoLGFF5vSqYE9bw5	Length: 80.0 Metres Width: 8.0 Metres	Right-hand turn	No problems with this section of road.
803.0	Dubbo	Newell Highway onto Purvis Lane GPS Link: https://maps.app.goo.gl/T7TmaSBXJgWCV7gy7	Length: 70.0 Metres Width: 8.0 Metres	Left-hand turn	No problems with this section of road.
803.4	Dubbo	Purvis Lane Rail Level Crossing GPS Link: https://maps.app.goo.gl/RFWBBVPeMVHG1aCR7	Width: 8.5 Metres	Travel directly ahead over rail crossing.	Approval received from Rail network provider for crossing this structure.
805.0	Dubbo	Purvis Lane onto Yarrandale Road GPS link: https://maps.app.goo.gl/yeyg4MgwvnSFoezC8	Length: 80.0 Metres Width: 7.0 Metres	Right-hand turn	Spotter to guide load through this pinch point.
806.0	Dubbo	Yarrandale Road to Wheelers Lane GPS Link: https://maps.app.goo.gl/Txm1kfpnpK2L2VcH8	Length: 65.0 Metres Width: 6.5 Metres	Proceed through the roundabout, taking the second exit.	Spotter to guide load through this pinch point.

807.0	Dubbo	Wheelers Lane at Myall Street GPS Link: https://maps.app.goo.gl/VLprr73CkhHhVp3C7	Length: 65.0 Metres Width: 6.5 Metres	Proceed through the roundabout, taking the second exit.	Spotter to guide load through this pinch point.
808.0	Dubbo	Wheelers Lane Rail Level Crossing GPS Link: https://maps.app.goo.gl/4jkB2nsMUnzyQGhSA	Width: 8.5 Metres	Travel directly ahead over rail crossing.	Approval received from Rail network provider for crossing this structure.
808.5	Dubbo	Wheelers Lane at Birch Ave GPS Link: https://maps.app.goo.gl/XcFEZtp2P8ULje2B7	Length: 65.0 Metres Width: 6.5 Metres	Proceed through the roundabout, taking the second exit.	Spotter to guide load through this pinch point.
809.0	Dubbo	Wheelers Lane onto Mitchell Highway GPS Link: https://maps.app.goo.gl/1R1Ty8F55UHLMvdz8	Length: 65.0 Metres Width: 6.5 Metres	Proceed through the roundabout, taking the first exit.	Spotter to guide load through this pinch point.
810.0	Dubbo	Mitchell Highway at Capstan Drive GPS Link: https://maps.app.goo.gl/A2sKy2pi7DkLU8bQ8	Length: 60.0 Metres Width: 8.0 Metres	Proceed through the roundabout, taking the first exit.	Spotter to guide load through this pinch point.
810.5	Dubbo	Mitchell Highway at Sheraton Road GPS Link: https://maps.app.goo.gl/syVWaMHHGWnAgpMN9	Length: 60.0 Metres Width: 8.0 Metres	Proceed through the roundabout, taking the second exit.	Spotter to guide load through this pinch point.

KM index	Location	Section of road	Current Measurements	Procedure	Notes
854.0	Montefiores	Mitchell Highway onto Goolma Road GPS Link: https://maps.app.goo.gl/PFUHkaL9MnnY7jCB8	Length: 80.0 Metres Width: 8.0 Metres	Left-hand turn	Spotter to guide load through this pinch point.
854.5	Montefiores	Goolma Road railway overpass GPS link: https://maps.app.goo.gl/jipTdTxmtzWs7qF57	5.6 Metres height clearance 6.9 Metres width clearance	Travel directly ahead over rail overpass	Approval received from Rail network provider for crossing this structure.
858.0	Wuuluman	Goolma Road to Twelve Mile Road GPS Link: https://maps.app.goo.gl/9QnaMkQphnG7yq9T8	Length: 80.0 Metres Width: 7.0 Metres	Right-hand turn	No problems with this section of road.
858.2	Wuuluman	Twelve Mile Road onto Wellington Site GPS Link: https://maps.app.goo.gl/q3g7tkwFMW9QHKXM8	Length: 70.0 Metres Width: 7.0 Metres	Right-hand turn	Spotter to guide load through this pinch point.

44.3 Km's

Barrier Highway onto Creedon Street

Broken Hill, NSW

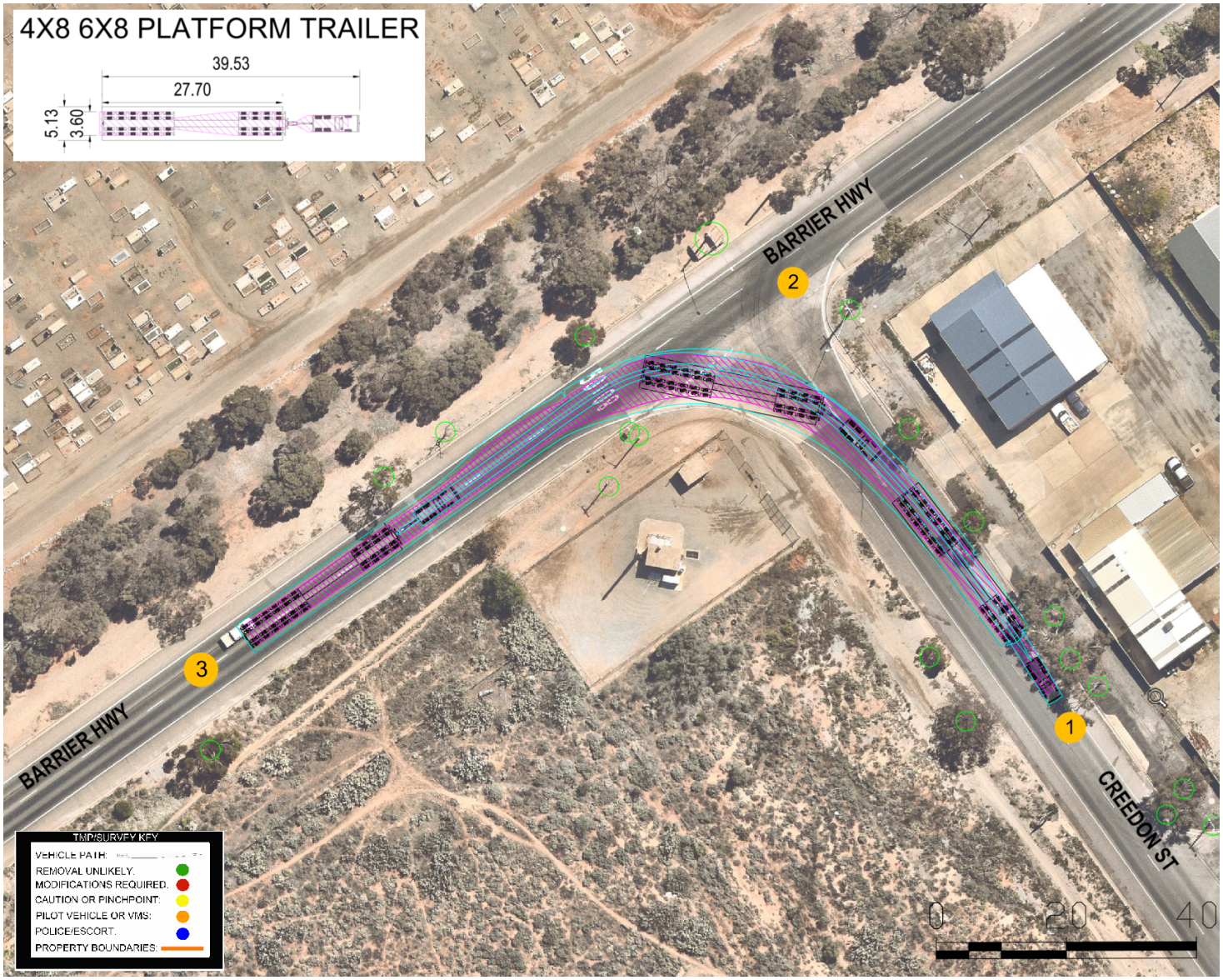
Component – Switch room

PROCEDURE: Right-hand turn.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to block westbound traffic on Barrier Highway. Pilot 1 to warn eastbound traffic on Creedon Street. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/tookS4gAdTfRxG6z6



46.0 Km's

Creedon Street onto Gaffney Street

Broken Hill, NSW

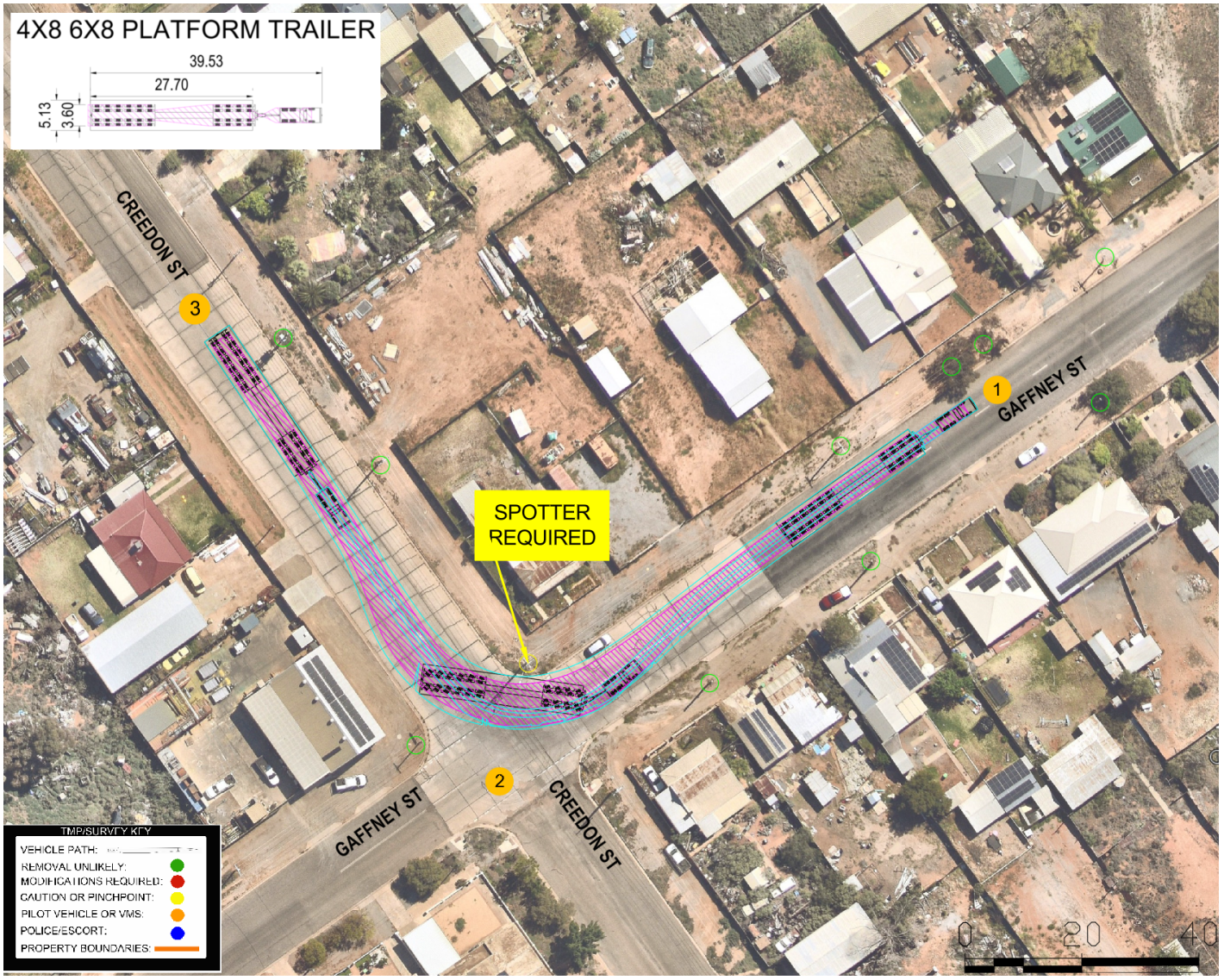
Component – Switch room

PROCEDURE: Left-hand turn.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic heading northbound and eastbound on Gaffney St. Pilot 1 to warn traffic ahead of the load on Gaffney St. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/2f9M1s8aviPEoC5E6



47.2 Km's

Princes Hwy/Port Wakefield Hwy onto Mallala Rd

Broken Hill, NSW

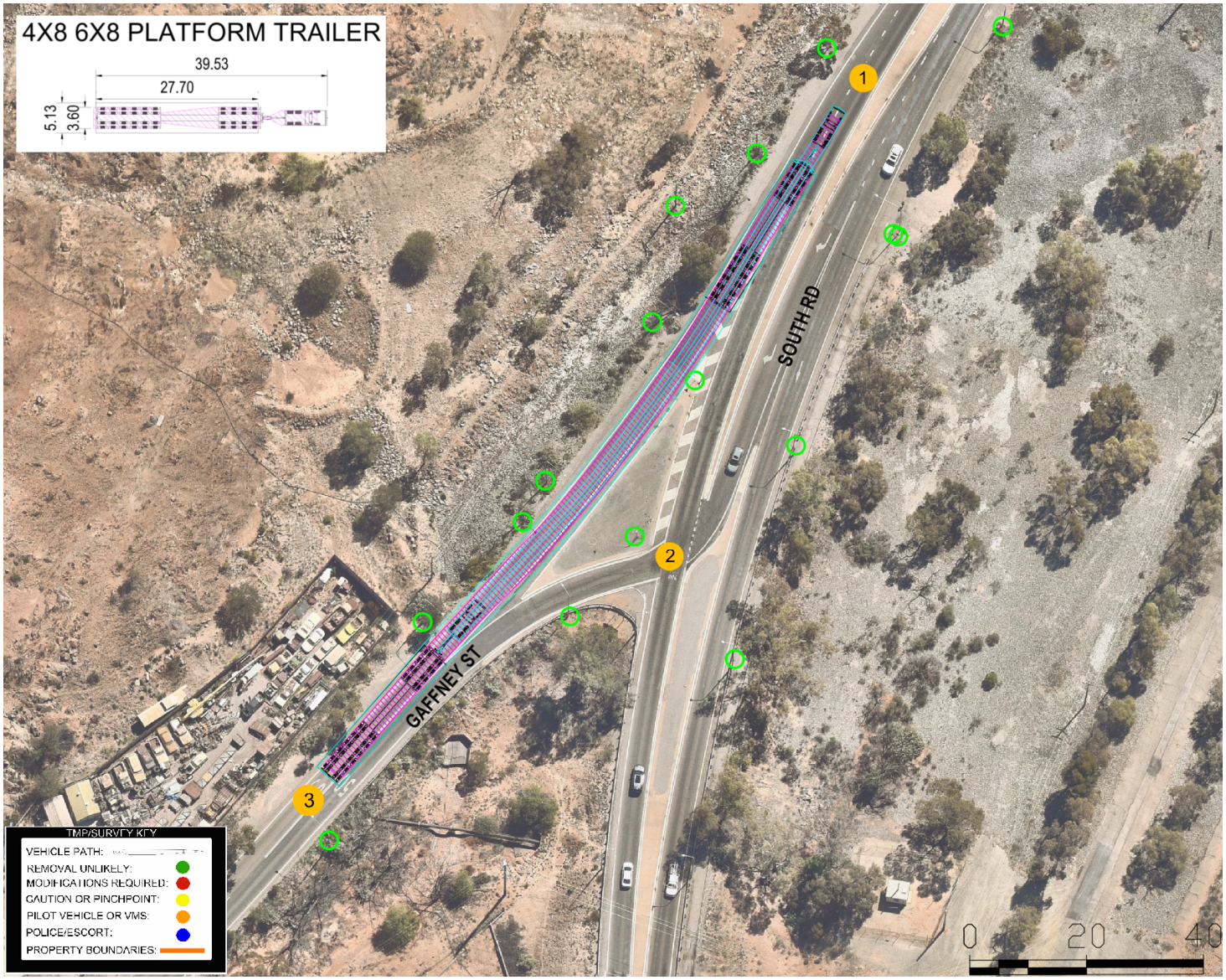
Component – Switch room

PROCEDURE: Merge right

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold north-east bound traffic on South Rd. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS: https://maps.app.goo.gl/1GJ7NfLpCvSKTMKs9



48.6 Km's

Crystal Street

Broken Hill, NSW

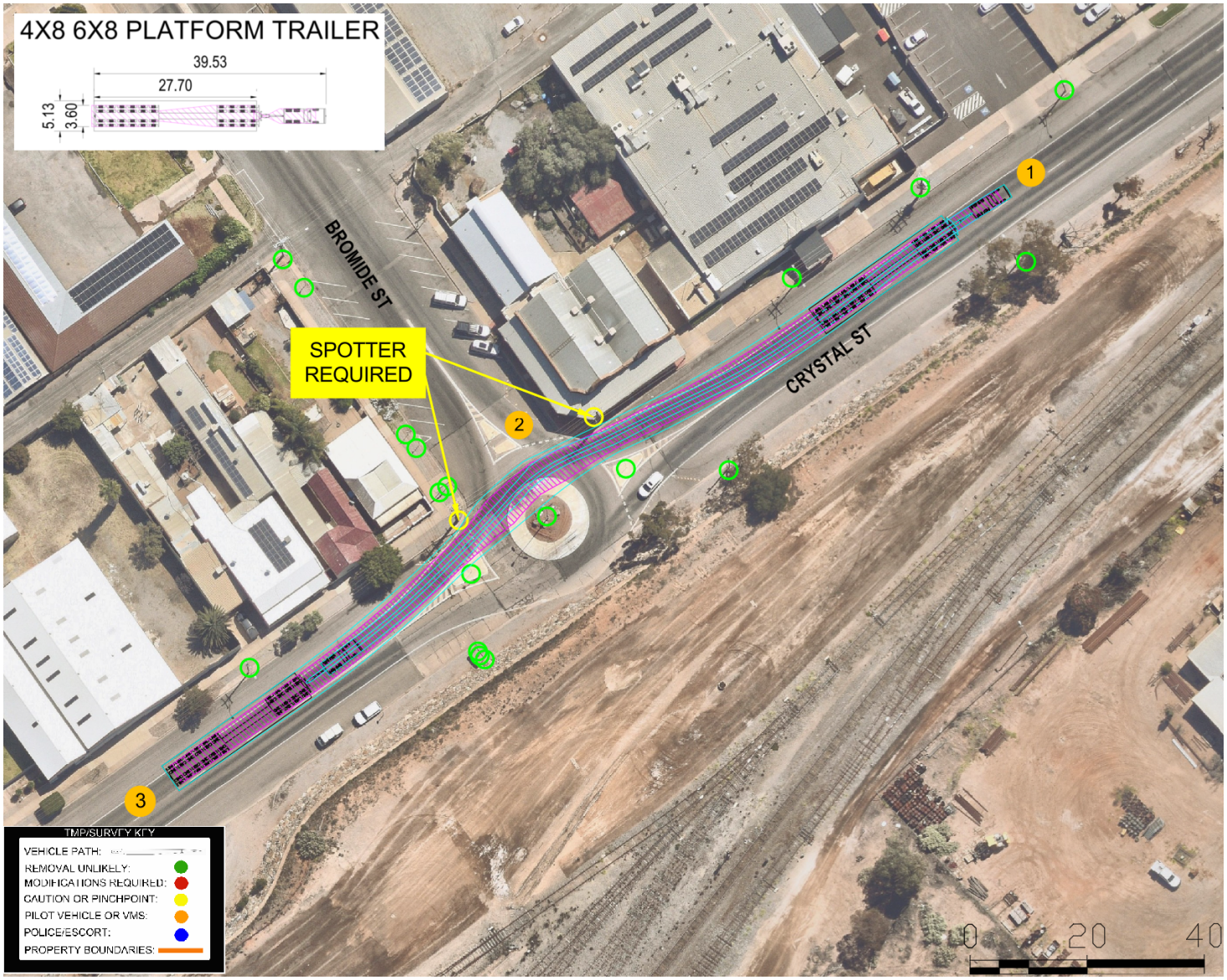
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the second exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering Crystal St through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/wQ1yWhbVvRiTHvsy5



49.5 Km's

Menindee Rd onto Argent St

Broken Hill, NSW

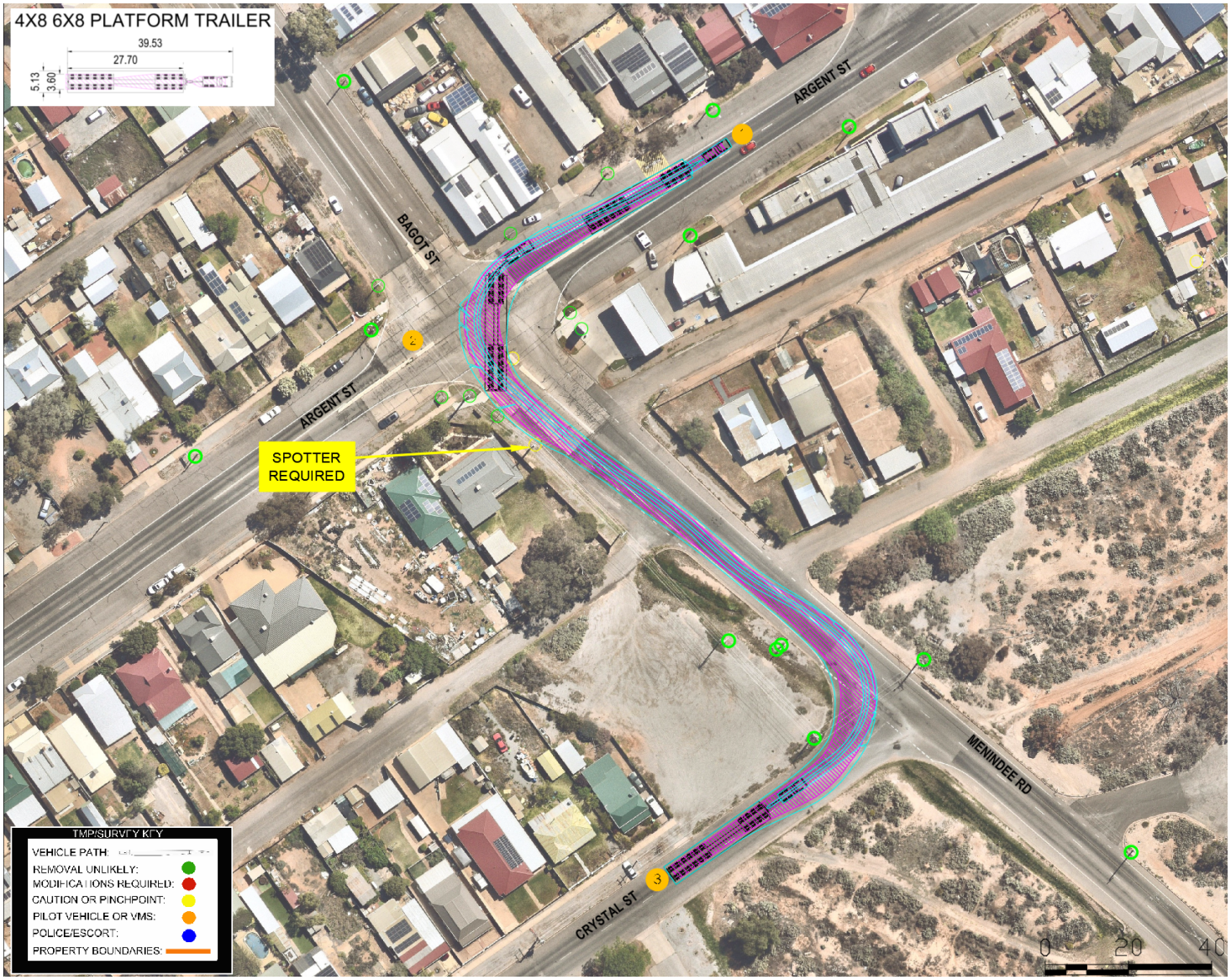
Component – Switch room

PROCEDURE: Left-hand turn into right-hand turn

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic ahead. Pilot 2 to hold and warn eastbound traffic on Argent St. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/fhykUmqn5D5tGddA6



634 Km's

Barrier Highway onto Mitchell Highway

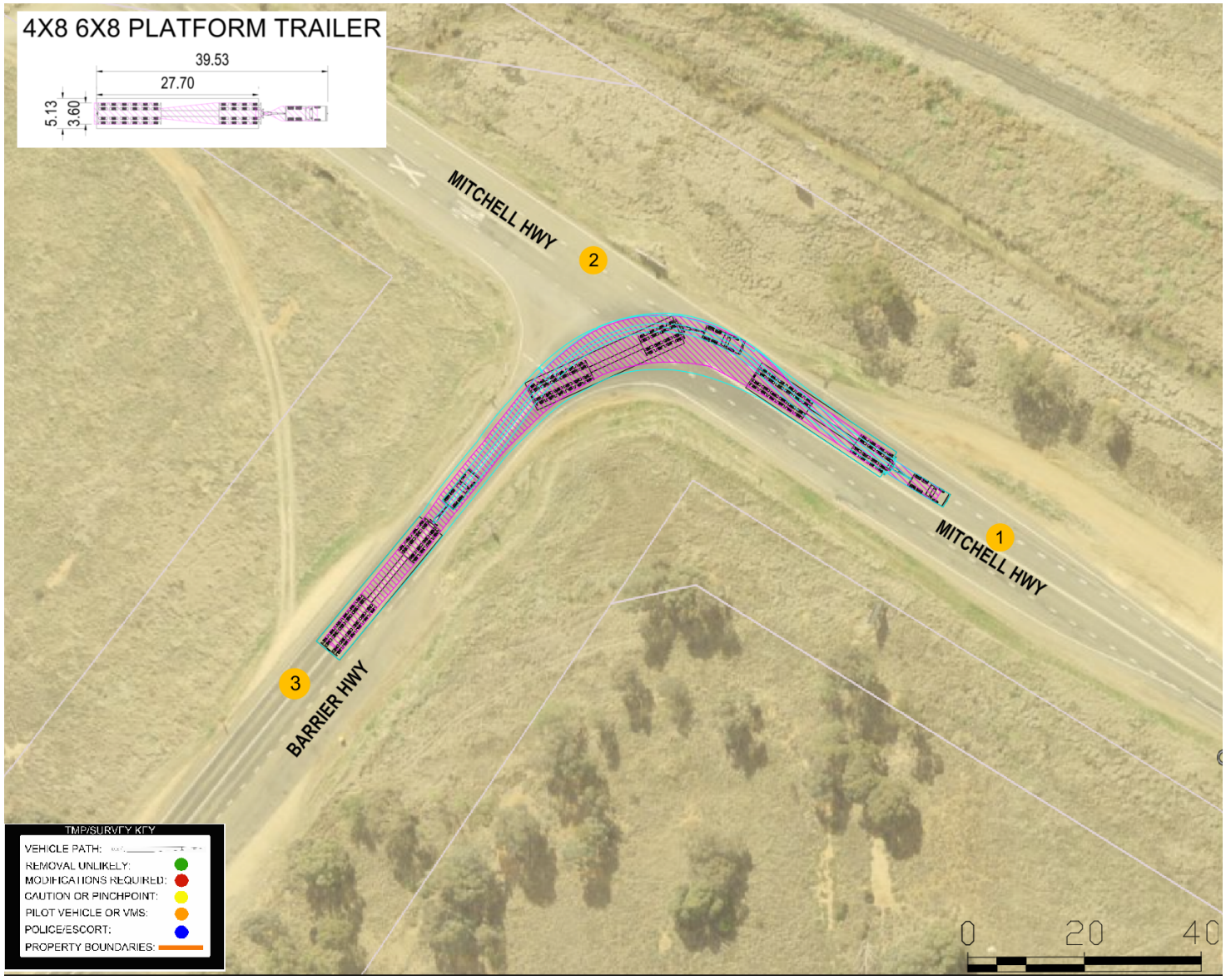
Nyngan, NSW

Component – Switch room

PROCEDURE: Right-hand turn

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic ahead of the load. Pilot 2 to hold and warn south-east bound traffic on Mitchell Highway. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS: https://maps.app.goo.gl/qQ83jk6qForvoYY49



635 Km's

Pangee St onto Nyngan St via Moonagee St

Nyngan, NSW

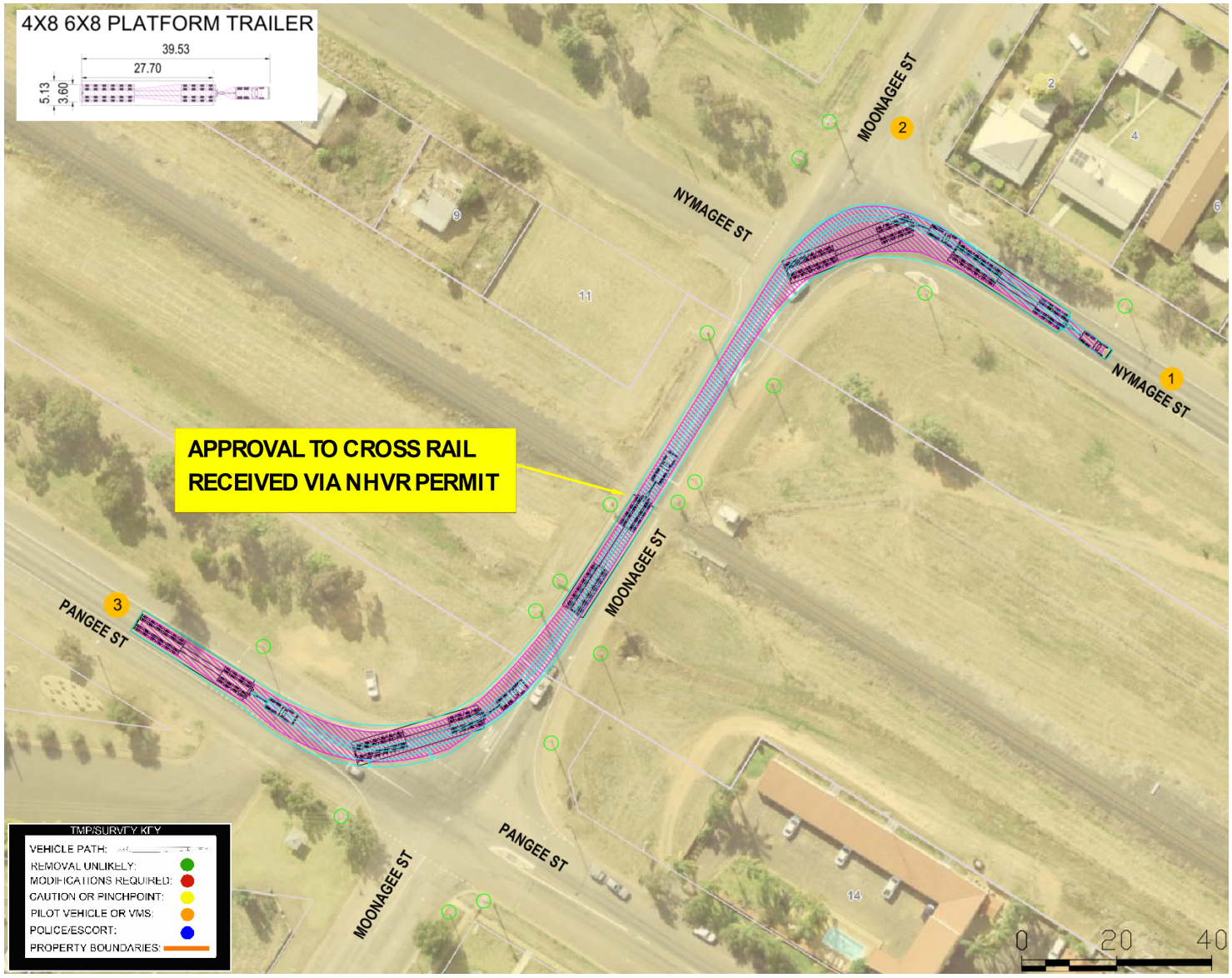
Component – Switch room

PROCEDURE: Left-hand turn, travel straight ahead over rail crossing into right-hand turn.

COMMENTS: Approval required from rail network provider before crossing this structure.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic ahead of the load. Pilot 2 to hold and warn southbound traffic on Moonagee St. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/cZ5tmpEHhCzknDpQ8



REX J ANDREWS
ENGINEERED TRANSPORTATION

728 Km's

Mitchell Hwy

Trangie, NSW

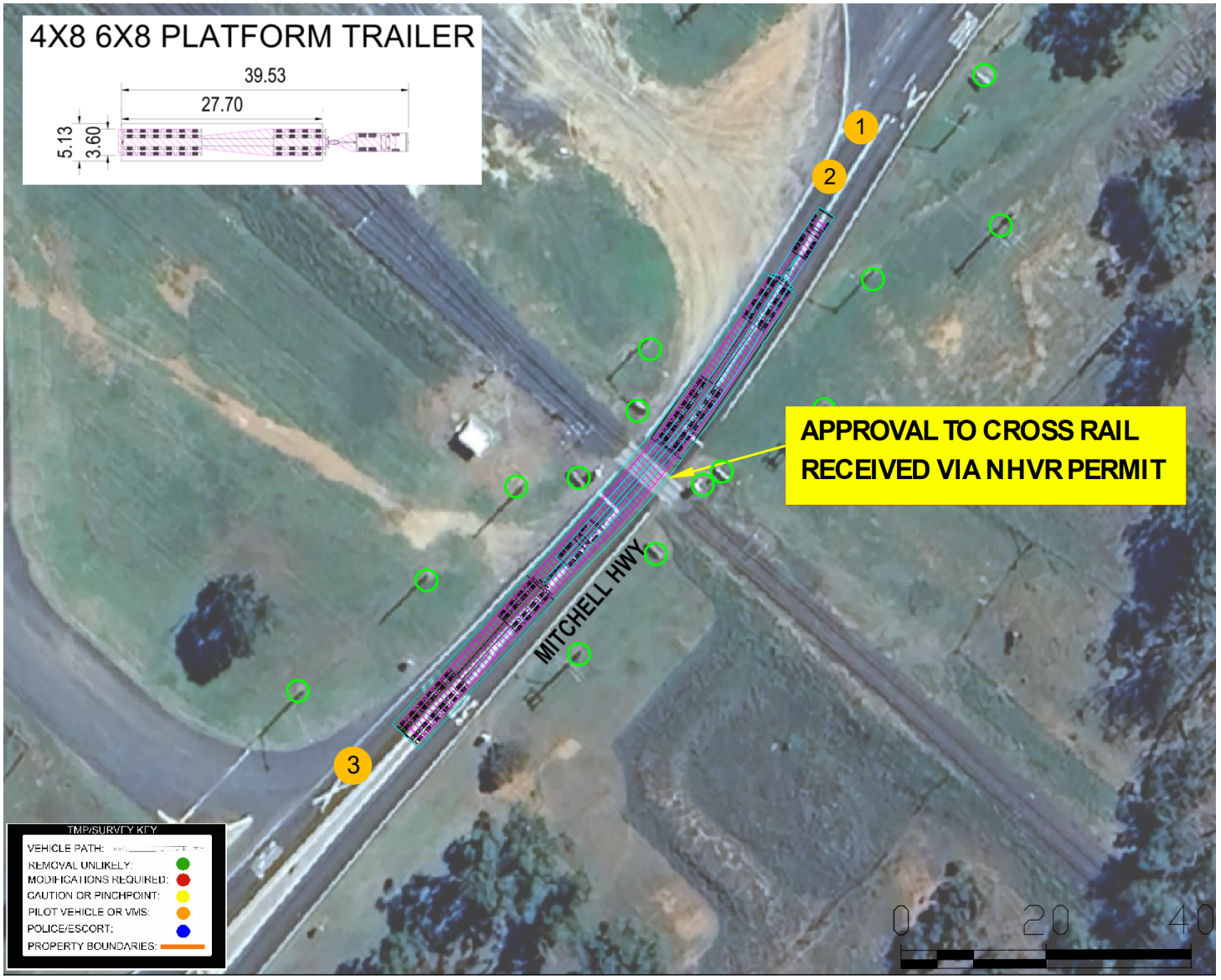
Component – Switch room

PROCEDURE: Travel directly ahead over rail crossing.

COMMENTS: Approval required from rail network provider before crossing this structure

TRAFFIC CONTROL: Pilot 1 and Pilot 2 to travel ahead of the load and warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.l/f9pPpv9UG3zYpYSY8



763 Km's

Manildra St onto Mitchell Hwy

Narromine, NSW

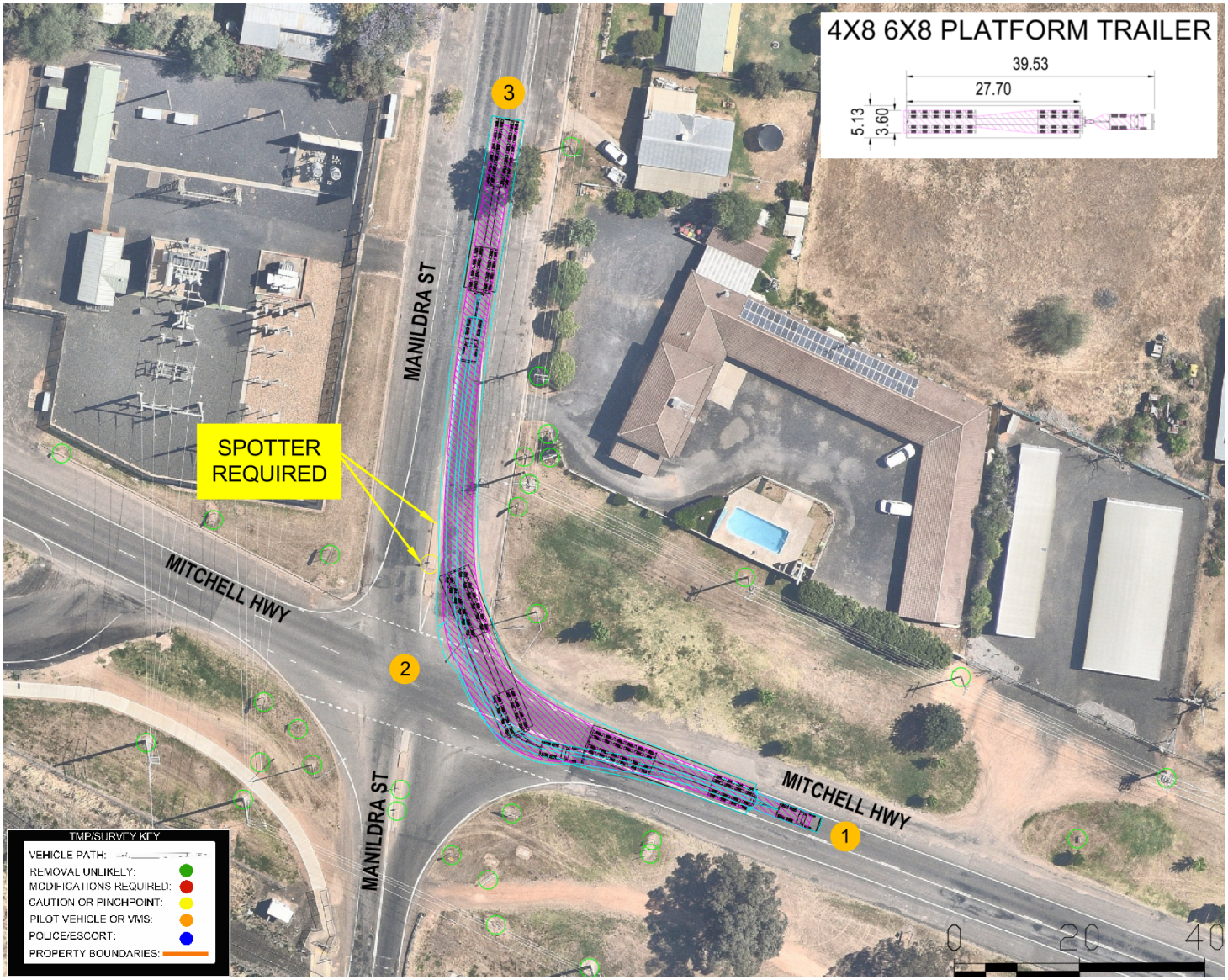
Component – Switch room

PROCEDURE: Left-hand turn

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 2 to hold and warn eastbound traffic on Mitchell Hwy. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/uYPHQ8GUjkK1PKtFA



793 Km's

Mitchell Highway onto
BungleGumble Road

Dubbo, NSW

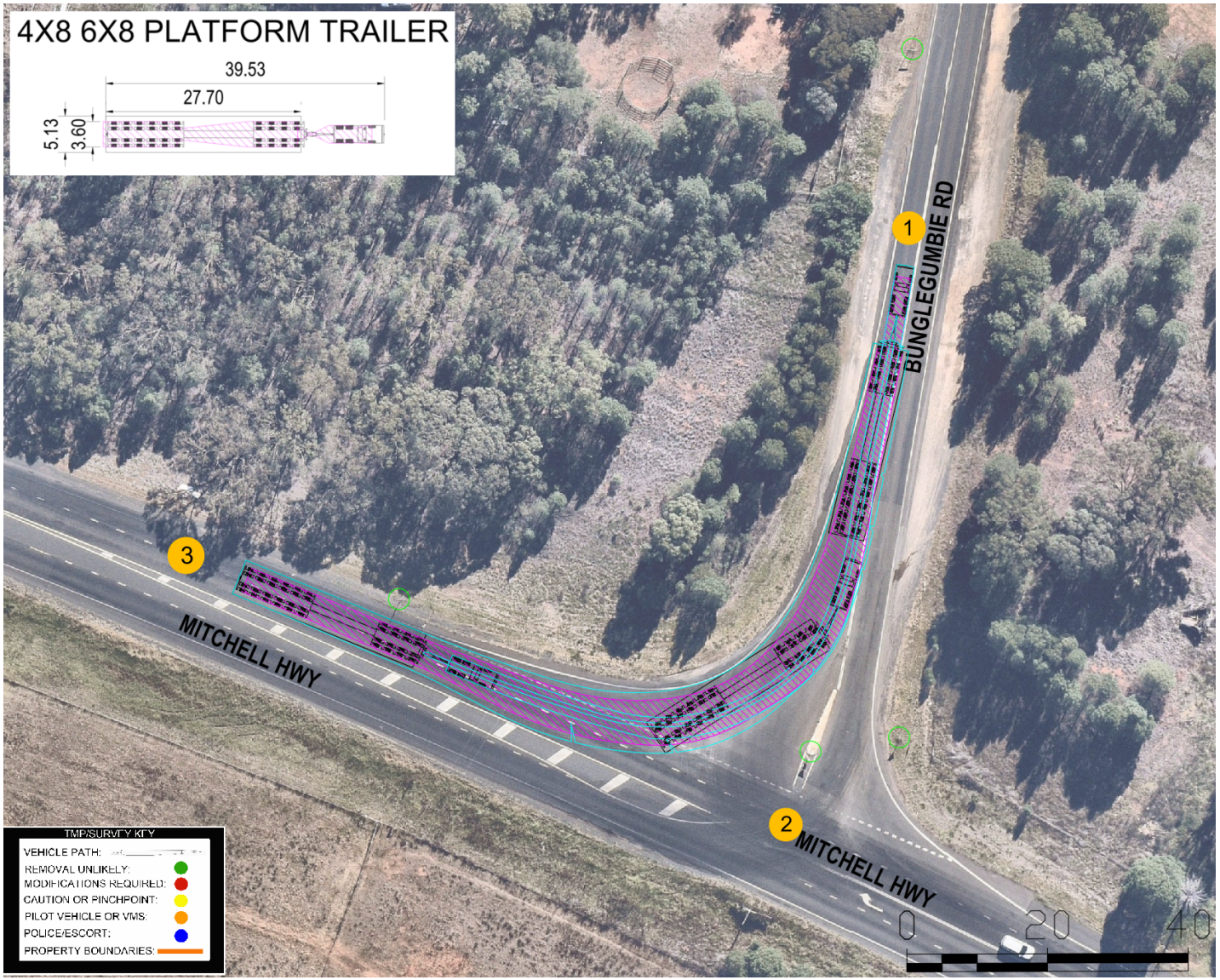
Component – Switch room

PROCEDURE: left-hand turn

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load. Pilot 2 to hold northbound traffic entering Bunglegumble Rd.

GPS:

https://maps.app.goo.gl/XXVvY9imiCWe5Lh58



802 Km's

Boothenba Road onto Newell Highway

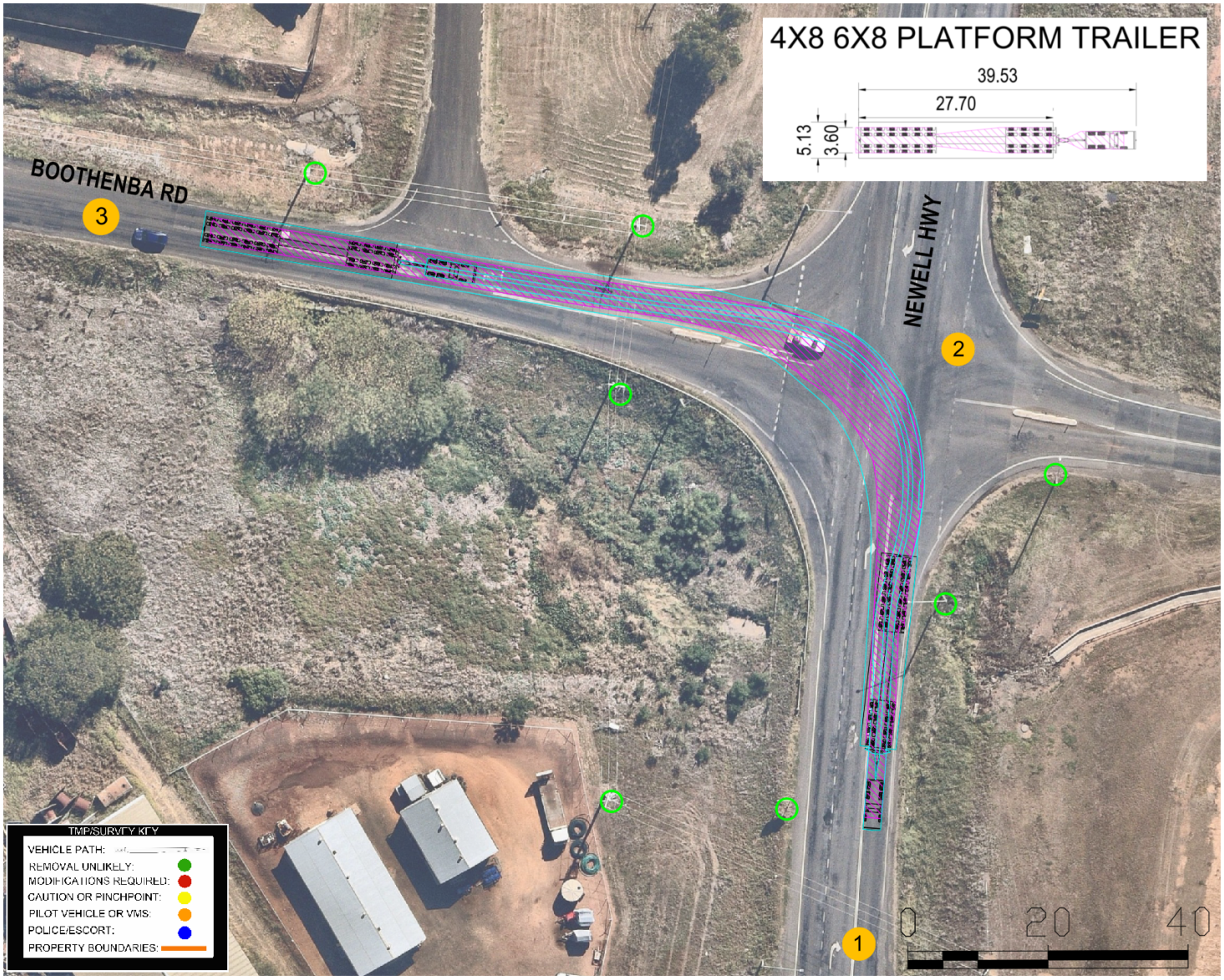
Dubbo, NSW

Component – Switch room

PROCEDURE: Right-hand turn

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load. Pilot 2 to block southbound traffic on the Newell Hwy

GPS https://maps.app.goo.gl/rtoLGFF5vSqYE9bw5



803.0 Km's

Newell Highway onto Purvis Lane

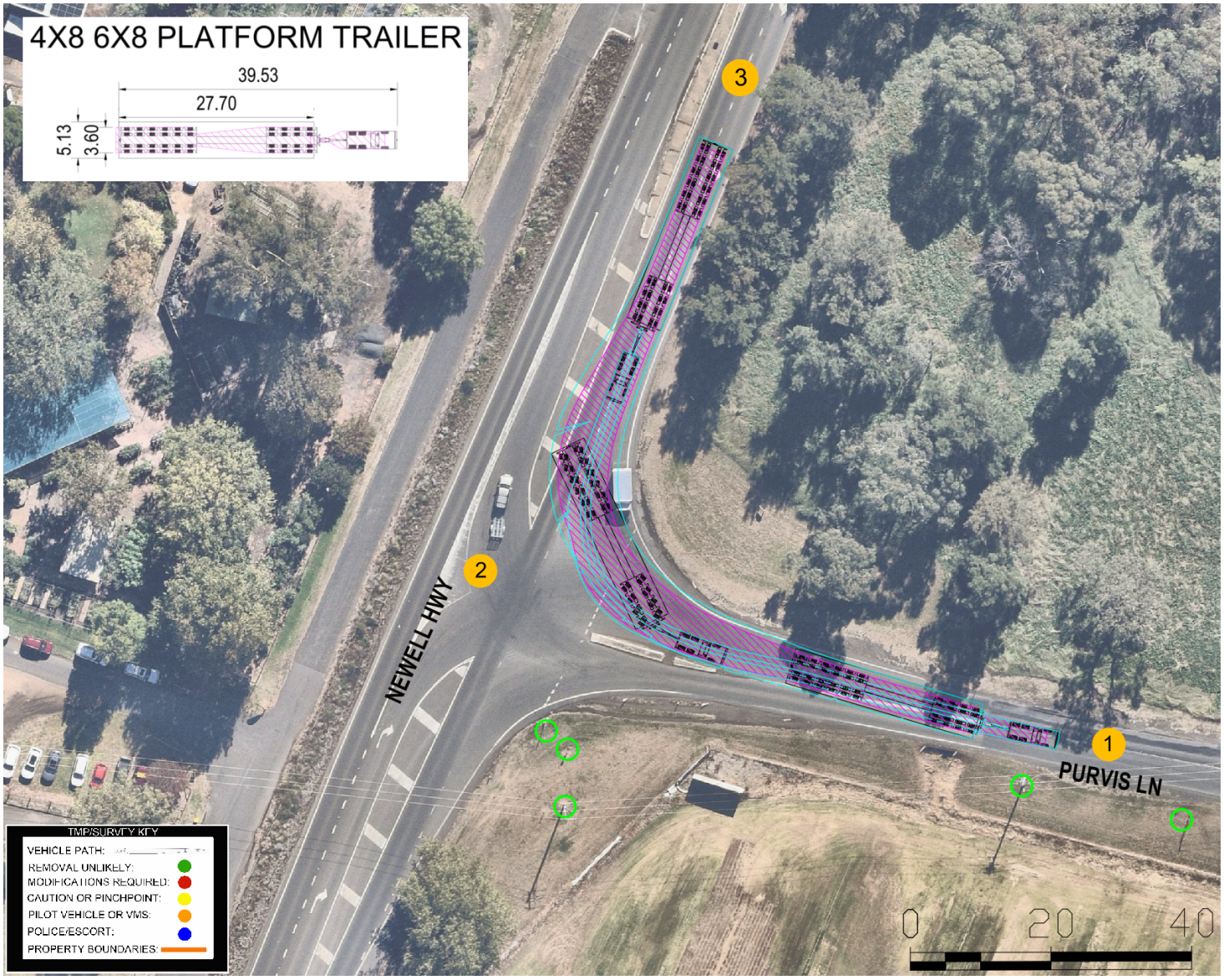
Denman, NSW

Component – Switch room

PROCEDURE: Left-hand turn

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load. Pilot 2 to block eastbound traffic entering Purvis Lane.

GPS:
https://maps.app.goo.gl/T7TmaSBXJqWCV7qy7



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ENGINEERED TRANSPORTATION

803.4 Km's

Purvis Lane Rail Level Crossing

Dubbo NSW

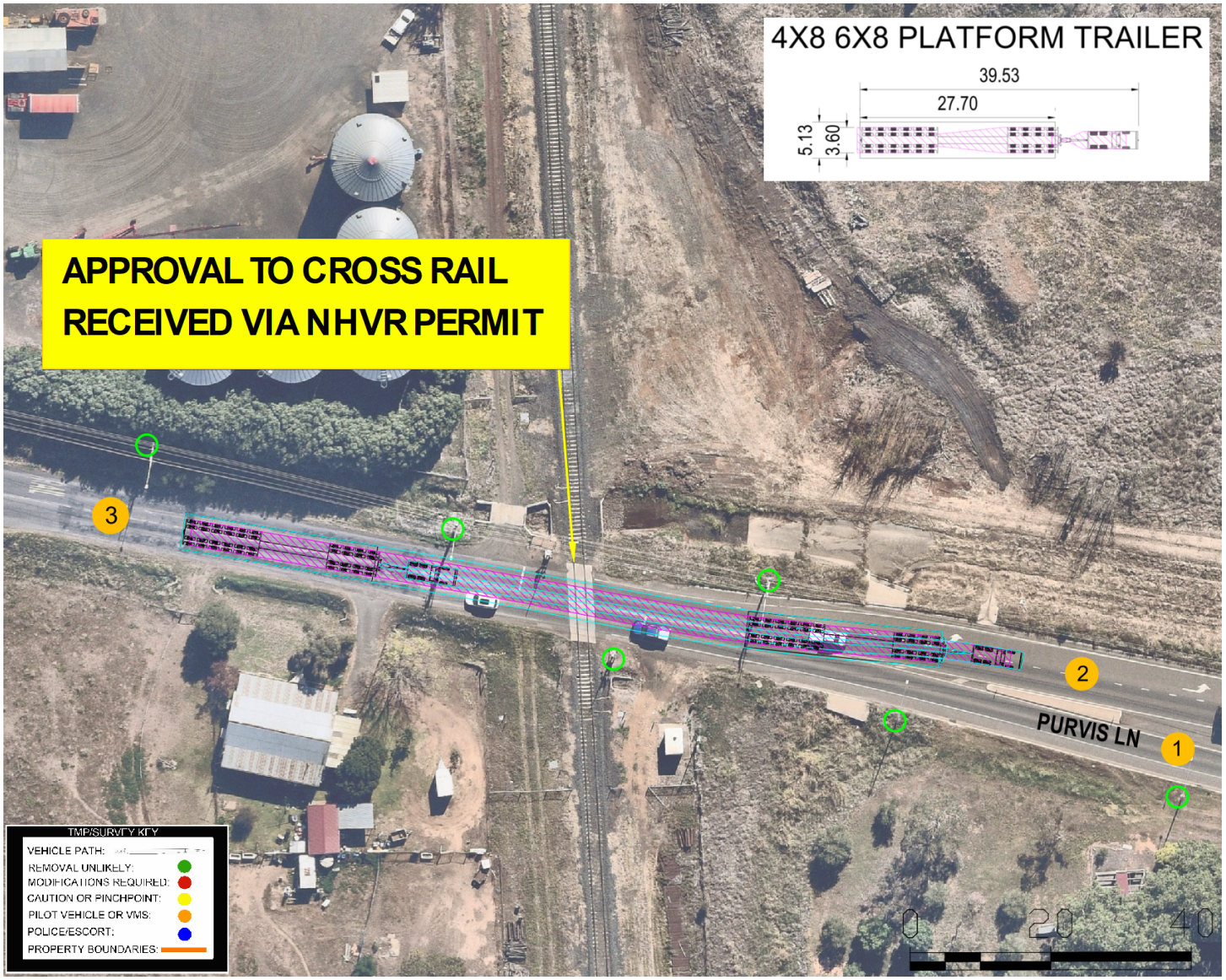
Component – Switch room

PROCEDURE: Travel directly ahead over rail crossing.

COMMENTS: Approval required from rail network provider before crossing this structure

TRAFFIC CONTROL: Pilot 1 and Pilot 2 to travel ahead of the load and warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/RFWBBVPeMVHG1aCR7



805 Km's

Purvis Lane onto Yarrandale Road

Dubbo, NSW

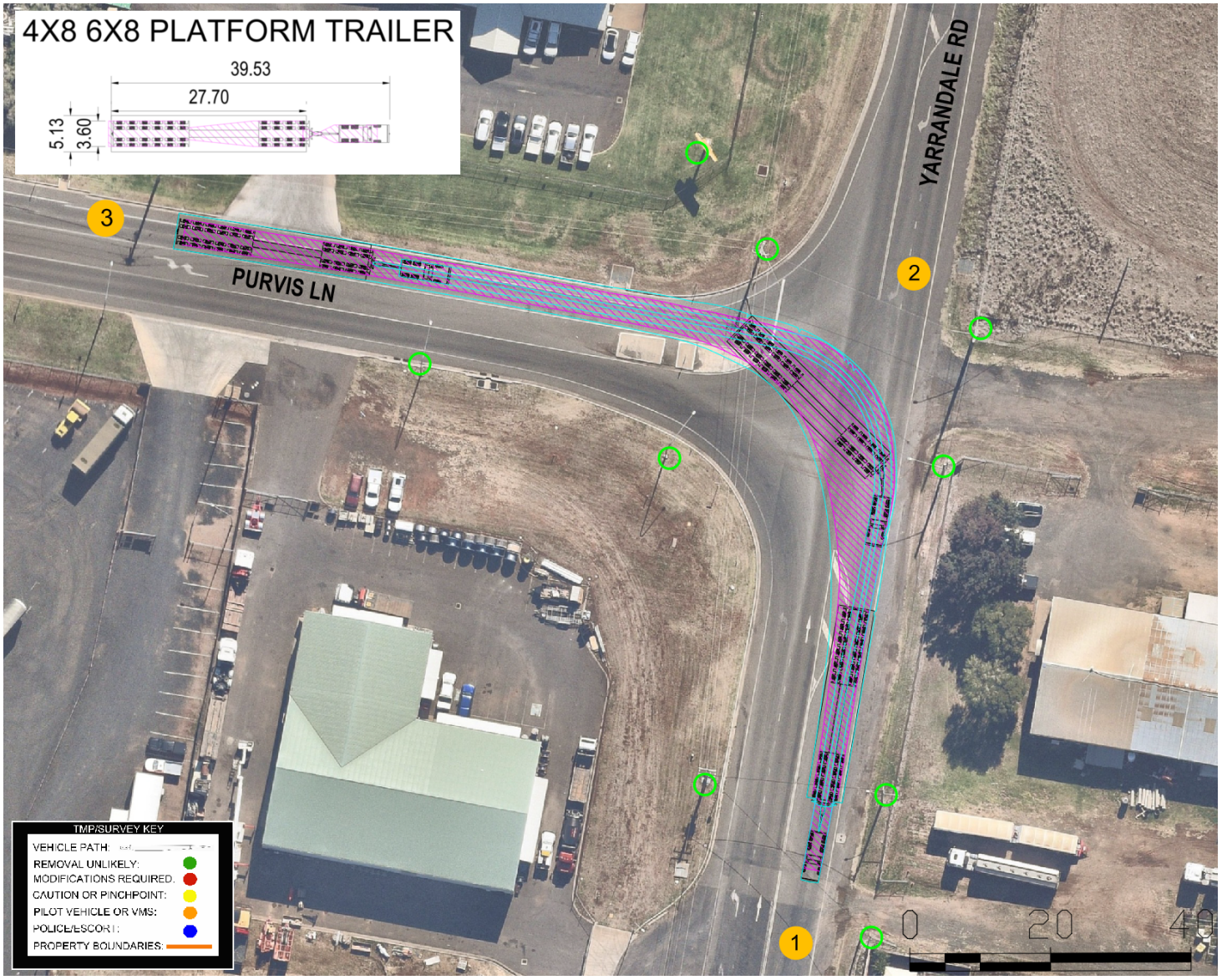
Component – Switch room

PROCEDURE: Right-hand turn

COMMENTS: Spotter to guide the load through this pinch point. Area ensured to be clear.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 2 to hold and warn southbound traffic on Yarrandale Rd. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/yeyg4MgwvnSFoezC8



806 Km's

Yarrandale Road to Wheelers Lane

Dubbo, NSW

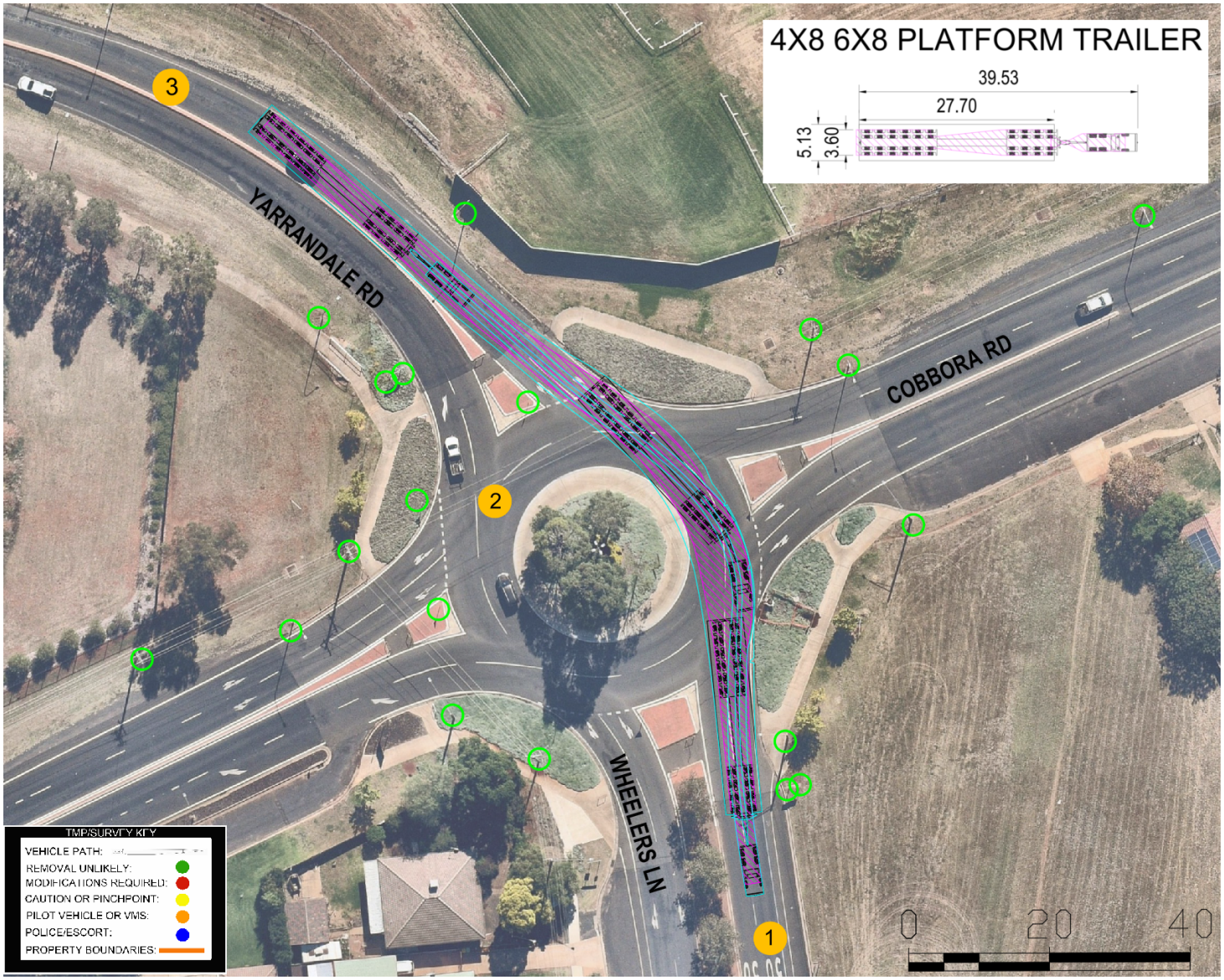
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the second exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/Txm1kfpnpK2L2VcH8



807 Km's

Wheelers Lane at Myall Street

Dubbo, NSW

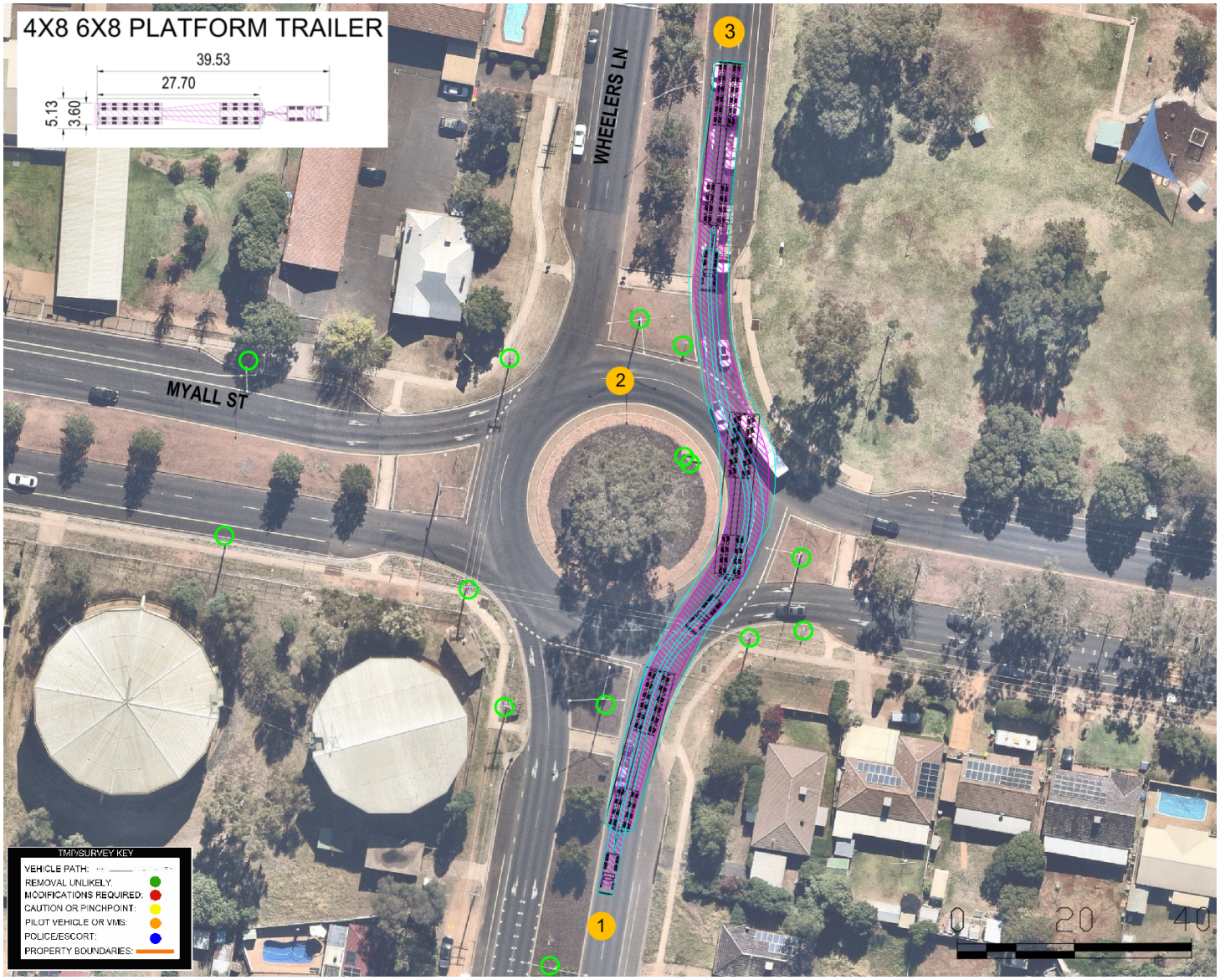
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the second exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/VLprr73CkhHhVp3C7



REX J ANDREWS
ENGINEERED TRANSPORTATION

808.0 Km's

Wheelers Lane Rail Level Crossing

Dubbo, NSW

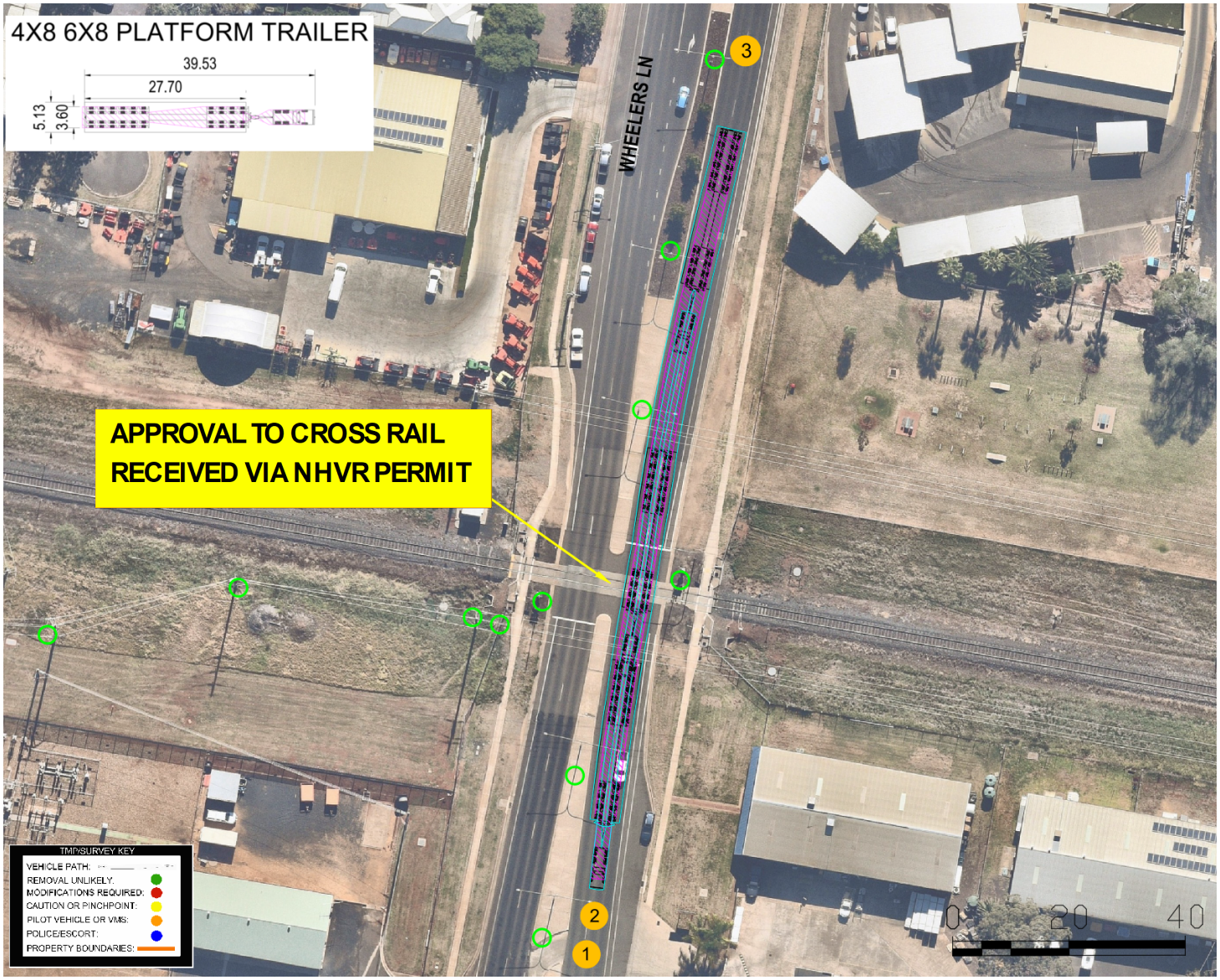
Component – Switch room

PROCEDURE: Travel directly ahead over rail crossing.

COMMENTS: Approval required from rail network provider before crossing this structure

TRAFFIC CONTROL: Pilot 1 and Pilot 2 to travel ahead of the load and warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/4jkB2nsMUnzyQGhSA



808.5 Km's

Wheelers Lane at Birch Ave

Dubbo, NSW

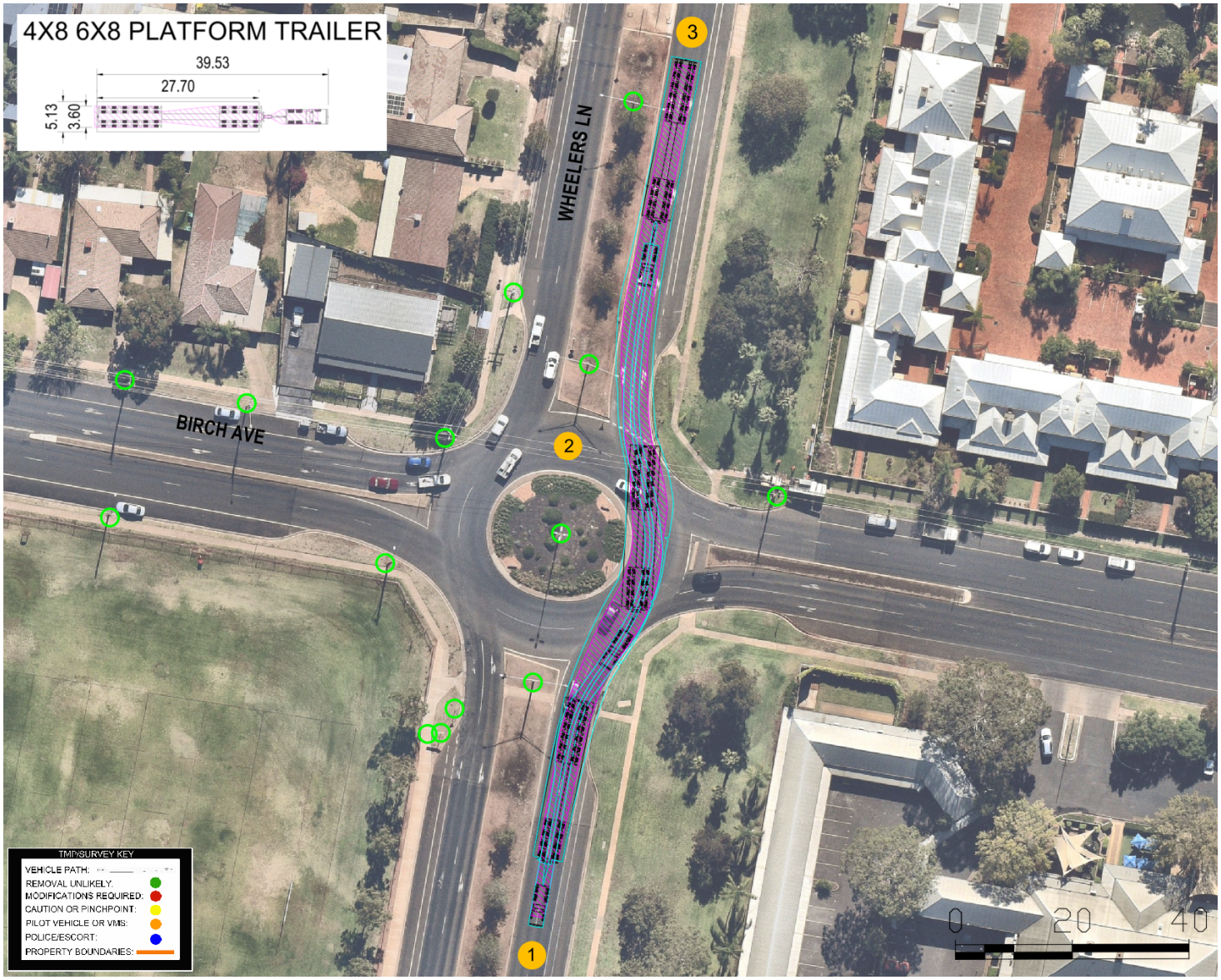
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the second exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/XcFEZtp2P8ULje2B7



809 Km's

Wheelers Lane onto Mitchell Highway

Dubbo, NSW

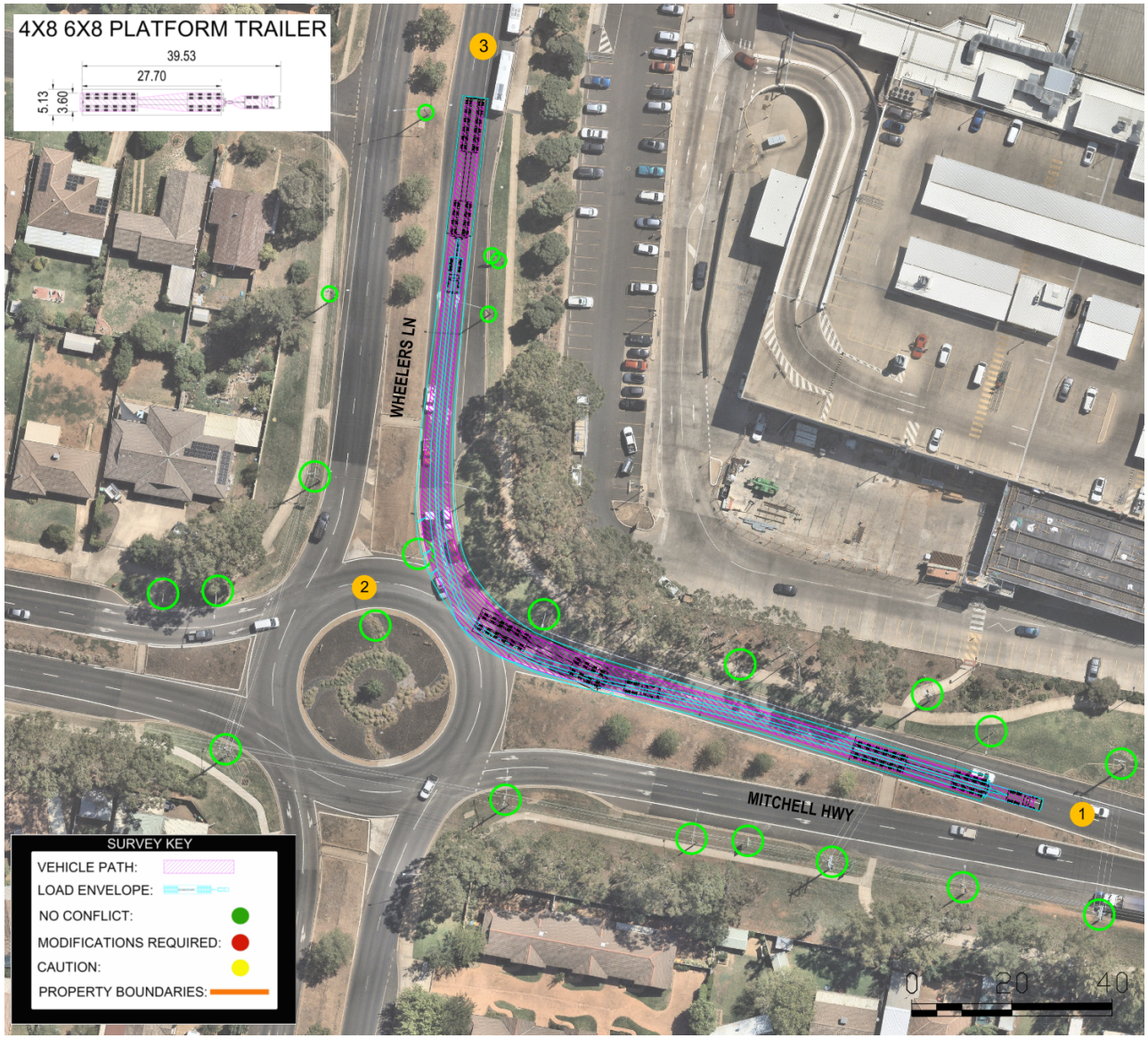
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the first exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/1R1Ty8F55UHLMvdz8



810 Km's

Mitchell Highway at Capstan Drive

Tomago, NSW

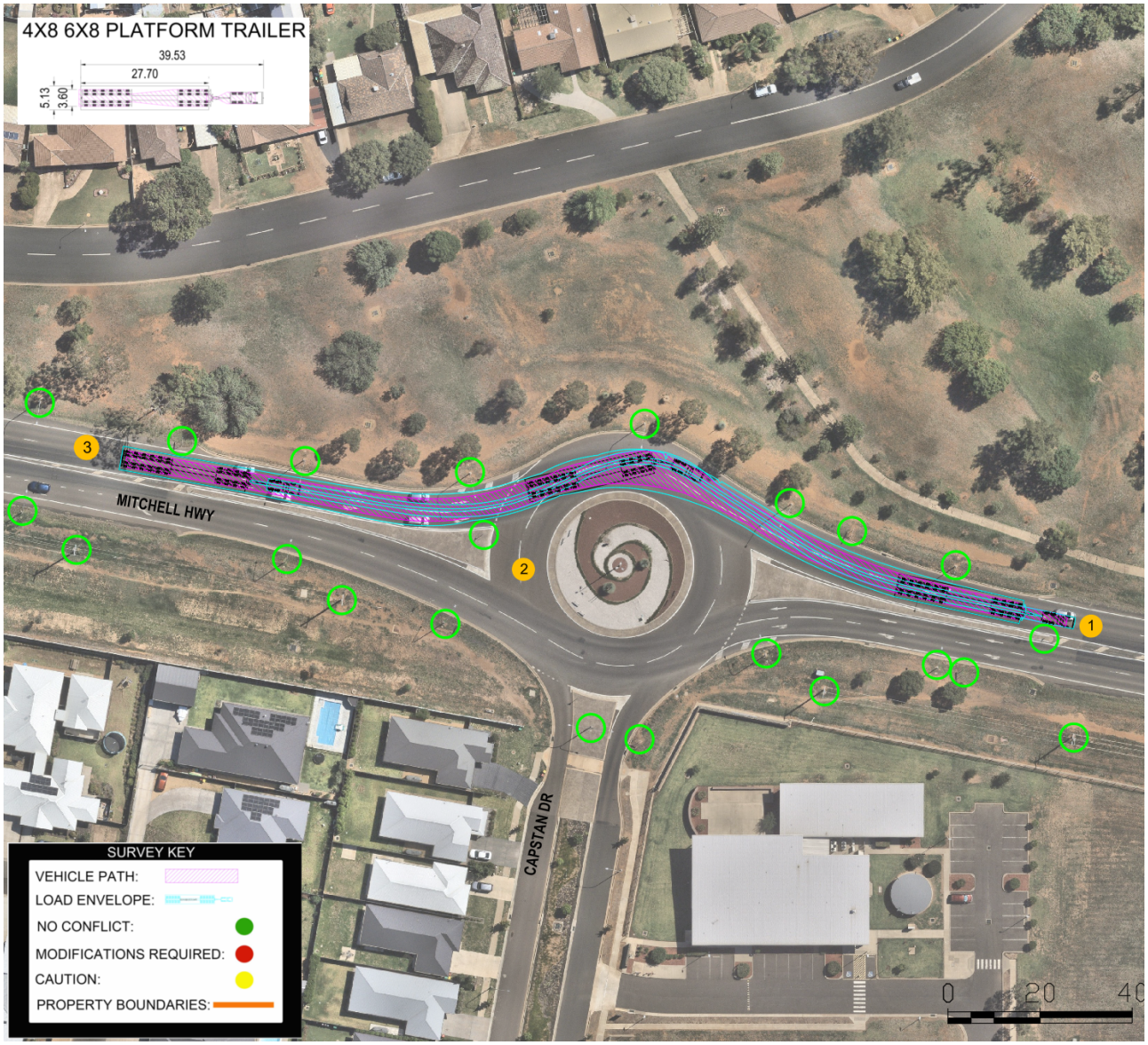
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the first exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/A2sKy2pi7DkLU8bQ8



810.5 Km's

Mitchell Highway at Sheraton Road

Dubbo, NSW

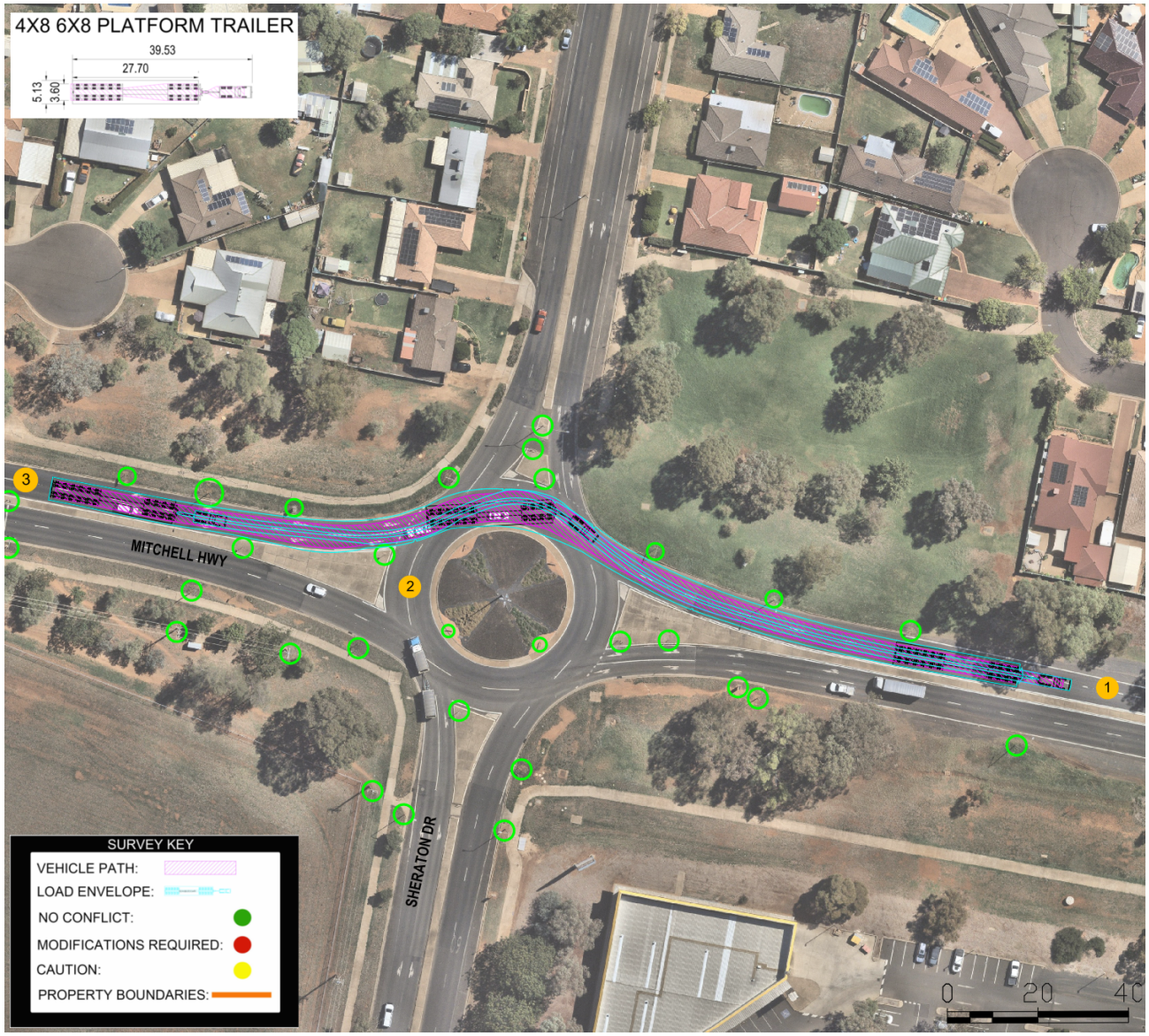
Component – Switch room

PROCEDURE: Proceed through the roundabout, taking the second exit.

COMMENTS: Spotter to guide the load through this pinch point.

TRAFFIC CONTROL: Pilot 2 to hold traffic entering through the roundabout. Pilot 1 to warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/syVWaMHHGWnAqpMN9



854.0 Km's

Mitchell Highway onto Goolma Road

Monetfiores NSW

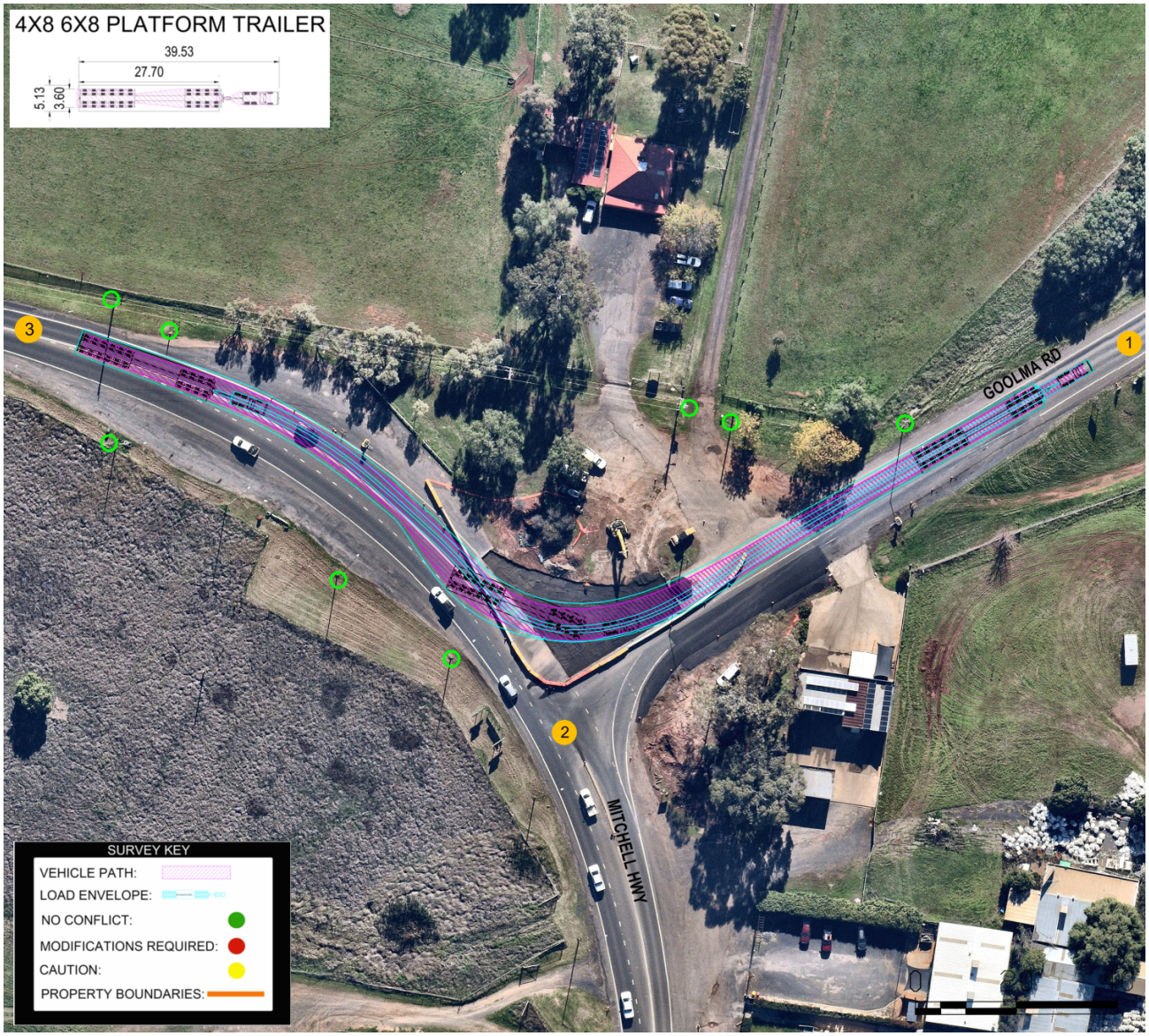
Component – Switch room

PROCEDURE: Left-hand turn

COMMENTS: Spotter to guide the load through this pinch point. Area ensured to be clear.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 2 to hold and warn northbound traffic on Mitchell Hwy. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/PFUHkaL9MnnY7jCB8



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ENGINEERED TRANSPORTATION

854.5 Km's

Goolma Road railway overpass

Montefiores, NSW

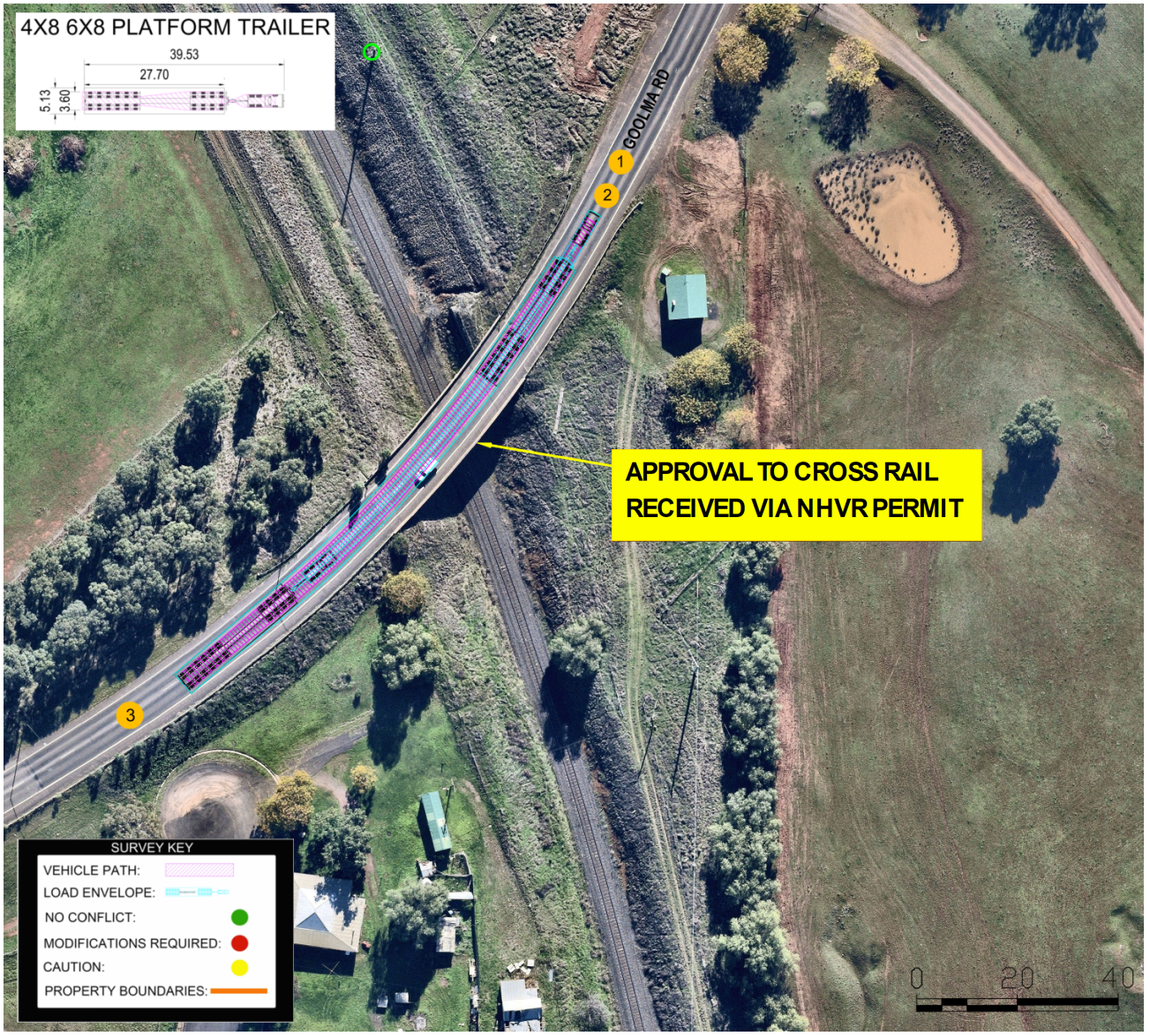
Component – Switch room

PROCEDURE: Travel directly ahead over rail overpass.

COMMENTS: Approval required from rail network provider before crossing this structure

TRAFFIC CONTROL: Pilot 1 and Pilot 2 to travel ahead of the load and warn traffic ahead of the load. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/jipTdTxmtzWs7qF57



858.0 Km's

Goolma Road to Twelve Mile Road

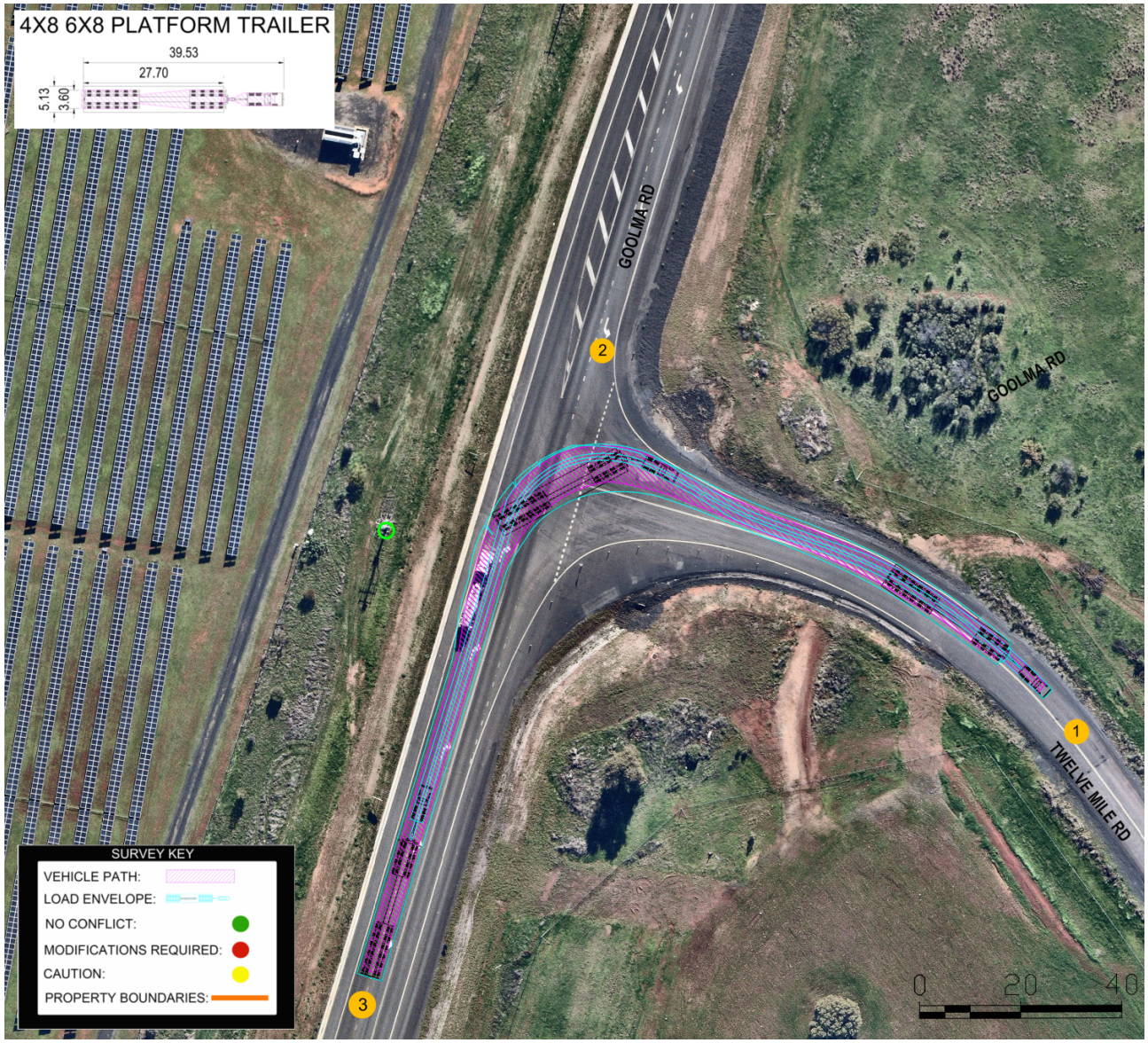
Wuuluman, NSW

Component – Switch room

PROCEDURE: Right-hand turn

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 2 to hold and warn southbound traffic on Goolma Rd. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/9QnaMkQphnG7yq9T8



858.2 Km's

Twelve Mile Road onto Wellington Site

Wuuluman, NSW

Component – Switch room

PROCEDURE: Right-hand turn

COMMENTS: Spotter to guide the load through this pinch point. Area ensured to be clear.

TRAFFIC CONTROL: Pilot 1 to travel ahead of the load and warn traffic in front of the load. Pilot 2 to hold and warn westbound traffic on Twelve Mile Road. Pilot 3 to act as a spotter/guide and warn traffic behind the load.

GPS:
https://maps.app.goo.gl/q3g7tkwFMW9QHKXM8



7.0 Route Conclusion

After reviewing all options and undertaking a route study, the selected route, in its current condition, is suitable for transporting the switchroom to site without any route modifications.

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

SWEPT PATH:

- A swept path assessment has been undertaken of the proposed vehicle and load on the tightest pinchpoints, and shows the path required for the vehicle at these locations and any pinchpoint procedures that may be required.
- There are no sections along the route that will require any works.

VERTICAL CURVE:

- No issues on this route.

OVERHEAD STRUCTURES: (6.0 Maximum loaded height)

- The lowest structures are safety cams along the Barrier and Mitchell highways, with the lowest being 6.2 metres; therefore, a 6.0 metre loaded limit
- The load listed in this report has a travel height of 5.3 metres which has 900mm clearance under the lowest structure.

OVERHEAD UTILITIES:

- This Approvals have been given for a loaded height of up to 5.3 Metres.

BRIDGES:

- All bridges have been approved and any conditions are listed on the NHVR permit.

RAIL ASSETS:

- There are a number of rail overbridges and crossings on route that have approval letters from ARTC and UGL.

VEGETATION:

- There are no vegetation impacts on this route.

PAVEMENT:

- Pavement on the route is of highway standard on the entire route.

8.0 Transport approvals

Approvals will need to be sought from the following departments.

- TfNSW (NSW)
- NHVR
- Shire approvals
- ARTC (rail)
- UGL (rail)
- Essential Energy (Overhead infrastructure)
- Telstra (Overhead infrastructure)

		Lead time	Application sent	Application approved
A	NHVR Permit approval DIT (SA) TfNSW (NSW) Shire approvals	**3 Months**	**Yes**	**Yes**
E	ARTC	**1 Month**	**Yes**	**Yes**
F	UGL	**1 Month**	**Yes**	**Yes**
I	Essential energy	**4 weeks**	**Yes**	**Yes**
J	Telstra	**1 week**	**Yes**	**Yes**

9.0 Emergency contacts

EMERGENCY CONTACTS:

- Main emergency number (000)
- Rex J Andrews operations (02 47217633)
- SA Police (131 444)
- TMC SA operations room (1800 018313)
- TMC NSW operations room (1800 679782 or 131700)

ASSET OWNERS ON ROUTE:

- TfNSW Assets (02 66401345)
- Ausgrid Newcastle/Hunter (131388)
- Essential Energy (132391)
- Telstra (1802244)
- ARTC (02 49029410)
- UGL Regional Linx (heavyvehicle@uglregionallinx.com.au)
- Newcastle Council (02 49742000)
- Dubbo Regional Council (02 68014000)
- Narromine Shire Council (02 68899999)
- Bogan Shire Council (02 68359000)
- Broken Hill City Council (08 80803300)

HEAVY TOWING OPERATORS ON ROUTE:

- Broken Hill: Highrace Towing (0407 265350)
- Dubbo: Dubbo heavy towing and salvage, (0408 003595)
- Newcastle: Oneill's Truck and Trailer Repairs, (02 49672999)

10.0 Emergency Procedures

ROUTE SUITABILITY CHECK

- RJA to monitor weather conditions daily. If road conditions are likely to cause a risk to transport (Heavy rain, Fog, Bushfires,Snow, blocked route etc), then the decision is to be made the evening prior to allow or delay the movement of loads to the port.
- If loads are in transit and the road is blocked ahead, then the loads are to find the closest suitable parking area and wait until the road has reopened.
- All vehicles on the movement are to be made aware of possible poor road conditions due to any of the above causes.
- Movements to be checked with **TfNSW and NSW Police, and local councils** where there is a likelihood of a major event on a section of road that will affect deliveries. These may include Local community events that have road closures, or heavy holiday traffic periods

CRITICAL INJURY

- In the event of an emergency situation, such as an accident and injury, the pilots and/or police are to undertake suitable traffic management to secure the section of road.
- If there is serious injury or death, then 000 will need to be notified immediately of the situation; if there is no phone reception, then pilots and/or police will travel to the next area of reception to make an emergency call to 000. The load is to remain in place until emergency services have approved the load to move.

EMERGENCY VEHICLE INTERACTION:

- If an emergency vehicle is travelling towards the load, then the load is to slow down and pull over far enough to the left-hand side of the road to allow the emergency vehicle room to continue past the load.
- If an emergency vehicle is approaching from behind the load, then the load is to pull over to the left-hand side, and the pilots and or police are to hold all oncoming traffic until the emergency vehicle has passed the load on the incorrect side of the road.

BREAKDOWN

- In the event of an emergency situation, such as a breakdown, the load is to find the closest safe place to park. If the unit cannot move to a safe place, then the closest heavy tow operator is to be notified to travel to the load immediately. In such instances **TfNSW and NSW Police** should be promptly advised so that all necessary warnings can be made.
- Alternatively, if another load is close by with a like-for-like truck and they can find a parking bay, they would then be able to unhook from their load and travel to the breakdown to assist in moving the load off the road network and into a safe location.

UNSUITABLE ROAD CONDITIONS:

(POOR WEATHER OR ROAD CLOSURE ON SECTIONS OF ROUTE)

- In the event of bad weather, i.e. fog, heavy rain or bushfires. Operations in conjunction with **TfNSW and NSW Police** will need to monitor local road and weather conditions to assess if the road is suitable for the load to depart and safely travel through to site. This decision would be made prior to departing.
- If the route is blocked between the pickup location and drop-off location, then the load is not to depart. RJA to refer daily to **TfNSW Live traffic website** prior to departure. These can be accessed from the following links
  https://www.livetraffic.com
- If the load is en route and either weather or road conditions make the load unsafe, then the load is to find the next suitable place to safely park and wait for conditions to improve.

LOAD HITS FAUNA:

- Driver to be briefed prior to departure on the potential for wildlife interaction during the journey
- Load may not be able to halt due to blocking a key section of road. Load should continue to the next safe area to assess damage to vehicle.
- **Pilot** vehicle driver to park safely off the road, exit vehicle safely, then assess the injured wildlife condition; if deceased, the animal should be moved off the road if possible, and the animal's pouch checked for any babies.
- **Pilot** to contact the Wildlife hotline on 1300130372 to advise of injured wildlife, giving location if the animal is still alive.

11.0 Emergency Stopping / Pulling Up for Rest Areas

In the event of an emergency or scheduled rest break, establish positive communications with all pilots and the driver and identify the next suitable area to halt the wind turbine. The rear pilot should remain 200 metres behind the load to warn approaching traffic.

Ensure the wind turbine is as far left as possible so as not to impede any traffic from passing.

If the breakdown is major and requires a mechanic to attend, contact the TMC and advise them of the disruption to traffic. Minor repairs that can be rectified in a short time do not require the TMC to be advised.

In the event that road works are encountered on route, the lead pilot is to call in on the nominated UHF channel and advise the local traffic control of the inbound load and await approval to enter the work zone.

Follow normal traffic management procedures as outlined in: SOP_030 Traffic Management Procedures.

The suggested rest areas are an indication only and, depending on local traffic movements and occupancy of these rest areas, it may not be possible to get off the road.

In this instance, the lead pilot should travel ahead to identify the next suitable area.

This methodology can also be adopted to allow built-up traffic to pass by slowing the wind turbine down and easing into breakdown areas to allow traffic to pass before continuing on.

Listed in the route index are Emergency parking areas on route showing the suitability, size, location, including a kilometre mark and GPS coordinates.

12.0 Communication Procedures

- RJA to supply the schedule to all road stakeholders on route.
- Loads will communicate locally within the convoy using UHF radio.
- Sections of this route have dark areas and will not have phone reception. If an emergency call is to be made, then either the pilots and/or police will travel to the next area of reception and make the emergency call.
- Trucks are fitted with GPS tracking and their movements are alerted on our web-based program via Fleet Logix. These reports give truck locations and send information such as speed alerts, heavy braking and accelerations, as well as a number of other components. This GPS system relies on Mobile phone repeaters to supply real-time movements.
- RJA to refer daily to **Live traffic site.** https://www.livetraffic.com/ https://www.livetraffic.com

13.0 Interacting With Roadwork and Other OSOM Loads on the Network

There is a high likelihood of roadwork along the route.

Typically, road crews are operating on UHF channel 29.

The lead pilot will contact the road crews to advise of the nature of the load, size, and dimensions, to establish if the load is ok to enter the work zone.

In this instance, the convoy will work with all reasonable instructions from the road crew to coordinate the safe passage of the load through the affected areas.

Pilots and local traffic controllers will work together to facilitate the necessary actions required to travel through the work zone.

To avoid potential conflicts with other OSOM operators, we believe the following measures should take place.

- Loads up to 5.99 metres in width: The current road network is suitable for both our loads and a load up to 5.99 metres, with communications taking place live on the network on the day. The loads will have UHF communications and pilots/police far enough ahead to communicate between the loads and to find a safe section of road for either our OSOM load or the other OSOM load to pull over to allow the loads to pass.

14.0 Pinch Point procedures

Whilst some pinch points are known along the route, demonstrating a method of negotiating each individual hazard would be flawed as traffic conditions are constantly changing.

It is crucial that appropriate measures are applied to avoid impact to road users and road infrastructure. The chosen route has been assessed, and the load is capable of navigating the route; however, local traffic conditions can create pinch points.

A pinch point is an area identified by the lead pilot and relayed to the convoy as having the potential to interfere with the swept path of the load. Pinch points can be created by road furnishings, roundabouts, narrow sections of road, roadkill, corners, road works, parked vehicles, and damaged pavement; this list is not exhaustive.

For the purposes of this traffic management plan, identified pinch points will follow the following protocol.

The lead pilot must travel a sufficient distance in front of the load to survey the swept path required for the Wind turbine; this will allow sufficient time to relay back road conditions or choke points, allowing the driver to halt the load before causing congestion to other road users.

In the event of parked vehicles or local traffic conditions preventing the load from safely navigating the permitted route, the load cannot proceed until it is safe to do so.

The lead pilot will warn all oncoming traffic of the impending load. When the way forward for the transporter is established as being clear, the load may proceed.

If built-up queued traffic is behind the load, ensure that an opportunity to allow this traffic to pass is taken at the first safe opportunity.

The procedure for crossing bridges is reliant on only the Wind turbine being on the bridge during the crossing; this will require a concentrated effort from the escort team to ensure that all vehicular traffic both in front of and behind the load are warned of the hazard.

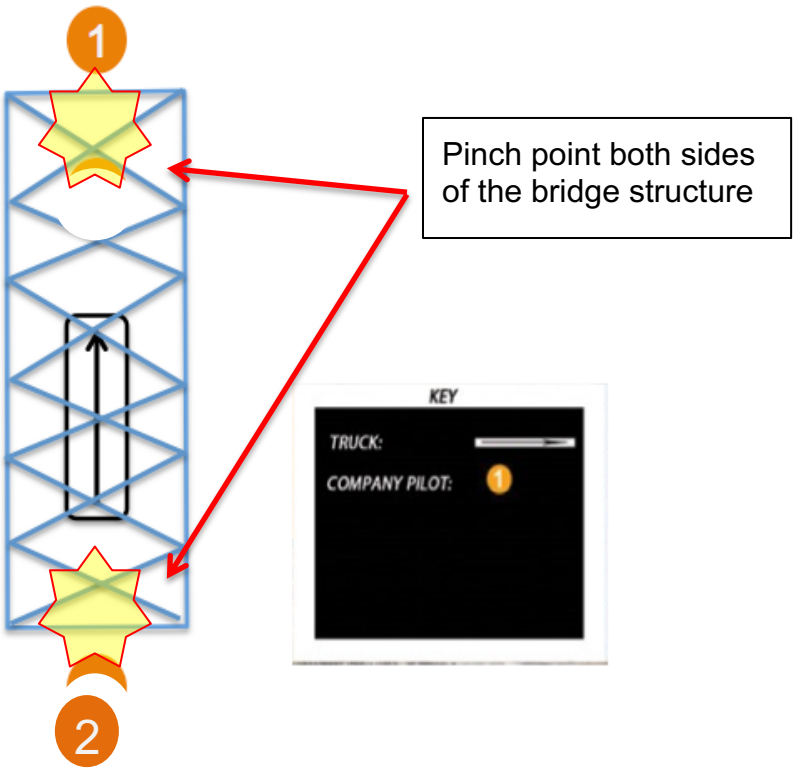
It is crucial that pinch points are discussed at the toolbox briefing and that all parties are aware of the protocols in place. Drivers should familiarise themselves with the route, including nominated bypasses for heavy vehicles along the route.

If there is any doubt as to the viability of accessing the permitted route, the load must not continue until the way forward has been deemed appropriate.

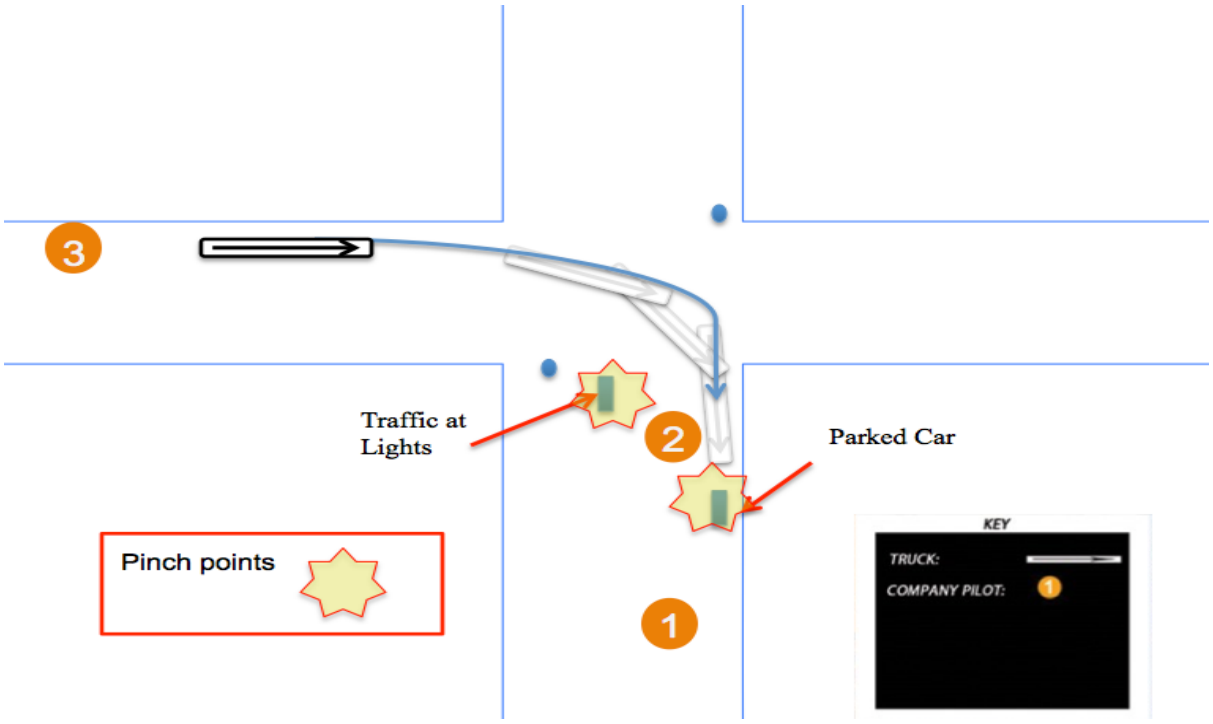
For more detailed analysis of coping with roadwork refer to section 11.

Examples Of Pinch Points

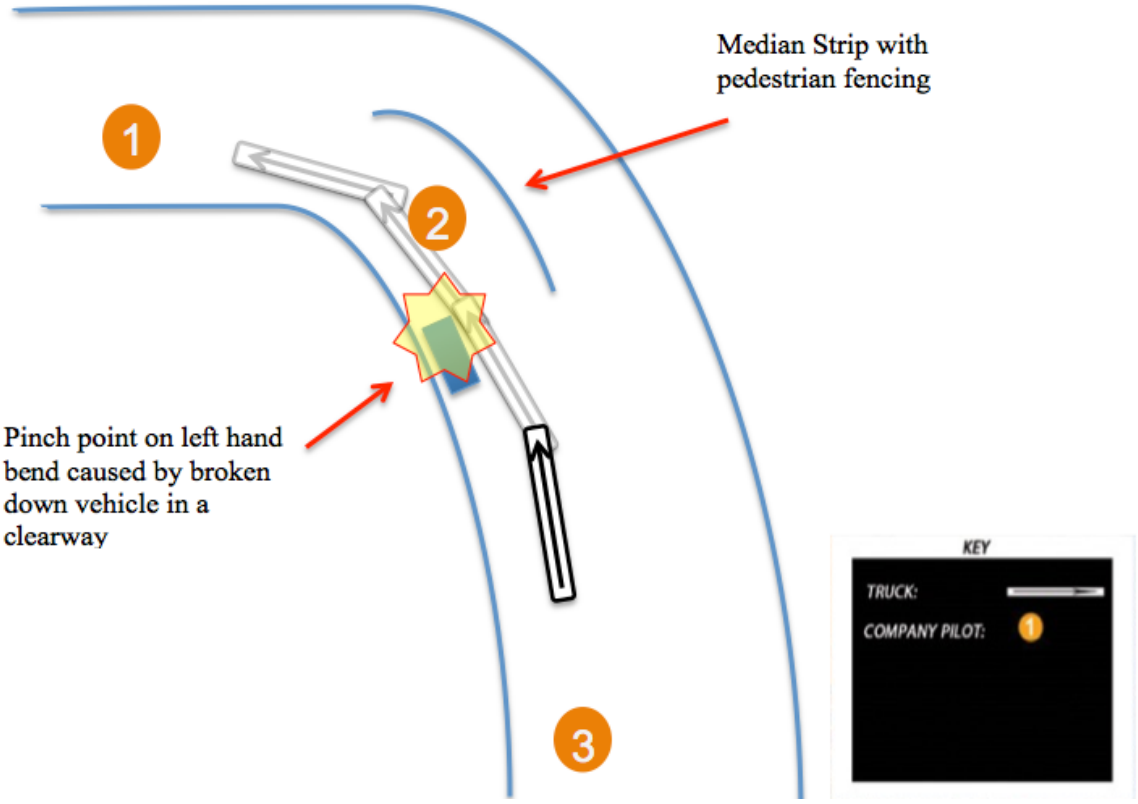
Bridge Crossings



Intersections



Bends



Road Kill



15.0 Managing Queued Traffic Behind the Load

During the journey, the interaction with other road users will require management of queued traffic.

The protocol for providing queued traffic an opportunity to pass the load will rely on the rear pilot constantly monitoring the queue of traffic and relaying this information back to the convoy. The lead pilot, in conjunction with the driver, will identify suitable areas that allow a safe passing point for the passing vehicles.

The lead escort will also determine safe areas to halt the load to allow backed-up vehicles to pass. Safe pull-over areas can include turning off into Private Roads and/or other roads, pulling over on the shoulder during overtaking lanes, designated pull-over/rest stop areas or service stations; these areas will be a hardstand area, or an area wide enough for the escort to direct vehicles around the combination.

The load MUST pull over or slow to allow the backed-up vehicles to pass. The rear pilot will inform all other pilots and the driver when there has been a lag from the last pull-over and if other cars have been following for a short distance; in this instance, apply the passing protocol again. This will continue throughout the journey as required to ensure queued traffic does not experience excessive delays. 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.

16.0 Fatigue parking

FATIGUE PARKING LOCATION #1: Barrier Highway, Little Topar.
Road modifications required: Nil.
GPS link: https://maps.app.goo.gl/oDwQsz4T7fsryXM47



Figure 3: Dolo Hill Parking Bay, Little Topar.

FATIGUE PARKING LOCATION #2: Barrier Highway, Cobar.
Road modifications required: Nil.
GPS link: https://maps.app.goo.gl/dDRMJjLtjuvzYM6A9



Figure 4: Cobar Parking Bay.

FATIGUE PARKING LOCATION #3: Mitchell Highway, Nyngan.
Road modifications required: Nil.
GPS link: https://maps.app.goo.gl/KZK4sDtg3fAcHDZG8

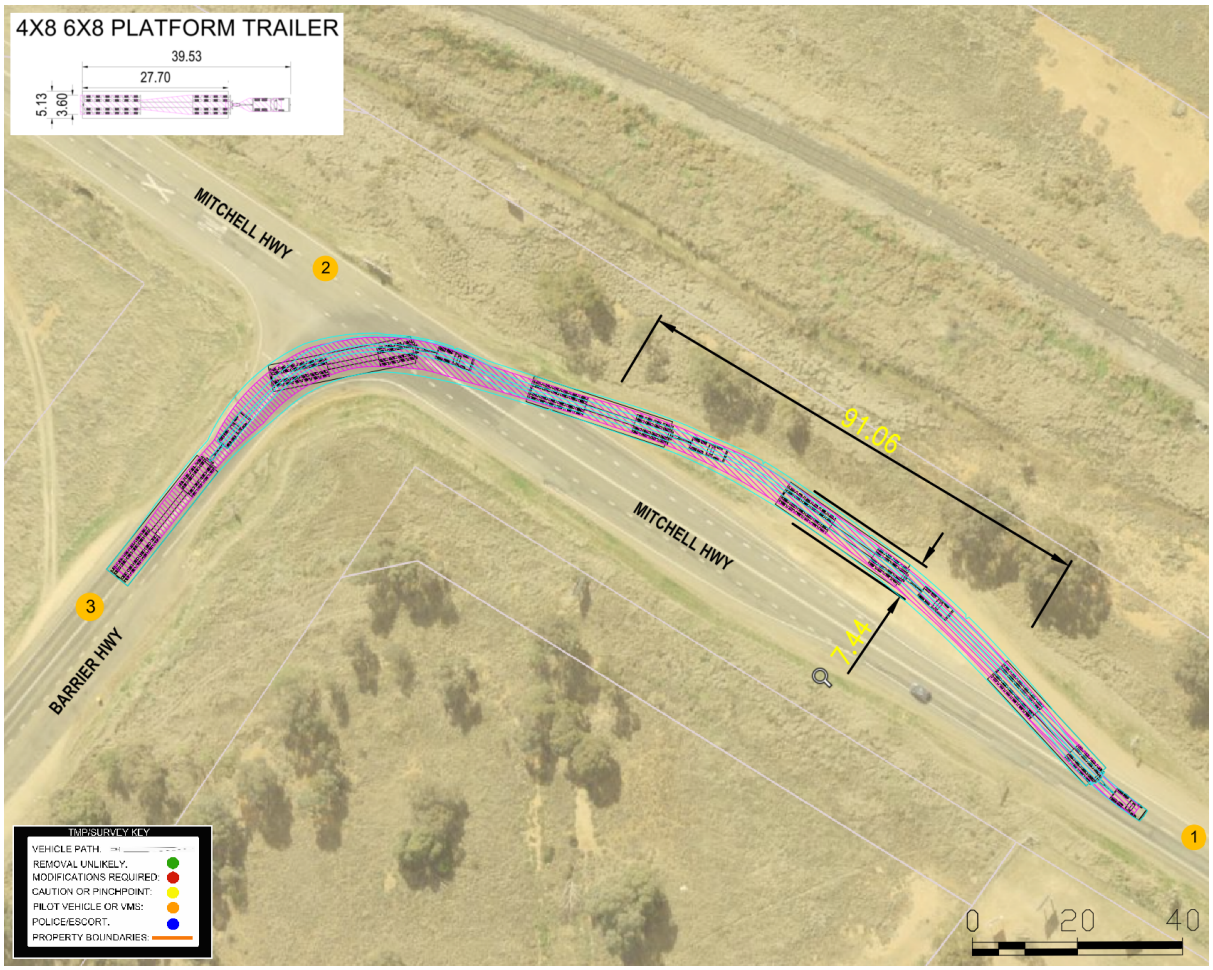


Figure 5: Nyngan Parking Bay.

FATIGUE PARKING LOCATION #4: Mitchell Highway, Narromine

Road modifications required: Nil.

GPS Link: https://maps.app.goo.gl/sAmcpxDoG67tXcrr6



Figure 6 Narromine Rest Area

17.0 References

Rex J Andrews P/L Drawings
Rex J Andrews P/L Route Study 567
RJE
Google Earth/Maps
Nearmaps
NHVR (OSOM)
NHVAS Maintenance Management (NHVAS21193)
NHVAS Basic Fatigue Management (NHVAS21193)
Australian Load Restraint Guide

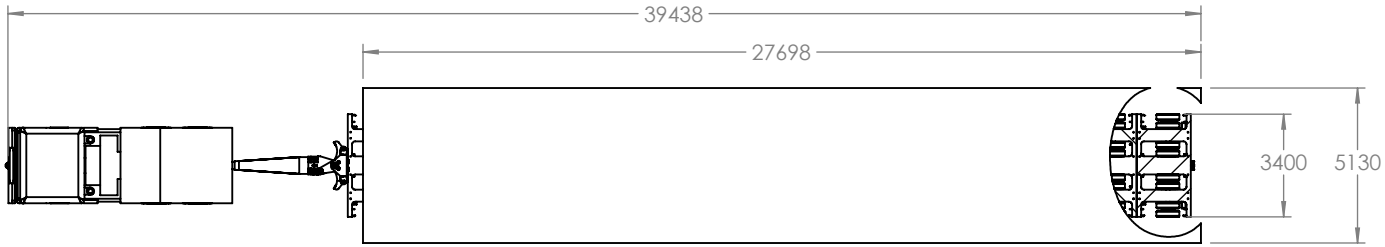
Disclaimer: This route study is provided for information purposes only and is to be used strictly as a guide; Government approvals would be required before these routes could be deemed suitable for transporting the components over the listed routes.

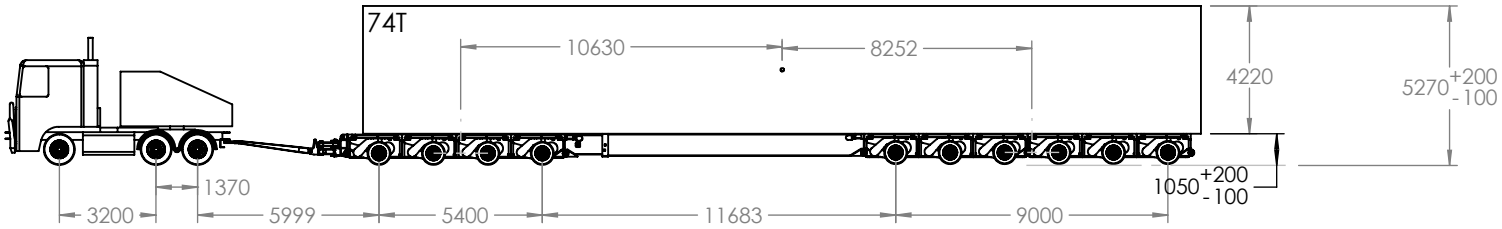
Any and all parties using information contained in this submission do so at their own risk.

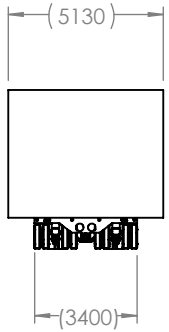
RJA accepts no responsibility for the use of any information contained within this report.

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

18.0 Appendix A: Transport Drawings







11R22.5 T 6.25T P 0.0T G 6.25T	11R22.5 T 18.5T P 0T G 18.5T	4x8 215/75R17.5@3.4m T 17.4T P 32.3T G 49.7T (12.4T/ROW)	6x8 215/75R17.5@3.4m T 23.6T P 41.7T G 65.3T (10.9T/ROW)

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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	19/05/2026	B.W	J.S	H.A
R	ISSUED FOR REVIEW	19/05/2026	B.W	J.S	

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TRANSPORT PROPOSAL

PREFABRICATED SWITCHROOM
74T
4X8 6X8

DO NOT SCALE

PREFAB_SWITCHROOM 4X8_6X8

A4

AMPYR Australia Pty Ltd
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Appendix 4: Legal Advice

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4 June 2026

Carolina Pheysey
Environmental Compliance Manager
AMPYR Australia Pty Ltd
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167 Macquarie Street
SYDNEY NSW 2000

Dear Carolina

Advice - Wellington South Battery Energy Storage System - SSD 27014706 - Traffic Management Plan - OSOM route

1. Request for advice

1.1 You have asked for legal advice to support the Traffic Management Plan dated 22 May 2026 (**TMP**) submitted to the Department of Planning, Housing and Infrastructure (**DPHI**) for approval in connection with the Wellington South Battery Energy Storage System (**Project**) approved under SSD 27014706 (**Approval**).

1.2 In particular, in response to a query from DPHI, you have asked us to advise on whether the route for movement of oversized overmass (**OSOM**) materials for the purpose of Project can be varied without requiring a modification application under section 4.55 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

2. Summary of advice

2.1 In our view, delivery of OSOM materials from the Port of Adelaide via the Mitchell Highway, Goolma Road and Twelve Mile Road (**Proposed Route**) can reasonably be undertaken without requiring a modification under section 4.55 of the EP&A Act.

2.2 This is because the use of the Proposed Route does not give rise to any non-compliance with the conditions of consent and does not alter the development in a way that significantly departs from what was approved.

2.3 In particular:

2.3.1 the assessment documents for the Project did not expressly fix a route for OSOM movements but rather selected an *'anticipated'* route, indicating that some flexibility in final routing was contemplated;

2.3.2 the Proposed Route is expressly permitted under Condition B3 as an alternative route, does not affect the movement limits imposed by Condition B1, and remains generally consistent with the Project as assessed;

2.3.3 overall, there are no materially different impacts in the assessed NSW road network relevant to the Approval as a result of the use of the Proposed Route. The assessment of traffic impacts in the Approval documents did not assess impacts

relating to logistics at the ports but rather road traffic impacts within NSW and particularly near the Site and approved corridors and the use of the Proposed Route does not create new or materially different traffic or environmental impacts.

2.4 In these circumstances, the use of the Proposed Route is properly characterised as being 'generally in accordance with' the development as approved under the Approval and as such, a modification would not be required.

3. Background

3.1 The Project involves the construction and operation of a 500MW battery energy storage system (**BESS**) located approximately 2.2km north-east of Wellington in NSW on Lot 32 DP 622471 and Lot 1 DP 1226751 (**Site**).

3.2 As part of the construction of the BESS facility, it is anticipated that OSOM materials will be delivered to the Site using heavy vehicles requiring escort.

3.3 The Approval was granted 22 December 2023, subject to conditions of consent (**Conditions**).

3.4 Approval was granted for staging of the Project on 1 July 2025, which included Stage 1d: 'continuation of the construction of a 300 MW BESS, including high risk heavy vehicle requiring escort movements associated with Stage 1'.

3.5 Condition B10 of the Conditions states:

> Prior to commencing road upgrades identified in Condition B6 and B7, 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:
>
> (a) details of the transport route to be used for all development-related traffic;
>
> (b) details of the road upgrade works required by condition B6 and B7;
>
> (c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:
>
> ……
>
> Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.

3.6 In accordance with Condition B10 and in order to progress with Stage 1d, the TMP has been prepared and submitted to DPHI for approval. DPHI has requested additional information in relation to the TMP as follows:

> Please provide legal advice regarding the planning approval pathway that allows a port not addressed during the EIS process to be used for the proposed OSOM movements.
>
> Once the approval pathway is resolved, the TMP should detail the basis for the approval path.

3.7 Relevantly, the assessment for the TMP initially considered routes from Port of Newcastle (via Castlereagh Highway and Goolma Road) and Port of Adelaide. However the Port of Adelaide route was selected as the preferred delivery route "due to local manufacture of the switchrooms and O&M building in South Australia and concerns relating to bridge load capacity on the Port of Newcastle route" (TMP, p 1).

3.8 On this basis the TMP states that delivery of OSOM materials would come from the Port of Adelaide via the Mitchell Highway, Goolma Road and Twelve Mile Road access route.

4. **Detailed advice**

How are the OSOM movements assessed in the EIS Documents?

4.1 For the purpose of granting the Approval, the following documents were considered as part of the assessment:

4.1.1 Environmental Impact Statement for Wellington South Battery Energy Storage System, dated 25 October 2022;

4.1.2 Submissions Report dated 21 July 2023;

4.1.3 Amendment Report dated 25 July 2023;

4.1.4 Addendum Traffic Impact Assessment dated 5 December 2023; and

4.1.5 additional information dated 10 October 2023, 20 October 2023, 9 November 2023 and 21 December 2023,

(together, the **EIS Documents**).

4.2 The key elements relating to OSOM vehicles movements set out in the EIS Documents are:

4.2.1 up to 20 OSOM vehicles (in total) during the construction works phase;

4.2.2 OSOM vehicle movements to occur outside of standard construction hours;

4.2.3 permits will be sought from the National Heavy Vehicle Regulator for the deliveries; and

4.2.4 OSOM vehicle movements *anticipated* to be wholly via Sydney/ Newcastle and anticipated to travel to the Site via the Castlereagh Highway and Goolma Road (east) route.

4.3 The Response to Submissions Report dated 21 July 2023 states (at p 49):

> A separate OSOM vehicle assessment will be undertaken from the Port of Newcastle.

4.4 The Addendum Transport Impact Assessment dated 5 December 2023 further notes (at p 21) (our emphasis added):

> There will be up to 20 Oversize Overmass (OSOM) vehicles during the construction works phase. Relevant permits from the National Heavy Vehicle Regulator will be acquired for the project prior to mobilisation.
>
> OSOM vehicle movements will occur outside of standard construction hours and are anticipated to … arrive from Port of Newcastle to the site via Golden Highway, Saxa Road, Mitchell Highway, Goolma Road, Twelve Mile Road which is similar OSOM route for Uungula Wind Farm OSOM vehicles.

4.5 The traffic impact assessment in the EIS Documents states that vehicle movements will take place primarily on Goolma Road and assessment is undertaken of the Goolma Road/ Twelve Mile Road intersection. Condition B6 and B7 of the Conditions require road upgrades and a new access road intersection on Twelve Mile Road to be constructed to mitigate the traffic impacts.

4.6 Assessment is also undertaken in the EIS Documents of the Mitchell Highway and it is noted that approximately 40% of heavy vehicles associated with the construction of the Project are

expected to use a portion of the Mitchell Highway (and Goolma Road) to deliver plant, equipment and materials to the site.

4.7 In particular, it is noted (at p160 of the Environmental Impact Statement dated 25 October 2022):

> It is important to note that the project will not contribute to higher turn movements at the realigned Goolma Road/Twelve Mile Road intersection, as heavy vehicles associated with the project will primarily use Goolma Road to/from the Mitchell Highway. This means any traffic to/from the west will travel straight through the realigned intersection.

What do the Conditions require in relation to OSOM movements?

4.8 Condition A2 of the Conditions states:

> 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.

4.9 Condition B1 states:

> The Applicant must ensure that the:
>
> (a) development does not generate more than:
>
> i) 60 heavy vehicle movements a day during construction, upgrading or decommissioning;
>
> ii) 80 light vehicle movements and 30 heavy vehicle movements during the AM (6 - 7 am) or PM (5 - 6 pm) project peak hour during construction, upgrading or decommissioning; and
>
> iii) 20 movements of heavy vehicles 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.

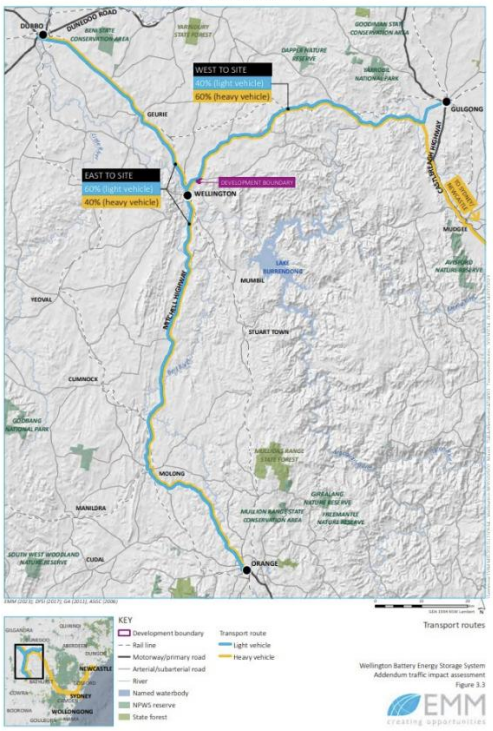
4.10 Condition B3 states:

> All heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via:
>
> (a) Castlereagh Highway, Goolma Road and Twelve Mile Road; or
>
> (b) Mitchell Highway, Goolma Road and Twelve Mile Road, as shown in Appendix 4.
>
> *Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of heavy vehicles requiring escort on the road network.*

4.11 OSOM materials will travel via heavy vehicles requiring escort.

4.12 Appendix 4 to the Conditions sets out a map of the heavy vehicle access route as follows:

APPENDIX 4:
HEAVY VEHICLE ACCESS ROUTE



Can OSOM materials be delivered from the Port of Adelaide instead of the Port of Newcastle without requiring a modification of the Approval?

4.13 Delivery of OSOM materials from the Port of Adelaide would require use of the Mitchell Highway and Goolma Road access route instead of the Castlereagh Highway and Goolma Road access route.

4.14 In order to determine whether a modification to the Approval is required to allow for this, it is necessary to consider whether the Proposed Route would result in a breach of any of the Conditions, in particular:

4.14.1 Condition B1 which limits the overall number of movements for heavy vehicles requiring escort (ie OSOM movements);

4.14.2 Condition B3 which expressly limits the permitted routes for heavy vehicles requiring escort; and

4.14.3 Condition A2 which states that the development must be carried out "generally in accordance with" the EIS Documents.

4.15 If the Proposed Route would result in the breach of a Condition or lead to the Project being not "generally in accordance with" the EIS Documents then a modification of the Approval would be required.

Condition B1

4.16 Condition B1 limits movements of heavy vehicles requiring escort (ie OSOM movements) to no more than 20 movements during construction, upgrading or decommissioning.

4.17 This limit will not be impacted by the use of the Proposed Route and the total number of OSOM movements remains no greater than that set out in the EIS Documents.

Condition B3

4.18 Condition B3 restricts on-road movement of heavy vehicles requiring escort to certain routes, rather than regulating the port of origin of the OSOM materials.

4.19 Condition B3 expressly authorises the use of the Mitchell Highway and Goolma Road access route for heavy vehicle movements, including heavy vehicles requiring escort (ie OSOM movements).

4.20 The inclusion of Mitchell Highway and Goolma Road access route as an alternative route in Condition B3 clearly anticipates that both routes are acceptable for heavy vehicle movements, including heavy vehicles requiring escort.

4.21 Therefore, no modification to this Condition would be required.

4.22 The remaining question is therefore limited to whether the use of the alternative route results in a change from the Project as assessed in the EIS Documents in a way that is inconsistent with Condition A2.

Condition A2

4.23 Condition A2 requires that the development must be carried out "generally in accordance with" the EIS Documents.

4.24 The phrase 'generally in accordance with' has been interpreted by the Courts as allowing for some latitude or deviation from strict compliance. In *Grace Bros Pty Ltd v Willoughby Municipal Council*[1], at 406, Wootten J stated:

> The use of the words "generally in accordance with" are obviously intended to allow for some deviation from the drawings referred to in the interim development orders. The reasons for allowing some latitude are obvious. The significance of any particular deviation will depend on the criteria by which it is judged.

4.25 In *Baulkham Hills Shire Council v Ko-veda Holiday Park Estate Ltd & Anor*[2] (**Baulkham Hills**), the Council had attempted to argue that the proponent had not complied with a condition which required that 'the development [be] carried out **substantially** in accordance with [the] Development Application… and accompanying Environmental Impact Statement' (emphasis added), because the proponent had not carried out the landscaping in accordance with the vegetation management plan annexed to the EIS.

4.26 The Court held that Council had attempted to establish a breach of obligation at a level of specificity which the general terms of the EIS did not support. The Court took into account that the EIS was hundreds of pages long and dealt with a variety of matters. The general terms of the EIS, together with its annexures, did not provide a foundation for Council to establish breach of the conditions.

4.27 Although this case concerned the term 'substantially in accordance with', 'substantially' was considered to be a stronger qualification than 'generally', with 'substantially' meaning in accordance with the 'essence' of the EIS[3].

4.28 These cases indicate that the degree of latitude permitted will likely depend on the extent of the deviation and the significance of the deviation in the context of the project.

4.29 The development which was approved under the Approval is the construction and operation of a BESS facility (as described further above). The delivery of OSOM materials for

[1] (1980) 44 LGRA 400
[2] [2008] NSWLEC 181
[3] Ibid at [102]

construction of the BESS facility forms an important but minor part of the overall development.

4.30 The EIS Documents assess OSOM movements at a relatively high level and do not fix a single definitive route. Rather, they describe the route from Sydney/Newcastle as *'anticipated'*, indicating that some flexibility in final routing was contemplated, subject to detailed design and construction requirements.

4.31 As per the reasoning in the *Baulkham Hills* case, the 'essence' of what was approved in relation to OSOM movements was:

4.31.1 a limited number of movements of heavy materials requiring escort during the life of the project; and

4.31.2 OSOM deliveries to use regional arterial corridors to approach the Site to minimise the impacts on local roads.

4.32 In our view, the 'essence' of the Project remains unchanged as a result of the delivery of OSOM materials via the Mitchell Highway, Goolma Road and Twelve Mile Road because:

4.32.1 the overall number of OSOM movements will not change;

4.32.2 both the route from Port of Newcastle (via Castlereagh Highway) and the route from Port of Adelaide (via Mitchell Highway) anticipate the use of regional highways to approach the Site;

4.32.3 the EIS Documents did not assess impacts relating to logistics at the ports but rather road traffic impacts within NSW and particularly near the Site (most importantly, the impacts on the Goolma Road/ Twelve Mile Road intersection); and

4.32.4 traffic impacts on the Mitchell Highway and Goolma Road access route were assessed in the EIS Documents (approximately 40% of heavy vehicles were already expected to use the Mitchell Highway/ Goolma Road route).

4.33 In relation to environmental impacts, use of the Proposed Route for the OSOM materials involves greater utilisation of an access route already assessed in the EIS Documents and does not create new or materially different traffic or environmental impacts. Further, the impacts of the increased utilisation of the Mitchell Highway and Goolma Road access route (instead of the originally anticipated Castlereagh Highway and Goolma Road access route from the Port of Newcastle) remain within the scope of the impacts which were assessed as part of the Approval.

4.34 The TMP confirms this by noting that in relation to the Proposed Route:

4.34.1 no major civil road upgrades, road widening works, or alternate delivery routes are required to facilitate OSOM deliveries to the project site;

4.34.2 no impacts will occur to third-party property;

4.34.3 there is no requirement for removal or relocation of lighting infrastructure; and

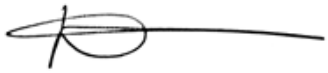
4.34.4 only minor operational mitigation measures will be required (eg temporary removal and reinstatement of signage, temporary line lifting and minor rehabilitation of grassed areas where required).

4.35 On this basis, there are no materially different impacts in the assessed NSW road network relevant to the Approval, particularly near the Site and approved corridors as a result of the use of the Proposed Route.

4.36 In our view the ‘essence’ of the Project and the environmental impacts remain materially unchanged. Accordingly, the use of the Proposed Route is properly characterised as ‘generally in accordance with’ the EIS Documents as per Condition A2 of the Conditions.

4.37 As the Proposed Route does not result in a breach of the Conditions and the development would remain ‘generally in accordance with’ the EIS Documents as assessed, it is reasonable to proceed with delivery of OSOM materials via the Port of Adelaide without the need for a modification of the Approval under section 4.55 of the EP&A Act.

Yours faithfully



Breellen Warry
Partner

Appendix 5: Evidence of consultation with TfNSW and route endorsement