APPENDIX E OSOM ROUTE ASSESSMENT

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ACEN
NEW ENGLAND SOLAR

OSOM Transport Management Plan

Date: April 2026
Client: EPEC
Type: TMP
Rev: 4



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Revision History

Revision	Date	Details	Prepared	Checked	Approved
1	12/09/2025	INITIAL RELEASE	SK / AK	GM	JJM
2	17/09/2025	UPDATED WITH FEEDBACK FROM EPEC	SK	GM	JJM
3	26/11/2025	PINCH POINT N6 UPDATED	SK	GM	JJM
4	22/04/2026	UPDATED TO ADDRESS TFNSW COMMENTS	IW	JJM	JJM

Disclaimer

This Transport Management Plan has been prepared for the purpose of presenting to relevant transport authorities to obtain permits and permission to travel. It is also designed to be used as a guideline for members of the Ares transport team who are travelling with the load. Information provided within this plan is based on data provided by the Client as well as publicly available information and, to the best of ARES Project Services Pty Ltd's knowledge and experience, is accurate at the time of publication. All proposed routes, methodologies and schedules described in this report are subject to approval and issue of permits from the relevant stakeholders. Transport equipment is based on ARES Project Services Pty Ltd vehicles and trailers. Swept path analysis results may differ if using equipment by third parties.

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Introduction

New England Solar is a 720MW solar and battery project currently being built in stages near Uralla in the NSW / New England region. The project sits across a 2,000-hectare site of mostly cleared grazing land, traversed by an existing 330kV power line owned and operated by TransGrid.

Stage 1 (400MW) commenced generating clean, renewable electricity into NSW and Queensland in 2023. Stage 2 (320MW) and a 200MW/2 hour battery started construction in 2024.

The location is approximately 12km east of the Uralla township, within the Uralla Shire council Region.

ARES have been appointed by our client, One Global Logistics - on behalf of EPEC, to investigate transporting an oversize over-mass (OSOM) power transformer. The transformer will be collected from the offload location at Port Adelaide and deliver to site. This Transport Management Plan (TMP) details the route, methodology, resources and procedures we would use to safely deliver this component.

This TMP is designed for those involved in the project - including those with a limited knowledge of transportation. The report is a comprehensive outline of the nominated route and actions required to safely achieve this delivery.



01

Overview

Project Overview

New England Solar Is an existing solar farm and future clean energy battery storage hub located near Uralla, New South Wales.

Scope of TMP

New England Solar is located in the Uralla shire, approximately 12km east of the city of Uralla in New South Wales.

ARES has been tasked with transport of an oversize, over-mass (OSOM) transformer from discharge at the Port of Adelaide to site. The scope of this TMP will include all roads on the public road network up to the site entrance gate at Uralla.

Point of Origin

Port Adelaide is located 14km north-west of Adelaide, Port Adelaide is the seaport suburb of South Australia's state capital. Founded 175 years ago and is one of South Australia's earliest settlements.

Two exit gates have been identified at the port as possible exit locations. The area surrounding the main gate has been fully measured and deemed as unsuitable for the load to exit from. We will therefore be requesting access to use the existing OSOM gate, which is positioned conveniently in line with the start of Eastern parade. By exiting from this gate, we avoid two complicated turns commencing the journey. The exit from the OSOM gate is illustrated as Pinch Point S01.

Site

Entrance to the New England Solar site is only accessible via Big Ridge Road. Two site entrances have been identified with Site entry #1 being determined as the only feasible option for this load. The load will drive slightly past this gate and position to reverse into the site and continue in reverse to the unload position.

Cargo Dimensions

Component	Qty	Length (m)	Width (m)	Height (m)	Weight (t)
Power Transformer	1	11.08	3.6	4.43	244.0

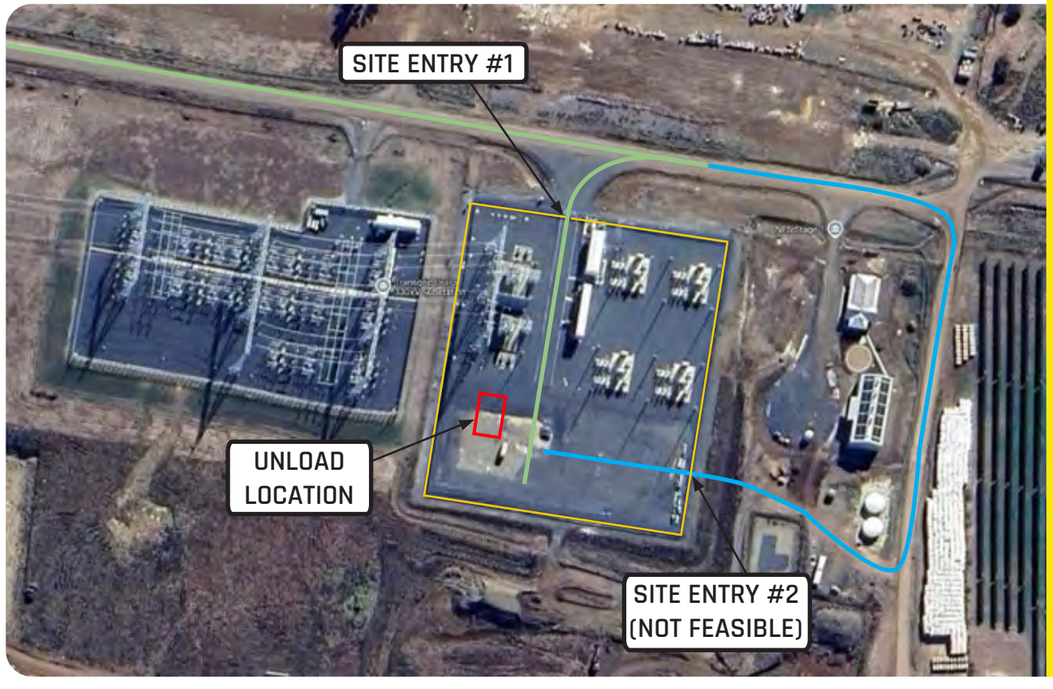
Overall Dimensions

Equipment	O/A Length (m)	O/A Width (m)	O/A Height (m)	O/A Weight (t)
PM-2R8-18R8	46.7	4.3	5.58	354.0
PM-2R8-18R8-BT	59.1	4.3	5.58	378.5
BT-PM-2R8-18R8-BT	71.6	4.3	5.58	403.0
BT-BT-PM-2R8-18R8-BT	84.1	4.3	5.58	427.5



Above: Aerial view of Port Adelaide showing both exit gates. The main gate adds unnecessary difficulty so the OSOM Gate will be choice of exit

Below: Aerial view of New England Solar Site, showing the two evaluated entry methods to the unload location.



Project Equipment

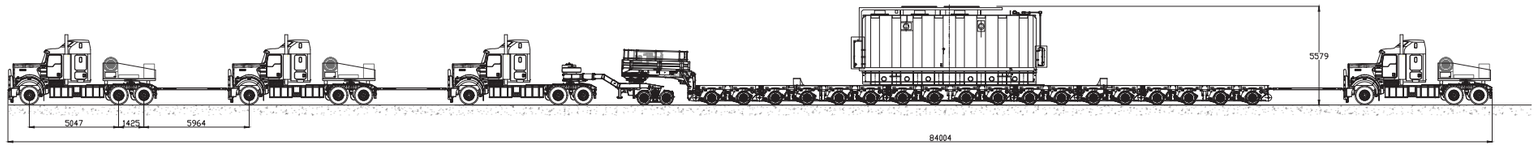


The load will be transported using a conventional prime mover, connected to a Dolly, towing a 18 axle modular platform trailer. The front prime mover will be assisted by a Block Truck pushing from the rear. The dolly / platform configuration results in 20 axle rows distributing the weight to an acceptable figure for transport as shown in the table on the right. The specific end weight in this configuration is 16t per dolly axle row and 16.5t per platform axle row.

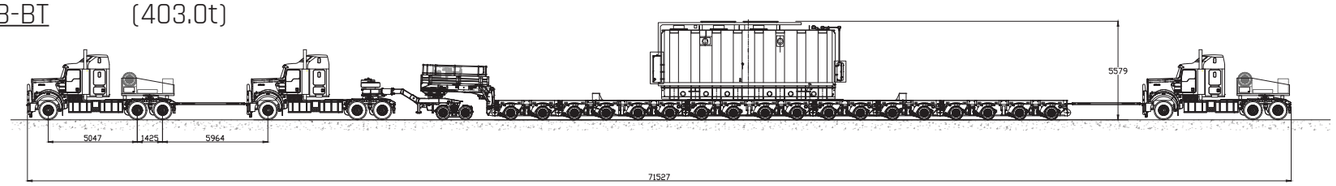
The trailer shown is fully modular with 4-ram fully independent modular steering systems installed. With the command steering setup of the unit, the trailer is capable of turning in all directions and has a minimum turning circle radius of 15.6 metres. All turns contained in this TMP have been calculated using a minimum turn radius of 25 metres, reserving some maneuverability if more is required.

The load will be escorted by pilots and escort vehicles as per the applicable state Transport requirements. Police escorts will be arranged and will provide traffic management for the journey. The load will travel in this configuration for the entirety of the journey through both South Australia and New South Wales. Due to the volume of information contained, this TMP will be broken into state segments. The OSOM transport requirements for each state differs slightly and will be noted in each section as appropriate.

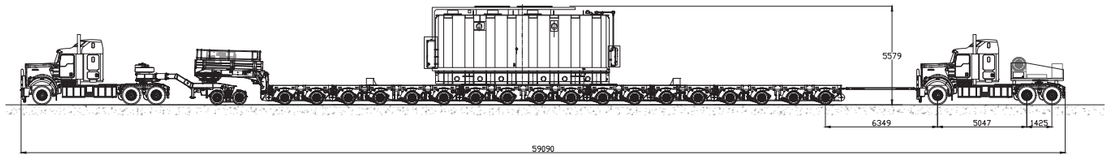
BT-BT-PM-2R8-18R8-BT (427.5t)



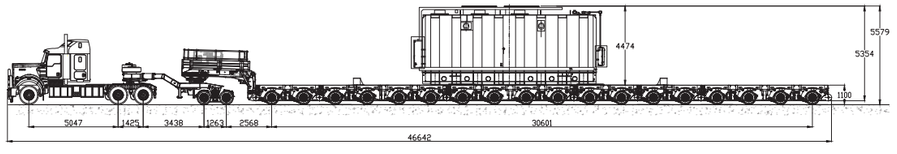
BT-PM-2R8-18R8-BT (403.0t)



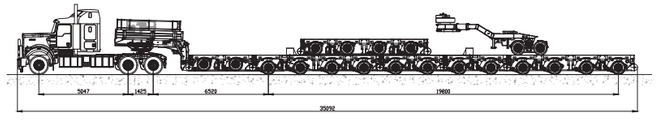
PM-2R8-18R8-BT (378.5t)

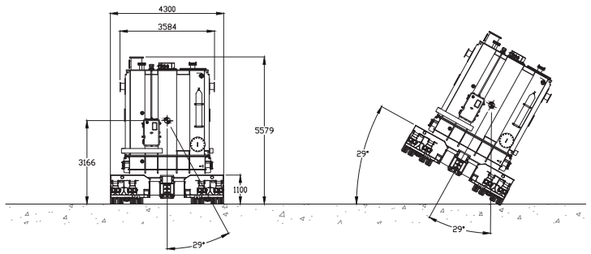


PM-2R8-18R8 (354.0t)



EMPTY TRAVEL (354.0t)



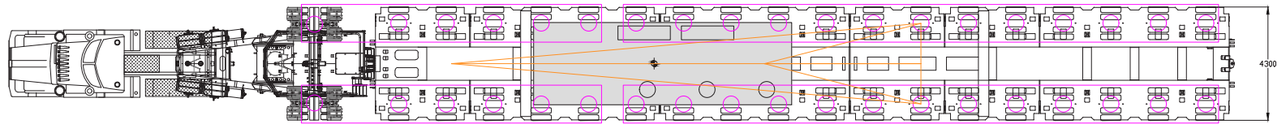


NOTE:
MAX TIPPING MOMENT @ 29 DEGREES WHEN SPREAD TO 4.3M WIDE.
THIS IS DUE TO ROTATION POINT ON AXLE TRUNIONS

TRAILER SPECIFICATION	
PRIME MOVER	
all weights in t (metric tonnes)	**Total**
NUMBER OF ALL AXLE LINES	3.00
GROSSS WEIGHT PER AXLE	N/A
MAX GROSS	25.00
TRUCK WEIGHT	12.00
ADDITIONAL WEIGHT	1.60
MAX PAYLOAD	11.40
ACTUAL PAYLOAD	11.40
TOTAL MASS FOR GROUP	25.00
LOAD STEER	6.50
LOAD DRIVE	18.50
LOAD PER WHEEL	2.31
GROUND BEARING PRESURE t/m2	4.63
OVERALL WIDTH	2450

TRAILER SPECIFICATION	
DOLLY	
all weights in t (metric tonnes)	**Total**
NUMBER OF ALL AXLE LINES	2
GROSSS WEIGHT PER AXLE	16.00
MAX GROSS	32.00
DOLLY WEIGHT	6.00
ADDITIONAL WEIGHT	6.40
PAYLOAD	19.60
ACTUAL PAYLOAD	19.60
TOTAL MASS FOR GROUP	32.00
LOAD PER AXLE LINE	16.00
LOAD PER AXLE	8.00
LOAD PER WHEEL	2.00
GROUND BEARING PRESURE t/m2	4.00
OVERALL WIDTH	4300

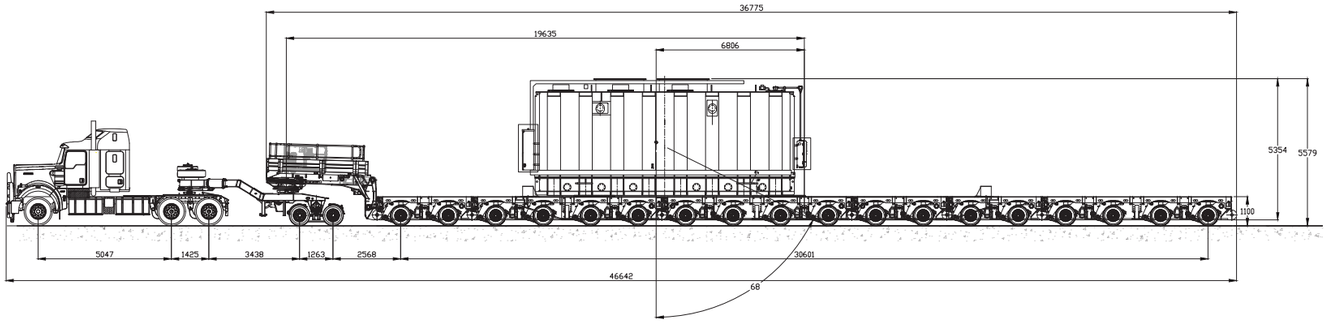
TRAILER SPECIFICATION	
18R8 PLATFORM	
all weights in t (metric tonnes)	**Total**
NUMBER OF ALL AXLE LINES	18
GROSSS WEIGHT PER AXLE	16.73
MAX GROSS	301.05
TRAILER WEIGHT	80.00
ADDITIONAL WEIGHT	4.00
PAYLOAD	217.05
ACTUAL PAYLOAD REQUIRED	213.00
TOTAL MASS FOR GROUP	297.00
LOAD PER AXLE LINE	**16.50**
LOAD PER AXLE	8.25
LOAD PER WHEEL	2.06
GROUND BEARING PRESURE t/m2	4.13
OVERALL WIDTH	4300



TOTAL WEIGHTS	
TOTAL TARE WEIGHT	110.00
MAX TOTAL GCM	358.05
ACTUAL TOTAL GCM	354.00
MAX COMBINATION PAYLOAD	248.05
UNDER OVER	**4.05**
CARGO DETAILS	
LENGTH	11.08
COG LENGTH	5.54
WIDTH	3.58
COG WIDTH	1.79
HEIGHT	4.47
COG HEIGHT	2.30
WEIGHT	244.00
COMBINATION DETAILS	
OVERALL LENGTH	**46642**
OVERALL WIDTH	4300
OVERALL HEIGHT	5574
TRAILER DETAILS	
MAKE	KENNEDY
AXLES	18.00
TYRES PER AXLE	8.00
TARE WEIGHT	84.00
GOOSENECK / HEADER	GN
TRAILER HEIGHT	1100
AXLE LINE SPACING	1800
MAX AXLE LOAD (ONROAD)	15.00
MAX AXLE LOAD (OFF ROAD)	22.50
LOAD PER WHEEL	1.88
MAX GBP t/m2	3.75

PACKING LIST:

3 x 240T HEAVY RATED PRIME MOVERS
1 x 2R8 DRAKE DOLLY
1 x GOOSNECK MODULE cw POWERPACK
3 x 2R8 M500 MODULE
3 x 4R8 M500 MODULE
2 x PUSH PULL BARS
14 x 9t CHAINS
14 x LOAD BINDERS
CAMBER PLATES AS REQURIED



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

REV	DATE	DESCRIPTION	DRN	CHK	APP	REFERENCE DRAWINGS
1	12/09/2025	INITIAL DRAWING	SK			

DRAWING NOTES:

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

TECHNICAL NOTES:

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

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CUSTOMER	EPEC
PROJECT	NEW ENGLAND BESS - 370MVA TRANSFORMER
DRAWING TITLE	URALLA SOLAR FARM
DRAWING NAME	OGLAU_244T_LASHING_R1.DWG
SIZE	A3
SCALE	NTS
SHEET No	1 of 4
REV	01

Plot date: Friday, 12 September 2025 1:54:23 PM

INPUT DATA

TRAILER CONFIGURATION & REAR POTS

TRAILER HEIGHT	(Th)	1100	mm
TRAILER WIDTH	(Tw)	4300	mm
TRAILER LENGTH	(Tl)	36775	mm
TRAILER AXLE LINES	(n)	13	Nos
TRAILER CG	(CG)	950	mm
TRAILER WEIGHT	(Wt)	52.00	mTon
3 OR 4 POINT SUSPENSION	(p)	3	point
ADDITIONAL WEIGHT (BEAM ETC)	(Bw)	12	mTon
PAYLOAD REAR POTS	(PrP)	159.43	mTon
MAX AXLE PRESSURE	(Ap)	16.725	mTon
TYRES PER AXLE	(Tpa)	8	Nos
PRESSURE PER TYRE	(Ppt)	2.09	mTon
MAX SPEED	(V)	70	km/h
MAX ACCELERATION	(a)	5	m/sec
MAX DECELERATION	(d)	8	m/sec
AXLES SUSPENDED	(Sn)	0	Nos
SAFE HYDRAULIC STABILITY	(Shsa)	6.5	deg
SAFE STRUCTURAL STABILITY	(Sssa)	5	deg

CARGO CONFIGURATION

LOAD LENGTH	(Ll)	11080	mm
LOAD HEIGHT (INC BEAMS)	(Lh)	4474	mm
LOAD WIDTH	(Lw)	3584	mm
LOAD WEIGHT	(Wl)	244.0	mTon
PIN DISTANCE	(Pd)	19,635	mm
TRANSVERSE CG	(CGt)	1792	mm out
LONGITUDINAL CG	(CGi)	5540	mm out
LOAD TRANSPARENCY FACTOR	(Tf)	1	
GRAVITATION	(g)	9.81	m/sec2
WINDFORCE	(Wp)	11.80	Kg/m2
CURVE IMPCACT	(Ci)	2%	%
FRICTION COEFICCIENT (SURFACE)	(Mu)	70%	%
FRICTION COEFICCIENT (TRACTION)	(Mu)	70%	%
TRANSVERSE ROAD GRADIENT	(Mgt)	2.00	deg
LONGITUDINAL ROAD GRADIENT	(Mgl)	17.00	deg
CHAIN CAPACITY	(cc)	9.00	mTon Each
CHAINS USED	(cu)	4.00	Nos
TOTAL LASHING CAPACITY	(Tlc)	36.00	mTon

DOLLY CONFIGURATION & FRONT POTS

TRAILER HEIGHT	(Dh)	1100	mm
TRAILER WIDTH	(Dw)	4300	mm
DOLLY USED	(Dl)	YES	mm
TRAILER AXLE LINES	(Da)	5	Nos
TRAILER WEIGHT	(Dwt)	28.00	mTon
MAX AXLE PRESSURE	(Dap)	16.725	mTon
TYRES PER AXLE	(Tpa)	8	Nos
PRESSURE PER TYRE	(Ppt)	2.090625	mTon
PAYLOAD FRONT POTS	(PfP)	0	mTon

BRAKE CAPACITY

WEIGHT ON BRAKES AXLES		336.00	mTon
BRAKE CAPACITY PER TRUNION		9.00	mTon
TOTAL TRUNIONS		36.00	mTon
MAXIMUM BRAKE FORCE @ 100%	(Mbf)	324.00	mTon
ACTUAL BRAKE FORCE (Mbf x Mu)	(Abf)	226.80	mTon

STABILITY

GEOMETRIC STABILITY LONG		68.00	Deg
GEOMETRIC STABILITY TRANS		29.00	Deg

OUTPUT DATA

LONGITUDAL COG PLACEMENT

TWl	= (Wl)	244.00	Tons per m of cargo
TF	= (WL - PrP)	84.58	Weight required to shift forward
SFP	= (TF / TWl) * Pd	6806	Shift forward (mm) of centre rear axle group

LASHING REQUIRED FORWARD

CHAINS FORWARD	8.00	Nos	
HEIGHT OF CHAIN POINT	2.10	m	
LENGTH OF CHAIN	3.10	m	
CAPACITY OF CHAINS	68%	%	
RESTRAINT REQUIRED (inc Fco)	58.56	0.8 G	
CAPACITY OF CHAINS	48.77	mTon	
OVER / UNDER CAPACITY	-9.79	mTon	

LASHING REQUIRED REARWARD

CHAINS REARWARD	4.00	Nos	
HEIGHT OF CHAIN POINT	2.10	m	
LENGTH OF CHAIN	3.10	m	
CAPACITY OF CHAINS	68%	%	
RESTRAINT REQUIRED (inc Fco)	29.28	0.4 G	
CAPACITY OF CHAINS	24.39	mTon	
OVER / UNDER CAPACITY	-4.89	mTon	

STATIC LASHING REQUIRED FORWARD

F	= (Wl + Wa) * Sin (Mgl)	74.85	mTon
N	= (Wl + Wa) * Cos (Mgl)	255.84	mTon
R1	= (((Wl + Wa) * a) / g) + F - (Mu * N)	26.24	mTon
C1	= R1 / cc (if negative NIL req)	2.67	Req

STATIC LASHING REQUIRED REARWARDS

F	= (Wl + Wa) * Sin (Mgl)	74.85	mTon
N	= (Wl + Wa) * Cos (Mgl)	255.84	mTon
R2	= (((Wl + Wa) * d) / g) + F - (Mu * N)	104.52	mTon
C2	= R1 / cc (if negative NIL req)	12.00	Req

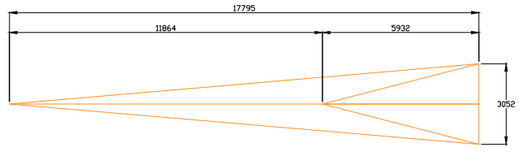
TYPICAL STATIC FRICTION COEFFICIENTS

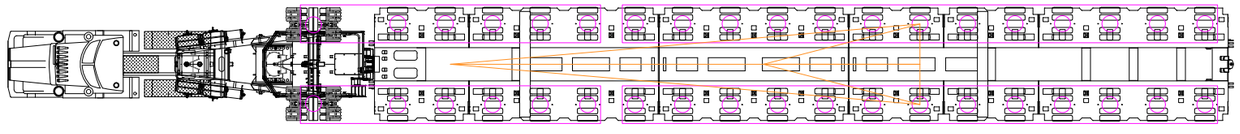
Load surfaces	Friction coefficient	
Wet or greasy steel on steel	0.01 – 0.1	10%
Smooth steel on smooth steel	0.1 – 0.2	20%
Smooth steel on rusty steel	0.2 – 0.4	40%
Smooth steel on timber	0.3 – 0.4	40%
Smooth steel on conveyor belt	0.3 – 0.4	40%
Smooth steel on rubber load mat	0.6 – 0.7	70%
Rusty steel on rusty steel	0.4 – 0.7	70%
Rusty steel on timber	0.6 – 0.7	70%

TIE-DOWN ANGLE EFFECT

The angle effect can be calculated by dividing the height of the load by the length of the lashing between the load and the tie point on the vehicle. The angle effect is the sine of the lashing angle ( ) relative to the horizontal (E = sin .)

NOTE:
3 POT HYDRAULIC SUSPENSION TO BE USED. FRONT POT WILL BE PLUMBED INTO THE MATCHING RAMS FITTED INSIDE GOOSNECK. GOOSNECK TO HAVE STANDARD THREE SETTINGS TO ALLOW FOR DOLLY REMOVAL AND ONSITE ADDITIONAL WEIGHT ON PRIME MOVER DRIVEN AXLES.





REV	DATE	DESCRIPTION	DRN	CHK	APP	REFERENCE DRAWINGS
1	12/09/2025	INITIAL DRAWING	SK			

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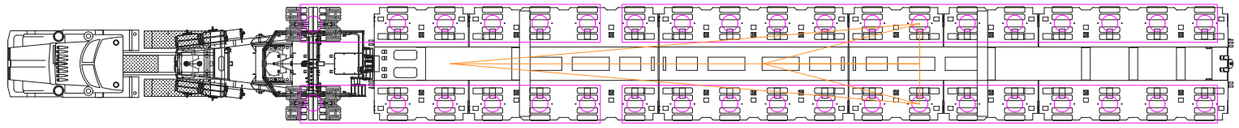
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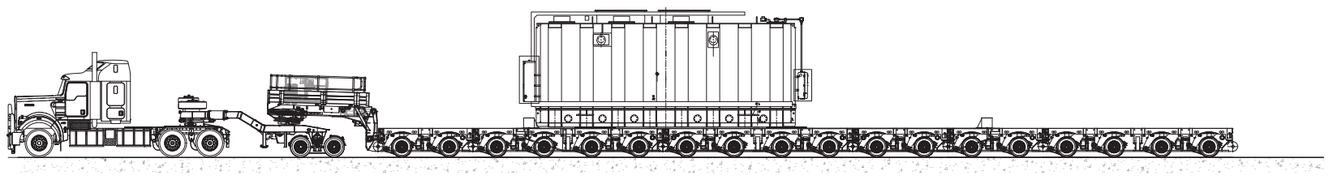
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DRAWN DATE:
CHECKED BY:

CUSTOMER	EPEC	SIZE	A3
PROJECT	NEW ENGLAND BESS - 370MVA TRANSFORMER	SCALE	NTS
DRAWING TITLE	URALLA SOLAR FARM	SHEET No	2 of 4
DRAWING NAME	OGLAU_244T_LASHING_R1.DWG	REV	01

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PRIME MOVER	SUSPENSION POT 1 DOLLY AND FIRST 5 AXLE LINES	SUSPENSION POT 2 RHS ON LAST 13 AXLE LINES
		SUSPENSION POT 3 LHS ON LAST 13 AXLE LINES



6.50T 9.25T 9.25T 16.0T 16.0T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T 16.5T

25.0T - APPLIED 25.0T - ACTUAL	32.0T - APPLIED 32.0T - ACTUAL	301.00T - APPLIED 297.00T - ACTUAL

Plot date: Friday, 12 September 2025 1:55:09 PM

REV	DATE	DESCRIPTION	DRN	CHK	APP	REFERENCE DRAWINGS
1	12/09/2025	INITIAL DRAWING	SK			

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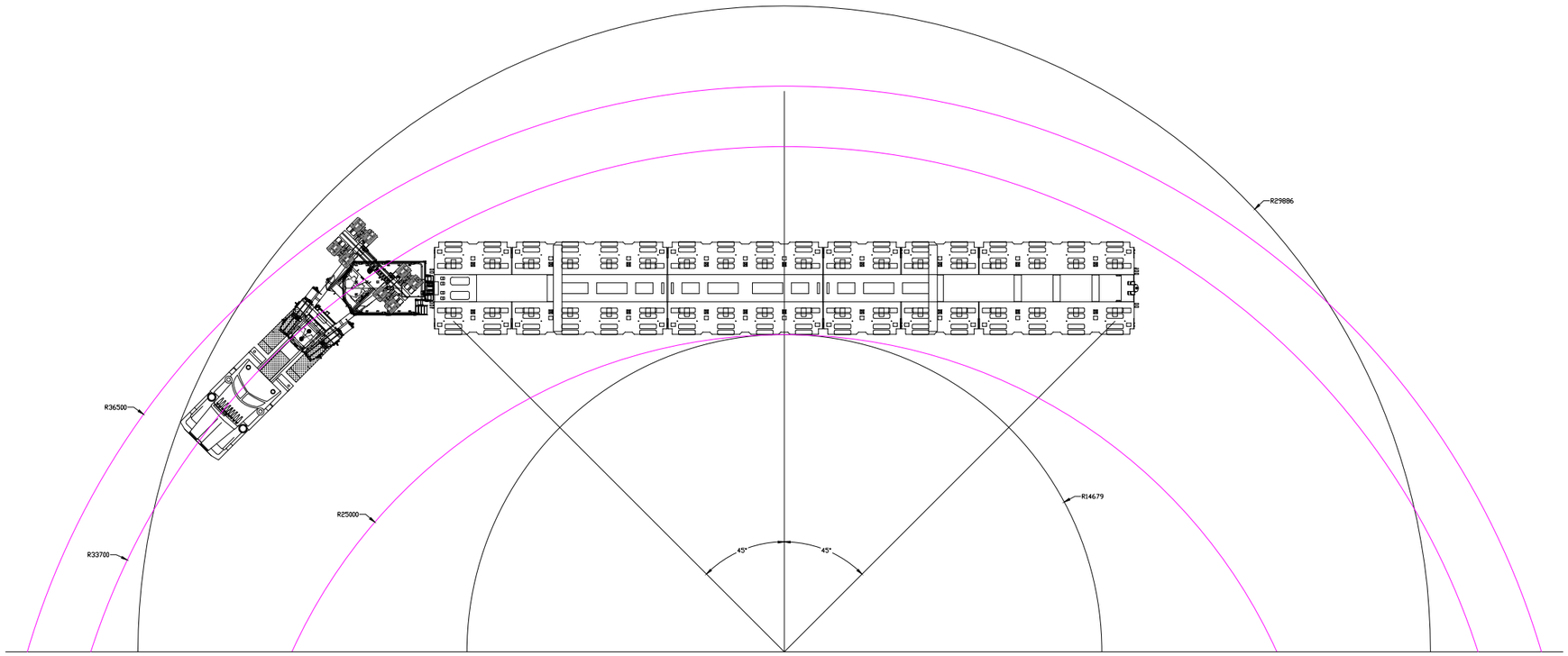
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ARES PROJECT SERVICES PTY LTD - ABN: 45 643 587 115

DRAWN BY:
DRAWN DATE:
CHECKED BY:

CUSTOMER	EPEC
PROJECT	NEW ENGLAND BESS - 370MVA TRANSFORMER
DRAWING TITLE	URALLA SOLAR FARM
DRAWING NAME	OGLAU_244T_LASHING_R1.DWG
SIZE	A3
SCALE	NTS
SHEET No	3 of 4
REV	01



REV	DATE	DESCRIPTION	DRN	CHK	APP	REFERENCE DRAWINGS
1	12/09/2025	INITIAL DRAWING	SK			

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TECHNICAL NOTES:

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

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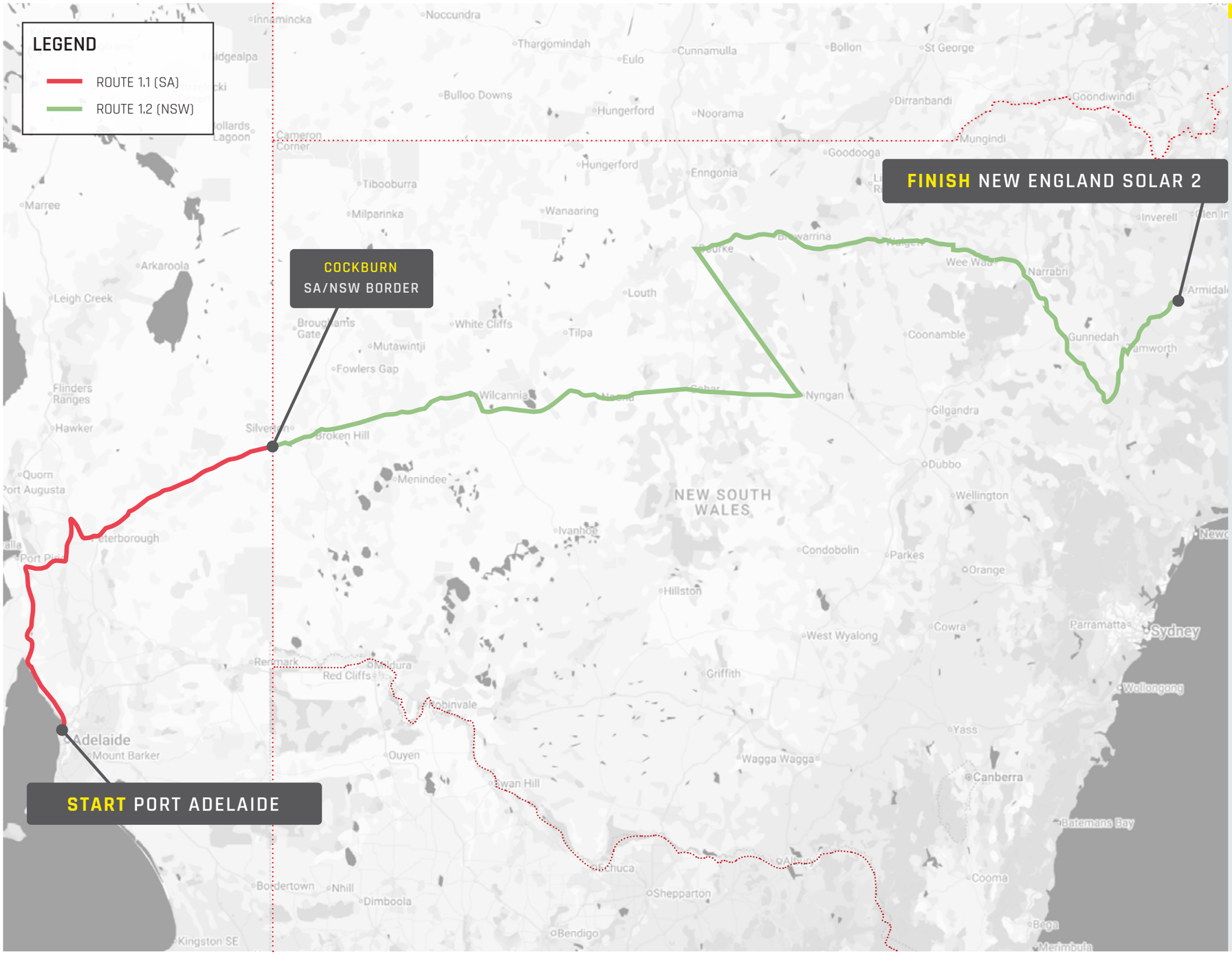
ARES PROJECT SERVICES PTY LTD - ABN: 45 643 587 115

DRAWN BY:
DRAWN DATE:
CHECKED BY:

CUSTOMER	EPEC
PROJECT	NEW ENGLAND BESS - 370MVA TRANSFORMER
DRAWING TITLE	URALLA SOLAR FARM
DRAWING NAME	OGLAU_244T_LASHING_R1.DWG
SIZE	A3
SCALE	NTS
SHEET No	4 of 4
REV	01

Plot date: Friday, 12 September 2025 1:55:53 PM

Journey Overview



ROUTE 1.1 (SOUTH AUSTRALIA)

Port Adelaide to
NSW Border - COCKBURN

555.0 KM

ROUTE 1.2 (NEW SOUTH WALES)

SA Border - Cockburn to
New England BESS Site

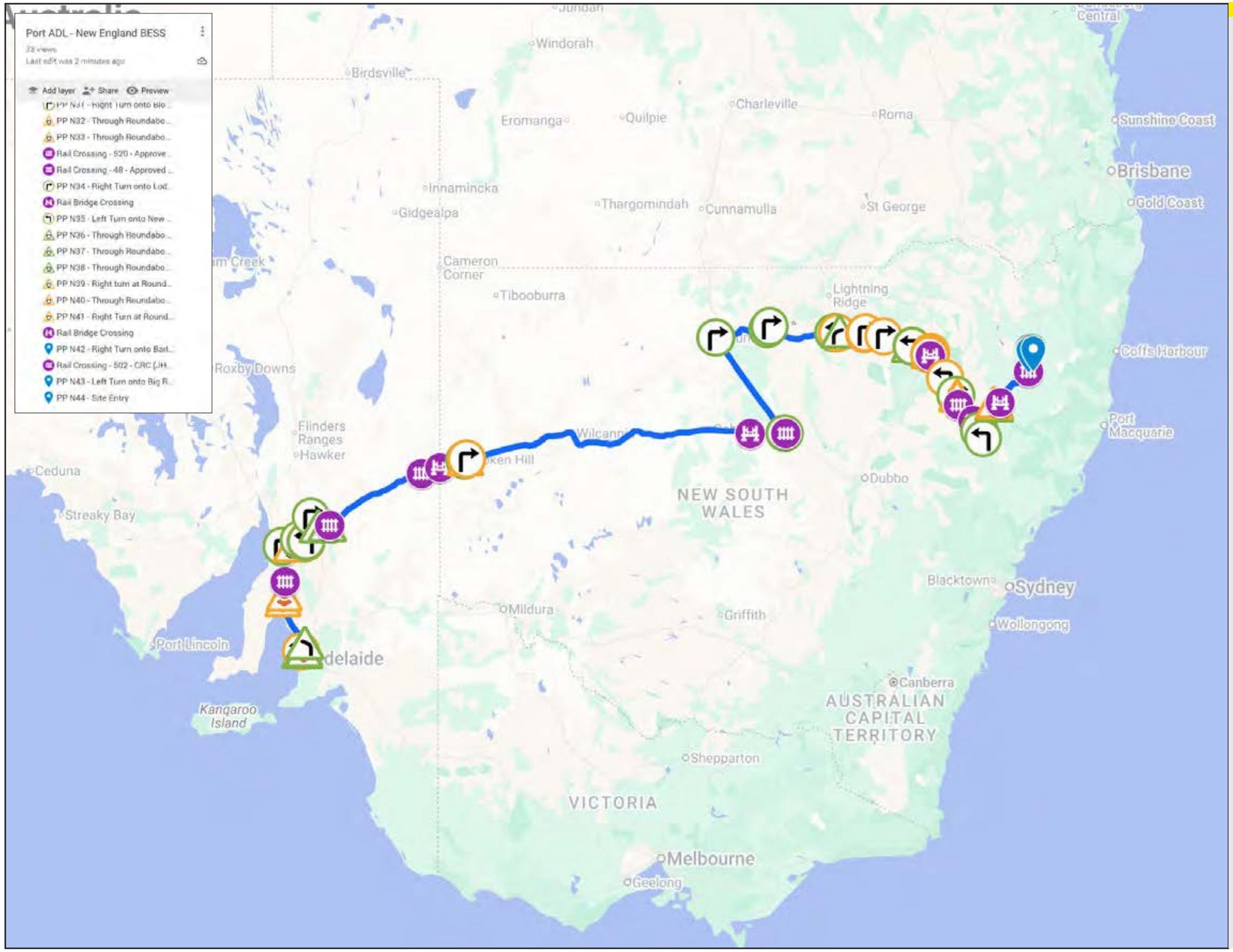
1610.0 KM

TOTAL JOURNEY DISTANCE:

2165 KM

CLICK HERE TO VIEW ONLINE DOCUMENT GOOGLE MYMAPS

LIVE DOCUMENT TMP - Overview



Whilst this PDF document has been created for the process of the various permit applications, a parallel LIVE document is also being created and updated for the travelling team to access during the journey.

All conditions relating to the journey, including Bridge crossing conditions, underpasses requiring caution, rail crossings and rest areas will be contained in this MyMaps document.

A hard copy of this document will be kept as a backup, so if at any time signal is lost, the information will still be available by the travel team off-line. Having a live document ensures that any update - imposed early or late, will be included and available to the team.

This live document will ensure all travel & permit conditions will be followed at all times during the journey.

CLICK HERE TO VIEW ONLINE DOCUMENT GOOGLE MYMAPS

General Route Notes

Port Adelaide to Uralla

Road Quality

Where possible, state roads and highways have been utilized, which are generally designed to a higher specification and able to handle heavier loads and higher volumes of traffic.

A mobile VMS will accompany the load to advise traffic of any slowing zones. Certified pilots will assist with management.

Rest Stops

There are numerous truck rest areas along the State and National Highway networks which are suitable for rest breaks and layovers if necessary. Specific stops deemed suitable to access for a load of this size will be listed at the end of each section following the pinch point pages. Specific timings of these locations will not be outlined in this document as timing will be entirely dependent on weather conditions, freedom of travel, delay times, driver fatigue, NHVR requirements etc.

Overhead Structures

Overpasses and overhead structures have been assessed along the specified route shown. For any nominated obstacle where conditions apply, these conditions will be outlined in the live document and adhered to during the journey, to allow safe passage of the load.

Four overpasses in South Australia have been identified with all having at least one lane above 6.0m vertical clearance. All of these overpasses are located in the initial stages of the journey with the final overpass location in Port Wakefield.

There are also 12 Gantry frames along the route (9 located in SA, 3 in NSW) - all with a vertical clearance of no less than 7.0 metres.

Overhead Power Lines

In general, a travel height below 5.5m is not an issue with respect to power lines. However, loads above 5.2m travel height require a high load permit from the power authorities prior to travel.

An overhead power line survey is being undertaken to determine exact line heights and ascertain if any lines will need to be temporarily or permanently lifted prior to the load going through.

The route travels through the multiple electrical provider regions:
South Australia: SA Power Networks & Electra Net.
New South Wales: Essential Energy.

Bridges and Culverts

Any issue with Bridges which are not rated to support the travel load will be bypassed either using an alternative route, a local bypass or a contra-flow manoeuvre.

Road authorities will assess and advise of any travel conditions over structures. These will include slowing down, and specific positioning as required. Any bridge conditions received will be outlined in the “Live document”. Any approvals received will be printed out as a hard copy and handed to the transport crew prior to the journey commencement.

Rail Crossings

Fifteen rail level crossings have been identified along the route. There are seven crossings in South Australia and 8 in New South Wales. All crossings have been initially deemed passable by our survey. All crossings are subject to approval by the relevant authorities including Aurizon, ARTC and CRC. Six other non level (Bridge) rail crossings exist and will all be subjected to bridge conditions as mentioned previously.

Roadworks

Close liaison with all state authorities will be maintained throughout the transport planning phase. The relevant state Authorities for this route are: SA (TMR) and TfNSW.

Roadworks notes taken on the physical survey (completed 8th August 2025)

A: Road works were underway between Port Wakefield and Snowtown for approximately 5Kms. A check on progress will be required prior to travel. One lane was closed at the time during the physical route survey.

B: There are marked sections of damaged road on the Kamilaroi Highway before and after in the Cryon Pinch Points (N16,N17).

C: Roadworks (Bridgeworks) are present over Spring Creek (north of Narrabri) and are expected to continue until the end of October.

D: Various roadworks locations are underway and currently scheduled between Willow tree and Tamworth.

E: Road damage and roadworks exist along the Moonbi Range section of road. These are scheduled to continue until the end of March 2026.

Approvals

Transport Permits have been lodged with NHVR and Transport Plans will be lodged with the relevant state authorities.

Transport will not be possible until TMPs are approved by state authorities and approved Transport permits are obtained from NHVR.

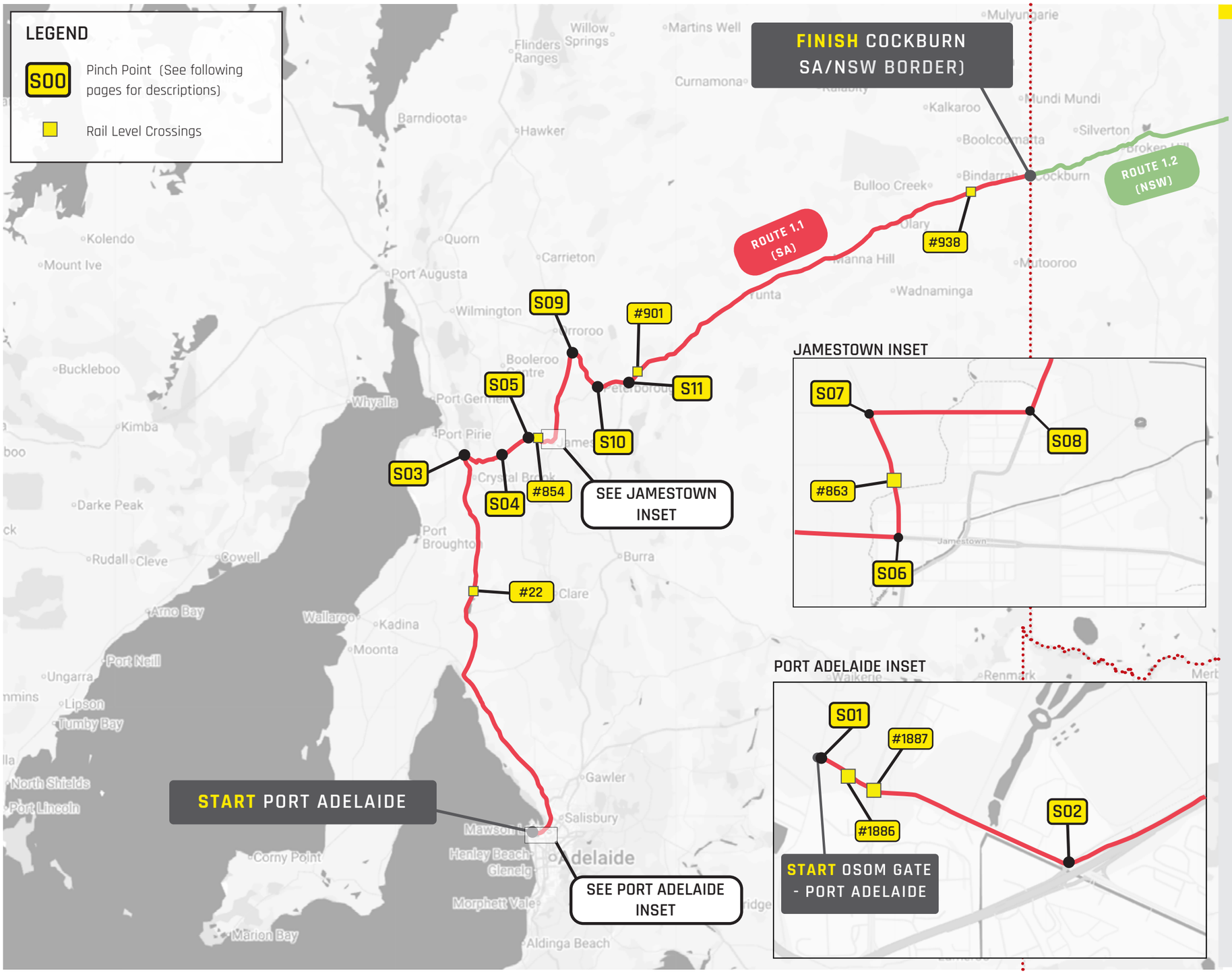


Above: A 250MVA Transformer being transported along the Moonbi range Section, bound for the Uralla site, April 2025.

02

Route 1.1 - Port Adelaide to Cockburn

Route 1.1 Overview



ROUTE 1.1

	START - Port Adelaide
0.0 Km	(S01) Eastern Parade
0.1 Km	Rail level crossing #1886
0.2 Km	Rail level crossing #1887
0.9 Km	(S02) Port River Expwy On-Ramp
4.0 Km	Start of North South Mwy
19.0 Km	Start of Princes Hwy
139.7 Km	Rail level crossing #22
193.7 Km	Rail Bridge crossing #5419
201.7 Km	(S03) Wilkins Hwy
220.9 Km	(S04) Wilkins Hwy
237.0 Km	(S05) Charles St
238.3 Km	Rail Level Crossing #854
248.9 Km	(S06) Clyde St
249.1 Km	Appila Rd
249.4 Km	Rail level crossing #863
250.0 Km	(S07) Boundary Rd
251.1 Km	(S08) RM Williams Way
294.8 Km	(S09) Petersburg Rd
318.0 Km	West Terrace
318.4 Km	(S10) Main St
320.0 Km	Petersburg Rd
333.3 Km	(S11) Barrier Hwy
335.0 Km	Rail level crossing #901
518.7 Km	Rail level crossing #938
552.3 Km	Rail Bridge Crossing #3695
555.0 km	**FINISH - SA/NSW Border**

Pinch Point

S01

PORT EXIT THROUGH GATE
Ocean Steamers Rd
& Eastern Parade
PORT ADELAIDE

ROUTE 1.1

The load will exit Berth 18-20 in Port Adelaide through a limited access gate which opens into the intersection of Ocean Steamers Rd and Eastern Parade. This allows the load to travel in an almost straight line onto Eastern Parade.

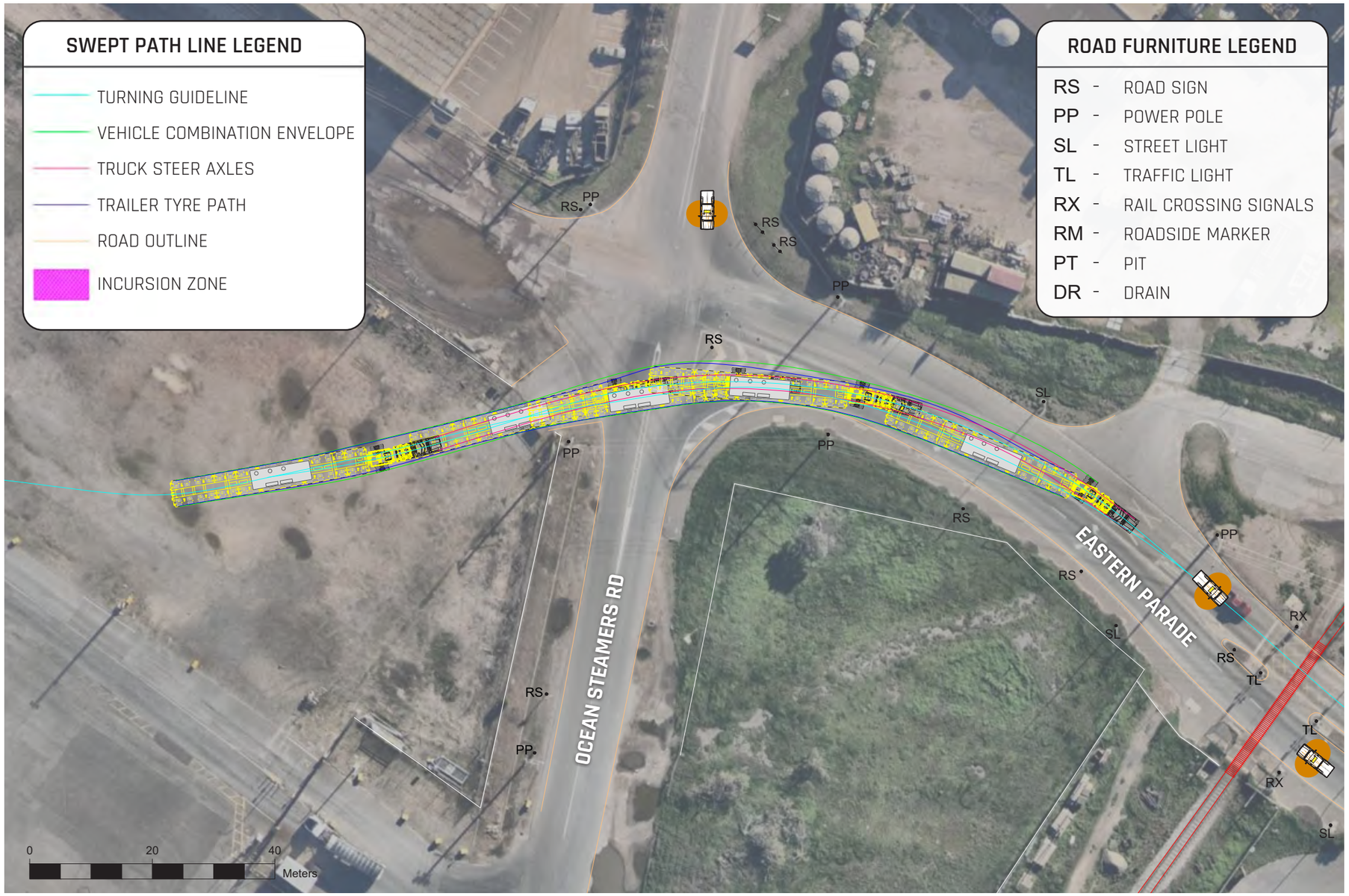
There are multiple power lines located in this area which have all been measured at above 7m, so will not impede the load in any way.

No modifications are required in this location.

Summary of modifications/issues:

- No modifications Required.
- No issues noted.

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PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	S01	REV

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

Pinch Point

S02

LEFT TURN
Eastern Parade
& Port River Expwy On-Ramp
GILLMAN

ROUTE 1.1

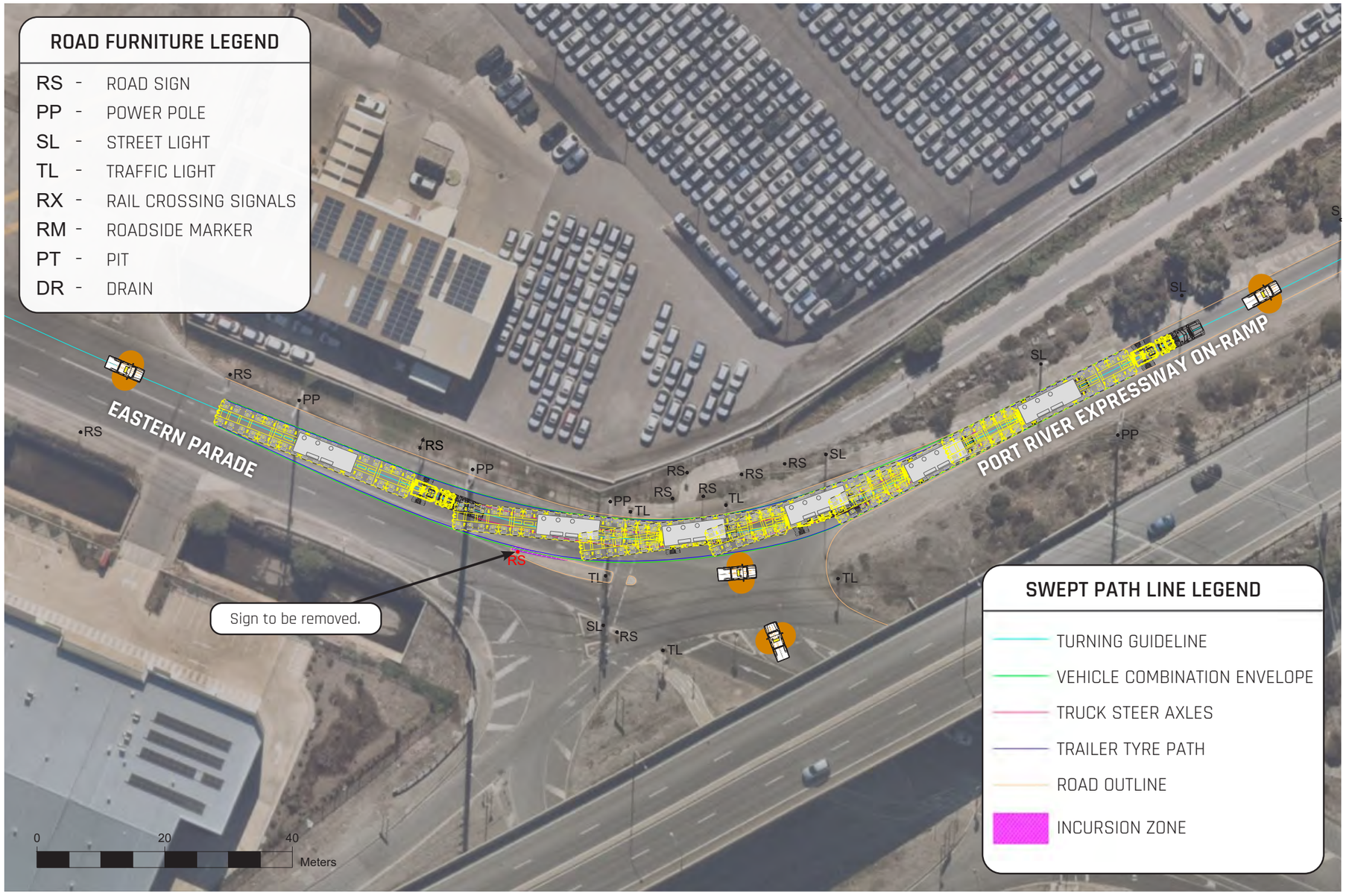
The left turn from Eastern Parade into the Port River Expressway on-ramp has a wide turn radius, however the entry is restricted with an approach island in place. The on-ramp is narrow, with a width of 4.6m from gutter to gutter. With the loaded trailer measuring 4.3m wide, a very precise entry will be required so the load can continue in a straight line along the length of the on-ramp.

To get the load into the required position, the rear of the trailer will cross over the leading edge of the approach island, necessitating the temporary removal of a "Keep Left" sign. This sign has been previously sleeved so removal and replacement should be a straight-forward process. No other modifications are required in this location.

Summary of modifications/issues:

- Temporary removal of 1x sign.
- Minor traffic island incursion will occur.

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PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	S02	REV

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Pinch Point

S03

RIGHT TURN
Princes Hwy (Augusta Hwy)
& Wilkins Hwy
WARNERTOWN

ROUTE 1.1

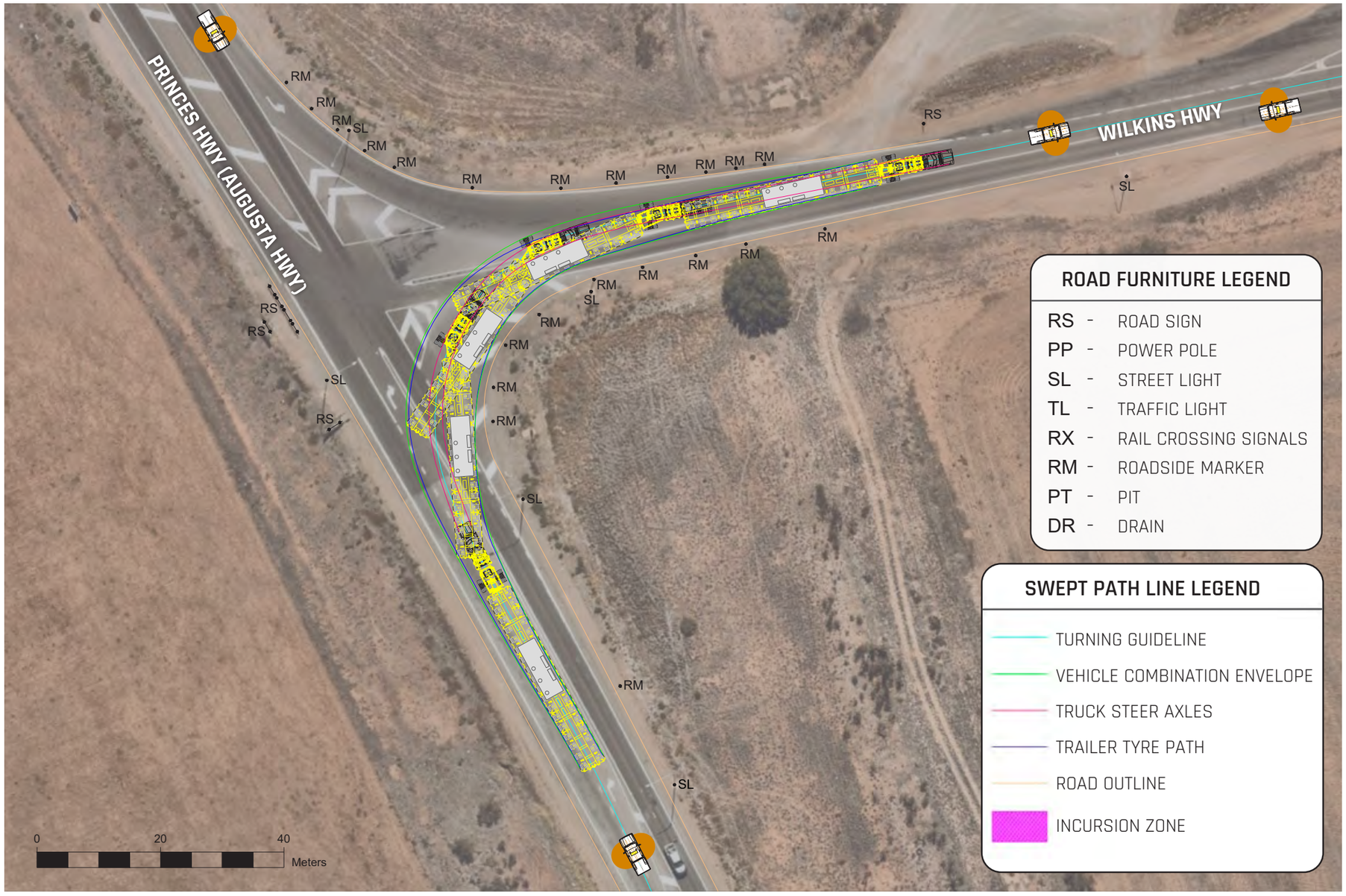
The turn from the Princes Highway into Augusta Highway at Warnertown is in a remote location, so the area is relatively open and unimpeded with an average number of signage and road markers in place.

To navigate the turn with minimal impact, it requires the load to utilize the wrong-side lanes during the apex of the turn and immediately return to the correct side lanes. This approach ensures the load does not leave the sealed road at any time and therefore no impact to roadside furniture occurs.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

(CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS)



ROAD FURNITURE LEGEND

RS	-	ROAD SIGN
PP	-	POWER POLE
SL	-	STREET LIGHT
TL	-	TRAFFIC LIGHT
RX	-	RAIL CROSSING SIGNALS
RM	-	ROADSIDE MARKER
PT	-	PIT
DR	-	DRAIN

SWEPT PATH LINE LEGEND

- TURNING GUIDELINE
- VEHICLE COMBINATION ENVELOPE
- TRUCK STEER AXLES
- TRAILER TYRE PATH
- ROAD OUTLINE
- INCURSION ZONE

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		PROJECT: New England Solar	SCALE NTS
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	DRAWN DATE:	DRAWING NAME: S03	REV
	CHECKED BY:		

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Pinch Point

S04

THROUGH ROUNDABOUT
Wilkins Hwy
& Wilkins Hwy (Park Tce)
GLADSTONE

ROUTE 1.1

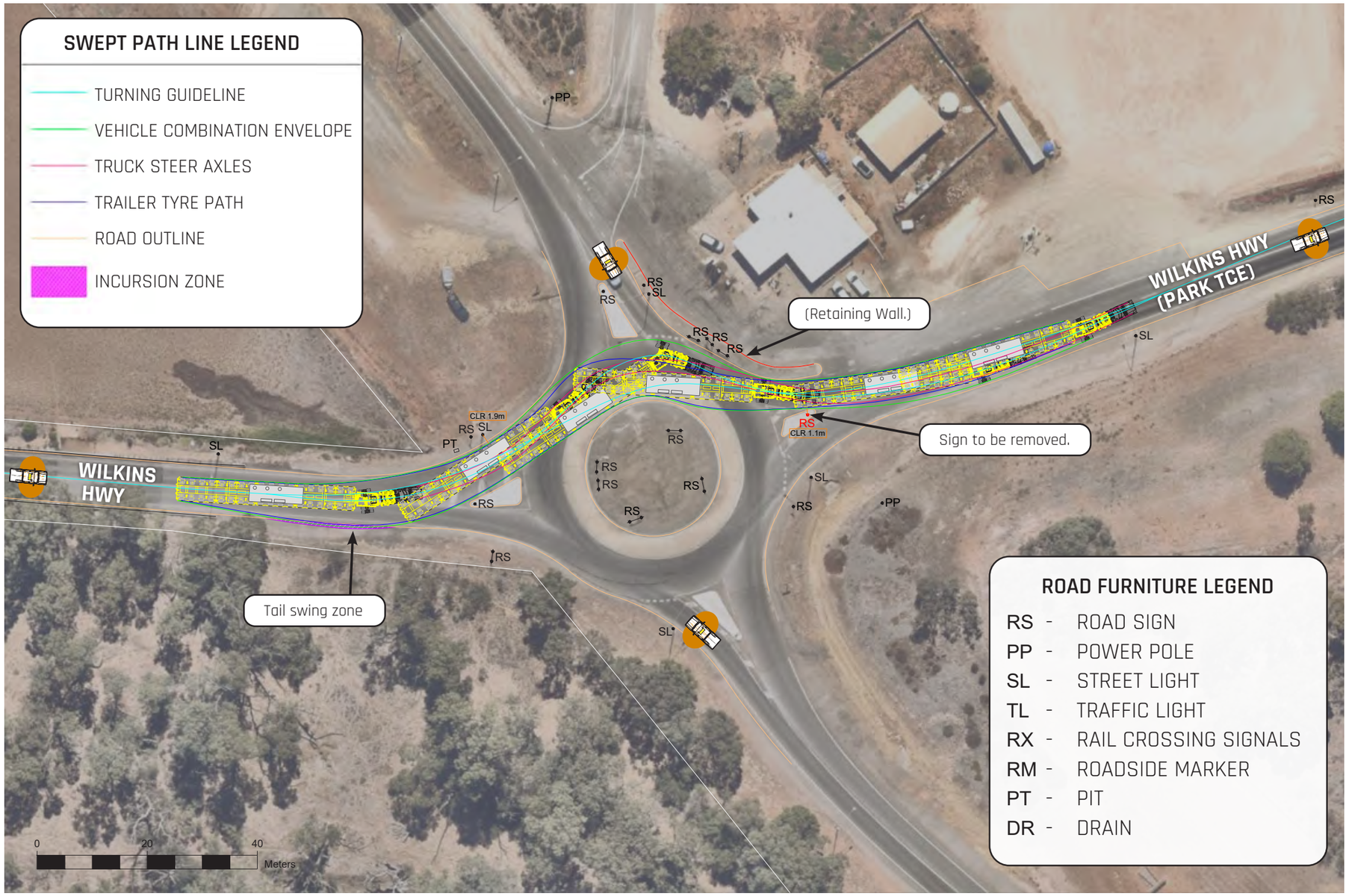
The roundabout located along the Wilkins Highway on the outskirts of the township of Gladstone is quite a large roundabout but the presence of both a street light on the approach side and a fuel station on the north-Eastern corner ads to the level of difficulty. The Fuel station is lower than the road level. There is a loose block retaining wall which tapers up to approximately 600mm high along the N/E length of the island - meaning the load cannot cross this island under any circumstances.

By taking a wide entry and keeping the load as straight as possible in the entry, the load can manoeuvre successfully through this intersection. To assist with some extra margin for error, it is strongly suggested the sign on the exit island be removed beforehand so this area can be crossed if required.

Summary of modifications/issues:

- 1x sign to be temporarily removed.

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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	S04	REV

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

Pinch Point

S05

RIGHT TURN
Wilkins Hwy
& Wilkins Hwy (Charles St)
CALTOWIE

ROUTE 1.1

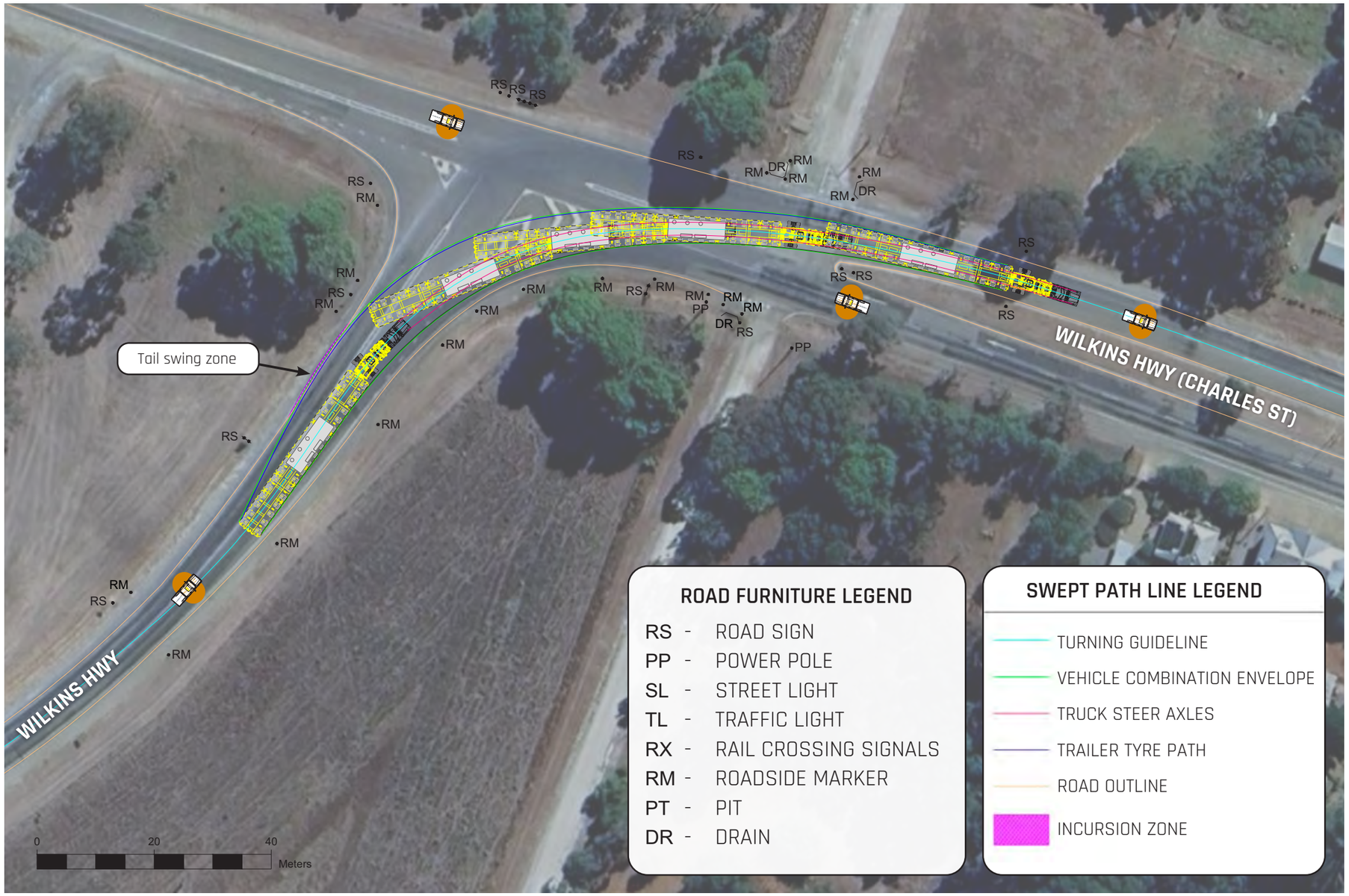
The right turn from Wilkins Highway onto Charles Street in the township of Caltowie has a large open radius so can be maneuvered simply by relocating the load into the wrong-side lanes during the approach, then returning back to the correct lanes during the exit before the median strip island commences.

There will be no impact to roadside furniture. The tail swing will have very minor overshoot of one gravel section on the approach but all axles will remain on sealed road at all times during this turn.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	S05	REV	

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Pinch Point

S06

LEFT TURN
Wilkins Hwy (Ayr St)
& Clyde St
JAMESTOWN

ROUTE 1.1

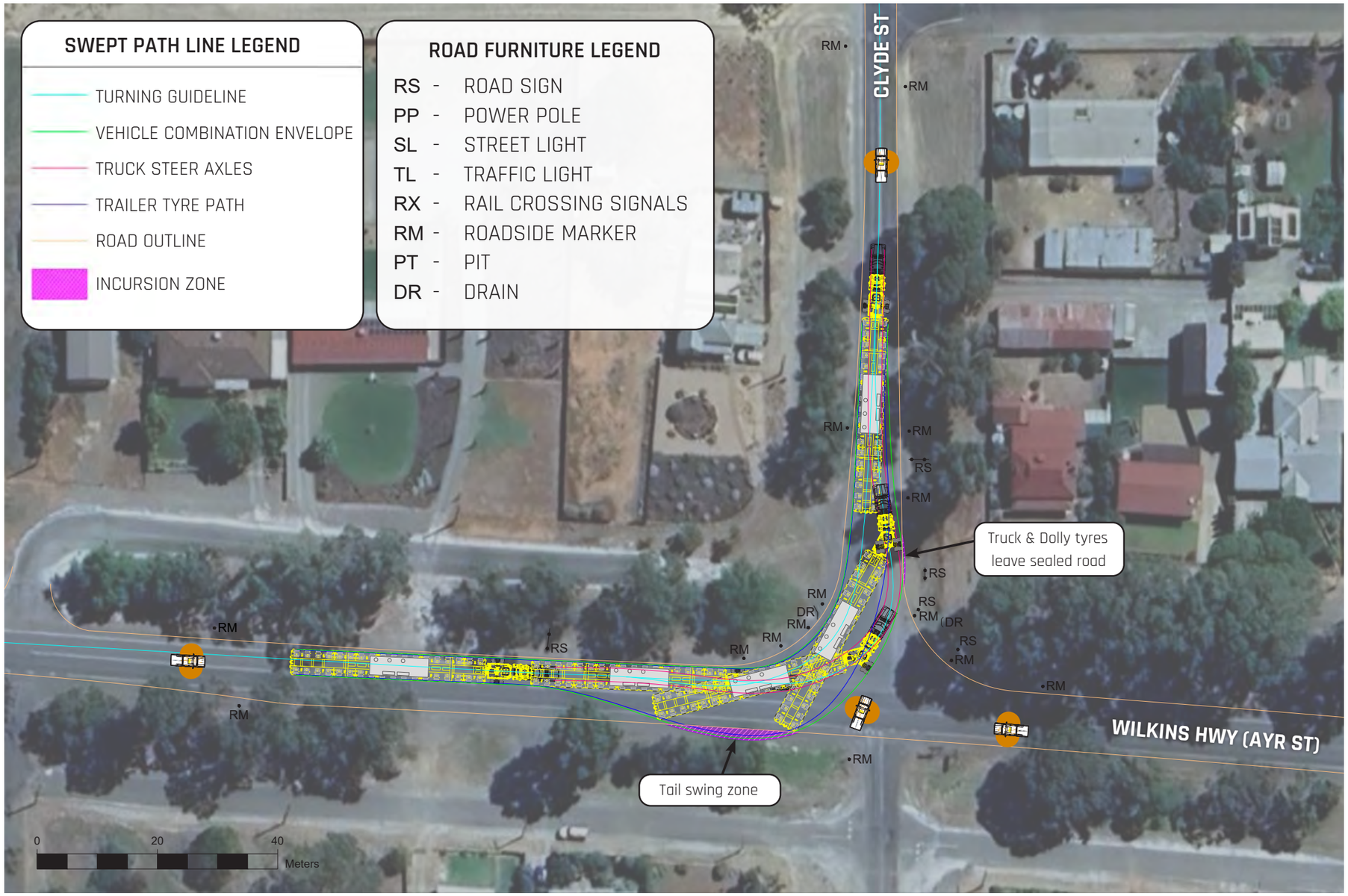
The left turn from Wilkins Highway into Clyde Street (which changes name to Appila Rd) is the first turn onto the OD5 Route as per the SA-DIT website. Both sides of this turn have a number of road markers and signs which can all be avoided. Critically, there is a drain with openings on both the east and west apex of the turn, which must be avoided.

The turn will commence with the load being as close to the left shoulder of the road as possible. All lanes will be required with the rear axle of the trailer leaving sealed road on the southern side of the road at the entry and the Dolly leaving sealed road on the east side in the exit. Both of these areas are clear of any roadside furniture. The overrun zone should be inspected for suitability and - if required, the rear axle raised for this turn.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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CHECKED BY:	DRAWING TITLE:	PINCH POINT	SHEET NO:
	DRAWING NAME:	S06	REV

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Pinch Point

S07

RIGHT TURN
Appila Rd
& Boundary Rd
JAMESTOWN

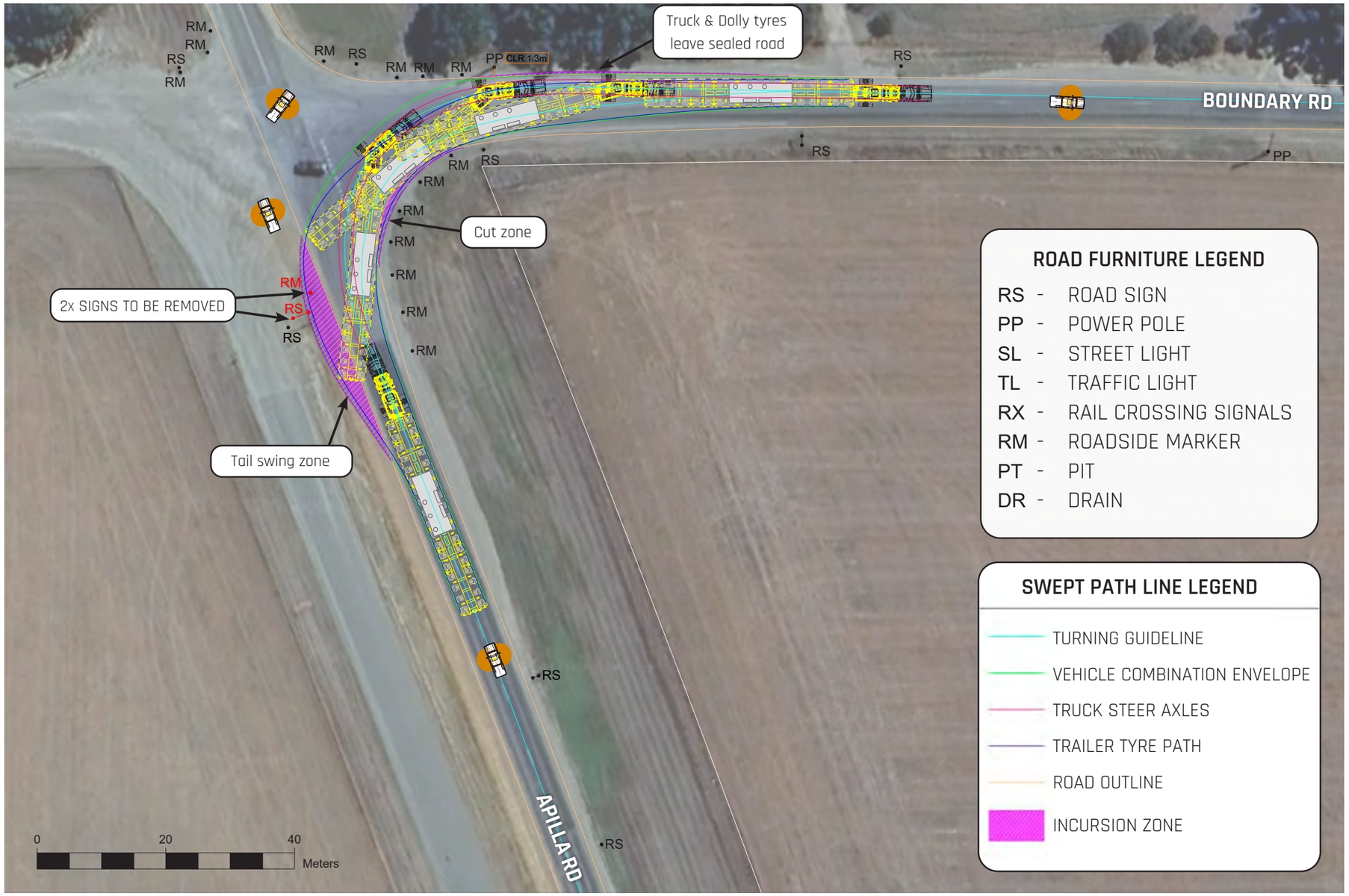
ROUTE 1.1

Although the right turn from Apilla Rd into Boundary Rd is quite open, it will require the load to leave the sealed road to navigate the turn. There is a road sign and road marker located on the left side of Apilla Rd which will be affected by the trailer tail swing, the entire load will cross the gravel section at the apex and then the Dolly wheels will veer slightly off sealed road at the exit point. There is a Power pole located at the exit of the turn, which will have approximately 1.3m of clearance from the load at its closest point.

Summary of modifications/issues:

- 1x sign on left side of Apila Rd to be temporarily removed.
- 1x Road marker will be impacted.
- Load will leave sealed road in 3 places.

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CUSTOMER:	EPEC	SIZE:	
PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	S07	REV	

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

Pinch Point

S08

LEFT TURN
Boundary Rd
& Mannanarie Rd
JAMESTOWN

ROUTE 1.1

At the intersection of Boundary Rd and Mannanarie Rd, the roads are wide and the turn radius is large, meaning this left turn can be completed without issue.

This left turn will commence in the left lane of Boundary Rd and will swing into the oncoming lanes of Mannanarie Rd, but the load will always remain on the sealed road at all times during the turn. No roadside furniture will be affected during this manoeuvre.

This turn marks the conclusion of our use of the OD5 bypass of Jamestown.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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		CUSTOMER: EPEC	SIZE:
		PROJECT: New England Solar	SCALE NTS
		DRAWING TITLE: PINCH POINT	SHEET NO:
	DRAWN BY:	DRAWING NAME: S08	REV
	DRAWN DATE:		
	CHECKED BY:		

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

Pinch Point

S09

RIGHT TURN
RM Williams Way
& Petersburg Rd
BLACK ROCK

ROUTE 1.1

The right turn from RM Williams Way onto Petersburg Road is located in the Black Rock region. This location is defined using painted islands dividing lanes, which essentially widens the turn and allows us to make this navigable.

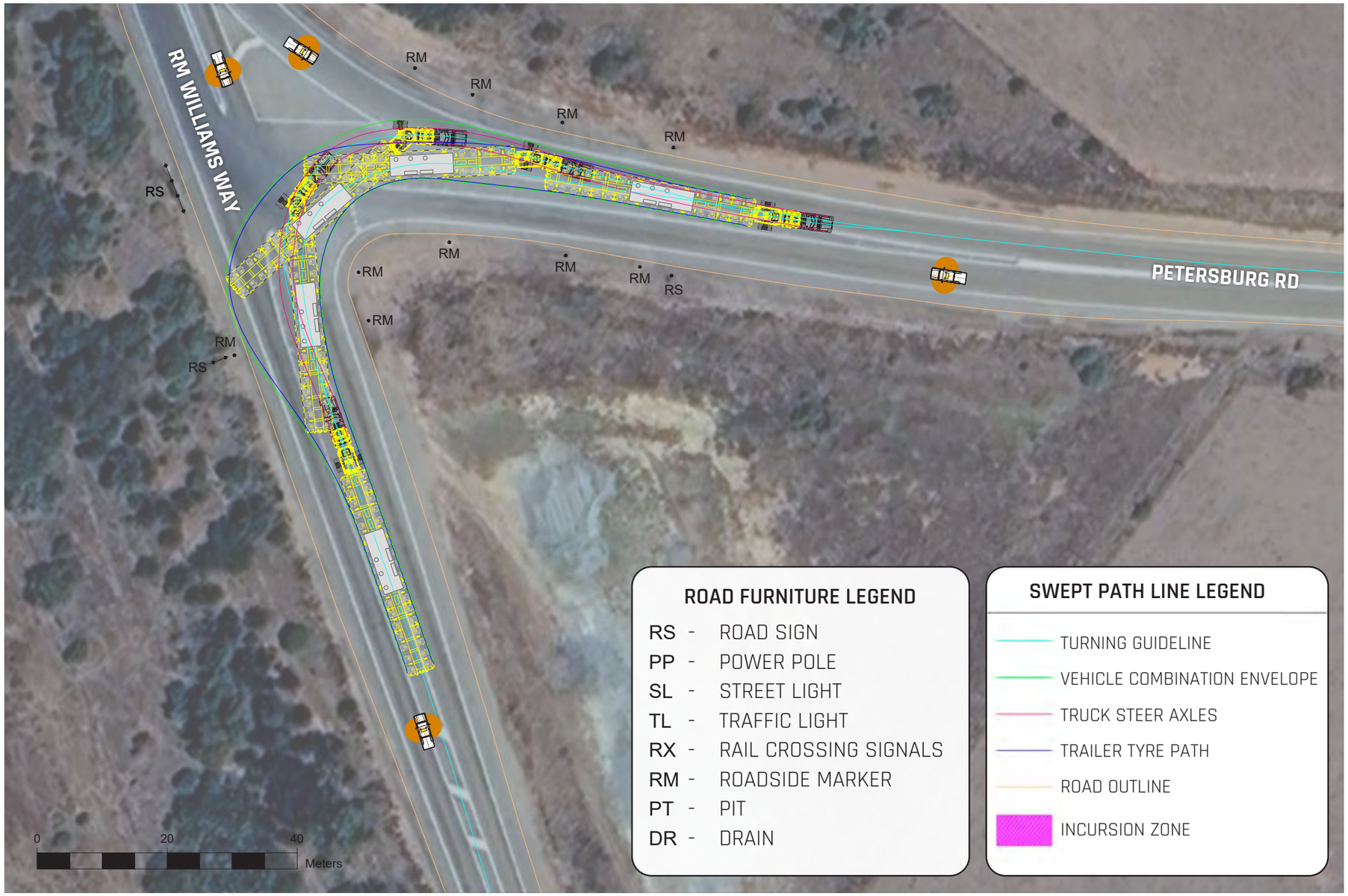
During the approach to the turn, the load will need to cross over partially into the wrong-side lanes and remain there until the exit of the turn, where it will immediately return to the correct lanes again. Being a turn greater than 90 degrees, this early lane crossover is to allow for tail swing and to also allow the turn to commence closer to the apex, eliminating overshoot on the left during the exit.

The load will remain on sealed surface and no roadside furniture will be affected during this turn.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWN DATE:	
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CUSTOMER:	EPEC	SIZE:	
PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	S09	REV	

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

Pinch Point

S10

LEFT TURN
West Terrace
& Main St
PETERBOROUGH

ROUTE 1.1

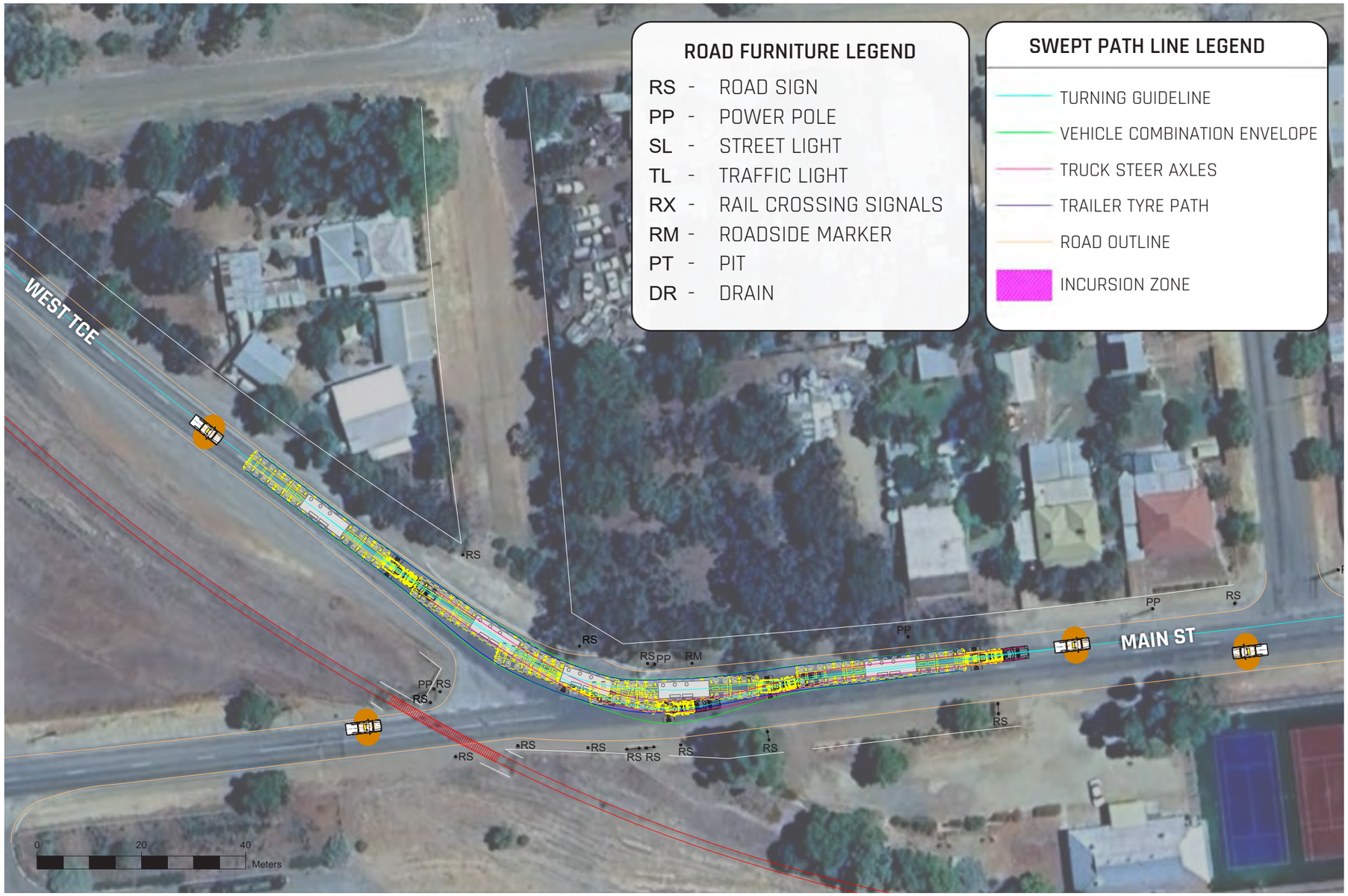
The left turn from West Terrace into Main Street in Peterborough is shallow and has a large turn radius to allow the load to remain on sealed road at all times as shown.

There is a power pole located close to the apex so the truck will cross onto the wrong-side lanes during the exit but will return to the correct side lanes immediately after.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWN DATE:	
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CUSTOMER:	EPEC	SIZE:	
PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	S10	REV	

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

Pinch Point

S11

LEFT TURN
Petersburg Rd
& Barrier Hwy
UCOLTA

ROUTE 1.1

The intersection of Petersburg Road and the Barrier Highway in Ucolta is open and void of cement traffic islands (painted markings only) which will allow the load to make this turn without impact to roadside furniture or leaving the existing sealed road surface.

The trailer will swing into the opposite side lane before the apex of the turn and will continue across a minor portion of the painted island. During the exit of the turn, the load will remain in the correct side lanes. The illustration shows the load aiming for the centreline of the exit as there is a watercourse shortly after the exit of the turn.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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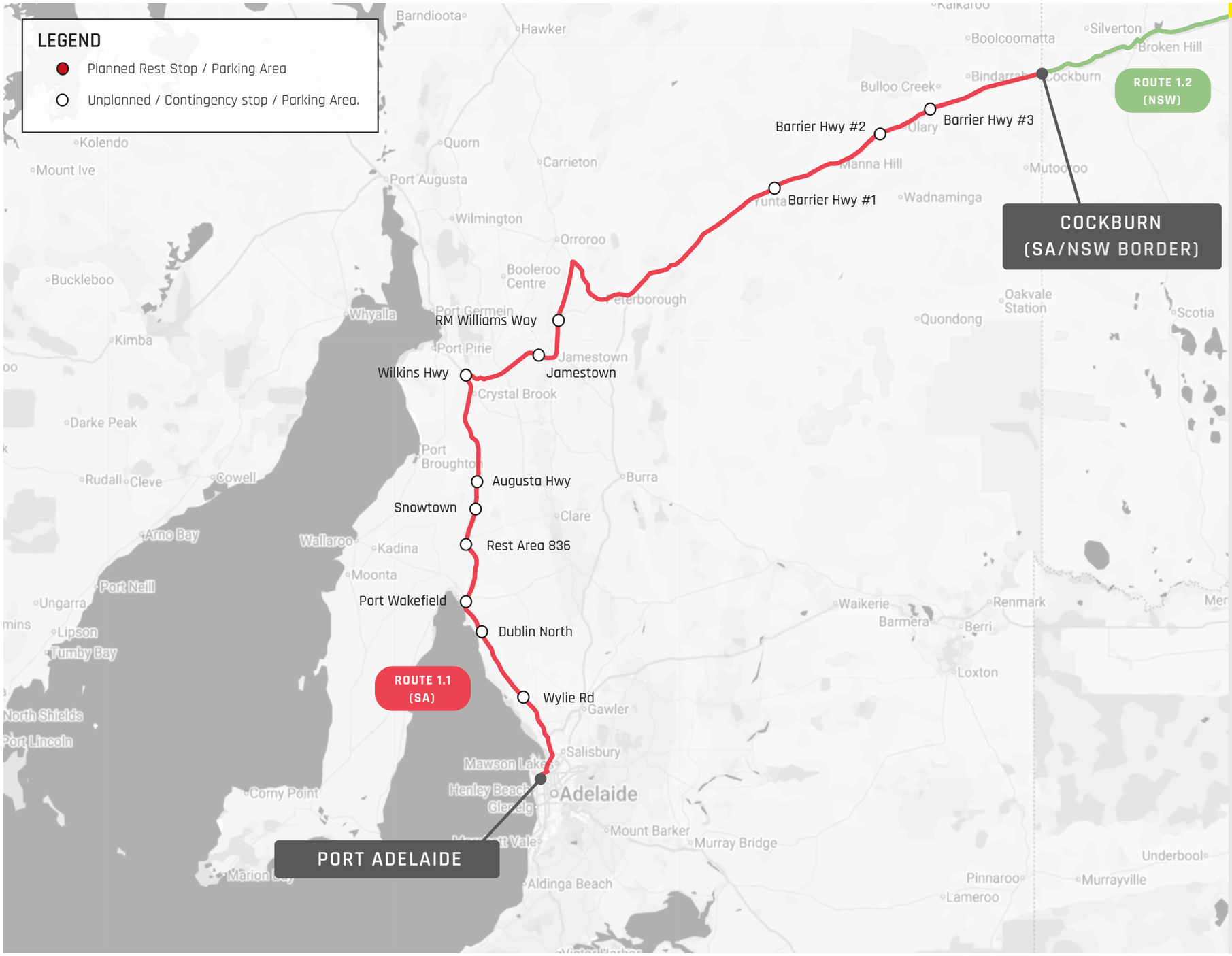
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		PROJECT: New England Solar	SCALE NTS
		DRAWING TITLE: PINCH POINT	SHEET NO:
	DRAWN BY:	DRAWING NAME: S11	REV
	DRAWN DATE:		
	CHECKED BY:		

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Route 1.1 Rest Stops

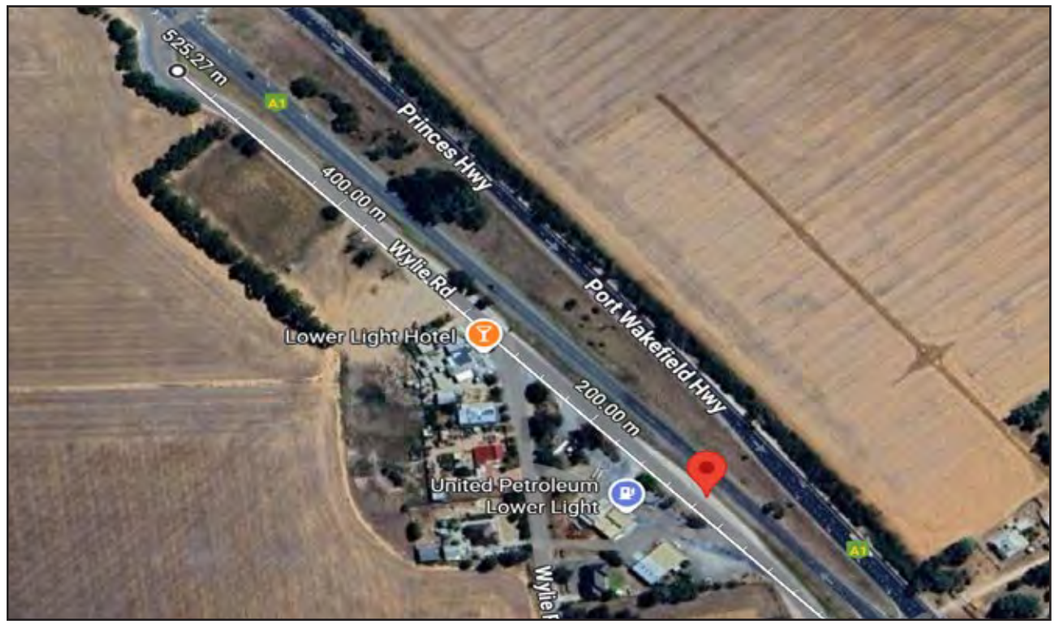


REST STOPS - ROUTE 1.1

No.	DISTANCE BETWEEN	KP	REST STOP NAME
01		42.9	Wylie Rd Pullover Bay United Petroleum
02	33.2	76.1	Rest Area Dublin North
03	16.5	92.6	Pullover Area North of Port Wakefield
04	24.0	116.6	Rest Area 836 South of Lochiel (Opposite Direction)
05	25.3	141.9	Pullover Area North of Snowtown
06	42.1	184.0	Rest Area along the Augusta Hwy
07	17.9	201.9	Rest Area along the Wilkins Hwy after PP 3
08	43.4	245.3	Pullover Area just before Jamestown
09	21.2	266.5	Rest Area along RM Williams Hwy
10	93.2	414.9	Pullover Area along the Barrier Hwy near Yunta
11	60.6	475.5	Rest Area between Manna Hill and Olary
12	37.4	512.9	Rest area between Olary and Mingary
		555.0	**(SA/NSW BORDER)**

01 Rest Area - Wylie Rd United Petroleum

GPS: -34.532825, 138.437823



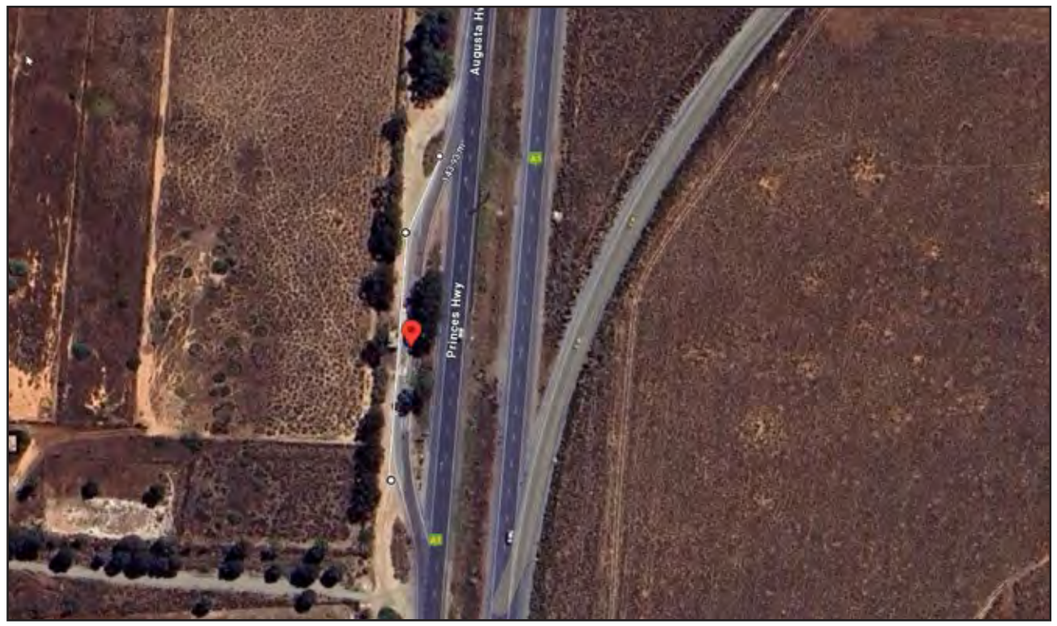
02 Rest Area - Dublin North

GPS: -34.290869, 138.241489



03 Pullover Area - North of Port Wakefield

GPS: -34.169902, 138.154667



04 Rest Area - South of Lochiel (Opposite Direction)

GPS: -33.972091, 138.194541



05 Pullover Area - Shell Roadhouse Snowtown

GPS: -33.773306, 138.212159



06 Rest Area - Augusta Hwy

GPS: -33.204311, 138.560404



07 Rest Area - Wilkins Hwy

GPS: -33.266337, 138.155639



08 Rest Area - Jamestown

GPS: -33.204311, 138.560404



09 Rest Area - RM Williams Hwy

GPS: -33.058979, 138.617058



10 Rest Area - Barrier Hwy #1

GPS: -32.54407, 139.656022



11 Rest Area - Barrier Hwy #2

GPS: -32.309208, 140.219



12 Rest Area - Barrier Hwy #3

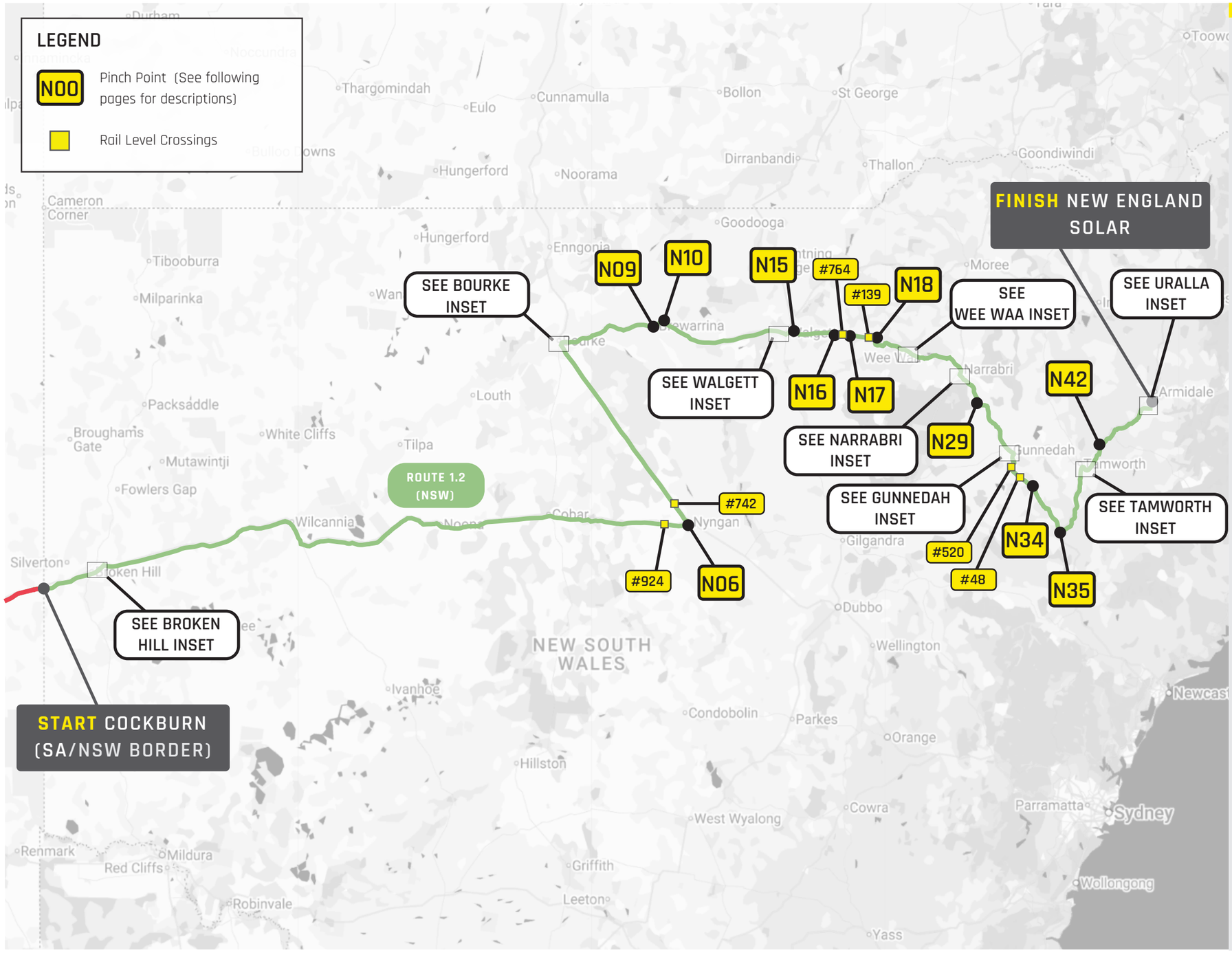
GPS: -32.185938, 140.581207



03

Route 1.2 - Cockburn to Uralla

Route 1.2 Overview



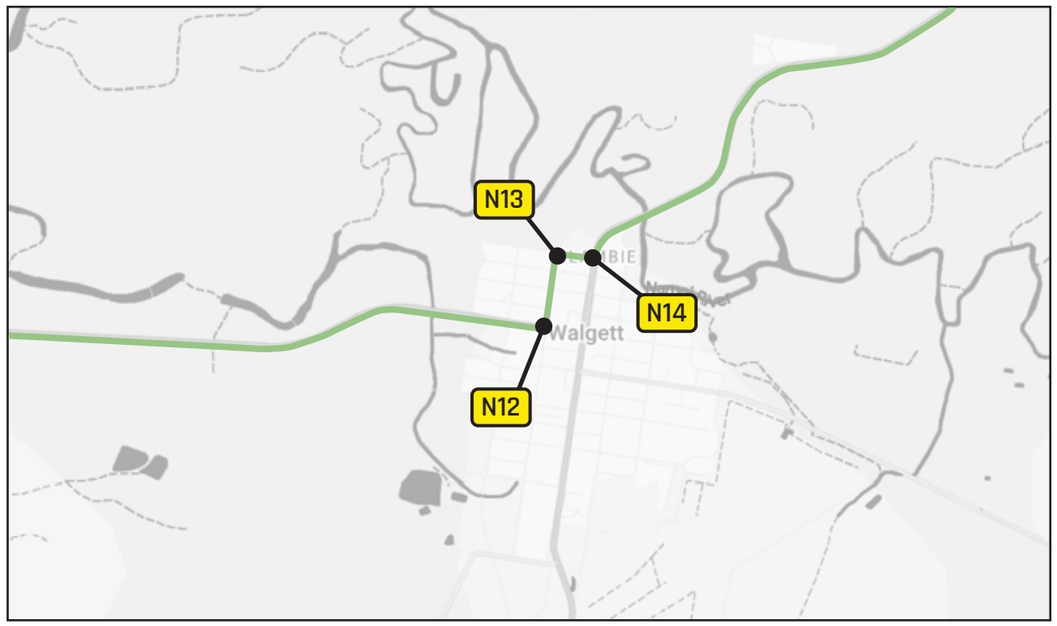
ROUTE 1.2

0.0 km	**START - SA/NSW Border**
39.1 km	**(N01)** Creedon St
40.7 km	**(N02)** Gaffney St
43.3 km	**(N03)** Crystal St
44.8 km	**(N04)** Iodide St
44.9 km	**(N05)** Argent St
626.9 km	Rail level crossing #924
630.1 km	**(N06)** Mitchell Hwy
630.3 km	Rail level crossing #742
831.3 Km	**(N07)** Tarcoon St
831.9 Km	**(N08)** Kamilaroi Hwy
928.8 Km	**(N09)** Bellmore St
937.0 Km	**(N10)** Kamilaroi Hwy
1055.1 Km	**(N11)** Kamilaroi Hwy
1061.6 Km	**(N12)** Peel St
1062.0 Km	**(N13)** Montkeila St
1062.2 Km	**(N14)** Castlereagh Hwy
1066.5 Km	**(N15)** Kamilaroi Hwy
1111.6 Km	**(N16)** Kamilaroi Hwy
1114.0 Km	Rail level crossing #764
1114.1 Km	**(N17)** Kamilaroi Hwy
1148.6 km	Rail level crossing #139
1148.7 km	**(N18)** Kamilaroi Hwy
1203.7 Km	**(N19)** Boolcarrol Rd
1204.0 Km	**(N20)** Mitchell St
1205.1 Km	**(N21)** Maitland St
1205.3 Km	**(N22)** Rose St
1243.6 km	**(N23)** Barwan St
1244.3 Km	**(N24)** Killarney St
1244.6 Km	**(N25)** Tibberina St
1245.2 Km	**(N26)** Dangar Street
1248.0 Km	**(N27)** Newell Hwy
1248.1 Km	Rail level crossing #745
1248.4 Km	**(N28)** Kamilaroi Hwy
1302.6 Km	**(N29)** Kamilaroi Hwy
1339.9 Km	**(N30)** Warbungle St
1340.1 Km	**(N31)** Bloomfield St
1342.8 Km	**(N32)** Kamilaroi Hwy
1343.7 Km	**(N33)** Kamilaroi Hwy
1422.3 Km	**(N34)** Kamilaroi Hwy
1436.6 Km	**(N35)** Loder Street
1503.0 Km	**(N36)** New England Hwy
1504.6 Km	**(N37)** New England Hwy
1504.8 Km	**(N38)** New England Hwy
1505.6 Km	**(N39)** Scott Rd
1507.7 Km	**(N40)** Murray St
1508.0 Km	**(N41)** Marius St
1598.8 Km	**(N43)** Barleyfields Rd
1599.0 Km	Rail level crossing #502
1600.3 Km	**(N44)** Big Ridge Rd
1610.0 KM	**(N45) FINISH - UNLOAD LOCATION**

Broken Hill Inset



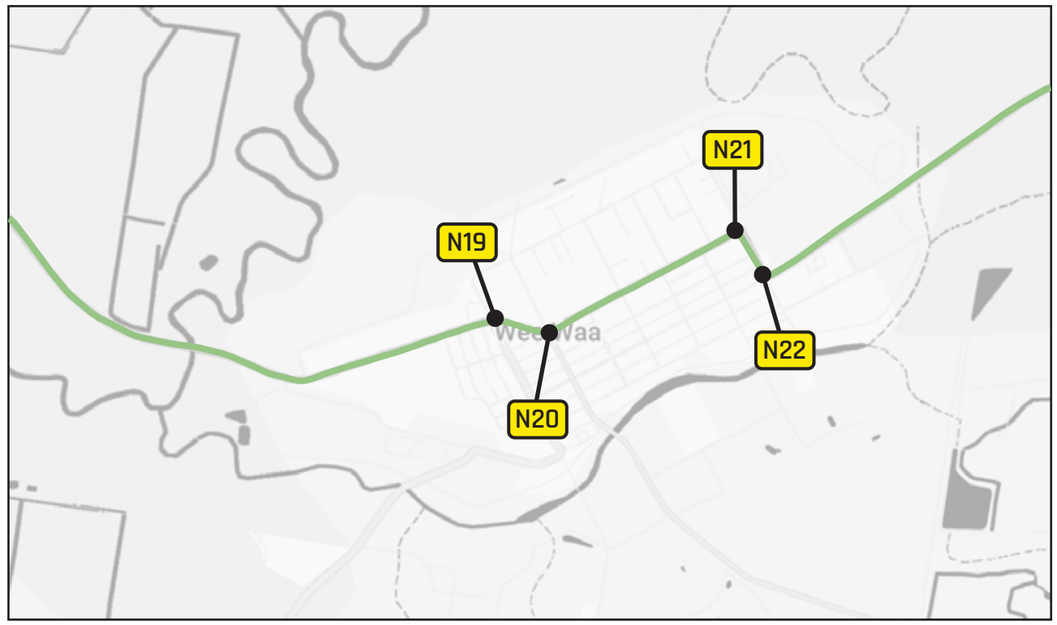
Walgett Inset



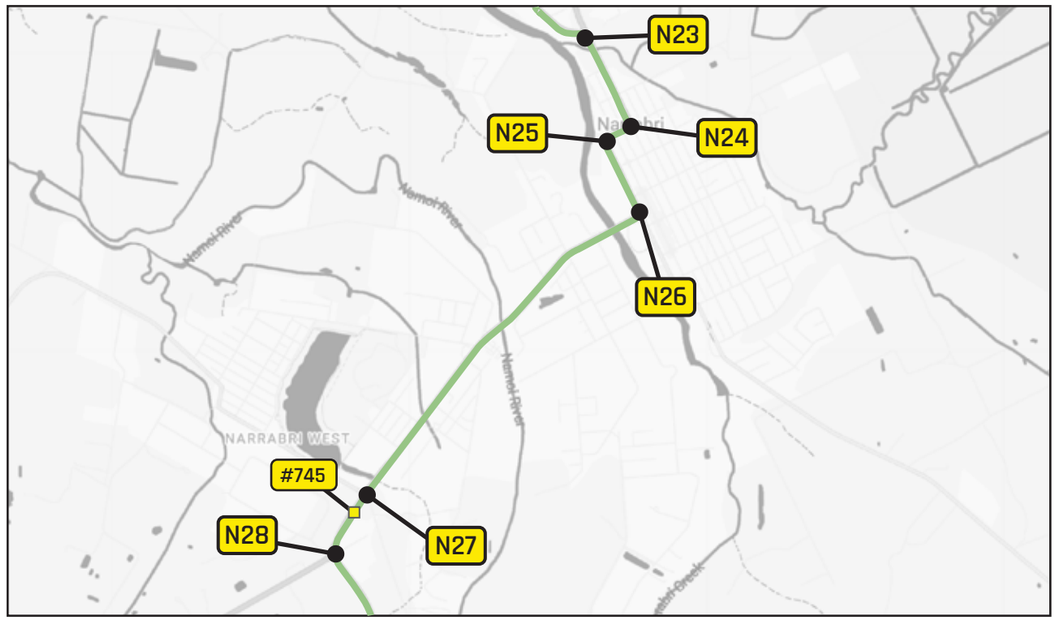
Bourke Inset



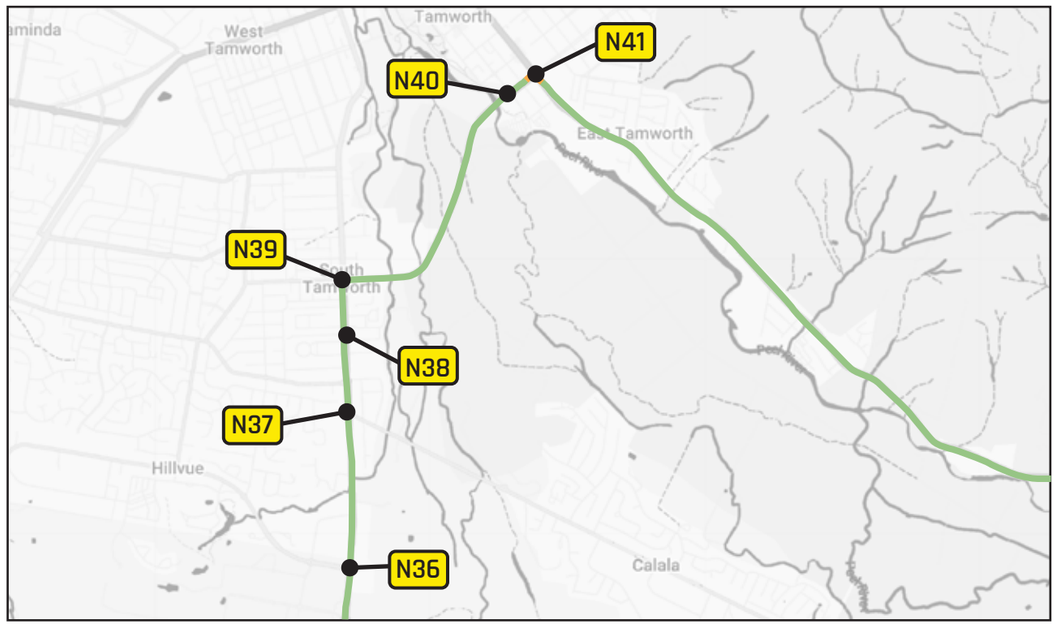
Wee Waa Inset



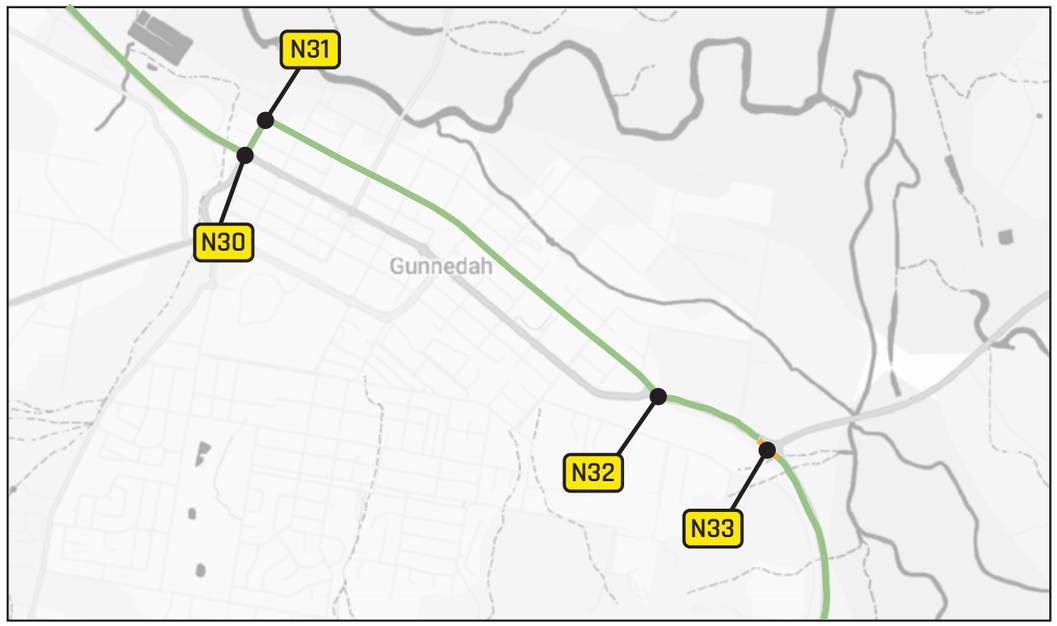
Narrabri Inset



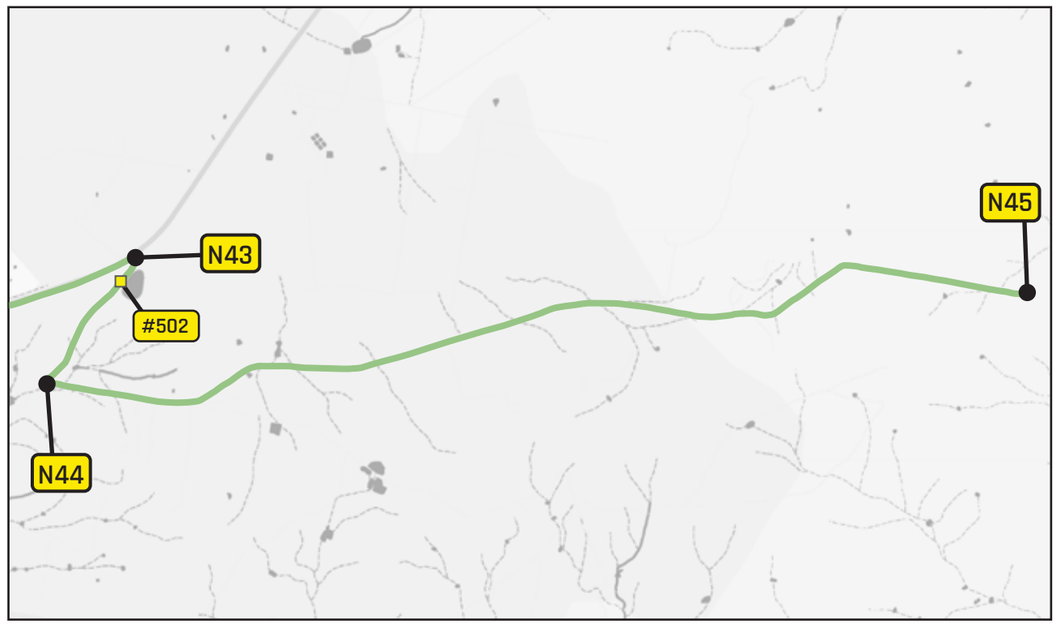
Tamworth Inset



Gunnedah Inset



Uralla Inset



Pinch Point

N01

RIGHT TURN
Barrier Hwy
& Creedon St
BROKEN HILL

ROUTE 1.2

The intersection of Barrier Hwy and Creedon Street has wide roads, so should present no issues for the right turn required at this location.

The load will need to cross into wrong-side lanes in the approach to open the turn radius so the load remains within the sealed road including tail swing.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

[CLICK TO VIEW THIS LOCATION IN GOOGLE MAPS]



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DRAWN DATE:	
CHECKED BY:	

CUSTOMER:	EPEC	SIZE:
PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N01	REV

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

Pinch Point

N02

LEFT TURN
Creedon St
& Gaffney St
BROKEN HILL

ROUTE 1.2

Creedon Street in Broken Hill is approximately 15 metres wide, so the left turn into Gaffney Street is possible by commencing the turn as far left as possible and utilizing both lanes of Gaffney street.

Care must be taken as there is a power pole located at the apex of the turn and high vertical gutters exist on all edges. Upon exiting the corner the load will return immediately to the correct lanes.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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PROJECT:	New England Solar
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DRAWING NAME:	N02
DRAWN BY:	
DRAWN DATE:	
CHECKED BY:	
SIZE:	
SCALE	NTS
SHEET NO:	
REV	

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

Pinch Point

N03

THROUGH ROUNDABOUT
Silver City Hwy
(Crystal St)
BROKEN HILL

ROUTE 1.2

The roundabout at the intersection of Crystal and Bromide streets can be traversed in a straight line by travelling in a contra-flow direction and utilizing the entire concrete section of the roundabout. Providing the area immediately before and after the roundabout is clear of parked cars, interruption to the normal flow of traffic should be minimal.

Immediately following the roundabout, the load will return to the correct lanes. If the shoulder of the road is clear, no modifications will be required at this location.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended as any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Load will travel in a contra-flow direction.

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PROJECT:	New England Solar
DRAWING TITLE:	PINCH POINT
DRAWING NAME:	N03
DRAWN BY:	
DRAWN DATE:	
CHECKED BY:	
SIZE:	
SCALE	NTS
SHEET NO:	
REV	

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

Pinch Point

N04

LEFT TURN
Crystal St
& Iodide St
BROKEN HILL

ROUTE 1.2

This left turn has been designed for oversize vehicles, with widened asphalt areas on the inside and outside of the corner. The platform trailer will use these areas to make the turn and will stay on the paved surface at all times.

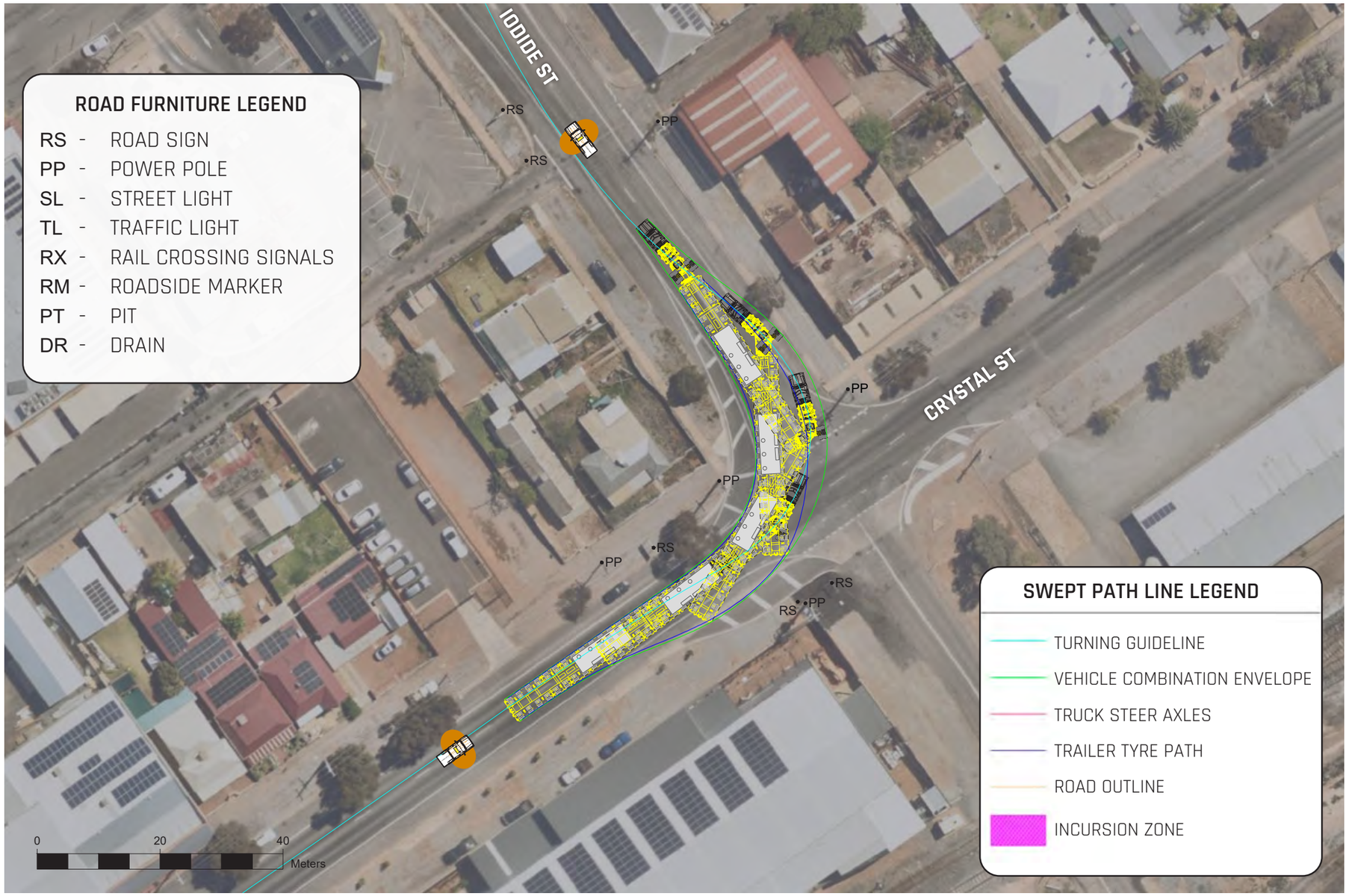
As the prime mover will need to use the full width of Iodide St when turning, police will need to control southbound traffic during the manoeuvre.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended as any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

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- No issues noted.

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DRAWN DATE:	
CHECKED BY:	

CUSTOMER:	EPEC	SIZE:
PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N04	REV

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

Pinch Point

N05

RIGHT TURN
Iodide St &
Barrier Hwy (Argent St)
BROKEN HILL

ROUTE 1.2

Due to the presence of concrete median islands on Iodide St, this right hand turn will require the use of the wrong-side slip lane with the trailer to remain as close to the apex as possible where there is widened asphalt. The prime mover and Dolly will need to stay straight and turn as late as possible to allow the back of the platform trailer to clear the traffic islands.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended as any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

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- No issues noted.

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CUSTOMER:	EPEC
PROJECT:	New England Solar
DRAWING TITLE:	PINCH POINT
DRAWING NAME:	N05
DRAWN BY:	
DRAWN DATE:	
CHECKED BY:	
SIZE:	
SCALE	NTS
SHEET NO:	
REV	

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

Pinch Point

N06

LEFT TURN
Barrier Hwy
& Mitchell Hwy
NYNGAN

ROUTE 1.2

The left turn from Barrier Highway onto Mitchell Highway is tricky because the Barrier highway is quite narrow at this point and allows little tail swing clearance in the turn. The prime mover will need to use the full width of Mitchell Hwy when turning, allowing the rear of the platform trailer to stay on the paved surface.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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		CUSTOMER: EPEC	SIZE:
		PROJECT: New England Solar	SCALE NTS
		DRAWING TITLE: PINCH POINT	SHEET NO:
	DRAWN BY:	DRAWING NAME: N06	REV
	DRAWN DATE:		
	CHECKED BY:		

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

Pinch Point

N07

RIGHT TURN
Mitchell Hwy
& Tarcoon St
BOURKE

ROUTE 1.2

The right turn from Mitchell Highway into Tarcoon Street is a shallow and wide turn, meaning that it can be completed with minimal tail swing. With the load crossing the apex in the wrong-side lanes, it means the load never leaves the sealed road at any time.

The load never leaves the sealed road and no roadside furniture are affected in this turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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SWEPT PATH LINE LEGEND

- TURNING GUIDELINE
- VEHICLE COMBINATION ENVELOPE
- TRUCK STEER AXLES
- TRAILER TYRE PATH
- ROAD OUTLINE
- INCURSION ZONE

ROAD FURNITURE LEGEND

RS - ROAD SIGN
PP - POWER POLE
SL - STREET LIGHT
TL - TRAFFIC LIGHT
RX - RAIL CROSSING SIGNALS
RM - ROADSIDE MARKER
PT - PIT
DR - DRAIN

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PROJECT:	New England Solar
DRAWING TITLE:	PINCH POINT
DRAWING NAME:	N07
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DRAWN DATE:	
CHECKED BY:	
SIZE:	
SCALE	NTS
SHEET NO:	
REV	

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Pinch Point

N08

RIGHT TURN
Tarcoon St
& Kamilaroi Hwy
BOURKE

ROUTE 1.2

The right turn exiting Tarcoon Street onto the Kamilaroi Highway has a narrow entry road and wide exit point, requiring careful prime mover and trailer positioning and steering to clear.

The load will need to cross into wrong-side lanes in the approach to open the turn radius and the prime mover will remain straight until it can barely clear the northern edge of the road. This will maximize the turn radius and reduce tail swing.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N08	REV	

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

Pinch Point

N09

LEFT TURN
Bathurst St
& Bellmore St
BREWARRINA

ROUTE 1.2

The corner of Bathurst Street and Bellmore Street in Brewarrina is wide and open enough to allow the load to turn, however Bellmore street has a traffic island which will require to be driven across during the turn. We will need to use all of the sealed road available.

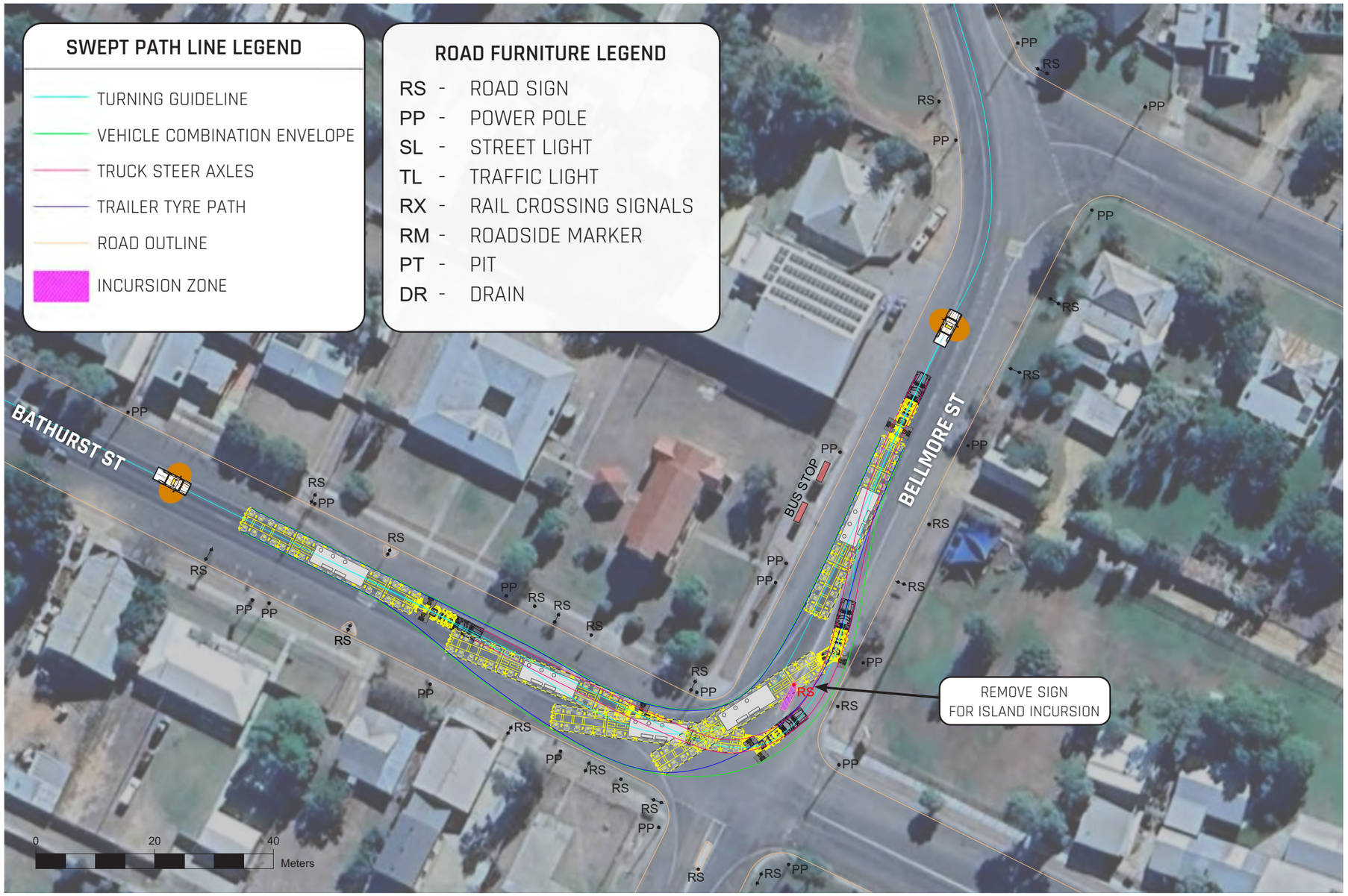
There is 1 sign on the exit traffic island, which will need to be temporarily removed prior to the load turning, and reinstated immediately following. The prime mover will commence it's turn into Bellmore Street using the wrong-side lane and return immediately to the correct side of the road.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 1x sign on the exit island to be removed.
- No issues noted.

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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N09	REV

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Pinch Point

N10

RIGHT TURN
Kamilaroi Hwy

BREWARRINA

ROUTE 1.2

After crossing the Barwon River - just north of Brewarrina, the Kilimaroi Highway continues north for approximately 6.5 kilometres and then makes a right turn heading west towards Walgett. This right turn is a large radius and is in a remote location, so nearby roadside furniture quantity is low.

The load will use all lanes on bot the exit and entry of this turn and will remain on the sealed road at all times. The gravel shoulders are generous but there is a drain in the exit area which must be avoided. This turn should be completed without issue.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Drain in exit must be avoided.

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	DRAWN DATE:		
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Pinch Point

N11

RIGHT TURN
Kamilaroi Hwy

WALGETT

ROUTE 1.2

After traveling west for approximately 118 Kilometres, the Kamilaroi Highway makes another right turn to the south towards Walgett.

This location has very few hazards and also offers a convenient pull over area on the approach. The exit area has a branch road entering, providing extra run out area to widen the corner radius.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N11	REV	

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

Pinch Point

N12

LEFT TURN
Wee Waa St
& Peel St
WALGETT

ROUTE 1.2

When the load travels through Walgett, it takes the heavy vehicle bypass to avoid the centre of town. This bypass involves turning left from Wee Waa Street into Peel Street.

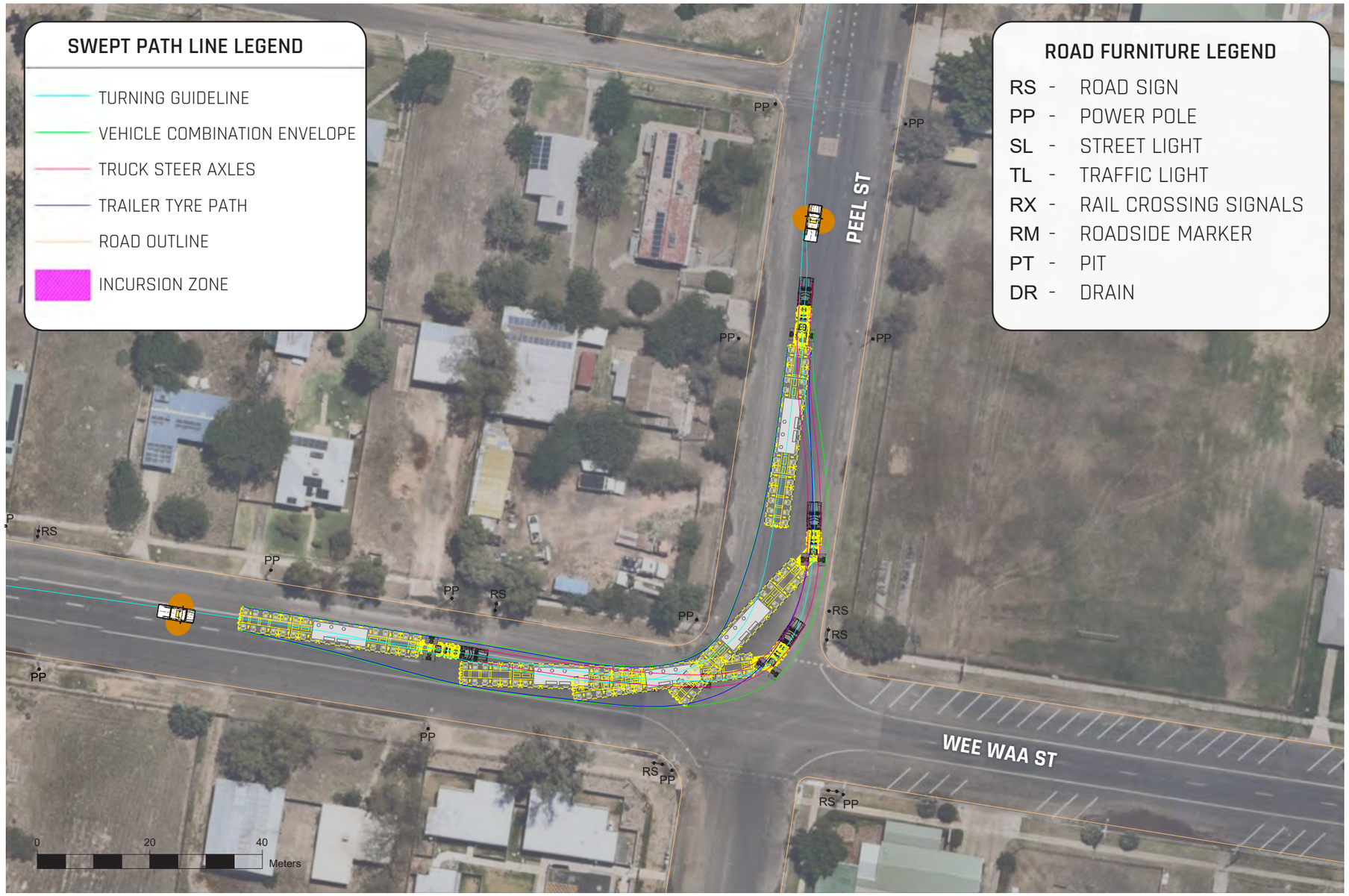
The sealed road are wide in this location, so turning here will not pose any issues aside from requiring all lanes in the entry for tail swing and all of the road in the exit to widen the radius. The load will not leave sealed road at any time during this turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N12	REV

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Pinch Point

N13

RIGHT TURN
Peel St
& Montkeila St
WALGETT

ROUTE 1.2

The next turn for the Walgett H.V. Bypass required the load to make a right turn from Peel Street into Montkeila Street.

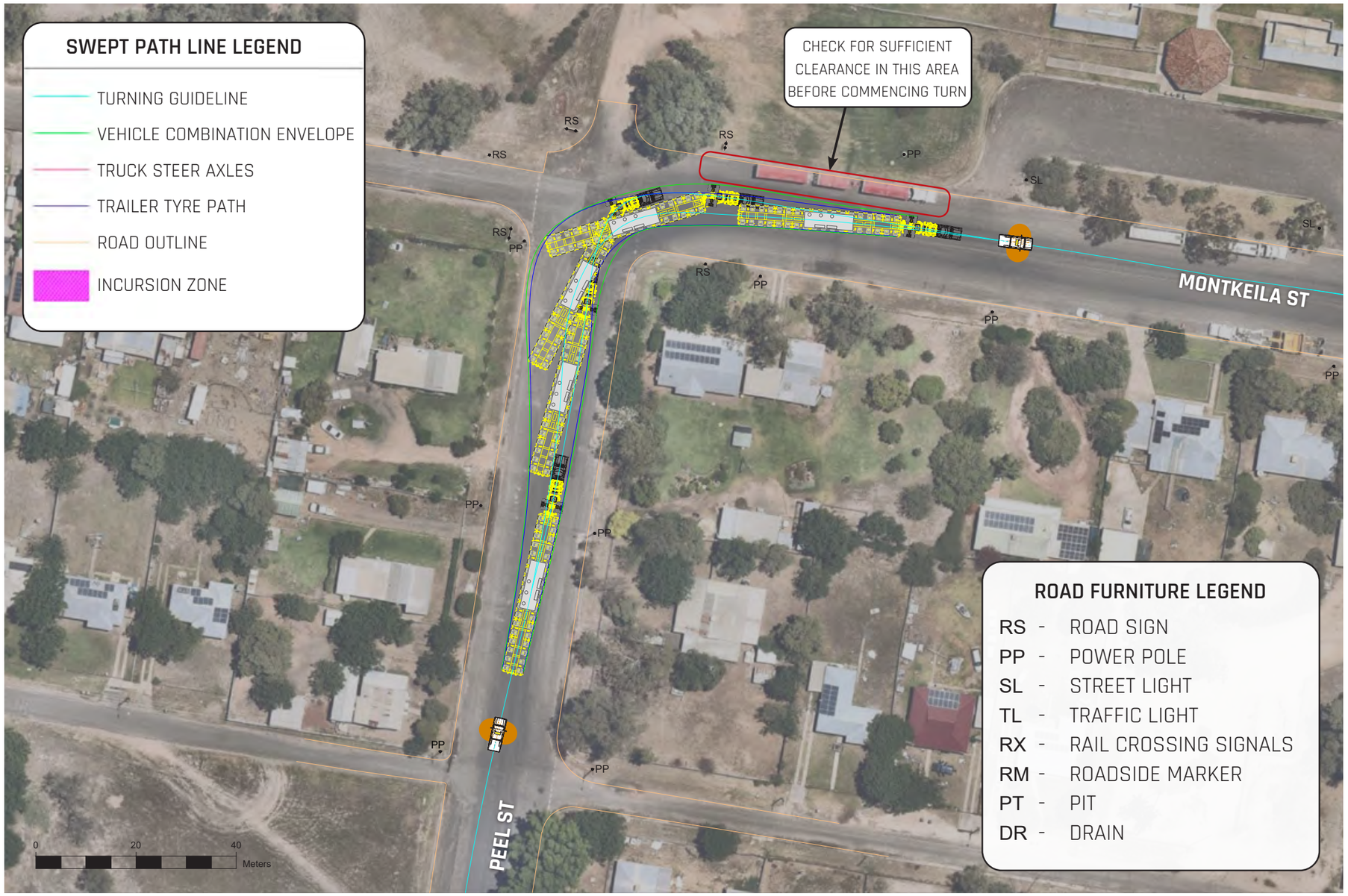
The road is sufficiently wide enough for a successful turn. In Montkeila Street, it is common for heavy vehicles to park or rest in this area - depending on the size of vehicle - sometimes they double park. A check in advance to ensure access in the exit area will be required to ensure a clear exit exists for the turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Check for clearance in Exit area.

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		DRAWING NAME: N13	REV

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Pinch Point

N14

LEFT TURN
Montkeila St
& Castlereagh Hwy
WALGETT

ROUTE 1.2

The final left turn of the Walget H.V. bypass involves the load turning left from Montkeila Street onto Castlereagh Highway. Once again, the roads are wide in this location and the turn can be completed with limited issues.

If the load commences the turn closer to the centre line of Montkeila Street, it will allow the load to remain on the left side of the exit island. There area two small sings on the exit island which should be removed in case the load needs to cross this area, however it should not require crossing.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2x island signs removed as a precaution.
- No issues noted.

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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N14	REV

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Pinch Point

N15

RIGHT TURN
Castlereagh Hwy
& Kamilaroi Hwy
WALGETT

ROUTE 1.2

When the load completes pinch point N14, it travels north on the Castlereagh Highway for just over 4 kilometres, before making a right turn west, back onto the Kamilaroi Highway. This turn is wide open and in a remote area, so the turn will be completed without issue and without tyres leaving the sealed road.

All lanes in this location will need to be used during the turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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PROJECT:	New England Solar
DRAWING TITLE:	PINCH POINT
DRAWING NAME:	N15
DRAWN BY:	
DRAWN DATE:	
CHECKED BY:	
SIZE:	
SCALE	NTS
SHEET NO:	
REV	

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

Pinch Point

N16

LEFT TURN
Kamilaroi Hwy

CRYON

ROUTE 1.2

The left turn where the Kailaroi Highway changes from an east/west direction to a north/south direction, turning towards Cryon, is remote with very few items of roadside furniture present.

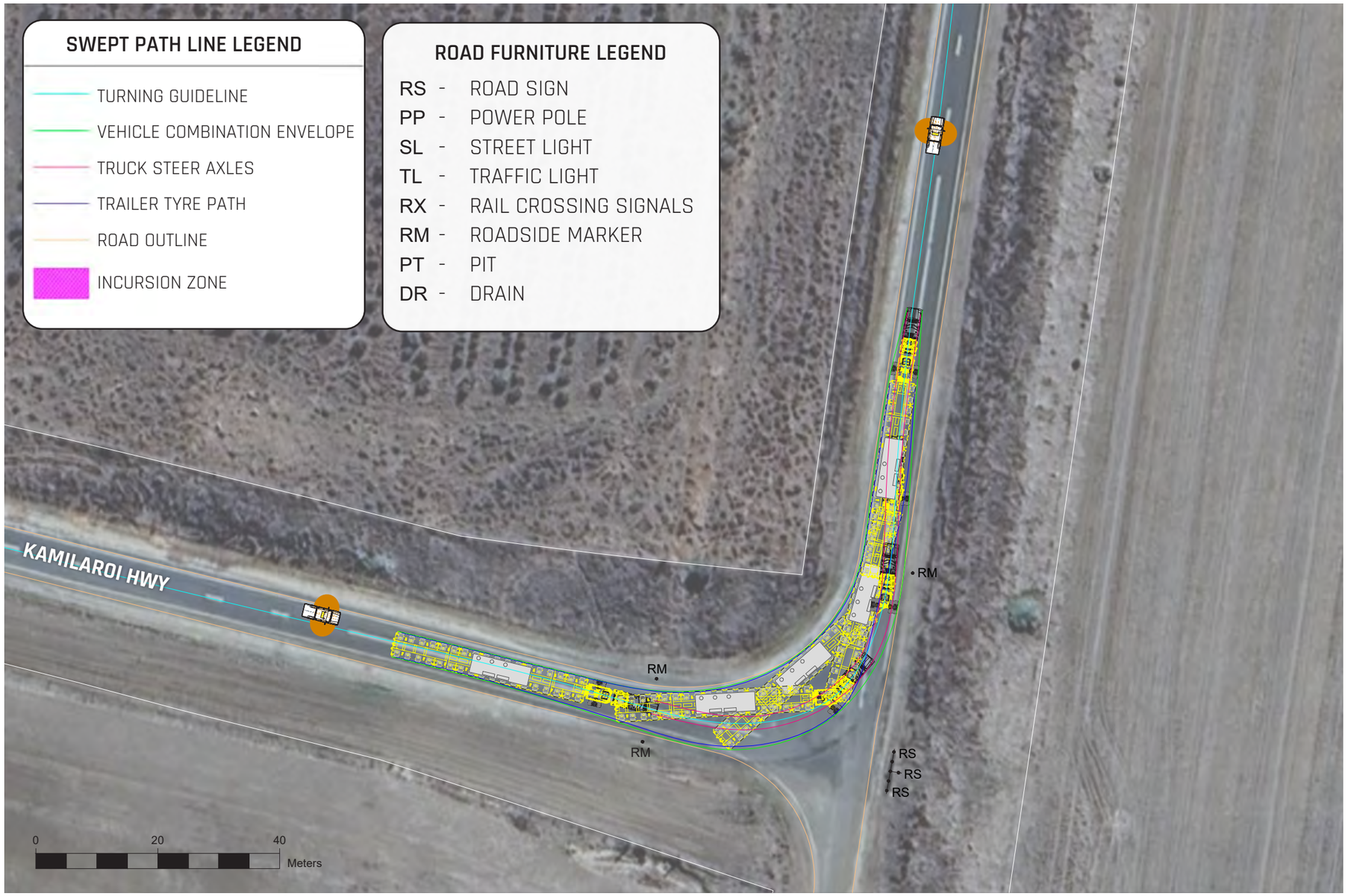
The combination will need to be carefully steered around this corner using all road width available. The load will stay on the paved surface at all times.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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DRAWING NAME:	N16	REV

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Pinch Point

N17

RIGHT TURN
Kamilaroi Hwy

CRYON

ROUTE 1.2

When passing through the township of Cryon, the Kamilaroi Highway makes a right turn, changing direction from North to east immediately after rail level crossing #764.

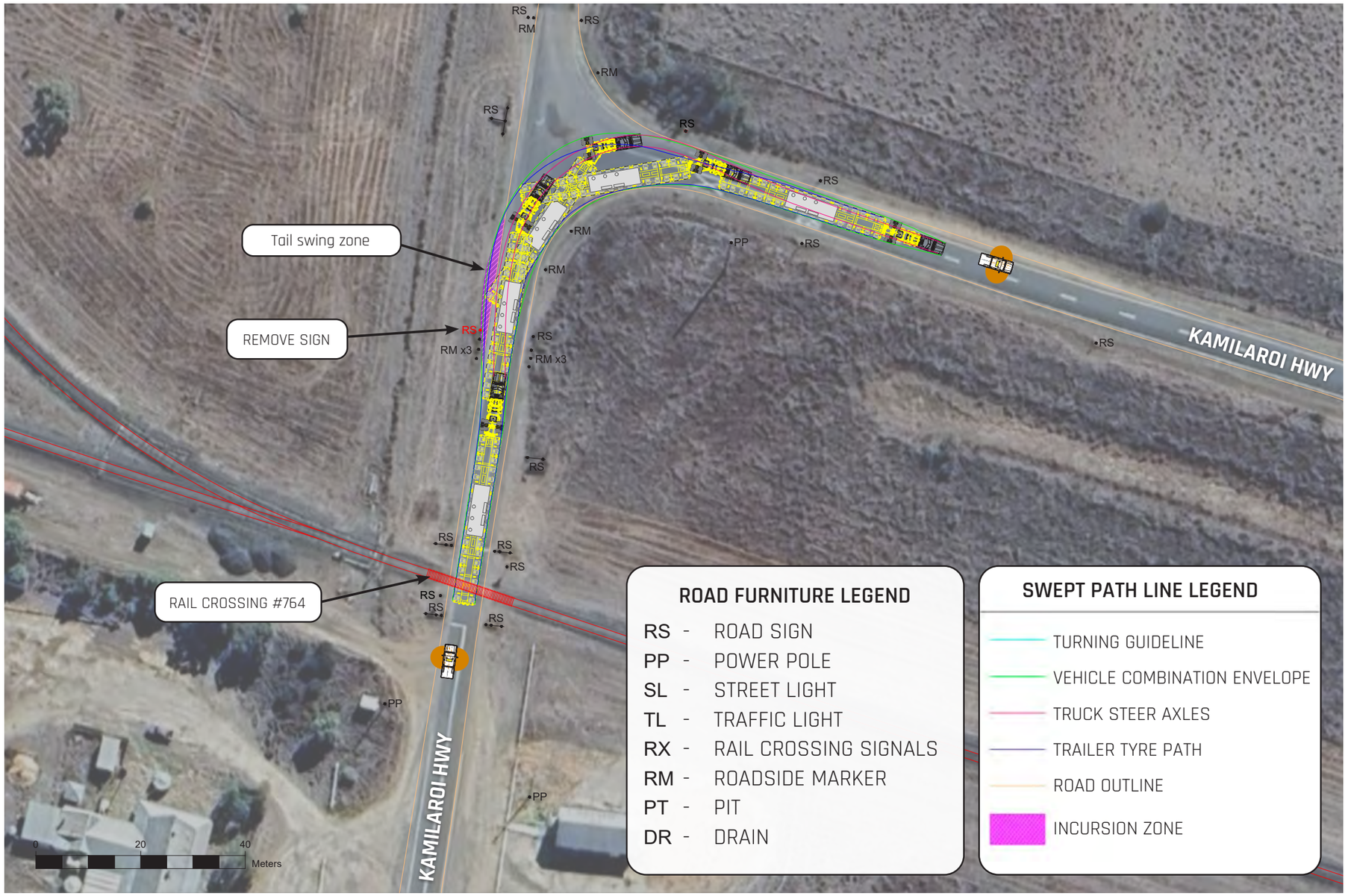
The roads in this area are narrow but the surrounding areas are cleared with gravel, so any overshoot is still contained to gravelled, unsealed road surface. The tail swing of the platform trailer will leave the road slightly, with one road sign requiring removal.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 1x Road sign to be removed.
- Tail will leave sealed road on west side of approach.

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DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N17	REV	

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Pinch Point

N18

RIGHT TURN
Kamilaroi Hwy

BURREN JUNCTION

ROUTE 1.2

In Burren Junction, the Kamilaroi Highway changes direction again from east to south immediately after Rail level crossing # 139.

This turn occurs quite close to the rail crossing, so close attention will ensure the trailer clears the crossing area before beginning the turn.

Fortunately the turn radius and roads are sufficiently wide enough to allow the turn to occur with all wheels staying on the paved surface. There will be no roadside furniture affected in this turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- No issues noted.

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		DRAWING NAME: N18	REV

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Pinch Point

N19

RIGHT BEND
Kamilaroi Hwy
(Boolcarrol Rd)
WEE WAA

ROUTE 1.2

The next township the load will pass through is the township of Wee Waa. Through the township, the Kamilaroi Highway initially changes name to Boolcarrol Street.

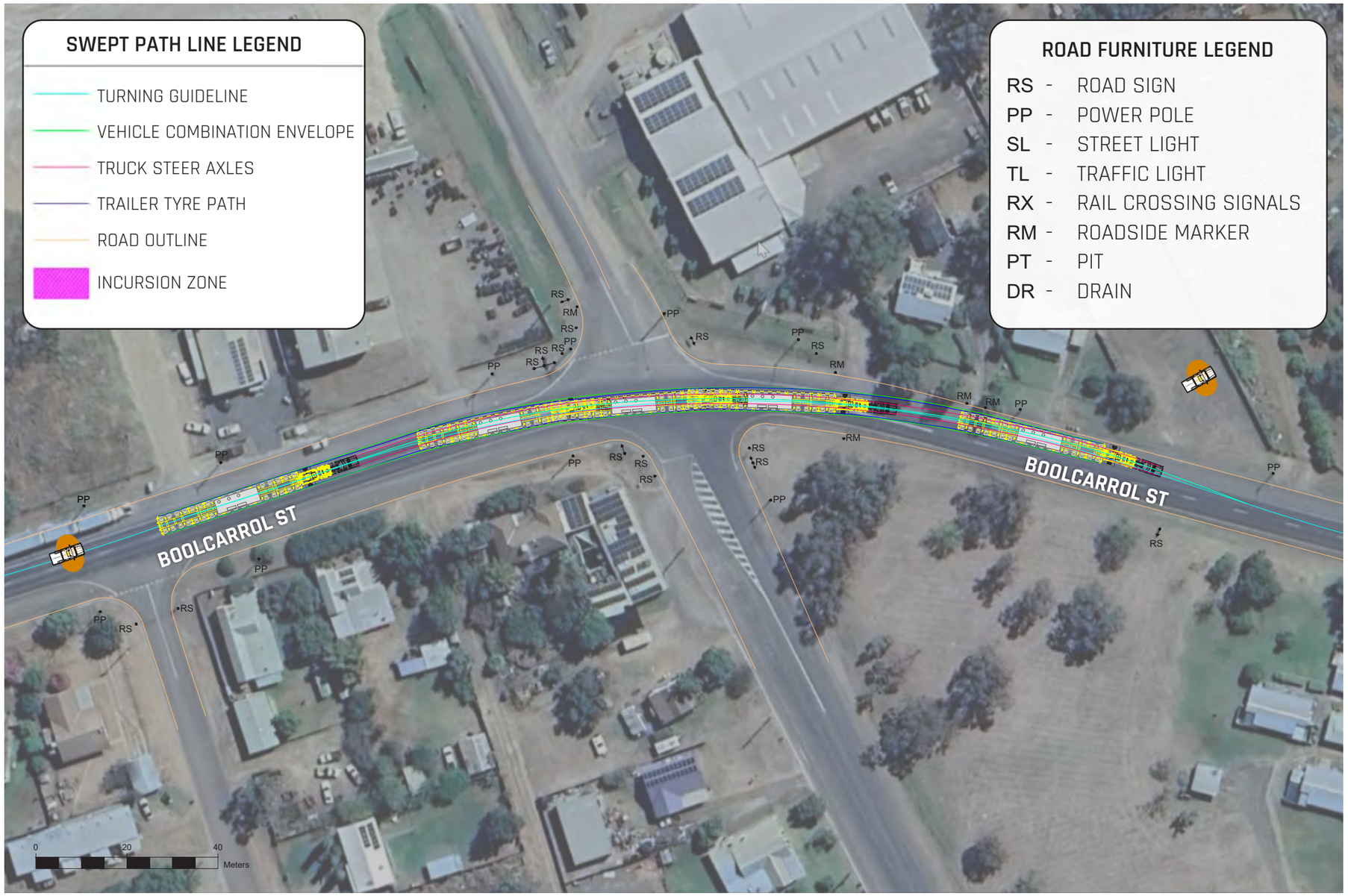
Boolcarrol Street weaves through the western side of the township, initially making a right bend southward. This bend has been assessed and can be successfully completed with no impact to roadside furniture. Although all lanes will need to be used during the turn, the load will not leave sealed road at any time.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Load uses both lanes during turn.

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PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N19	REV

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Pinch Point

N20

LEFT BEND
Boolcarrol Rd
& Mitchell St
WEE WAA

ROUTE 1.2

Immediately following the previous right bend (N19), Boolcarroll Road makes a left bend and changes name to Mitchell Street.

After assessment, once again the road is determined to be sufficiently wide and clear to allow the load to pass without leaving the sealed road section but it will require all available lanes to make the turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- All lanes required for turn.

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		CUSTOMER: EPEC	SIZE:
		PROJECT: New England Solar	SCALE NTS
		DRAWING TITLE: PINCH POINT	SHEET NO:
	DRAWN BY:	DRAWING NAME: N20	REV
	DRAWN DATE:		
	CHECKED BY:		

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Pinch Point

N21

RIGHT TURN
Mitchell St
& Maitland St
WEE WAA

ROUTE 1.2

Mitchell Street continues eastward through Wee Waa until it ends at Maitland street. Here, the loads will make a right turn, south onto Maitland Street.

The load will require all available lanes to make this turn but will not leave sealed road during the turn. No roadside furniture will be effected.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- All lanes required for turn.

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SIZE:	
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Pinch Point

N22

LEFT TURN
Maitland St
& Rose St
WEE WAA

ROUTE 1.2

After travelling along Maitland Street for approximately 250 metres, the load will then make a left turn onto Rose Street.

This intersection is sufficiently wide enough to allow the load to make this turn without leaving the sealed road surface. The load will use all available lanes during this turn. No roadside furniture will be effected.

The illustration shows that it is possible for the load to make this turn, then temporarily pull over immediately to the left to allow any held up traffic to pass.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- All lanes required for turn.

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

Pinch Point

N23

RIGHT TURN
Wee Waa Rd
& Barwan St
NARRABRI

ROUTE 1.2

As the load enters Narrabri, the Kamilaroi Highway changes name to Wee Waa Rd before terminating at the intersection of Barwan Street. The load will make a right turn onto Barwan Street as shown in Pinch Point N23.

During this right turn, the load will utilize the wrong-side lanes to make the turn. There are no other issues to note in this location.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Load uses wrong-side lane during turn.

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		DRAWING NAME: N23	REV

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

Pinch Point

N24

RIGHT TURN
Barwan St
& Killarney St
NARRABRI

ROUTE 1.2

Travelling through Narrabri, the first turn is a right turn from Barwan Street into Killarney Street.

This intersection is wide enough to navigate, however there is a centre median strip (island) on both streets, which will need to be crossed. Islands have signage which will need to be removed prior to the turn commencing. The wrong-side lanes will be used for this turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 1x sign on Barwan Street centre island to be removed.
- 2x signs on Killarney Street centre island to be removed.
- All lanes will be used to make turn.

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SCALE	NTS
SHEET NO:	
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ARES PROJECT SERVICES PTY LTD - ABN: 45 643 587 115

Pinch Point

N25

LEFT TURN
Killarney St
& Tibbereena St
NARRABRI

ROUTE 1.2

The left turn from Killarney Street into Tibbereena Street has wide shoulders creating a sufficiently open turn to navigate. Through this entire turn, there is a thin median strip separating traffic direction lanes.

The load will cross over this concrete strip at the beginning of the turn, with one sign needing to be temporarily removed and re-instated after turn completion.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 1x sign on Killarney Street to be removed.
- Traversal of part of median strip required.

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DRAWING NAME:	N25	REV

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Pinch Point

N26

RIGHT TURN
Tibbereena St
& Dangar St
NARRABRI

ROUTE 1.2

The left turn from Tibbereena Street into Dargar Street starts in a 4 lane road and turns into a three lane road (including the turning lane, which provides a sufficiently wide intersection for the load.

Most of the turning island is painted on the surface, with a small concrete island with a sign installed on it, both will be avoided by the load.

The load will use the wrong-side lanes for the turn. All roadside furniture will be avoided during the turn. The load will immediately return to the correct lanes at the conclusion of the manoeuvre.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- Load will use all available lanes for turn.

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DRAWING NAME:	N26
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SIZE:	
SCALE	NTS
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Pinch Point

N27

THROUGH ROUNDABOUT
Newell Hwy
NARRABRI

ROUTE 1.2

Navigating through the roundabout on the Newell Highway at Old Turrawan Road will be completed in a contra-flow direction as this offers the straightest line of travel.

There is one sign on the approach which will be temporarily removed to allow safe passage through. The rear of the trailer will slightly clip the approach island as it passes through.

Another sign on the exit should be removed as a precaution.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2x Signs to be temporarily removed.
- Load will travel in a contra-flow direction.

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PROJECT:	New England Solar	SCALE NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N27	REV

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Pinch Point

N28

LEFT TURN @ ROUNDABOUT
Newell Hwy
& Kamilaroi Hwy
NARRABRI

ROUTE 1.2

Navigating the left turn through the roundabout from the Newell Highway onto the Kamilaroi Highway will be completed in the correct flow direction as this offers the straightest line of travel.

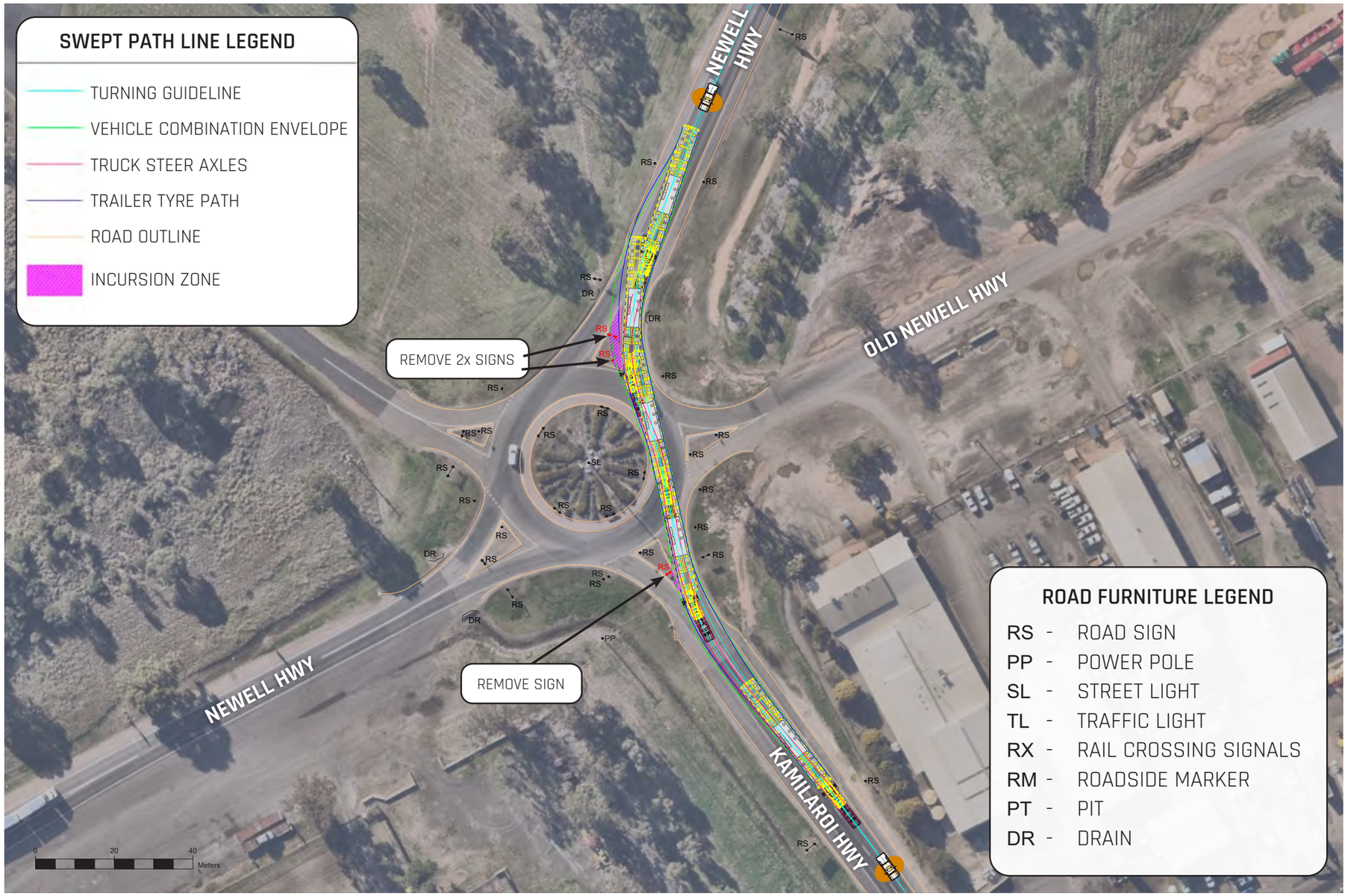
There are two signs on the approach and one sign on the exit which will need to be temporarily removed. All signs are located on the centre islands. These islands will have incursion by the load as indicated.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2x Signs to be removed on the approach island.
- 1x Sign to be removed on the exit island.
- Lane incursion will occur in entry and exit.

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CUSTOMER:	EPEC
PROJECT:	New England Solar
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DRAWING NAME:	N28
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SIZE:	
SCALE	NTS
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Pinch Point

N29

LEFT TURN
Wee Waa St
& Grantham St
BOGGABRI

ROUTE 1.2

The left turn from Wee Waa Street into Grantham Street at Boggabri has sufficient clearance for the load to pass..

The prime mover will need to fully use the width of Grantham St, allowing the rear of the platform trailer to turn as late as possible and avoid running onto the traffic island on Wee Waa St.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications required.
- Load will use all lanes in exit area of turn.

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Pinch Point

N30

LEFT TURN
Conadilly St
& Warrabungle St
GUNNEDAH

ROUTE 1.2

The left turn at the roundabout from Conadilly Street into Warrabungle Street in Gunnedah has sufficient clearance for the load to pass with four signs being removed and island incursion.

This turn is made so the load avoids travelling through the centre of Gunnedah. All signs on both the approach and exit centre islands will be temporarily removed. These islands will have full incursion by the trailer as shown.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2x Signs to be temporarily removed on the approach centre island.
- 2x Signs to be temporarily removed on the exit centre island.
- Load will use all lanes during exit of turn.

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Pinch Point

N31

RIGHT TURN
Warrabungle St
& Bloomfield St
GUNNEDAH

ROUTE 1.2

The right turn from Warrabungle Street into Bloomfield Street in Gunnedah has sufficient clearance for the load to pass with no impact to furniture or infrastructure.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

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Pinch Point

N32

LEFT TURN @ ROUNDABOUT
Boundary Rd
& Kamilaroi Hwy
GUNNEDAH

ROUTE 1.2

The left turn at the roundabout from Boundary Road onto the Kamilaroi Highway in Gunnedah has sufficient clearance for the load to pass with no impact. The prime mover and trailer will need to be positioned with care to avoid the traffic islands and kerbs.

This turn concludes the bypass to avoid the centre of Gunnedah.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

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SWEPT PATH LINE LEGEND

- TURNING GUIDELINE
- VEHICLE COMBINATION ENVELOPE
- TRUCK STEER AXLES
- TRAILER TYRE PATH
- ROAD OUTLINE
- INCURSION ZONE

ROAD FURNITURE LEGEND

RS - ROAD SIGN
PP - POWER POLE
SL - STREET LIGHT
TL - TRAFFIC LIGHT
RX - RAIL CROSSING SIGNALS
RM - ROADSIDE MARKER
PT - PIT
DR - DRAIN

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Pinch Point

N33

THROUGH ROUNDABOUT
Kamilaroi Hwy
GUNNEDAH

ROUTE 1.2

The roundabout where the Kamilaroi Highway meets Oxley Highway will be travelled through the wrong lane in a contra-flow direction as this lane is the straightest path.

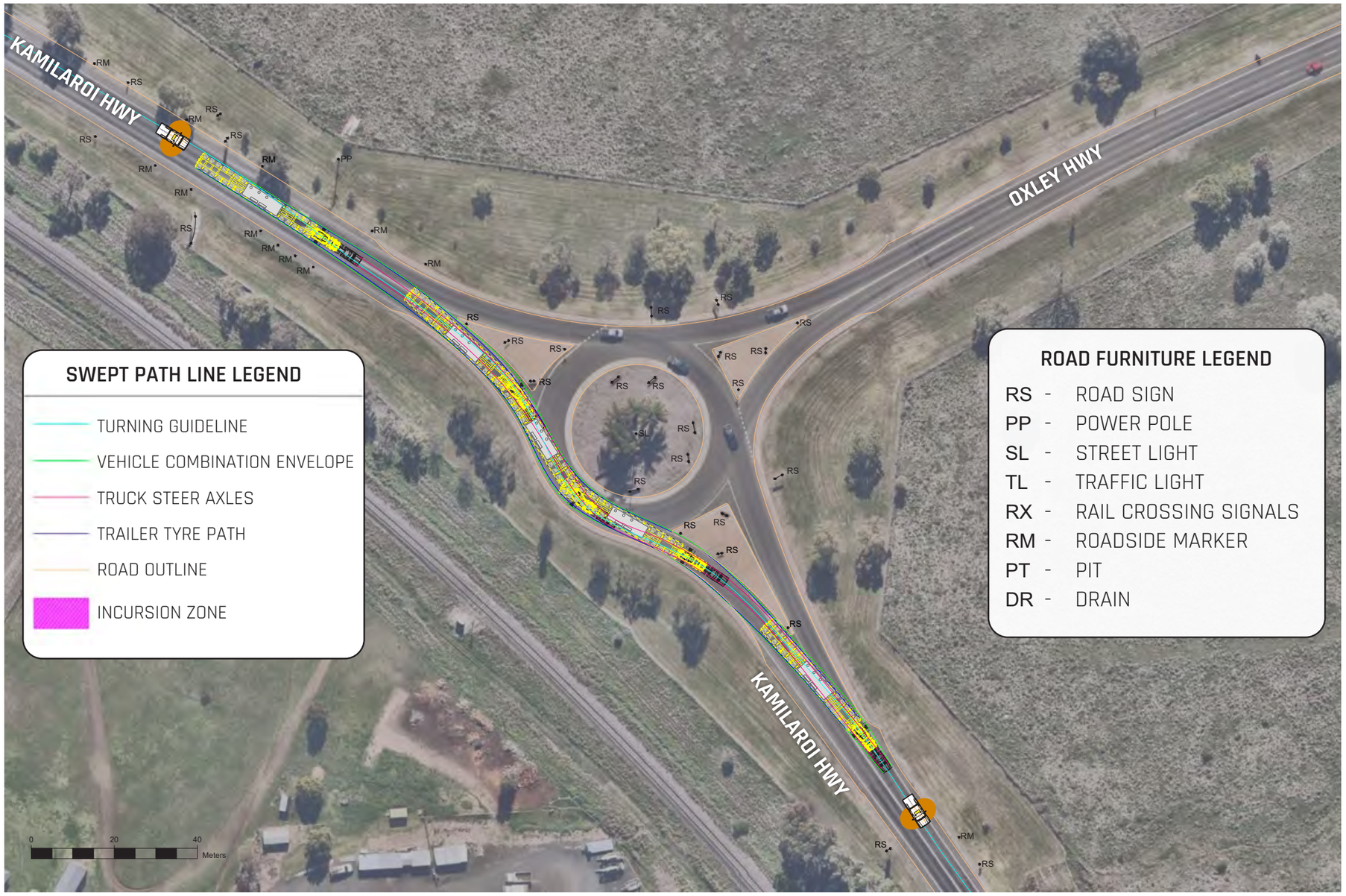
By making this a contra-flow manoeuver, no modifications are required. The combination is able to stay on the paved surface and avoid encroaching upon the traffic islands.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.
- Roundabout will be in a contra-flow direction.

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	DRAWN DATE:	PROJECT: New England Solar	SCALE NTS
	CHECKED BY:	DRAWING TITLE: PINCH POINT	SHEET NO:
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Pinch Point

N34

RIGHT TURN
Lennox St
& Loder St
QUIRINDI

ROUTE 1.2

The right turn from Lennox Street into Loder Street in Quirindi has sufficient clearance for the load to pass with no impact to furniture or infrastructure.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

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	DRAWING NAME:	N34	REV

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Pinch Point

N35

LEFT TURN
Kamilaroi Hwy
& New England Hwy
WILLOW TREE

ROUTE 1.2

The left turn from Kamilaroi Highway into New England Highway in Willow Tree has sufficient clearance for the load to pass only with a small amount of incursion over the Approach concrete island. The centre island is painted only so there is no incursion issue here (even though it is marked).

No impact to furniture will occur.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

[CLICK TO VIEW THIS LOCATION IN GOOGLE MAPS]



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Pinch Point

N36

THROUGH ROUNDABOUT
New England Hwy
TAMWORTH

ROUTE 1.2

The roundabout at the intersection of New England Highway and Jack Smyth Drive is navigable with no impact to any infrastructure or existing roadside furniture.

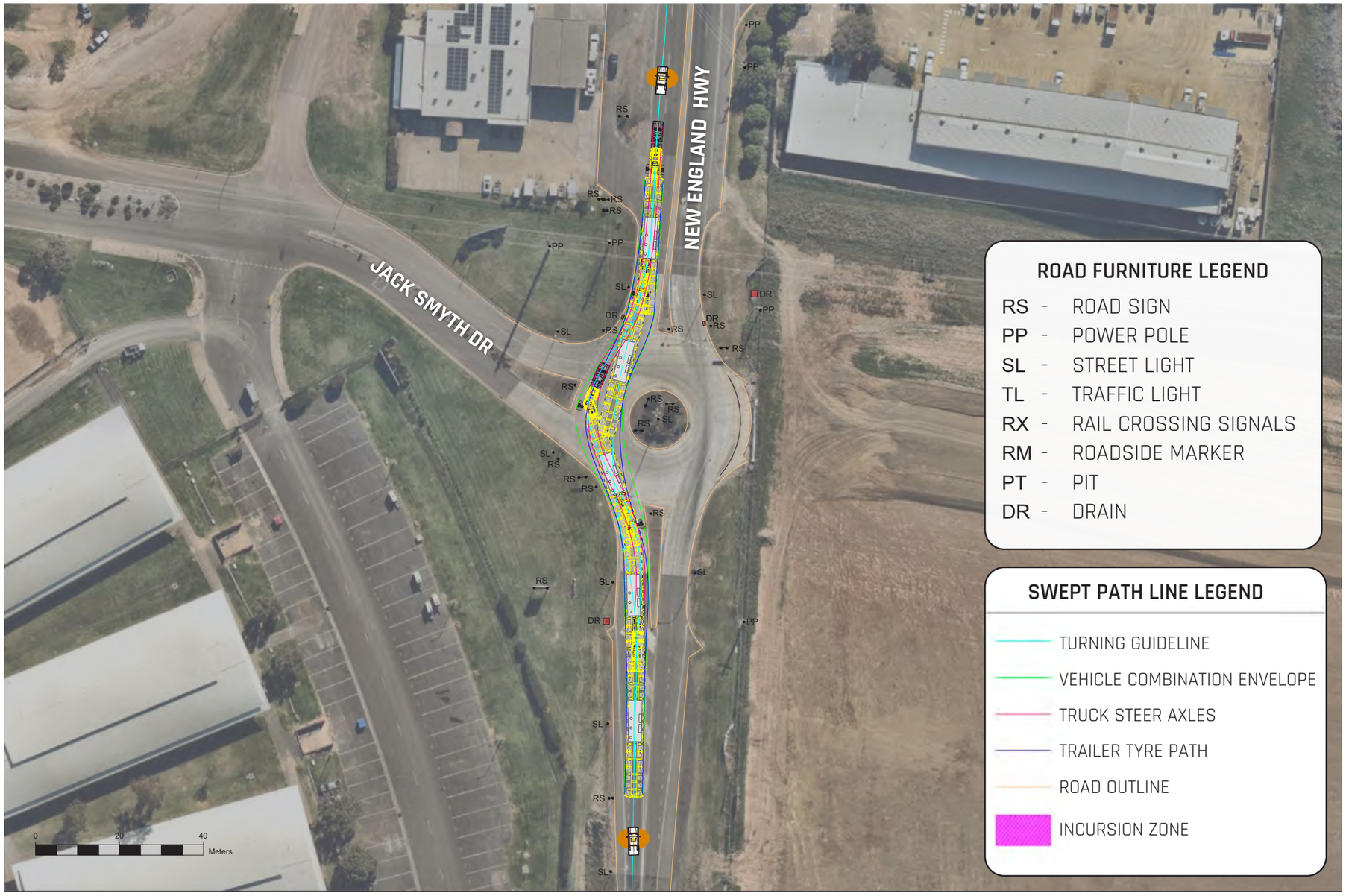
At the exit of the roundabout, there is a drain on the left side which is to be avoided.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- Avoid drain on left during exit.

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Pinch Point

N37

THROUGH ROUNDABOUT
New England Hwy
TAMWORTH

ROUTE 1.2

The roundabout at the intersection of New England Highway and Calala Lane is navigable with no impact to any infrastructure or existing roadside furniture.

At the exit of the roundabout, there is a drain on the left side which is to be avoided.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- Avoid drain on left during exit.

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Pinch Point

N38

THROUGH ROUNDABOUT
New England Hwy
TAMWORTH

ROUTE 1.2

The roundabout at the intersection of New England Highway and Wilburtree St is navigable with no impact to any infrastructure or existing roadside furniture.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

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Pinch Point

N39

RIGHT TURN @ ROUNDABOUT
New England Hwy
& Scott Rd
TAMWORTH

ROUTE 1.2

The roundabout at the intersection of New England Highway and Scott Rd is tighter than the previous locations. To pass this point, the load will need to cross the median strip before the roundabout and contra-flow using the wrong-side lanes. As soon as the turn is complete, the load will return to the right side lanes.

To assist this turn, two signs (one in approach area, one in exit) will need to be removed.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 1x Sign to be temporarily removed in the entry zone.
- 1x Sign to be temporarily removed on the exit centre island.
- Tail swing will occur over grass in approach area.

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Pinch Point

N40

THROUGH ROUNDABOUT
Scott Rd
& Murray St
TAMWORTH

ROUTE 1.2

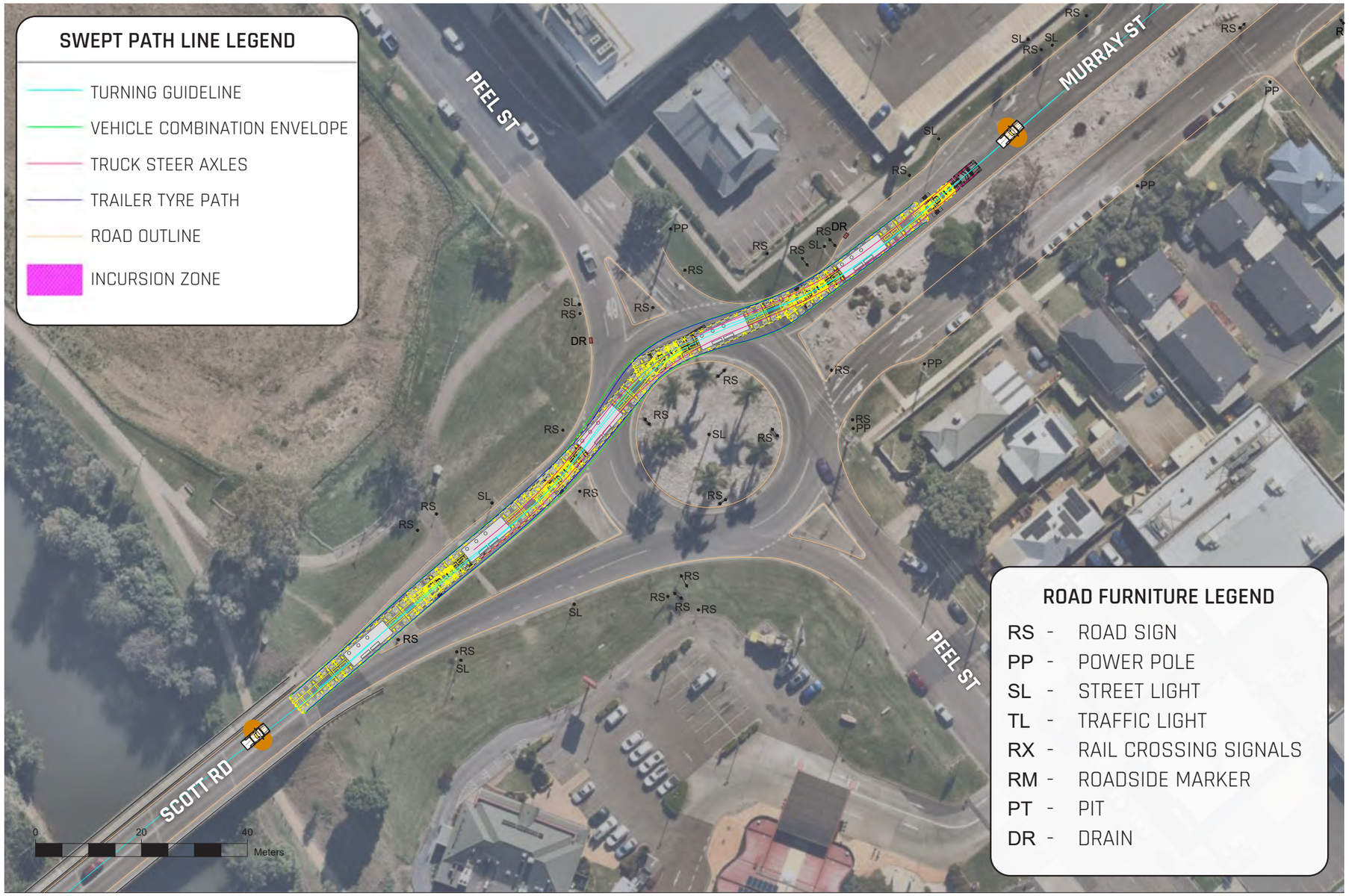
The roundabout at the intersection of New England Highway and Peel St in Tamworth is navigable and will not impact any infrastructure or existing roadside furniture.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- No modifications.
- No issues noted.

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Pinch Point

N41

RIGHT TURN @ ROUNDABOUT
Murray St
& Marius St
TAMWORTH

ROUTE 1.2

The right turn on the roundabout at the intersection of Murray Street and Marius Street can be widened by crossing the median strip before the roundabout travelled in a contra-flow direction.

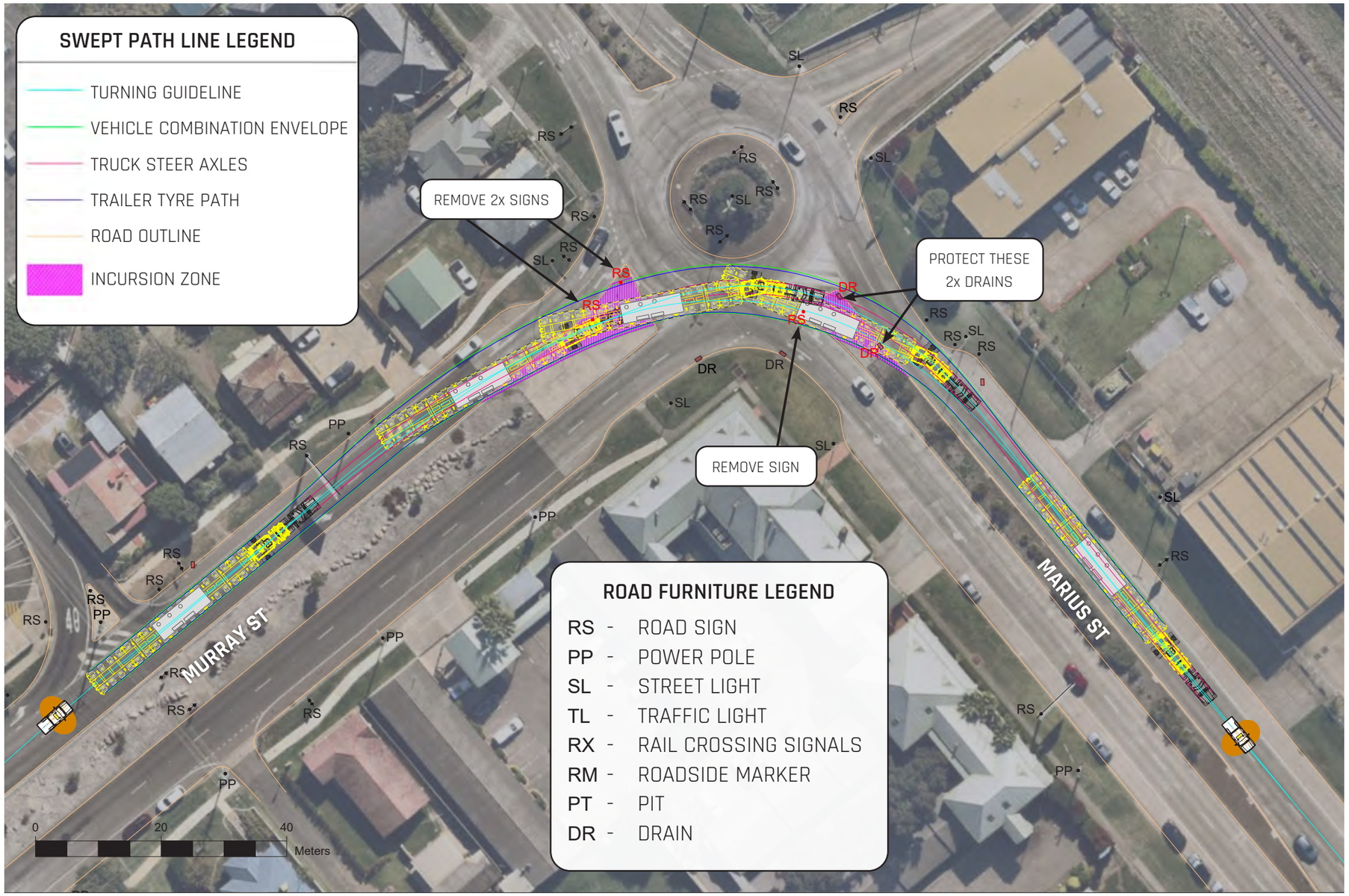
The turn will be completed with the load back in the correct lanes. Three signs (two in the approach area, 1 in the exit) will be removed. In the exit, there are two drains which will be protected.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2x Sign to be removed on the entry island.
- 1x Sign to be removed on the exit island.
- 2x Drains to be protected on exit island.
- Roundabout will be completed in a contra-flow direction.

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MOONBI RANGE CLIMB

A specific date for Moonbi Range travel is to be determined at time of this document being produced. Timing will be based on approvals, weather, permits and escort confirmation. Specific dates will all be contained in the external travel schedule document.

The Moonbi Range climb commences approximately 20Km after leaving Tamworth. This range climb must be held with special consideration as the journey will be slow going and therefore, special arrangements must be made to complete this section.

We WILL require closure of the road to allow us to utilize all lanes. To achieve this, we are required to install a VMS board at each end of the range a minimum of 7 days prior to the journey commencing.

A rest stop is located at each end of this section: Glen Ayr Truck Parking Bay Northbound is located prior to the climb commencing and Wildcroft Rest Area Northbound is located after the conclusion point of the range climb. These rest areas will be used as rally points. The load will wait for Police to close the range section of road.

Swept path analysis has been conducted for the entire range climb - refer to the following pages.

ALL TRAFFIC WILL BE EXCLUDED WHILST THE LOAD IS TRAVELLING THE MOONBI RANGE SECTION.



Pinch Point

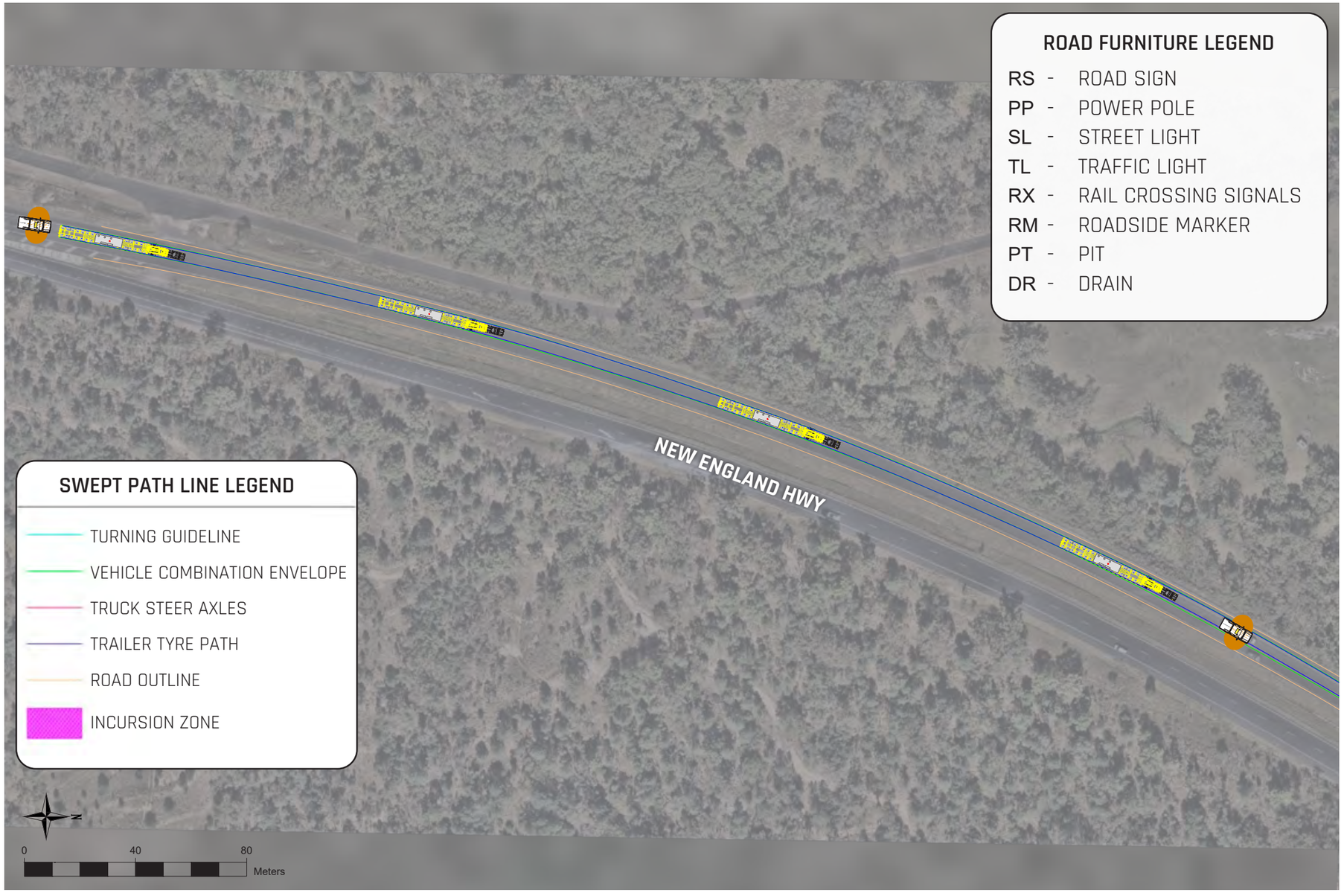
N42-01

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.



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Pinch Point

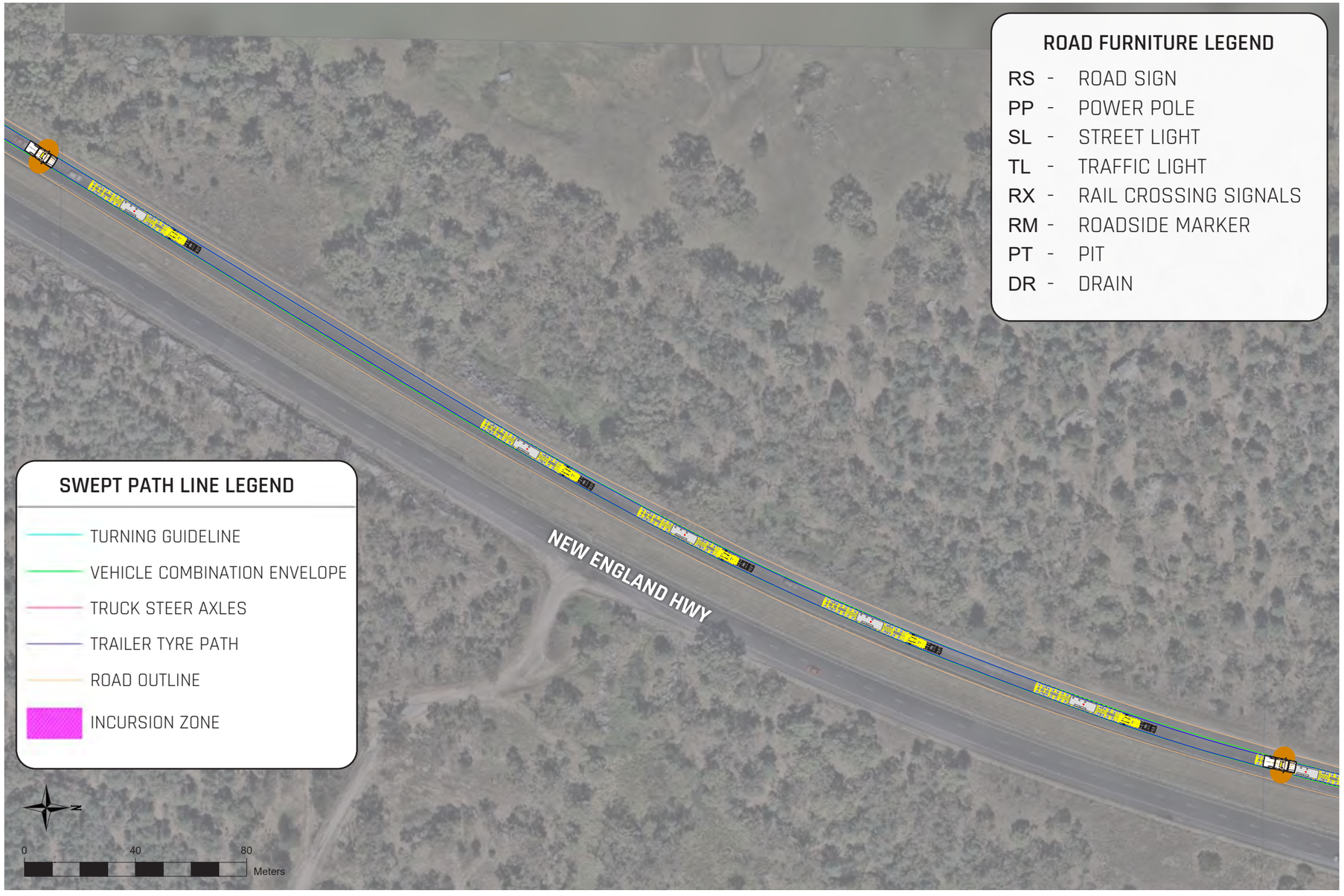
N42-02

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

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The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.



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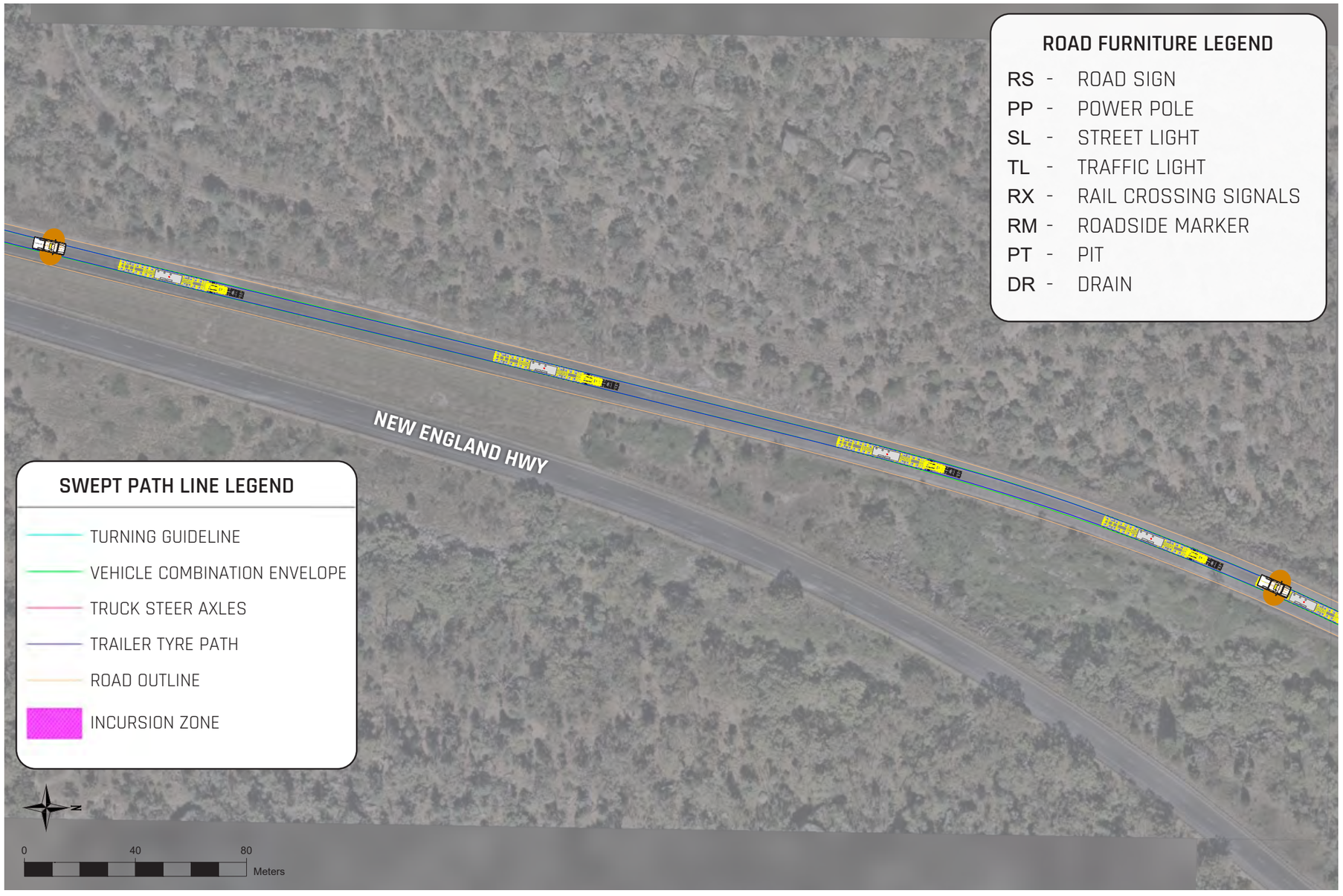
N42-03

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

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Pinch Point

N42-04

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.



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Pinch Point

N42-05

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

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Pinch Point

N42-06

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.



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DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N42-06	REV	

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Pinch Point

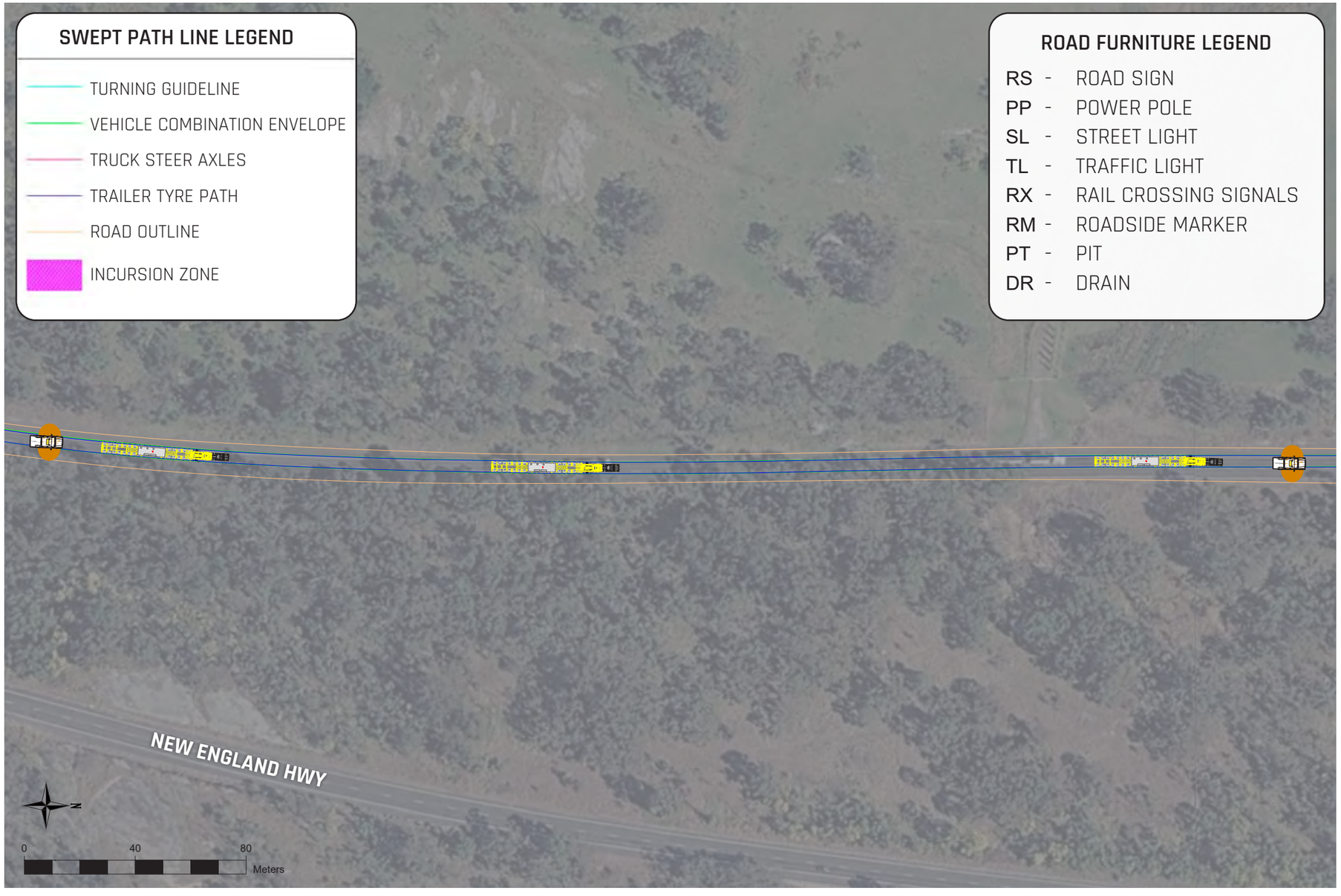
N42-07

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

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Pinch Point

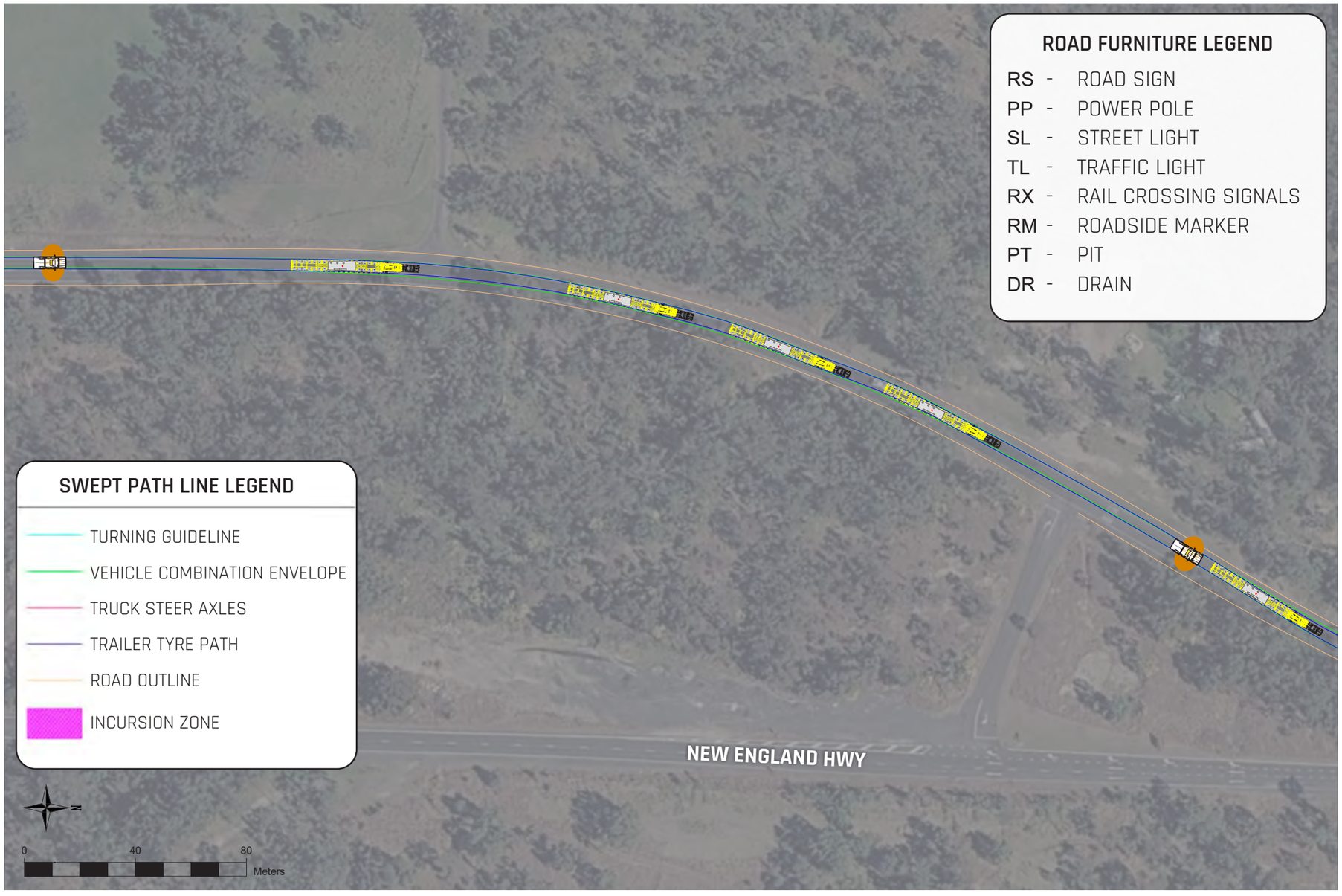
N42-08

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

This section of the Moonbi Range climb is a divided road with two lanes.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.



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CHECKED BY:	

CUSTOMER:	EPEC	SIZE:	
PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N42-08	REV	

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Pinch Point

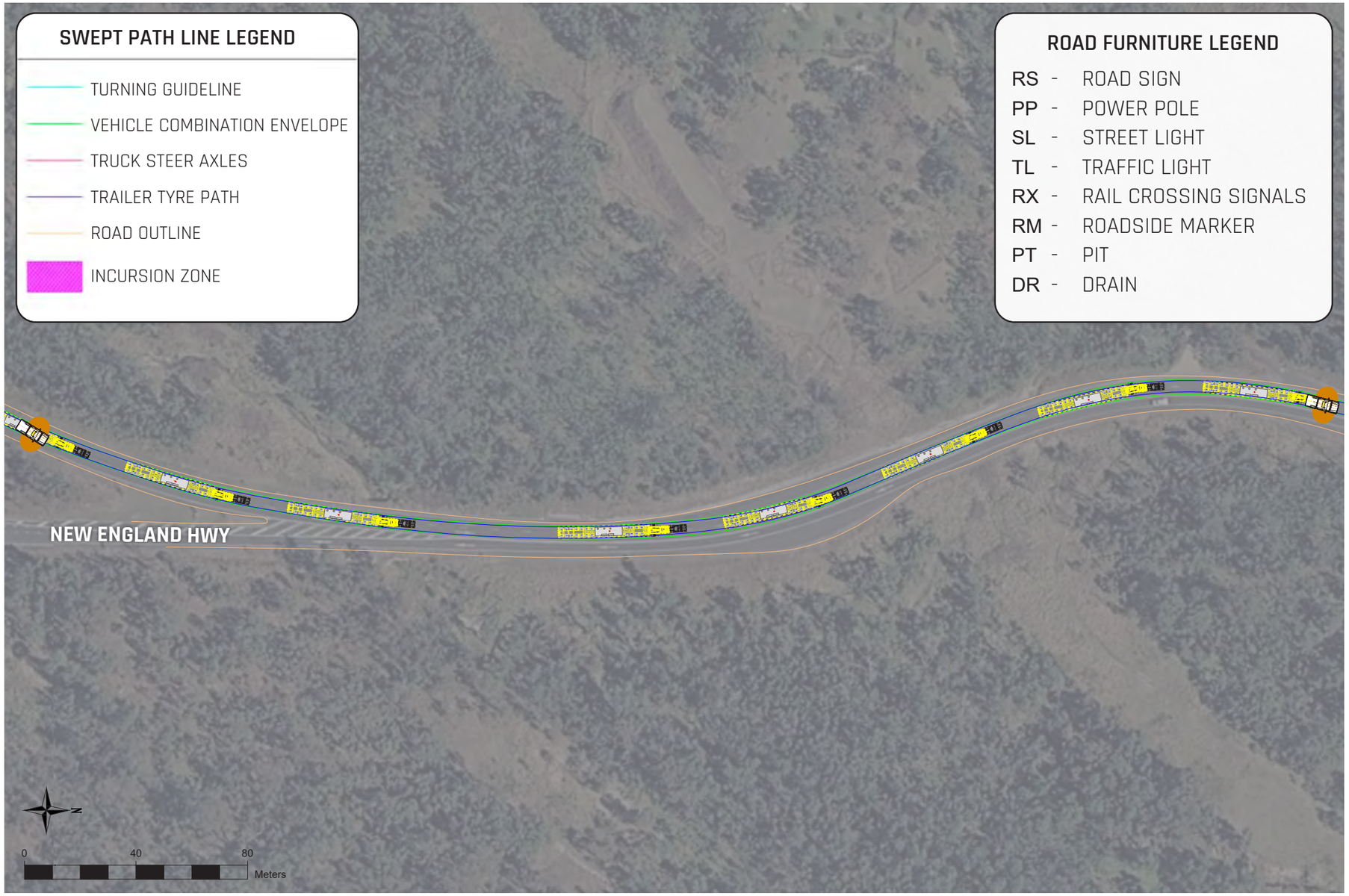
N42-09

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

From this point onwards, the highway merges back into an undivided road with two lanes northbound and one lane southbound.

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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N42-09	REV

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Pinch Point

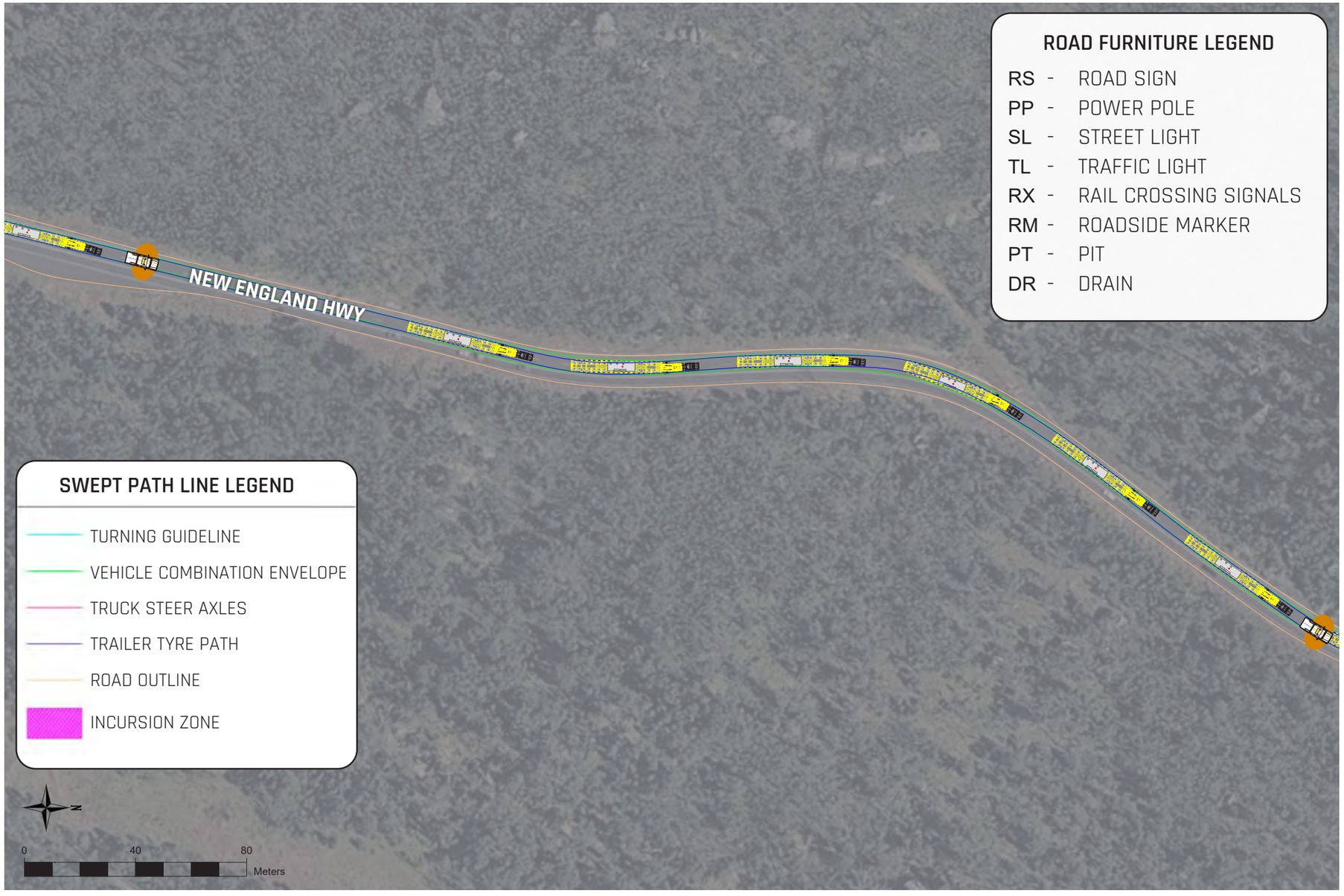
N42-10

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

From this point onwards, the highway merges back into an undivided road with two lanes northbound and one lane southbound.

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DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N42-10	REV	

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Pinch Point

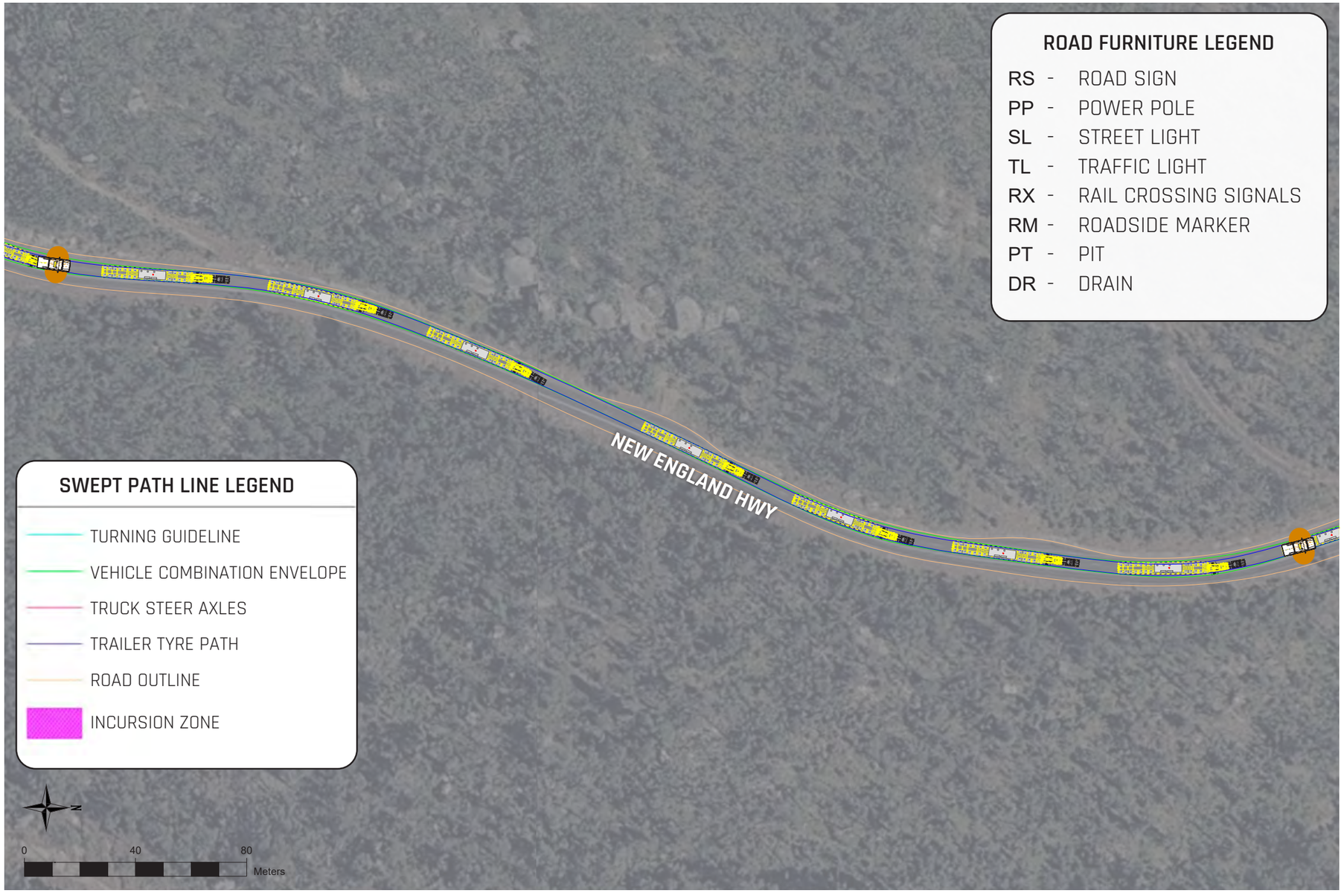
N42-11

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

From this point onwards, the highway merges back into an undivided road with two lanes northbound and one lane southbound.

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DRAWING TITLE:	PINCH POINT		SHEET NO:
DRAWING NAME:	N42-11		REV

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Pinch Point

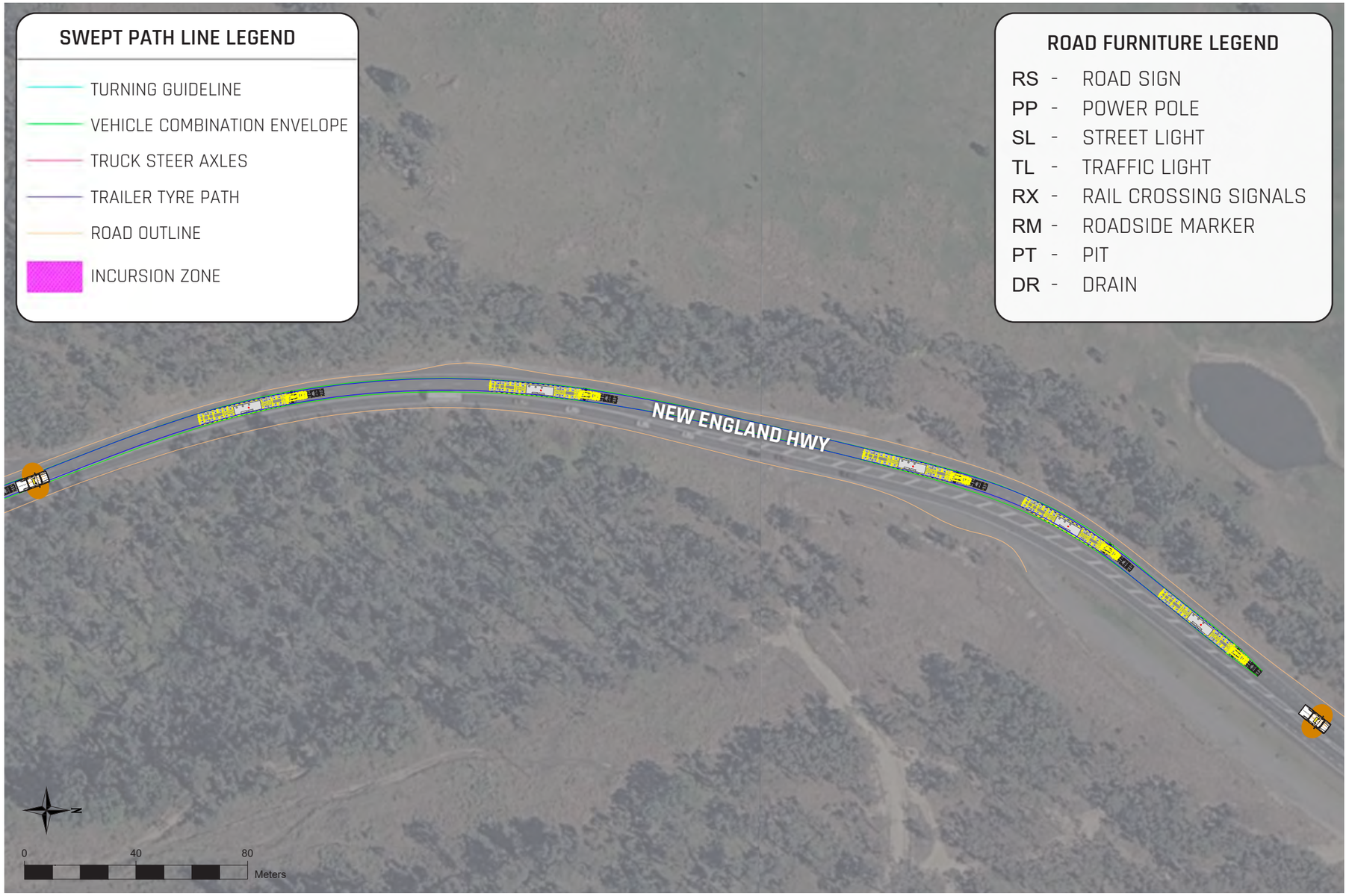
N42-12

STEEP CLIMB
Moonbi Range,
New England Hwy
MOONBI

ROUTE 1.2

From this point onwards, the highway merges back into an undivided road with two lanes northbound and one lane southbound.

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CUSTOMER:	EPEC	SIZE:	
PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N42-12	REV	

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Pinch Point

N43

RIGHT TURN
New England Hwy
& Barleyfields Rd
URALLA

ROUTE 1.2

The right turn from New England Highway into Barleyfields Road is the location where the load leaves the national highway to make its way to site using local roads. This turn is sufficiently clear for the load to navigate with the exception of 2 road markers as marked in the diagram opposite.

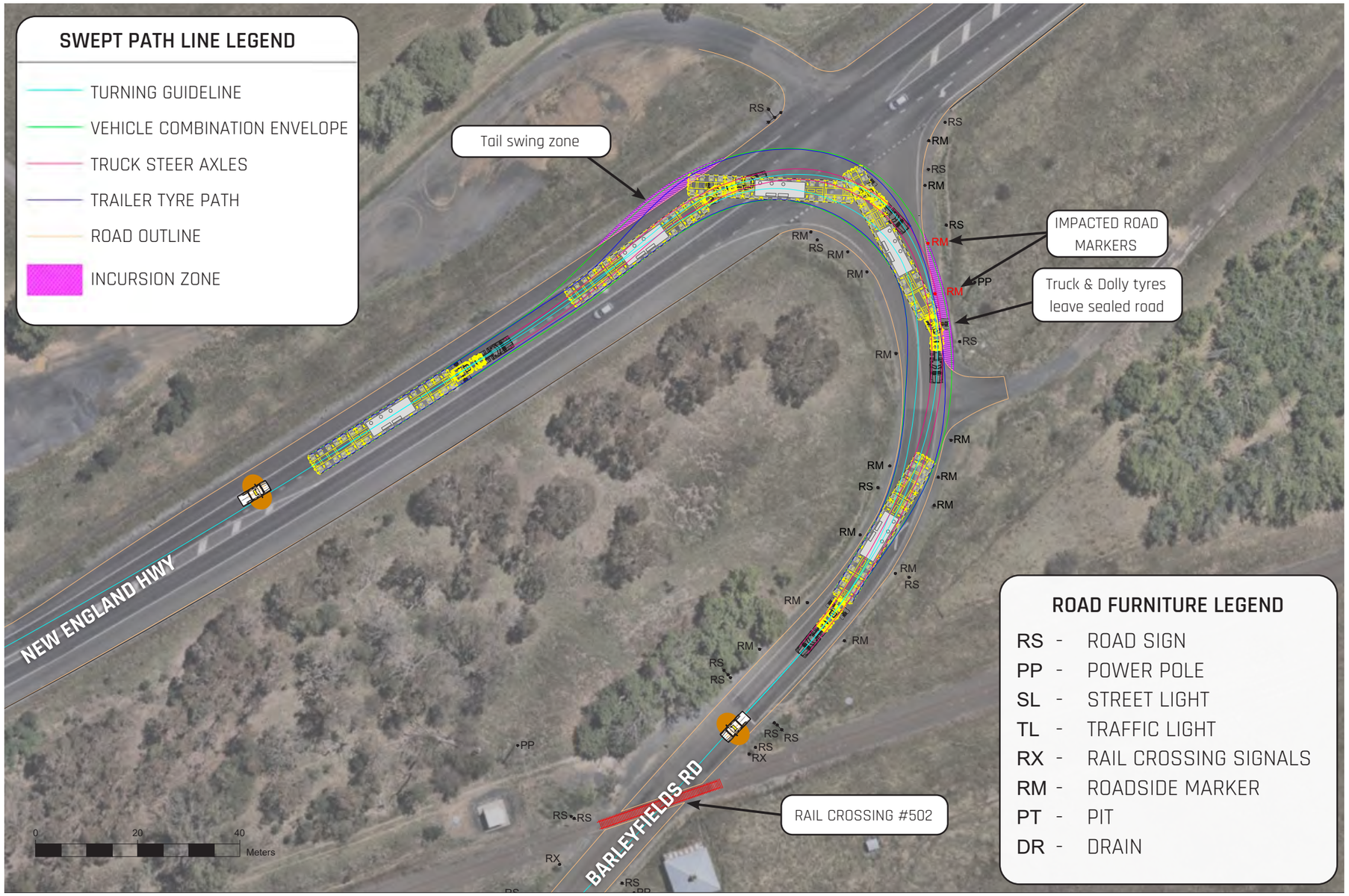
No further impact to furniture will occur.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 2 road markers will be impacted.
- Truck & Dolly tyres leave sealed road on east side of exit
- Tail will leave sealed road on north side of approach

[CLICK TO VIEW THIS LOCATION IN GOOGLE MAPS]



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PROJECT:	New England Solar	SCALE	NTS
DRAWING TITLE:	PINCH POINT	SHEET NO:	
DRAWING NAME:	N43	REV	

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

Pinch Point

N44

LEFT TURN
Barleyfields Rd
& Big Ridge Rd
URALLA

ROUTE 1.2

The left turn from Barleyfields Rd into Big Ridge Road is the final turn on public roads before site.

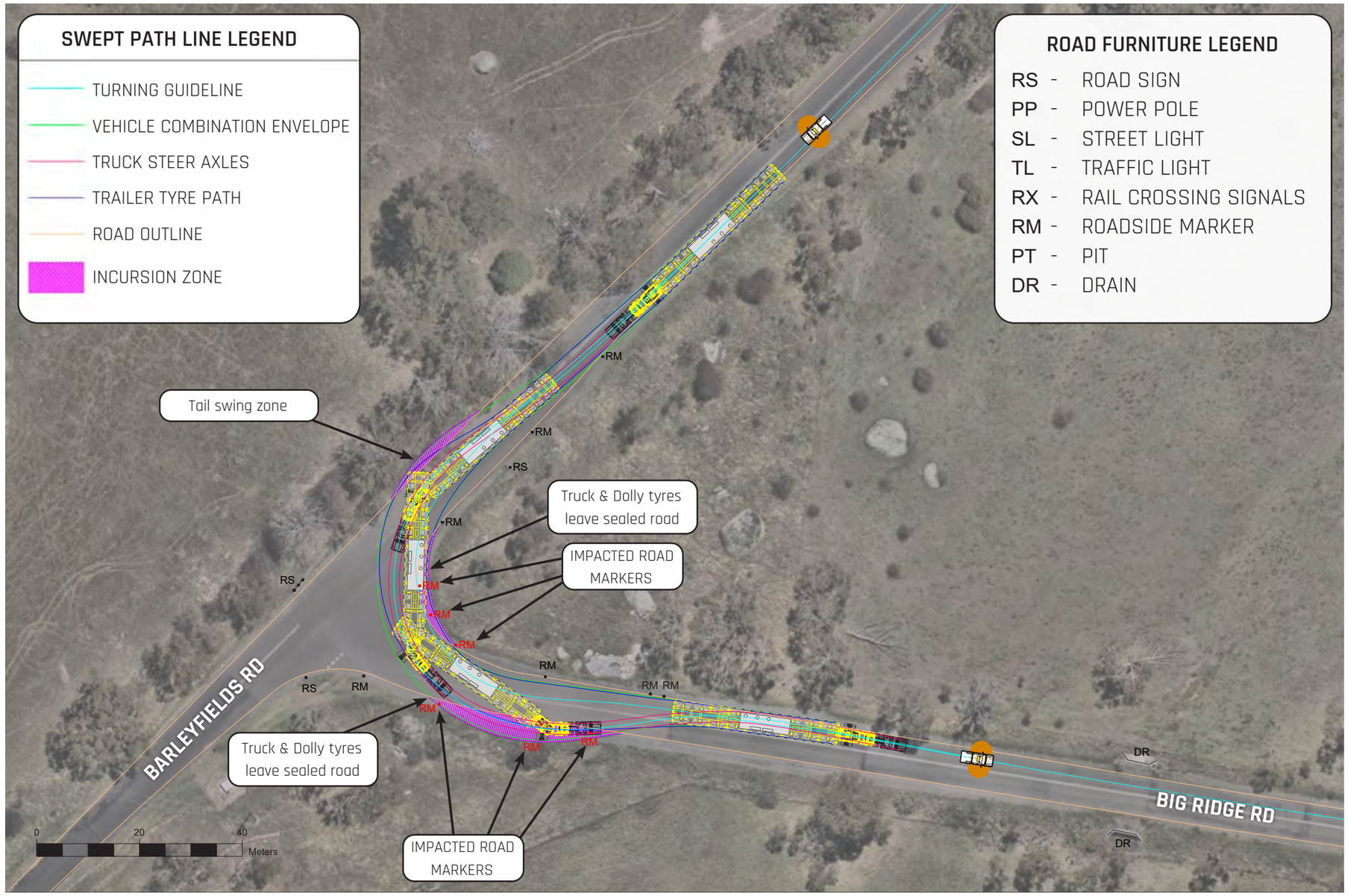
The turn is quite tight and to prevent excessive overrun or tail swing (impacting vegetation), the apex of the turn will be crossed. Six road markers will be impacted during this turn.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- 6 road markers will be impacted.
- Incursion will occur at all locations of the corner.

[CLICK TO VIEW THIS LOCATION IN GOOGLE MAPS]



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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N44	REV

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Pinch Point

N45

SITE ENTRY
Big Ridge Rd
& New England BESS
URALLA

ROUTE 1.2

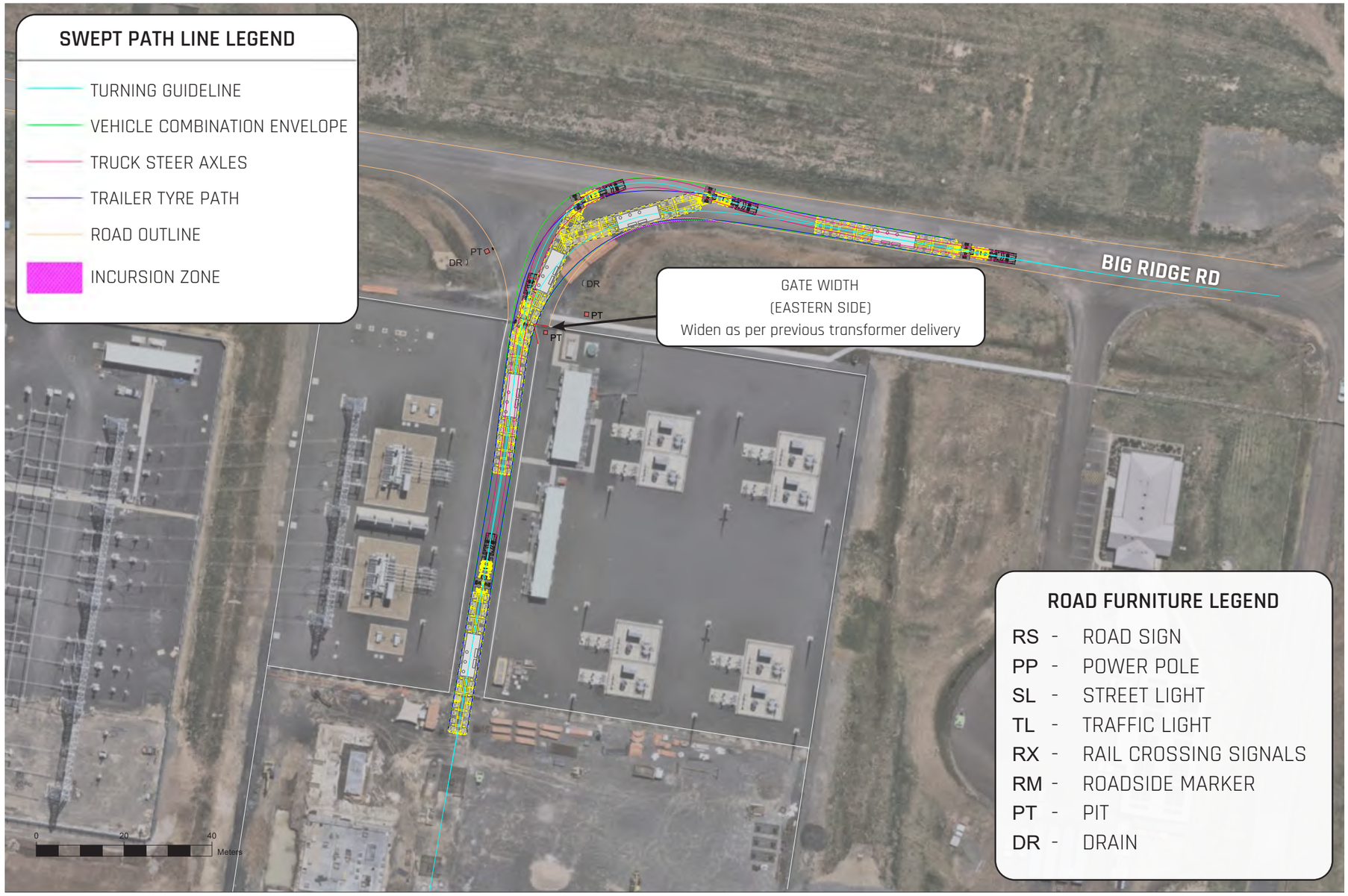
Entry to site will be in a reverse direction to assist with the unloading process. The dolly will need to be reduced to 3500mm before commencing the reversing manoeuvre. The gate opening is to be widened in the same way as the first transformer delivery. The truck must avoid leaving the sealed road on the north side of Big Ridge Rd as increased for the first transformer so should be able to allow entry to site without modification.

The pilot vehicles illustrated are positioned purely as escorting the load and are not intended to contribute any function of traffic control. All traffic control functions will be provided by NSW Police.

Summary of modifications/issues:

- Dolly narrowed to 3500mm
- Truck & dolly tyres leave sealed road north of entry gate

(CLICK TO VIEW THIS LOCATION IN GOOGLE MAPS)



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DRAWING TITLE:	PINCH POINT	SHEET NO:
DRAWING NAME:	N45	REV

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

Route 1.2 Rest Stops



REST STOPS - ROUTE 1.2

No.	DISTANCE BETWEEN	KP	REST STOP NAME
		0.0	(SA/NSW BORDER)
01	121.2	121.2	Little Topar Roadhouse Rest Area
02	58.4	179.6	Dolo Hill Rest Area
03	115.0	294.6	MaCullochs Rest Area
04	203.9	498.5	Heavy Vehicle Inspection Rest Area
05	178.7	677.2	Girilambone Rest Area
06	193.7	874.5	Beemery Rest Area (opposite direction)
07	89.4	963.9	Yambie Lagoon Truck Parking Bay
08	66.1	1030.0	Unnamed Pullover Area - Walgett region
09	117.6	1147.6	West Burren Junction Rest Area
10	141	1288.6	Boggabri Rest Area
11	38.1	1326.7	Greenwood Grange Rest Area
12	46.2	1372.9	Breeza Truck Parking Bay
13	37.9	1410.8	Five Mile Truck Stop Bay S.B.
14	68.3	1479.1	Goonoo Goonoo Rest Area
15	24.2	1503.3	Almond Inn Truck Stop
16	20.9	1524.2	Glen Ayr Truck Parking Bay
17	9.8	1534.0	Wildcroft Rest Area N.B.
18	23.1	1557.1	Muswell Hill Rest Area
	52.9	**1610.0**	**SITE GATE**

01 Little Topar Roadhouse Rest Area
GPS: -31.780251, 142.227461



02 Dolo Hill Rest Area
GPS: -31.673391, 142.812925



03 MaCullochs Rest Area
GPS: -31.694717, 143.814567



04 Heavy Vehicle Inspection Rest Area
GPS: -31.497946, 145.819471



05 Girilambone Rest Area
GPS: -31.219919, 146.878904



06 Beemery Rest Area (opposite direction)
GPS: -30.004879, 146.359271



07 Yambie Lagoon Truck Parking Bay
GPS: -30.099562, 147.390587



08 West Burren Junction Rest Area
GPS: -30.103862, 148.954649



10 Boggabri Rest Area
GPS: -30.636304, 150.033251



12 Breeza Truck Parking Bay
GPS: -31.237898, 150.417024



13 Five Mile Truck Stopping Bay Southbound
GPS: -31.490042, 150.634825



14 Goonoo Goonoo Rest Area
GPS: -31.296909, 150.902072



15 Almond Inn Truck Stop
GPS: -31.100796, 150.944332



16 Glen Ayr Truck Parking Bay
GPS: -31.013275, 151.081796



17 Wildcroft Rest Area Northbound
GPS: -30.933386, 151.112618



18 Muswell Hill Rest Area
GPS: -30.805655, 151.255727




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05

HSEQ

Health, Safety and Environment

Safety is always the highest priority for Ares.

Permits

Permits to complete this project will be required from the following parties:

- NHVR Oversize Overmass Permits
- QLD and NSW Police Approval
- Transport Authority (QLD Transport and TfNSW
- Local Council Approvals
- Rail Authority Approvals
- Utility Approval (electricity, telecommunications, etc.)

Verification of Competency

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

Personal Protective Equipment

It is ARES policy for all drivers to wear the required personal protective equipment (PPE) whenever it is required and to ensure it is of the appropriate type.

This includes but is not limited to:

- Protective Gloves – AS/NZS 2161.2:1998
- Safety Helmet - AS/NZS 1801:1997
- Lace up (Steel Cap) Safety Boots – AS/NZS 2210.1:2010
- Long Sleeve / Pants - Hi Vis safety work clothing – AS/NZS 4602.1:2011
- Safety Glasses – AS/NZS 1337.1:2010

Hazard Identification, Risk Assessment & Control

All drivers are trained in the use of the standard Hazard Reporting Form. Safe Work Method Statements (SWMS) are created for all activities to be undertaken and reviewed on a regular basis. Personnel undertaking an activity are required to sign onto the relevant SWMS.

ARES personnel are also encouraged to use their Take 5 booklets, which are available in each truck and also at site offices.

Incident reporting is overseen by the HSEQ representative and all details are recorded in an Online form on the ARES Portal. All hazards and incidents will be reported to the road authority, our client and management as required. Remedial and close out actions are reviewed on a regular basis by ARES management.

Communication

All selected radio channels will be documented in the SWMS and all Project personnel will be advised of the selected channels prior to the commencement of work, via the SWMS, Tool Box Meeting and/or the Operations Manager.

Communication between all parties in the Oversize vehicles and pilots will be on UHF Channel 40 and will be used to keep in positive contact at all times.



Quality

Ares is accredited to ISO 9001:2015 and maintains strict standards for quality.

Equipment Servicing & Maintenance

ARES' equipment maintenance program is accredited to the NHVAS and designed to keep our trucks and trailers in optimal running condition. Prime Movers are serviced every 3 months, and trailers are serviced every 12 months.

All service and maintenance records are kept online in the ARES Portal, and are available for review upon request.

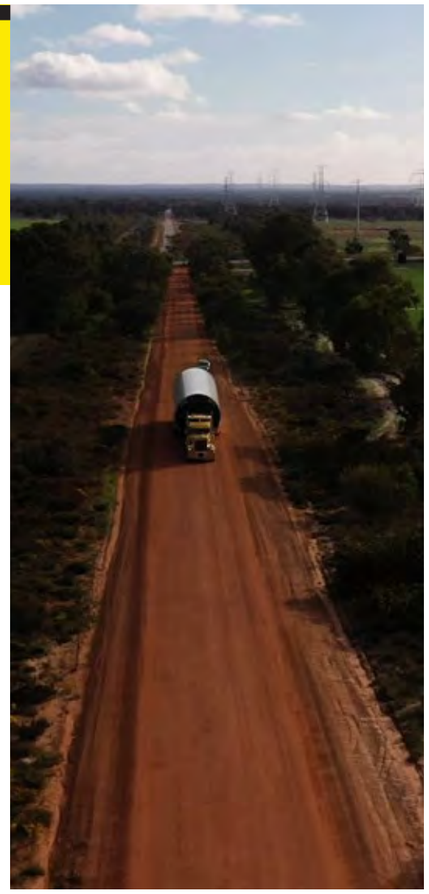
At the commencement of every shift, drivers will complete a daily checklist on all equipment before commencing, as per ARES policy

Non Conformances

Non conformances noted by ARES management or by external parties are recorded as Non Conformance Reports (NCRs) in the ARES Portal. Each NCR is treated in a similar fashion to an incident and is assigned an action-er to rectify and close out the non conformity.

Certified System Quality ISO 9001 SAI GLOBAL
Certified System Environment ISO 14001 SAI GLOBAL
Certified System OHS ISO 45001 SAI GLOBAL

Breakdown Contingency Plan



In the event of an emergency such as a breakdown or incident, ARES will notify the SA Traffic Management Centre (TMC) on 1800 018 313, or the NSW Transport Management Centre (TMC) on 131 700 immediately to provide information regarding any issues of the movement. The load will be moved to the next available pull over area or to the left lane and shoulder to ensure any traffic impact is minimal. Police will direct and manage traffic as appropriate with pilots accompanying the load to assist under the direction of police.

ARES will then consult and engage any one of the following service providers:

A Heavy Tow Truck will be engaged by ARES for the project to be on call to assist in the event of a breakdown and as a ballast/block truck where required. We will also have a number of other heavy rated prime movers available, one of which will travel with the load, acting as a backup vehicle should the need arise.



Contact	Operator	Phone No.
Standby Prime Mover	ARES Block Truck	TBC
Heavy Tow Truck (SA)	Aldinga Towing Southside Towing MGS Towing	0428 904 799 0426 958 956 0438 866 352
Heavy Tow Truck (NSW)	Yass Towing Service Hills Heavy Towing Svcs GRS Towing Alpha Towing	(02) 6226 2618 0408 123 302 1300 550 600 0460 025 742
Tyres	Beaurepaires Bridgestone	132 381 131 229
Mechanical	TBC	TBC
Fire/Police/Ambulance		000
Transport Management Centre (TMC)	South Australia TMC New South Wales TMC	1800 018 313 (SA) 131 700 (NSW)
ARES Project Manager	Jason Millar	0438 024 123

ARES will make contact with the relevant TMC again once the issue is resolved and the load is moving again. This will enable TMC to notify other road users who may be affected by the breakdown or incident.

All hazards and incidents will be reported to the relevant Road Authority, our client, and management, as required.

If specialist equipment and contractors are required such as cranes and traffic management, these will be engaged on an as-required basis.



Above:

Windfarm base section travelling down the Princes Motorway at night.

Opposite page, top:

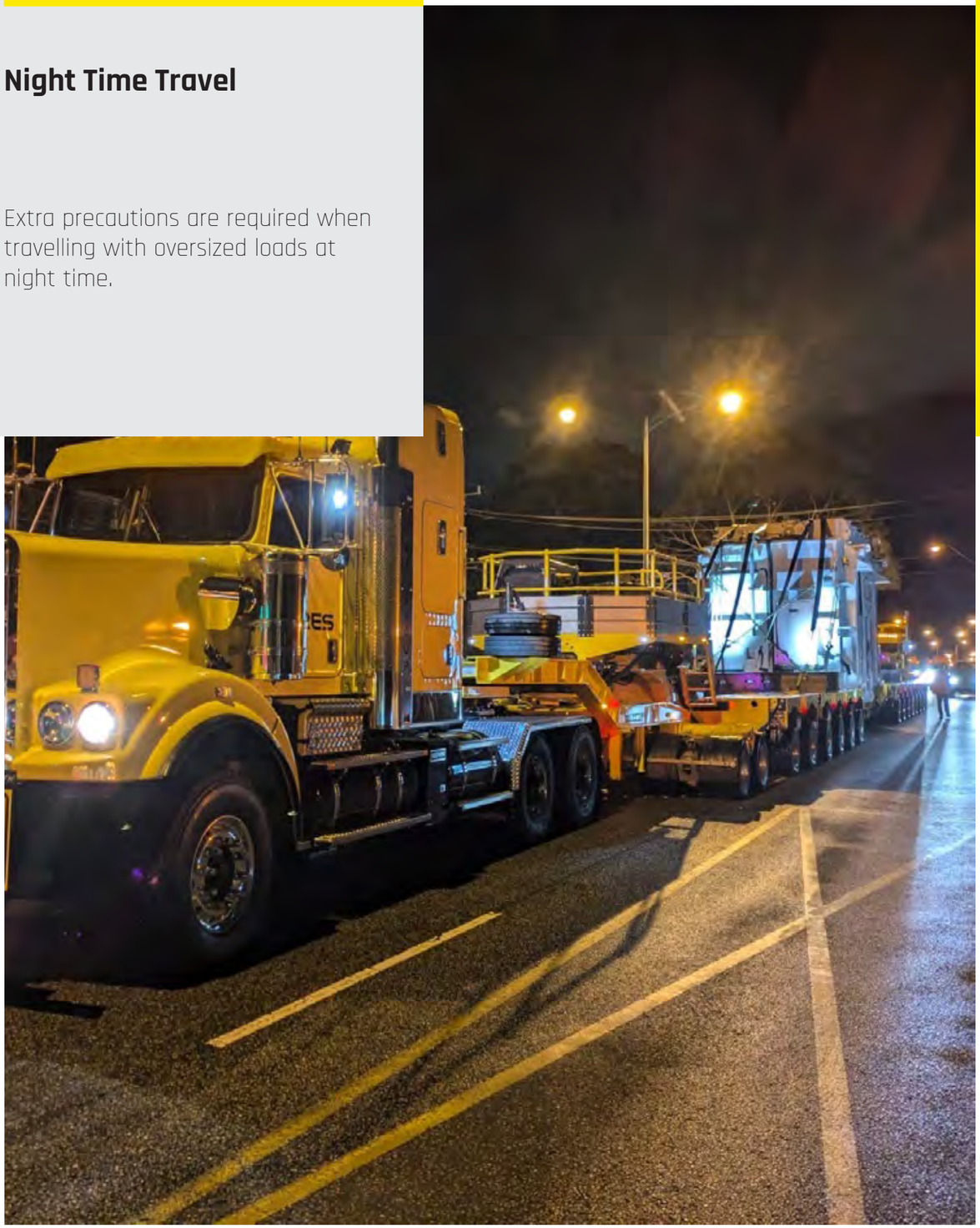
Base tower section being transported in remote Western Australia for the Yandin project.

Opposite page, bottom:

Block trucks assisting a transformer superload along the journey from Glen Waverley to Stanwell power station in Queensland. Multiple block trucks are available in the Ares Group fleet.

Night Time Travel

Extra precautions are required when travelling with oversized loads at night time.



ARES has extensive experience transporting components at night.

Approvals

An NHVR Permit will be required to be issued prior to travel. This will stipulate any special conditions, including curfew and time of day travel requirements.

The oversized load will Depart from the Port of Brisbane in the early hours in order to clear the Brisbane metropolitan area. The following sections outline how ARES plan to mitigate the risks of traveling down roads at night.

Pre-Departure Checks

Transport for NSW (TfNSW) must be contacted via email (roadmanager@transport.nsw.gov.au) a minimum 5 days prior to proposed travel date.

The NSW Transport Management Centre (TMC) must be contacted (Ph: 1800 679 782 or 131 700) prior to the commencement and at the conclusion of each stage of the movement.

Opposite Page:

A transformer travelling in the early hours through Melbourne, en route to Queensland.

Live Traffic NSW (https://www.livetraffic.com) must be checked prior to departure. If there is a disruption, the Project/Transport Manager shall make a Go/No Go decision based on consultation with relevant parties including TfNSW, TMC, client and site, the nature/duration of the disruption and the available time window for transport.

Lighting and Visibility

In addition to the standard lights and flashing beacons equipped as standard on ARES trucks, trailers and pilot vehicles, the extremities of the load shall be illuminated by suitable method (e.g. flood lights mounted on prime mover/dolly, or portable battery-operated magnetic lights). Care shall be taken to ensure the lighting is not directed in such a way as to dazzle other drivers.

Where appropriate, the load will be escorted front and rear by police cars with red/blue flashing lights for additional visibility.

Police Escorts and Pilots

The oversized load will be escorted by a complement of pilot vehicles and police escort vehicles at all times. Requirements may vary state by state - as shown in the table below:

State	Pilot Vehicles	Police / Escort Vehicles
South Australia	4 (TBC)	2 (TBC)
New South Wales	4 (TBC)	2 (TBC)

The length of this load is greater than 35 metres and so falls into the “Special Consideration” category for travel through both SA and NSW.

Police will provide all traffic management, with assistance from pilot vehicles where required and as directed by the Police.

Whilst on the road, typically the lead vehicle(s) will take a position at least 300m ahead of the load to establish

a buffer zone, and to allow for sufficient warning time to the truck driver in case of any unexpected obstructions or conditions, such as roadkill, traffic incidents, parked cars etc. The rear vehicle(s) will take up a protective position behind the load to observe and manage any traffic coming up from behind.

Clear communication between all pilot/police vehicles and truck driver shall be maintained by CB radio at all times.

The proposed arrangements for pilot and police vehicle positioning are provided on the following page. Please note that the exact arrangements may change based on road, traffic or weather conditions, vehicle speed, as well as directions given by Police.

Management of Traffic

The pilots, in close consultation with police where present, shall manage the build up of traffic behind the load by instructing the driver to pull off the road at suitably safe points to allow any queued traffic behind to pass. This is mainly applicable to single carriageway roads. Potential passing points shall be identified in advance and include:

- Overtaking lanes
- Pullover or parking bays
- Stretches of road with wider shoulders and clear line of sight ahead

The lead pilot / police is primarily responsible for monitoring oncoming traffic, identifying safe passing points ahead and communicating with the driver of the load and other escorts to slow and pull over. When oncoming traffic is encountered, the lead pilot will use light wands to alert the traffic to slow down, with the following pilot reinforcing. The load will also be instructed via radio to slow down and pull to one side to allow the oncoming traffic to pass safely.

The rear pilot / police is responsible for monitoring the amount of queued traffic behind the load and providing feedback to the lead pilot / police. At nominated passing points, the lead pilots will monitor for oncoming traffic whilst the load slows and pulls over to one side, allowing any queued traffic to safely pass. The rear pilot (if present) will position themselves at the rear of the load to mark the outer extremities of the load whilst vehicles pass.

Timing

Transport times will be purposely scheduled for night time in built up areas to minimize disruptions to local traffic. Loads will be clear of built up metropolitan areas before sunrise, and continue to site at times prescribed as the safest times.

Communication Plan

To further mitigate the risks associated with travel, the project will notify and inform local residents in advance of movements. These may include any of the following:

- DoT Media plan
- Radio advertisements
- Social media

The communications will contain information on the proposed times and locations of oversized transport on the route, as well as the nature of expected disruptions.

Travel Schedule

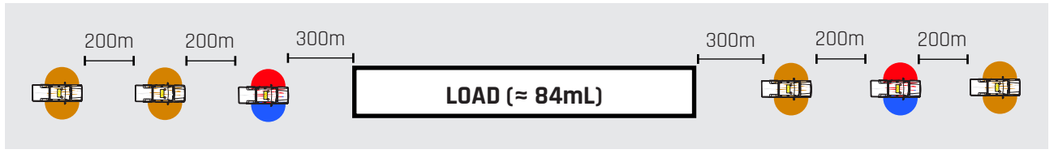
The travel schedule of this journey will be maintained as an external document to this report as specific factors such as dates and travel times are all still to be determined. There still remain some unknown factors - such as cargo availability date, authorization to travel from numerous authorities (transport, electrical, rail) and also the availability of escort vehicles.

To prevent changes in the travel schedule causing unnecessary revision changes to this document, a separate “Live” Travel schedule document will be created and maintained. The latest version of the travel schedule will be provided by request.

PROPOSED ESCORT LAYOUTS

SOUTH AUSTRALIA

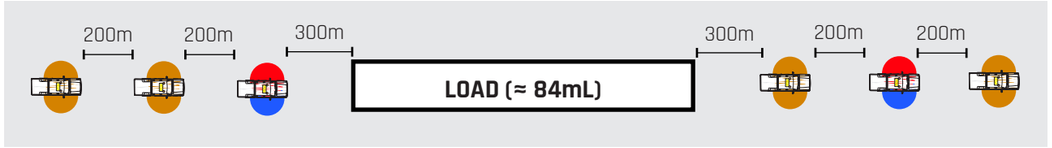
Length: Up to 84m, Width: 4.3m, Height: 5.58m, 4 Pilot Vehicles, 2 Police Escorts



Four Pilot vehicles will be present and positioned in front and behind the load as shown, two police escorts on hand will provide stoppage and direction of traffic at pinch points, as well as the management of any queued traffic behind. The load will position itself as far left as practicable. In a single carriageway, overtaking opportunities will be restricted except at nominated passing spots.

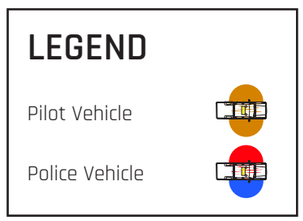
NEW SOUTH WALES

Length: up to 84m, Width: 4.3m, Height: 5.58m, 4 Pilot Vehicles, 2 Police Escorts



Four Pilot vehicles will be present and positioned in front and behind the load as shown, two police escorts on hand will provide stoppage and direction of traffic at pinch points, as well as the management of any queued traffic behind. The load will position itself as far left as practicable. In a single carriageway, overtaking opportunities will be restricted except at nominated passing spots.

DRAWINGS NOT TO SCALE





06

Conclusion

Conclusion

A brief outline of the report's major findings and any recommendations for actions.

> ...transport of this OSOM transformer from Port of Adelaide to New England Solar BESS is feasible.

Summary

Following our analysis, ARES believe that transport of this oversize over-mass (OSOM) transformer for the New England Solar BESS from the Port of Adelaide is feasible with the appropriate modifications made to the route as noted in this report.

One main transport route is proposed - broken up into individual state sections for manageable file size and revision convenience. Route 1.1 through South Australia to Cockburn - 555km. Route 1.2 through New South Wales from Cockburn to the New England Solar Bess site - 1610km. Both routes combined make up the entire journey, a total distance of 2165km.

The modifications required to the routes are minor, but reasonably expected due to the size, width and combined mass of this load. The following summary of Road Modifications are provided for quick reference. Any modifications on State roads will require the approval from the relevant state Department of Main Roads, Infrastructure & Transport.

In our swept path analysis, we have avoided incursions into existing infrastructure and private land wherever possible.

Next Steps

To progress the OSOM transport scope further from here, the following steps are recommended:

- Engagement with transport authorities and local councils to obtain feedback and approval of proposed routes and any special conditions.
- Communication with Transport Authorities regarding any current upgrades or repair works along the proposed route.
- Notification to relevant authorities of any requirements for any contraflow movements.
- Engagement of relevant power authorities to perform formal overhead asset surveys for all routes.
- Engagement of Traffic control teams required for any MoA requirements.

Summary of Road Modifications (Route 1.1)

The following table provides a quick summary of all Pinch Points located in South Australia.

Pinch Point	Road/Intersection	Modifications Required / Issues encountered	Risk
S01	Ocean Steamers Rd & Eastern Parade PORT ADELAIDE	· No modifications. · No issues.	Very Low
S02	Eastern Parade & Port River Expwy On-Ramp GILLMAN	· 1x Sign on Eastern Parade traffic island removed. · Minor traffic island incursion will occur.	Low
S03	Princes Hwy (Augusta Hwy) & Wilkins Hwy WARNERTOWN	· No modifications. · No issues.	Very Low
S04	Wilkins Hwy & Wilkins Hwy (Park Tce) GLADSTONE	· 1x sign to be removed.	Low
S05	Wilkins Hwy & Wilkins Hwy (Charles St) CALTOWIE	· No modifications. · No issues.	Very Low
S06	Wilkins Hwy (Ayr St) & Clyde St JAMESTOWN	· No modifications. · Load will leave sealed road in 2 places.	Low
S07	Apilla Rd & Boundary Rd JAMESTOWN	· 1x sign on left side of Apilla Rd to be removed. · 1x road marker on left side of Apilla Rd impacted. · Load will leave sealed road in 3 places.	Low
S08	Boundary Rd & Mannanarie Rd JAMESTOWN	· No modifications. · No issues.	Very Low
S09	RM Williams Way & Petersburg Rd BLACK ROCK	· No modifications. · No issues.	Very Low
S10	West Terrace & Main St PETERBOROUGH	· No modifications. · No issues.	Very Low
S11	Petersburg Rd & Barrier Hwy UCOLTA	· No modifications. · No issues.	Very Low

Summary of Road Modifications (Route 1.2)

The following table provides a quick summary of all Pinch Points located in New South Wales.

Pinch Point	Road/Intersection	Modifications Required	Risk
N01	Barrier Hwy & Creedon St BROKEN HILL	• No modifications. • No issues noted.	Very Low
N02	Creedon St & Gaffney St BROKEN HILL	• No modifications required. • No issues noted.	Very Low
N03	Through Roundabout Crystal St BROKEN HILL	• No modifications required. • Load will travel in a contra-flow direction.	Medium
N04	Crystal St & Iodide St BROKEN HILL	• No modifications required. • No issues noted.	Very Low
N05	Iodide St & Argent St BROKEN HILL	• No modifications required. • No issues noted.	Very Low
N06	Barrier Hwy & Mitchell Hwy NYNGAN	• No modifications required. • No issues noted.	Very Low
N07	Mitchell Hwy & Tarcoom St BOURKE	• No modifications required. • No issues.	Very Low
N08	Tarcoon St & Kamilaroi Hwy BOURKE	• No modifications required. • No issues.	Very Low
N09	Bathurst St & Bellmore St BREWARRINA	• 1x sign on the exit island to be removed. • No issues noted.	Low
N10	Kamilaroi Hwy BREWARINNA	• No modifications required. • Drain in exit must be avoided.	Very Low
N11	Kamilaroi Hwy WALGETT	• No modifications required. • No issues noted.	Very Low
N12	Wee Waa St & Peel St WALGETT	• No modifications required. • No issues noted.	Very Low
N13	Peel St & Montkeila St WALGETT	• No modifications required. • Check for clearance in Exit area.	Very Low
N14	Montkeila St & Castlereagh Hwy WALGETT	• 2x island signs removed as a precaution. • No issues noted.	Very Low
N15	Castlereagh Hwy & Kamilaroi Hwy WALGETT	• No modifications required. • No issues noted.	Very Low
N16	Kamilaroi Hwy CRYON	• No modifications required. • No issues noted.	Very Low
N17	Kamilaroi Hwy CRYON	• 1x Road sign to be removed. • Tail will leave sealed road on west side of approach.	Low
N18	Kamilaroi Hwy BURREN JUNCTION	• No modifications required. • No issues noted.	Very Low
N19	Boolcarrol Rd WEE WAA	• No modifications required. • Load uses both lanes during turn.	Very Low
N20	Boolcarrol Rd & Mitchell St WEE WAA	• No modifications required. • All lanes required for turn.	Very Low
N21	Mitchell St & Maitland St WEE WAA	• No modifications required. • All lanes required for turn.	Very Low
N22	Maitland St & Rose St WEE WAA	• No modifications required. • All lanes required for turn.	Very Low
N23	Wee Waa Rd & Barwan St NARRABRI	• No modifications required. • Load uses wrong-side lane during turn.	Very Low
N24	Barwon St & Killarney St NARRABRI	• 1x sign on Barwan Street centre island to be removed. • 2x signs on Killarney Street centre island to be removed. • All lanes will be used to make turn.	Low
N25	Killarney St & Tibbereena St NARRABRI	• 1x sign on Killarney Street to be temporarily removed. • Traversal of part of median strip required.	Low

Summary of Road Modifications (Route 1.2 - Cont'd)

Pinch Point	Road/Intersection	Modifications Required	Risk
N26	Tibbereena St & Dangar St NARRABRI	• No modifications. • Load will use all available lanes for turn.	Very Low
N27	Newell Hwy NARRABRI	• 2x Signs to be temporarily removed. • Load will travel in a contra-flow direction.	Low
N28	Newell Hwy & Kamilaroi Hwy NARRABRI	• 2x Signs to be removed on the approach island. • 1x Sign to be removed on the exit island. • Lane incursion will occur in entry and exit.	Low
N29	Wee Waa St & Grantham St Boggabri	• No modifications required. • Load will use all lanes in exit area of turn.	Very Low
N30	Conadilly St & Warrabungle St GUNNEDAH	• 2x Signs to be removed on the approach centre island. • 2x Signs to be removed on the exit centre island. • Load will use all lanes during exit of turn.	Low
N31	Warrabungle St & Bloomfield St GUNNEDAH	• No modifications. • No issues noted.	Very Low
N32	Boundary Rd & Kamilaroi Hwy GUNNEDAH	• No modifications. • No issues noted.	Very Low
N33	Kamilaroi Hwy GUNNEDAH	• No modifications. • No issues noted. • Roundabout will be in a contra-flow direction.	Very Low
N34	Lennox St & Loder St QUIRINDI	• No modifications. • No issues noted.	Very Low
N35	Kamilaroi Hwy & New England Hwy WILLOW TREE	• No modifications. • No issues noted.	Very Low
N36	New England Hwy @ Jack Smyth Dr TAMWORTH	• No modifications. • Avoid drain on left during exit.	Very Low
N37	New England Hwy @ Calala Lane TAMWORTH	• No modifications. • Avoid drain on left during exit.	Very Low
N38	New England Hwy @ Kurrawan St TAMWORTH	• No modifications. • No issues noted.	Very Low
N39	New England Hwy & Scott Rd TAMWORTH	• 1x Sign to be temporarily removed in the entry zone. • 1x Sign to be temporarily removed on the exit centre island. • Tail swing will occur over grass in approach area.	Low
N40	Scott Rd & Murray St TAMWORTH	• No modifications. • No issues noted.	Very Low
N41	Murray St & Marius St TAMWORTH	• 2x Sign to be removed on the entry island. • 1x Sign to be removed on the exit island. • 2x Drains to be protected on exit island. • Roundabout will be completed in a contra-flow direction.	Low
N42	Moonbi Range New England Hwy MOONBI	• No modifications. • Range to be closed to traffic by NSW Police during traverse.	Medium
N43	New England Hwy & Barleyfields Rd URALLA	• 2x Road markers will be impacted • Truck & Dolly tyres leave sealed road on east side of exit • Tail will leave sealed road on west side of approach	Low
N44	Barleyfields Rd & Big Ridge Rd URALLA	• 6 road markers will be impacted. • Incursion will occur at all points of the corner.	Medium
N45	Site Entry Big Ridge Rd URALLA	• Dolly narrowed to 3500mm • Truck & dolly tyres leave sealed road north of entry gate	Low

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