Waddi Wind Farm

Project Traffic Management Plan

17 December 2025

Document Control

Waddi Wind Farm

Project Traffic Management Plan

Revision

Revision E

Revisions

Rev	Date	Details	Prepared By	Reviewed By	Approved By
A	29 March 2023	Decmil issue for review	Decmil	Decmil	Decmil
B	9 May 2023	Review comments addressed. Addition of QTM plan	Decmil	Decmil	Decmil
C	15 October 2025	Updated to reflect changes and plan updates	DRJE	Tilt Renewables	DRJE
D	18 November 2025	Updated to reflect changes and approval requirements	Tilt Renewables	Vestas	Tilt Renewables
E	17 December 2025	Updated to reflect Shire of Dandaragan agreement and finalisation of construction contracts.	Tilt Renewables	DRJE Vestas	Tilt Renewables

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Glossary and Abbreviations

Term	Definition
BOP Contractor	Decmil Australia Pty Ltd and RJE Global Pty Ltd
BOP Works	Civil and electrical balance-of-plant works during construction, including access tracks, hardstands, drainage, foundations, electrical infrastructure, and on-site traffic management within the Project boundary.
EMF	Environmental Management Framework
km	kilometres
kV	kilovolt
MW	megawatt
Network Service Provider	Western Power
NSP Works	Construction and operation of the transmission line and other network connection infrastructure.
O&M Contractor	Vestas
O&M Services	Operation and maintenance of the wind farm post-construction.
OSOM	Oversize Overmass
Principal / Tilt Renewables	Waddi Wind Farm Pty Ltd as Trustee for the Waddi Wind Farm Project Trust
Project	Waddi Wind Farm
PTMP	Project Traffic Management Plan
RAV	Restricted Access Vehicle
SWIS	South West Interconnected System
TSI Contractor	Vestas Australian Wind Technology Pty Ltd
TSI Works	Delivery, installation, and commissioning of the wind turbine generators, including oversize overmass deliveries and wind turbine generator movements.
VOC	Verification of Competency

1 Introduction

1.1 Background

The Waddi Wind Farm (the Project) is a renewable energy development comprising up to 18 wind turbines and associated infrastructure, including an overhead 132 kilovolt (kV) transmission line from an on-site substation into Western Power's existing transmission network. The Project is located approximately 12 kilometres (km) north-west of Dandaragan in Cooljarloo, Western Australia. The location for the Project was selected as it has demonstrated excellent wind resources, is located in predominantly cleared agricultural lands, and is well-positioned to connect into a location on the existing South West Interconnected System (SWIS) transmission network, north of the Cataby substation. This location allows for reliable export of the renewable energy generated by the Waddi Wind Farm into the electricity grid.

The Project includes the following components:

- Wind farm:
  - Up to 18 wind turbines, with a turbine blade tip height of 206m. The wind turbines will have a total installed indicative capacity of up to 108 megawatts (MW).
  - Up to two permanent meteorological monitoring masts for wind speed verification, weather and general monitoring purposes.
  - Internal access tracks, hardstand areas and other associated on-site infrastructure.
  - Underground electrical cabling linking the wind turbines to each other and the on-site substation.
  - An on-site substation.
  - Temporary construction facilities, including a concrete batching plant, construction compound, laydown areas and gravel borrow pits.
  - Minor upgrades to local roads, as required for the delivery, installation and maintenance of wind turbines and the related facilities.
  - An operations and maintenance facility incorporating a control room and equipment storage facilities.
- Transmission line infrastructure:
  - Up to approximately 8 km of overhead double circuit 132 kV transmission line from the on-site substation into Western Power's existing SWIS transmission network, west of the Brand Highway and north of the Cataby substation.
  - Cut-in/cut-out connection arrangements to the Pinjar – Eneabba/Emu Downs Transmission Line (PJR-ENB/EMD 81) at the point of connection to the SWIS.
  - Underground optic fibre cabling of up to approximately 1.5 km in length from the point of connection at the SWIS to the existing Western Power-operated Cataby Substation.

Development Approval (DA#52/25) was first granted by the Shire of Dandaragan for the Waddi Wind Farm (as part of the combined Dandaragan Wind Farms Project) on 11 January 2012, with the Development Approval subsequently amended in 2016, 2019, 2024 and 2025. The indicative Project layout is shown in Figure 1.

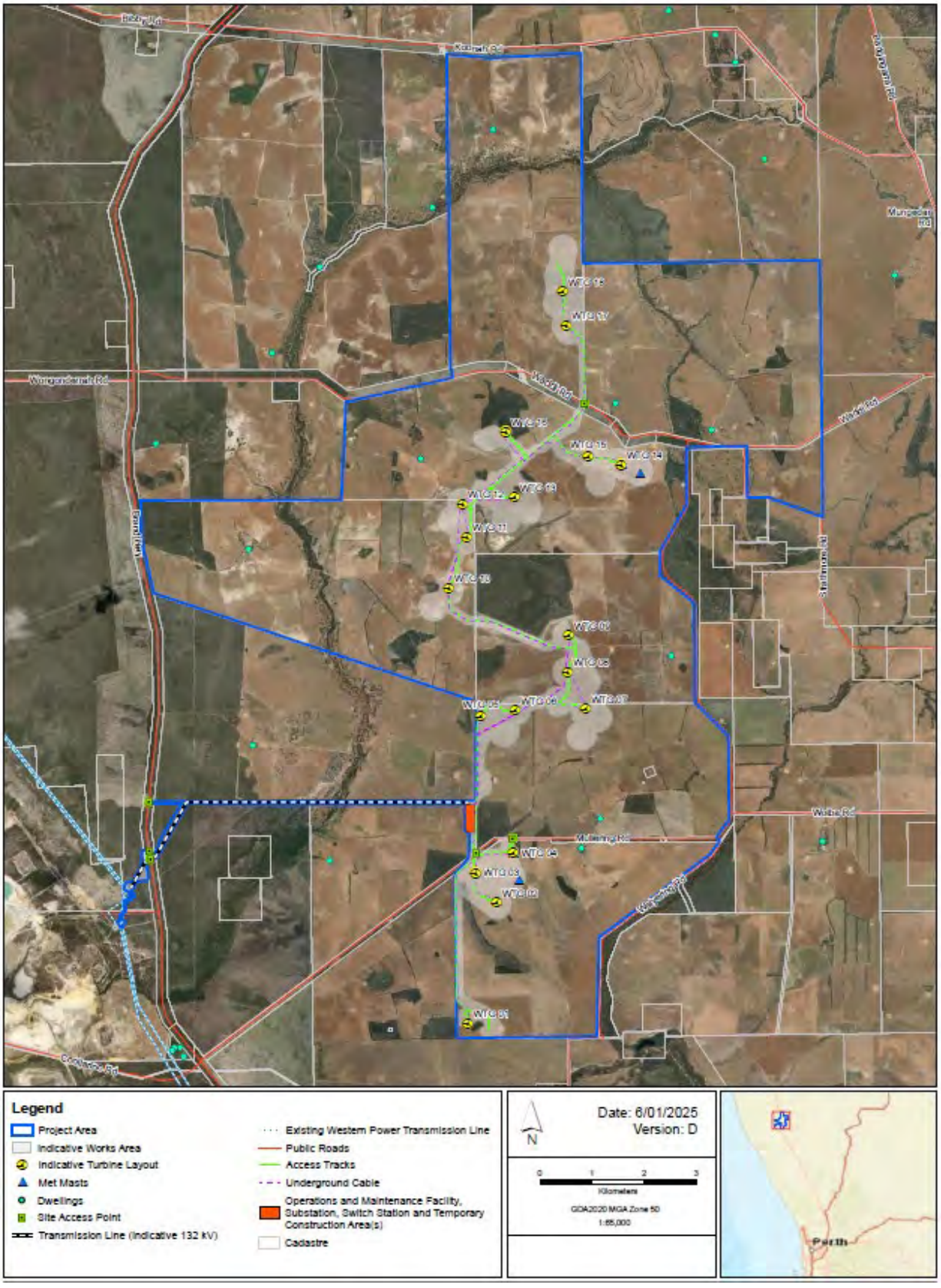


Figure 1: Indicative Project Layout

2 Overview

2.1 Purpose & Scope

The Project Traffic Management Plan (PTMP) establishes the overarching framework for managing all traffic associated with the Waddi Wind Farm Project, ensuring the safe and efficient interaction between construction and public traffic in accordance with Project, statutory, and authority requirements.

The PTMP defines the principles, responsibilities, and approval pathways for all project-related traffic management activities.

This PTMP is also intended to meet the requirements of condition 9 of Development Approval DA#52/25. The requirements of that condition, and where they are addressed in this PTMP, are outlined in Table 1 below.

Table 1: Development Approval DA#52/25 - Condition 9

Condition Requirement	Section of PTMP
Details of the selected transportation route	Section 3.2 & Appendix A
Detailed traffic management measures	Sections 2.3, 0, 5.2, 6 & 8
Transportation of materials to the project site	Section 3.2
Obtaining the necessary written approvals / permits from Main Roads Heavy Vehicles Operations Branch	Section 1.6
The transport of all divisible and indivisible loads and acquisition of necessary permits for transport of these loads	Sections 2.4, 0, 0 & 5

This PTMP is intended to apply to all Project participants including employees, contractors, subcontractors and visitors engaged on the Project.

2.2 Project Roles and Responsibilities

The Waddi Wind Farm involves multiple contractors, each responsible for distinct work scopes that interface under this PTMP as outlined in Table 2.

Table 2: Project roles and responsibilities

Role	Entity	Responsibilities
Principal	Waddi Wind Farm Pty Ltd as trustee for Waddi Wind Farm Project Trust (Tilt Renewables)	Responsible for overall project delivery and for obtaining the necessary development and regulatory approvals. The Principal is responsible for maintaining and approving this PTMP, as well as monitoring ongoing compliance.
Network Service Provider (NSP)	Western Power	Responsible for construction and operation of the transmission line and other network connection infrastructure (NSP Works).
Balance of Plant (BOP) Contractor	Decmil Australia Pty Ltd and RJE Global Pty Ltd	Responsible for upgrade of the main site access point (Mullering Road), access track to the NSP substation bench, unexploded ordnance surveys, transmission line site access points (Brand Highway), NSP substation bench, site compound facilities and overhead line access tracks (NSP Enabling Works).
		Responsible for civil and electrical balance-of-plant works, including access tracks, hardstands, drainage, foundations, electrical infrastructure, and on-site traffic management within the Project boundary (BOP Works)
Wind Turbine Supply and Install (TSI) Contractor	Vestas Australian Wind Technology Pty Ltd	Responsible for the delivery, installation, and commissioning of the wind turbine generators, including oversize overmass (OSOM) deliveries and wind turbine generator movements (TSI Works)
Operations and Maintenance (O&M) Contractor	Vestas Australian Wind Technology Pty Ltd	Responsible for operation and maintenance of the wind farm post-construction (O&M Services).

2.3 Structure and Document Interface

This PTMP forms part of the Environmental Management Framework (EMF) for the Project and seeks to establish the overarching framework for managing all traffic associated with the Waddi Wind Farm Project in accordance with the requirements of condition 9 of Development Approval DA#52/25.

To implement this PTMP, supporting sub-plans may be developed by the respective contractors for specific works or activities that interface with the public road network and require dedicated traffic arrangements (Figure 2). All such sub-plans must:

- **Be consistent with this PTMP in all respects**;
- Be reviewed and approved by the Principal prior to implementation; and
- Be prepared in accordance with relevant legislation, standards and requirements of the road authorities.

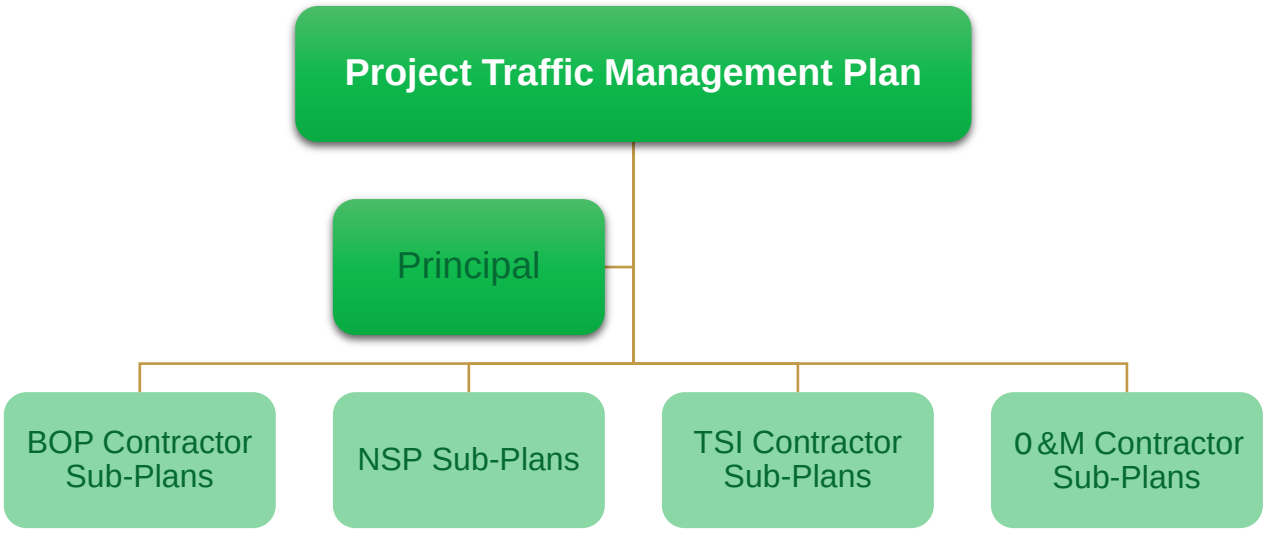


Figure 2: PTMP & sub-plan hierarchy

2.4 Approvals and Permits

The acquisition of several roading approvals and/or permits is required to facilitate components of this PTMP. Key approval requirements and their status as at the time of writing are outlined in Table 3. Further approvals may be required depending on the final construction methodology.

All relevant approvals must be obtained prior to the commencement of the works to which the approval relates.

Table 3: Written approval and permit requirements

Approval	Responsibility	Status (December 2025)
Highway Access Agreement *Mullering Road/Brand Highway Intersection Upgrades* Authority: Main Roads Western Australia	Principal	In progress
Highway Access Agreement *Brand Highway Site Access Points*	Principal	In progress – close to finalisation

Approval	Responsibility	Status (December 2025)
Authority: Main Roads Western Australia		
Works in Road Reserve Approval* *Mullering Road/Brand Highway Intersection Upgrades* Authority: Main Roads Western Australia	BOP Contractor	To be obtained – required prior to commencement of the first OSOM deliveries
Works in Road Reserve Approval* *Brand Highway Site Access Points* Authority: Main Roads Western Australia	BOP Contractor	To be obtained
Works in Road Reserve Approval *Transmission line overpass of Brand Highway* Authority: Main Roads Western Australia	Network Service Provider	To be obtained (if required) – subject to agreements between the Network Service Provider and Main Roads Western Australia
OSOM Traffic Management Plan Authority: Main Roads Western Australia – Heavy Vehicle Services Branch	TSI Contractor (wind turbine components) BOP Contractor (if OSOM movements required)	To be obtained – required prior to commencement of the first OSOM deliveries

** The Works in Road Reserve Approval Applications must be accompanied by standalone Traffic Management Plan(s) prepared by a person holding appropriate Main Roads Western Australia accreditation (e.g. Advanced Worksite Traffic Management, Roadworks Traffic Manager (as applicable)) in accordance with the Main Roads Code of Practice, Austroads Guide to Temporary Traffic Management (AGTTM) and AS 1742.3 Standard – Manual of Uniform Traffic Control Devices. As with other sub-plans, those Traffic Management Plan(s) must be consistent with all relevant requirements of this PTMP.*

3 Site Access and Transportation Routes

3.1 Overview

This section provides an overview of the approved site access arrangements and transportation routes for personnel and materials associated with the Waddi Wind Farm Project. It establishes the baseline framework for site entry and vehicle movement across the Project, ensuring consistency in planning, stakeholder engagement, and compliance with requirements of the Principal, Main Roads Western Australia, and the Shire of Dandaragan.

3.2 Transportation Routes

The primary transportation route to the wind farm and associated wind farm infrastructure will be via the Brand Highway and Mullering Road, with vehicles to enter the site via the Main Site Access Point (refer section 2.3 below).

No access to the site via Waddi Road will be permitted.

The primary transportation route to the transmission line and associated network connection infrastructure will be via:

- The Brand Highway and Mullering Road through the Main Site Access Point for all works east of Mullering Brook; and
- The Brand Highway and the two Brand Highway Access Points for all works west of Mullering Brook.

3.3 Main Site Access Point

The primary access point to the Project is Site Access Point 1 located on Mullering Road, east of Brand Highway (Figure 3). **All Project traffic will enter and exit via this location, except as expressly provided for in this PTMP.**

These arrangements will be communicated to personnel and delivery drivers through site inductions and pre-start briefings.

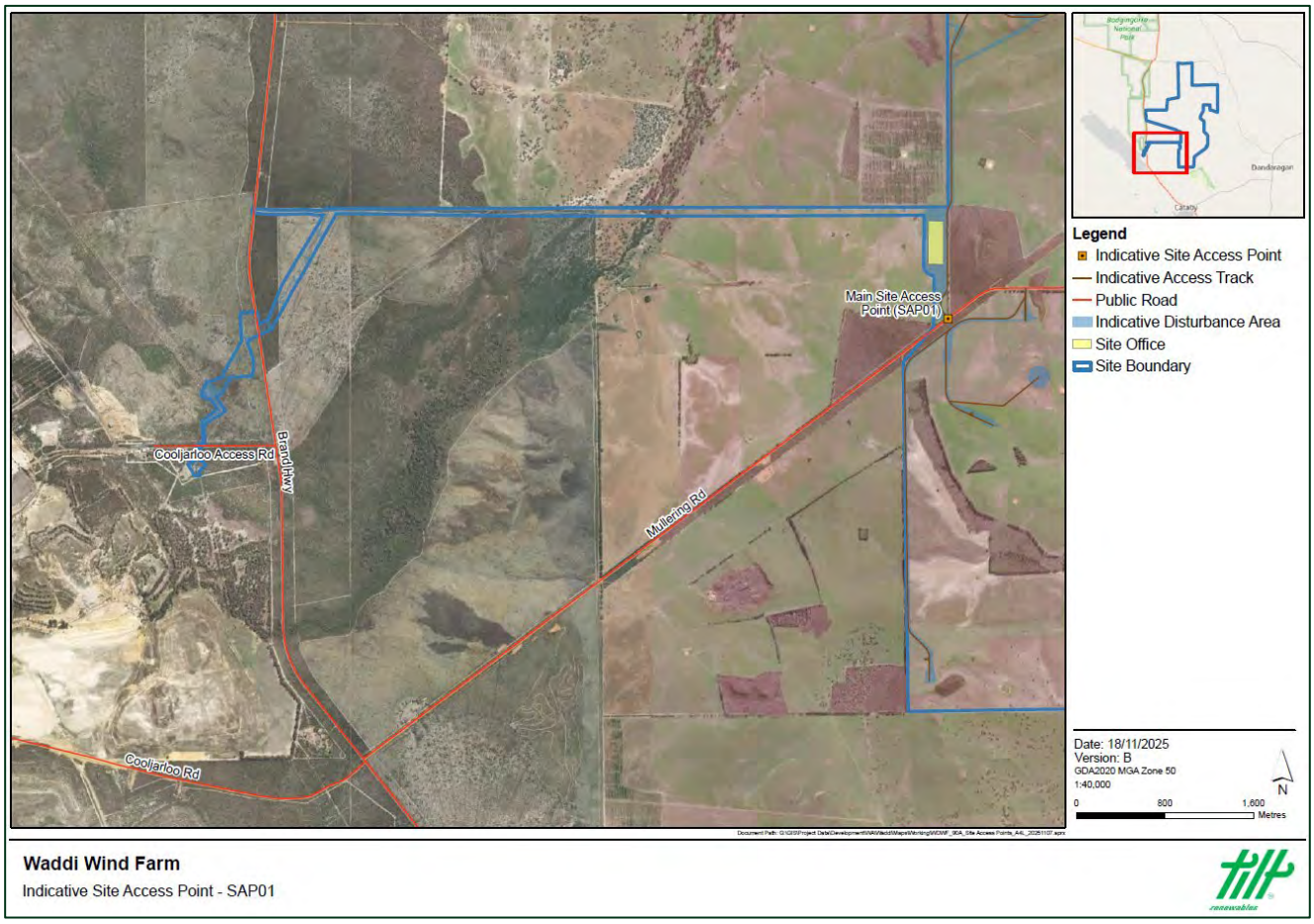


Figure 3: Main Site Access Point

3.4 Brand Highway Access Points & Transportation Routes

Two designated site access points along Brand Highway (Site Access Point 3 (Figure 4) and Site Access Point 6 (Figure 5) will be used by the Principal, BOP Contractor and Network Service Provider **only** to facilitate construction and operation of the transmission line and associated network connection infrastructure.

These accesses have been identified and designed in conjunction with Main Roads Western Australia to accommodate the safe entry and exit of vehicles without adversely affecting highway traffic flow.

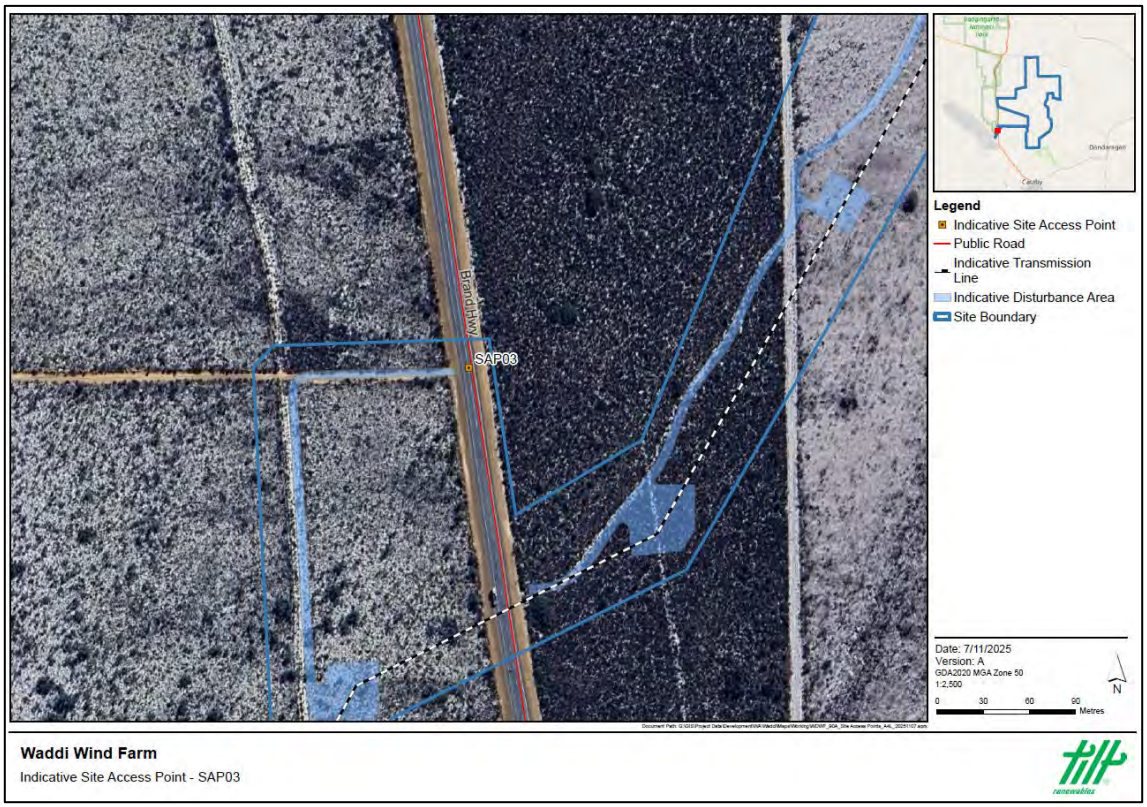


Figure 4: Site Access Point 3

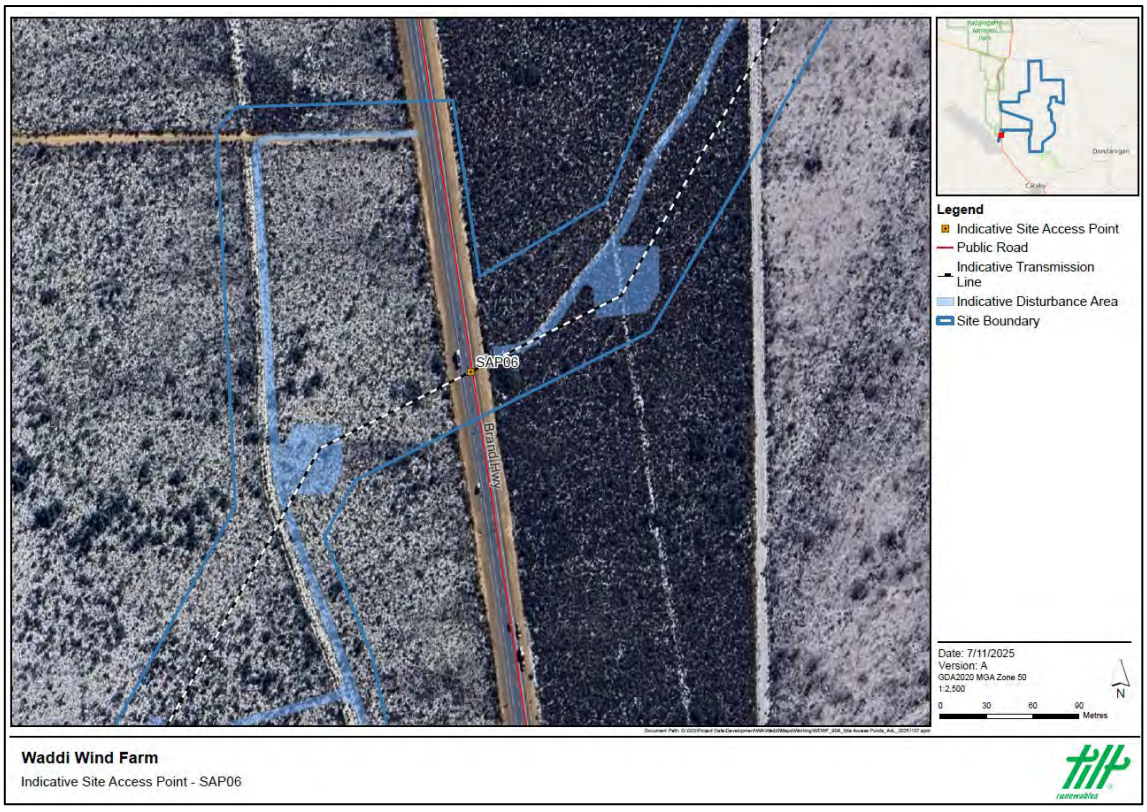


Figure 5: Site Access Point 6

3.5 Waddi Road Crossing Point

A Waddi Road site crossing point is proposed to facilitate construction traffic travelling between work areas north and south of Waddi road **only** (Figure 6). No direct access to or from the Project area Waddi Road is permitted.

Directional signage on the internal site access tracks will guide vehicles to the Waddi Road crossing point. Requirements will be reinforced during site inductions.

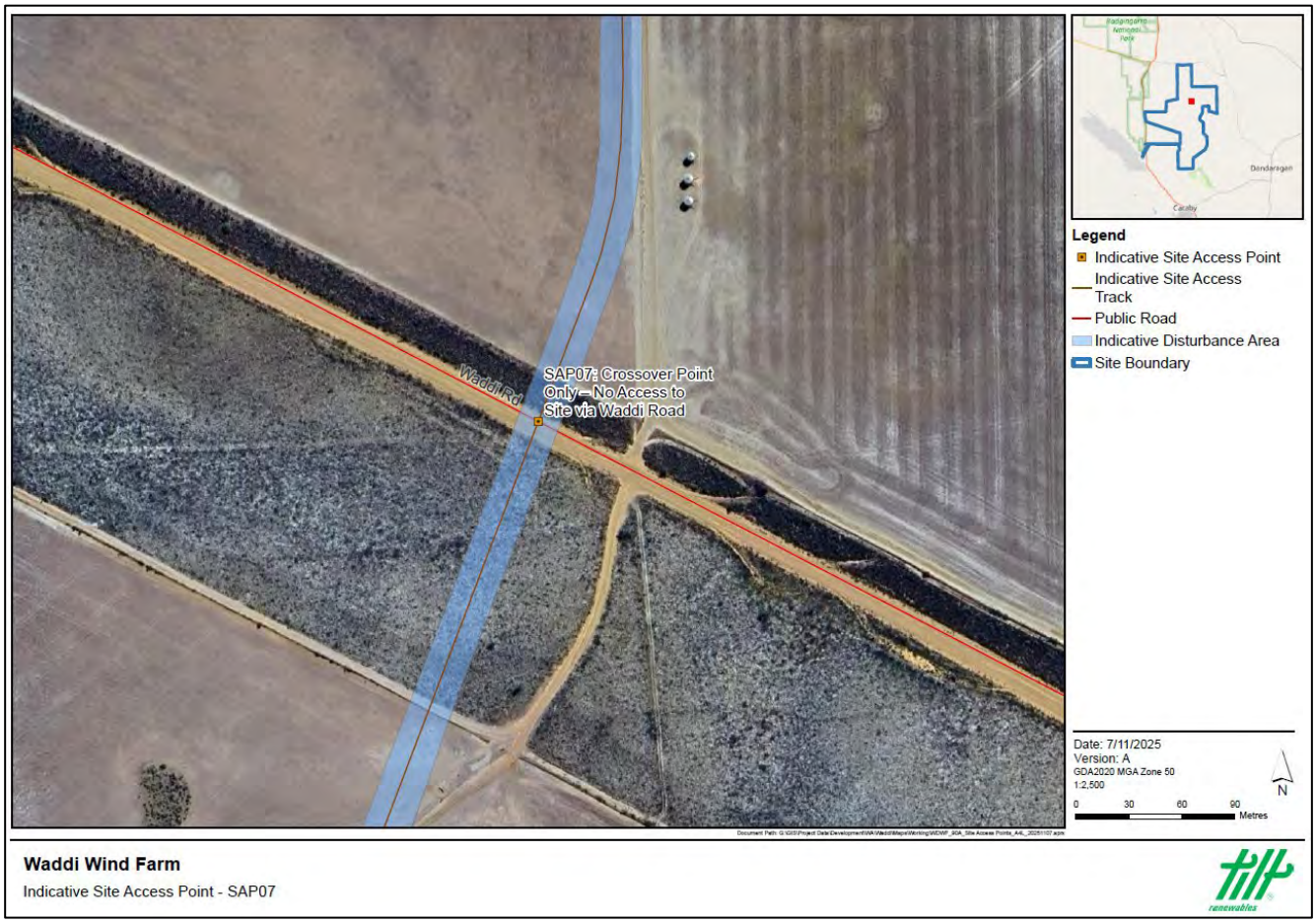


Figure 6: Waddi Road Crossing Point (No Site Access from Waddi Road)

3.6 Mullering Road Southern Access Point

A secondary access point on Mullering Road, east of the Main Site Access Point, provides the primary internal connection for construction traffic accessing areas south of Mullering Road **only**.

Figure 7: Mullering Road Southern Access Point

4 Traffic Volumes

4.1 Overview

This section summarises the anticipated vehicle movements during construction and operation of the Project. The estimates are indicative and provided to assist planning, stakeholder engagement, and assessment of potential impacts on the public road network.

4.2 Construction Traffic Volumes

Construction traffic will comprise heavy-vehicle deliveries, OSOM transport movements, and light vehicle personnel trips. Typical categories of movement include:

- Delivery of turbine components (blades, towers, nacelles, hubs, etc);
- Civil balance-of-plant materials such as aggregates, sand, reinforcement, and concrete;
- Electrical-infrastructure materials including underground reticulation, substation, and overhead line
- components; and
- Construction-personnel commuting from accommodation facilities in Dandaragan or Moora (location to be confirmed prior to commencing construction). Carpooling is encouraged where possible.

Table 4 provides an estimate of the total haulage loads and traffic during construction. The number of loads corresponds to a one-way trip, and should be doubled to calculate total traffic on local roads.

Table 4: Approximate construction traffic volumes

Item	Approximate No. of Loads	Vehicle	Number of Axles	Total No. of Axles (ESA)
Concrete				
Aggregate and Sand	178	B-Double	10	1782
Cement truck loads	119	Semi Trailer	7	831
Reinforcing steel	71	Semi Trailer	7	498
Concrete for Southern Turbines	58	Concrete Truck	5	291
WTG Components Deliveries				
Control room	1	OSOM - Low loader	7	7
Tower Sections	90	OSOM - Low loader	15	1350
Turbine Nacelles	18	OSOM - Low loader	15	270
Turbine Drivetrain	18	OSOM - Low loader	16	288
Turbine Hub	18	OSOM - Low loader	9	162
Turbine Blades	54	OSOM- Blade Truck	9	486
Cooler tops	18	Semi Trailer	6	108

Item	Approximate No. of Loads	Vehicle	Number of Axles	Total No. of Axles (ESA)
Ring Main Units	18	Semi Trailer	7	126
Escort vehicles	543	Cars/Utility	Nil	
Electrical Components				
HV Cable	41	Semi Trailer	7	287
Earthing Cable	82	Semi Trailer	7	574
Fibre Optic cable	21	Semi Trailer	7	142
Transmission Line	90	Semi Trailer	7	630
Transmission Pole	23	Semi Trailer	7	157
Transmission Line pole foundations	7	Semi Trailer	7	49
Gravel for OHL access track construction	53	B-Double	10	533
Concrete trucks from batch plant to OHL on west side of Mullering Brook	72	concrete truck	5	360
Offsite Backfill	15	B-Double	10	150
CBOP				
CBOP offsite Gravel	810	B-Double	10	8100
O&M Facilities				
O&M Office	5	Semi Trailer	7	35
O&M Warehouse	15	Semi Trailer	7	105
Reinforcing steel for building foundations	1	Semi Trailer	7	7
Cranes				
Main crane	7	Low Loader	9	63
Pre pop crane	7	Low Loader	9	63
Terrain Crane	2	Low Loader	9	18
Substation				
Transformer	4	Semi Trailer	7	28
Prefab Switchroom	4	Semi Trailer	7	28

Item	Approximate No. of Loads	Vehicle	Number of Axles	Total No. of Axles (ESA)
Reactive Plant Building	3	Semi Trailer	7	21
Gantry	5	Semi Trailer	7	35
Site Surfacing	20	Semi Trailer	7	140
Miscellaneous	5	Semi Trailer	7	35
Reinforcing steel for substation foundations	1	Semi Trailer	7	7
Miscellaneous Construction / Temp Facilities deliveries				
Temp facilities (site Set up)	30	Semi Trailer	7	210
Personnel and visitors	9,125	Cars/Utility	Nil	
CBoP - major plant	30	Semi / Low Loader	7	210
S&I Plant -	10	Semi / Low Loader	7	10
Miscellaneous Deliveries / Containers Civil Plant and Fuel Deliveries	104	Semi Trailer	7	832
Dust control from Standpipe to WTG 1-4	200	Water Cart/Trailer	5	1000
Sundry	5,800	Cars/Utility	Nil	
Met Masts (permanent and temporary)	24	semi trailer	7	168
Subtotal (Construction)	**17,855**			**20,152**

4.3 Operational Traffic Volumes

The expected annual operational and maintenance traffic volumes are provided in Table 5 below.

Table 5: Approximate operational traffic volumes

Item	Approximate No. of Loads	Vehicle	Number of Axles	Total No. of Axles (ESA)
Operations – Staff and personnel light vehicle movements	1,040	LV	Nil	
Operations and Maintenance Deliveries	26	Semi-trailer	7	3,640
Subtotal (Estimate) - Operations	**1,066**			**3,640**

4.4 Decommissioning Traffic Volumes

The expected commercial life of the Waddi Wind Farm is approximately 30 years. Decommissioning will involve dismantling and removing the wind turbines and related above ground infrastructure. Similar road access arrangements to construction would be required and access for large cranes and transport vehicles would be necessary to dismantle and remove the turbines.

Decommissioning traffic volumes will be addressed closer to the commencement of decommissioning activities as part of the decommissioning plan prepared in accordance with condition 29 of DA#52/25.

5 Oversize Overmass Transportation

5.1 Overview

The transport of Oversize Overmass (OSOM) components — including wind turbine generators (WTGs), transformers, blades, nacelles, and other major plant or equipment — will typically be coordinated by the TSI Contractor. Other contractors, including the BOP Contractor, may also undertake OSOM movements associated with their respective scopes.

5.2 OSOM Transportation Management

Prior to undertaking any OSOM vehicle movements, an OSOM Traffic Management Plan will be prepared by the relevant contractor, submitted to the Principal for review, and reviewed and approved by the Main Roads Western Australia – Heavy Vehicles Operations branch.

The OSOM TMP will outline safe and efficient transport arrangements from the nominated port or depot to site, addressing (as relevant):

- Escort and pilot-vehicle requirements and positioning for safe convoy management.
- Manoeuvring arrangements at intersections, bends, and constrained corridors.
- Procedures for the temporary adjustment or removal of roadside infrastructure.
- Pre-movement communication and briefing protocols for all participants.
- Contingency measures for reduced visibility, breakdowns, or unforeseen delays.
- Bridge-crossing procedures and interaction with public traffic.
- Staging areas, lay-down points, and delivery sequencing.

A Route Survey Report for OSOM deliveries, prepared by the TSI Contractor, is included as Appendix A. This may be amended prior to the commencement of OSOM deliveries, without further updates to this PTMP.

6 Works on Public Roads

Works outlined in Table 6 will be undertaken on public roads to facilitate construction and operation of the Waddi Wind Farm Project.

Table 6: Works on Public Roads

Works	Completion Timing	Relevant Authority
Road Works		
Brand Highway / Mullering Road Intersection Upgrade	Prior to delivery of the first OSOM deliveries to site.	Main Roads Western Australia Shire of Dandaragan
Mullering Road Upgrade (sealing from Brand Highway to Site Access Point 2).	In parallel with the NSP Enabling works, during the first half of 2026 (prior to the winter season).	Shire of Dandaragan
Minor route upgrades from Henderson Port to the Brand Highway / Mullering Road Intersection required for OSOM vehicle movements*	Prior to delivery of the relevant OSOM load.	Main Roads Western Australia
Site Access Points		
Brand Highway - Site Access Point 6 Upgrades	In parallel with the NSP Enabling Works.	Main Roads Western Australia
Brand Highway - Site Access Point 3 Upgrades	In parallel with the NSP Enabling Works.	Main Roads Western Australia
Mullering Road – Site Access Point 1 Upgrades	In parallel with sealing of Mullering Road.	Shire of Dandaragan
Mullering Road – Site Access Point 2 Upgrades	In parallel with sealing of Mullering Road.	Shire of Dandaragan
Waddi Road – Site Crossing Point	Prior to the commencement of works north of Waddi Road.	Shire of Dandaragan

** These upgrades (if required) must only be undertaken in accordance with an OSOM Traffic Management Plan approved by the Main Roads Heavy Vehicle Services Branch (refer Table 3).*

The Principal shall ensure all relevant approvals have been obtained from the road authorities prior to the commencement of the works in Table 6.

7 Internal Traffic Management

The traffic management framework within internal access tracks, laydown areas, compounds and work fronts for the wind farm and transmission line during construction and operation will be addressed within relevant traffic management sub-plans (refer Section 2.3).

Those sub-plans must remain consistent with any relevant requirements of this PTMP at all times.

8 Traffic Management Measures

8.1 Site Induction

All personnel shall undertake a site induction prior to commencement of works on site that addresses the requirements of this PTMP. The site induction must include:

- Details of transportation routes and site access points (refer Section 0);
- Traffic management procedures that will need to be in place prior to approaching and/or departing the site;
- Procedures and requirements from relevant sub-plans (if applicable);
- Communications and notification procedures;
- Speed restrictions; and
- Safety procedures (during transportation and in the event of an incident / emergency).

8.2 Road Maintenance Requirements

Road maintenance for roads administered by Main Roads Western Australia must be in accordance with relevant Highway Access Agreements and Approvals to Undertake Works Within the Road Reserve.

Mullering Road shall be upgraded to a sealed condition in parallel with the NSP Enabling works, during the first half of 2026 (prior to the winter season).

8.3 Dirt Tracking

Contractor sub-plans will include measures to ensure that the tracking of dirt onto the surrounding public road network is minimised. Measures may include rumble grids, rock crossings and monitoring. Furthermore, loads entering and exiting the site will ensure that their loads are covered. The measures to be implemented will be applied on a case-by-case basis and their effectiveness reviewed throughout the life of the Project.

8.4 Road Rules

The Western Australian road rules, as specified in the Western Australian *Road Traffic Act 1974* and *Road Traffic Code 2000* (WA) shall apply to all construction and operations for the Project.

All light vehicles and other road registered plant travelling to and from site shall meet the state transport authority standards for road worthy vehicle / plant as a minimum requirement.

8.5 Vehicles, Plant and Deliveries

All authorised drivers shall hold a valid Australian or International driver's license. All heavy equipment operators shall be ticketed and have completed a verification of competency (VOC) for the particular machine they will be required to operate.

Contractors delivering to site must be comply with relevant Main Roads Western Australia Heavy Vehicle Services Branch requirements, including axle loadings, permits and Restricted Access Vehicle (RAV) routes.

8.6 School Bus Routes

Tilt Renewables has made enquiries of Badgingarra Primary School and understands neither Mullering Road nor Waddi Road form part of the current school bus route.

8.7 Mobile Phones

Mobile phones shall not be operated in moving vehicles, plant or equipment. Where mobile phones are to be used, the vehicle must be stationary and parked in a safe place.

8.8 Seat Belts

All vehicles and mobile equipment shall be fitted with seat belts. All personnel shall wear, and correctly fit and secure seatbelts provided.

8.9 Unauthorised Visitors

Unauthorised visitors, such as family members, shall not be permitted to enter the Project site.

8.10 Fitness for Work

The Principal is committed to ensuring project personnel report to work in a fit state. The Principal, Network Service Provider and all contractors must implement policies and procedures to ensure all site personnel are fit for work and not under the influence of alcohol or drugs.

8.11 Off-Road Driving

Off-road driving (except for driving on on-site formed access roads) must not occur where this will contravene a Total Fire Ban or Harvest and Vehicle Movement Ban.

8.12 Pedestrian Management

Drivers and operators shall remain alert to the movement of pedestrians, particularly where personnel may be required to crossroads where there is no designated pedestrian walkway. Personnel transiting on foot shall ensure they adequately check for approaching vehicles prior to crossing roads.

8.13 Parking

Workforce parking will be provided within the temporary construction compound located north of the Main Site Access Point. Carpooling will be encouraged to minimise light vehicle movements to and from the Project site.

8.14 Working Hours

Standard working hours and procedures for any out of hours works must be addressed in all sub-plans.

8.15 Harvest Traffic

Harvesting activities typically occur for a short period between October and December each year, resulting in increased heavy vehicle traffic on the local road network. Whilst the traffic volumes expected during harvest are higher than day-to-day heavy vehicle volumes, traffic disruptions are expected to be low. If required, specific traffic controls (e.g. reduced speed limits) will be implemented along Mullering Road as part of relevant sub-plans to manage interactions between harvest and Project vehicles.

9 Complaints

Tilt Renewables is committed to managing complaints in a transparent and professional manner, in line with the Complaints Handling Procedure available on the Tilt Renewables website.

Complaints may be lodged via the dedicated telephone number 1800 WE TILT (938 468) or via email to complaints@tiltrenewables.com.

For all complaints received, the following complaints handling process shall be followed:

- Receive and record complaint
- Respond
- Complaint Handling
- Closure

The Principal will record and track all complaints on the Tilt Renewables Complaints Handling Register. The Register will track the date, type, cause and actions against each complaint raised.

For general complaints (i.e. not related to an emergency) the Principal will respond within two business days to acknowledge the complaint and to discuss next steps in handling the complaint, including provision of the contact details of the person that will be handling the complaint. Emergency complaints will be escalated in line with the Principal's emergency management processes.

All complainants shall receive acknowledgement in writing or via email of the complaint with a reference number and details of how the Principal proposes to handle the complaint. The complainant will be provided with an update on the status of the complaint at regular intervals (at least every 10 working days) until it is resolved or closed.

10 Review & Approval

The Principal is responsible for ensuring this PTMP remains current for the duration of the Project. Updates to this PTMP may be required at any time following:

- Incidents and/or Project risk assessment reviews;
- Significant changes to site access or haulage routes;
- Revisions to work sequencing or interface arrangements; and/or
- Feedback or directions from the Principal, road authorities, or other regulatory agencies.

To maintain currency of the document throughout all phases of the Project a mandatory review of this PTMP will be undertaken by the Principal:

- Prior to the commencement of operations; and
- Prior to the commencement of any future decommissioning activities.

Any revisions or amendments to this PTMP must be approved by the Tilt Renewables Project Manager prior to communication to the Network Service Provider, BOP Contractor, TSI Contractor, O&M Contractor for implementation by all site personnel.

Appendix A
OSOM Route Survey

REX J ANDREWS
ENGINEERED TRANSPORTATION

TRANSPORT MANAGEMENT PLAN

CLIENT: VESTAS

PROJECT: WADDI WIND FARM

POI: HENDERSON

20/11/2025 REV 07

Rev.	Date	Change	Responsible	Checked
00	08/05/24	Route survey	W Andrews	✓
00	09/05/24	Report compiled	W Andrews	✓
00	09/05/24	Report completed	W Andrews	✓
01	18/07/24	TMP Prepared	W Andrews	✓
02	24/01/25	TMP edited	W Andrews	✓
03	24/01/25	TMP edited	W Andrews	✓
04	14/07/25	TMP edited	W Andrews	✓
05	11/11/25	Added new tower route	G Allen	✓
06	18/11/25	TMP edited	G Allen	✓
07	20/11/25	TMP edited	G Allen	✓

1 Index

2 Introduction

This document describes observations on route and explains the Transport of Wind Turbine equipment from Henderson Port to Waddi Wind Farm.

The route study took place on 03-11-2025.

3 Evaluation

1	No Cost/Complete
2	Some Work
3	Moderate amount of Work
4	Extreme Amount of Work

(Mark below boxes with an X)

		1	**2**	**3**	**4**
A	Harbour	**X**			
B	Road Modification			**X**	
C	Road Furnishings			**X**	
D	Bridge Calculations	**X**			
E	Overhead Utilities			**X**	
F	Vegetation		**X**		
G	Site Entrance		**X**		
H	Traffic Control	**X**			
I	Road maintenance			**X**	

4 Project data.

Date of latest Route Assessment. 03/11/2025
Survey undertaken by. (Rex J Andrews P/L)
Project name. Waddi Wind Farm
Location. Henderson Port (WA) to Cooljarloo (WA)
Turbine type: 18 x Vestas V162, 125 metre H/H 5 section tower

5 Project location

The Waddi Wind Farm is a combined Wind and solar project 15 kilometres Southwest of Dandaragan in Western Australia.

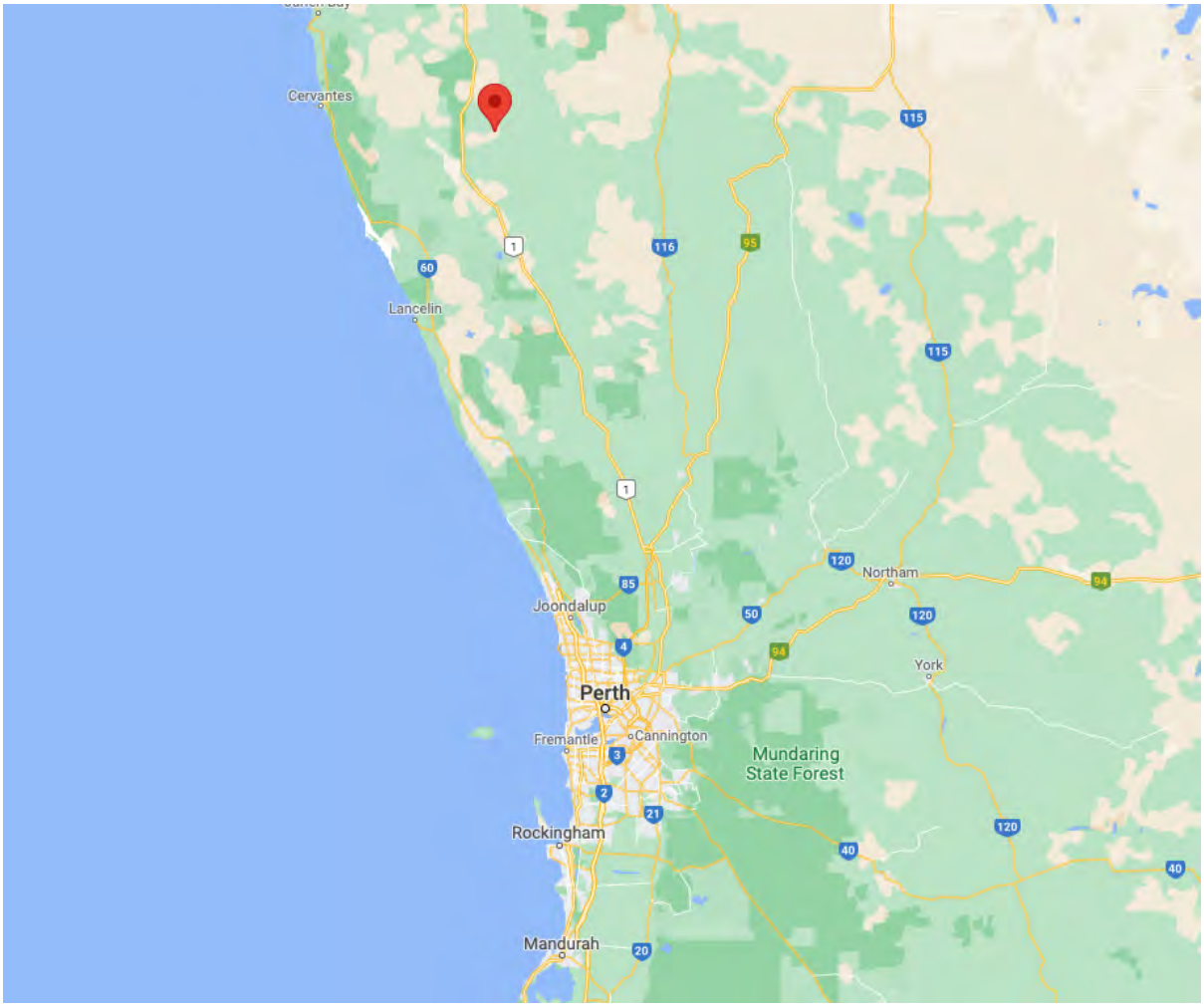


Figure 1 - Site Location

6 Transport combinations and escort requirement

18 x Nacelles (18.28l x 4.2w x 4.35h x 86T)
Configuration. Prime mover with 4x8-5x8 extending platform trailer
Overall dimensions: 36.6l x 4.3w x 5.4h x 148.9T
Pilot requirement: 2 x Pilots

18 x Power trains (8.05l x 2.98w x 3.34h x 96.7T)
Configuration. Prime mover with 10x8 platform trailer
Overall dimensions: 30.42l x 4.3w x 4.35h x 159.5T
Pilot requirement: 2 x Pilots

18 x Hubs (4.64l x 4.33w x 4.05h x 62.1T)
Configuration. Prime mover with 2x8 Dolly & 4x8 low loader
Overall dimensions: 26.54l x 4.35w x 4.9h x 95.35T
Pilot requirement: 2 x Pilots

54 x Blades (79.9l x 4.31w x 3.94h x 28T)
Configuration. Block truck with a 3x8-3x8 blade transporter
Overall dimensions: 92.5l x 4.4w x 4.94h x 96.5T
Pilot requirement: 6 x Pilots, 1 x Warden, 2 x VMS vehicles, 1 x spotter, 1 x Service vehicle, 1 x Backup prime mover

18 x Section 1 Towers (15.55l x 5.3 x 4.98 x 84T)
Configuration. Prime mover with 10x8 Low platform trailer
Overall dimension: 30.0l x 5.3w x 6.0h x 152.5T
Pilot requirement: 2 x Pilots

18 x Section 2 Towers (21.84l x 4.98 x 4.65 x 74T)
Configuration. Prime mover with 4x8-4x8 platform trailer
Overall dimension: 33.0l x 5.0w x 6.0h x 137.0T
Pilot requirement: 2 x Pilots

18 x Section 3 Towers (24.92l x 4.685 x 4.428 x 80T)
Configuration. Prime mover with 4x8-4x8 extending platform trailer
Overall dimension: 36.0l x 4.7w x 5.9h x 139.5T
Pilot requirement: 2 x Pilots

18 x Section 4 Towers (29.96l x 4.428 x 4.169 x 70.5T)
Configuration. Prime mover with 4x8-4x8 extending platform trailer
Overall dimension: 40.0l x 4.5w x 5.70h x 105.5T
Pilot requirement: 3 x Pilots, 1 x steerer

18 x Section 5 Towers (30.0l x 4.169 x 4.008 x 59.5T)
Configuration. Prime mover with 4x8-4x8 extending platform trailer
Overall dimension: 42.0l x 4.2w x 5.40h x 119.0T
Pilot requirement: 3 x Pilots, 1 x steerer

7 Port overview.

The wind turbine components will be imported from overseas and will arrive in shipments into Henderson Port. This facility has an area adjacent to the wharf that is suitable to store the components. It has been used previously to store wind turbine components. Access from the storage to the public roads, is to the south of the AMC terminal and onto Nautical Drive.

Figure 2 - Port Overview

Figure 3 - Port access

8 Transport summary.

We have based this plan on all turbine main components entering Australia via the Henderson Port. The components will be discharged to an internal port storage facility, before being transported to the Waddi Wind Farm.

Note: the transport routes differ dependent on the component type.

ROUTE 1: Henderson Port to Waddi windfarm

COMPONENTS: Blades

DISTANCE: 237.0 Kilometres

VIA: Nautical Drive, Cockburn Road, Rockingham Road, Mandurah Road, Mundijong Road, Kulija Road, Kwinana Freeway, Roe Highway, Tonkin Highway, Brand Highway, Mullering Road.

GPS Link: https://maps.app.goo.gl/UuVj55a3aCTDvZxU9

ROUTE 2: Henderson Port to Waddi windfarm

COMPONENTS: Tower sections

DISTANCE: 231.0 kilometres

VIA: Nautical Drive, Cockburn Road, Rockingham Road, Thomas Road, Tonkin Highway, Roe Highway offramp, Tonkin Highway onramp, Horrie Miller Drive, Partridge Road, Kingsford Smith Avenue, Grogan Road, Abernathy Road, Great Eastern Highway Bypass, Stirling Crescent, Bushmead Road, Military Road, Roe Highway, Great Northern Highway, Brand Highway, Mullering Road.

GPS Links:

Section 1: https://maps.app.goo.gl/Pwt4TGBVeBy33vco8

Section 2: https://maps.app.goo.gl/RXGMjYKEg89npzpf6

Section 3: https://maps.app.goo.gl/BkPWXTAxvb84k9Dg7

ROUTE 3: Henderson Port to Waddi windfarm

COMPONENTS: Remaining components

DISTANCE: 229.0 kilometres

VIA: Nautical Drive, Cockburn Road, Rockingham Road, Thomas Road, Tonkin Highway, Brand Highway, Mullering Road.

GPS Link: https://maps.app.goo.gl/LgqRB2CFpa4ew1CH8

9 Transport approvals required.

Approvals will need to be sought from the following departments.

- Main Roads Western Australia (MRWA)
- AMC Henderson
- Arc Infrastructure (rail)
- Shire of Dandaragan
- Western power
- Telstra

		Lead time	Cost	Risk
A	MRWA Road modifications	**12 Months**	**$TBC Above $500k**	**HIGH**
B	MRWA TMP approval	**2 Months**	**$10k**	**MEDIUM**
C	MRWA Permit approval	**1 Month**	**$500 per permit**	**MEDIUM**
D	ARC Infrastructure	**1 Month**	**Nil**	**LOW**
E	Shire of Dandaragan permit approval	**1 Month**	**Nil**	**LOW**
F	Western Power	**3 Month**	**Under $20k**	**MEDIUM**
G	Telstra	**1 Month**	**Nil**	**LOW**

10 Emergency contacts.

REX J ANDREWS CONTACTS

1st Point of contact: RJA Transport Supervisor (Rainsford Matheson 0428 988 023)
2nd Point of contact: RJA WA State manager (Darrell McDonald 0438 318 872)
3rd Point of contact: RJA Project Manager (Guy Allen 0418 403 416)

EMERGENCY NUMBERS

- Main Emergency number (000)
- WA traffic reporting hotline (13 81 38)
- Main Roads WA permits (13 84 86)
- Main Roads WA traffic escorts (08 9475 8475)
- Western Power (13 13 51)
- Rail control (1300 987246)
- WA injured Wildlife reporting number (08 9474 9055)

11 Emergency procedures.

COMMUNICATIONS

- All convoys MUST have at least 1 mobile phone, and each vehicle MUSt carry a working UHF radio.

ROUTE SUITABILTY CHECK

- RJA to monitor weather conditions daily. If road conditions are likely to cause a risk to transport (high wind, heavy rain, fog, bushfires, blocked route etc), then the decision is to be made the evening prior to allow or delay the movement of loads to site.
- If loads are in transit and the road is blocked ahead, then the loads are to find the closest suitable parking area and wait until the road has reopened.
- All vehicles on the movement are to be made aware of possible poor road conditions due to any of the above causes.
- Movements to be checked with Main Roads Western Australia **"MRWA"**, Main Roads Traffic Warden "**TW**" for warden loads, and local councils where there is a likelihood of a major event on a section of road that will affect deliveries. These may include Local community events that have road closures, or heavy holiday traffic periods, e.g the Christmas curfew period from Sunset 18/12/25 until sunrise 04/01/26.

CRITICAL INJURY

- In the event of an emergency, such as an accident and/or injury **TW and or Pilots** are to undertake suitable traffic management to secure the section of road.
- If there is serious injury or death, then 000 will be notified immediately of the situation. If there is no mobile phone reception, then the convoy will need to use the satellite phone to call emergency services. The load is to remain in place until emergency services have approved the load to move.
-

EMERGENCY VEHICLE INTERACTION:

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

BREAKDOWN

- In the event of an emergency situation, such as breakdown, the load is to find the closest safe place to park. If the unit cannot move to a safe place than the backup truck is to hook onto the load immediately. In such instances **MRWA** should be promptly advised so that all necessary warnings can be made.

- If a load has broken down, the backup truck is to hook onto the load immediately. Then the load will continue to site with the backup prime mover.

UNSUITABLE ROAD CONDITIONS:
(POOR WEATHER OR ROAD CLOSURE ON SECTIONS OF ROUTE)

- In the event of bad weather i.e. high wind, fog, heavy rain or bush fires. Operations in conjunction with **MRWA and or TW** will need to monitor local road and weather conditions to assess if the road is suitable for the load to depart and safely travel through to site. This decision would be made prior to departing.
- If the route is blocked between the pickup location and drop off location, then the load is not to depart. RJA to refer daily to **MRWA** Road information tables prior to departure. These can be accessed from the following link https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/roadinformation.aspx
- If the load is on route and either weather or road conditions make the trip unsafe, then the load is to find the next suitable place to safely park and wait for conditions to improve.
- If the gravel roads become too rough to travel on, than the site teams are to immediately start to grade and improve them so they are suitable to transport the turbines along.

LOAD HITS FAUNA:

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

12 Emergency recovery plan.

RECOVERY PLAN STEPS

In the event of an emergency and depending on the scale of the break-down/incident, road closures could be a minimum 10 minutes through to possibly several hours.

- If the break-down/incident looks to be solved in less than 20 minutes, then **TW and or Pilots** will hold traffic at the location and allow motorists to pass safely within that same timeframe once it is safe to move.
- If the break-down/incident is likely to be more than 20 minutes, then the following steps are to take place.
    - **TW and or Pilots** are to immediately notify Emergency services and traffic control. If there is a life-threatening injury than 000 is to be called immediately. If there is no mobile phone reception, then the convoy will need to use the satellite phone to call emergency services.
    - Once emergency services and traffic control have been notified, RJA supervisors will determine the best course of action for either recovering the load or moving the load to the closest suitable area where the load could be parked off the local road. If long delays are likely than RJA is to halt all movements exiting the storage yard and have any transporters already on route pull over in the closest safe suitable parking area.
    - Emergency services / Traffic control will implement road closures and detours to avoid the break-down / incident.
    - RJA to notify Main Roads of the break-down / incident, and Main Roads will release a live traffic update and a media alert if required.
- If the truck has mechanical issues the backup truck will immediately hook onto the load and continue through to site.
- If the load has moved or fallen from the trailer and requires a crane(s) to recover the load, the RJA supervisor will contact a suitable crane company to send a supervisor to the incident and assess what approach is required to safely place the load back onto the trailer correctly.
- If the trailer is damaged and cannot proceed, a trailer suitable for the load will be requested to travel to the incident and the load transferred. A suitable crane(s) to lift / handle the load may be required as per the previous point.

13 Public interaction procedures.

- The first blade will travel singularly through to the project. The remaining blades will travel in convoy with 2 blades under escort with **1 x TW** and with up to **6 x Licensed Pilots, 2 x VMS vehicles, 2 x spotters, 1 x Backup truck and 1 x maintenance vehicle.** These **warden / pilots and VMS** will provide traffic control while moving along the route. Common procedures will have **1 x VMS, 1** x **TW** and **1 x Pilot** in front of the load, with the **VMS** well enough ahead to alert oncoming motorists of the potential road closure ahead to allow vehicles from behind the load to be cleared. **1 x pilot** will stay in the centre of the convoy and **1 x pilot** and a **VMS** at the rear of the convoy to warn traffic approaching from behind the load and to be ready to advise the vehicles behind the load when they can start to cleared to pass. The **4th pilot** will be used as a backup at intersections.
- The remaining loads will travel under pilot and in convoy with either 2 or 3 pilots depending on the load.
- All loads will regularly stop to allow traffic to pass on sections of road that are safe to do so. This will also require the front **TW** and/or **Pilot** to hold all oncoming traffic, until the traffic behind the load is clear.
- If the load comes across members of the public and they are within a location that may be unsafe, then the loads are to slow down and stop, until the public are moved to a safe location.

14 Communication procedures.

- All convoys MUST have at least 1 working satellite phone in each convoy.
- RJA to supply **Delivery teams and Road stakeholders** with a weekly schedule the Wednesday prior to the start of that week to confirm schedules for the following week.
- Drivers will communicate locally within the load convoy using UHF radio.
- Trucks are fitted with GPS tracking and their movements are alerted on our web-based program via C-Track. These reports give truck locations, and send information through such as speed alerts, heavy braking and accelerations, as well as a number of other components. This GPS system relies on Mobile phone repeaters to supply real time movements.
- RJA to supply a weekly schedule with driver contact details to all road stakeholders, Emergency departments, bus companies and heavy vehicle operators who regularly use this route.
- RJA to refer daily to **MRWA** Road information tables prior to departure. These can be accessed from the following link: https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/roadinformation.aspx
- No comments are to be made or photos supplied by contractors to the media unless formally approved by the client.

15 Draft schedule example

Proposed Optimised Schedule - *Subcontractor*

Delivery Schedule Plan - Typical week							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Blade	2		1	1	2		6
Nacelle	TO BE DELIVERED AFTER THE HARDSTAND HAS BEEN POPULATED AND PRE POP HAS MOVED TO NEXT PAD						2
Hub		1			1		2
Drive Train		1			1		2
BASE TOWER	1			1			2
MID TOWER T2		1			1		2
MID TOWER T3		1			1		2
MID TOWER T4			1			1	2
TOP TOWER	1			1			2
40 Container	1	1		1	1		4

NOTE: THE BLADE DELIVERY ON THE 3RD DAY IS FOR BOTH BLADES, SO LAST ONE ON THE CURRENT PAD AND FIRST ONE ON NEXT PAD.

Figure 4: Draft schedule example

16 Fatigue scheduling

RJA FATIGUE POLICY

- RJA drivers work to a 14-hour day, maximum working hours. This is calculated from the time the driver leaves his place of rest until the driver arrives back at the same place of rest or another place of rest.
- Drivers are to work to a 12-hour daily logbook. This will require the driver to drive no more than 5 hours continuous before the driver is required to take a 20-minute break.
- Drivers are to drive no more than 12 hours in any 24-hour period.
- Drivers are to have a minimum 7-hour rest break before starting the next day.
- Drivers are to work a maximum 6 continuous days before a 24-hour break is required.

FATIGUE SCHEDULE

REX J ANDREWS PTY LTD
ENGINEERED TRANSPORTATION

Sydney
PO Box 271, Penrith NSW 2751
Ph: 02 4721 7633 Fx: 02 47217644
Em: sydney@rja.com.au

Adelaide
PO Box 6072, Burton SA 5110
Ph: 08 8280 5541 Fx: 08 8280 8365
Em: adelaide@rja.com.au

Newcastle
16 Yilen Close, Beresfield NSW 2322
Ph: 02 4966 1788 Fx: 02 4966 1744
Em: newcastle@rja.com.au

Trip Schedule

Schedule Details Waddi windfarm
Transport of wind turbines

Sch No SCH07325
Date 24/01/2025 1:15:14 pm
Written By Warrick Andrews
Consulted Mark Sciberras

Schedule Notes:
-This Schedule has been written based on values known at the time for good driving conditions and no known fatigue related issues prior to starting the trip.
- Do not drive to the schedule if you fell tired. Stop revive survive
- No attempt should be made to make up for lost time on a schedule.
- Please modify all times according to your real start time.
- You must still fill in your Logbook, exactly as the hours you have worked.

Please work with the Scheduler who wrote this to make the schedule better for all.

Start	End	Hr	Day	Km	avg	Type	Location	Notes
12:00am	6:45am	6.75	1	0	0	Rest	Henderson	Rest break
6:45am	7:00am	0.25	1	0	0	Working	Henderson	Prestart and toolbox
7:00am	9:00am	2.00	1	0	0	Working	Henderson	Loading
9:00am	10:45pm	13.75	1	0	0	Rest	Henderson	Rest break
10:45pm	11:00pm	0.25	1	0	0	Working	Henderson	Prestart and toolbox
11:00pm	11:59pm	0.98	1	21	21	Driving	Henderson to Waddi	Loaded travel
12:00am	3:25am	3.42	2	80	23	Driving	Henderson to Waddi	Loaded travel
3:25am	5:40am	2.25	2	0	0	Paid Rest	Henderson	Rest break
5:40am	8:45am	3.08	2	139	45	Driving	Henderson to Waddi	Loaded travel
8:45am	10:00am	1.25	2	0	0	Working	Waddi	Unloading
10:00am	11:59pm	13.98	2	0	0	Rest	Waddi	Rest Break

Stop, Revive, Survive

Form A013 Schedule Report / Rex J Andrews Pty Ltd , Page 1
UNCONTROLLED COPY Downloaded from Asset Database by Warrick on 24/1/2025

Figure 5: Fatigue schedule

17 Travel conditions

The following are the conditions that Rex J Andrews P/L will operate under for all deliveries from Henderson Port through to site.

- Travel in Accordance with Main Roads permit conditions that are listed on the specific permit for each load, including bridges and critical infrastructure such as rail crossings.
- All loads to have approved warning devices, to alert motorists.
- Travel in Accordance with Western Power and Horizon power permit conditions that are listed on their specific permits.
- Blade load to leave Henderson at 11:00pm and travel through to the Tonkin Highway parking bay. At 5:40am the loads will depart the Tonkin Highway parking bay and proceed to site.
- Blade load will travel with 1 x **TW** & 6 x Accredited Pilots.
- Blade load will travel with a support vehicle for the entirety of the journey.
- Blade load will travel with a backup vehicle for the entirety of the journey. Backup vehicle will be listed on the blade permit.
- Blade load will travel with 2 VMS vehicles to manage the passing of traffic that is built up behind the load.
- Blades are to operate under the specific TMP "TMP Rex J Andrews - Waddi - Rev A "for the movement of the blades.
- Blades trailers will need to travel over the centre median strip on 1 section of road as per the below plan.
- Remaining loads will travel with either 2 or 3 x Accredited Pilots.
- Remaining loads are to use this TMP for their specific movements.
- Remaining loads can travel anytime as long as they travel in daylight hours.
- RJA to supply a weekly schedule with driver contact details to all road stakeholders, Emergency departments, Bus companies and heavy vehicle operators who regularly use this route.
- RJA to refer daily to **MRWA** Road information tables prior to departure. These can be accessed from the following link https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/roadinformation.aspx
- Towers and heavy loads do not require any road modifications.
- Power lines will be pre lifted on the route to provide suitable clearance to the loads.

18 Route 1 study: Henderson port to Waddi windfarm.

COMPONENTS: Blades

DISTANCE: 237 Kilometres

VIA: Nautical Drive, Cockburn Road, Rockingham Road, Mandurah Road, Mundijong Road, Kulija Road, Kwinana Freeway, Roe Highway, Tonkin Highway, Brand Highway, Mullering Road.

GPS Link: https://maps.app.goo.gl/UuVj55a3aCTDvZxU9

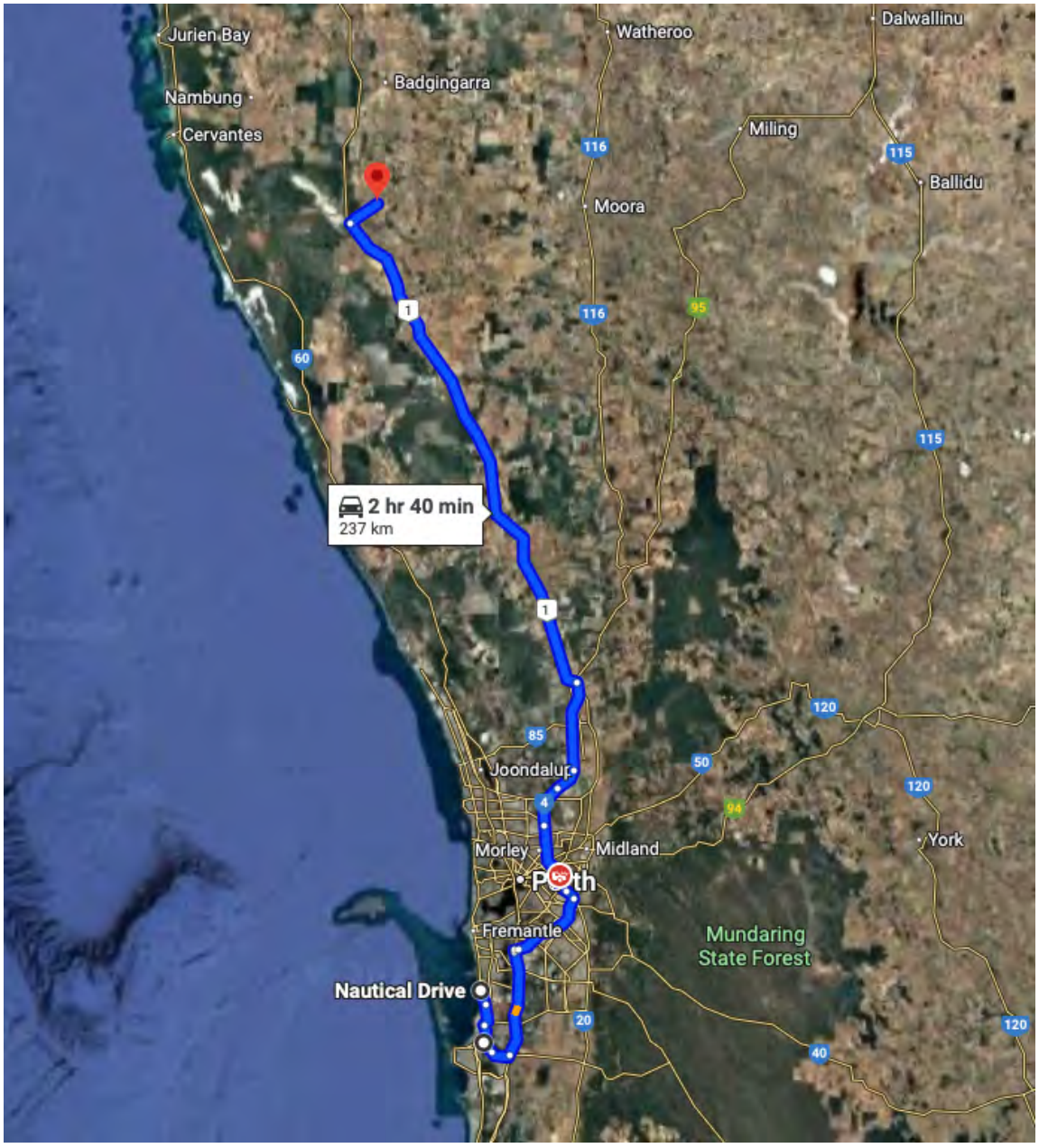


Figure 6 - Route 1

ROUTE INDEX

KEY	
ROAD MODIFICATIONS	
CAUTION	
EMERGENCY PARKING	

KM index	Location	Section of road	Current measurement	Procedure	Notes
0.0	Henderson	Nautical Drive onto Cockburn Road GPS Link: https://maps.app.goo.gl/ZAfXe4cRH2yBALA46	Length: 60.0m Width: 7.0m	Reverse north out of port gate than travel directly south onto Cockburn Road	Gate to be modified, hardstand added to an area south of the gate, and no parking to be placed on the eastern side of Nautical Drive.
3.8	Henderson	Cockburn Road onto Rockingham Road GPS Link: https://maps.app.goo.gl/nnGZuUH845ox2uDX7	Length: 60.0m	Right hand turn	The blade will wrong side this corner and continue on the wrong side of Rockingham Road for 200m before cutting back to the correct side. Hardstand is required where the blade crosses back to the correct side of the road.
8.8	Kwinana Beach	Rockingham Road onto Mandurah Road GPS Link: https://maps.app.goo.gl/ByWf8yMpa9HJrLCr8	Length: 100.0m	Left hand turn	No problems with this section of road. Spotter required.
19.0	Baldivis	Kulija Road crossover GPS Link: https://maps.app.goo.gl/tGUVPPFCWAN8FHpF6	Length: 100.0m	Veer onto the incorrect side of the road	No problems with this section of road. Spotter required.
19.5	Baldivis	Kulija Road onto Kwinana Freeway GPS Link: https://maps.app.goo.gl/btpNqPHgvKCeFnv28	Length: 60.0m	Left hand turn	Centre Island to be made trafficable and approx. 90 S/Q metres of vegetation to be removed. 180 S/Q metres of hardstand to be added to the exit of the corner.
24.2	Bertram	Kwinana Freeway under Mortimer Road GPS Link: https://maps.app.goo.gl/PmNTiCLpxWj6uk9r8	Structure #: 1456 Height: 6.32m	Continue straight ahead	MRWA max allowable loaded height: 6.02m
26.9	Bertram	Kwinana Freeway under Thomas Road GPS Link: https://maps.app.goo.gl/Z48iqWTXo2T3RgDf9	Structure #: 1455 Height: 6.26m	Continue straight ahead	MRWA max allowable loaded height: 5.96m
29.4	Mandogalup	Kwinana Freeway under Ankatell Road GPS Link: https://maps.app.goo.gl/kkNXKx9Lm8onE4sH8	Structure #: 1479 Height: 6.24m	Continue straight ahead	MRWA max allowable loaded height: 5.924m
32.7	Hammond Park	Kwinana Freeway under Rowley Road GPS Link: https://maps.app.goo.gl/nreW9ZwVWqXVVoFr9	Structure #: 1478 Height: 6.53m	Continue straight ahead	MRWA max allowable loaded height: 6.23m
33.8	Hammond Park	Kwinana Freeway under Sign GPS Link: https://maps.app.goo.gl/1FcjcWHY7ZJreSXeA	Structure #: 8037 Height: 6.28m	Continue straight ahead	MRWA max allowable loaded height: 5.88m
35.3	Success	Kwinana Freeway under Russell Road https://maps.app.goo.gl/jHSKSG5VtFp5ypvS6	Structure #: 1792 Height: 6.18m Structure #: 1477 Height: TBC	Continue straight ahead	MRWA max allowable loaded height: 5.88m

KM index	Location	Section of road	Current measurement	Procedure	Notes
35.6	Success	Kwinana Freeway under Aubin Grove station footbridge https://maps.app.goo.gl/wzexMtJ11cJxigWf7	Structure #: 22.11R Height: 7.06m	Continue straight ahead	MRWA max allowable loaded height: 6.706m
38.7	Success	Kwinana Freeway under Beeliar Drive https://maps.app.goo.gl/1ZbpSfh8LVxNe9tE8	Structure #: 1475 Height: TBC	Continue straight ahead	Under MRWA max allowable loaded height
39.0	Cockburn	Kwinana Freeway under Cockburn station footbridge https://maps.app.goo.gl/ykk7oDbJU2mWA3KS9	Structure #: 9343/44 Height: 6.48m	Continue straight ahead	MRWA max allowable loaded height: 6.180m
39.2	Cockburn	Kwinana Freeway under Armadale Road https://maps.app.goo.gl/XrF7bgMgGzRF1umK9	Structure #: 1733 Height: 6.21m	Continue straight ahead	MRWA max allowable loaded height: 5.921m
40.8	Cockburn	Kwinana Freeway under Berrigan Drive https://maps.app.goo.gl/qqdEJz3NxtSDcCcaA	Structure #: 1474 Height: 7.06m	Continue straight ahead	MRWA max allowable loaded height: 6.706m
41.7	South Lake	Kwinana Freeway under Sign https://maps.app.goo.gl/xWpGkjpjZsDHBkx17	Structure #: Height: 6.28m	Continue straight ahead	MRWA max allowable loaded height: 5.88m
42.1	South Lake	Kwinana Freeway under Gantry https://maps.app.goo.gl/aGnA1E1fNfktmr587	Structure #: 15.68R Height: 6.71m	Continue straight ahead	MRWA max allowable loaded height: 6.41m
42.6	Bibra Lake	Kwinana Freeway onto Roe Hwy GPS Link: https://maps.app.goo.gl/QXF6nKrEYjMxtKHF7	Length: 98.0m	Take left of ramp from Kwinana Fwy then right lane onto Roe Hwy	No problems with this section of road. Spotter required.
45.3	Jandakot	Roe Highway under Karel Avenue https://maps.app.goo.gl/j1QHVjmz7ZZzxix68	Structure #: 1482 Height: 5.65	Continue straight ahead	Mainroads WA max allowable loaded height 5.35 **m**
50.4	Willetton	Roe Highway under Wileri Drive https://maps.app.goo.gl/p7uPjV5G917YNEGr8	Structure #: 1483 Height: 6.0	Continue straight ahead	Mainroads WA max allowable loaded height 5.7**m**
53.0	Langford	Roe Highway under Nicholson Road https://maps.app.goo.gl/emRua59TU1oapFVe9	Structure #: 1484 Height: 5.9	Continue straight ahead	Mainroads WA max allowable loaded height 5.6**m**
53.8	Langford	Roe Highway under Cameron Street pedestrian bridge https://maps.app.goo.gl/6UsL2x8Nt2cLhSK7A	Structure #: 9241 Height: 7.1	Continue straight ahead	Mainroads WA max allowable loaded height 6.8**m**
55.2	Thornlie	Roe Highway under Spencer Road https://maps.app.goo.gl/TWVf9adMVaUGqpy5A	Structure #: 1485 Height: 6.5	Continue straight ahead	Mainroads WA max allowable loaded height 6.2**m**
56.3	Beckenham	Roe Highway under Kenwick Link https://maps.app.goo.gl/4cyXHcWN28rkpYBT6	Structure #: 1397 Height: 5.7	Continue straight ahead	Mainroads WA max allowable loaded height 5.4**m**

KM index	Location	Section of road	Current measurement	Procedure	Notes
57.0	Beckenham	Roe Highway under Albany Hwy https://maps.app.goo.gl/Sqsrhn8MrGGJHJpQ6	Structure #: 1409 Height: 6.8 Structure #: 1428 Height: 6.8 Structure #: 9178 Height: 6.4 Structure #: 1403 Height: 6.6	Continue straight ahead	Mainroads WA max allowable loaded height 6.1**m**
57.8	Beckenham	Roe Highway under Brixton Street https://maps.app.goo.gl/vb5S5gCAtPdoCUq59	Structure #: 1423 Height: 6.3	Continue straight ahead	Mainroads WA max allowable loaded height 6.0**m**
61.6	Kewdale	Roe Highway under sign https://maps.app.goo.gl/R7LLv7K8B9XhiYQj9	Structure #: 1474 Height: TBC	Continue straight ahead	Under MRWA max allowable loaded height
62.0	Kewdale	Roe Hwy onto Tonkin Highway GPS Link: https://maps.app.goo.gl/hFtr1DTkeCT5iioZ7	Length: 98.0m	Take left of ramp from Roe Hwy then right lane onto Tomkin Hwy	No problems with this section of road. Spotter required.
63.2	Kewdale	Tonkin Highway under VMS sign	Structure #: 8100 Height:	Continue straight ahead	Under MRWA max allowable loaded height
63.7	Kewdale	Tonkin Highway under sign gantry	Structure #: 8087 Height: 6.5m	Continue straight ahead	Mainroads WA max allowable loaded height 6.2**m**
64.0	Kewdale	Tonkin Highway GPS Link: https://maps.app.goo.gl/9sKXrhoyXxmSDoyS9.	Length: 100.0m Width: 5.0m	Emergency Parking Bay	Merge to the left.
64.7	Kewdale	Tonkin Highway under VMS sign	Structure #: 8086 Height: 6.2m	Continue straight ahead	Mainroads WA max allowable loaded height 5.9**m**
64.8	Kewdale	Tonkin Highway Horrie Miller Dr / Kewdale Rd Bridge GPS Link: https://maps.app.goo.gl/mw6TtWpNgn9yexS66	Structure #: 1720 Height: 6.3m	Continue straight ahead	Mainroads WA max allowable loaded height **6.0m**
66.4	Perth Airport	Tonkin Highway Leach Hwy Bridge GPS Link: https://maps.app.goo.gl/kd8kYmLmp5KFMsjz5	Structure #: 1716 Height: 6.2m	Continue straight ahead	Mainroads WA max allowable loaded height **5.9m**
68.4	Redcliffe	Tonkin Highway under VMS sign GPS Link: https://maps.app.goo.gl/7RKphHXweCgUYa7m8	Structure #: 8097 Height: N/A	Continue straight ahead	Loads to stay to the right hand lane if passing under this sign
68.8	Perth Airport	Tonkin Hwy DunreathDr/Boud Ave GPS Link: https://maps.app.goo.gl/XHM6LSPtFZRTiWH18	Structure #: 1727 Height: 5.5m	Continue straight ahead	Mainroads WA max allowable loaded height 5**.2m**

KM index	Location	Section of road	Current measurement	Procedure	Notes
69.8	Redcliffe	Stanton Rd overpass GPS Link: https://maps.app.goo.gl/bewWXnqSKjyrpn9A9	Structure #: 1194 Height: 5.6m	Continue straight ahead	Mainroads WA max allowable loaded height **5.3m**
70.2	Redcliffe	Victoria St footbridge GPS Link: https://maps.app.goo.gl/Dfk8YoLLuEuVTxBn8	Structure #: 9100 Height: 5.8m	Continue straight ahead	Mainroads WA max allowable loaded height **5.5m**
70.5	Redcliffe	Tonkin under Great Eastern Hwy GPS Link: https://maps.app.goo.gl/phppgLXjZs9RzRp37	Structure #: Height: 5.8m	Continue straight ahead	Mainroads WA max allowable loaded height **5.5m**
74.1	Bayswater	Tonkin Hwy under Collier Road GPS Link: https://maps.app.goo.gl/pmciiU77S5LWTM9L8	Structure #: 1769 Height: 6.47m	Continue straight ahead	Mainroads WA max allowable loaded height **6.17m**
75.3	Embleton	Tonkin Hwy under Broun Ave GPS Link: https://maps.app.goo.gl/RJ8t5NT9CoB5xbPTA	Structure #: 1186 Height: 6.38m	Continue straight ahead	Mainroads WA max allowable loaded height **6.08m**
77.6	Bayswater	Tonkin Hwy under Benara Rd GPS Link: https://maps.app.goo.gl/dKWQE9GKeNJGShJE9	Structure #: 1766 Height: 6.51m	Continue straight ahead	Mainroads WA max allowable loaded height **6.21m**
78.1	Bayswater	Sewell Court Footbridge GPS Link: https://maps.app.goo.gl/YcAJ6XTjnydxvP7j7	Structure #: 9122A Height: 6.8m	Continue straight ahead	Mainroads WA max allowable loaded height **6.5m**
78.8	Noranda	Tonkin Hwy under Reid Hwy South ramp GPS Link: https://maps.app.goo.gl/axmc1XWEpthUwdYB9	Structure #: 1779 Height: 6.99m	Continue straight ahead	Mainroads WA max allowable loaded height **6.69m**
78.8	Noranda	Tonkin Hwy under Reid Hwy North ramp GPS Link: https://maps.app.goo.gl/XRh7Qm9TM1Pbk4WPA	Structure #: 1780 Height: 6.4m	Continue straight ahead	Mainroads WA max allowable loaded height **6.1m**
79.0	Malaga	Tonkin Hwy under Reid Hwy GPS Link: https://maps.app.goo.gl/Y2k5iDVKhgHg4spj8	Structure #: 1777 Height: 7m	Continue straight ahead	Mainroads WA max allowable loaded height **7m**
79.9	Malaga	Tonkin Hwy under Marshall Rd GPS Link: https://maps.app.goo.gl/BZLgvhsCfZsiTtjL6	Structure #: 1782 Height: 6.5m	Continue straight ahead	Mainroads WA max allowable loaded height **6.2m**
90.4	Lexia	Tonkin Hwy under The Promenade Sth GPS Link: https://maps.app.goo.gl/kfuds6x6na57hCXo7	Structure #: 1789 Height: 6.9m	Continue straight ahead	Mainroads WA max allowable loaded height **6.6m**

KM index	Location	Section of road	Current measurement	Procedure	Notes
90.5	Lexia	Tonkin Hwy under The Promenade Nth GPS Link: https://maps.app.goo.gl/XemoNZagDd2gxbkJ6	Structure #: 1790 Height: 6.8m	Continue straight ahead	Mainroads WA max allowable loaded height **6.5m**
95.3	Melaleuca	Tonkin Hwy Fauna Bridge GPS Link: https://maps.app.goo.gl/ftywHYZXtPdzCBqH9	Structure #: 1815 Height: 6.3m	Continue straight ahead	Mainroads WA max allowable loaded height **6.0m**
221.3	Bullsbrook	Brand Highway GPS Link: https://maps.app.goo.gl/vjx2KboJdanh5hTYA	Length: 100.0m Width: 15.0m	Merge to the left	Suitable fatigue break for the blades
114.7	Muchea	Tonkin Hwy onto Brand Hwy GPS Link: https://maps.app.goo.gl/CNpC519KJhtLXFRE7	Width: 7m	Take left slip lane onto Brand Hwy	Large radius bend. No problems with this section of Road.
221.3	Cataby	Brand Highway GPS Link: https://maps.app.goo.gl/Xvu5M2Jii6zTbxff7	Length: 100.0m Width: 15.0m	Cataby Ampol Roadhouse	Suitable for numerous components at the same time.
232.0	Cooljarloo	Brand Highway onto Mullering Road GPS Link: https://maps.app.goo.gl/SkWW2vmy9h9Pt7Wb6	Length: 60.0m	Right hand turn	Vegetation to be trimmed on inside and outside of corner for blade and trailer clearance.
238.0	Cooljarloo	Mullering Road into site entrance GPS Link: https://maps.app.goo.gl/HPhM2Wap1k1f2Eas7	N/A	Turn into Site	Site entrance to be made suitable for the swept path vertical curves and weight of the largest loads.

0.0 Km's: Nautical Drive onto Cockburn Road at Henderson at Henderson.

Figure 7 – Nautical Drive onto Cockburn Rd

GPS LINK: https://maps.app.goo.gl/ZAfXe4cRH2yBALA46
PROCEDURE: Reverse north out of port gate than travel directly south onto Cockburn Road
COMMENTS: Steerer to assist the load at this pinchpoint.
ROAD MODIFICATIONS: Gate to be modified, hardstand added to an area south of the gate, and no parking to be placed on the eastern side of Nautical Drive.

5.8 Km's: Cockburn Road onto Rockingham Road at Henderson.

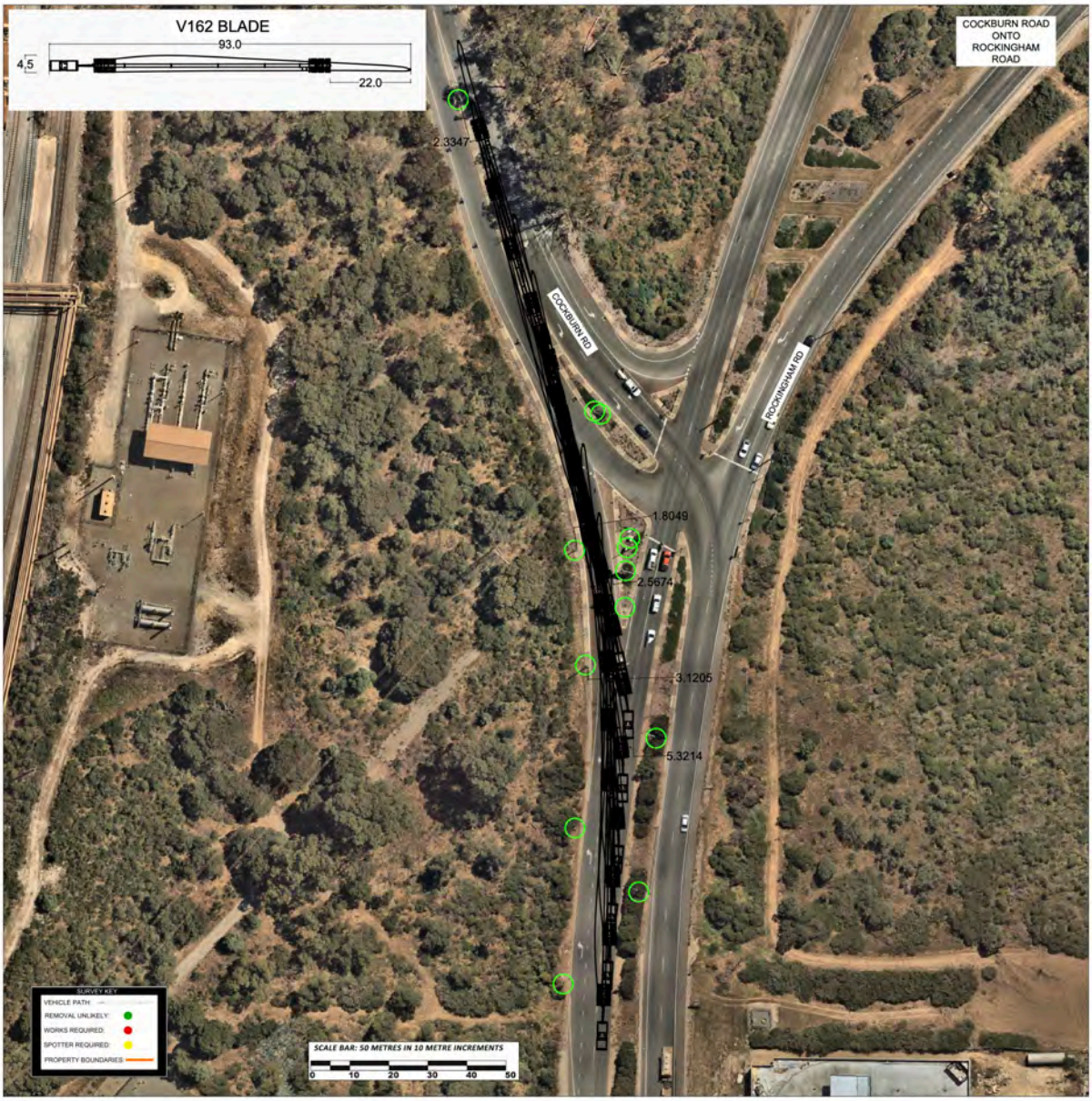


Figure 8 - Cockburn Rd onto Rockingham Rd

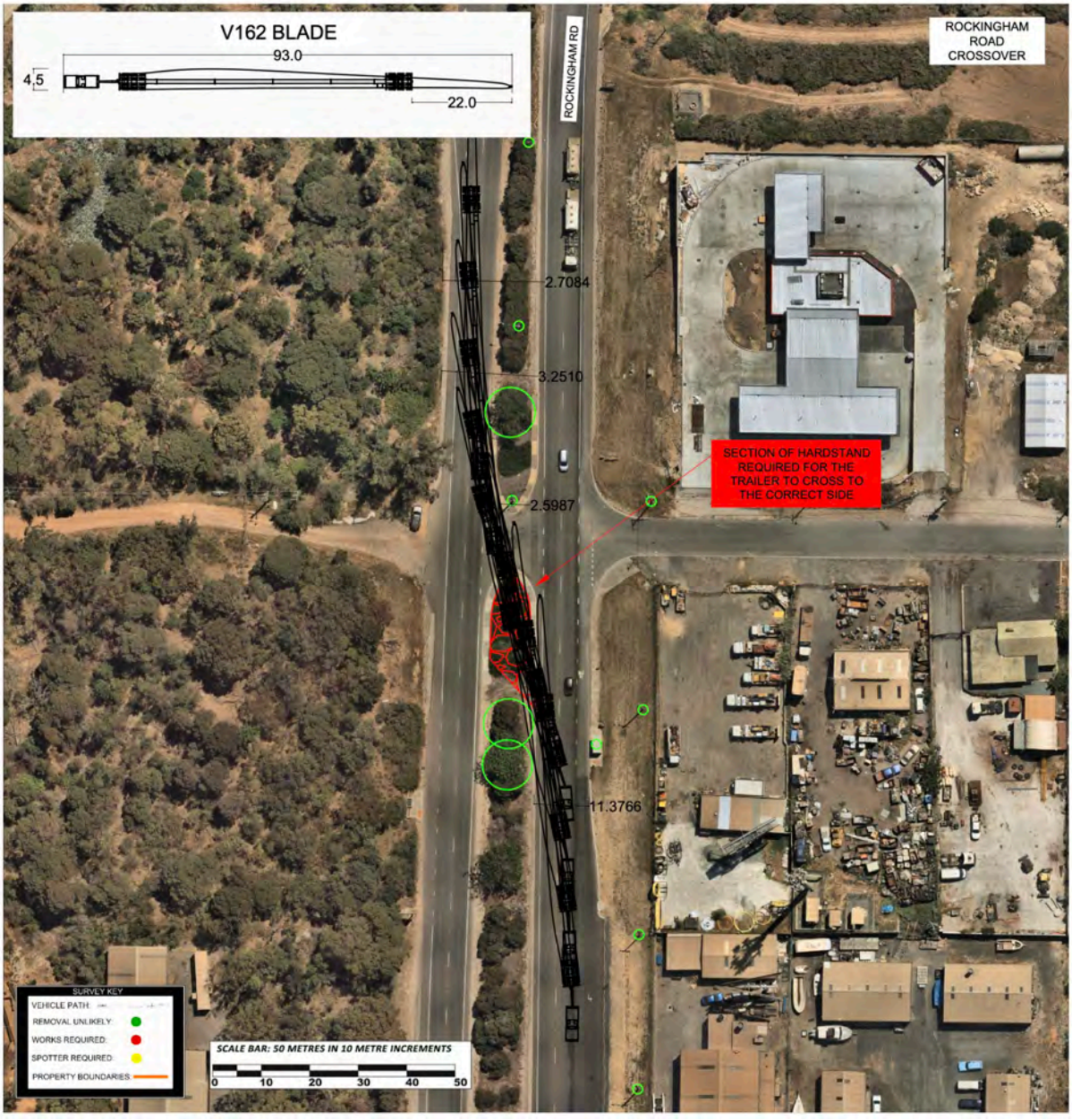


Figure 9 - Rockingham Rd cross back to correct side of road

GPS LINK: https://maps.app.goo.gl/nnGZuUH845ox2uDX7
PROCEDURE: Right hand turn onto Rockingham Road
COMMENTS: The blade will wrong side this corner and continue on the wrong side of Rockingham Road for 200m before cutting back to the correct side. Hardstand is required where the blade crosses back to the correct side of the road.
ROAD MODIFICATIONS: Yes, a small amount of work is required.

9.6 Km's: Rockingham Road onto Mandurah Road at Kwinana Beach.

Figure 10 - Rockingham Rd onto Mandurah Road

GPS LINK: https://maps.app.goo.gl/ByWf8yMpa9HJrLCr8
PROCEDURE: Left hand turn onto Mandurah Road.
COMMENTS: No works required. Spotter to guide load through the corner.
ROAD MODIFICATIONS: Nil.

21.0 Km's: Kulija Road crossover at Baldivis.

Figure 11 – Kulija Rd onto Kwinana Freeway

GPS LINK: https://maps.app.goo.gl/tGUVPPFCWAN8FHpF6
PROCEDURE: 500 Metres before the Kwinana Freeway onramp the load is to cross onto the incorrect side of Kulija Road and travel up to the Kwinana Freeway onramp.
COMMENTS: 2 light poles to be removed or relocated out of swept path. Centre island to be made trafficable, signs relocated, and hardstand added to the outside of the corner.
ROAD MODIFICATIONS: Yes, a moderate amount of work is required.

21.5 Km's: Kulija Road onto Kwinana Freeway at Baldivis.

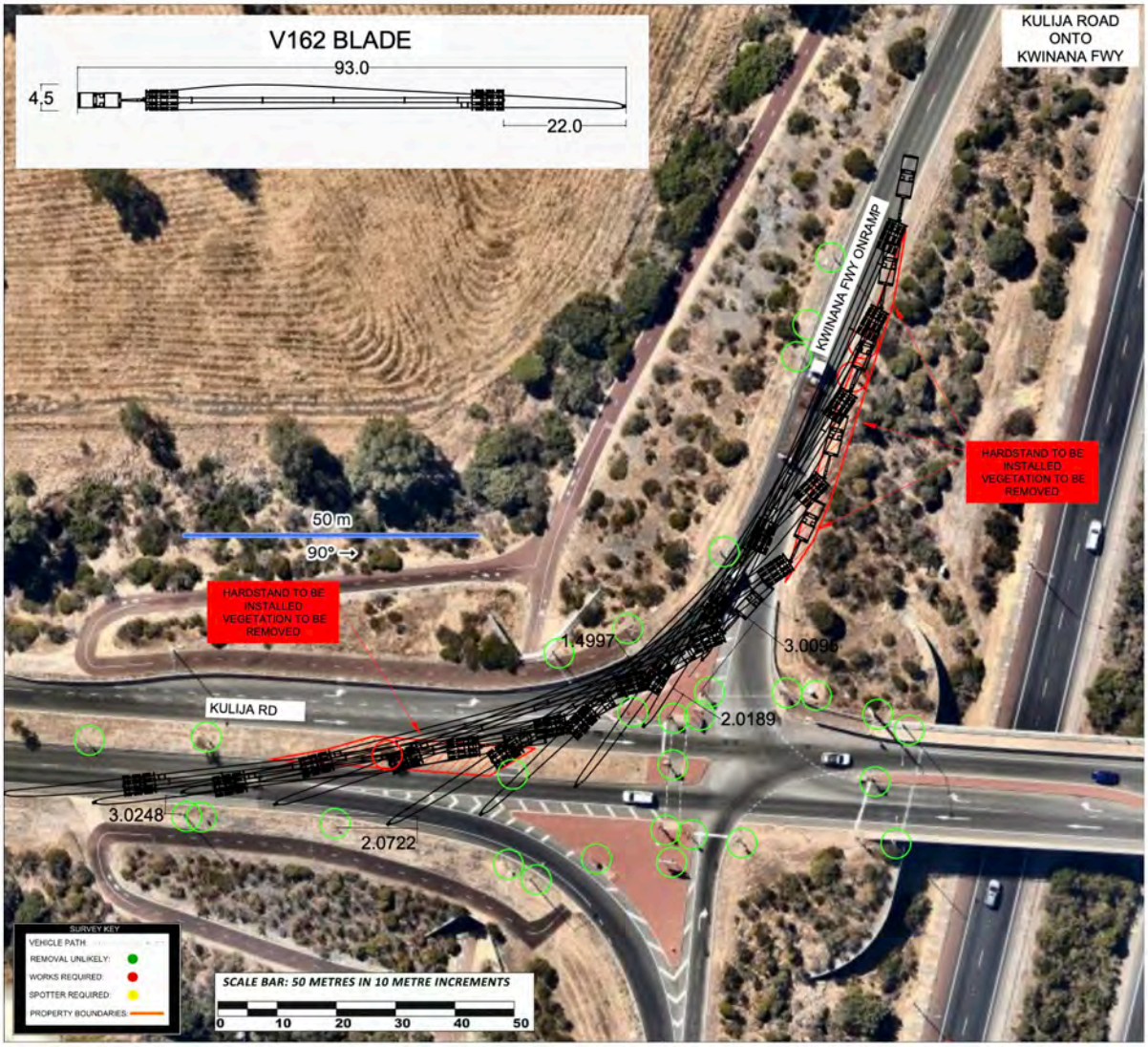


Figure 12: – Kulija Rd onto Kwinana Freeway

GPS LINK: https://maps.app.goo.gl/btpNqPHgvKCeFnv28
PROCEDURE: Left hand turn from the incorrect side of Kulija Road onto Kwinana Freeway northbound onramp. Load will need to travel over the centre median strip.
COMMENTS: Centre Island to be made trafficable and approx. 90 S/Q metres of vegetation to be removed. 180 S/Q metres of hardstand to be added to the exit of the corner.
ROAD MODIFICATIONS: Yes, a moderate amount of work is required.

44.6 Km's: Kwinana Freeway onto Roe Highway

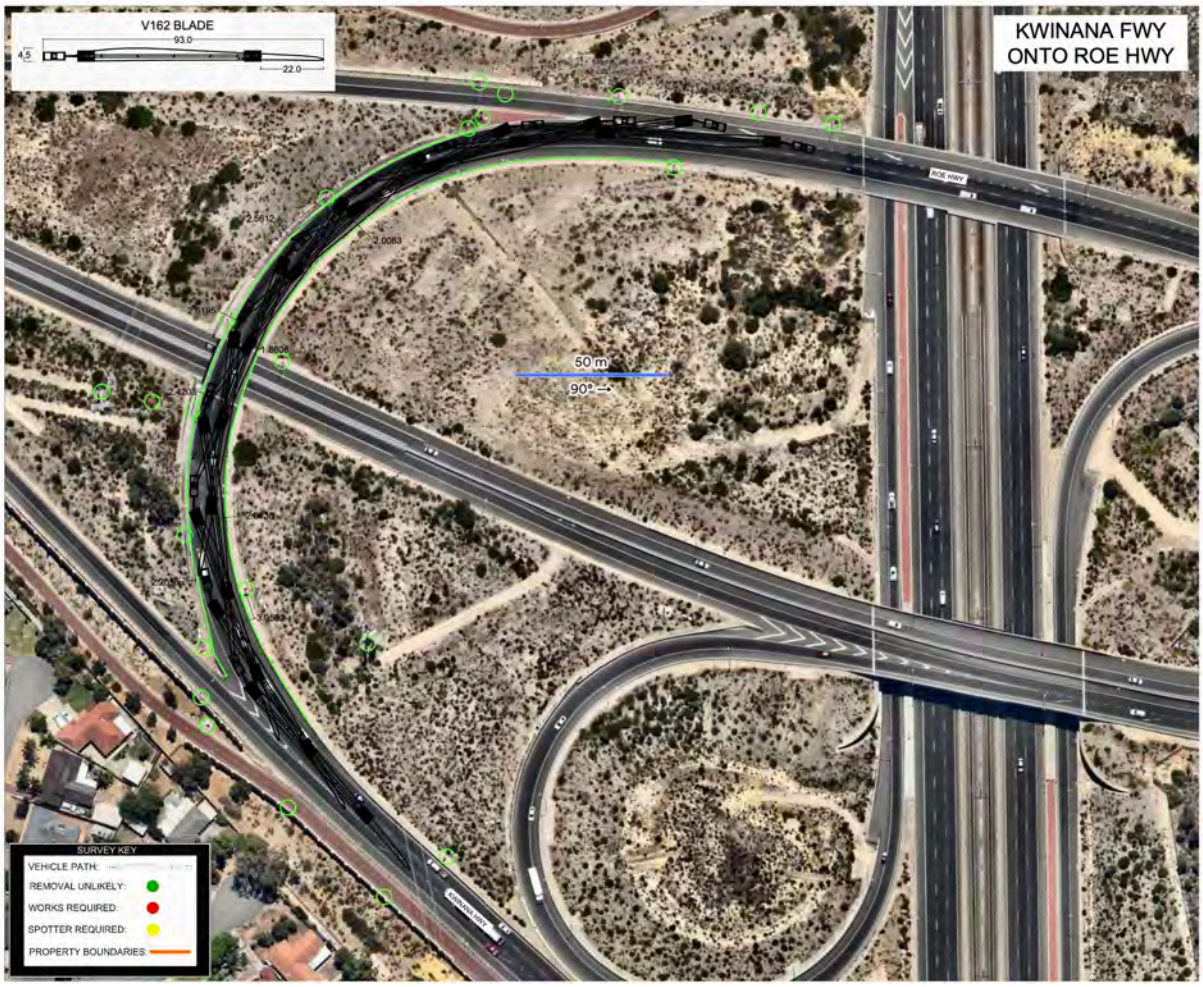


Figure 13: - Kwinana Freeway onto Roe Highway

GPS LINK: https://maps.app.goo.gl/QXF6nKrEYjMxtKHF7
PROCEDURE: Sweeping left hand bend onto the Brand Highway
COMMENTS: Large radius bend. No problems with this section.
ROAD MODIFICATIONS: No work is required.

64.0 Km's: Roe Highway onto Tonkin Highway.

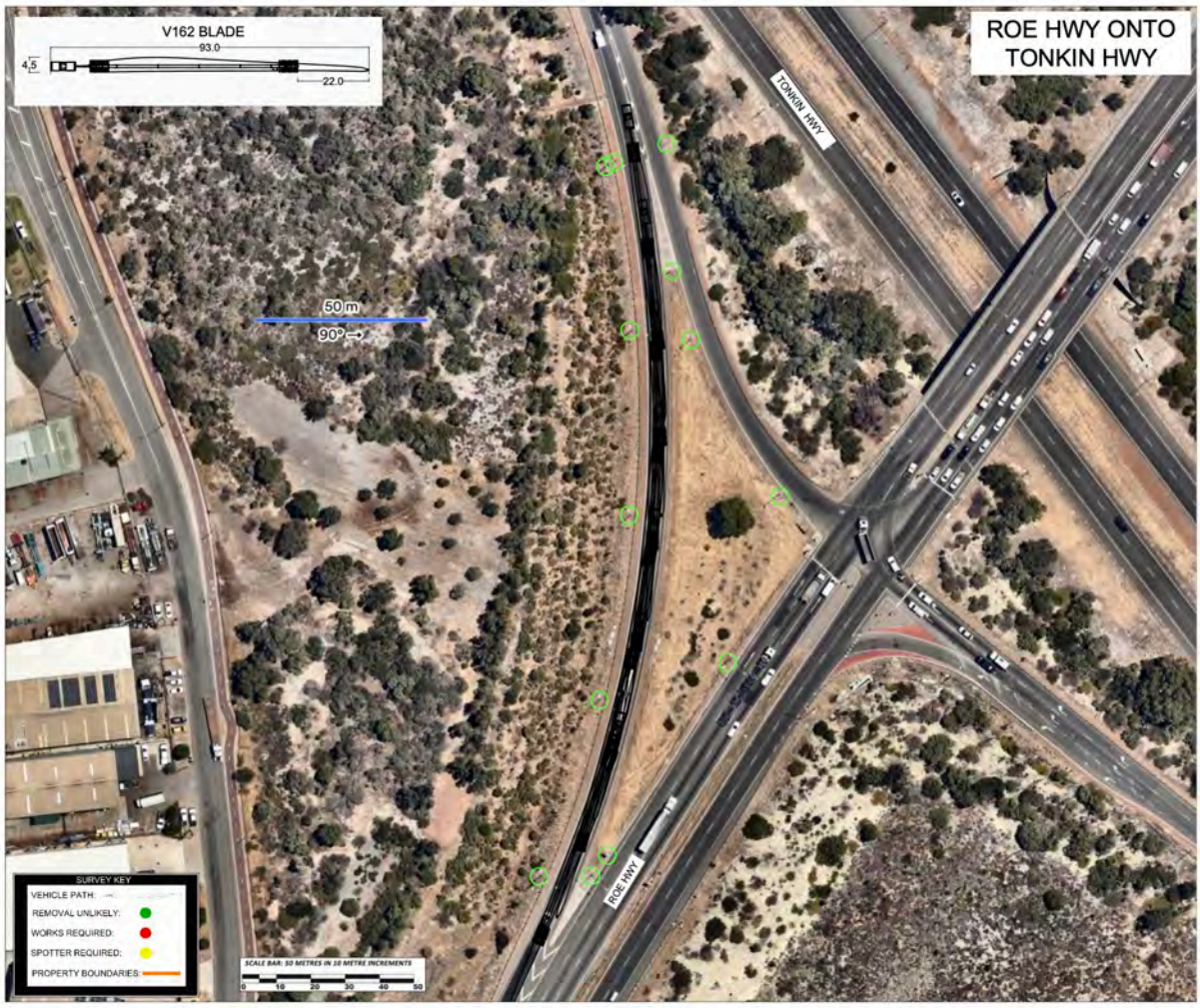


Figure 14: - Roe Highway onto Tonkin Highway

GPS LINK: https://maps.app.goo.gl/hFtr1DTkeCT5iioZ7
PROCEDURE: Sweeping left hand bend onto the Tonkin Highway
COMMENTS: Large radius bend. No problems with this section.
ROAD MODIFICATIONS: No work is required.

116.7 Km's: Tonkin Hwy onto Brand Hwy

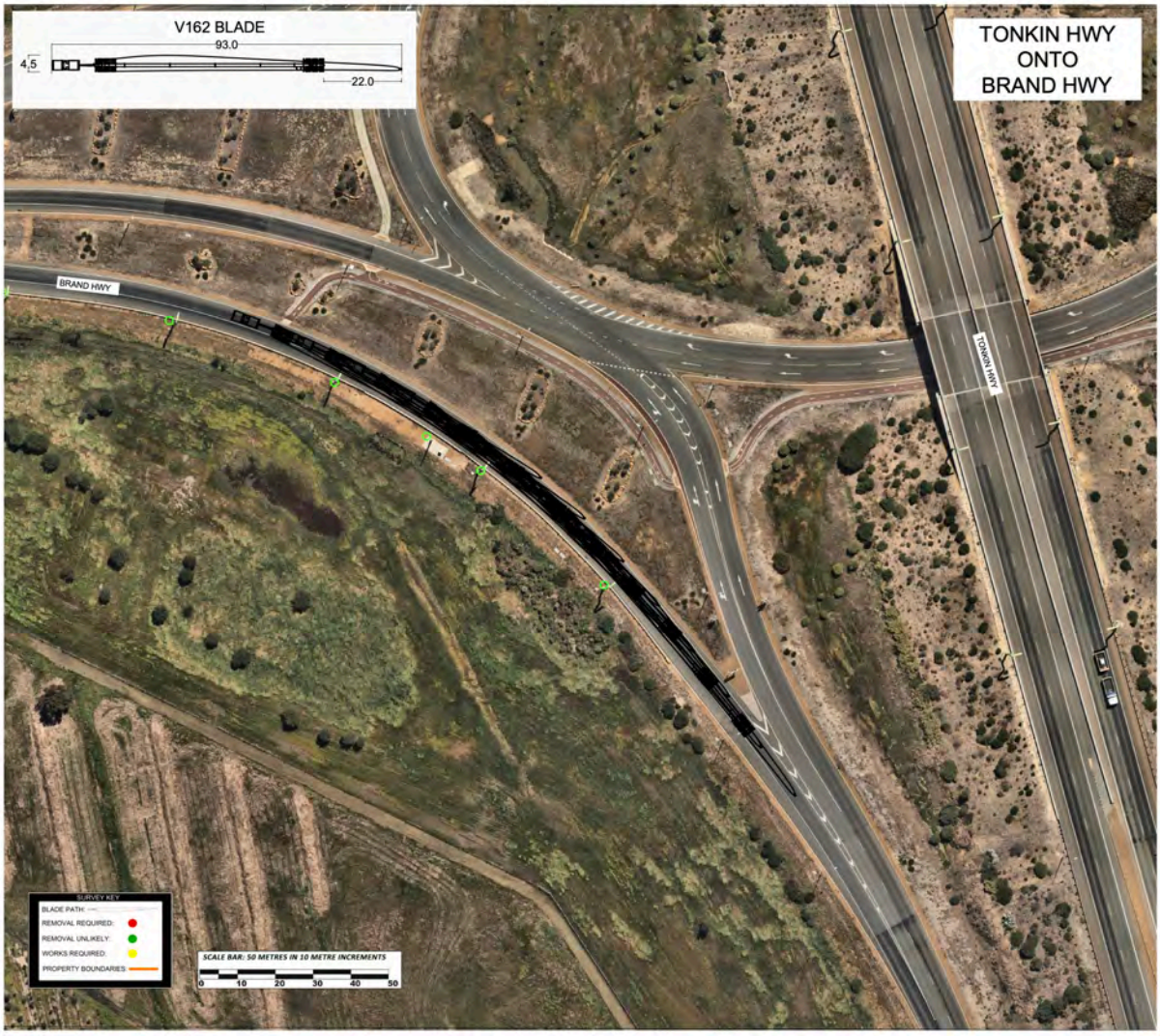


Figure 15: - Tonkin Hwy onto Brand Hwy

GPS LINK: https://maps.app.goo.gl/CNpC519KJhtLXFRE7
PROCEDURE: Take left slip lane onto Brand Hwy
COMMENTS: Large radius bend. No problems with this section of Road.
ROAD MODIFICATIONS: Nil.

232.0 Km's: Brand Highway onto Mullering Road

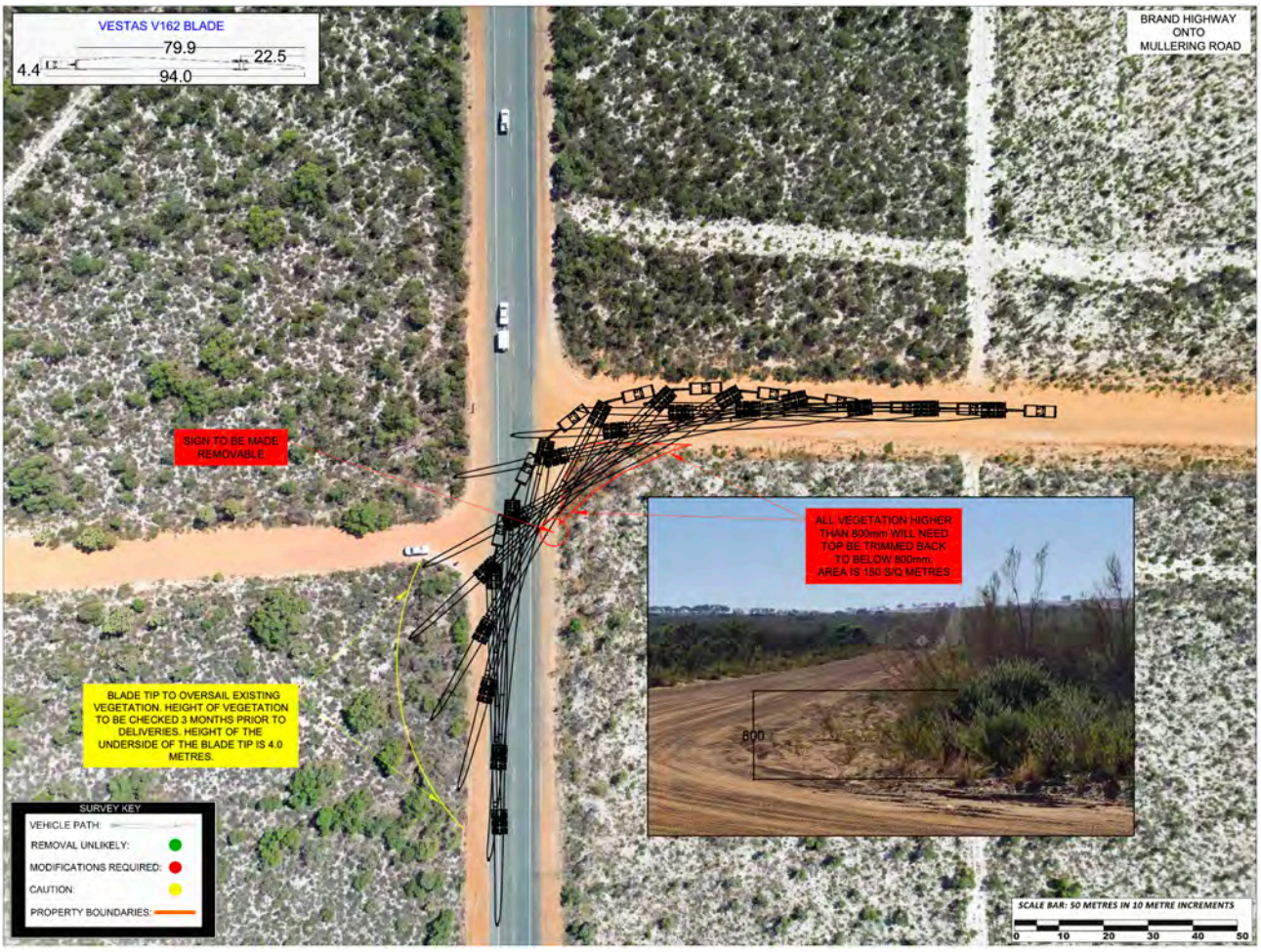


Figure 16: - Brand Highway onto Mullering Road

GPS LINK: https://maps.app.goo.gl/SkWW2vny9h9Pt7Wb6
PROCEDURE: Right hand turn onto Mullering Road
COMMENTS: Vegetation to be trimmed on inside and outside of corner for blade and trailer clearance.
ROAD MODIFICATIONS: Yes, A moderate amount of work is required.

19 Route 1: Conclusion

After studying all options and undertaking a route survey, the report found that loads could be transported on this route with a moderate number of upgrades. The majority of the route has been used previously for turbine components of a similar size and weight.
The following are the key points that need to be taken into consideration, if the project moves forward with this route.

BRIDGES

- Loads of a similar weight have been approved on this route in the past, however bridge structures will still need to be assessed by MRWA for each combination.

OVERHEAD STRUCTURES

- Mainroads WA "MRWA" specify a maximum load height for travel under overhead structures. Generally, this is 300mm lower than the lowest point on the structure. MRWA document No. D20#609222 (October 2021) and RAV Map data were referenced in this survey for overhead structure data.
- There are no structures on this route that conflict with the blade that is at a loaded height of 5.0 metres.

OVERHEAD UTILITIES

- This route is approved for travel to a height of up to 5.7 metres.

VEGETATION

- Several road modifications will require a small amount of vegetation removal on this route.

PAVEMENT

- The route up until Mullering Road is of Highway standard. From this point Mullering Road is gravel.
- Mullering Road may require grading prior to deliveries and should be monitored and maintained throughout the course of the project as wear and degradation is likely.

ROADWORKS

- The project will need to start discussions with government authorities at least 18 months prior to turbine transport to understand if the project would conflict with any upcoming roadworks. Once a TMP has been approved for the transport of the turbines, then the exact movement dates need to be communicated with Mainroads WA "MRWA" to make all road stakeholders aware of the movements.

HENDERSON PORT

- The storage area is adjacent to the wharf. No modifications are required to get to the storage area although some areas will need to be kept clear for the blade swept path.
- Works are required at the southern exit gate at the intersection of Nautical Drive and Cockburn Road.

PERTH

- There are three corners that need some minor to moderate work to allow the blades to get onto the Kwinana Freeway.
- Once on the Kwinana Freeway the route is suitable all of the way up until the turn onto Mullering Road.

WADDI WIND FARM

- All site access roads to be constructed to appropriate standards to accommodate the swept path, vertical curve and weight requirements of all proposed loads. Roads to be maintained during the life of the project.

20 Route 2 study: Henderson port to Waddi windfarm.

ROUTE 2: Henderson Port to Waddi windfarm

COMPONENTS: Towers

DISTANCE: 231.0 kilometres

VIA: Nautical Drive, Cockburn Road, Rockingham Road, Thomas Road, Tonkin Highway, Roe Highway offramp, Tonkin Highway onramp, Horrie Miller Drive, Partridge Road, Kingsford Smith Avenue, Grogan Road, Abernathy Road, Great Eastern Highway Bypass, Stirling Crescent, Bushmead Road, Military Road, Roe Highway, Great Northern Highway, Brand Highway, Mullering Road.

GPS Links:	Section 1: https://maps.app.goo.gl/GkKfTJzscg39Urvc6	53.4km
	Section 2: https://maps.app.goo.gl/RXGMjYKEg89npzpf6	12.8km
	Section 3: https://maps.app.goo.gl/BkPWXTAxvb84k9Dg7	165.0km

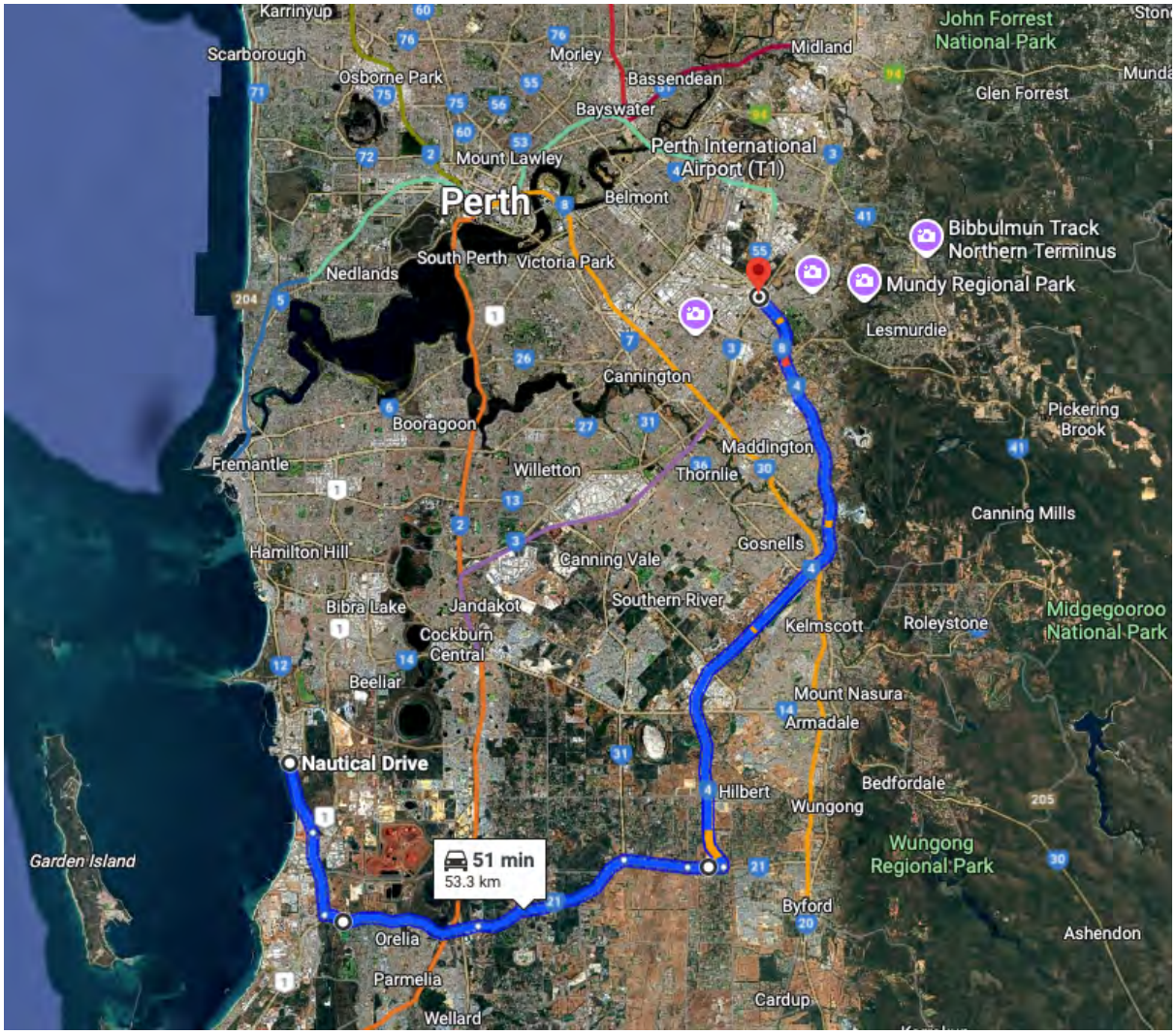


Figure 17: Route 2, Section 1

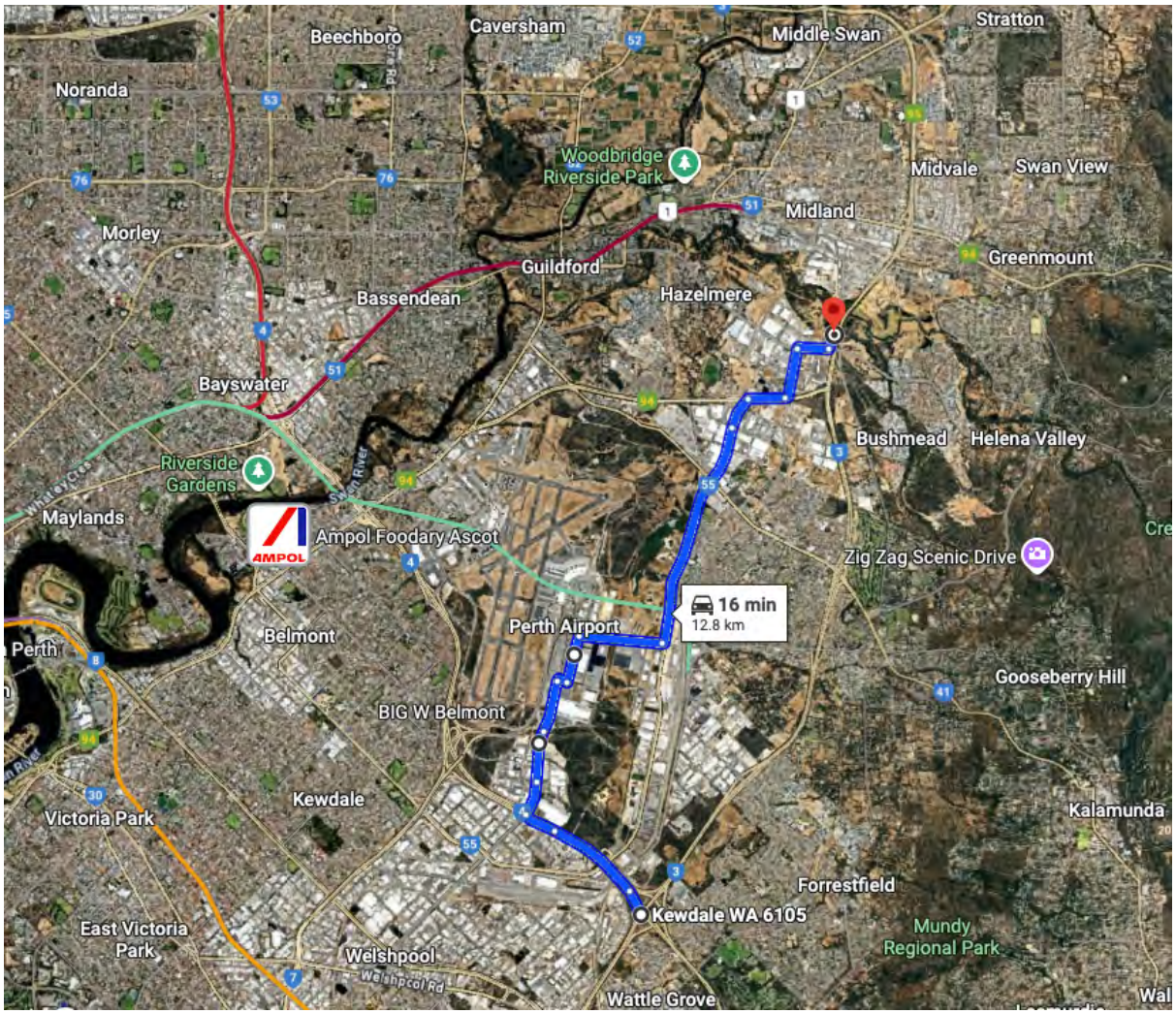


Figure 18: Route 2, Section 2

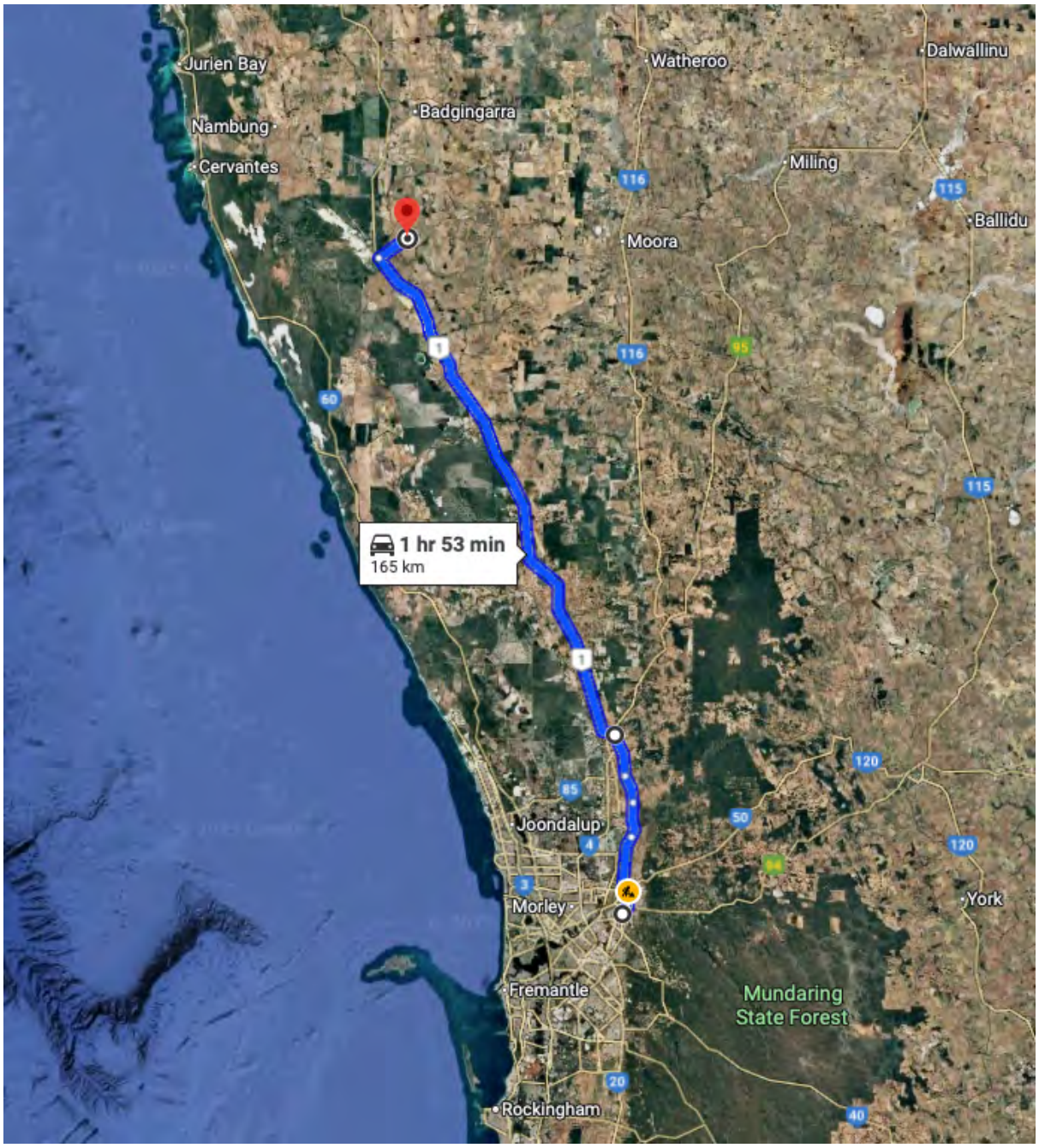


Figure 19: Route 2, Section 3

ROUTE INDEX

KEY	
ROAD MODIFICATIONS	
CAUTION	
EMERGENCY PARKING	

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
0.0	Henderson	Nautical Drive onto Cockburn Road GPS Link: https://maps.app.goo.gl/ZAfXe4cRH2yBALA46	Length: 60.0m Width: 7.0m	Right hand turn	No problems with this section of road. Spotter required.
3.2	Henderson	Cockburn Road onto Rockingham Road GPS Link: https://maps.app.goo.gl/nnGZuUH845ox2uDX7	60m long	Right hand turn	No problems with this section of road. Spotter required.
6.9	Kwinana Beach	Rockingham Road onto Thomas Road GPS Link: https://maps.app.goo.gl/uJLsTwsXtLvQNCcW6	60m long	Left hand turn	No problems with this section of road. Spotter required.
13.9	Anketell	Thomas Road at Central Avenue roundabout GPS Link: https://maps.app.goo.gl/FgUjxmRu78TbZucMA	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
21.1	Oakford	Thomas Road at Nicholson Road roundabout GPS Link: https://maps.app.goo.gl/ZeLZdDhCB9Ax83YK6	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
24.5	Oakford	Thomas Road at Kargotich Road GPS Link: https://maps.app.goo.gl/zM8aAxn8PAPWYgwH8	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
25.5	Oakford	Thomas Road onto Tonkin Highway GPS Link: https://maps.app.goo.gl/9kFzQQmoXfCC2BDk7	60m long	Left hand turn	No problems with this section of road. See comments in Conclusion: Roadworks. Spotter required.
28.2	Oakford	Tonkin Highway GPS Link: https://maps.app.goo.gl/apidzcjLgxQhhyJR8	300m long 5m wide	Large Parking Bay	Suitable for numerous components at the same time.
52.8	Wattle Grove	Tonkin Highway under VMS sign GPS Link: https://maps.app.goo.gl/qiANKJdc8C4XP2MS6	Structure #: 8101 Height: 7.13m	Continue straight ahead	Mainroads WA max allowable loaded height 6.83 **m**
53.2	Kalamunda	Tonkin Highway under exit ramp to Roe Highway GPS Link: https://maps.app.goo.gl/dk5cXRPh39yx3V6e9	Structure #: 1725 Height: 7.70m	Continue straight ahead	Mainroads WA max allowable loaded height 7.40 **m**
53.4	Kalamunda	Tonkin Highway / Roe Highway intersection GPS Link: https://maps.app.goo.gl/f1E54HxrVMTxRskH7	300m long 5m wide	Continue straight ahead	No problems with this section of road.

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
55.0	Kewdale	Tonkin Highway GPS Link: https://maps.app.goo.gl/9sKXrhoyXxmSDoyS9.	100m long 5m wide	Emergency Parking Bay	Large parking bay suitable for all loads.
55.8	Kewdale	Tonkin Highway Horrie Miller Dr / Kewdale Rd intersection GPS Link: https://maps.app.goo.gl/MZgnweaumyfRKVFR9	75m long 6m wide	Right hand turn	No problems with this section of road. Spotter required.
56.3	Perth Airport	Horrie Miller Dr / Reid Rd / Whitham Rd roundabout GPS Link: https://maps.app.goo.gl/MVAZ3nKcy3uEXGxb9	65m long 8m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
57.1	Perth Airport	Horrie Miller Dr / Dunreath Dr roundabout GPS Link: https://maps.app.goo.gl/RmYwzeX6Pcdfw1JPA	70m long 8m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
57.9	Perth Airport	Horrie Miller Dr / Paltridge Rd roundabout GPS Link: https://maps.app.goo.gl/66wrKYuLtkmj9JRr8	50m long 7m wide	Right hand turn at the roundabout on the incorrect side over centre island	Several signs to be removed and replaced for each movement. Traffic Control and Spotters to assist with this Procedure.
58.1	Perth Airport	Paltridge Rd onto Kingsford Smith Ave GPS Link: https://maps.app.goo.gl/yiAnC9HzoB7dcZNm6	40m long 6m wide	Left hand turn from the incorrect Side of the road	Several signs to be removed and replaced for each movement. Traffic Control and Spotters to assist with this Procedure.
58.8	Perth Airport	Kingsford Smith Ave onto Grogan Rd GPS Link: https://maps.app.goo.gl/2aNvcnhGV2a7GpHK9	50m long 8m wide	Right hand turn	No problems with this section of road. Spotter required.
60.1	Perth Airport	Grogan Rd onto Abernathy Rd GPS Link https://maps.app.goo.gl/t3BASeHnmpLjQc5F6	50m long 6m wide	Left Hand Turn	Several signs to be removed and replaced for each movement. Spotter required.
63.6	Perth Airport	Abernathy Rd / Ulm pl / Yagine Cl roundabout GPS Link: https://maps.app.goo.gl/hnKbmdP2mjB3CKJbA	80m long 7m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
64.1	Hazelmere	Abernathy Rd onto Great Eastern Highway Bypass GPS Link: https://maps.app.goo.gl/HDVqBa8idSSqiiFZ9	65m long 8.5m wide	Right hand turn	No problems with this section of road. Spotter required.
64.7	Hazelmere	Great Eastern Highway Bypass onto Stirling Cres GPS Link: https://maps.app.goo.gl/RNCv1JU3meE7oSEb7	55m long 5m wide	Left hand turn	Several signs to be removed and replaced for each movement. Spotter required.
65.5	Hazelmere	Stirling Cres / Bushmead Rd roundabout GPS Link: https://maps.app.goo.gl/RCXzGAmR4qhr1ByR9	50m long 4.5m wide	Right hand turn at the roundabout on the incorrect side	Traffic Control and Spotters to assist with this Procedure. Sign to be removed and replaced with each movement.

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
67.0	Hazelmere	Bushmead Rd onto Military Rd GPS Link: https://maps.app.goo.gl/c2mUaFq7p1P8epw5A	42m long 5m wide	Left hand turn	Sign to be removed and replaced with each movement. Spotter required.
67.2	Hazelmere	Military Rd onto Roe Hwy GPS Link: https://maps.app.goo.gl/MQc1dwmsQAdoHZMr5	75m long 8m wide	Left hand turn then merge to the right	Traffic Control and Spotters to assist with this Procedure.
70.1	Midvale	Roe Hwy / Morrison Rd intersection GPS Link: https://maps.app.goo.gl/MLesHHYMzH5Ni99Q7	300m long	Travel directly ahead	No problems with this section of road.
72.1	Stratton	Roe Hwy / Toodyay Rd intersection GPS Link: https://maps.app.goo.gl/yte93NZbxa2Vj1Qr6	200m long	Travel directly ahead	No problems with this section of road.
73.5	Middle Swan	Roe Hwy onto Great Northern Hwy GPS Link: https://maps.app.goo.gl/KPrznvt1wEncdzkx8	65m long 10m wide	Left hand turn	No problems with this section of road. Spotter required.
85.2	Upper Swan	Great Northern Hwy / Apple St / Coondaree Pde roundabout GPS Link: https://maps.app.goo.gl/guYLYj9MXo7GCmy56	65m long 8m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
92.8	Bullsbrook	Great Northern Hwy / Stock Rd roundabout GPS Link: https://maps.app.goo.gl/Lx7BvViGjeqqZvEw6	65m long 8m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
98.8	Bullsbrook	Great Northern Hwy / Rutland Rd roundabout GPS Link: https://maps.app.goo.gl/zSavmwNyW149D8SPA	70m long 6m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
108.1	Muchea	Great Northern Hwy GPS Link: https://maps.app.goo.gl/FKEqSUndCvPVMsR89	180m long	Muchea Road Train Assembly Area	Suitable for numerous components at the same time.
108.4	Muchea	Great Northern Hwy / Mercury Rise intersection GPS Link: https://maps.app.goo.gl/gH8kbNTaX7gkeDjh8	65m long 10m wide	Left hand turn	No problems with this section of road. Spotter required.
108.6	Muchea	Great Northern Hwy / Brand Hwy roundabout GPS Link: https://maps.app.goo.gl/PWCkpDZ4ACuc2bVP8	90m long 10m wide	Travel through the roundabout on the correct side	No problems with this section of road. Spotter required.
108.7	Muchea	Great Northern Hwy / Brand Hwy roundabout under Tonkin Hwy	Structure #: Height: 6.4m	Continue straight ahead	Mainroads WA max allowable loaded height 6.10 **m**
108.8	Muchea	Great Northern Hwy onto Brand Hwy GPS Link: https://maps.app.goo.gl/1qZg1XXuUNYumV8WA	90m long 6.5m wide	Exit the roundabout on the correct side	No problems with this section of road. Spotter required.

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
212.0	Cataby	Brand Highway GPS Link: https://maps.app.goo.gl/Xvu5M2Jii6zTbxff7	100m long 15m wide	Cataby Ampol Roadhouse	Suitable for numerous components at the same time.
224.0	Cooljarloo	Brand Highway onto Mullering Road GPS Link: https://maps.app.goo.gl/SkWW2vny9h9Pt7Wb6	60m long	Right hand turn	No problems with this section of road. Spotter required.
231.0	Waddi Wind Farm	Mullering Road into site entrance GPS Link: https://maps.app.goo.gl/HPhM2Wap1k1f2Ees7	N/A	Turn into Site	Site entrance to be made suitable for the swept path vertical curves and weight of the largest loads.

21 Route 2: Conclusion

After studying all options and undertaking a route survey, the report found that the loads listed to use this route could be transported on this route without upgrades. Most of the route has been used previously for turbine components of a similar size and weight.
The following are the key points that need to be taken into consideration, if the project moves forward with this route.

BRIDGES

- Loads of a similar weight have been approved on this route in the past, however bridge structures will still need to be assessed by MRWA for each combination.

OVERHEAD STRUCTURES

- Mainroads WA specify a maximum load height for travel under overhead structures. Generally, this is 300mm lower than the lowest point on the structure. Mainroads WA document No. D20#609222 (October 2021) and RAV Map data were referenced in this survey for overhead structure data.
- The lowest of these is the Great Northern Hwy overpass which has a max loaded height of 6.1m. No vehicles exceed this dimension.

OVERHEAD UTILITIES

- This route is approved for travel to a height of up to 6.0 metres.

VEGETATION

- No vegetation removal required on route.

PAVEMENT

- The route up until Mullering Road is of Highway standard. From this point Mullering Road is gravel.
- Mullering Road may require grading prior to deliveries and should be monitored and maintained throughout the course of the project as wear and degradation is likely.

ROADWORKS

- The project will need to start discussions with government authorities at least 18 months prior to turbine transport to understand if the project would conflict with any upcoming roadworks. Once a TMP has been approved for the transport of the turbines, then the exact movement dates need to be communicated with Mainroads WA to make all road stakeholders aware of the movements.

HENDERSON PORT

- The storage area is adjacent to the wharf. No modifications are required to get to the storage area although some areas will need to be kept clear for the blade swept path.
- No works are required for the loads to exit from the port area onto to Quill Way.

WADDI WIND FARM

- All site access roads to be constructed to appropriate standards to accommodate the swept path, vertical curve and weight requirements of all proposed loads. Roads to be maintained during the life of the project.

22 Route 3 study: Henderson port to Waddi windfarm.

COMPONENTS: Remaining components

DISTANCE: 229 kilometres

VIA: Quill Way, Cockburn Road, Rockingham Road, Thomas Road, Tonkin Highway, Brand Highway, Mullering Road.

GPS Link: https://maps.app.goo.gl/8tXP1e87rzZ2zEc39

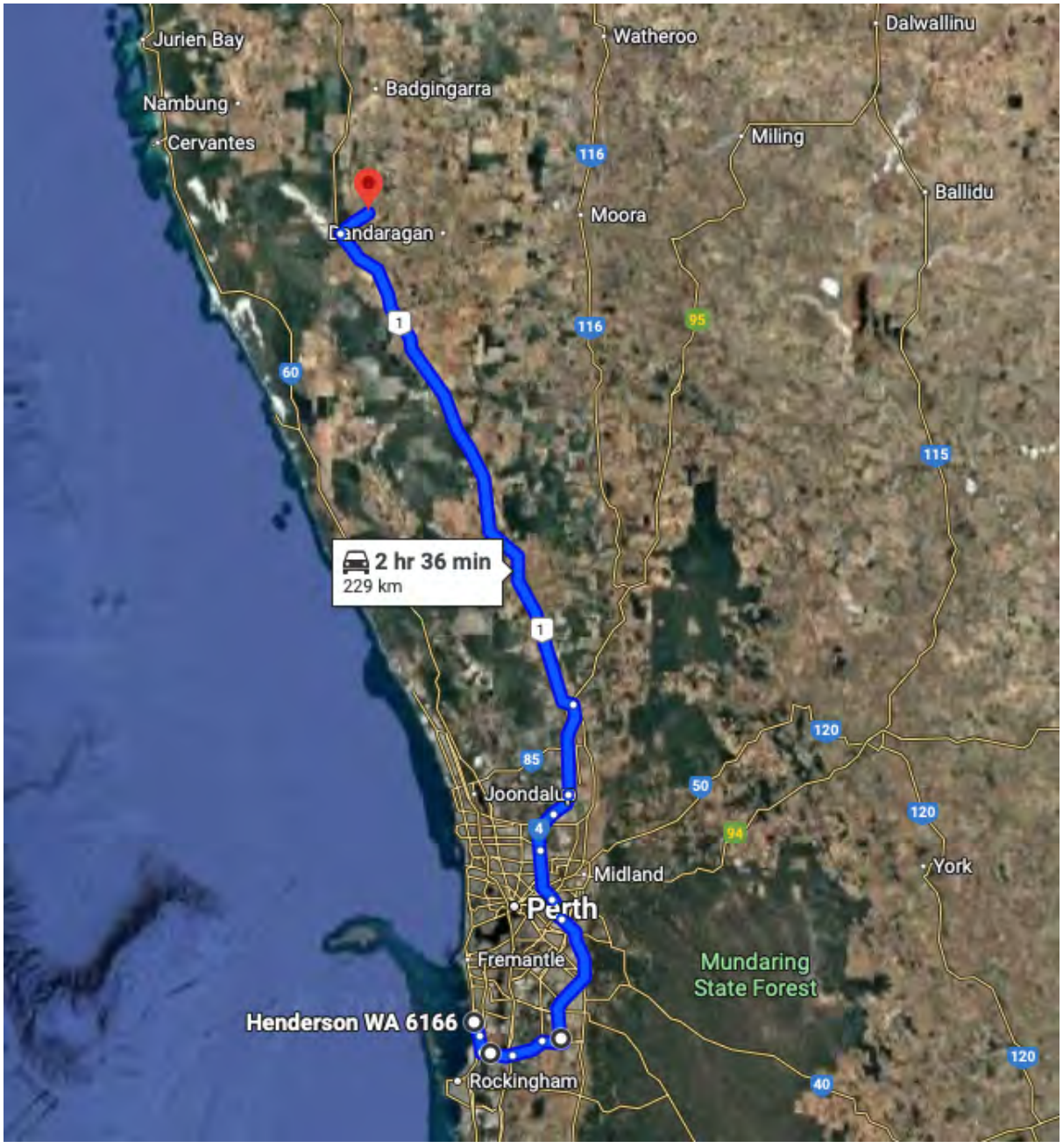


Figure 20: Route 2

ROUTE INDEX

KEY	
ROAD MODIFICATIONS	
CAUTION	
EMERGENCY PARKING	

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
0.0	Henderson	Nautical Drive onto Cockburn Road GPS Link: https://maps.app.goo.gl/ZAfXe4cRH2yBALA46	Length: 60.0m Width: 7.0m	Right hand turn	No problems with this section of road. Spotter required.
3.2	Henderson	Cockburn Road onto Rockingham Road GPS Link: https://maps.app.goo.gl/nnGZuUH845ox2uDX7	60m long	Right hand turn	No problems with this section of road. Spotter required.
6.9	Kwinana Beach	Rockingham Road onto Thomas Road GPS Link: https://maps.app.goo.gl/uJLsTwsXtLvQNCcW6	60m long	Left hand turn	No problems with this section of road. Spotter required.
13.9	Anketell	Thomas Road at Central Avenue roundabout GPS Link: https://maps.app.goo.gl/FgUjxmRu78TbZucMA	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
21.1	Oakford	Thomas Road at Nicholson Road roundabout GPS Link: https://maps.app.goo.gl/ZeLZdDhCB9Ax83YK6	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
24.5	Oakford	Thomas Road at Kargotich Road GPS Link: https://maps.app.goo.gl/zM8aAxn8PAPWYgwH8	50m long	Travel directly ahead at the roundabout and take the second exit.	No problems with this section of road. Spotter required.
25.5	Oakford	Thomas Road onto Tonkin Highway GPS Link: https://maps.app.goo.gl/9kFzQQmoXfCC2BDk7	60m long	Left hand turn	No problems with this section of road. Spotter required.
28.2	Oakford	Tonkin Highway GPS Link: https://maps.app.goo.gl/apidzcjLgxQhhyJR8	300m long 5m wide	Large Parking Bay	Suitable for numerous components at the same time.
52.8	Wattle Grove	Tonkin Highway under VMS sign GPS Link: https://maps.app.goo.gl/qiANKJdc8C4XP2MS6	Structure #: 8101 Height: 7.13m	Continue straight ahead	Mainroads WA max allowable loaded height 6.83 **m**
53.2	Kalamunda	Tonkin Highway under exit ramp to Roe Highway GPS Link: https://maps.app.goo.gl/dk5cXRPh39yx3V6e9	Structure #: 1725 Height: 7.70m	Continue straight ahead	Mainroads WA max allowable loaded height 7.40 **m**
53.8	Kalamunda	Tonkin Highway under Roe Highway GPS Link: https://maps.app.goo.gl/BiPHQbTwq3z4BGYu9	Structure #: 1345 Height: 6.10m	Continue straight ahead	Mainroads WA max allowable loaded height **5.8m** **Load cannot exceed 5.8 metres in overall height.**

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
54.4	Kewdale	Tonkin Highway under VMS sign GPS Link: https://maps.app.goo.gl/H49MVwR8NWFzCpDP6	Structure #: 8100 Height: N/A	Continue straight ahead	No conflict: VMS Sign is off to the side of the 2 northbound lanes.
54.9	Kewdale	Tonkin Highway under gantry GPS Link: https://maps.app.goo.gl/H49MVwR8NWFzCpDP6	Structure #: 8087 Height: 6.8	Continue straight ahead	Mainroads WA max allowable loaded height **6.5m**
55.4	Kewdale	Tonkin Highway GPS Link: https://maps.app.goo.gl/9sKXrhoyXxmSDoyS9.	100m long 5m wide	Emergency Parking Bay	Large parking bay suitable for all loads.
56.1	Kewdale	Tonkin Highway Horrie Miller Dr / Kewdale Rd Bridge GPS Link: https://maps.app.goo.gl/mw6TtWpNgn9yexS66	Structure #: 1720 Height: 6.6	Continue straight ahead	Mainroads WA max allowable loaded height **6.3m**
57.7	Perth Airport	Tonkin Highway Leach Hwy Bridge GPS Link: https://maps.app.goo.gl/kd8kYmLmp5KFMsjz5	Structure #: 1716 Height: 6.5	Continue straight ahead	Mainroads WA max allowable loaded height **6.2m**
59.8	Redcliffe	Tonkin Highway under VMS sign GPS Link: https://maps.app.goo.gl/7RKphHXweCgUYa7m8	Structure #: 8097 Height: N/A	Continue straight ahead	Loads to stay to the right hand lane if passing under this sign
60.1	Perth Airport	Tonkin Hwy DunreathDr/Boud Ave GPS Link: https://maps.app.goo.gl/XHM6LSPtFZRTiWH18	Structure #: 8097 Height: 5.8	Use off ramp and in ramp to travel over structure	Loads over **5.5m** must not travel under this bridge. Loads over **5.5m** must travel over the structure as shown on this link Over Dunreath Dr
61.2	Redcliffe	Stanton Rd overpass GPS Link: https://maps.app.goo.gl/bewWXnqSKjyrpn9A9	Structure #: 1194 Height: 5.9	Continue straight ahead	Loads over **5.6m** must not travel under this bridge. This is the lowest structure on route that cannot be avoided, and all loads must be able to be lowered to under 5.6m in overall height.
61.4	Redcliffe	Victoria St footbridge GPS Link: https://maps.app.goo.gl/Dfk8YoLLuEuVTxBn8	Structure #: 9100 Height: 6.1m	Continue straight ahead	Mainroads WA max allowable loaded height **5.8m**
61.7	Belmont	Tonkin under Great Eastern Hwy GPS Link: https://maps.app.goo.gl/phppgLXjZs9RzRp37	Structure #: 9098 Height: 6.1m	Continue straight ahead	Mainroads WA max allowable loaded height **5.8m**
65.3	Bayswater	Tonkin Hwy under Collier Road GPS Link: https://maps.app.goo.gl/pmciiU77S5LWTM9L8	Structure #: 1769 Height: 6.77m	Continue straight ahead	Mainroads WA max allowable loaded height **6.47m**
66.5	Embleton	Tonkin Hwy under Broun Ave GPS Link: https://maps.app.goo.gl/RJ8t5NT9CoB5xbPTA	Structure #: 1186 Height: 6.68m	Continue straight ahead	Mainroads WA max allowable loaded height **6.38m**

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
68.7	Bayswater	Tonkin Hwy under Benara Rd GPS Link: https://maps.app.goo.gl/dKWQE9GKeNJGShJE9	Structure #: 1766 Height: 6.81m	Continue straight ahead	Mainroads WA max allowable loaded height **6.51m**
69.3	Bayswater	Sewell Court Footbridge GPS Link: https://maps.app.goo.gl/YcAJ6XTjnydxvP7j7	Structure #: 9122A Height: 7.1m	Continue straight ahead	Mainroads WA max allowable loaded height **6.8m**
70.0	Noranda	Tonkin Hwy under Reid Hwy Westbound ramp GPS Link: https://maps.app.goo.gl/axmc1XWEpthUwdYB9	Structure #: 1779 Height: 7.29m	Continue straight ahead	Mainroads WA max allowable loaded height **6.99m**
70.0	Noranda	Tonkin Hwy under Reid Hwy Eastbound ramp GPS Link: https://maps.app.goo.gl/XRh7Qm9TM1Pbk4WPA	Structure #: 1780 Height: 6.70m	Continue straight ahead	Mainroads WA max allowable loaded height **6.40m**
70.2	Malaga	Tonkin Hwy under Reid Hwy GPS Link: https://maps.app.goo.gl/Y2k5iDVKhgHg4spj8	Structure #: 1771 Height: 7.30m Structure #: 1777 Height: 7.30m	Continue straight ahead	Mainroads WA max allowable loaded height **7.0m**
71.1	Malaga	Tonkin Hwy under Marshall Rd GPS Link: https://maps.app.goo.gl/BZLgvhsCfZsiTtjL6	Structure #: 1782 Height: 6.80m	Continue straight ahead	Mainroads WA max allowable loaded height **6.5m**
81.6	Lexia	Tonkin Hwy under The Promenade Sth GPS Link: https://maps.app.goo.gl/kfuds6x6na57hCXo7	Structure #: 1789 Height: 7.20m	Continue straight ahead	Mainroads WA max allowable loaded height **6.9m**
81.7	Lexia	Tonkin Hwy under The Promenade Nth GPS Link: https://maps.app.goo.gl/XemoNZagDd2gxbkJ6	Structure #: 1790 Height: 7.10m	Continue straight ahead	Mainroads WA max allowable loaded height **6.8m**
86.6	Melaleuca	Tonkin Hwy Fauna Bridge GPS Link: https://maps.app.goo.gl/ftywHYZXtPdzCBqH9	Structure #: 1815 Height: 6.60m	Continue straight ahead	Mainroads WA max allowable loaded height **6.3m**
106.3	Muchea	Tonkin Hwy onto Brand Hwy GPS Link: https://maps.app.goo.gl/CNpC519KJhtLXFRE7	7m wide	Take left slip lane onto Brand Hwy	Large radius bend. No problems with this section of Road.
210.0	Cataby	Brand Highway GPS Link: https://maps.app.goo.gl/Xvu5M2Jii6zTbxff7	100m long 15m wide	Cataby Ampol Roadhouse	Suitable for numerous components at the same time.
222.0	Cooljarloo	Brand Highway onto Mullering Road GPS Link: https://maps.app.goo.gl/SkWW2vny9h9Pt7Wb6	60m long	Right hand turn	No problems on this section of road. Spotter required.

KM index	Location	Section of road	Critical Measurement	Procedure	Notes
229.0	Waddi Wind Farm	Mullering Road into site entrance GPS Link: https://maps.app.goo.gl/HPhM2Wap1k1f2Eas7	N/A	Turn into Site	Site entrance to be made suitable for the swept path vertical curves and weight of the largest loads.

23 Route 3: Conclusion

After studying all options and undertaking a route survey, the report found that the loads listed to use this route could be transported on this route without upgrades. Most of the route has been used previously for turbine components of a similar size and weight.
The following are the key points that need to be taken into consideration, if the project moves forward with this route.

BRIDGES

- Loads of a similar weight have been approved on this route in the past, however bridge structures will still need to be assessed by MRWA for each combination.

OVERHEAD STRUCTURES

- Mainroads WA specify a maximum load height for travel under overhead structures. Generally, this is 300mm lower than the lowest point on the structure. Mainroads WA document No. D20#609222 (October 2021) and RAV Map data were referenced in this survey for overhead structure data.
- A height of 5.3 metres is the maximum recommended height on this route.

OVERHEAD UTILITIES

- This route is approved for travel to a height of up to 5.7 metres.

VEGETATION

- No vegetation removal required on route.

PAVEMENT

- The route up until Mullering Road is of Highway standard. From this point Mullering Road is gravel.
- Mullering Road may require grading prior to deliveries and should be monitored and maintained throughout the course of the project as wear and degradation is likely.

ROADWORKS

- The project will need to start discussions with government authorities at least 18 months prior to turbine transport to understand if the project would conflict with any upcoming roadworks. Once the TMP has been approved for the transport of the turbines, then the exact movement dates need to be communicated with Mainroads WA to make all road stakeholders aware of the movements.
- Conflicts with final design may arise with the Tonkin Extension Alliance roadworks on the Tonkin Highway Extension and Thomas Road Upgrade Project therefore close collaboration is advised.

HENDERSON PORT

- The storage area is adjacent to the wharf. No modifications are required to get to the storage area although some areas will need to be kept clear for the blade swept path.
- No works are required for the loads to exit from the port area onto to Quill Way.

WADDI WIND FARM

- All site access roads to be constructed to appropriate standards to accommodate the swept path, vertical curve and weight requirements of all proposed loads. Roads to be maintained during the life of the project.

24 Traffic clearing locations.

No.	Road	SLK	Type	Width	Length	Distance
START JOURNEY						
1	Melville Mandurah Hwy	21.72	LH turn lane, https://maps.app.goo.gl/dR8ExoADr1Yg7UDU9	14.0m	200m	9.6km's
2	Kulija Rd	0.53	As load crosses onto the incorrect side all traffic can be cleared from behind the load https://maps.app.goo.gl/1c4twARymtdVx2op7	10.0m	200m	11.4km's
3	KWINANA FREEWAY: At 4.5 metres wide the traffic can pass the load in the right hand lane unrestricted. https://maps.app.goo.gl/EypXZB9hfKcPLqzy9					
4	ROE HIGHWAY: At 4.5 metres wide the traffic can pass the load in the right hand lane unrestricted. https://maps.app.goo.gl/6thfM84i9baQhXVN6					
5	TONKIN HIGHWAY: At 4.5 metres wide the traffic can pass the load in the right hand lane unrestricted. https://maps.app.goo.gl/xvKmUgvbVkiRScyE7					
6	Brand Highway	16.77	Single lane carriageway at Airfield Road https://maps.app.goo.gl/ZJm6Hu4WYYWsZ5An8	11.0m	250m	15.8km's
7	Brand Highway	31.92	Single lane carriageway at Dewar Drive https://maps.app.goo.gl/4jH8DbX8qzEVcGfd6	14.0m	250m	15.2km's
8	Brand Highway	51.29	Single lane carriageway at Wannamal Road W https://maps.app.goo.gl/VKmxrxdvZ64aUg2p6	13.0m	250m	18.3km's
9	Brand Highway	71.45	Single lane carriageway at Red Gully https://maps.app.goo.gl/kF5uoJbFxNXBokDH6	11.0m	250m	20.2km's
10	Brand Highway	89.94	Single lane carriageway at Mimegarra https://maps.app.goo.gl/2rzPmXtoveg4ige16	11.0m	250m	18.5km's
11	Brand Highway	108.69	Single lane carriageway at Cataby Road https://maps.app.goo.gl/kYhhDAELqKsBLPHv6	15.0m	250m	18.7km's
12	Brand Highway	118.31	TURNOFF BRAND HIGHWAY AND ONTO MULLERING ROAD			

25 TMP revisions:

Revision number	Revision Date	Author	Description of changes

26 TMP review:

Final Review	Name	Signature	Date
TMP Checked by:	Warrick Andrews		

Sign On: **I confirm that I have received a hard copy of this TMP, I have read and understood the contents; by signing this document I acknowledge that I am now familiar with the identified pinch points, the route and the conditions relating to time of travel. I understand that prior to travel a supervisor may ask me questions specific to this TMP, in the event that I cannot demonstrate awareness of the conditions of the TMP I must delay my departure until I have reviewed its content.**

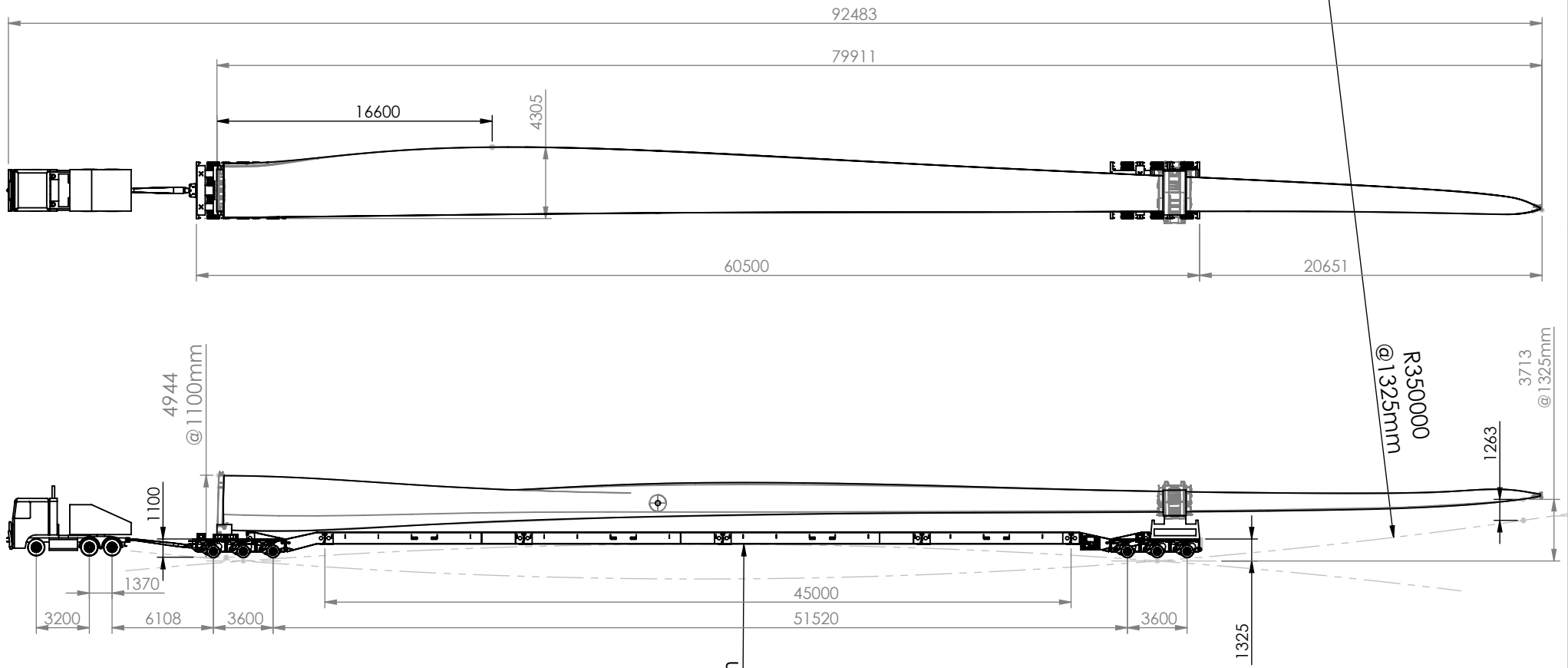
Name	Role	Signature	Date	Company

27 References:

Rex J Andrews route survey # 368 REV03
Main Roads WA
Vestas
Vestas Drawing TTD A044-3110
Tilt Renewables
Google Earth/Maps
Nearmaps
Landgate
NHVR (OSOM)
NHVAS Maintenance Management (NHVAS21193)
NHVAS Basic Fatigue Management (NHVAS21193)

28 Appendix A: Transport drawings.

29 Appendix B: TGS “Traffic guidance scheme” (Blades).



11R22.5x2	11R22.5x8 @2.5m	3x8 215/75R17.5 @3.4m
T: 9.0T	T: 18.0T	T: 20.0T
P: 0.0T	P: 0.0T	P: 16.0T
G: 6.0T	G: 18.0T	G: 36.0T (12.0T/ROW)

3x8 215/75R17.5 @3.4m
T: 20.0T
P: 16.0T
G: 36.0T (12.0T/ROW)

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 2.0

REV		DATE	DRN	CKD	APP
2	PICTORAL UPDATES	21/06/2024	J.S	J.S	R.A
1	VERTICAL CURVE ADDED	10/11/2023	J.S	J.S	R.A
0	ISSUED FOR APPROVAL	17/08/2022	H.A	H.A	R.A
R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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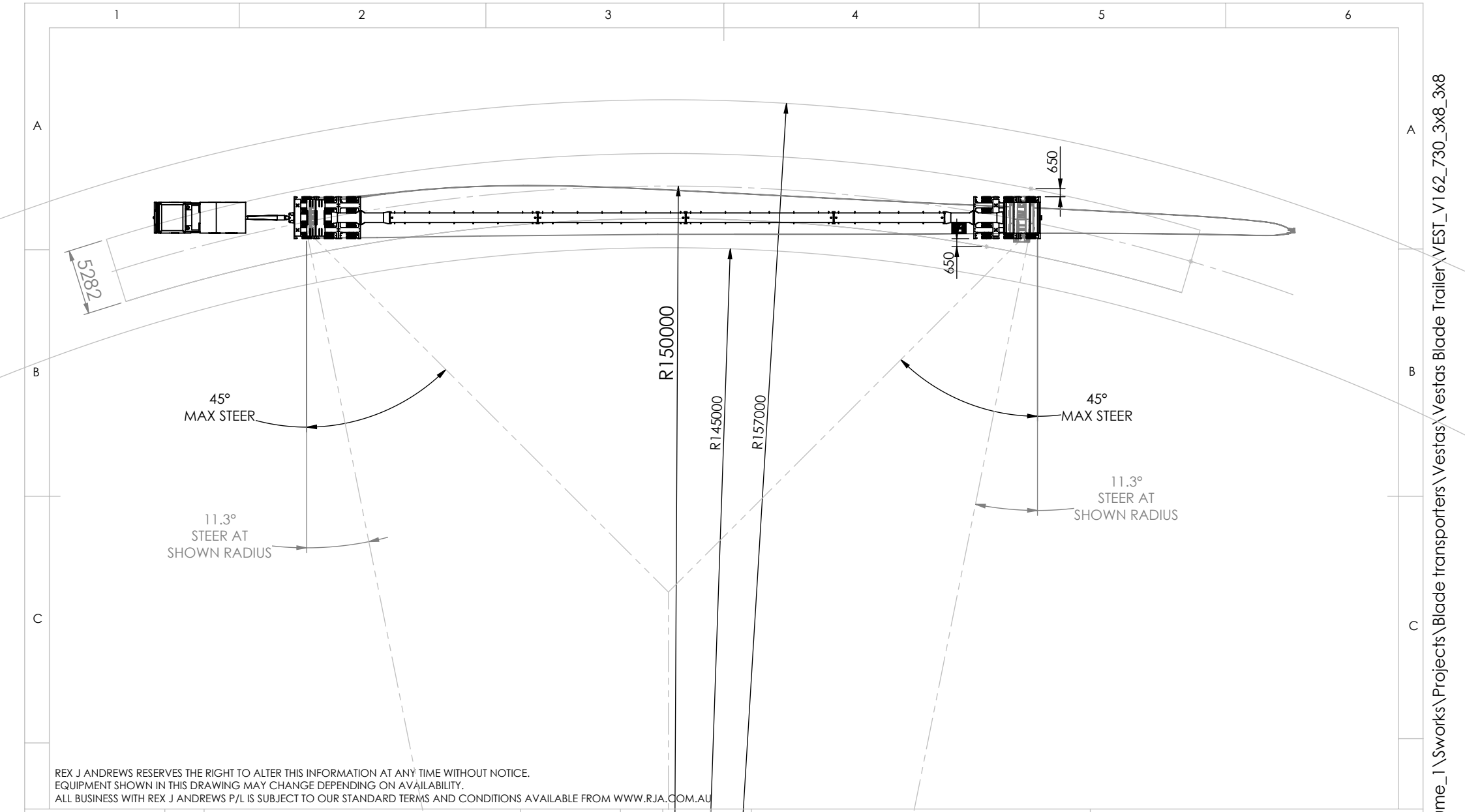

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0	ISSUED FOR APPROVAL	17/08/2022	H.A	H.A	R.A
R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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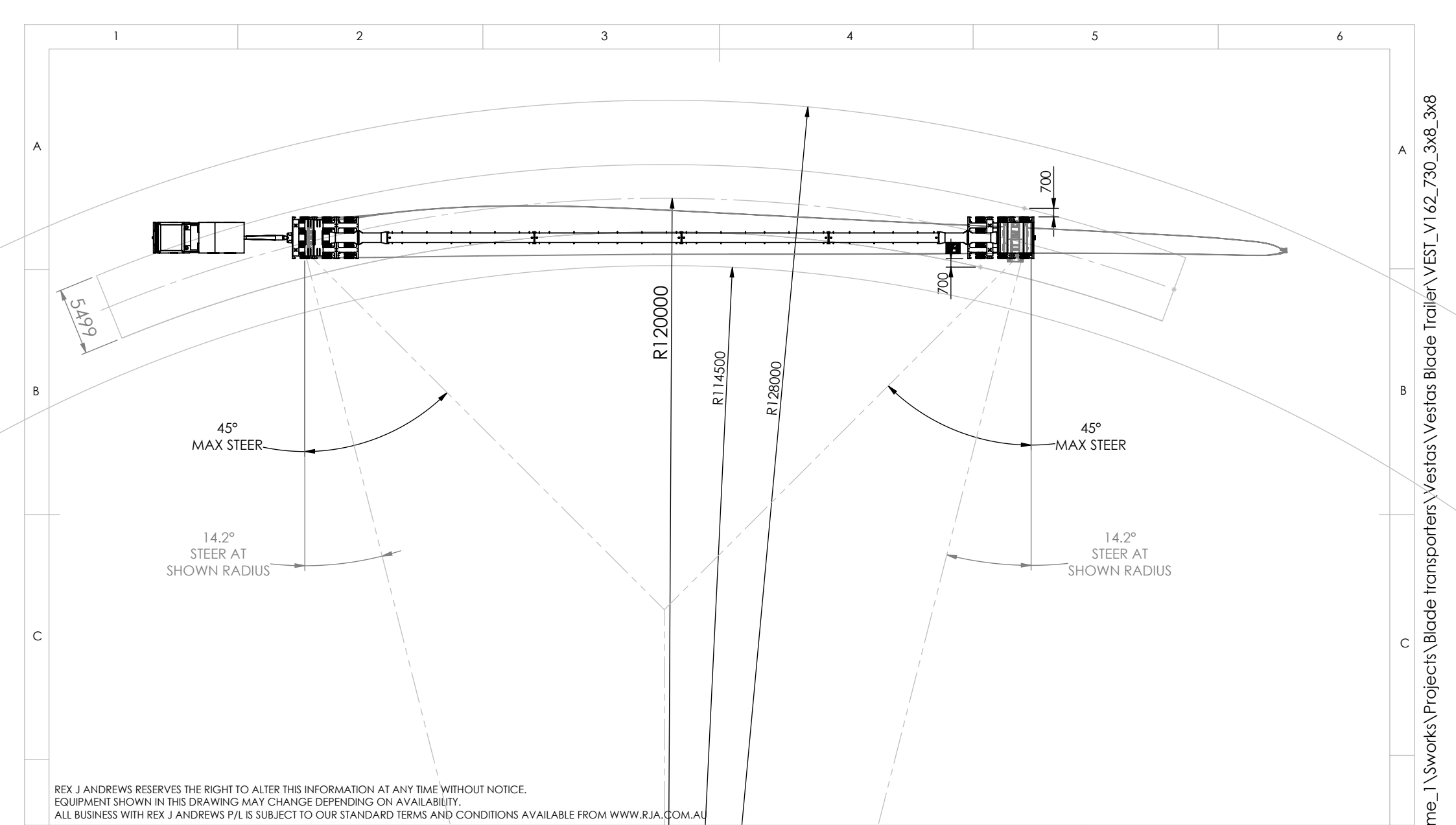

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R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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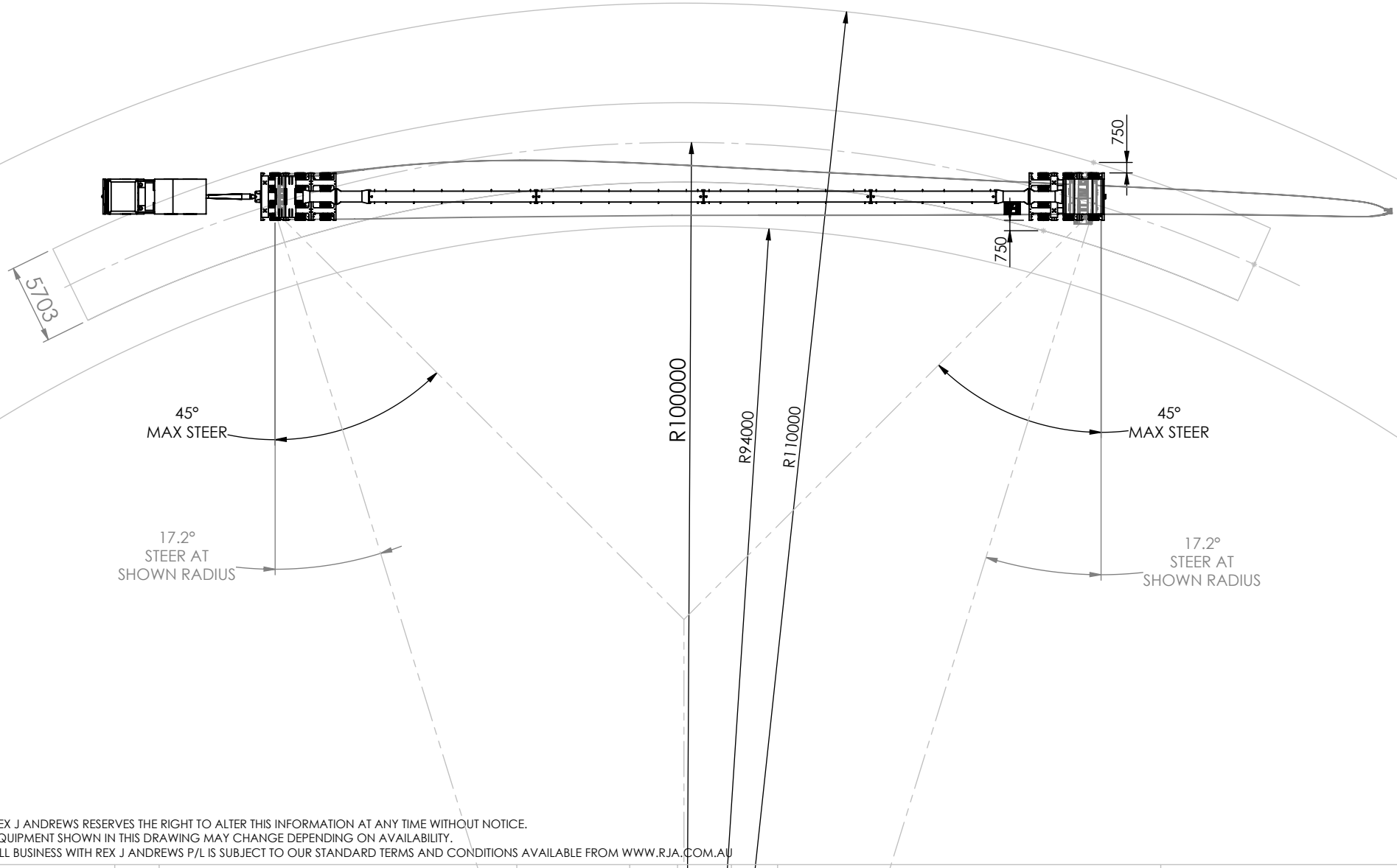

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VEST_V162_730_3x8_3x8

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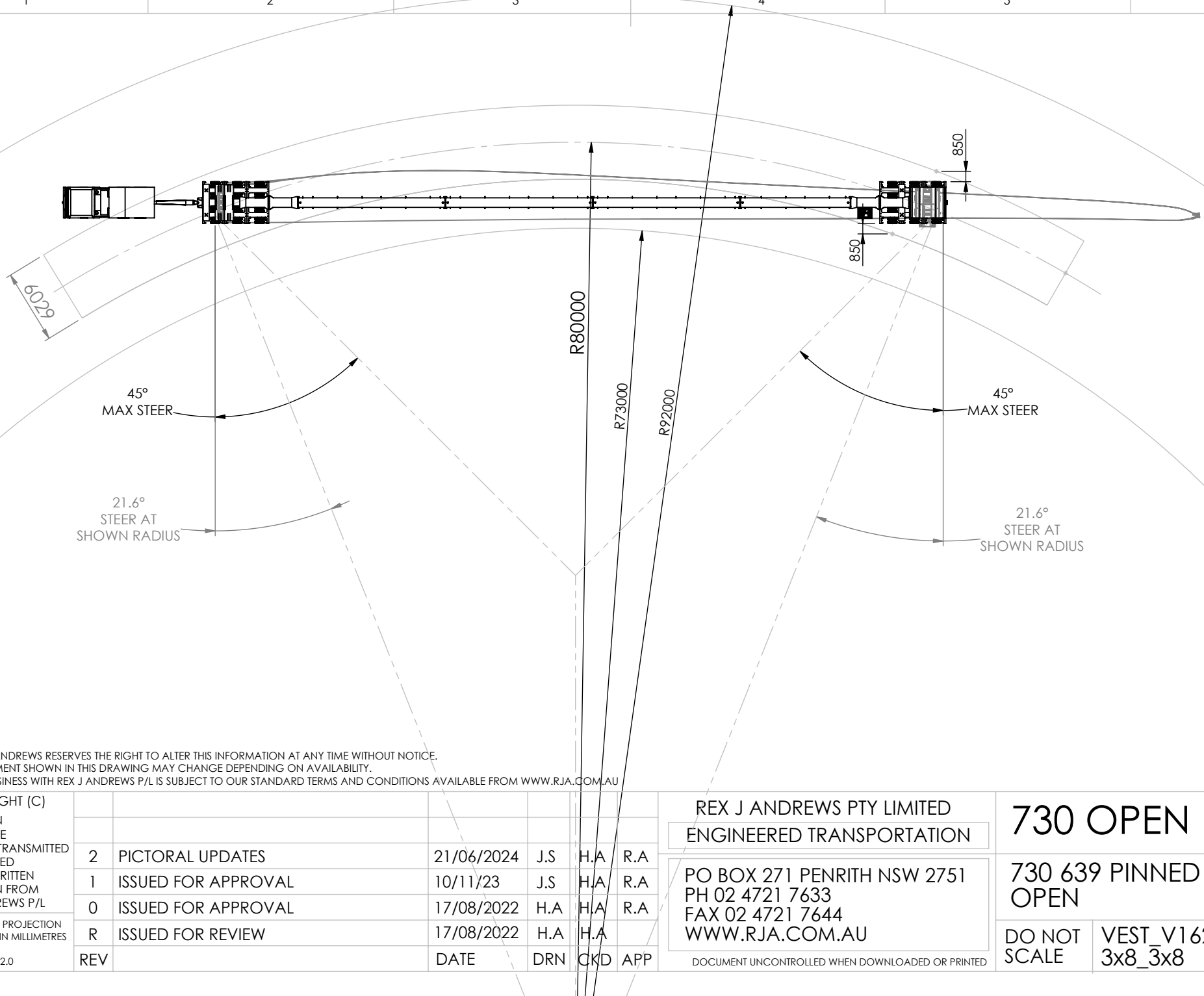

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 2.0

REV		DATE	DRN	CKD	APP
2	PICTORAL UPDATES	21/06/2024	J.S	H.A	R.A
1	ISSUED FOR APPROVAL	10/11/23	J.S	H.A	R.A
0	ISSUED FOR APPROVAL	17/08/2022	H.A	H.A	R.A
R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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730 OPEN

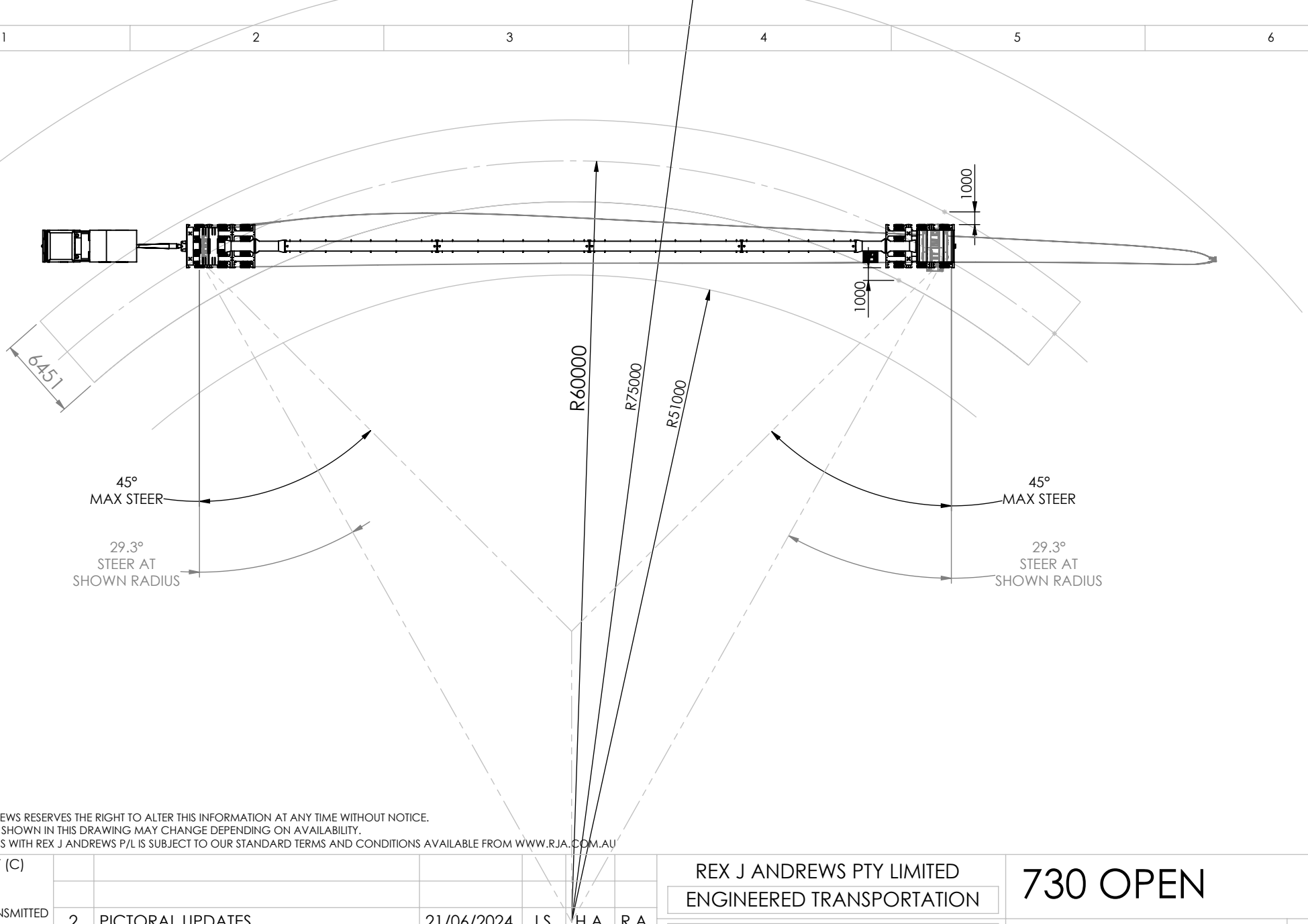
730 639 PINNED TRAILER OPEN

A4

DO NOT SCALE

VEST_V162_730_3x8_3x8

\\SERVER\Volume_1\Sworks\Projects\Blade transporters\Vestas\Vestas Blade Trailer\VEST_V162_730_3x8_3x8



THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 2.0

REV		DATE	DRN	CKD	APP
2	PICTORAL UPDATES	21/06/2024	J.S	H.A	R.A
1	ISSUED FOR APPROVAL	10/11/23	J.S	H.A	R.A
0	ISSUED FOR APPROVAL	17/08/2022	H.A	H.A	R.A
R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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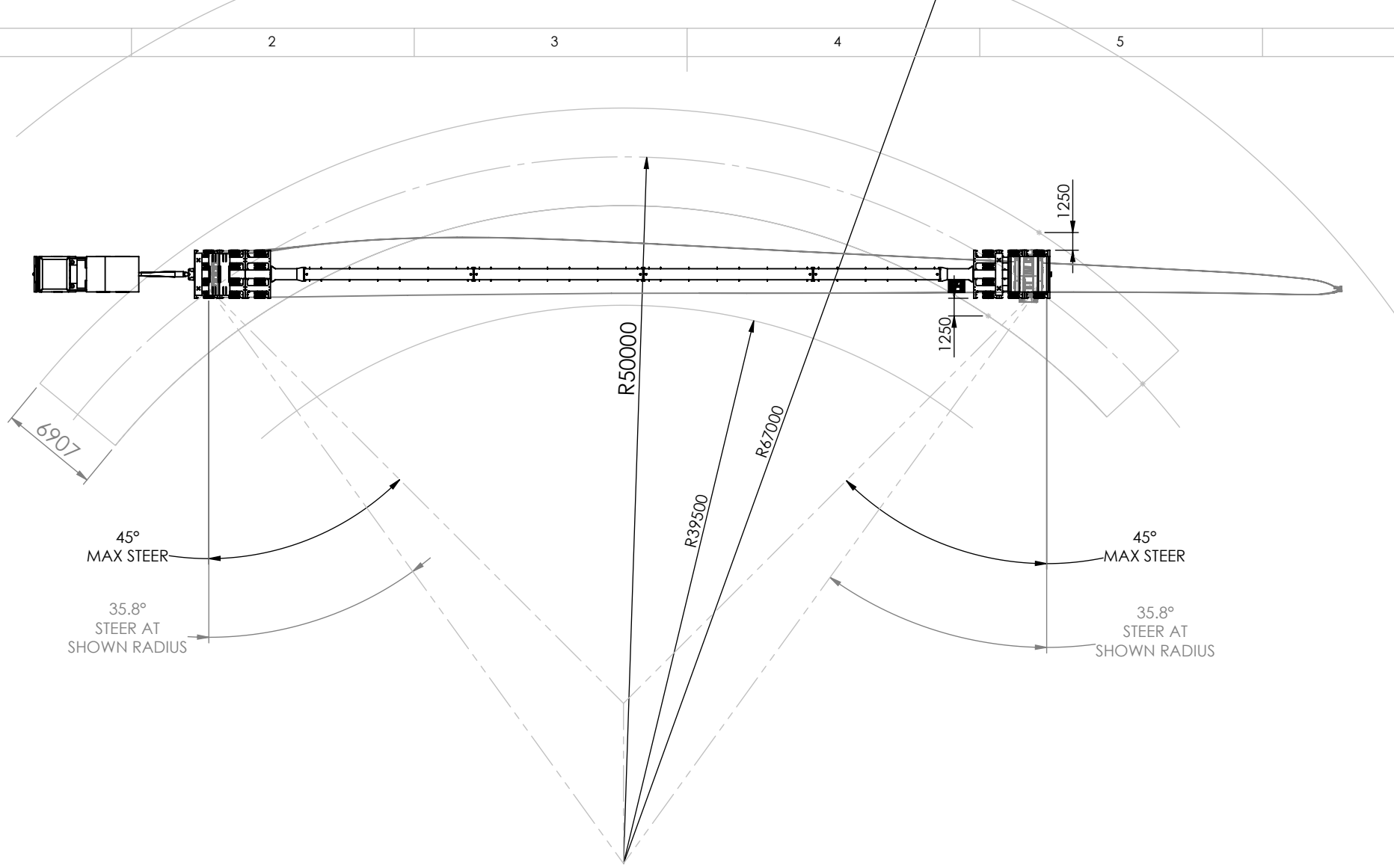
730 639 PINNED TRAILER OPEN

A4

DO NOT SCALE

VEST_V162_730_3x8_3x8

\\SERVER\Volume_1\Sworks\Projects\Blade transporters\Vestas\Vestas Blade Trailer\VEST_V162_730_3x8_3x8



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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 2.0

REV		DATE	DRN	CKD	APP
2	PICTORAL UPDATES	21/06/2024	J.S	H.A	R.A
1	ISSUED FOR APPROVAL	10/11/23	J.S	H.A	R.A
0	ISSUED FOR APPROVAL	17/08/2022	H.A	H.A	R.A
R	ISSUED FOR REVIEW	17/08/2022	H.A	H.A	

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730 639 PINNED TRAILER OPEN

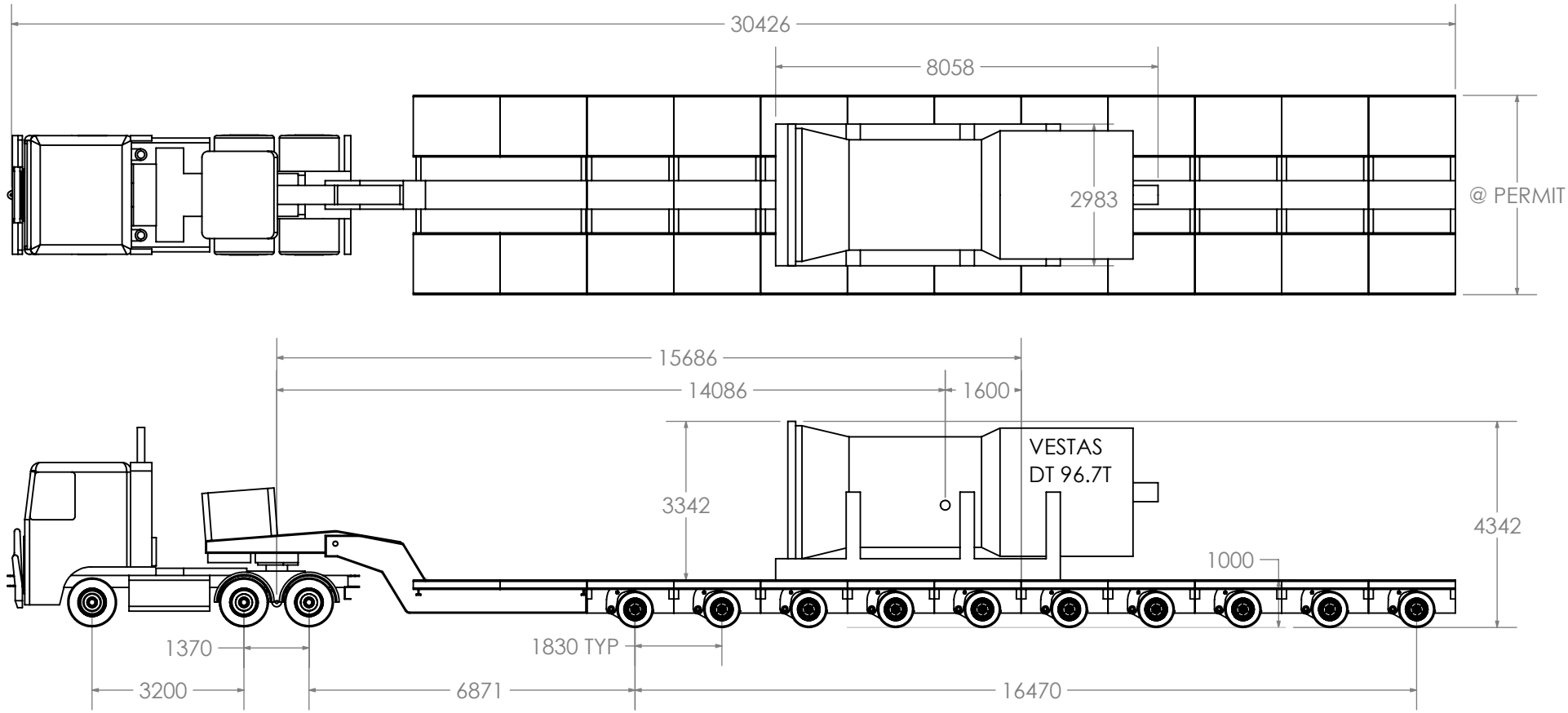
A4

DO NOT SCALE

VEST_V162_730_3x8_3x8

\\SERVER\Volume_1\Sworks\Projects\Blade transporters\Vestas\Vestas Blade Trailer\VEST_V162_730_3x8_3x8

- DRY RUBBER BTWEEN ALL METAL SURFACES
- ALL RESTRAINTS 10MM G70 WITH RATCHET RURNBUCKLES
- DOUBLE CHAINS WHERE POSSIBLE



11R22.5X2	11R22.5X8	215/75R17.5X64 @3.4
T 6.0T	T 9.9T	T 48.0T
P 0.0T	P 8.5T	P 86.8T
G 6.0T	G 18.4T	G 134.8T (13.5T/ROW)

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	SHEET 2 ADDED	18/12/2020	J.S	C.E	W.A
0	ISSUED FOR APPROVAL	18/11/2020	C.E	J.S	W.A
R	ISSUED FOR REVIEW	18/11/2020	C.E	J.S	

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TRANSPORT PROPOSAL

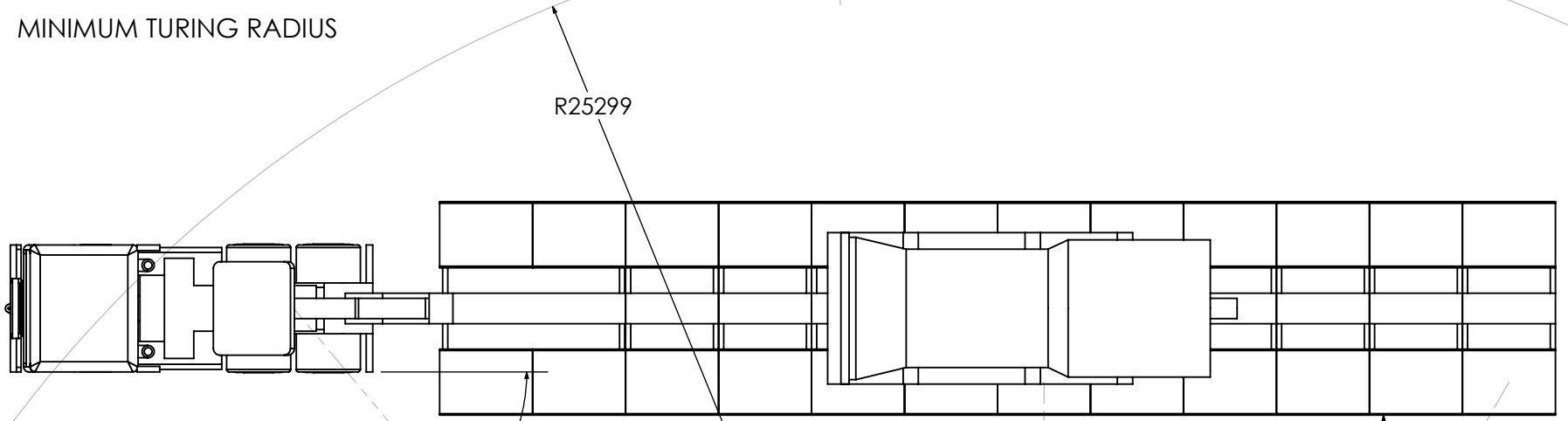
VESTAS V162
DT 96.7T

DO NOT SCALE

DRG NO: VEST_ENV_DT_V162

A4

MINIMUM TURING RADIUS



THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
1	SHEET 2 ADDED	18/12/2020	J.S	C.E	W.A
0	ISSUED FOR APPROVAL	18/11/2020	C.E	J.S	W.A
R	ISSUED FOR REVIEW	18/11/2020	C.E	J.S	

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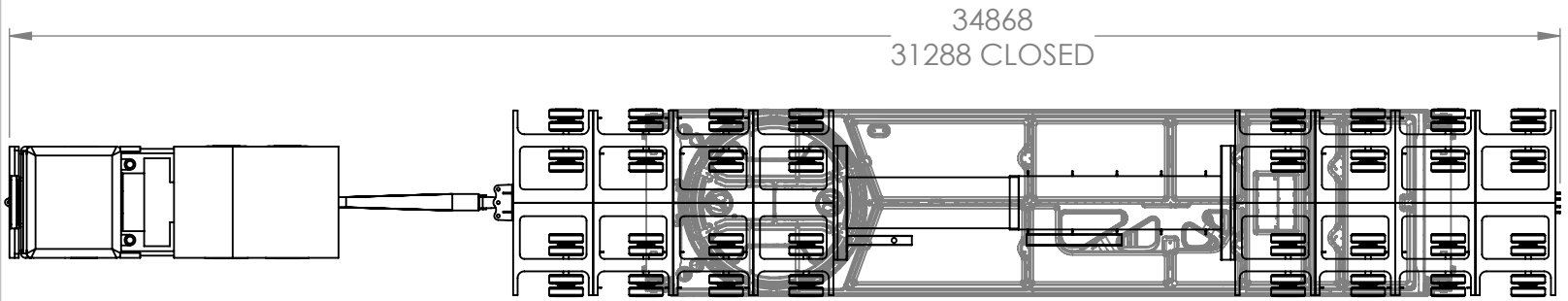
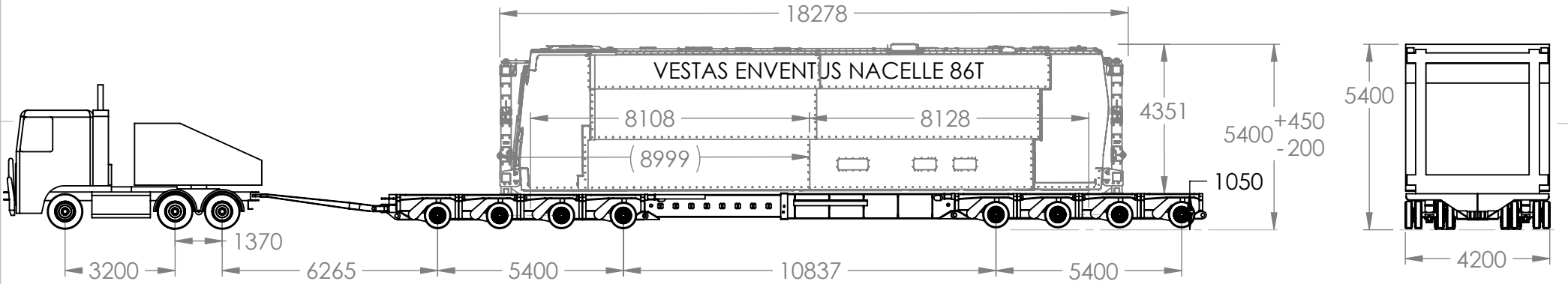
VESTAS V162
DT 96.7T

DO NOT SCALE

DRG NO: VEST_ENV_DT_V162

A4





11R22.5	11R22.5@2.5m	4x8 215/75R17.5 @4.2m
T 6.25T	T 18.5T	T 4x3.6+2.1=16.5T
P 0.0T	P 0T	P 43.05T
G 6.25T	G 18.5T	G 59.6T (14.89T/ROW)

4x8 215/75R17.5 @4.2m
T 4x3.6+2.1=16.5T
P 42.95T
G 59.4T (14.86T/ROW)

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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
3	DIMENSION UPDATES	20/07/2023	J.S	W.A	W.A
2	PICTORIAL UPDATE	24/09/2021	J.S	W.A	W.A
1	NACELLE HEIGHT CONFIRMED 4351	18/12/2020	J.S	W.A	W.A
0	ISSUED FOR APPROVAL	13/11/2020	J.S	W.A	W.A
R	ISSUED FOR REVIEW	13/11/2020	J.S	W.A	

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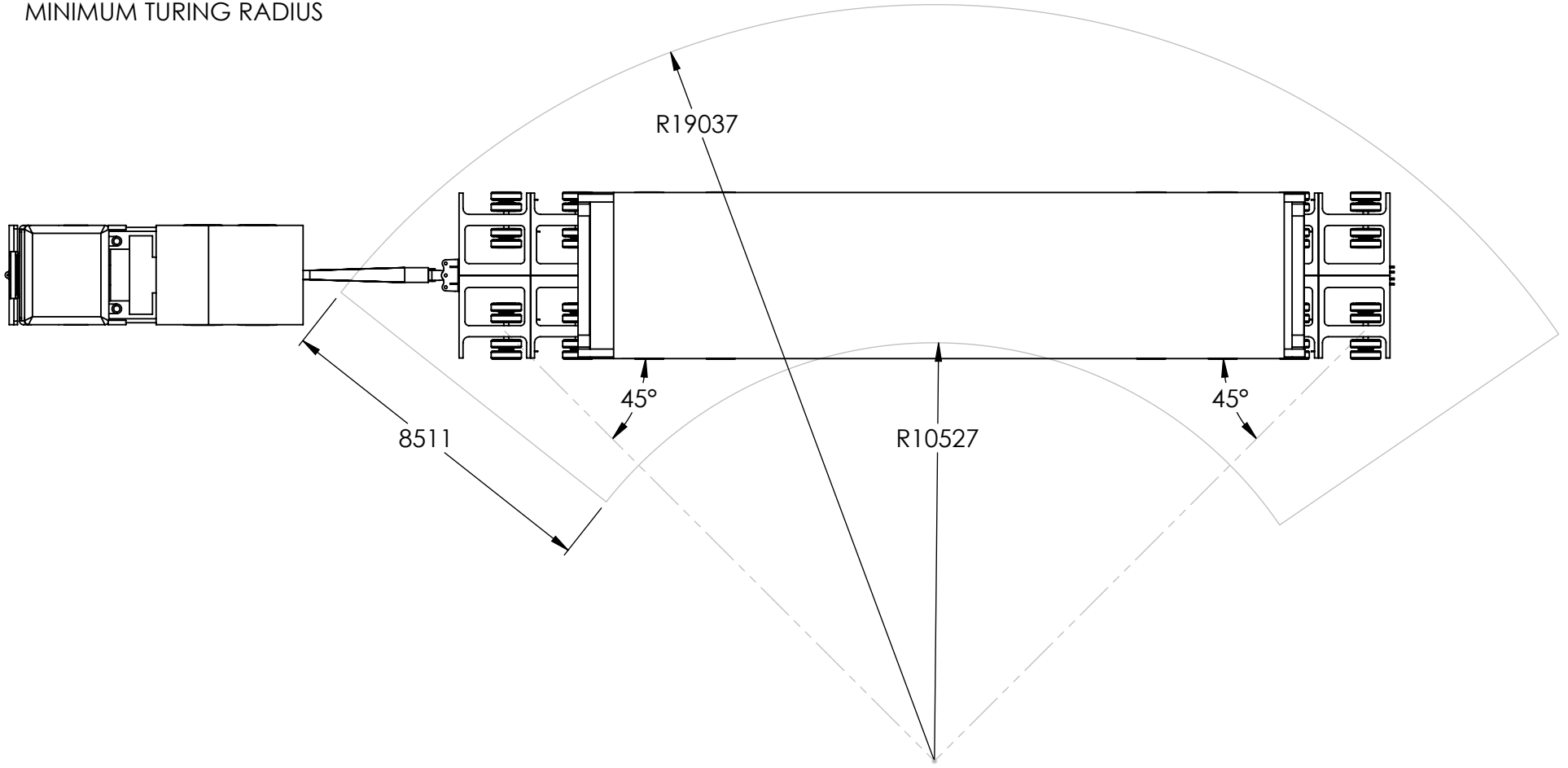
VESTAS AUSTRALIA
ENVENTUS NACELLE
86T

DO NOT SCALE

DRG NO:
VEST_ENV_NAC_02

A4

MINIMUM TURING RADIUS



MAXIMUM REQUIRED ROAD WIDTH

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
2	PICTORIAL UPDATE	24/09/2021	J.S	W.A	W.A
1	NACELLE HEIGHT CONFIRMED	18/12/2020	J.S	W.A	W.A
0	ISSUED FOR APPROVAL	13/11/2020	J.S	W.A	W.A
R	ISSUED FOR REVIEW	13/11/2020	J.S	W.A	

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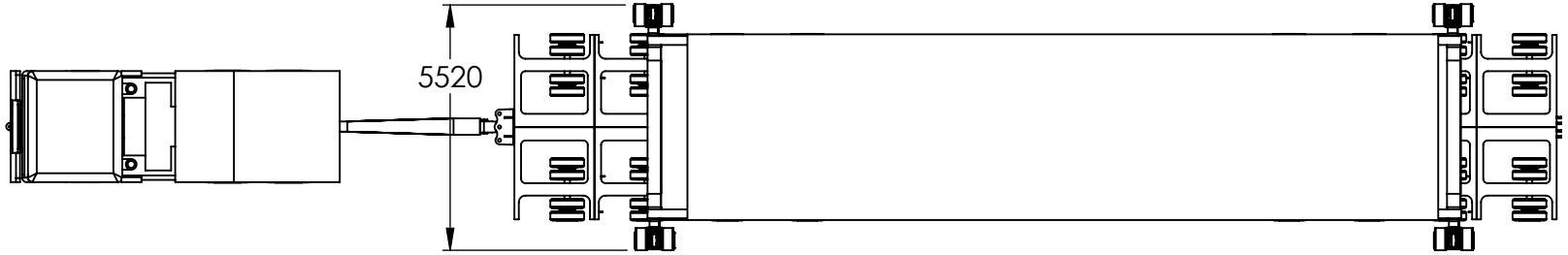
VESTAS AUSTRALIA
ENVENTUS NACELLE
86T

DO NOT SCALE

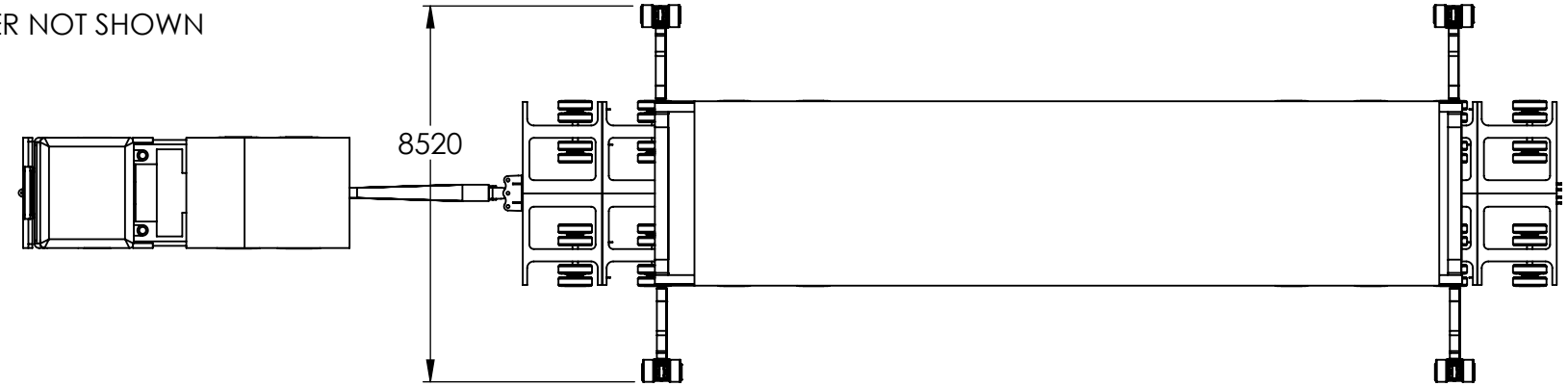
DRG NO: VEST_ENV_NAC_02

A4

JACKS INSERTED



JACKS OUT
TELEHANDLER NOT SHOWN



THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
3	DIMENSION UPDATES	20/07/2023	J.S	W.A	W.A
2	PICTORIAL UPDATE	24/09/2021	J.S	W.A	W.A
1	NACELLE HEIGHT CONFIRMED 4351	18/12/2020	J.S	W.A	W.A
0	ISSUED FOR APPROVAL	13/11/2020	J.S	W.A	W.A
R	ISSUED FOR REVIEW	13/11/2020	J.S	W.A	

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TRANSPORT PROPOSAL

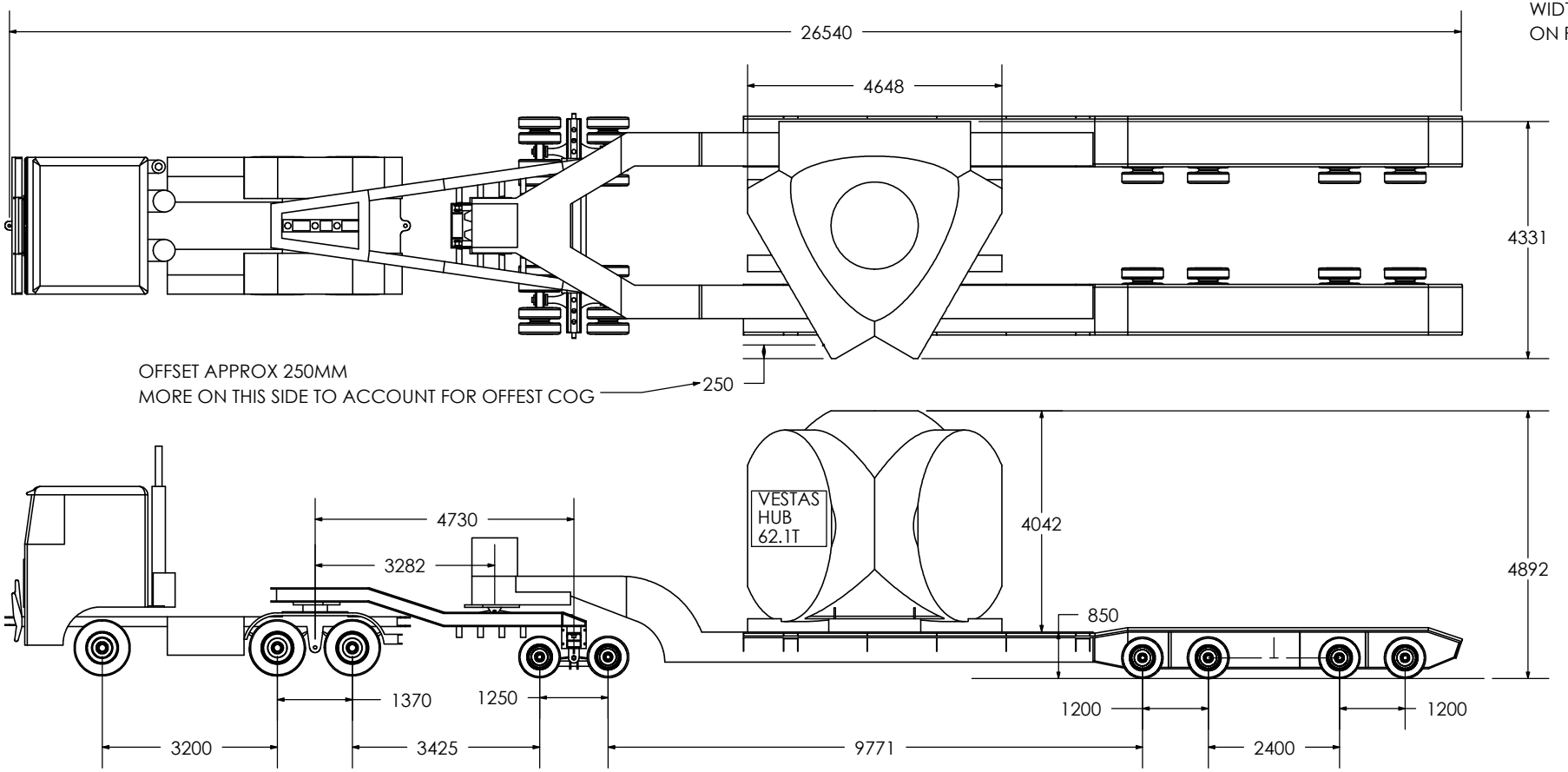
VESTAS AUSTRALIA
ENVENTUS NACELLE
86T

DO NOT SCALE

DRG NO:
VEST_ENV_NAC_02

A4

TRAILER AND DOLLY
WIDTH DEPENDANT
ON PERMIT



11R22.5	11R22.5@2.4M	215/75R17.5	215/75R17.5
T 6.25T	T 7.0T	T 5.0T	T 15.0T
P 0.0T	P 10.5T	P 24.0T	P 27.6T
G 6.25T	G 17.5T	G 29.0T (14.5T/ROW)	G 42.6T (10.7T/ROW)

ALL LOAD RESTRAINT 10MM G70
MIN 6.3T SHACKLE WHERE USED
DOUBLE UP CHAINS WHERE AVAILABLE
TO INCREASE SYSTEM STRENGTH

LOAD MUST BE PLACED ON DRY RUBBER
OR OTHER MATERIAL ACHEIVING
MIN COF OF 0.4 AT ALL CONTACT POINTS

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	17/11/2020	C.E	J.S	W.A
R	ISSUED FOR REVIEW	17/11/2020	C.E	J.S	

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TRANSPORT PROPOSAL

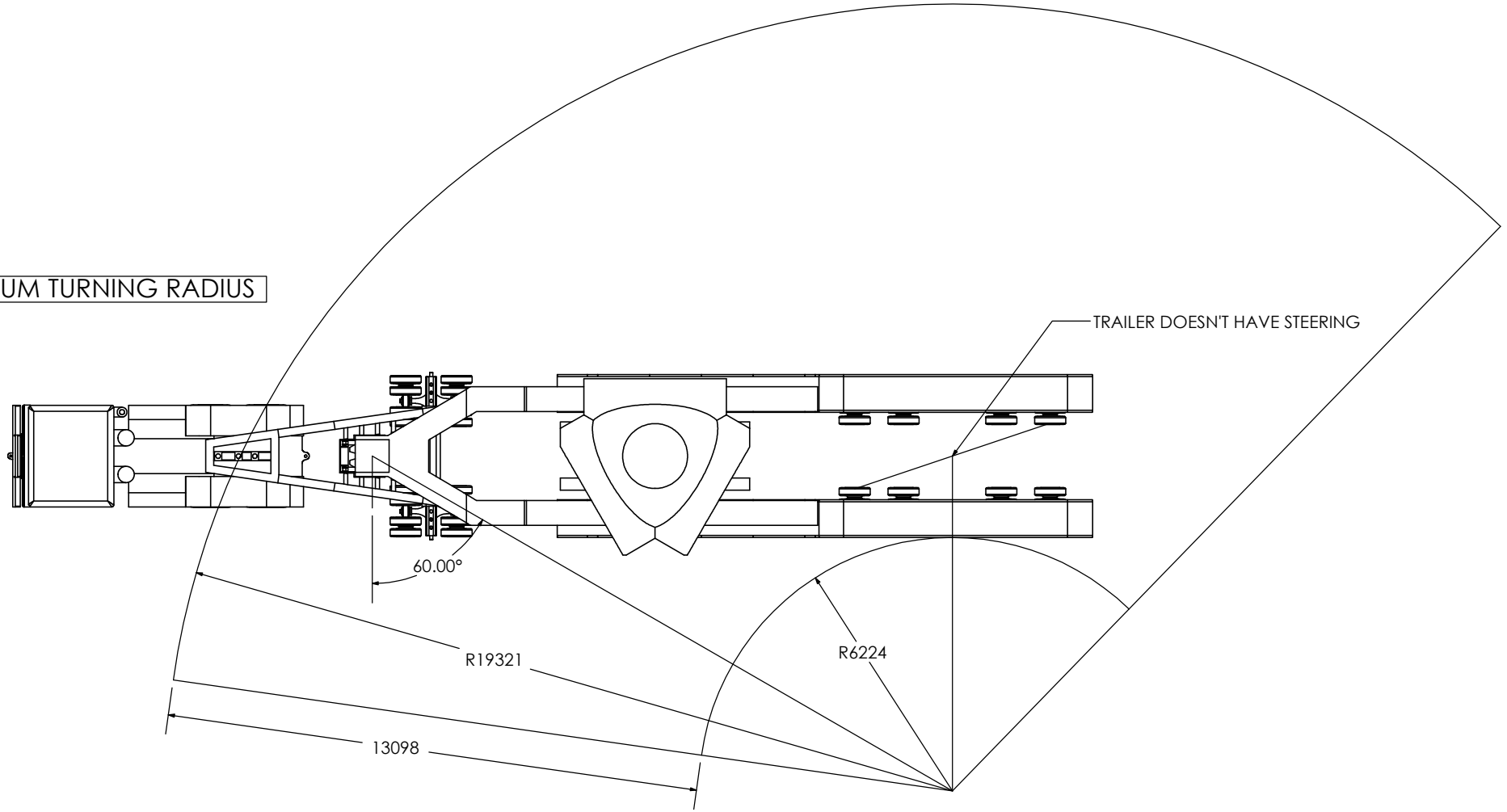
VESTAS V162
HUB 62.1T

DO NOT SCALE

DRG NO:
VEST_ENV_HUB_V162

A4

MINIMUM TURNING RADIUS



REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	17/11/2020	C.E	J.S	W.A
R	ISSUED FOR REVIEW	17/11/2020	C.E	J.S	

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

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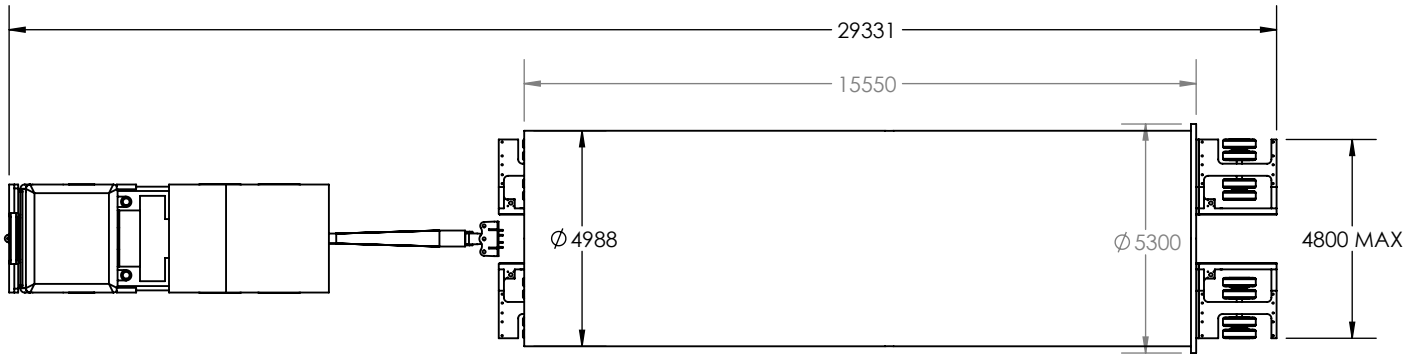
TRANSPORT PROPOSAL

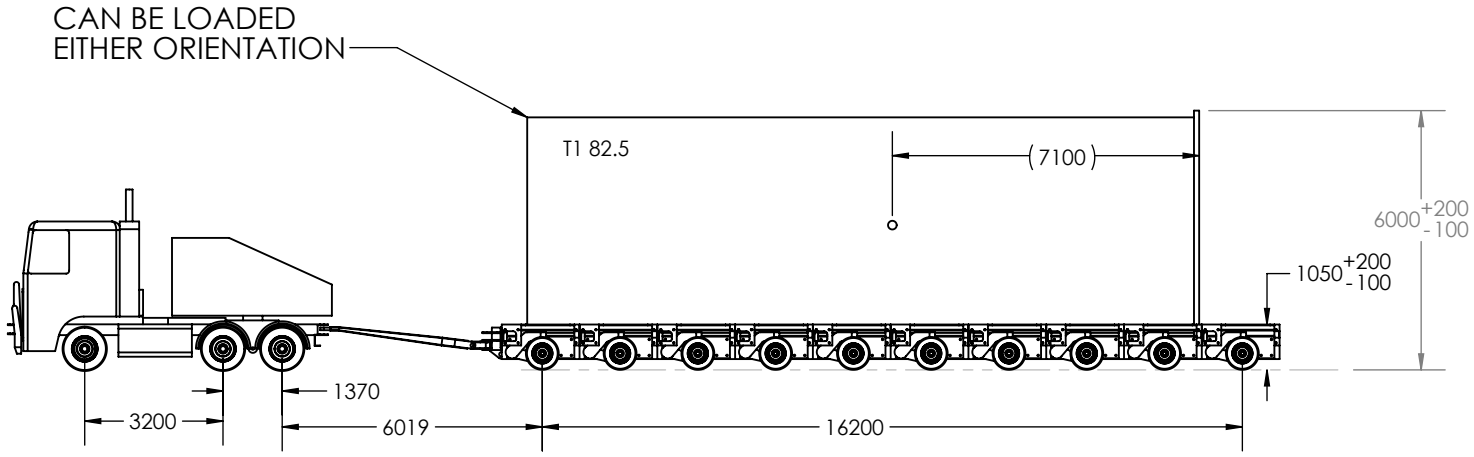
VESTAS V162
HUB 62.1T

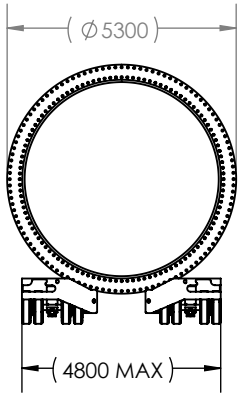
DO NOT SCALE

DRG NO: VEST_ENV_HUB_V162

A4







11R22.5
T 6.25T
P 0.0T
G 6.25T

11R22.5@2.5m
T 18.5T
P 0T
G 18.5T

10x8 215/75R17.5 @4.8m MAX
T 45.0T
P 82.5T
G 127.5T (12.8T/ROW)

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TARE	69.75T
GVM	152.25T

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
R	ISSUED FOR REVIEW	24/10/2025	B.W	J.S	

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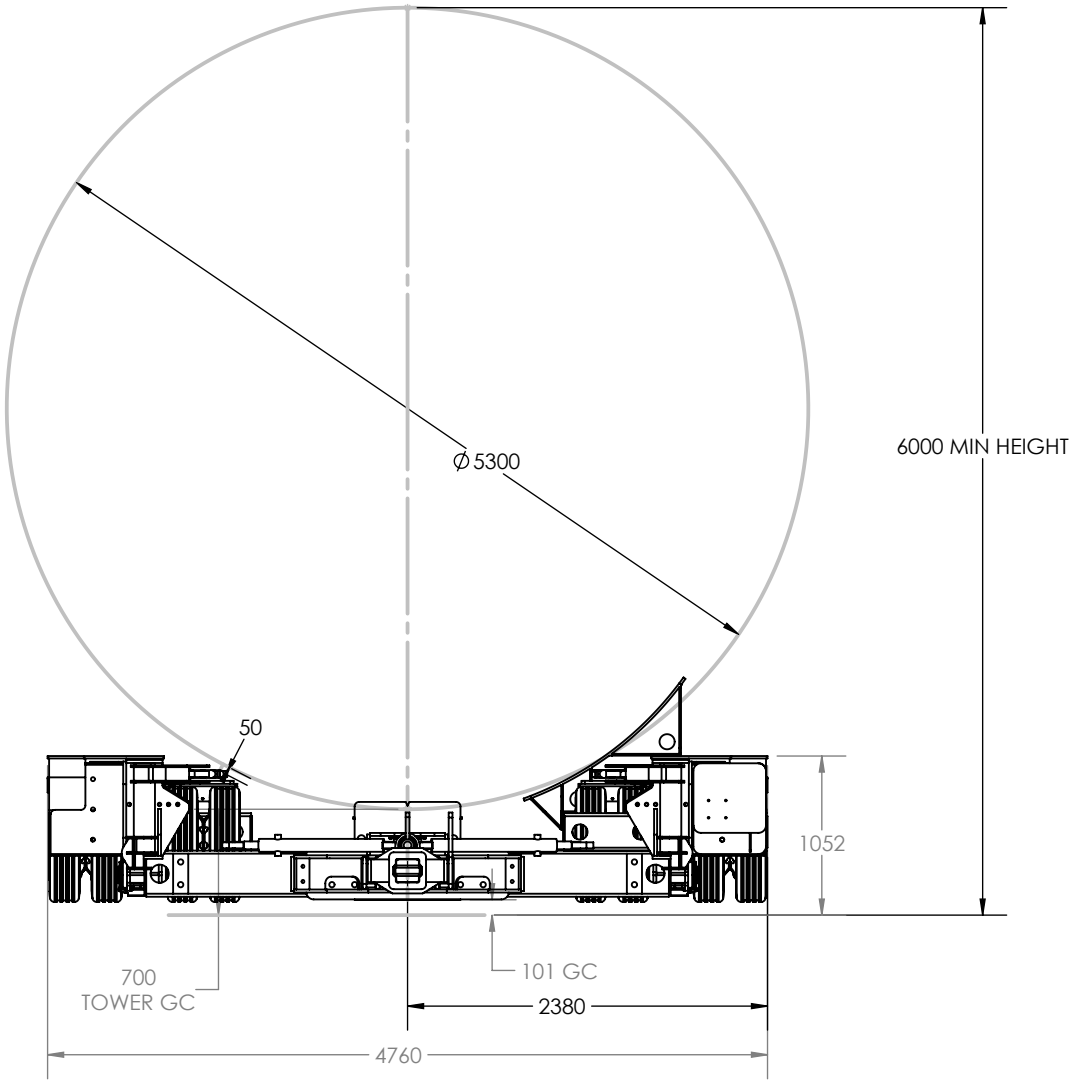
TRANSPORT PROPOSAL

VESTAS
WADI
T1 TOWER 82.5T

DO NOT SCALE

DRG NO:VEST WAD_T01C

A4



THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
R	ISSUED FOR REVIEW	24/10/2025	B.W	J.S	

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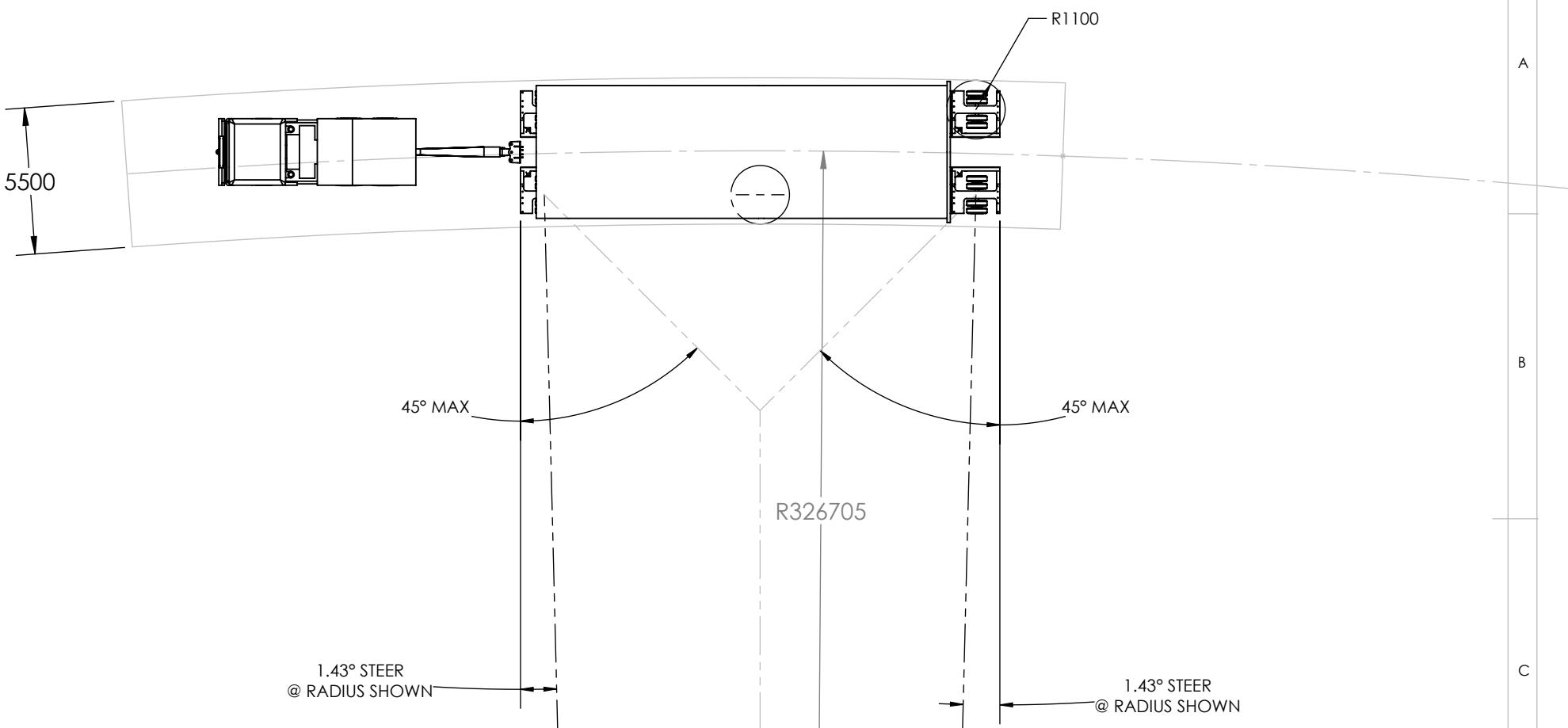
TRANSPORT PROPOSAL

VESTAS
WADI
T1 TOWER 82.5T

DO NOT SCALE

DRG NO: VEST WAD_T01C

A4



THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
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VESTAS
WADI
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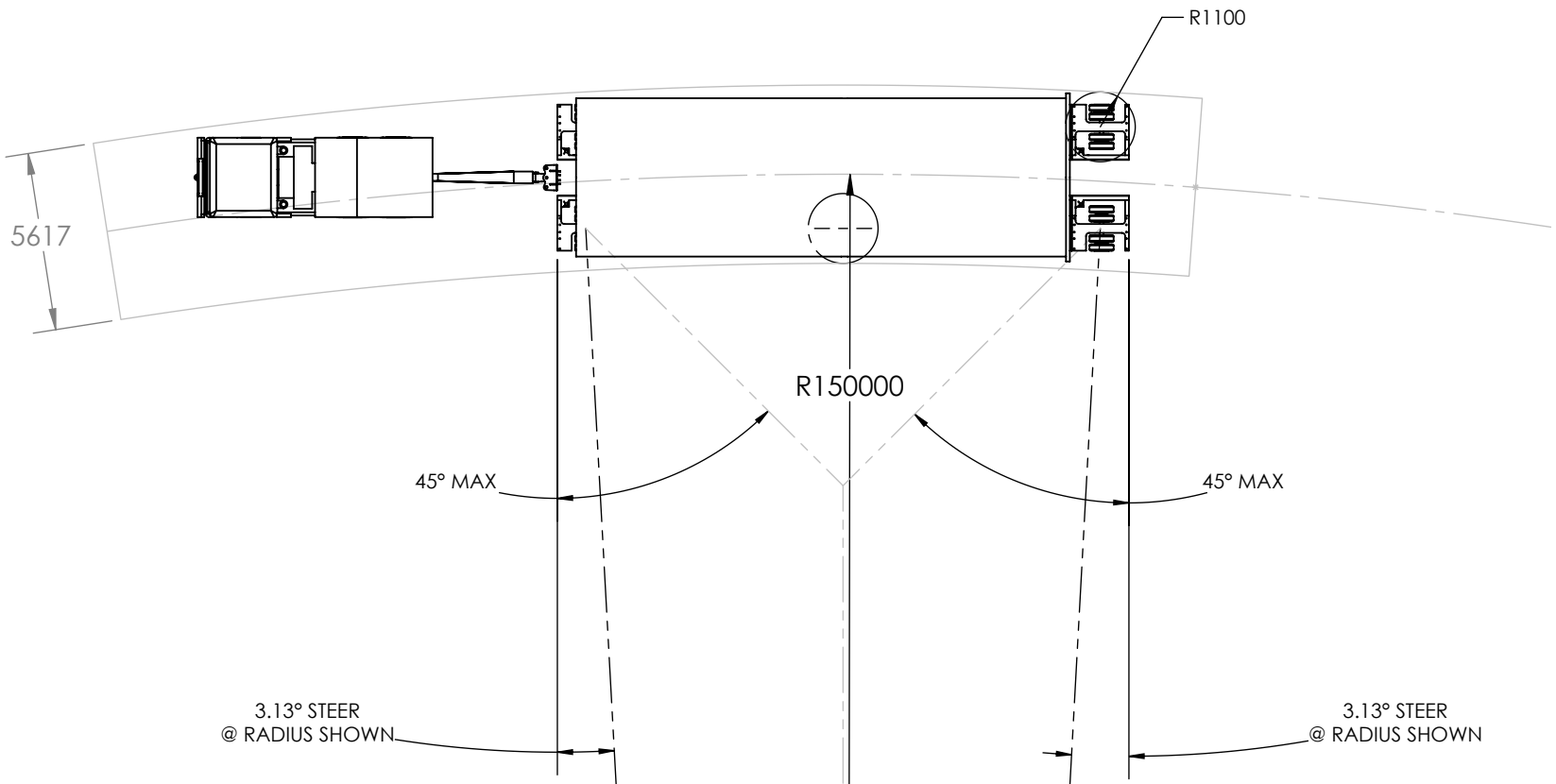
DO NOT SCALE

DRG NO: VEST WAD_T01C

A4



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THIRD ANGLE PROJECTION
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TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
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R	ISSUED FOR REVIEW	24/10/2024	B.W	J.S	

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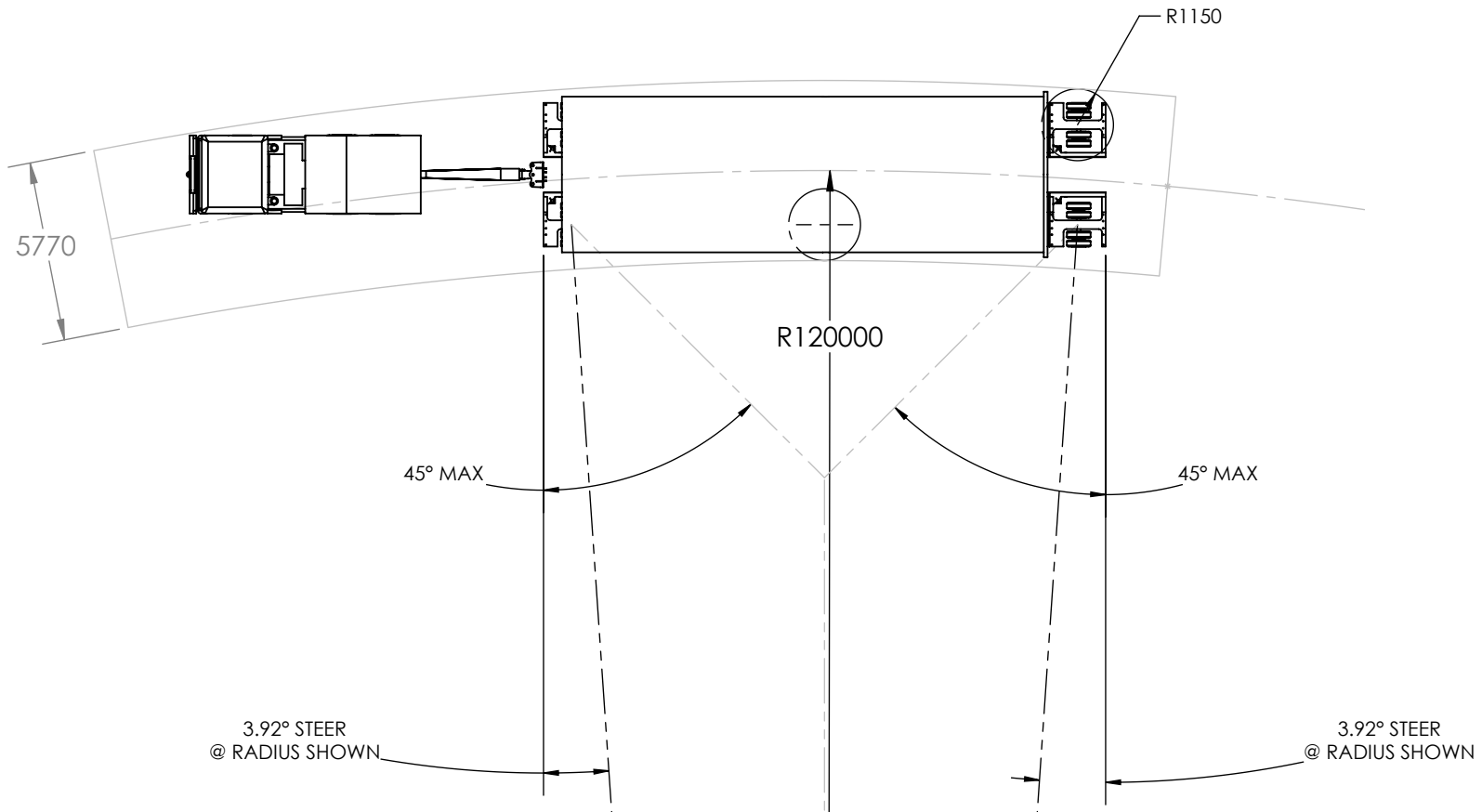
TRANSPORT PROPOSAL

VESTAS
WADI
T1 TOWER 82.5T

DO NOT SCALE

DRG NO: VEST WAD_T01C

A4



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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
R	ISSUED FOR REVIEW	24/10/2025	B.W	J.S	

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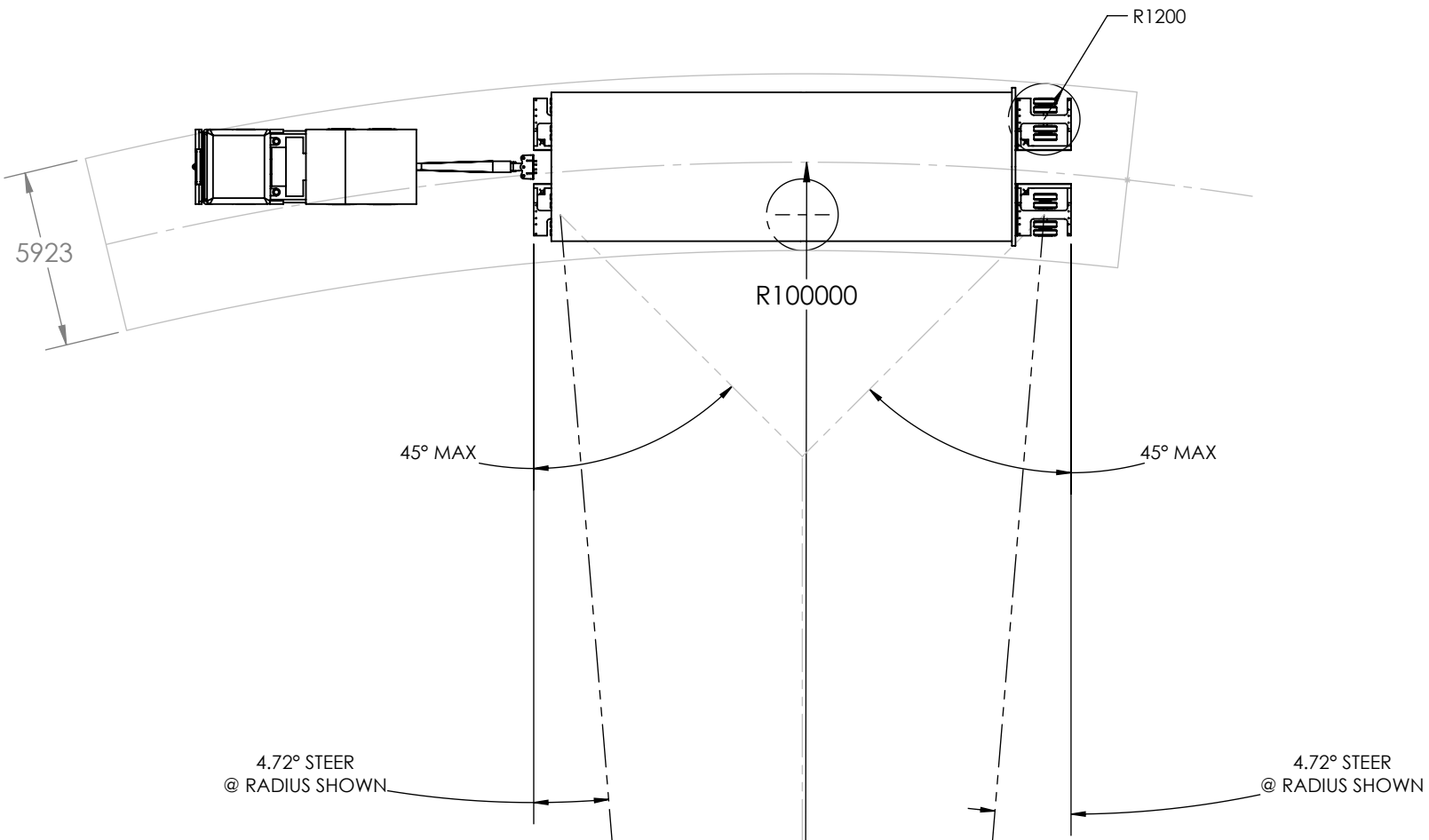
VESTAS
WADI
T1 TOWER 82.5T

DO NOT SCALE

DRG NO: VEST WAD_T01C

A4



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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
R	ISSUED FOR REVIEW	24/10/2025	B.W	J.S	

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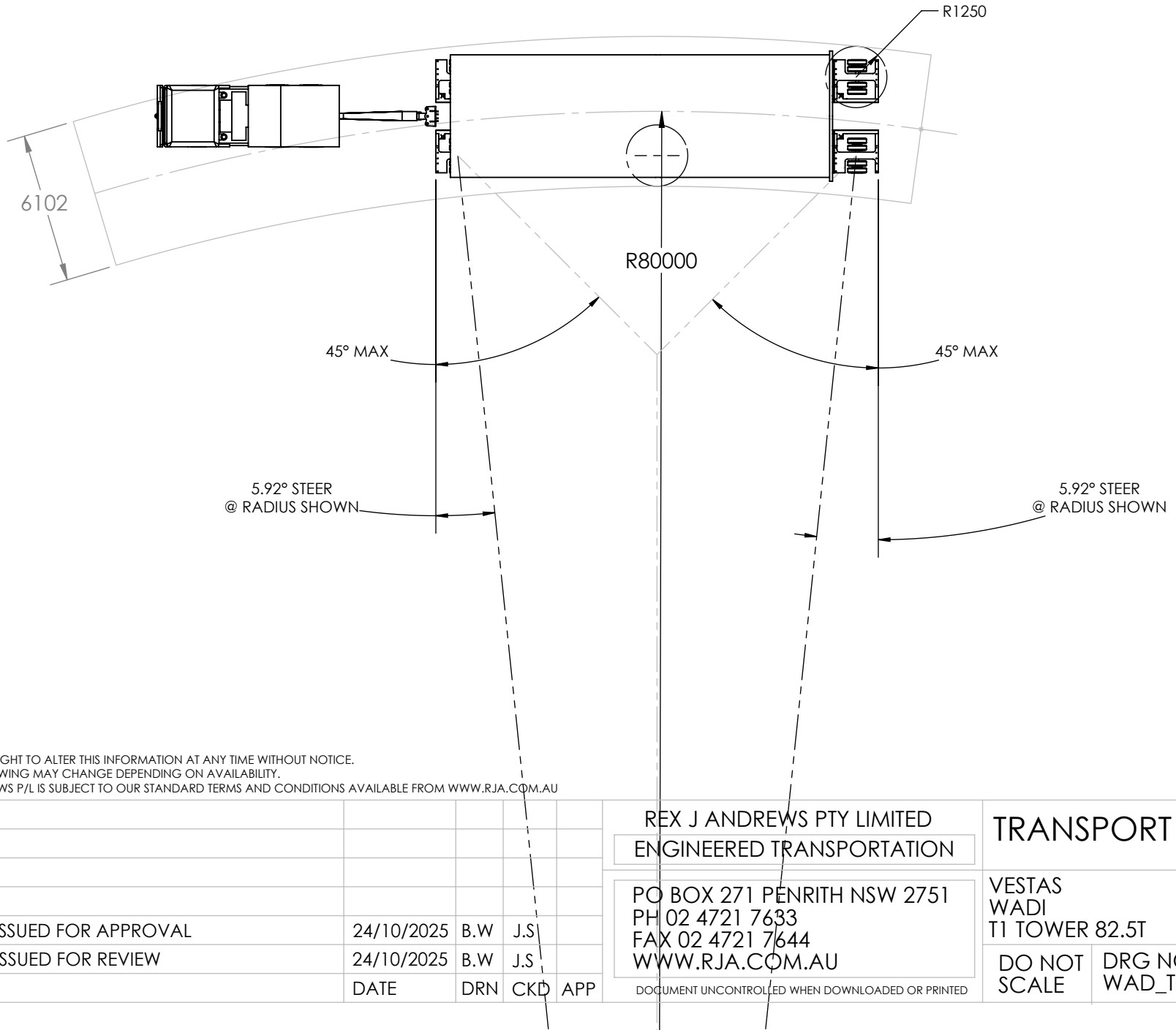
TRANSPORT PROPOSAL

VESTAS
WADI
T1 TOWER 82.5T

DO NOT SCALE

DRG NO: VEST WAD_T01C

A4



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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	24/10/2025	B.W	J.S	
R	ISSUED FOR REVIEW	24/10/2025	B.W	J.S	

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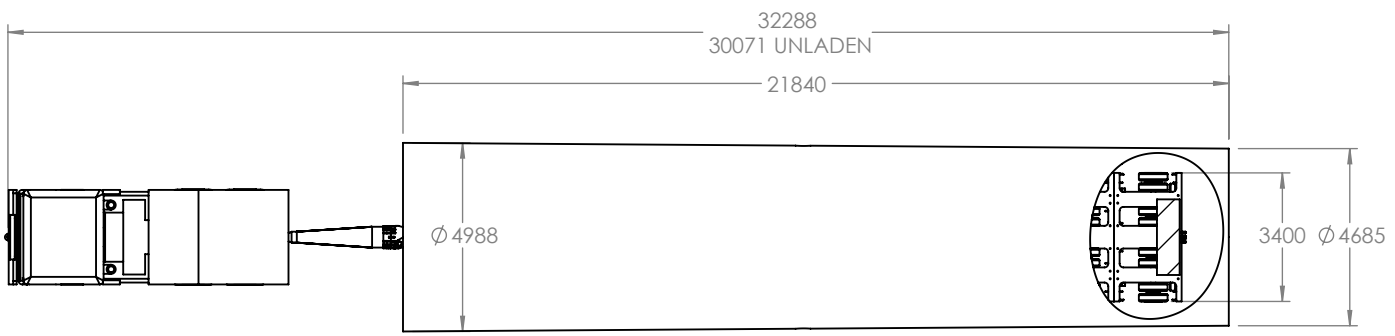
TRANSPORT PROPOSAL

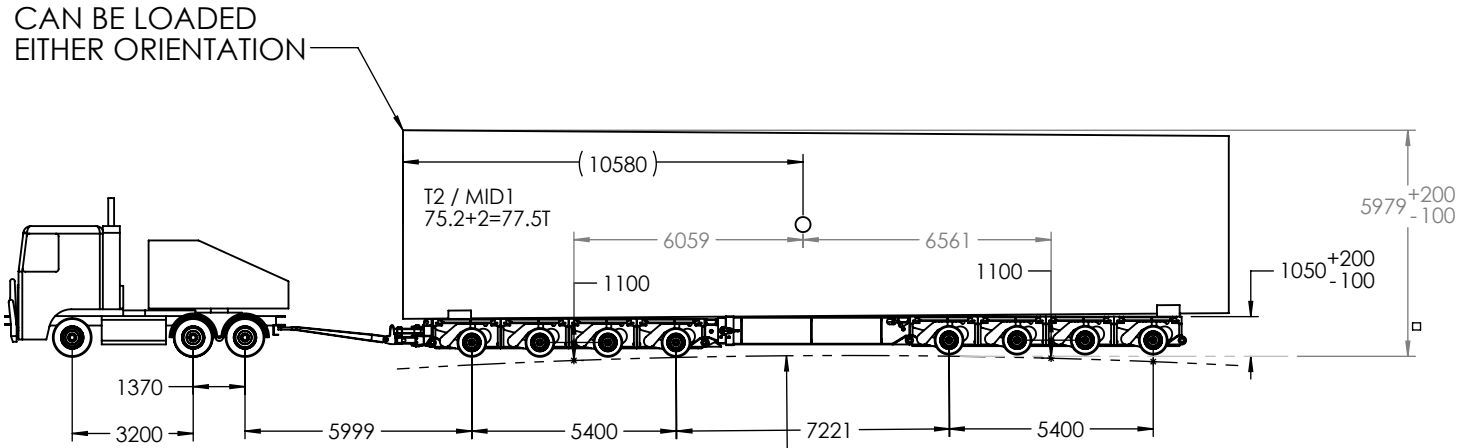
VESTAS
WADI
T1 TOWER 82.5T

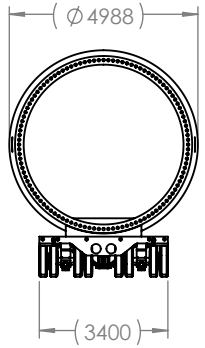
DO NOT SCALE

DRG NO: VEST WAD_T01C

A4

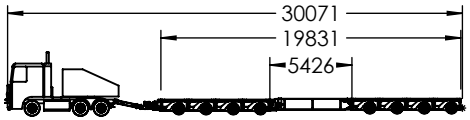






11R22.5 T 6.25T P 0.0T G 6.25T	11R22.5@2.5m T 18.5T P 0T G 18.5T	4x8 215/75R17.5 @3.4m T 17.4T P 40.3T G 57.7T (14.4T/ROW)	4x8 215/75R17.5 @3.4m T 17.4T P 37.2T G 54.6T (13.7T/ROW)

R200000 PERFECT CURVE



TARE	59.55T
GVM	137.05T

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
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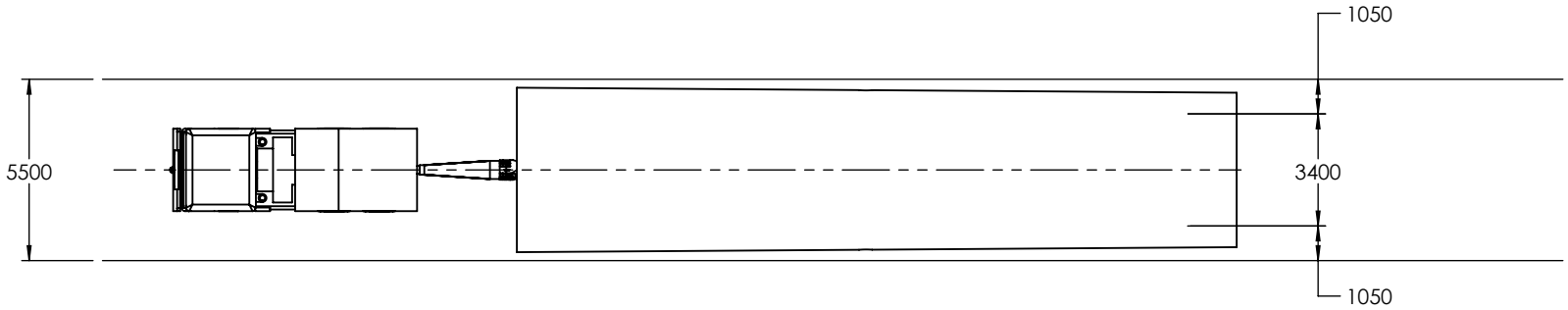
TRANSPORT PROPOSAL

VESTAS
WADI
T2 TOWER 77.5T

DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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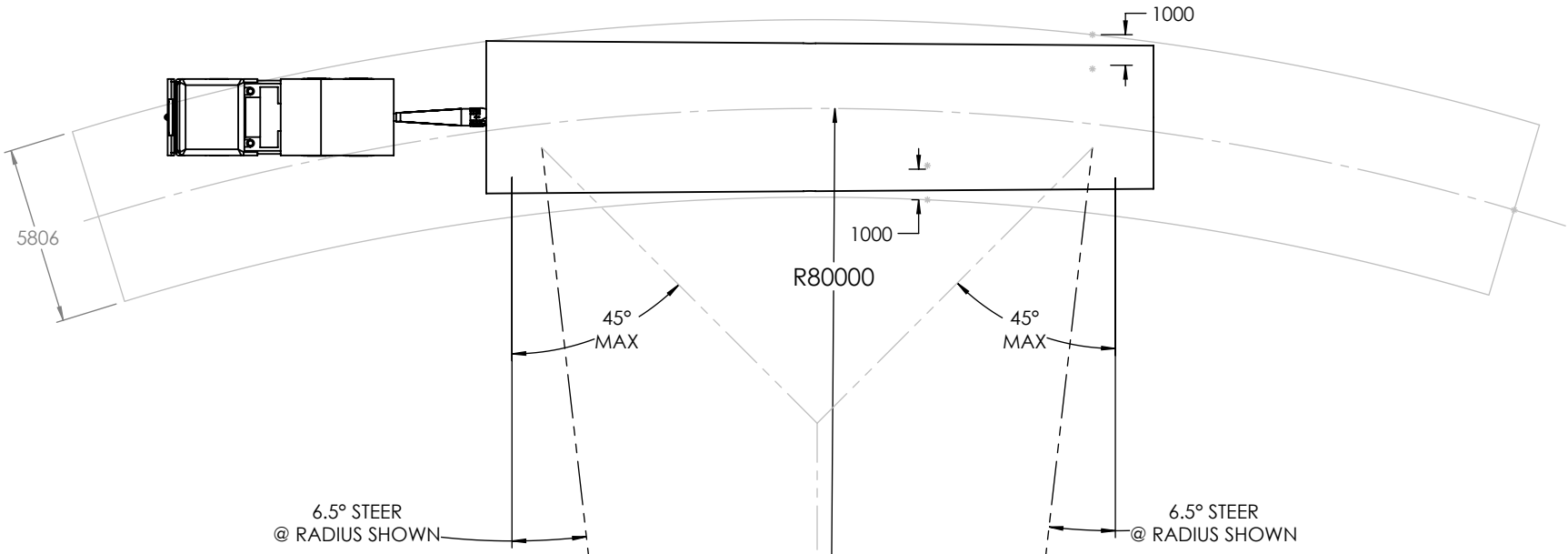
TRANSPORT PROPOSAL

VESTAS
WADI
T2 TOWER 77.5T

DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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THIRD ANGLE PROJECTION
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TOLERANCES
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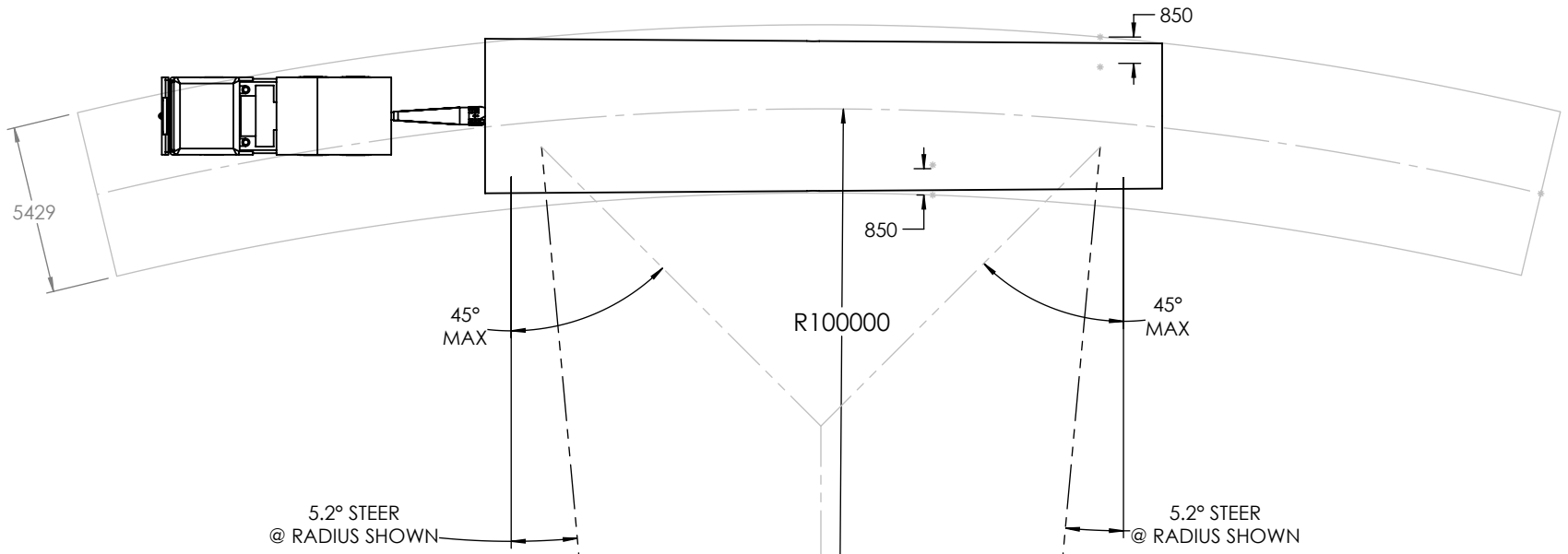
TRANSPORT PROPOSAL

VESTAS
WADI
T2 TOWER 77.5T

DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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THIRD ANGLE PROJECTION
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TOLERANCES
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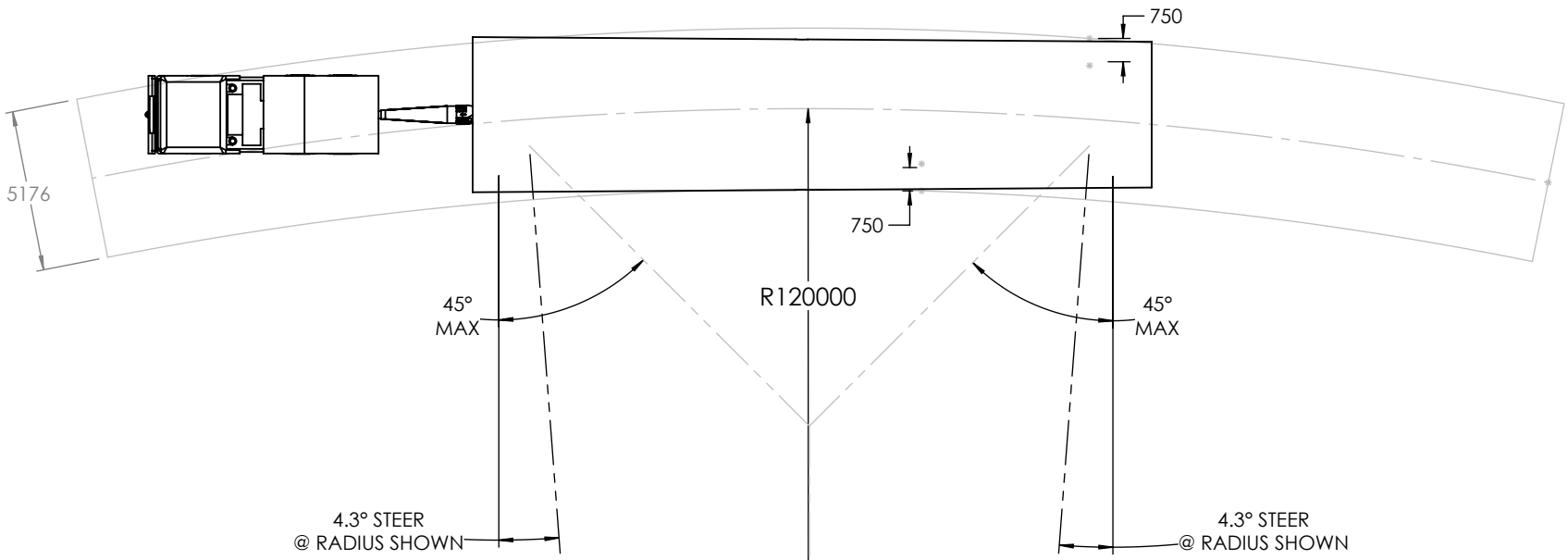
TRANSPORT PROPOSAL

VESTAS
WADI
T2 TOWER 77.5T

DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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TOLERANCES
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WADI
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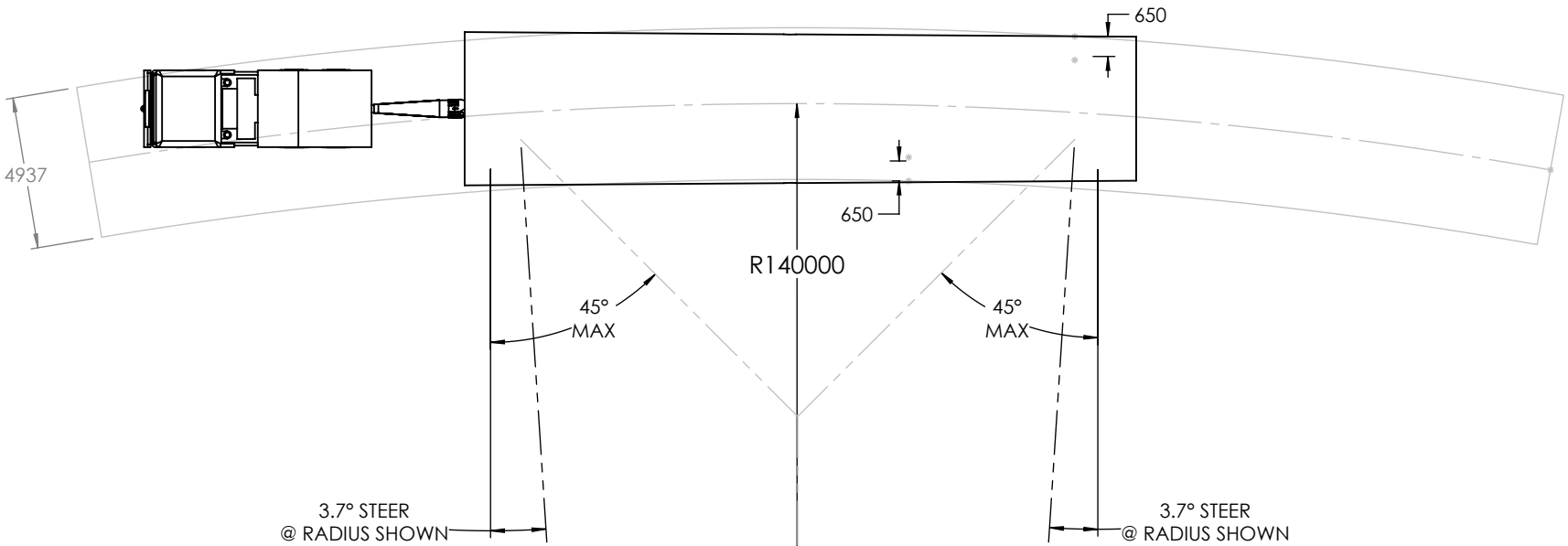
DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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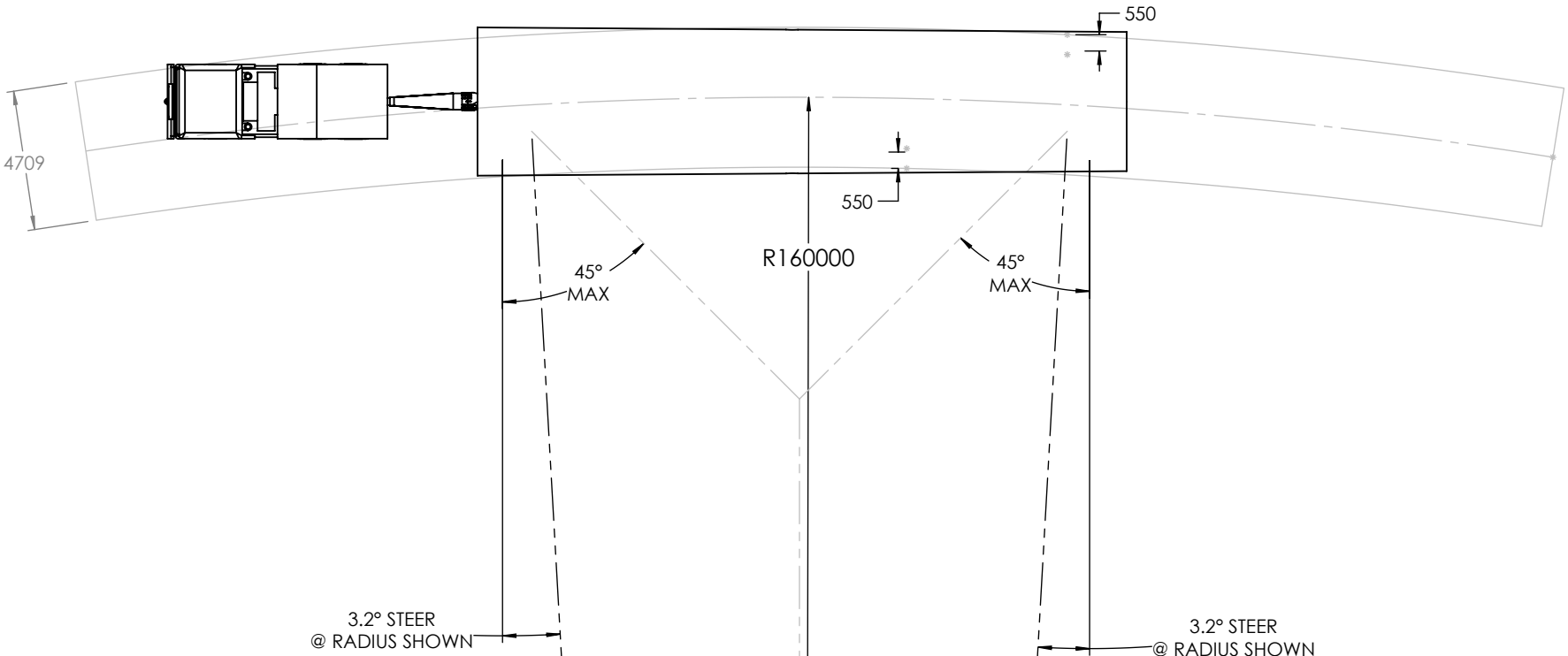
T2 TOWER 77.5T

DO NOT SCALE

DRG NO:VEST_WAD_T02B_4X8_4X8

A4



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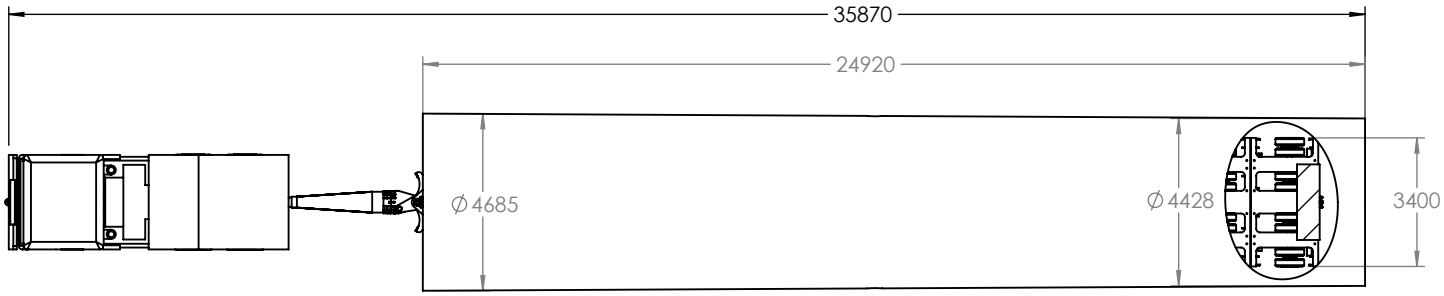
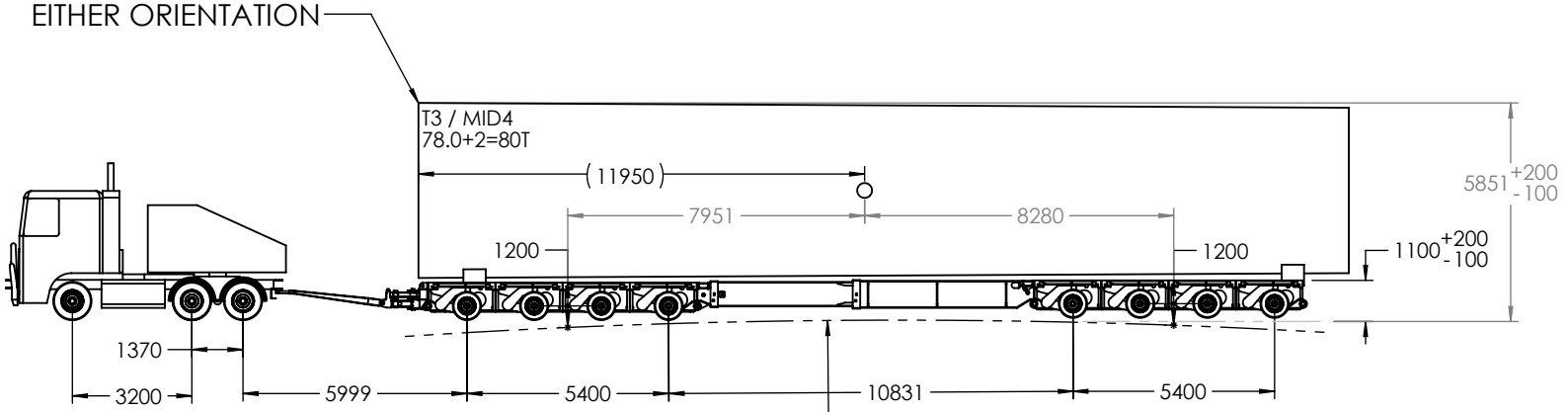
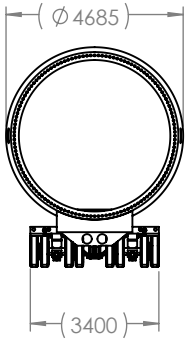
A4







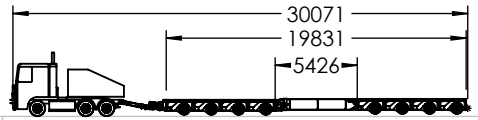
11R22.5
T 6.25T
P 0.0T
G 6.25T

11R22.5@2.5m
T 18.5T
P 0T
G 18.5T

4x8 215/75R17.5 @3.4m
T 17.4T
P 40.8T
G 58.2T (14.5T/ROW)

4x8 215/75R17.5 @3.4m
T 17.4T
P 39.2T
G 56.6T (14.1T/ROW)

R200000 PERFECT CURVE



TARE	59.55T
GVM	139.55T

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
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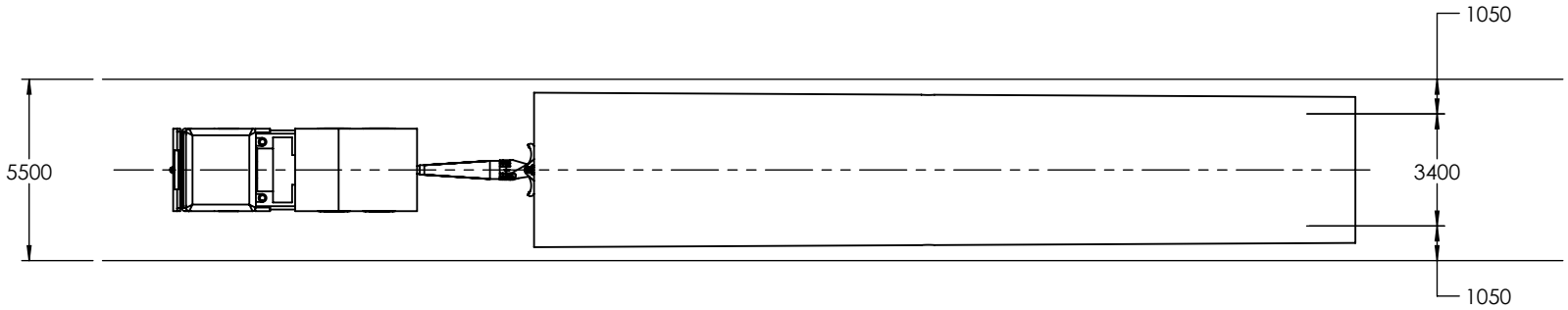
TRANSPORT PROPOSAL

VESTAS
WADDI
T3 TOWER 80.0T

DO NOT SCALE

DRG NO:VEST_WAD T03B_4X8_4X8

A4



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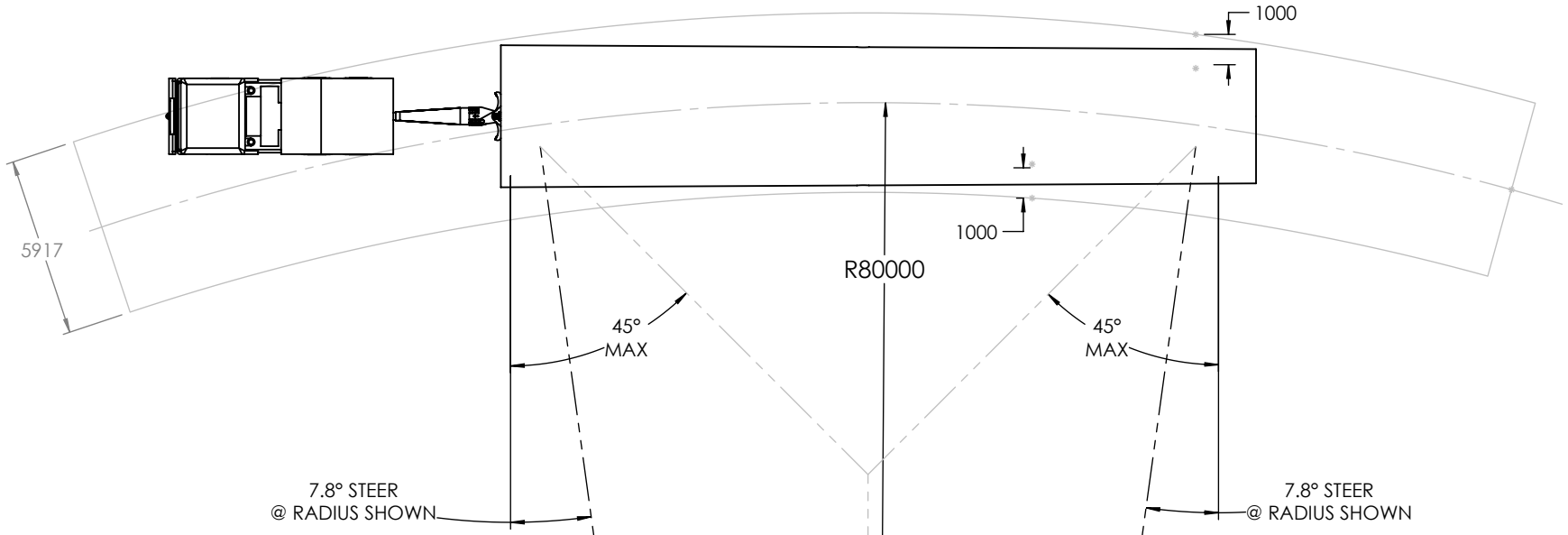
TRANSPORT PROPOSAL

VESTAS
WADDI
T3 TOWER 80.0T

DO NOT SCALE

DRG NO:VEST_WAD T03B_4X8_4X8

A4



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WADDI
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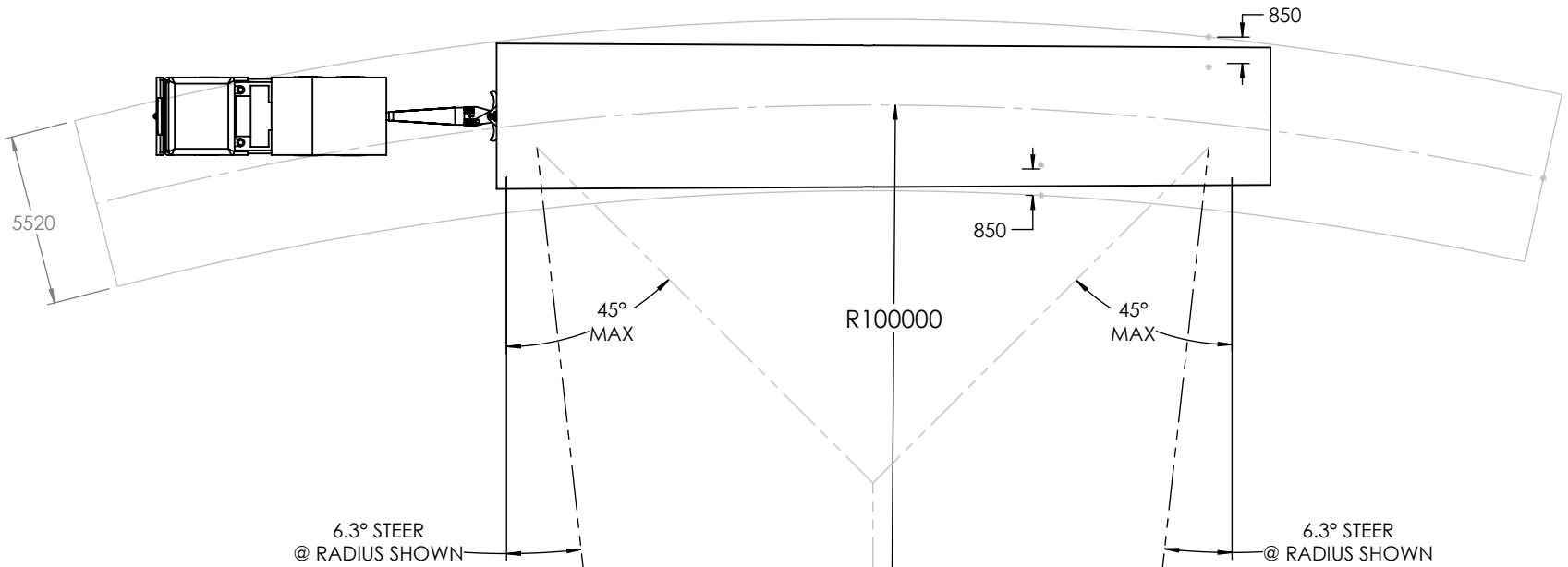
DO NOT SCALE

DRG NO:VEST_WAD T03B_4X8_4X8

A4



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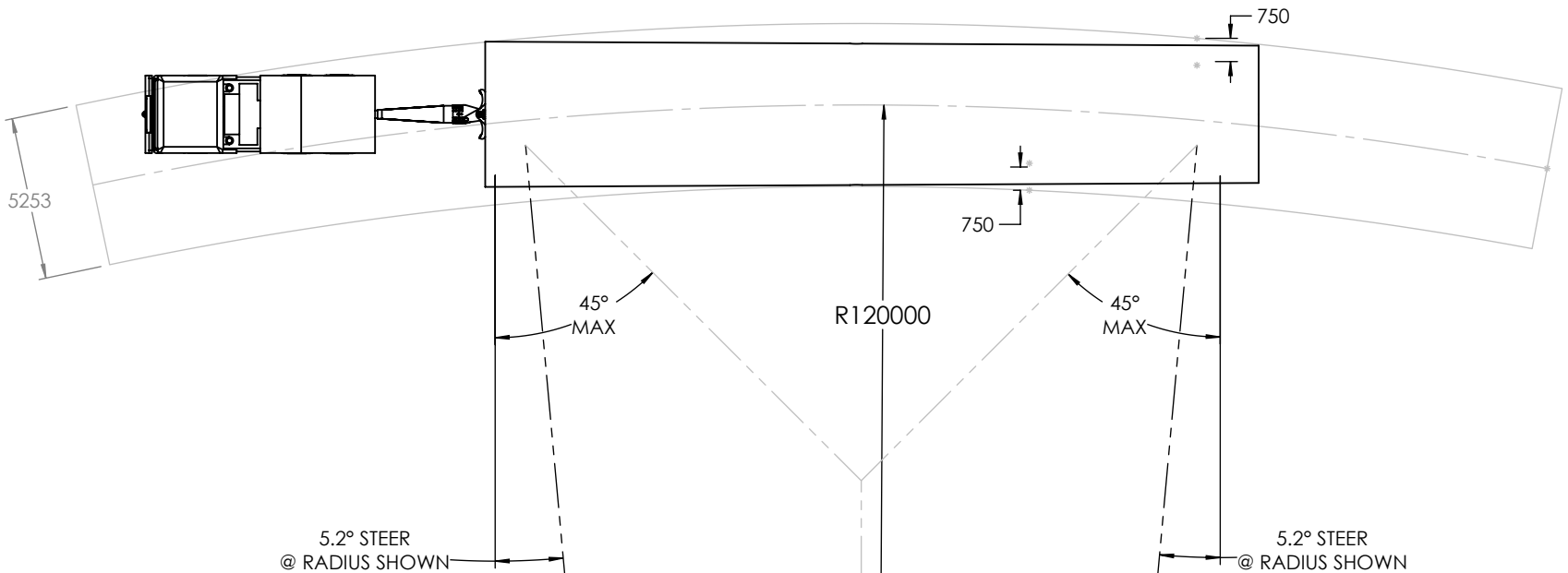
TRANSPORT PROPOSAL

VESTAS
WADDI
T3 TOWER 80.0T

DO NOT SCALE

DRG NO:VEST_WAD T03B_4X8_4X8

A4



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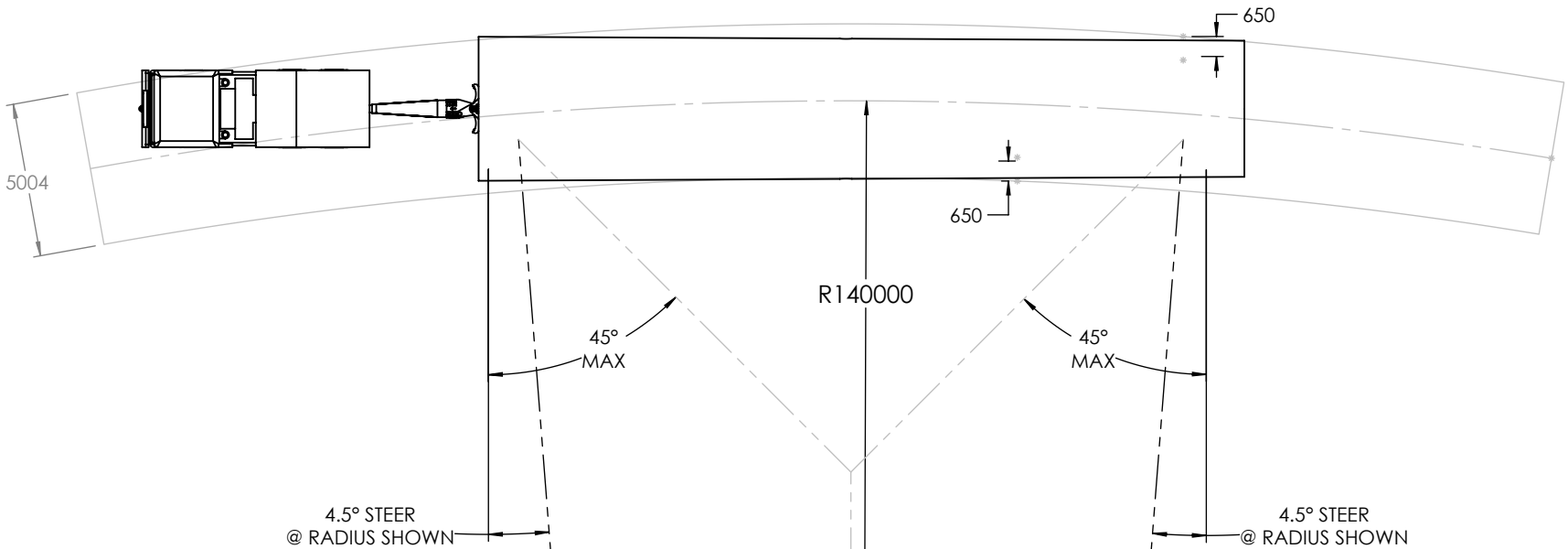
WADDI
T3 TOWER 80.0T

DO NOT SCALE

DRG NO:VEST_WAD T03B_4X8_4X8

A4



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TRANSPORT PROPOSAL

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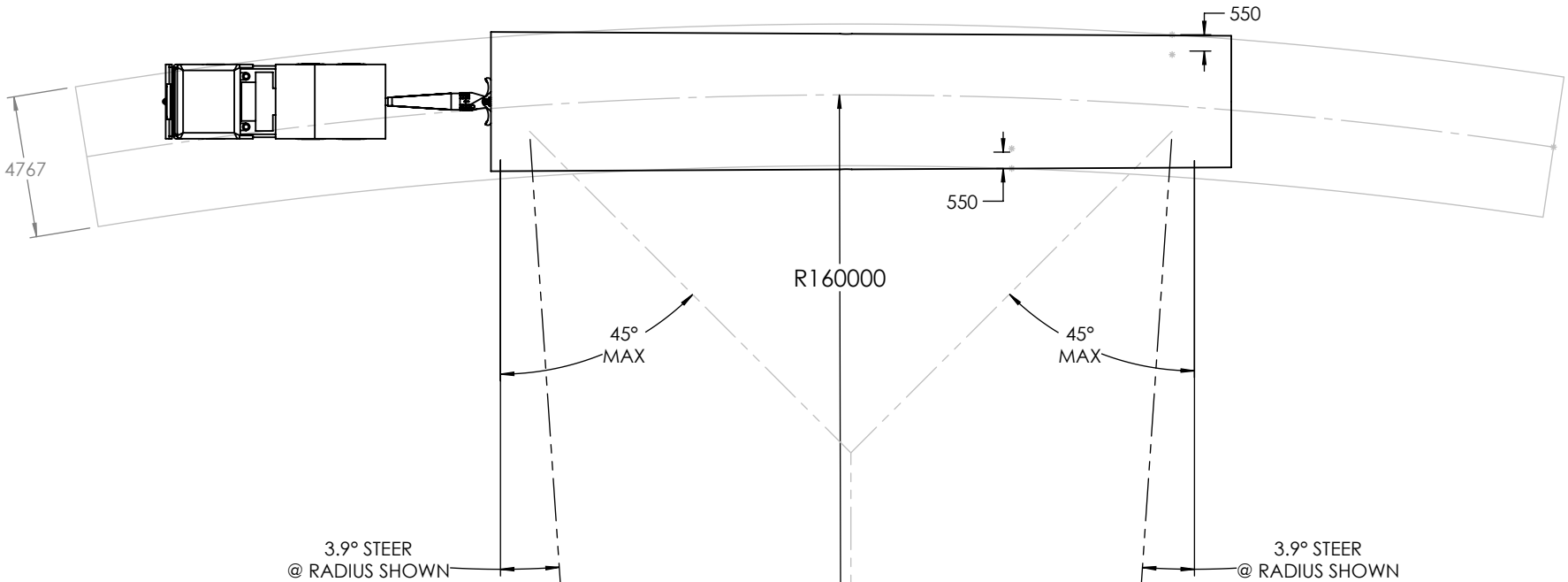
WADDI
T3 TOWER 80.0T

DO NOT SCALE

DRG NO:VEST_WAD_T03B_4X8_4X8

A4



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DO NOT SCALE

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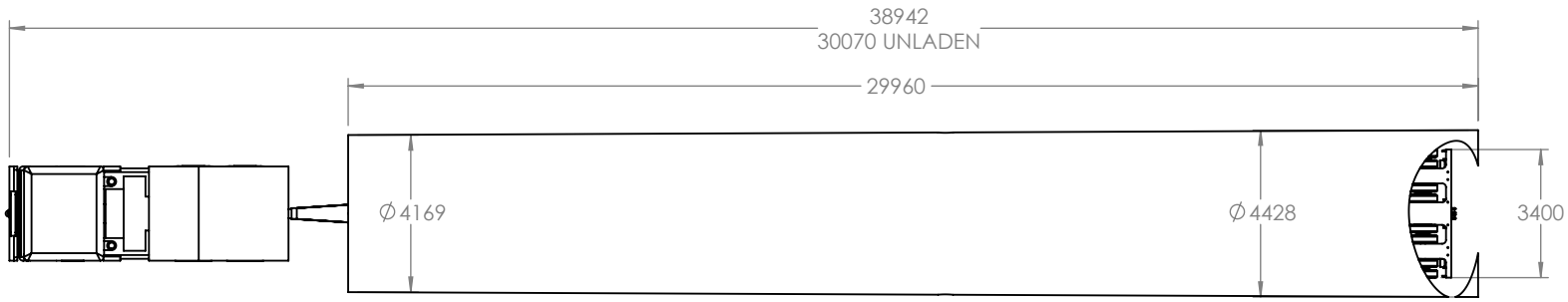
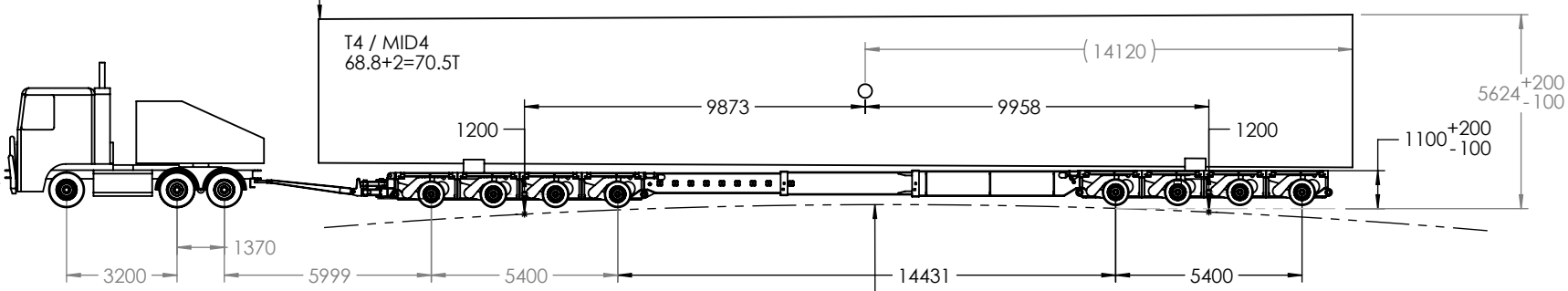
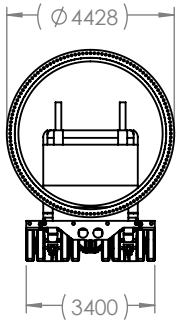


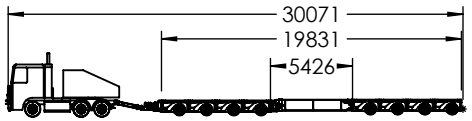
CAN BE LOADED
EITHER ORIENTATION





11R22.5 T 6.25T P 0.0T G 6.25T	11R22.5@2.5m T 18.5T P 0T G 18.5T	4x8 215/75R17.5 @3.4m T 17.4T P 35.4T G 52.8T (13.2T/ROW)
		4x8 215/75R17.5 @3.4m T 17.4T P 35.1T G 52.5T (13.1/ROW)

R200000 PERFECT CURVE



TARE	59.55T
GVM	130.05T

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
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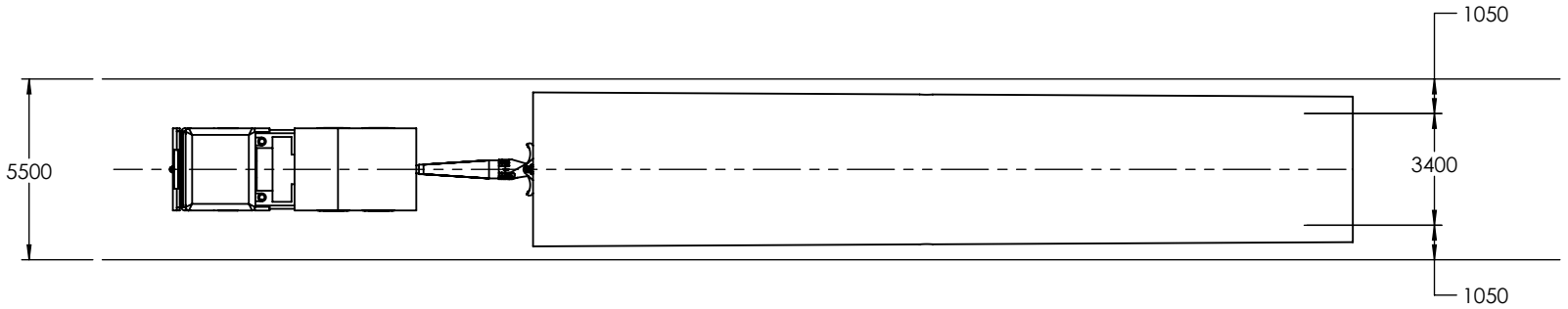
TRANSPORT PROPOSAL

VESTAS
WADDI
T4 TOWER 70.5T

DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	22/10/2025	B.W	J.S	W.A
R	ISSUED FOR REVIEW	22/10/2025	B.W	J.S	

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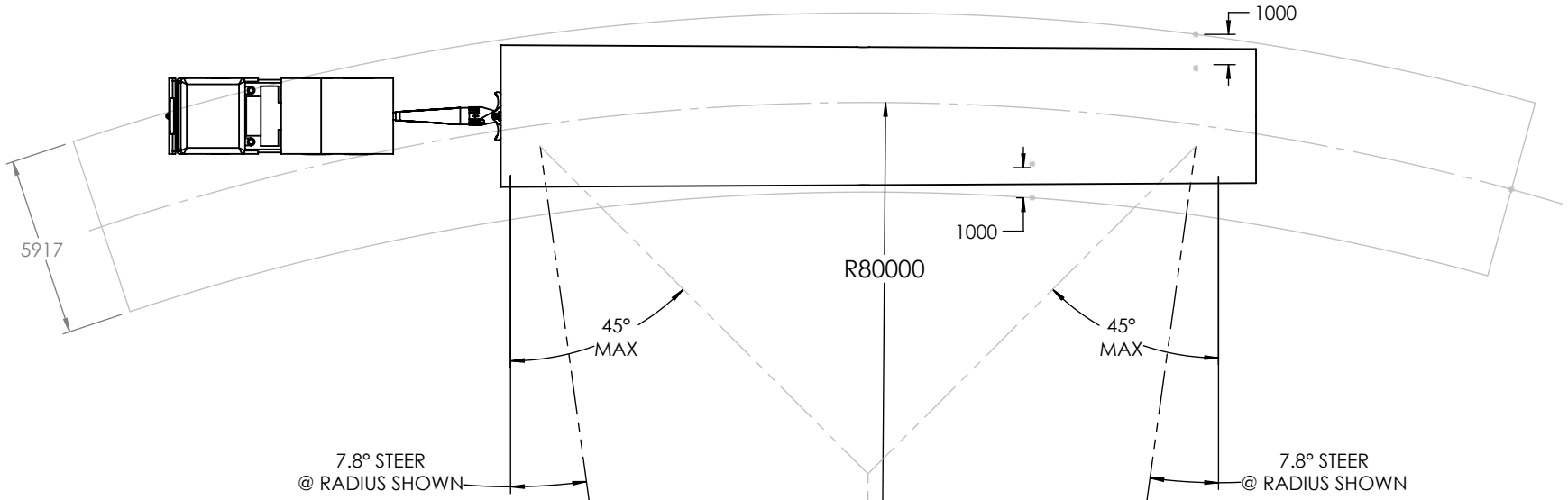
TRANSPORT PROPOSAL

VESTAS
WADDI
T4 TOWER 70.5T

DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



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VESTAS
WADDI
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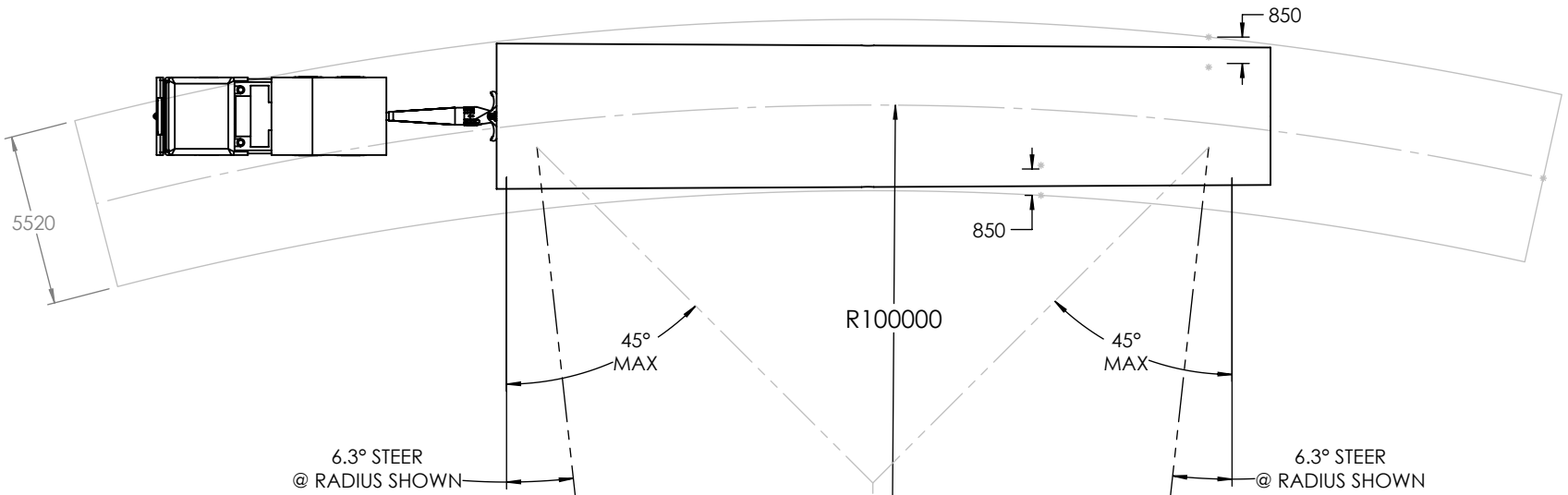
DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



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TOLERANCES
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TRANSPORT PROPOSAL

VESTAS
WADDI
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DO NOT SCALE

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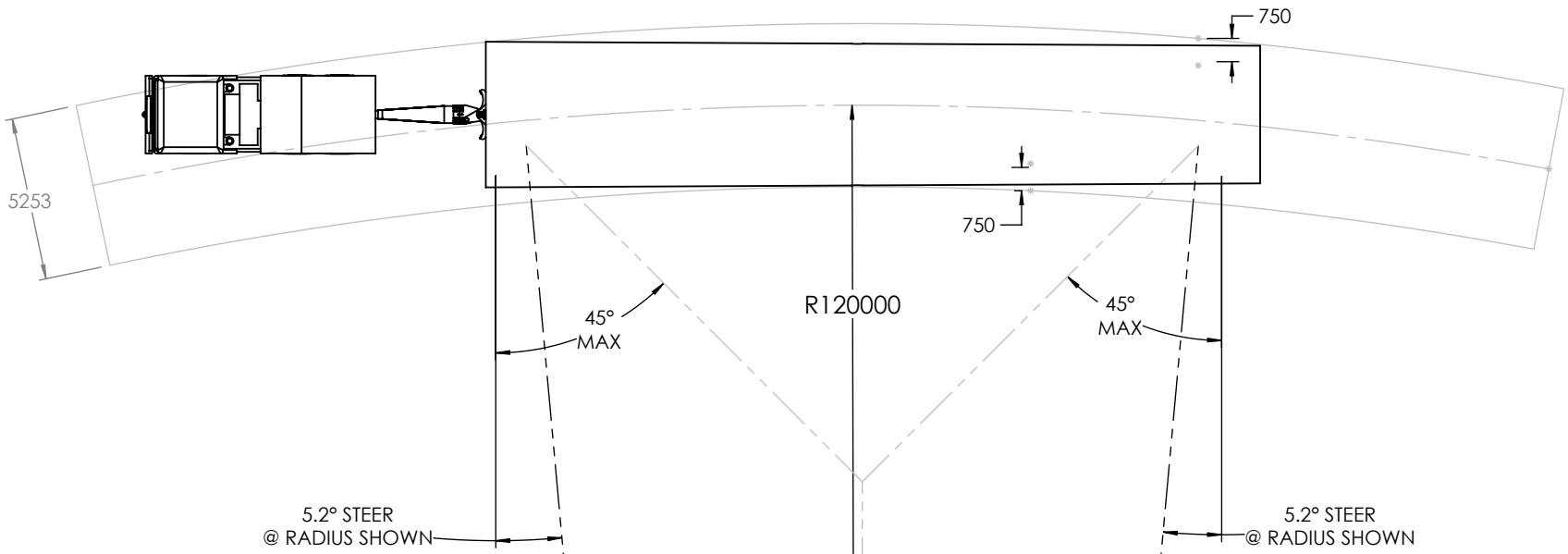

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THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

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R	ISSUED FOR REVIEW	22/10/2025	B.W	J.S	

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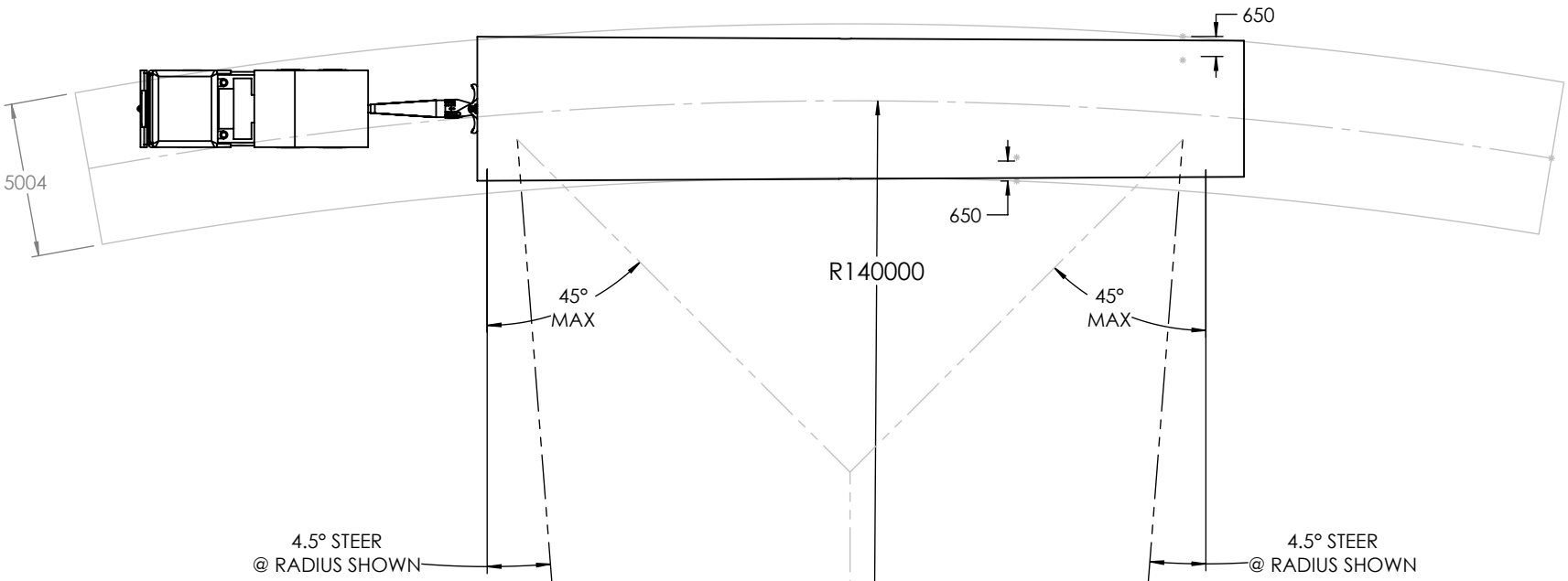
TRANSPORT PROPOSAL

VESTAS
WADDI
T4 TOWER 70.5T

DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



REV		DATE	DRN	CKD	APP
0	ISSUED FOR APPROVAL	22/10/2025	B.W	J.S	W.A
R	ISSUED FOR REVIEW	22/10/2025	B.W	J.S	

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

REX J ANDREWS PTY LIMITED
ENGINEERED TRANSPORTATION

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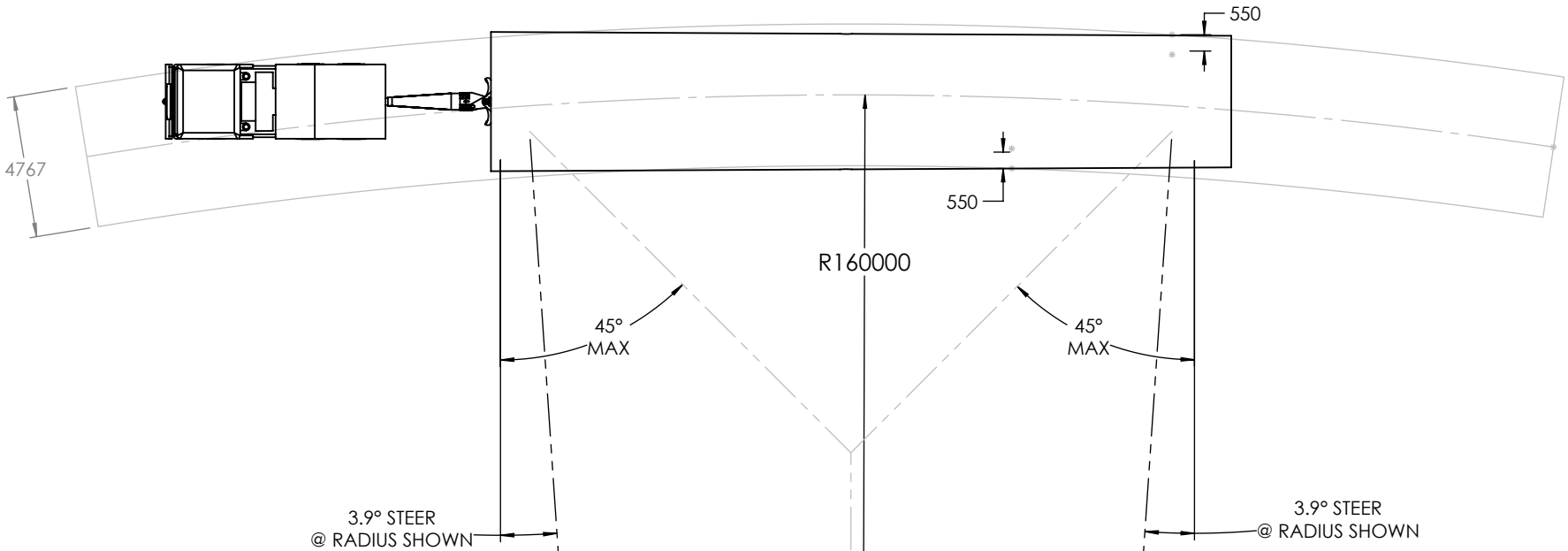
TRANSPORT PROPOSAL

VESTAS
WADDI
T4 TOWER 70.5T

DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



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TOLERANCES
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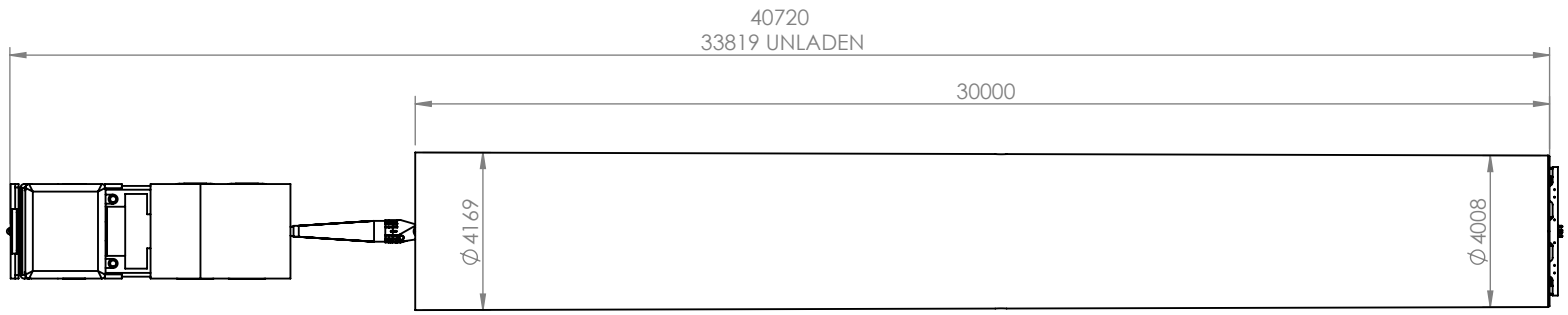
TRANSPORT PROPOSAL

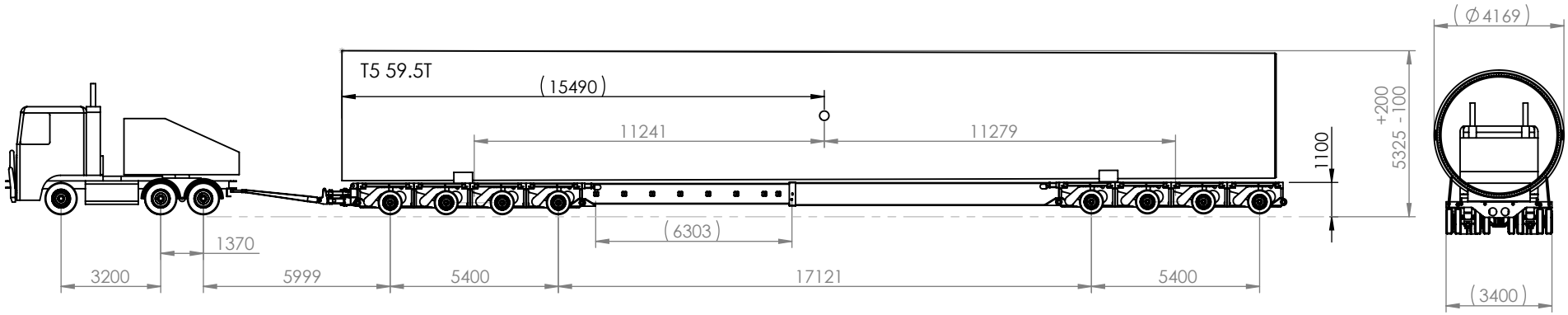
VESTAS
WADDI
T4 TOWER 70.5T

DO NOT SCALE

DRG NO:VEST_WAD T04B_4X8_4X8

A4



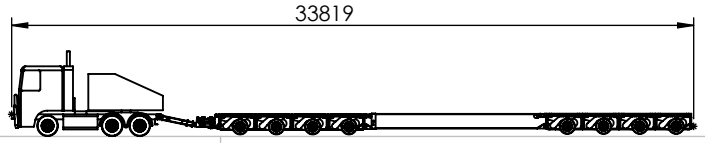


11R22.5x2 @2.5m T 6.25T P 0.0T G 6.25T

11R22.5x8 @2.5m T 18.5 P 0.0T G18.5T

4x8 215/75R17.5 @ 3.4m T 17.4T P 29.8T G 47.2T (11.8T/ROW)

4x8 215/75R17.5 @ 3.4m T 17.4T P 29.7T G 47.1T (11.8T/ROW)



TARE	59.55T
GVM	119.05T

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TOLERANCES
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REV		DATE	DRN	CKD	APP
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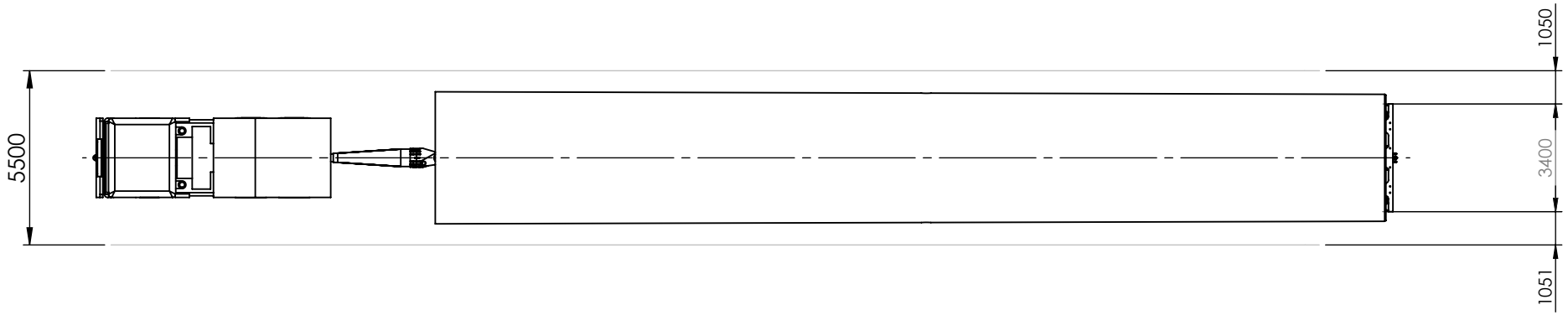
TRANSPORT PROPOSAL

VESTAS
WADDI 130HH
T5 61.6T

DO NOT SCALE

DRG NO: VEST_T05A_4X8_4X8

A4



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THIRD ANGLE PROJECTION
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TOLERANCES
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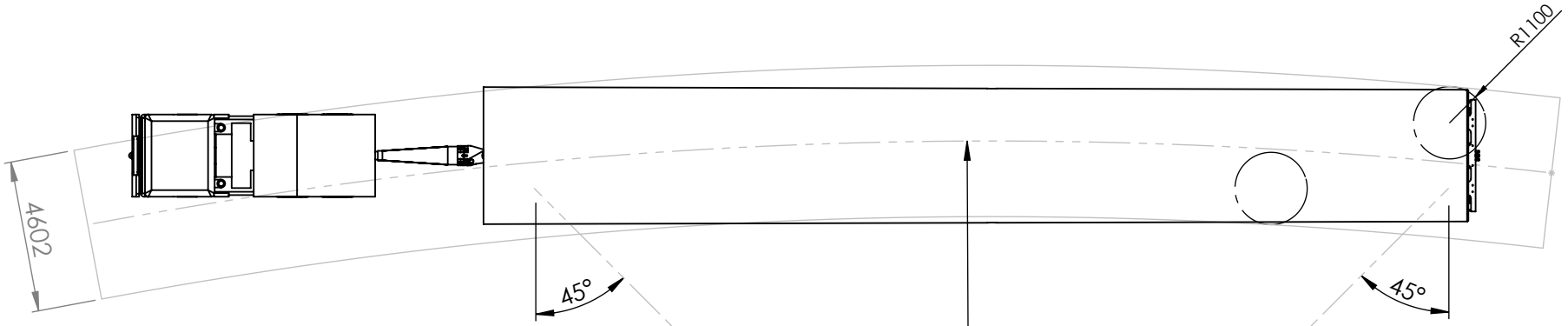
TRANSPORT PROPOSAL

VESTAS
WADDI
T5 TOWER 59.5T

DO NOT SCALE

DRG NO: VEST_WAD_T05A_4X8_4X8

A4



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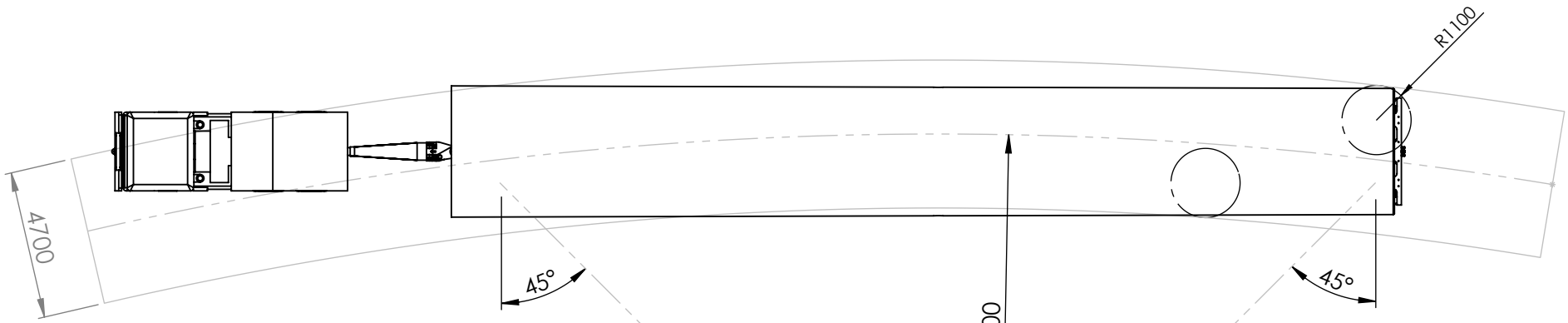

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T5 TOWER 59.5T

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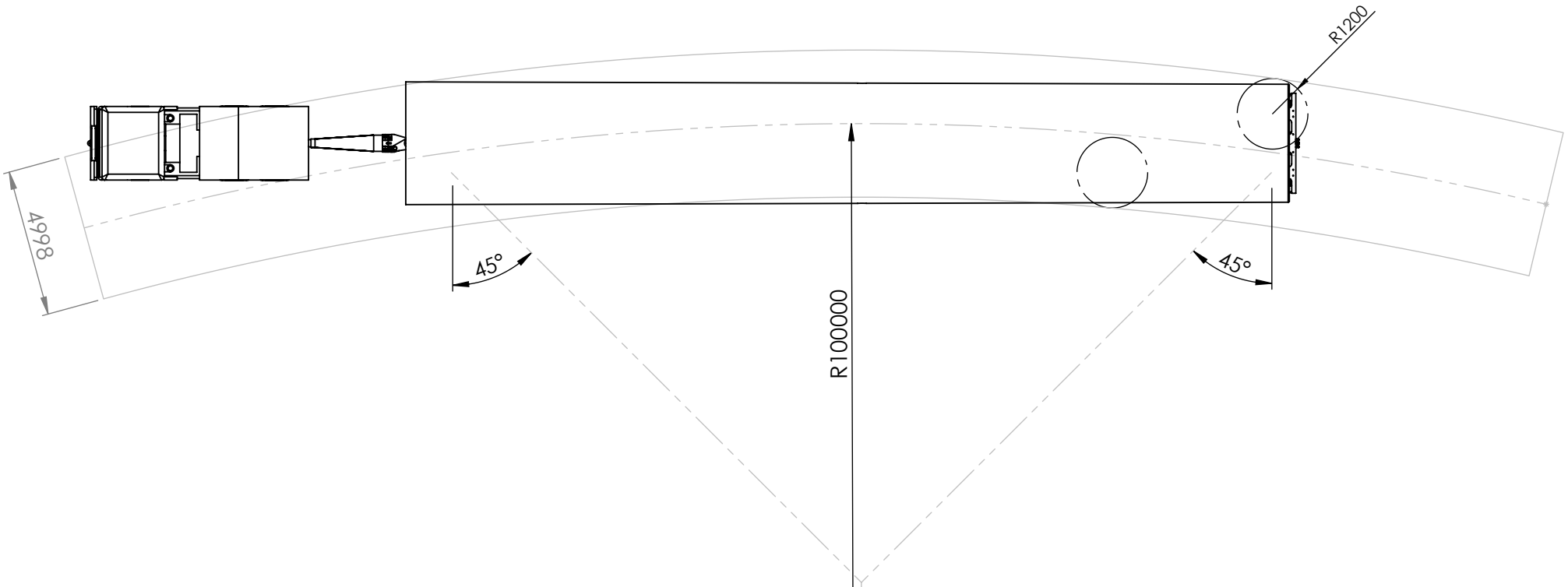

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DO NOT SCALE

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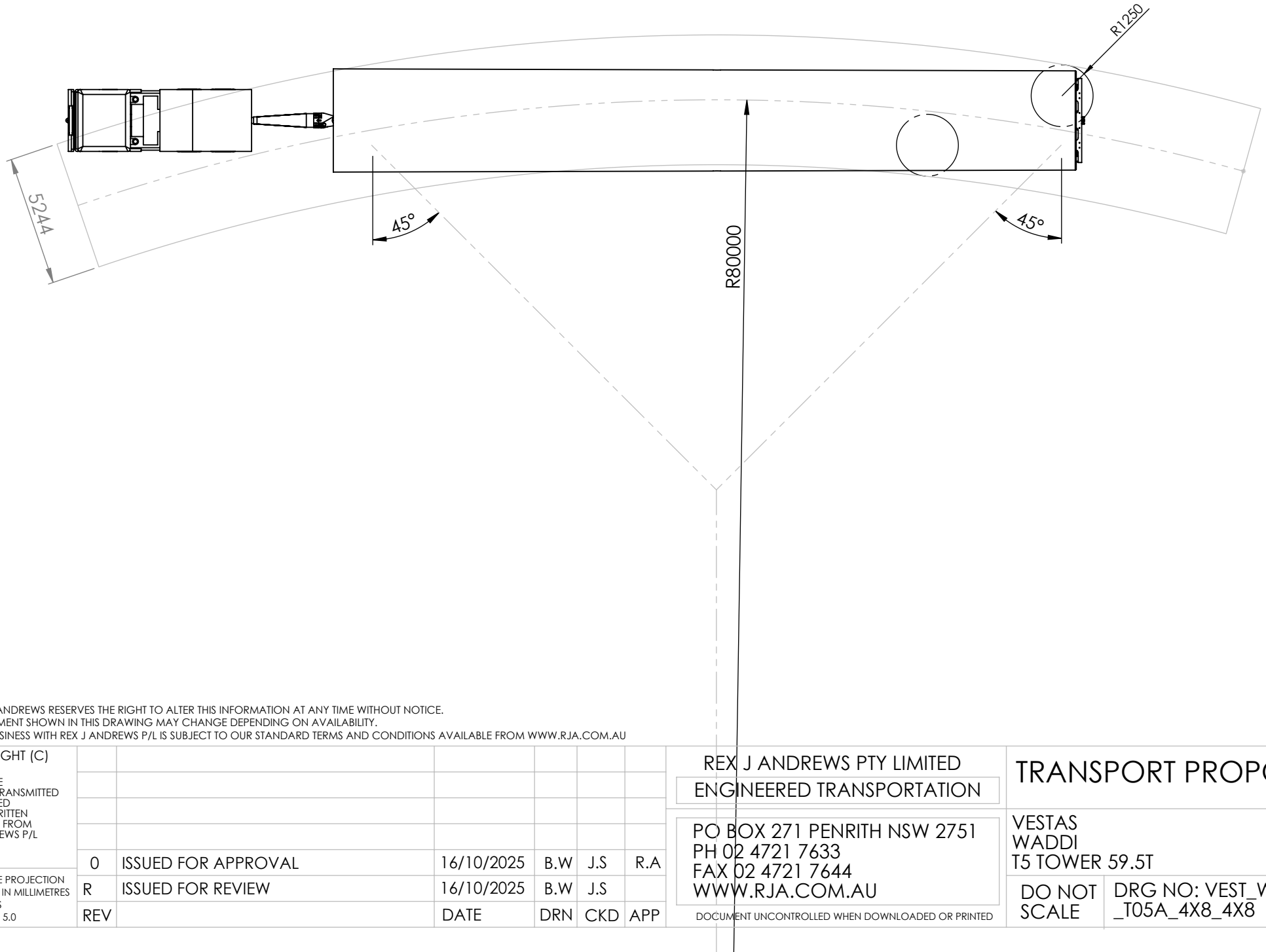
A4



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TOLERANCES
- LINEAR ± 5.0

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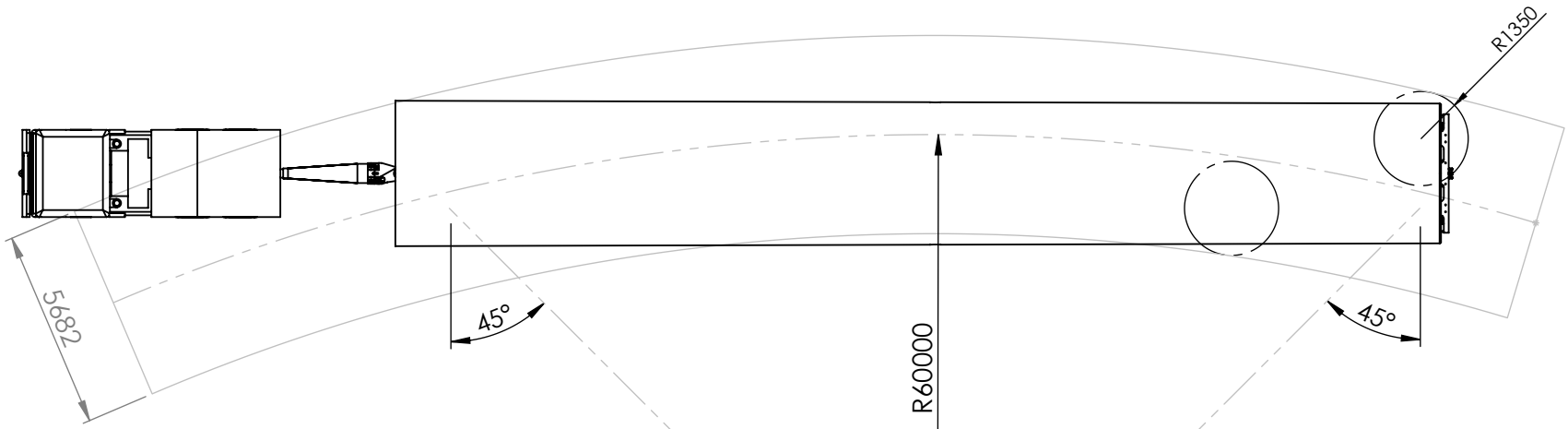

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DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

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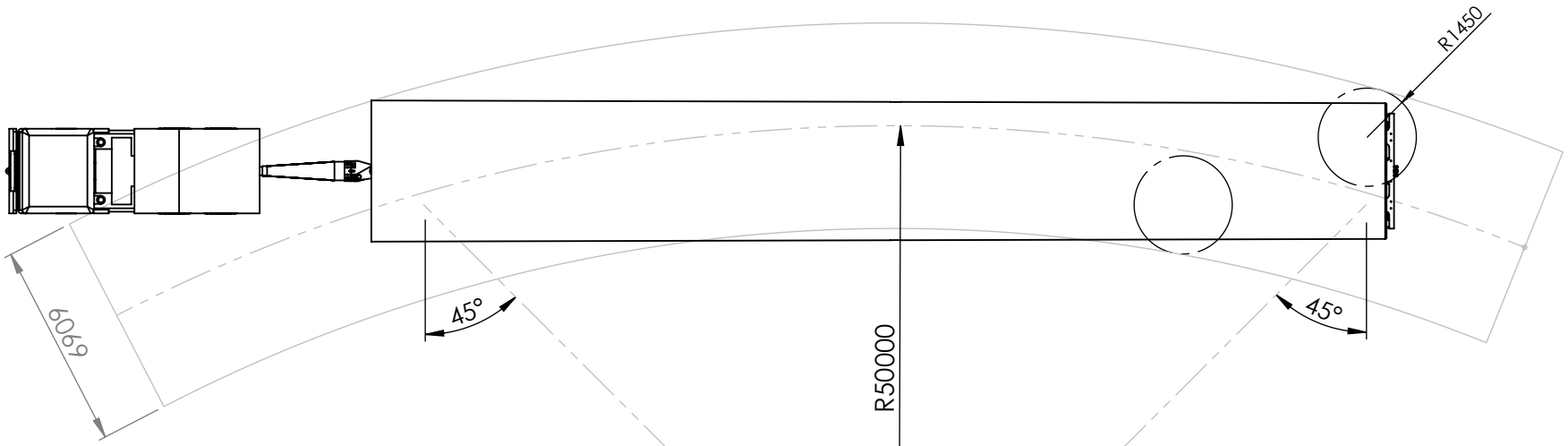
A4



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TOLERANCES
- LINEAR ± 5.0

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TRANSPORT PROPOSAL

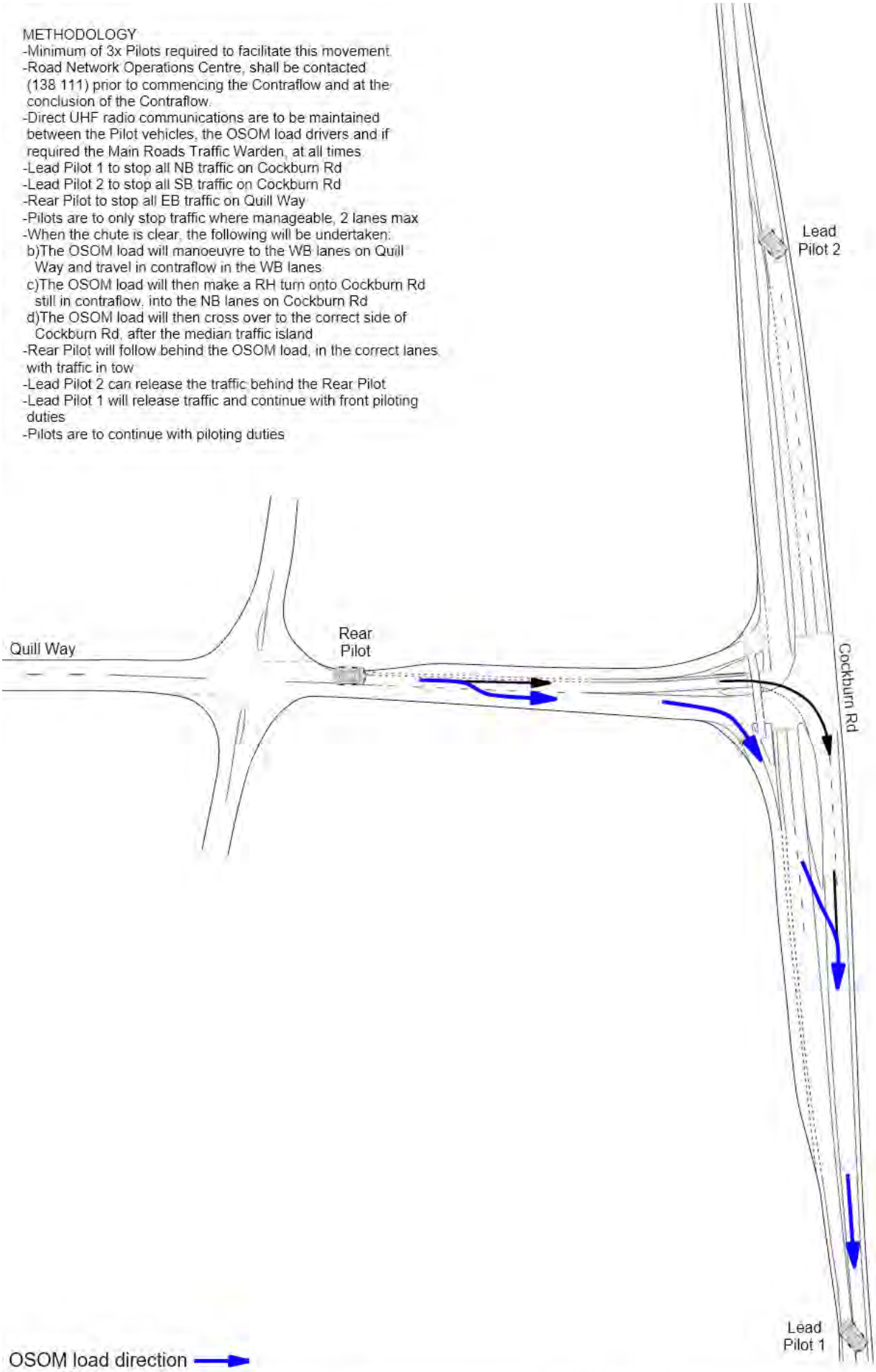
VESTAS
WADDI
T5 TOWER 59.5T

DO NOT SCALE

DRG NO: VEST_WAD_T05A_4X8_4X8

A4

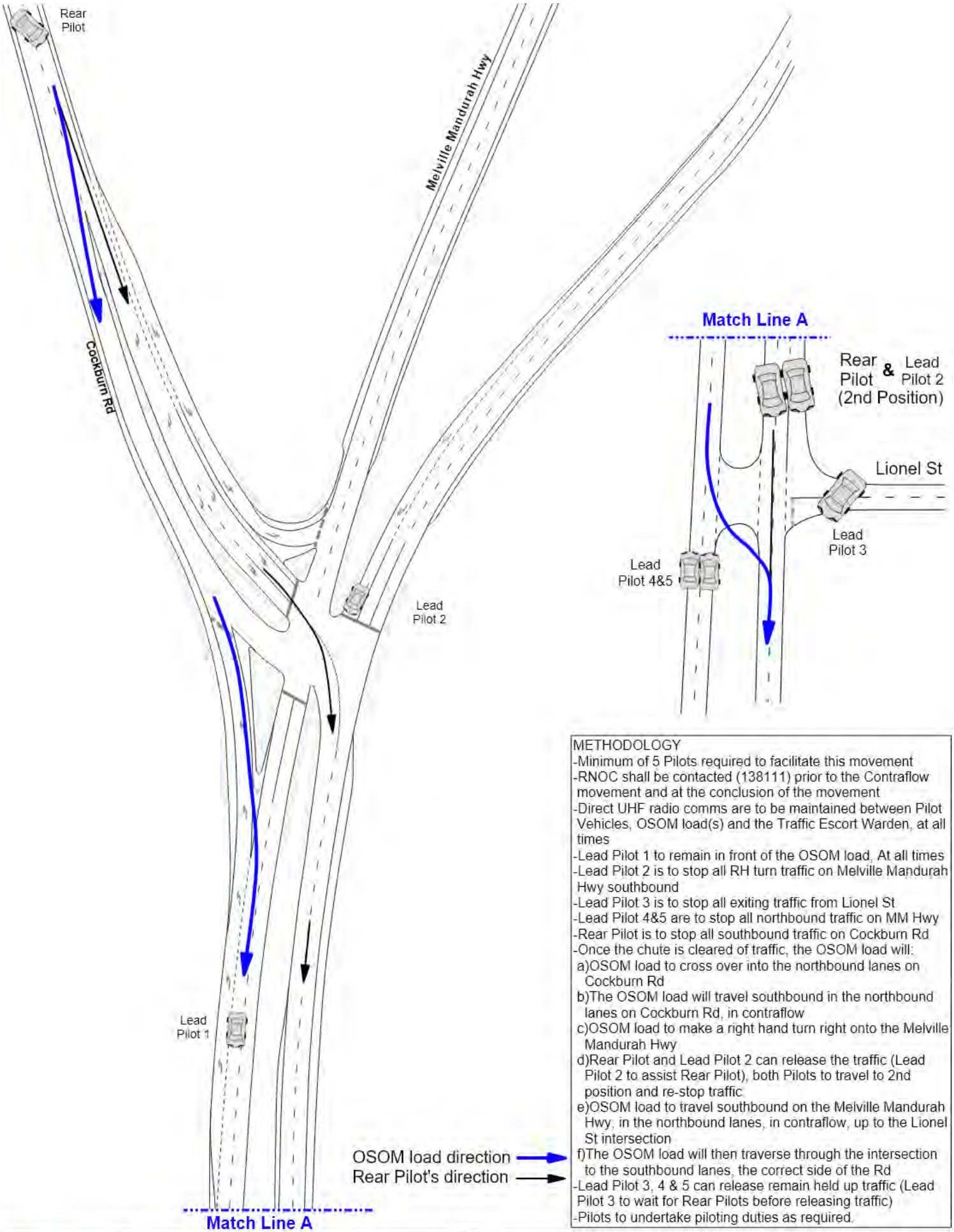
METHODOLOGY
-Minimum of 3x Pilots required to facilitate this movement.
-Road Network Operations Centre, shall be contacted (138 111) prior to commencing the Contraflow and at the conclusion of the Contraflow.
-Direct UHF radio communications are to be maintained between the Pilot vehicles, the OSOM load drivers and if required the Main Roads Traffic Warden, at all times.
-Lead Pilot 1 to stop all NB traffic on Cockburn Rd
-Lead Pilot 2 to stop all SB traffic on Cockburn Rd
-Rear Pilot to stop all EB traffic on Quill Way
-Pilots are to only stop traffic where manageable, 2 lanes max
-When the chute is clear, the following will be undertaken:
b)The OSOM load will manoeuvre to the WB lanes on Quill Way and travel in contraflow in the WB lanes
c)The OSOM load will then make a RH turn onto Cockburn Rd still in contraflow, into the NB lanes on Cockburn Rd
d)The OSOM load will then cross over to the correct side of Cockburn Rd, after the median traffic island
-Rear Pilot will follow behind the OSOM load, in the correct lanes with traffic in tow
-Lead Pilot 2 can release the traffic behind the Rear Pilot
-Lead Pilot 1 will release traffic and continue with front piloting duties
-Pilots are to continue with piloting duties



OSOM load direction →
Rear Pilot's direction →

HIGHWAYS TRAFFIC	DESIGNED & DRAWN BY: NATHAN REID WTA-AWTM-23-04501-07	CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION	DATE: 29/06/2024	TITLE: OVERSIVE CONTRAFLOW MOVEMENTS REX J ANDREWS WADDI WINDFARM PROJECT
	3 DOWNING STREET, CARLISLE WA 6101 P: 9330 4937 | M: 0424 151 547 NATHANREID79@BIGPOND.COM WWW.HIGHWAYSTRAFFIC.COM.AU		TMP NO: 517-314-09	
			TGS NO: 01	
			REV NO: A	
			SCALE: NTS SIZE: A3	LOCATION: QUILL WAY & COCKBURN RD, HENDERSON

N



METHODOLOGY

-Minimum of 5 Pilots required to facilitate this movement
-RNOC shall be contacted (138111) prior to the Contraflow movement and at the conclusion of the movement
-Direct UHF radio comms are to be maintained between Pilot Vehicles, OSOM load(s) and the Traffic Escort Warden, at all times
-Lead Pilot 1 to remain in front of the OSOM load, At all times
-Lead Pilot 2 is to stop all RH turn traffic on Melville Mandurah Hwy southbound
-Lead Pilot 3 is to stop all exiting traffic from Lionel St
-Lead Pilot 4&5 are to stop all northbound traffic on MM Hwy
-Rear Pilot is to stop all southbound traffic on Cockburn Rd
-Once the chute is cleared of traffic, the OSOM load will:
a)OSOM load to cross over into the northbound lanes on Cockburn Rd
b)The OSOM load will travel southbound in the northbound lanes on Cockburn Rd, in contraflow
c)OSOM load to make a right hand turn right onto the Melville Mandurah Hwy
d)Rear Pilot and Lead Pilot 2 can release the traffic (Lead Pilot 2 to assist Rear Pilot), both Pilots to travel to 2nd position and re-stop traffic
e)OSOM load to travel southbound on the Melville Mandurah Hwy, in the northbound lanes, in contraflow, up to the Lionel St intersection
f)The OSOM load will then traverse through the intersection to the southbound lanes, the correct side of the Rd
-Lead Pilot 3, 4 & 5 can release remain held up traffic (Lead Pilot 3 to wait for Rear Pilots before releasing traffic)
-Pilots to undertake piloting duties as required.

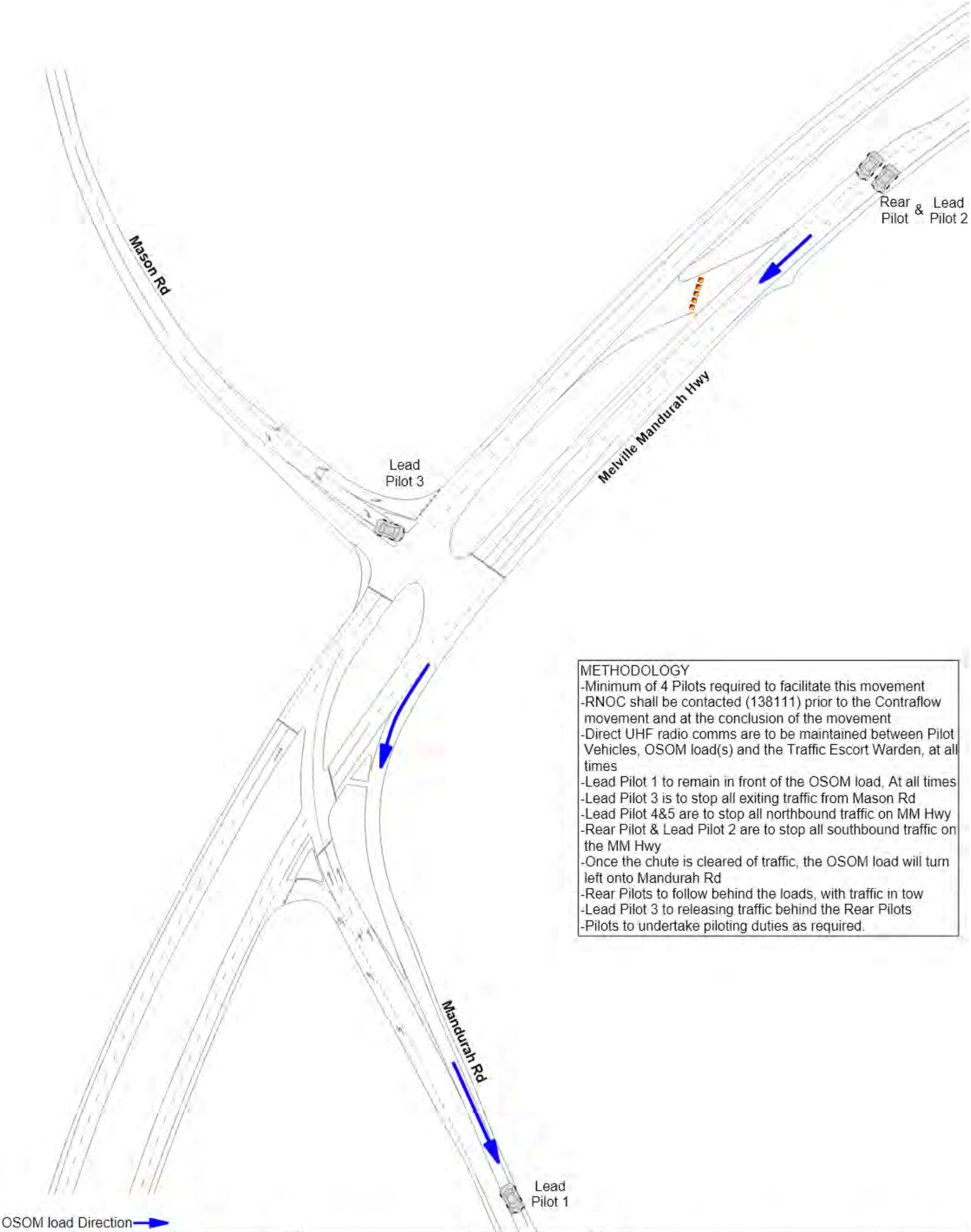
HIGHWAYS TRAFFIC
DESIGNED & DRAWN BY:
NATHAN REID
KTS-AWTM-20-33806-06
3 DOWNING STREET, CARLISLE WA 6101
P: 9330 4937 | M: 0424 151 547
NATHANREID79@BIGPOND.COM
WWW.HIGHWAYSTRAFFIC.COM.AU
CLIENT:
REX J ANDREWS PTY LTD
ENGINEERED TRANSPORTATION

DATE: 29/06/2024
TMP NO: 517-314-09
TGS NO: 02
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
COCKBURN RD ONTO MELVILLE MANDURAH HWY, NAVAL BASE

N



METHODOLOGY

- -Minimum of 4 Pilots required to facilitate this movement
- -RNOC shall be contacted (138111) prior to the Contraflow movement and at the conclusion of the movement
- -Direct UHF radio comms are to be maintained between Pilot Vehicles, OSOM load(s) and the Traffic Escort Warden, at all times
- -Lead Pilot 1 to remain in front of the OSOM load, At all times
- -Lead Pilot 3 is to stop all exiting traffic from Mason Rd
- -Lead Pilot 4&5 are to stop all northbound traffic on MM Hwy
- -Rear Pilot & Lead Pilot 2 are to stop all southbound traffic on the MM Hwy
- -Once the chute is cleared of traffic, the OSOM load will turn left onto Mandurah Rd
- -Rear Pilots to follow behind the loads, with traffic in tow
- -Lead Pilot 3 to releasing traffic behind the Rear Pilots
- -Pilots to undertake piloting duties as required.

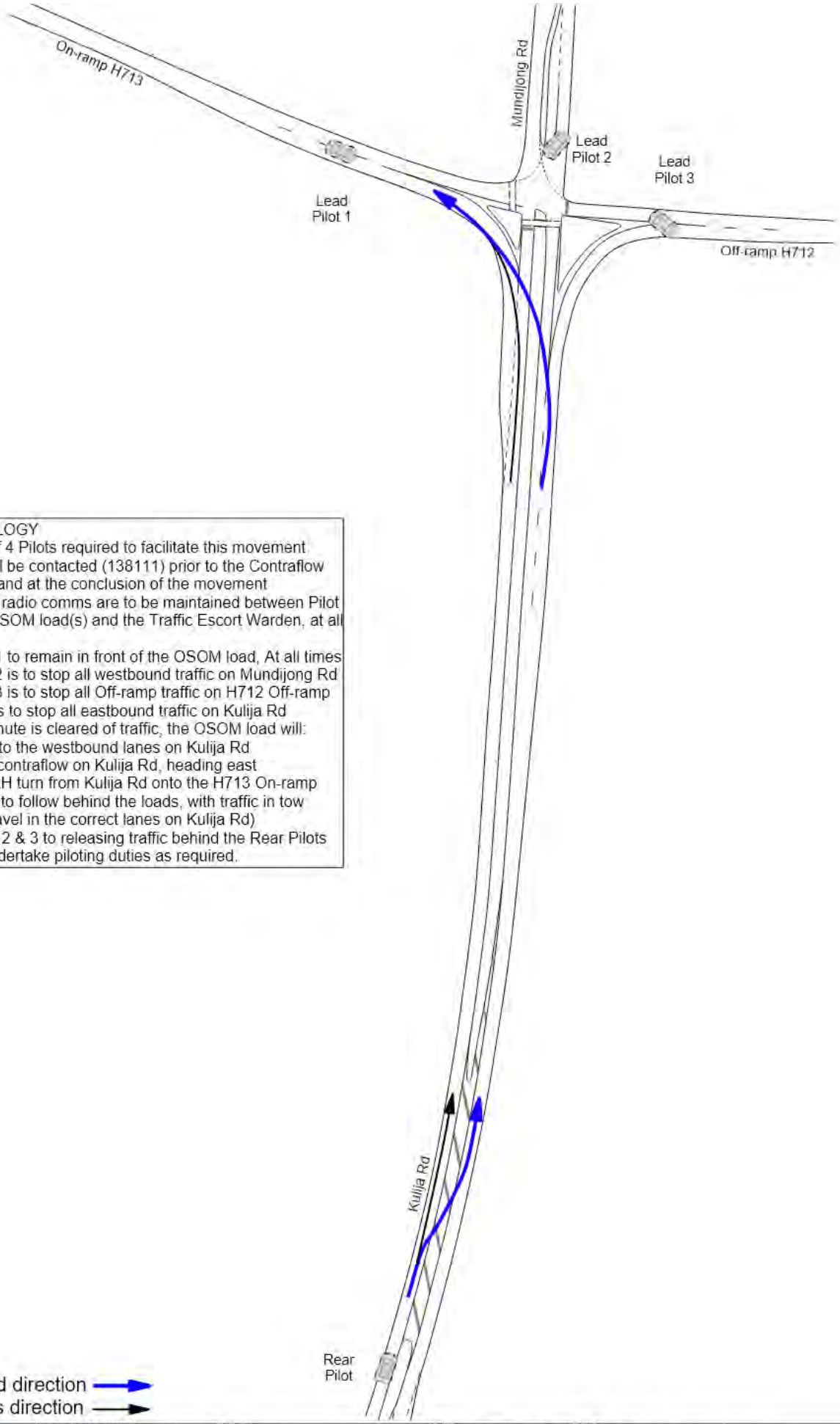
HIGHWAYS TRAFFIC	DESIGNED & DRAWN BY: NATHAN REID KTS-AWTM-20-33806-06	CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION
	3 DOWNING STREET, CARLISLE WA 6101 P: 9330 4937 | M: 0424 151 547 NATHANREID79@BIGPOND.COM WWW.HIGHWAYSTRAFFIC.COM.AU	

DATE:	30/06/2024
TMP NO:	517-314-09
TGS NO:	03
REV NO:	A
SCALE: NTS	SIZE: A3

TITLE: OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION: MELVILLE MANDURAH HWY ONTO MANDURAH RD, KWINANA BEACH

N



METHODOLOGY
-Minimum of 4 Pilots required to facilitate this movement
-RNOC shall be contacted (138111) prior to the Contraflow movement and at the conclusion of the movement
-Direct UHF radio comms are to be maintained between Pilot Vehicles, OSOM load(s) and the Traffic Escort Warden, at all times
-Lead Pilot 1 to remain in front of the OSOM load, At all times
-Lead Pilot 2 is to stop all westbound traffic on Mundijong Rd
-Lead Pilot 3 is to stop all Off-ramp traffic on H712 Off-ramp
-Rear Pilot is to stop all eastbound traffic on Kulija Rd
-Once the chute is cleared of traffic, the OSOM load will:
a) traverse to the westbound lanes on Kulija Rd
b) travel in contraflow on Kulija Rd, heading east
c) make a LH turn from Kulija Rd onto the H713 On-ramp
-Rear Pilots to follow behind the loads, with traffic in tow (Pilots to travel in the correct lanes on Kulija Rd)
-Lead Pilots 2 & 3 to releasing traffic behind the Rear Pilots
-Pilots to undertake piloting duties as required.

OSOM load direction →
Rear Pilot's direction →

HIGHWAYS TRAFFIC

DESIGNED & DRAWN BY:
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CLIENT:
REX J ANDREWS
ENGINEERED TRANSPORTATION

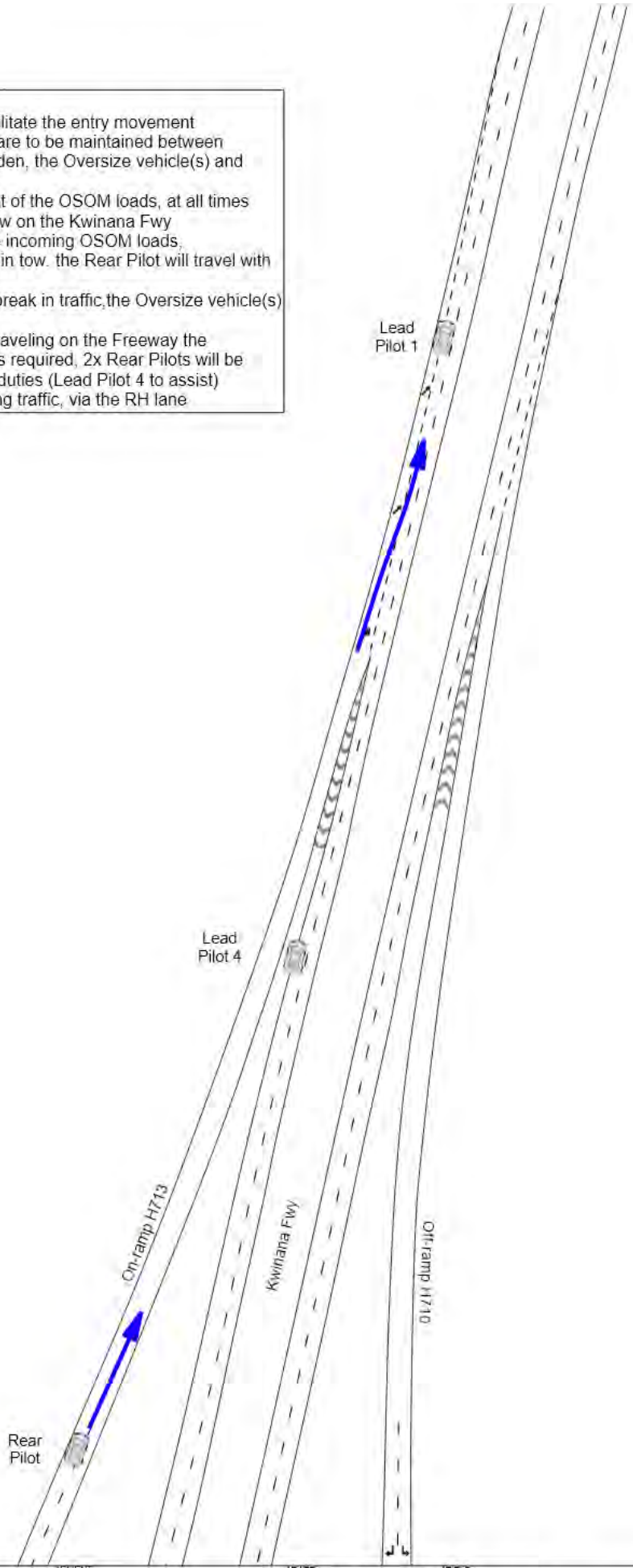
DATE: 30/06/2024
TMP NO: 517-314-09
TGS NO: 04
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
KULIJA RD & ON-RAMP H713, BALDIVIS

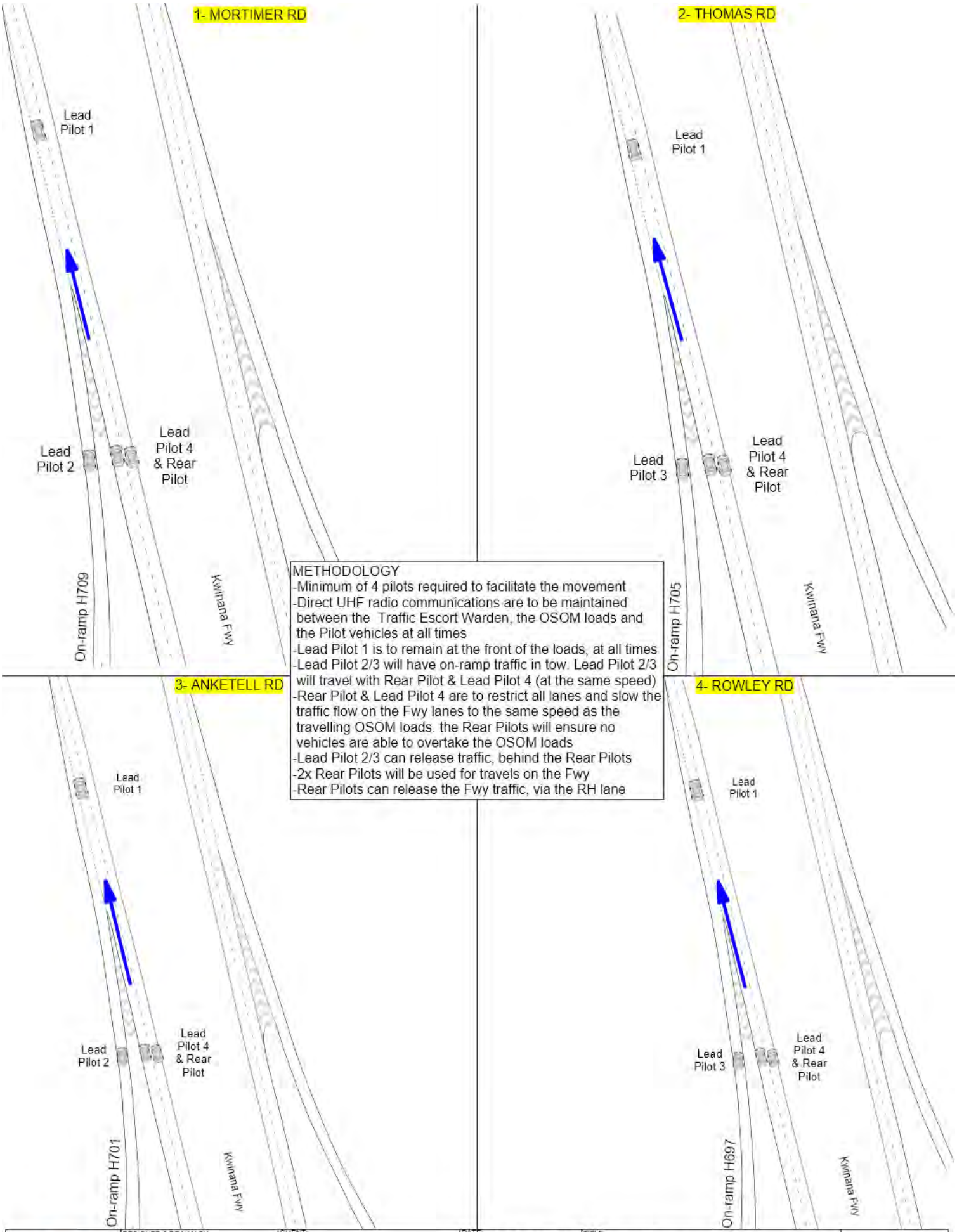
N

METHODOLOGY
-Minimum of 3 pilots required to facilitate the entry movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-Lead Pilot 1 is to remain at the front of the OSOM loads, at all times
-Lead Pilot 4 is to slow the traffic flow on the Kwinana Fwy to match the travelling speed of the incoming OSOM loads.
-Rear Pilot will have on-ramp traffic in tow. the Rear Pilot will travel with Lead Pilot 4, at the same speed
-Once the freeway has a sufficient break in traffic,the Oversize vehicle(s) will enter onto the Fwy
-Once the Oversize vehicle(s) are traveling on the Freeway the Pilot vehicles will continue duties as required, 2x Rear Pilots will be used at the rear to assist with rear duties (Lead Pilot 4 to assist)
-Rear Pilots can release the following traffic, via the RH lane



OSOM load Direction

HIGHWAYS TRAFFIC	DESIGNED & DRAWN BY: NATHAN REID WTA-AWTM-23-04501-07	CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION	DATE: 30/06/2024	TITLE: OVERSIVE CONTRAFLOW MOVEMENTS REX J ANDREWS WADDI WINDFARM PROJECT	N
	3 DOWNING STREET, CARLISLE WA 6101 P: 9330 4937 I M: 0424 151 547 NATHANREID79@BIGPOND.COM WWW.HIGHWAYSTRAFFIC.COM.AU		TMP NO: 517-314-09		
			TGS NO: 05		
			REV NO: A		
			SCALE: NTS	SIZE: A3	LOCATION: ON-RAMP H713 & KWINANA FWY, BALDIVIS



HIGHWAYS TRAFFIC

DESIGNED & DRAWN BY:
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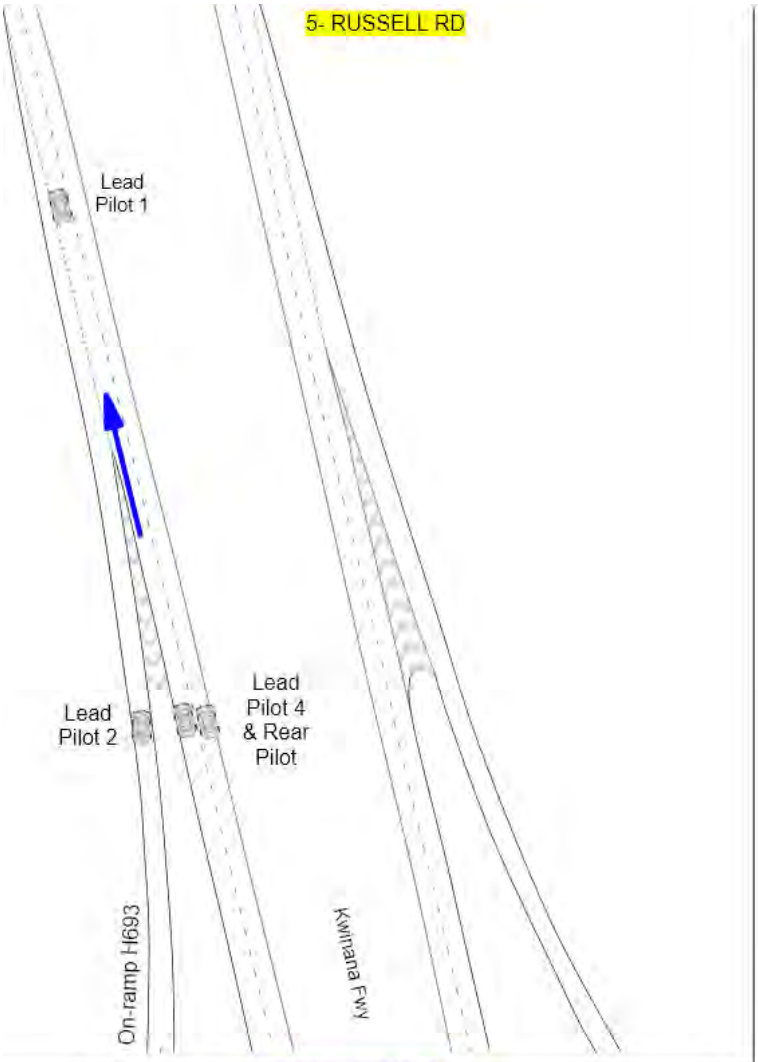
CLIENT:
REX J ANDREWS
ENGINEERED TRANSPORTATION

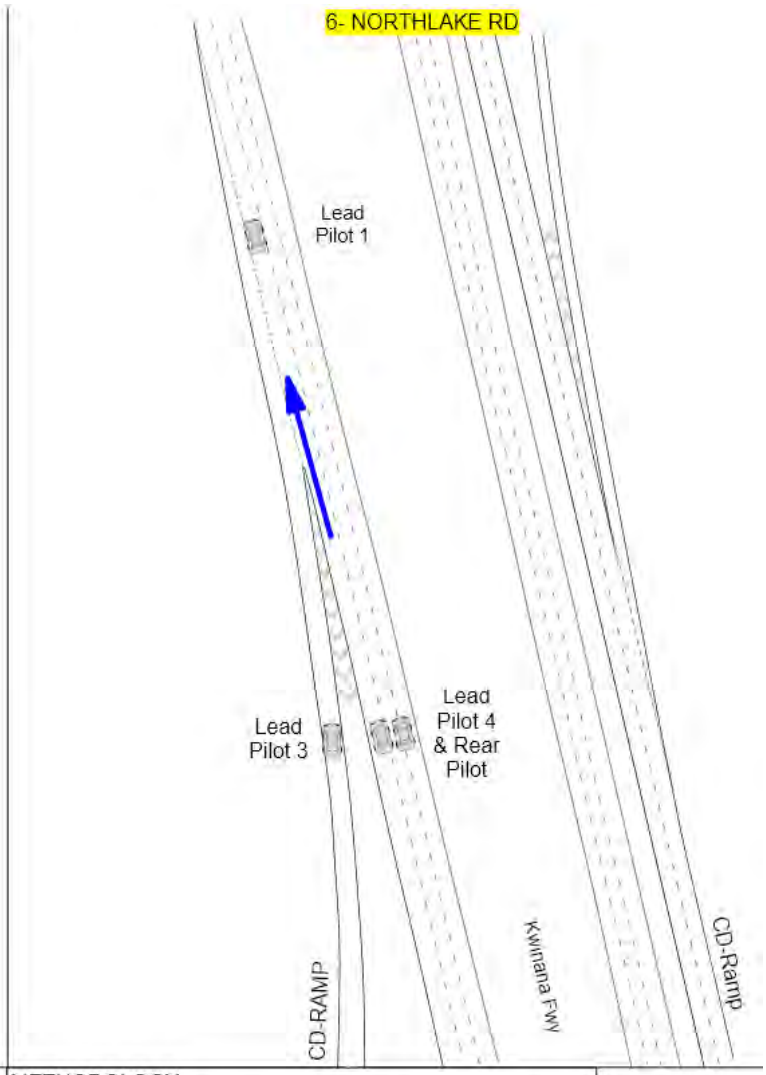
DATE:	30/06/2024
TMP NO:	517-314-09
TGS NO:	06
REV NO:	A
SCALE:	NTS
SIZE:	A3

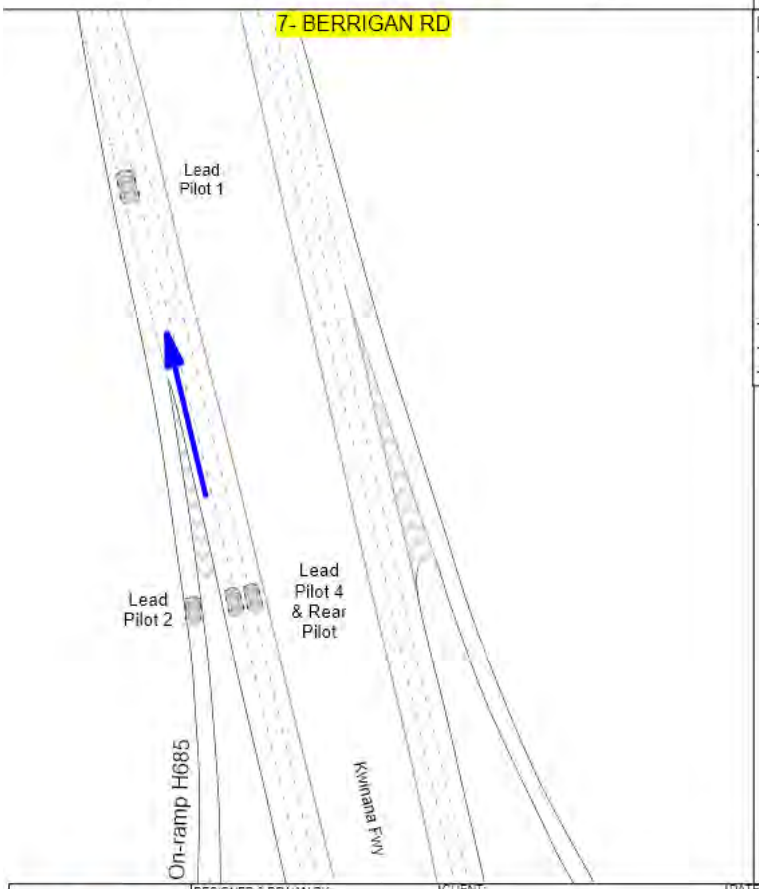
TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
ON-RAMP TRAFFIC, KWINANA FWY

N







METHODOLOGY
-Minimum of 4 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Traffic Escort Warden, the OSOM loads and the Pilot vehicles at all times
-Lead Pilot 1 is to remain at the front of the loads, at all times
-Lead Pilot 2/3 will have on-ramp traffic in tow. Lead Pilot 2/3 will travel with Rear Pilot & Lead Pilot 4 (at the same speed)
-Rear Pilot & Lead Pilot 4 are to restrict all lanes and slow the traffic flow on the Fwy lanes to the same speed as the travelling OSOM loads. the Rear Pilots will ensure no vehicles are able to overtake the OSOM loads
-Lead Pilot 2/3 can release traffic, behind the Rear Pilots
-2x Rear Pilots will be used for travels on the Fwy
-Rear Pilots can release the Fwy traffic, via the RH lane

HIGHWAYS TRAFFIC

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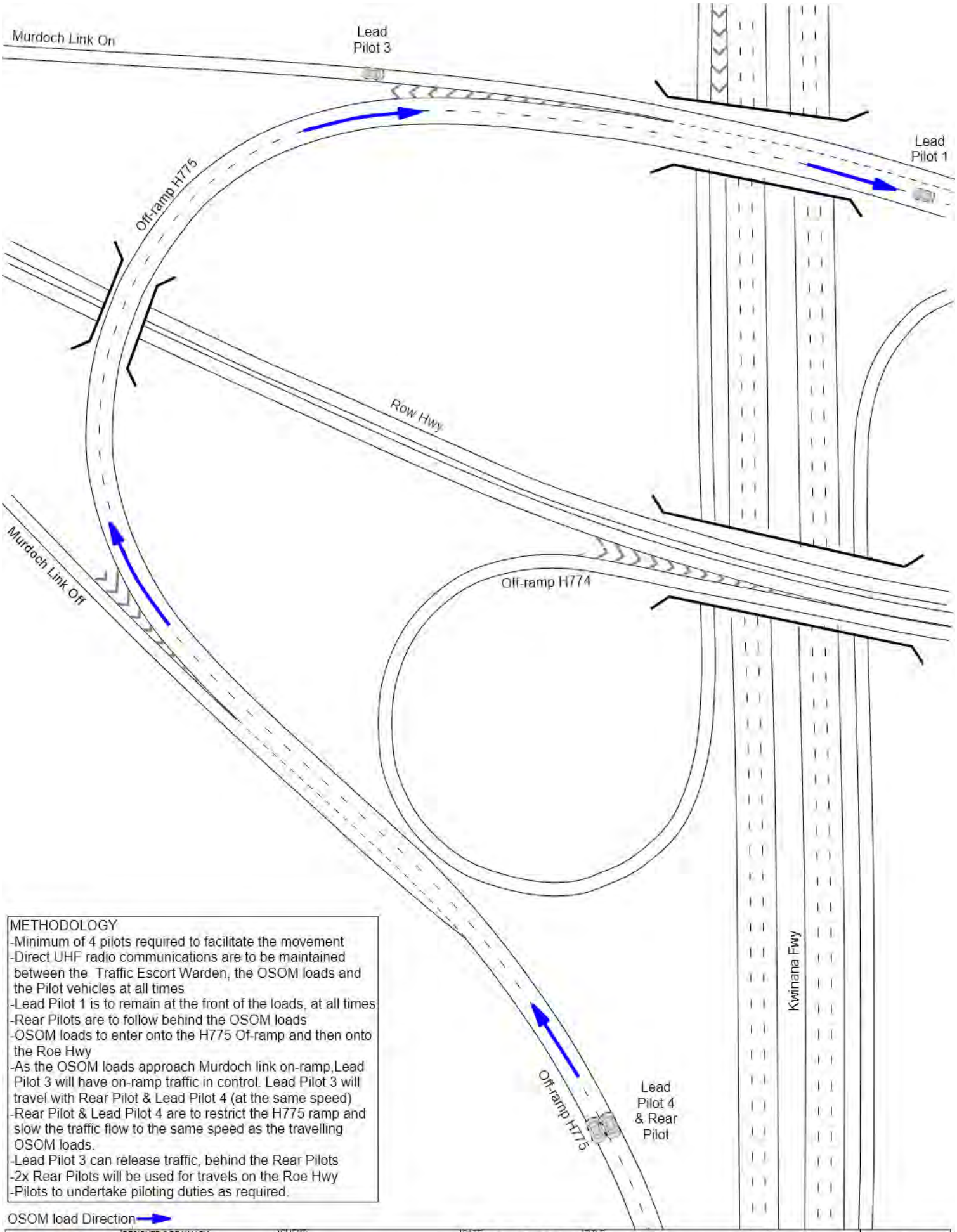
CLIENT:
REX J ANDREWS
ENGINEERED TRANSPORTATION

DATE: 30/06/2024
TMP NO: 517-314-09
TGS NO: 07
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
ON-RAMP TRAFFIC, KWINANA FWY

N



METHODOLOGY
-Minimum of 4 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Traffic Escort Warden, the OSOM loads and the Pilot vehicles at all times
-Lead Pilot 1 is to remain at the front of the loads, at all times
-Rear Pilots are to follow behind the OSOM loads
-OSOM loads to enter onto the H775 Of-ramp and then onto the Roe Hwy
-As the OSOM loads approach Murdoch link on-ramp,Lead Pilot 3 will have on-ramp traffic in control. Lead Pilot 3 will travel with Rear Pilot & Lead Pilot 4 (at the same speed)
-Rear Pilot & Lead Pilot 4 are to restrict the H775 ramp and slow the traffic flow to the same speed as the travelling OSOM loads.
-Lead Pilot 3 can release traffic, behind the Rear Pilots
-2x Rear Pilots will be used for travels on the Roe Hwy
-Pilots to undertake piloting duties as required.

OSOM load Direction →

HIGHWAYS TRAFFIC
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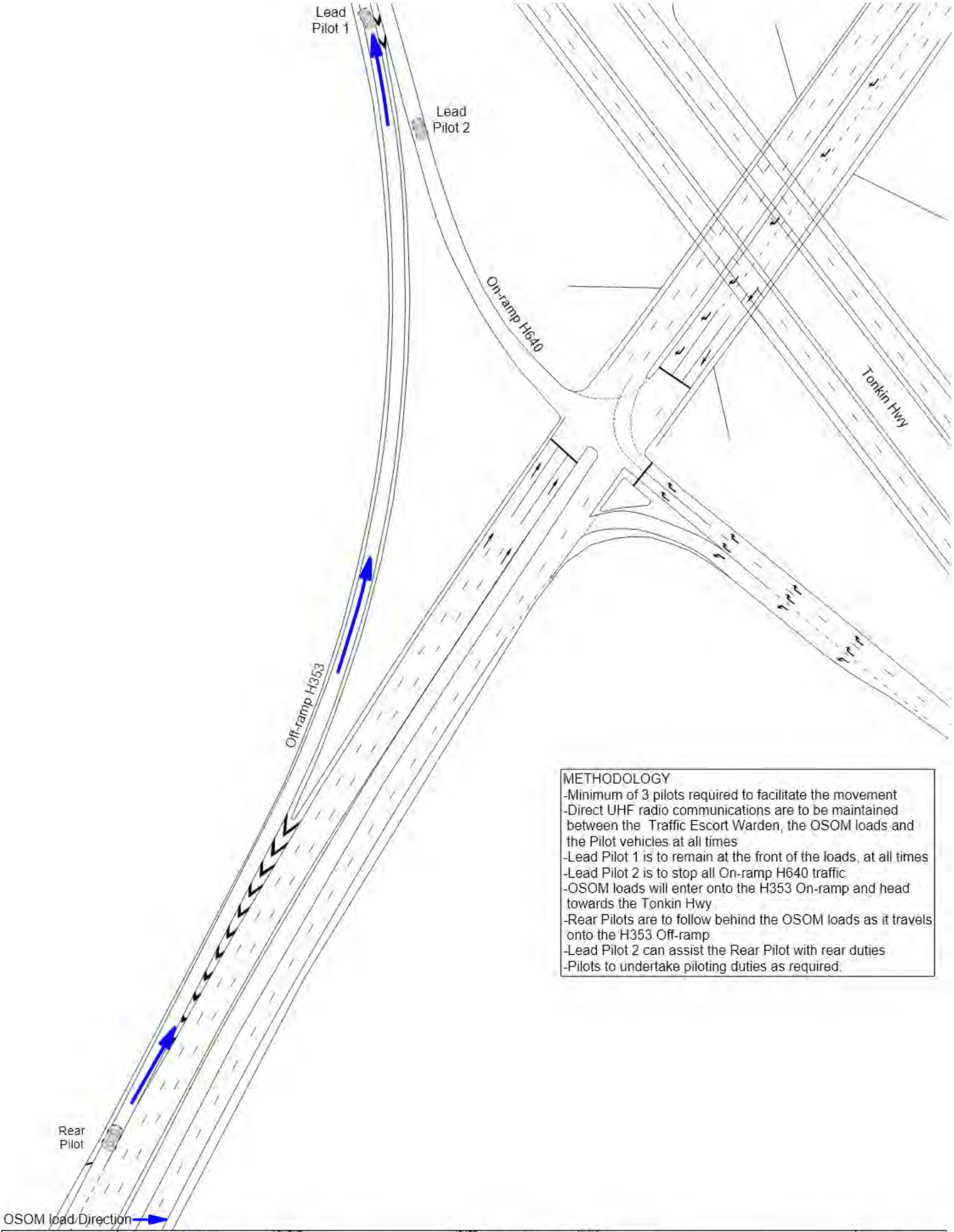
CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION

DATE:	01/07/2024
TMP NO:	517-314-09
TGS NO:	08
REV NO:	A
SCALE:	NTS
SIZE:	A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION: KWINANA FWY ONTO ROE HWY, MURDOCH

N



METHODOLOGY
-Minimum of 3 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Traffic Escort Warden, the OSOM loads and the Pilot vehicles at all times
-Lead Pilot 1 is to remain at the front of the loads, at all times
-Lead Pilot 2 is to stop all On-ramp H640 traffic
-OSOM loads will enter onto the H353 On-ramp and head towards the Tonkin Hwy
-Rear Pilots are to follow behind the OSOM loads as it travels onto the H353 Off-ramp
-Lead Pilot 2 can assist the Rear Pilot with rear duties
-Pilots to undertake piloting duties as required.

HIGHWAYS TRAFFIC
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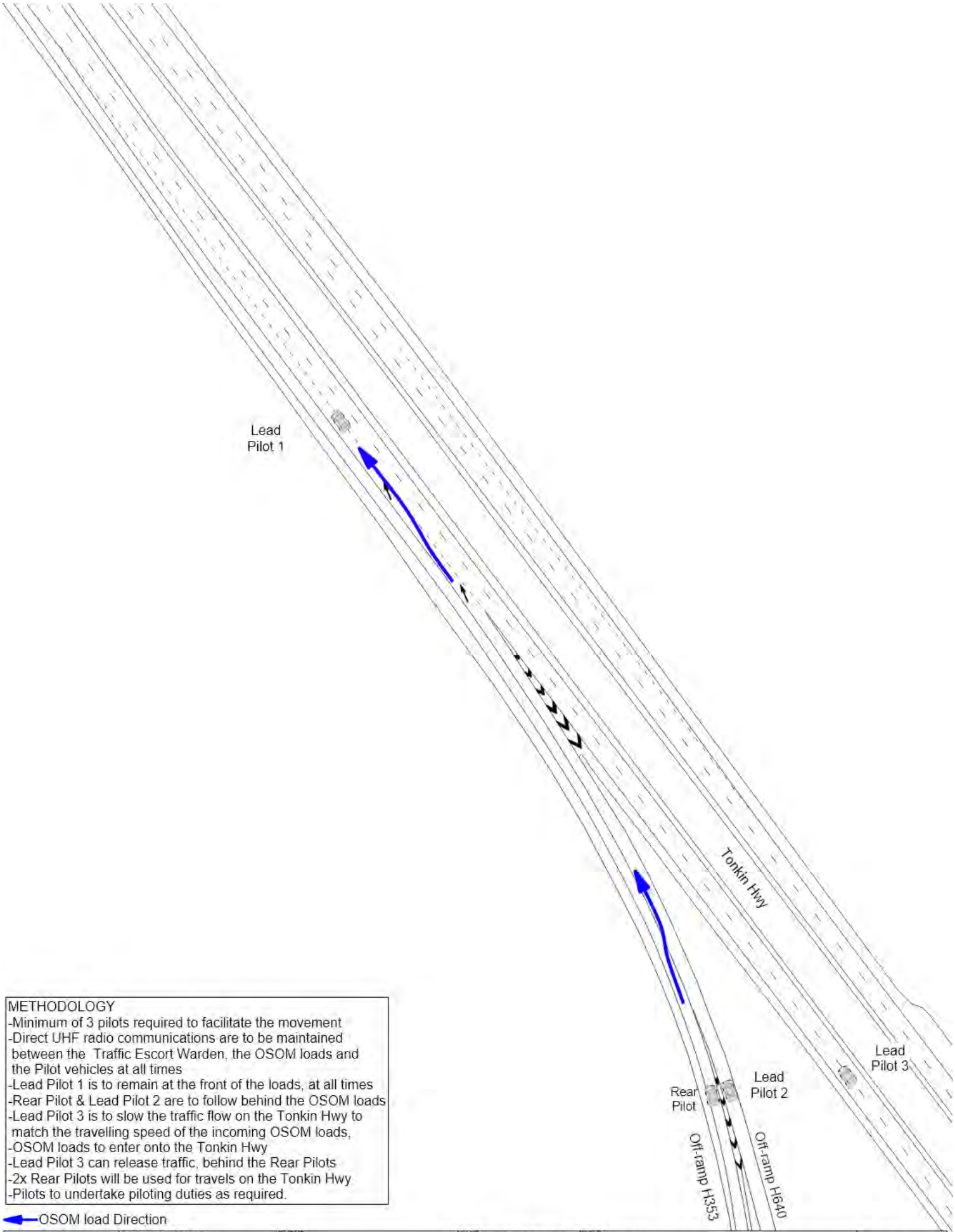
CLIENT:
REX J ANDREWS ENGINEERED TRANSPORTATION

DATE: 01/07/2024
TMP NO: 517-314-09
TGS NO: 09
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
ROE ONTO TONKIN HWY, WELSHPOOL

N



METHODOLOGY
-Minimum of 3 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Traffic Escort Warden, the OSOM loads and the Pilot vehicles at all times
-Lead Pilot 1 is to remain at the front of the loads, at all times
-Rear Pilot & Lead Pilot 2 are to follow behind the OSOM loads
-Lead Pilot 3 is to slow the traffic flow on the Tonkin Hwy to match the travelling speed of the incoming OSOM loads,
-OSOM loads to enter onto the Tonkin Hwy
-Lead Pilot 3 can release traffic, behind the Rear Pilots
-2x Rear Pilots will be used for travels on the Tonkin Hwy
-Pilots to undertake piloting duties as required.

←OSOM load Direction

HIGHWAYS TRAFFIC
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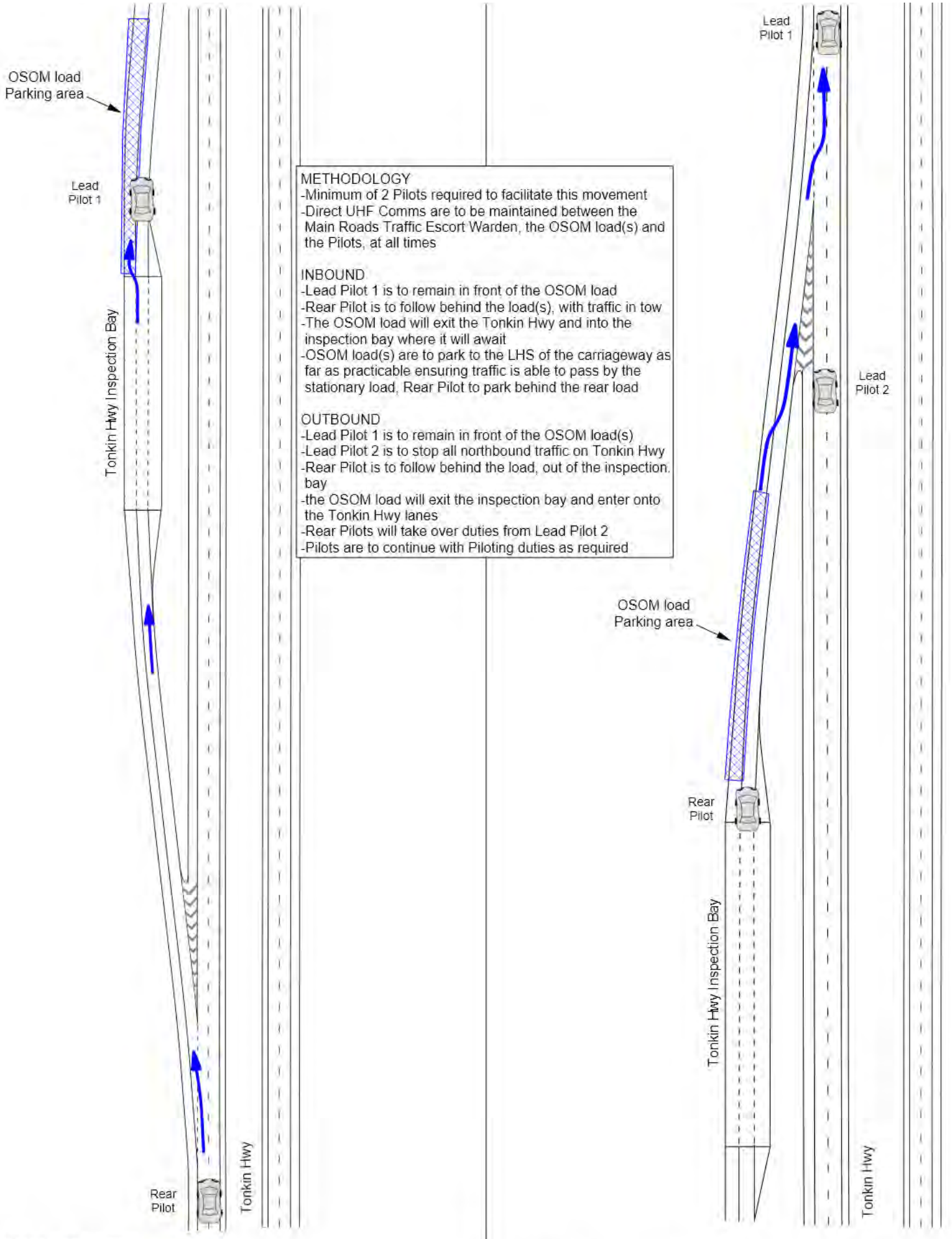
CLIENT:
REX J ANDREWS Pty Ltd
ENGINEERED TRANSPORTATION

DATE: 01/07/2024
TMP NO: 517-314-09
TGS NO: 10
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
ROE ONTO TONKIN HWY, WELSHPOOL

N



METHODOLOGY
-Minimum of 2 Pilots required to facilitate this movement
-Direct UHF Comms are to be maintained between the Main Roads Traffic Escort Warden, the OSOM load(s) and the Pilots, at all times

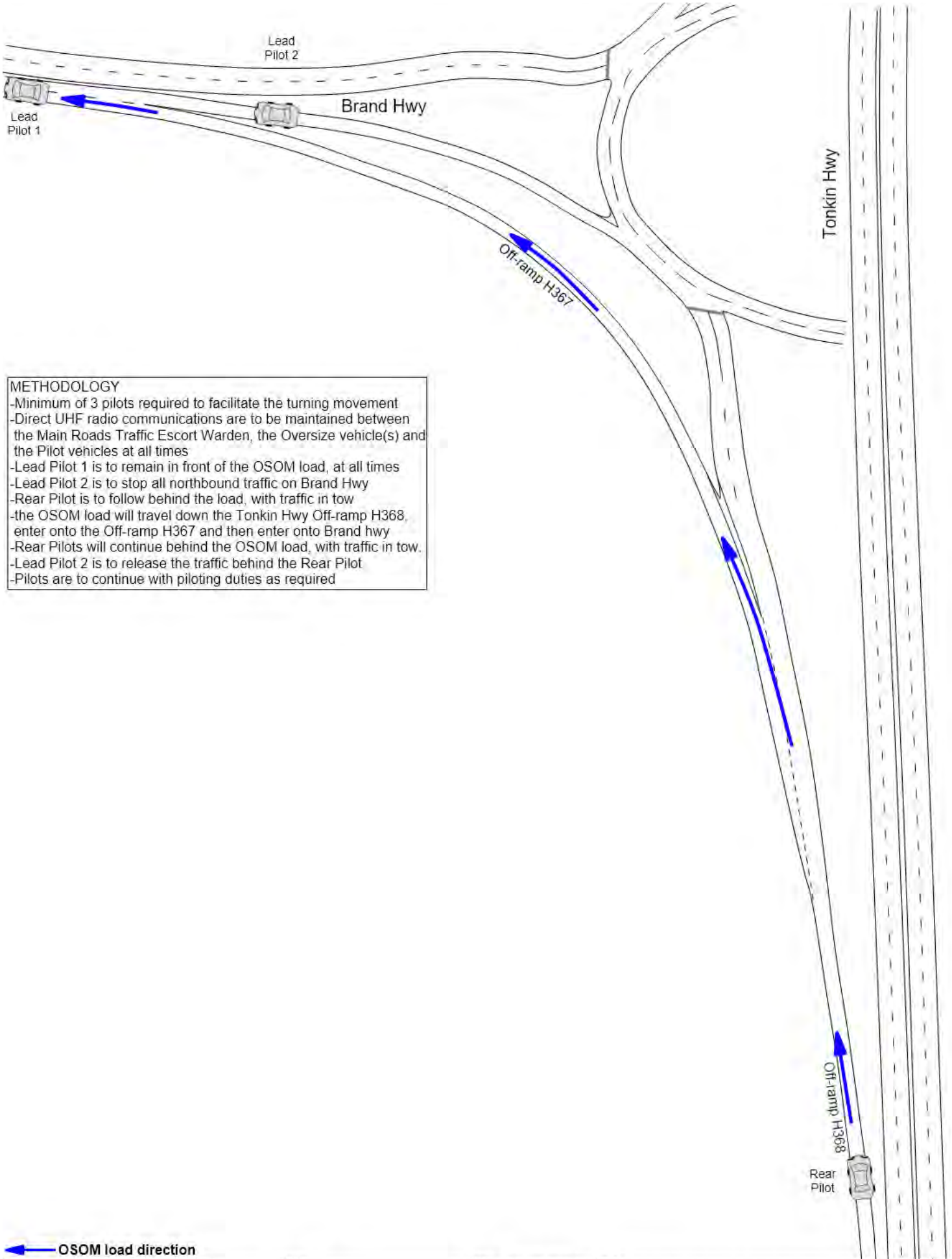
INBOUND
-Lead Pilot 1 is to remain in front of the OSOM load
-Rear Pilot is to follow behind the load(s), with traffic in tow
-The OSOM load will exit the Tonkin Hwy and into the inspection bay where it will await
-OSOM load(s) are to park to the LHS of the carriageway as far as practicable ensuring traffic is able to pass by the stationary load, Rear Pilot to park behind the rear load

OUTBOUND
-Lead Pilot 1 is to remain in front of the OSOM load(s)
-Lead Pilot 2 is to stop all northbound traffic on Tonkin Hwy
-Rear Pilot is to follow behind the load, out of the inspection bay
-the OSOM load will exit the inspection bay and enter onto the Tonkin Hwy lanes
-Rear Pilots will take over duties from Lead Pilot 2
-Pilots are to continue with Piloting duties as required

OSOM load direction →

HIGHWAYS TRAFFIC	DESIGNED & DRAWN BY: NATHAN REID WTA-AWTM-23-04501-07	CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION	DATE: 01/07/2024	TITLE: OVERSIVE CONTRAFLOW MOVEMENTS REX J ANDREWS WADDI WINDFARM PROJECT
	3 DOWNING STREET CARLISLE WA 6101 P: 9330 4937 I M: 0424 151 547 NATHANREID79@BIGPOND.COM WWW.HIGHWAYSTRAFFIC.COM.AU		TMP NO: 517-314-09	
			TGS NO: 11	
			REV NO: A	
			SCALE: NTS SIZE: A3	LOCATION: TONKIN HWY INSPECTION BAY BULLSBROOK

N



METHODOLOGY
-Minimum of 3 pilots required to facilitate the turning movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-Lead Pilot 1 is to remain in front of the OSOM load, at all times
-Lead Pilot 2 is to stop all northbound traffic on Brand Hwy
-Rear Pilot is to follow behind the load, with traffic in tow
-the OSOM load will travel down the Tonkin Hwy Off-ramp H368, enter onto the Off-ramp H367 and then enter onto Brand hwy
-Rear Pilots will continue behind the OSOM load, with traffic in tow.
-Lead Pilot 2 is to release the traffic behind the Rear Pilot
-Pilots are to continue with piloting duties as required

OSOM load direction

HIGHWAYS TRAFFIC

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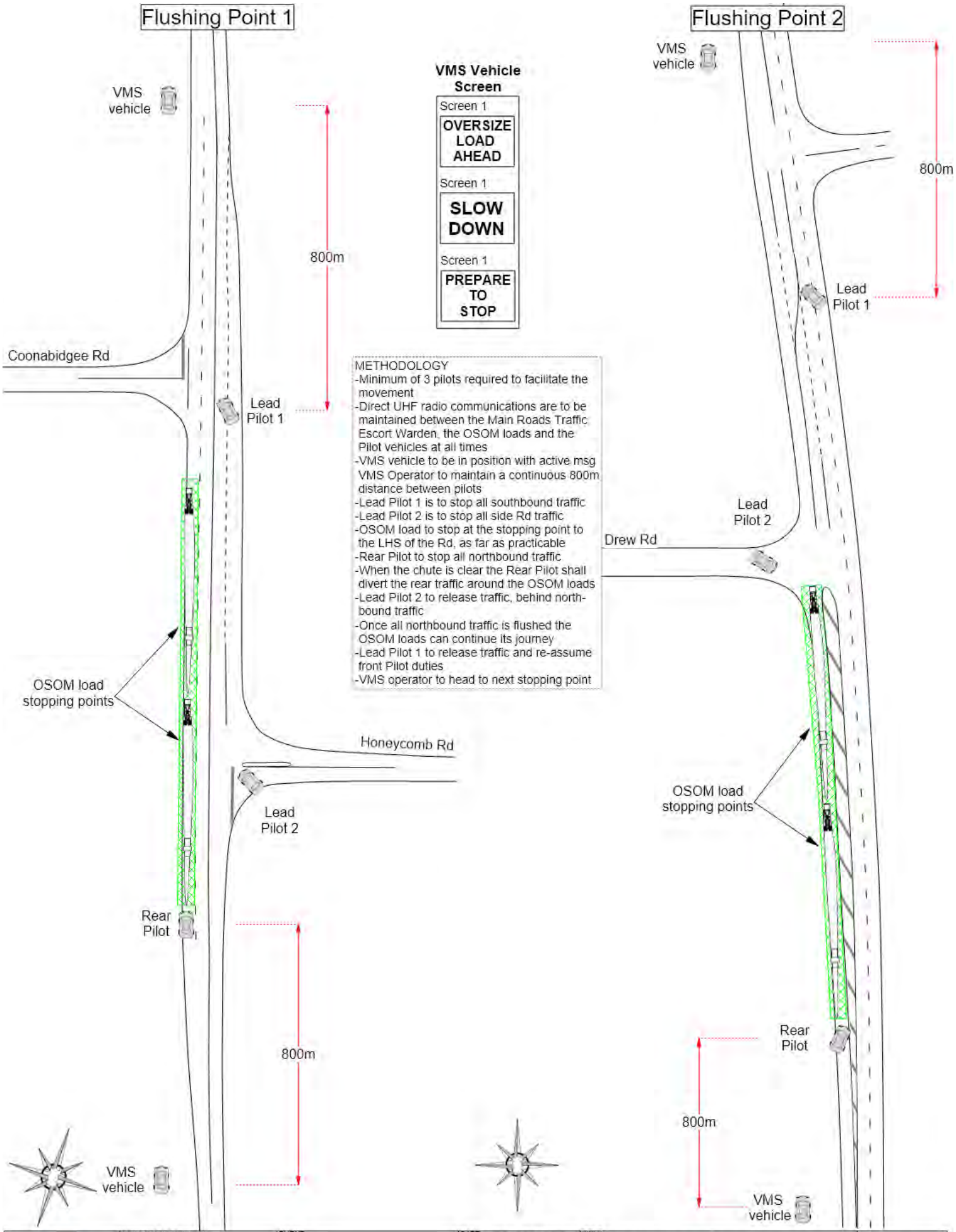
CLIENT:
REX J ANDREWS
ENGINEERED TRANSPORTATION

DATE: 01/07/2024
TMP NO: 517-314-09
TGS NO: 12
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
TONKIN HWY ONTO BRAND HWY, MUCHEA

N



HIGHWAYS TRAFFIC

DESIGNED & DRAWN BY:
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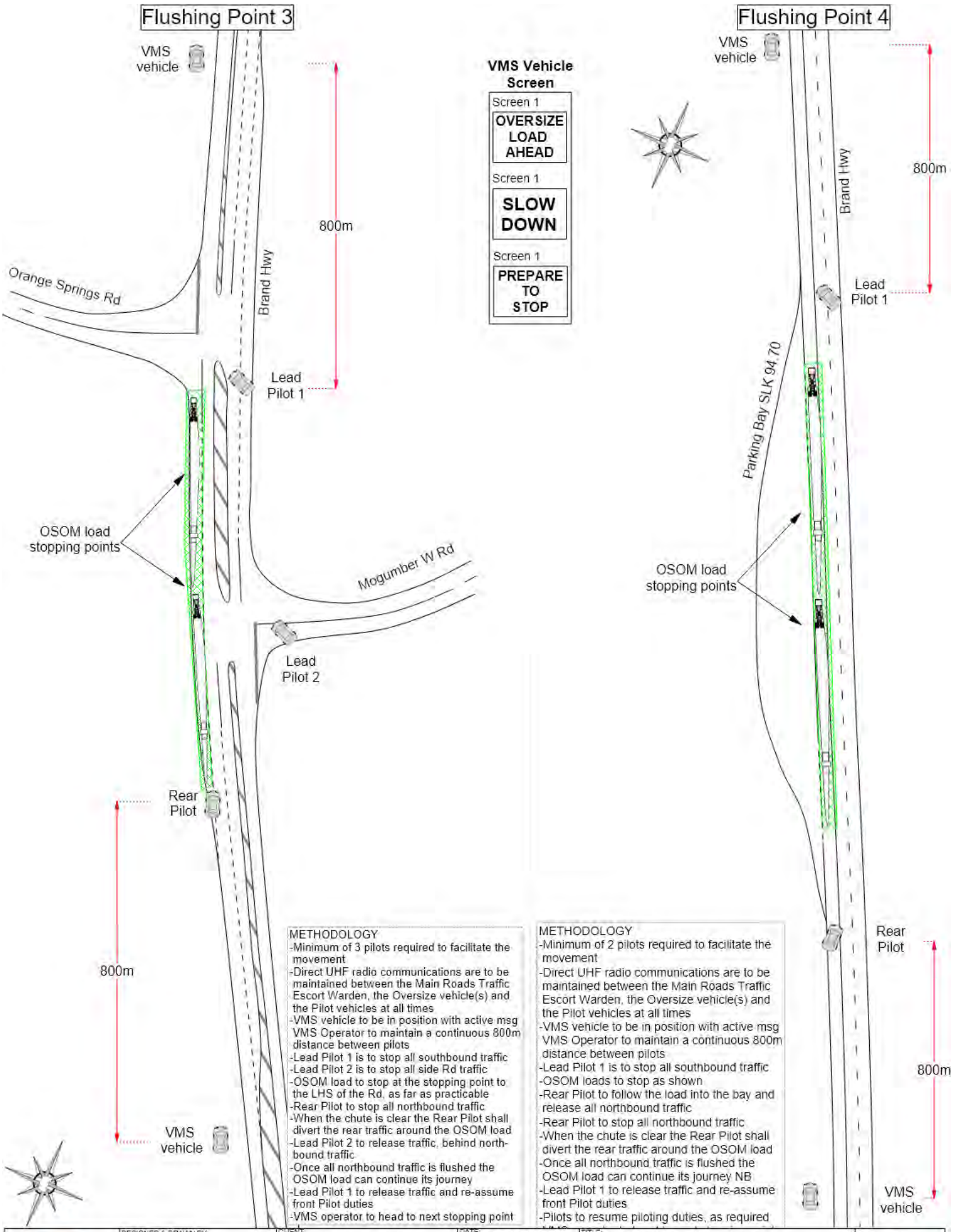
CLIENT:
REX J ANDREWS PTY LTD
ENGINEERED TRANSPORTATION

DATE: 01/07/2024
TMP NO: 517-314-09
TGS NO: 13
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT
FLUSHING POINTS

LOCATION:
BRAND HWY



METHODOLOGY
-Minimum of 3 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-VMS vehicle to be in position with active msg VMS Operator to maintain a continuous 800m distance between pilots
-Lead Pilot 1 is to stop all southbound traffic
-Lead Pilot 2 is to stop all side Rd traffic
-OSOM load to stop at the stopping point to the LHS of the Rd, as far as practicable
-Rear Pilot to stop all northbound traffic
-When the chute is clear the Rear Pilot shall divert the rear traffic around the OSOM load
-Lead Pilot 2 to release traffic, behind north-bound traffic
-Once all northbound traffic is flushed the OSOM load can continue its journey
-Lead Pilot 1 to release traffic and re-assume front Pilot duties
-VMS operator to head to next stopping point

METHODOLOGY
-Minimum of 2 pilots required to facilitate the movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-VMS vehicle to be in position with active msg VMS Operator to maintain a continuous 800m distance between pilots
-Lead Pilot 1 is to stop all southbound traffic
-OSOM loads to stop as shown
-Rear Pilot to follow the load into the bay and release all northbound traffic
-Rear Pilot to stop all northbound traffic
-When the chute is clear the Rear Pilot shall divert the rear traffic around the OSOM load
-Once all northbound traffic is flushed the OSOM load can continue its journey NB
-Lead Pilot 1 to release traffic and re-assume front Pilot duties
-Pilots to resume piloting duties, as required

HIGHWAYS TRAFFIC
DESIGNED & DRAWN BY:
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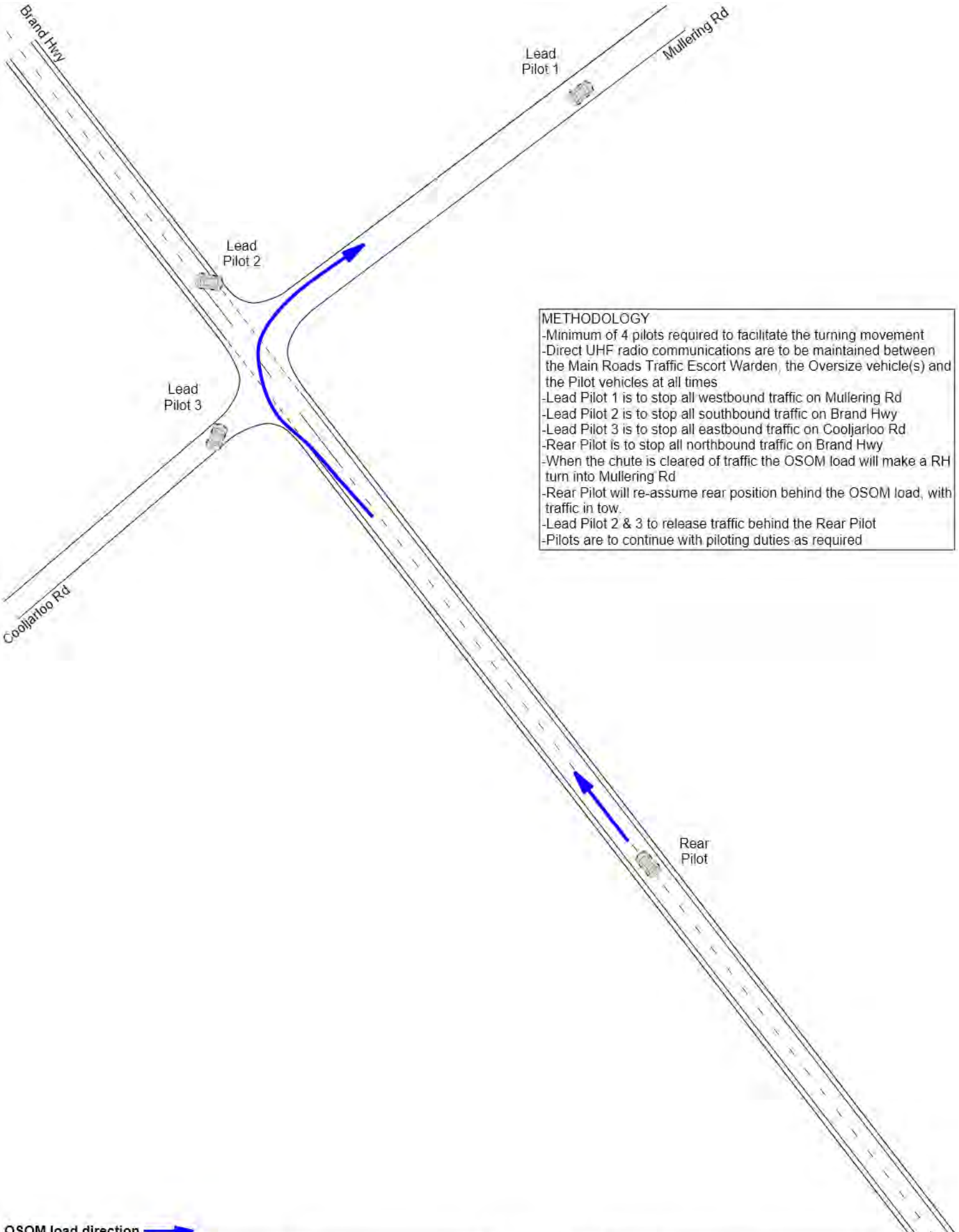
CLIENT:
REX J ANDREWS pty ltd
ENGINEERED TRANSPORTATION

DATE:	01/07/2024
TMP NO:	517-314-09
TGS NO:	14
REV NO:	A
SCALE:	NTS
SIZE:	A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT
FLUSHING POINTS

LOCATION:
BRAND HWY

N



METHODOLOGY
-Minimum of 4 pilots required to facilitate the turning movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-Lead Pilot 1 is to stop all westbound traffic on Mullering Rd
-Lead Pilot 2 is to stop all southbound traffic on Brand Hwy
-Lead Pilot 3 is to stop all eastbound traffic on Cooljarloo Rd
-Rear Pilot is to stop all northbound traffic on Brand Hwy
-When the chute is cleared of traffic the OSOM load will make a RH turn into Mullering Rd
-Rear Pilot will re-assume rear position behind the OSOM load, with traffic in tow.
-Lead Pilot 2 & 3 to release traffic behind the Rear Pilot
-Pilots are to continue with piloting duties as required

OSOM load direction →

HIGHWAYS TRAFFIC
DESIGNED & DRAWN BY:
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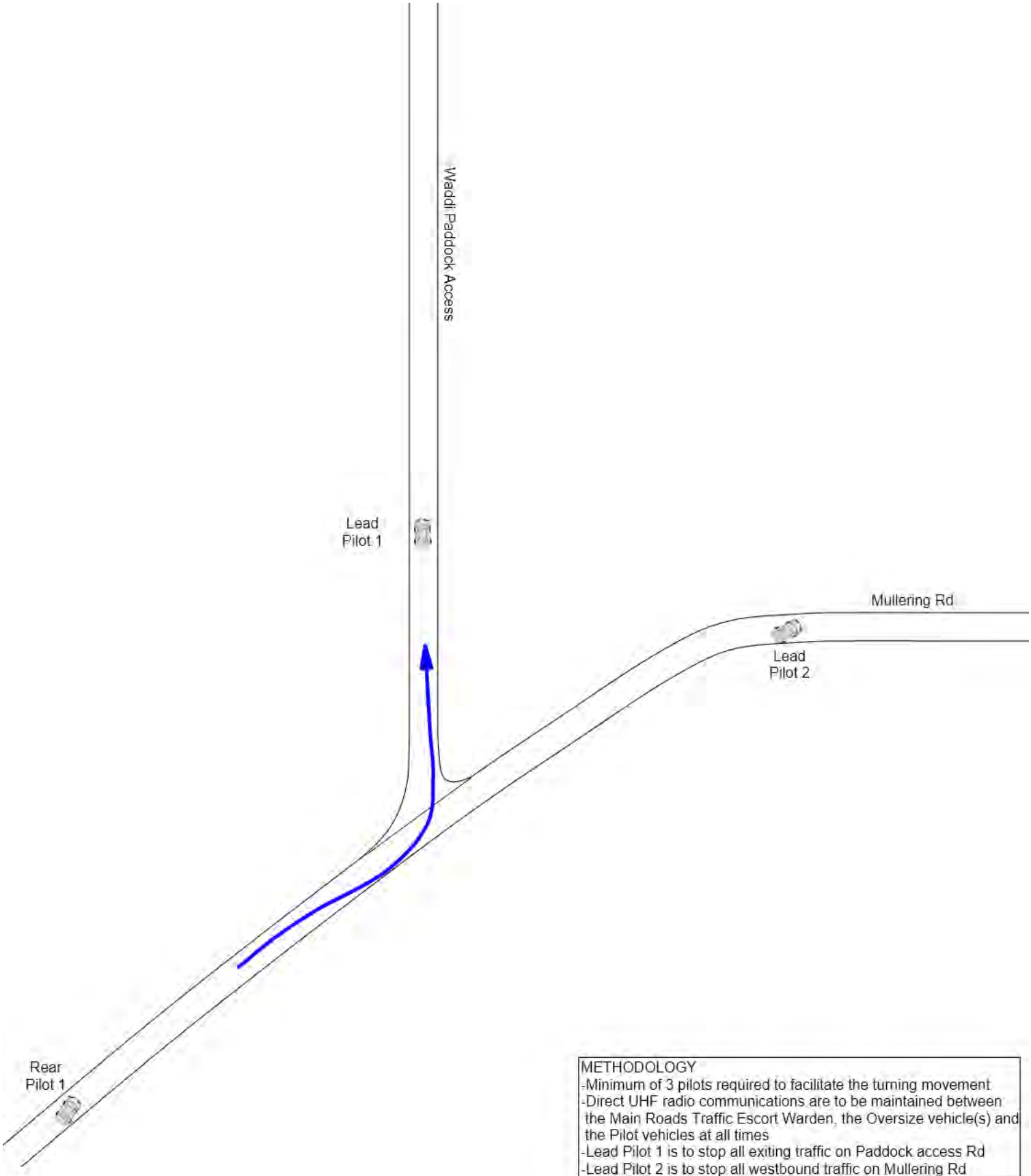
CLIENT:
REX J ANDREWS
ENGINEERED TRANSPORTATION

DATE: 01/07/2024
TMP NO: 517-314-09
TGS NO: 15
REV NO: A
SCALE: NTS
SIZE: A3

TITLE:
OVERSIVE CONTRAFLOW MOVEMENTS
REX J ANDREWS
WADDI WINDFARM PROJECT

LOCATION:
BRAND HWY & MULLERING RD, COOLJARLOO

N



METHODOLOGY
-Minimum of 3 pilots required to facilitate the turning movement
-Direct UHF radio communications are to be maintained between the Main Roads Traffic Escort Warden, the Oversize vehicle(s) and the Pilot vehicles at all times
-Lead Pilot 1 is to stop all exiting traffic on Paddock access Rd
-Lead Pilot 2 is to stop all westbound traffic on Mullering Rd
-Rear Pilot is to stop all eastbound traffic on Mullering Rd
-When the chute is cleared of traffic the OSOM load will make a LH turn into the project site, via the Paddock Access Rd
-When the OSOM loads are off Mullering Rd all traffic can be released, end of OSOM TMP

OSOM load direction →

HIGHWAYS TRAFFIC	DESIGNED & DRAWN BY: NATHAN REID WTA-AWTM-23-04501-07	CLIENT: REX J ANDREWS ENGINEERED TRANSPORTATION	DATE: 01/07/2024	TITLE: OVERSIVE CONTRAFLOW MOVEMENTS REX J ANDREWS WADDI WINDFARM PROJECT	N
	3 DOWNING STREET, CARLISLE WA 6101 P: 9330 4937 I M: 0424 151 547 NATHANREID79@BIGPOND.COM WWW.HIGHWAYSTRAFFIC.COM.AU		TMP NO: 517-314-09		
			TGS NO: 16		
			REV NO: A		
			SCALE: NTS	SIZE: A3	LOCATION: MULLERING RD WADDI

Tilt Renewables Australia Pty Ltd

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Phone: 1300 660 623

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