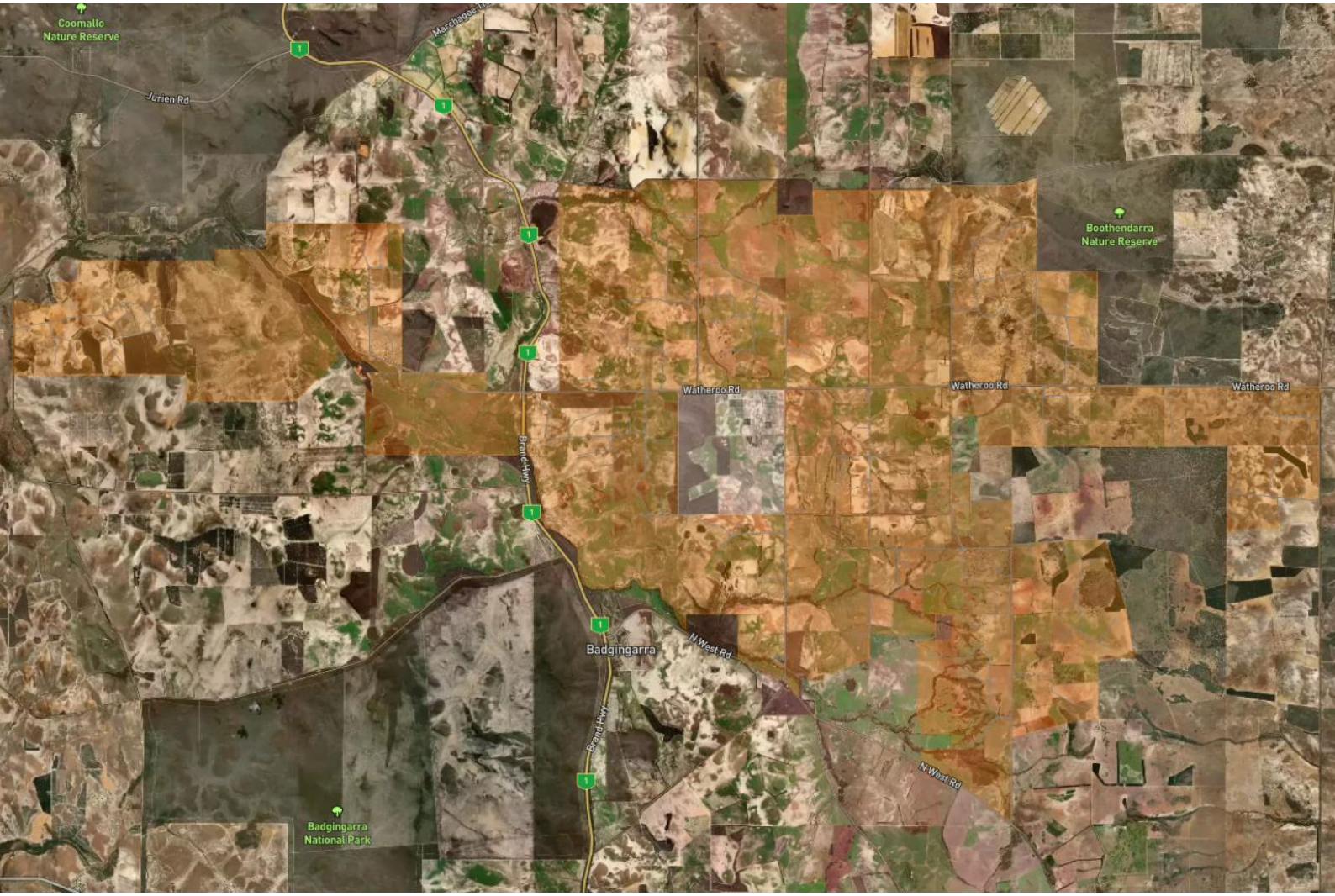


Dinner Hill Wind Farm

TRANSPORT IMPACT ASSESSMENT

81113-894-FLYT-REP-0004 Rev5

PROJECT	81113-894-FLYT-REP-0004 Rev5			
TITLE	Dinner Hill Wind Farm			
Revision	Description	Originator	Review	Date
0	Draft	CAS	CXS/Project	14/10/25
1	Reviewed	CAS	CXS/Project	26/03/26
2	Issued	CAS	CXS/Project	02/06/26
3	Final Review	CAS	CXS/Project	24/06/26
4	Final	CAS	CXS/Project	24/07/26
5	Description Change	CAS	CXS	07/09/26

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1. SUMMARY

Item	Response
Local Government	Shire of Dandaragan
ILUA Region	Yued
Site Lot(s)	Multiple
Street Frontage	Multiple, including Brand Highway, Watheroo Road, North West Road, Cantabilling Road, Yerramullah Road, Boothendarra Road, McKays Road, Dewar Road, Dinner Hill Road, Winjardie Road and Wathingarra Road
Development Type(s)	The Project consists of up to 131 wind turbine generators and associated necessary ancillary infrastructure including (but not limited to) battery energy storage system (BESS), hardstand areas, substation and switch yard, operational and maintenance facility, control room, site offices and car parking, construction compound and laydown areas, concrete batching plants, overhead and underground cabling, and upgraded access tracks
Local Planning Scheme	Shire of Dandaragan Local Planning Scheme No. 7
Access Crossovers	Multiple locations on street frontage roads listed above with internal project tracks linking Wind Turbine Generators
Parking Provision	Not applicable to development, parking on-site at locations as required
Vehicle Trips Generated	Estimation of between 170 and 210 vehicle trips on network per day during peak construction period spread around the project area of 20km x 40km. This is based on geographical staging of WTG site and BESS delivery. The actual program of delivery would be developed by the contractor constructing the project, with more defined movements being able to be formalised at that stage

2. INTRODUCTION

2.1 Development Introduction

This Transport Assessment has been prepared by Flyt in support of the Dinner Hill Wind Farm (DHWF) (the project) proposed by OX2 for landholdings that cover land within the Shire of Dandaragan in the Wheatbelt Region of Western Australia (Project Area). As indicated by the South West Aboriginal Land and Sea Council website; it sits within the Yued ILUA Region. The context of the Project Area relative to both Perth and Geraldton is shown in Figure 1.

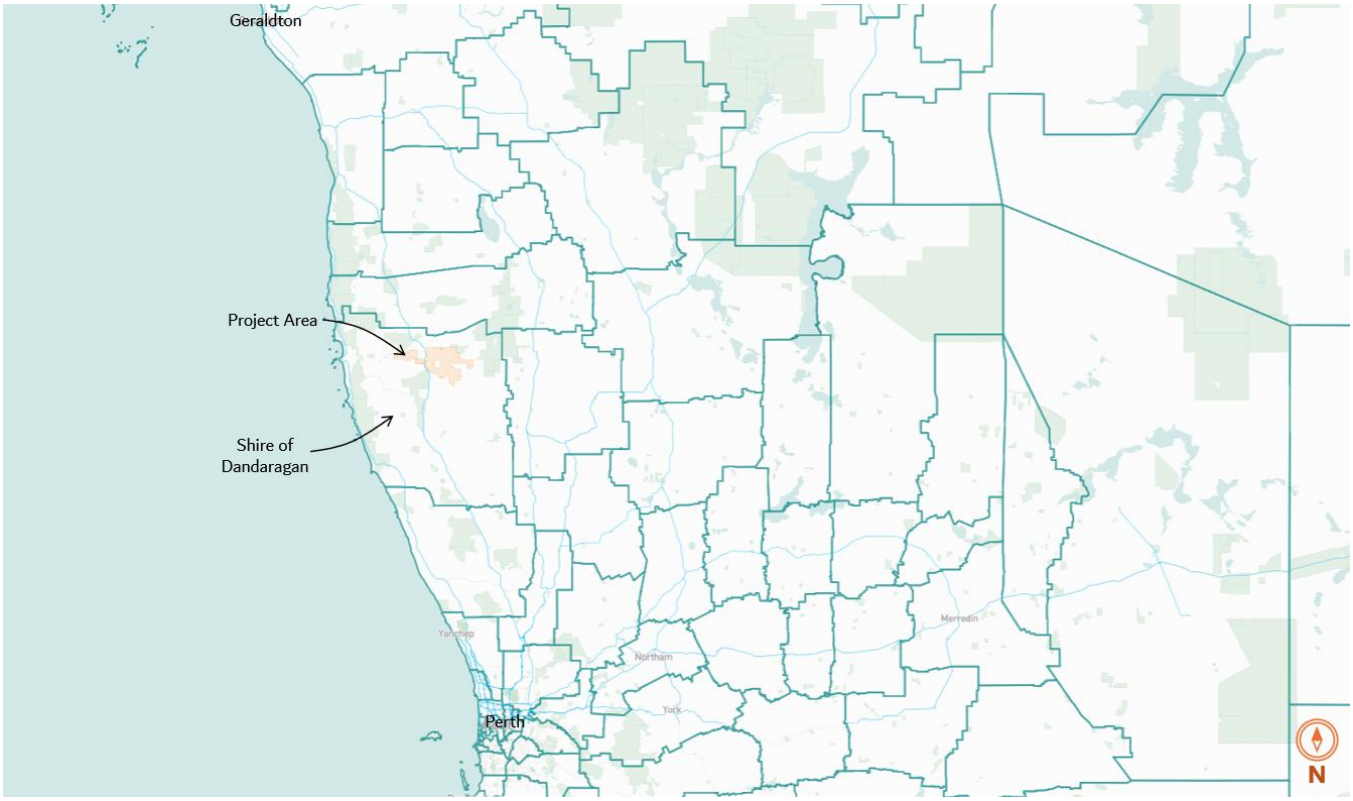


Figure 1 Project Area location relative to Perth and Geraldton (source: Planwisely)

The Project Area is spread over 19 separate landholdings, located to the west and east of Brand Highway near Badgingarra within the Shire of Dandaragan in the Wheatbelt Region. The broad nature of the area subject to the proposed Wind Turbine Generator (WTG) development is illustrated in Figure 2. The DHWF will be one of the largest land based renewable energy projects in Australia. The project will connect to the South West Interconnected System (SWIS) network via the Clean Energy Link – North transmission project.

The project proposes up to 131 wind turbine generators (WTGs). There is also an associated Battery Energy Storage System (BESS) proposed for the development.

There is the potential for a temporary works accommodation facilities to be constructed for the DHWF project. Specific to the transport network, there will be connections to the external road network and a number of internal access roads which will provide access for construction and maintenance of the WTG.

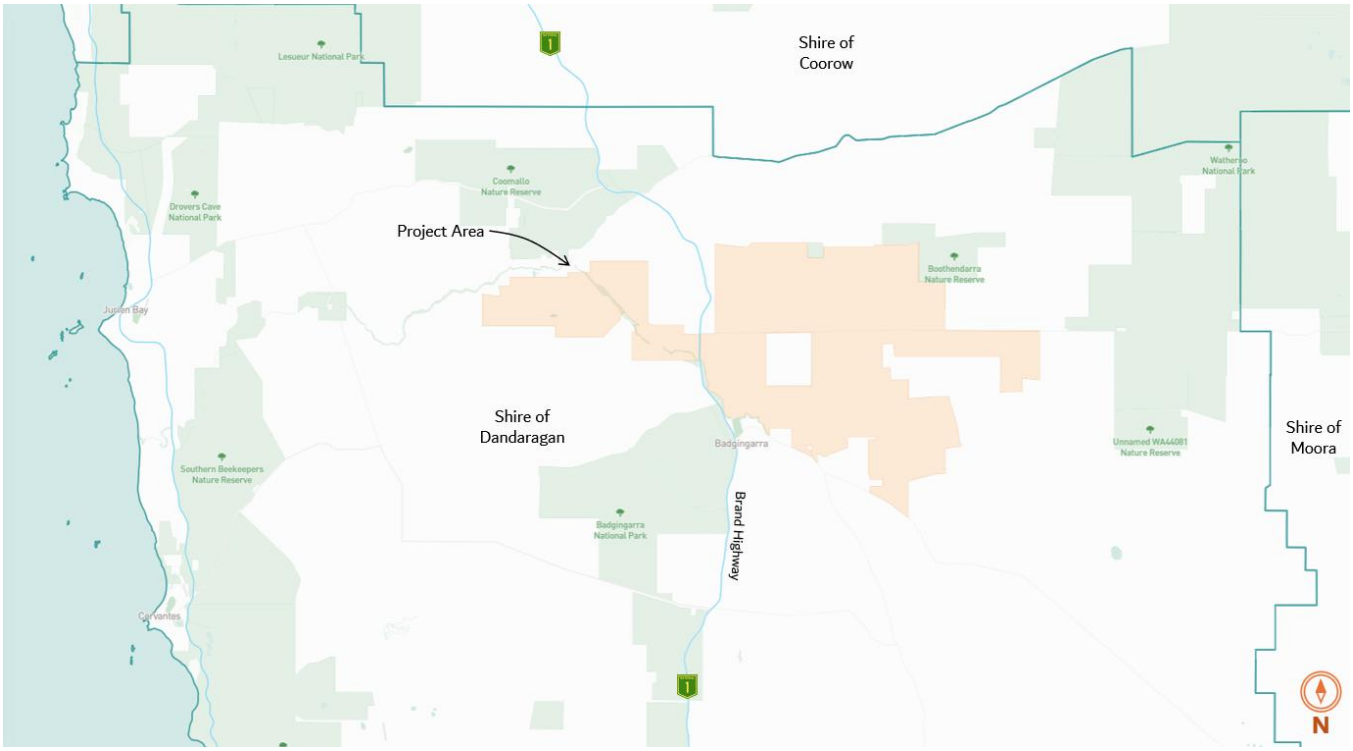


Figure 2 Project Area boundary (source: Planwisely)

2.2 Transport Impact Assessment

This Transport Impact Assessment has been prepared in keeping with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 3):

- Low impact – less than 10 peak hour trips, no assessment required;
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

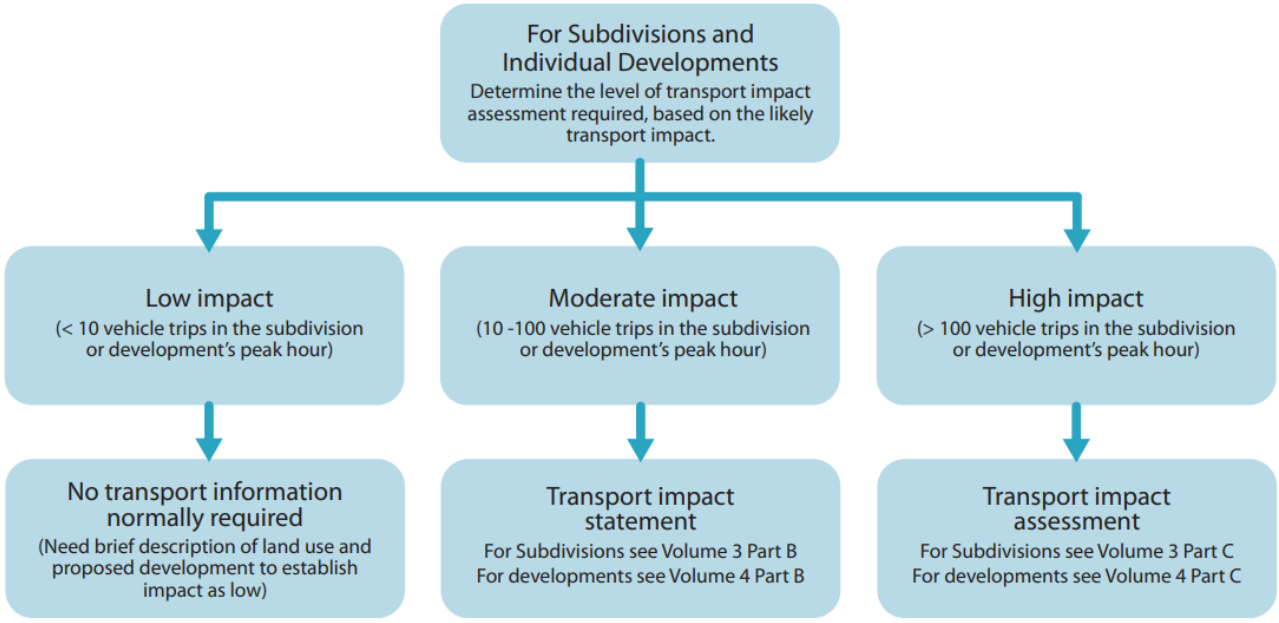


Figure 3 Level of transport impact assessment required (source: WAPC)

Traffic and transport impacts associated with this form of development proposal are not standard or typical of urban based development. Impacts on the network will be primarily associated with construction and initial commissioning of the project and they will likely be spread out over a period of time with some more intense periods of activity.

Therefore, the key considerations of the assessment are not based around volumes of traffic within a given peak hour, but the wider area and more specific impacts of transporting and installing renewable energy components. The focus of the assessment sets out impacts to the local and State road network adjacent to the project. Some typical considerations generally included in site development assessments such as pedestrian, cycling, public transport and parking are not covered in this assessment.

2.3 Western Australian Renewable Energy Planning Code and Guidelines

The Western Australian Planning Commission (WAPC) released the draft Renewable Energy Planning Code and associated Guidelines for public exhibition during preparation of this assessment. The draft Code proposes significant changes to the planning, assessment, and regulation of wind farm noise in Western Australia.

However, as the Code and Guidelines have not yet been finalised or formally adopted, they have not been expressly applied in the preparation of this assessment. The assessment has therefore been undertaken with reference to the relevant statutory planning framework currently in force at the time of application lodgement.

Specific to the transport assessment, this TIA completes the required analysis related to the project impacts and also establishes key corridors from Port facilities to the Project Area.

2.4 Dandaragan Renewable Project Proposals

The Shire of Dandaragan has a Local Planning Policy (LPP 9.14 C-9REF14 – Renewable Energy Facilities) and supporting set of guidelines for proponents. Specific to transport elements, LPP 9.14 sets out that the DA must cover:

- "*Details of the proposed access / egress to the site including the transport route(s) that will be utilised during construction;*
- *Transport Impact Statement or Transport Impact Assessment, informed by the Western Australian Planning Commission's Transport Impact Assessment Guidelines*".

Within the Renewable Project Proposals guidelines, section 4.0 covers Vehicular Access and Traffic Management, which has the following:

"***Road Upgrade / Sealing Advice Notes*** *The proponent shall upgrade and seal all nominated haulage routes to the satisfaction of the Shire of Dandaragan prior to the commencement of construction. Construction of any sealing of our roads will be as per the design attached. Where this is not undertaken, the following conditions shall apply.*

1. Closure of Gravel Roads Following Rainfall *Unsealed roads approved for use by construction traffic shall be closed to all heavy vehicles for a minimum of* ***24 hours following any rainfall event exceeding 5 mm in 24 hours****, or until such time as the Shire determines the pavement has sufficiently dried to support safe traffic.*

2. Closure of Gravel Roads Due to Safety Hazards *Unsealed roads may be closed to construction traffic at the discretion of the Shire where any of the following occur: a) Corrugations, rutting or sand blow-outs cause unsafe road conditions. b) Dust suppression is insufficient, resulting in reduced visibility for oncoming or local traffic. c) The road condition presents a hazard to other road users or local residents.*

d) Construction traffic fails to operate within approved traffic management arrangements – e.g. speeding, use of unapproved road routes or failing to observe time exclusions.

3. Road Maintenance Responsibilities *The proponent shall be responsible for the full cost of maintenance of all unsealed roads used by construction traffic, including but not limited to grading, watering, dust suppression, and reinstatement, at the frequency determined necessary by the Shire, for the duration of the construction phase of the project.*

4. Road Condition Surveys *Prior to the commencement of works, the proponent shall fund a joint dilapidation survey of all roads to be used for construction traffic. A repeat survey shall be conducted at the completion of construction, with all identified damage to be reinstated to the satisfaction of the Shire at the proponent's cost.*

5. Damage Liability *The proponent shall be liable for all damage caused to Shire roads (sealed and unsealed) as a result of construction, operation, or associated traffic movements.*

6. Road Safety and Traffic Management *The proponent shall prepare, implement, and maintain a Shire-approved Traffic Management Plan addressing: a) Construction vehicle speed limits. b) Approved haulage routes and times of operation (to avoid conflict with school buses and community use). c) Dust suppression and local road safety measures.*

7. Bonds and Securities *Prior to the commencement of construction, the proponent shall lodge a* ***road maintenance bond*** *or bank guarantee with the Shire, equal to the estimated cost of restoring the approved road network to pre-construction condition (plus 25% contingency).*

8. Heavy Vehicle Restrictions *All over-mass and over-dimension vehicles shall be restricted to approved haulage routes and require prior approval of the Shire and Main Roads WA.*

9. Lifecycle Contribution (Unsealed Roads) *Where sealing is not undertaken, the proponent shall enter into a legal agreement with the Shire to contribute annually to the Shire's long-term road maintenance program for the life of the project, reflecting the increased wear and tear on the road network.*

Restricted Access Vehicle Routes

https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Policy_Manual/Policy_7_5_-_C-7RAVR05_-_Restricted_Access_Vehicle_Routes.pdf

Heavy Haulage Cost Recovery

https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Policy_Manual/Policy_7_10_C-7HHCR10_-_Heavy_Haulage_Cost_Recovery.pdf

WALGA Heavy Vehicle Cost Recovery Policy Guideline for Sealed Roads

https://walga.asn.au/awcontent/Web/Documents/Infrastructure/Heavy_Vehicle_Cost_Recovery_Policy_Guidline_for_Sealed_Roads-(ID-693988).pdf

WALGA Estimating Cost Impact - Unsealed Roads

https://walga.asn.au/getattachment/b65f0587-53bc-41db-bbdb-c4f3a9baa9d9/20250520-User-Guide-Incremental-Cost-Impact-Unsealed-Roads-Freight-Tasks-spread.pdf?lang=en-AU

WALGA Estimating Cost Impact - Sealed Roads

https://walga.asn.au/getattachment/5b4a175f-0943-402d-a038-a1f5a5b65b5d/20250520-User-Guide-Incremental-Cost-Impact-Sealed-Roads-Freight-Tasks-spread.pdf?lang=en-AU"

This assessment covers these elements.

2.5 Report Structure

The report is structured using elements from the WAPC Transport Impact Assessment Guidelines, and addresses the following:

- Proposed development
- Route assessment
- Road network

- Vehicle access
- Forecast traffic volumes and vehicle types
- Committed developments
- Road safety
- Site specific context
- Summary and conclusions.

3. PROPOSED DEVELOPMENT

3.1 Project Area

The Project Area covers 19 individual landholdings spread over an area of approximately 40km by 20km with up to 131 WTG associated with the proposed development footprint. 15 of the WTG sites sit to the west of the Brand Highway corridor with the remainder to the east. The Project Area plan displaying the proposed WTG development sites alongside the overall development footprint is shown in Figure 4.



Figure 4 Development footprint for Dinner Hill Wind Farm (source: OX2/Planwisely)

3.2 Proposed Development

The Project is located approximately 200 km North of Perth in Western Australia, within the Dandaragan Local Government Area (LGA) and within the Northern Wheatbelt zone. The land on which the Project is located spans approximately 30,024 ha within the localities of Hill River, Boothendarra, and Badgingarra.

The Project Area is located north of the Badgingarra township, east of Yerramullah Road and west of Coalara Road and includes land parcels of freehold land tenure, the Brand Highway and local road corridors. The Project Area is almost entirely comprised of productive farmland that is largely cleared and utilised for mixed cropping

and grazing. The project development strategy is to maintain the majority of existing remnant vegetation located within the Project Area.

The project consists of up to 131 wind turbine generators and associated necessary ancillary infrastructure including (but not limited to) battery energy storage system (BESS), hardstand areas, substation and switch yard, operational and maintenance facility, control room, project offices and car parking, construction compound and laydown areas, concrete batching plants, overhead and underground cabling, and upgraded access tracks. Local quarrying activities will also be undertaken to cater for the development of the infrastructure for the project. Elements are described below, with the final definitive description within the Planning Report.

3.2.1 Wind Turbine Generators

The project proposes up to 131 WTGs, with a maximum overall height (tip height) of 270 m above ground level (AGL). The turbines will have a horizontal axis, with a rotor consisting of three blades with a maximum blade length of up to 91 m used for the purpose of this assessment. The selected blade length and wind turbine hub height will be configured so that the tip height does not exceed 270 m. These maximum specifications are summarised in Table 1.

Table 1 Turbine Specifications (source: Umwelt)

Feature	Maximum Specifications
Project generation capacity	Approximately 943 MW
Number of turbines	131
Tip Height	Up to 270 m
Blade Length Tested for Transport Assessment	Up to 91 m

* The specifications listed in the table are considered to be an upper limit and are intended to provide flexibility for any innovation in turbine design between now and the time of detailed design and construction.

The final selection of turbine to be installed on the Project Area will be based on an assessment of the most suitable WTG available at the time of procurement. This process will take into consideration a number of factors including the maximum power output based on the wind resource at the project and any supply chain issues that might result in schedule delays.

For the analysis completed within this assessment, the vehicle configuration utilised is shown in Figure 5 which has the following configuration details:

- Overall Length 102.417m
- Overall Width 3.496m
- Overall Body Height 4.908m

- Min Body Ground Clearance 0.247m
- Max Track Width 2.900m
- Lock-to-lock time 6.00s
- Curb to Curb Turning Radius 46.414m

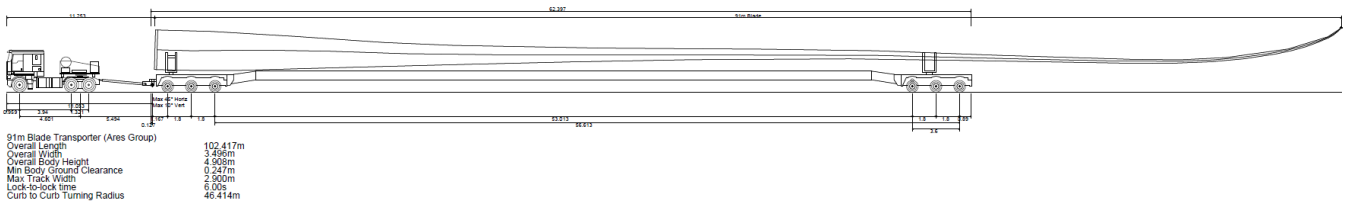


Figure 5 Vehicle profile for turbine blades used in assessment (source: Access Traffic)

This configuration has been applied for the purpose of this assessment however the transport operator engaged to complete the transport task may use an alternative vehicle format or the turbine blades may evolve.

3.2.2 Battery Storage

The BESS located off Yerramullah Road will have a capacity of up to 300 MW/2400MWh, will occupy an area of up to 5.8 ha as indicated in Figure 6, and may consist of:

- Battery containers
- Inverters
- MV transformers
- Control and switchgear equipment
- Lightning protection masts
- Security fencing
- Co-located with the BESS will be firewater tanks with a total capacity of 576,000L.

The location nominated for the BESS off Yerramullah Road as shown in Figure 6 which will comprise the main substation, switching yard, BESS, O&M building and temporary construction laydown.

Vehicles associated with BESS projects are generally regular length semi-trailers and single unit trucks or as-of-right vehicles that can travel on any part of the WA road network. These vehicles do not require permits and can select any route of travel to and from the Project Area.

Deliveries of site construction compound and fencing mobilisation, gravel/ hardcore, concrete, crane support equipment, miscellaneous electrical equipment, earthworks import/export and waste disposal could occur via as-of-right vehicles off Yerramullah Road.

These vehicles could include:

- Cranes associated with installation of batteries and other site construction requirements
- Semi-trailer low loaders with wider loads (up to 3m) carrying components such as site offices, modular units etc.
- Tandem Drive prime mover with a 7x8 or a 10x8 low loader trailer or similar configuration which could be 4m wide and 30m+ in overall length. These trucks would be used to carry the largest indivisible loads such as transformers or larger site construction components but the number of these associated with a BESS project are minimal and all would be under permit through Main Roads WA.

The exact configuration of the vehicles to be used for the OSOM movements would be determined as part of the project programming, with this information setting out the general configuration of potential vehicles which are typical of BESS projects.

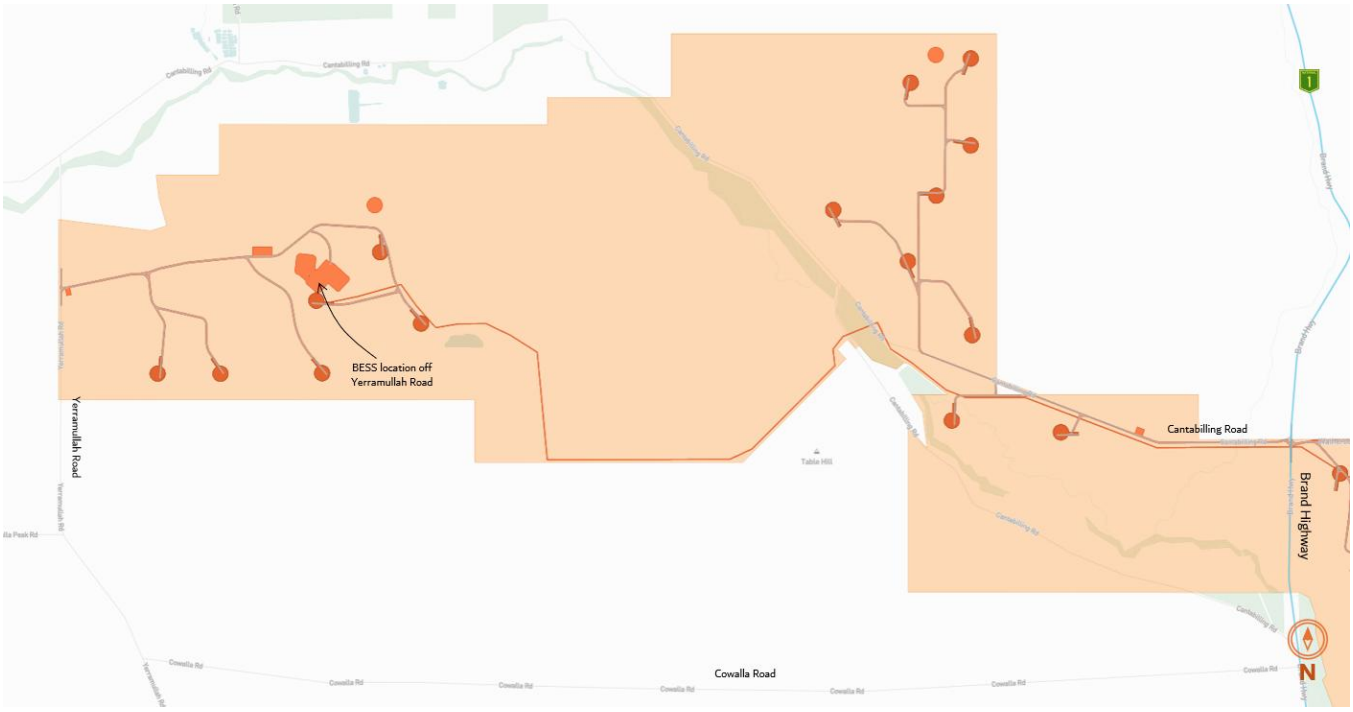


Figure 6 Location of BESS facility off Yerramullah Road (source: OX2 / Planwisely)

3.2.3 Operation and Maintenance Facilities

An Operation and Maintenance (O&M) building will be constructed. The building will be a transportable, modular or field erected office building including offices, IT servers, first aid room and facilities.

- Height: Up to 4 m
- Length: Up to 24 m
- Width: Up to 9 m.

Potable water will be trucked to the Project Area and stored in tanks.

3.2.4 Construction Compound and Laydown Area

Construction compounds will be used to accommodate temporary office and storage buildings or containers, as well as parking areas for workers. Power will be supplied by temporary generators, and water supply and wastewater removal will be managed via tanker trucks.

Each compound may also include a graded hardstand area enclosed with cyclone-style fencing, designed for the safe storage of oversized equipment and materials, including wind turbine blades and tower sections.

Five (5) compounds are distributed across the Project Area ranging in size between 0.6 ha and 3 ha as shown in Figure 7.



Figure 7 Laydown and Compound areas - DHWF (source: Planwisely / OX2)

3.2.5 Quarry Sites

The Project is proposed to include quarries to source aggregates (sand and gravel) from within the Project Area for road and hardstand construction and cable trenching. Geotechnical investigations will confirm the viability of the quarries proposed within the Project Area. If these investigations conclude the volume or quality of aggregates is not sufficient for construction, materials will be sourced from nearby licenced facilities.

To minimise transport impact on the regional network, quarrying activities for the WTG sites is proposed to be undertaken within the project area at two locations in the eastern part of the project area with access off Watheroo Road or internal project tracks. For transport assessment purposes truck movements would be on

internal project roads and the adjacent local network and considered as part of the overall vehicle generation involved with each WTG site.



Figure 8 Quarry locations - DHWF (source: Planwisely / Umwelt)

3.2.6 External Site Access

Wider area access to the DHWF project will be from the Brand Highway corridor. The individual WTG sites will be accessed from a number of intersecting local roads being Cowalla Road and Cantabilling Road for sites to the west of Brand Highway and via North West Road or Watheroo Road for those sites to the east of Brand Highway.

For the BESS facility, access would be provided off Yerramullah Road, with access being provided via a crossover. The location of turning movements off Brand Highway for access to the WTG is indicated in Figure 9. These indicate where the key turning movements for construction activities will take place. Information on the detailed movement of vehicles associated with the project are set out in section 6.



Figure 9 Project Area and access points (source: Planwisely / OX2)

3.2.7 Internal Site Access

Internal access tracks and crossovers from local roads will be installed throughout the Project Area to connect WTGs and other infrastructure. The following design criteria and mitigation measures could be applied to the access track layout to mitigate potential impacts:

- access tracks will be an average of 7-10 m wide (widths will vary depending on various construction requirements (e.g. reinforcement batters) topography and cabling requirements)
- regular passing places and turning areas will be installed on longer sections of access track
- watercourse crossings will be minimised
- tracks will not be sealed
- tracks will be constructed from locally sourced aggregate from quarry locations
- The construction of access tracks will vary depending on localised ground conditions. Conditions impacting construction include the existing vegetation, nature of the topsoil, level of moisture in the ground, geotechnical base and localised topography
- Post construction, any residual areas that were cleared to create batters and corners will be rehabilitated. Roads will be maintained and need to remain passable for oversize over mass loads in the event of a blade replacement during operation.

Information on the detailed movement of vehicles associated with the project are set out in section 6.

3.2.8 Construction and Operational Workforce

Traffic associated with the workforce has been estimated within this assessment. It is expected that some of the workforce will be facilitated within accommodation around the area or commute from towns in the region and will not require additional accommodation.

During operations, the project will be managed by both on-site and off-site personnel, employed by, or contracted to OX2. Traffic associated with that stage of the project will be minimal.

Construction activities are expected to be undertaken up to six days per week (typically Monday to Saturday), with standard working hours between 7:00am and 7:00pm. Certain activities, including turbine foundation pours and turbine installation, may require extended working hours to ensure safety and construction quality. In limited circumstances, works may also be required outside standard hours, including on Sundays or during the night, subject to applicable approvals and management measures.

3.2.9 Development Stages

This assessment has been based on a single stage of development with construction of the project indicatively set as 2029-2032 however the timing and program of staged development would be considered by OX2 and delivered accordingly.

The construction program for the Project will be finalised by the appointed Engineering, Procurement and Construction (EPC) contractor in consultation with the Proponent and may be refined in response to factors such as weather conditions, material supply and construction sequencing.

Construction is anticipated to extend over a period of up to approximately 36 months. Subject to the receipt of all required approvals, construction is expected to commence in 2029 and be completed by 2032:

- Construction of the Project is anticipated to include the following activities:
- Establishment of temporary construction facilities, including site offices, laydown and storage areas, equipment and materials.
- Upgrading and improvement of existing access roads and construction of new access tracks.
- Earthworks associated with access roads and turbine hardstand areas.
- Excavation works for wind turbine, substation and ancillary infrastructure foundations.
- Construction of wind turbine foundations, including installation of bolt cages, reinforcement and concrete pours.
- Construction of the BESS, substation and associated ancillary infrastructure.

- Installation of electrical and communications infrastructure, including underground cabling and overhead connections between cable marshalling points and the substation.
- Installation of wind turbine transformers, conducted in parallel with electrical reticulation works.
- Delivery, assembly and installation of wind turbine components, including tower sections
- Erection of wind turbines using large mobile cranes.
- Installation of overhead powerlines and associated support structures.
- Commissioning of wind turbines and associated electrical infrastructure, followed by testing and verification.

While these activities are generally expected to occur in the sequence outlined above, some activities may be undertaken concurrently to improve construction efficiency and reduce the overall construction program duration.

4. ACCESS ROUTE TO SITE

4.1 Routes

Access to the Project Area for the critical components of the DHWF project will be provided via the existing road network from either:

- Australian Marine Complex (AMC) and the Common User Facility (CUF) in Henderson (Perth)
- Geraldton Port in Geraldton.

Given both ports have facilitated movements of significant renewables project infrastructure previous, a detailed route assessment was not completed for this stage of planning of the DHWF. The Traffic Management Plan (TMP) that would be completed by the transport operator for the project would include a detailed assessment of the chosen route and all of the information that would be required to support the processing of all relevant over-size, over-mass permits.

The general alignment of the port to Project Area route from AMC is shown in Figure 10 with the Geraldton Port to Project Area route shown in Figure 11. Both would utilise the Brand Highway corridor close to the Project Area. These corridors have been utilised previously for other WTG projects around Dandaragan, Warradarge and the Central Coast and are appropriate for transport purposes.

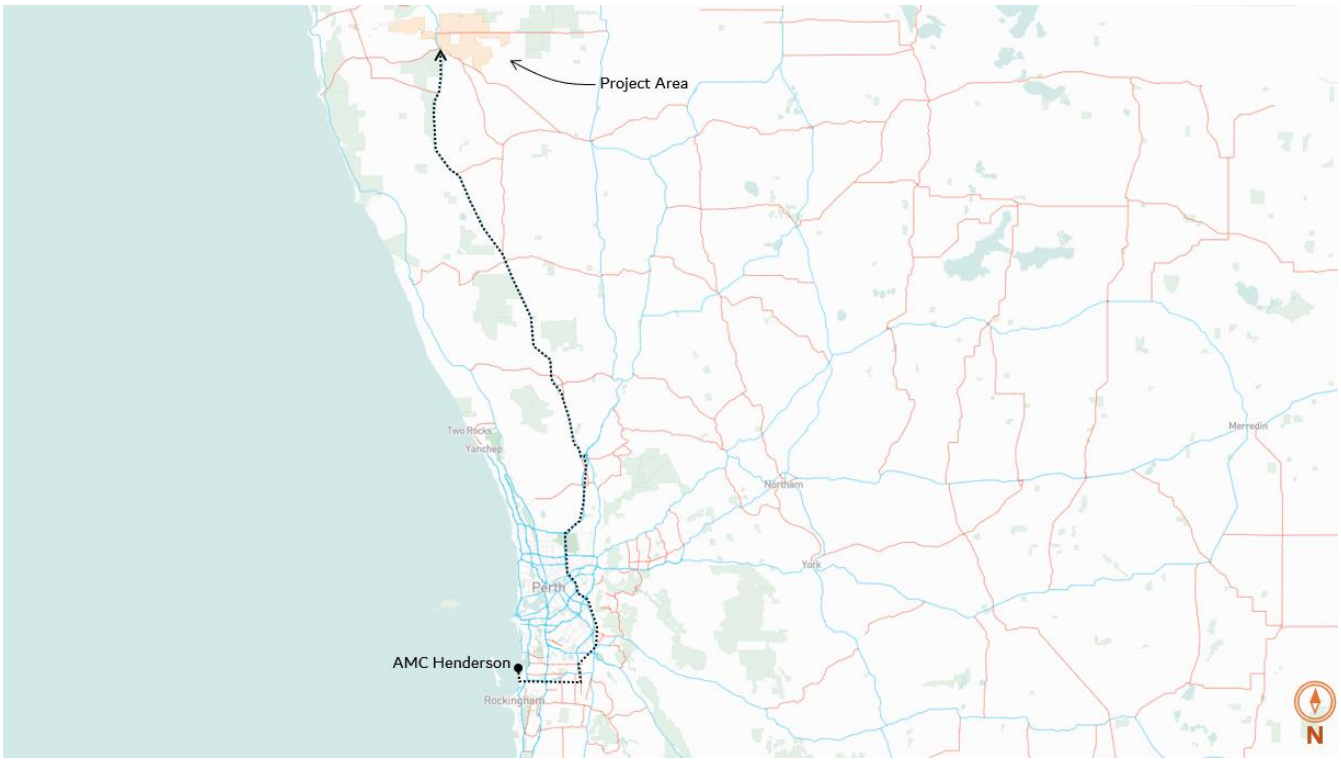


Figure 10 Indicative transport corridor - AMC Henderson to DHWF Project Area (source: Planwisely)

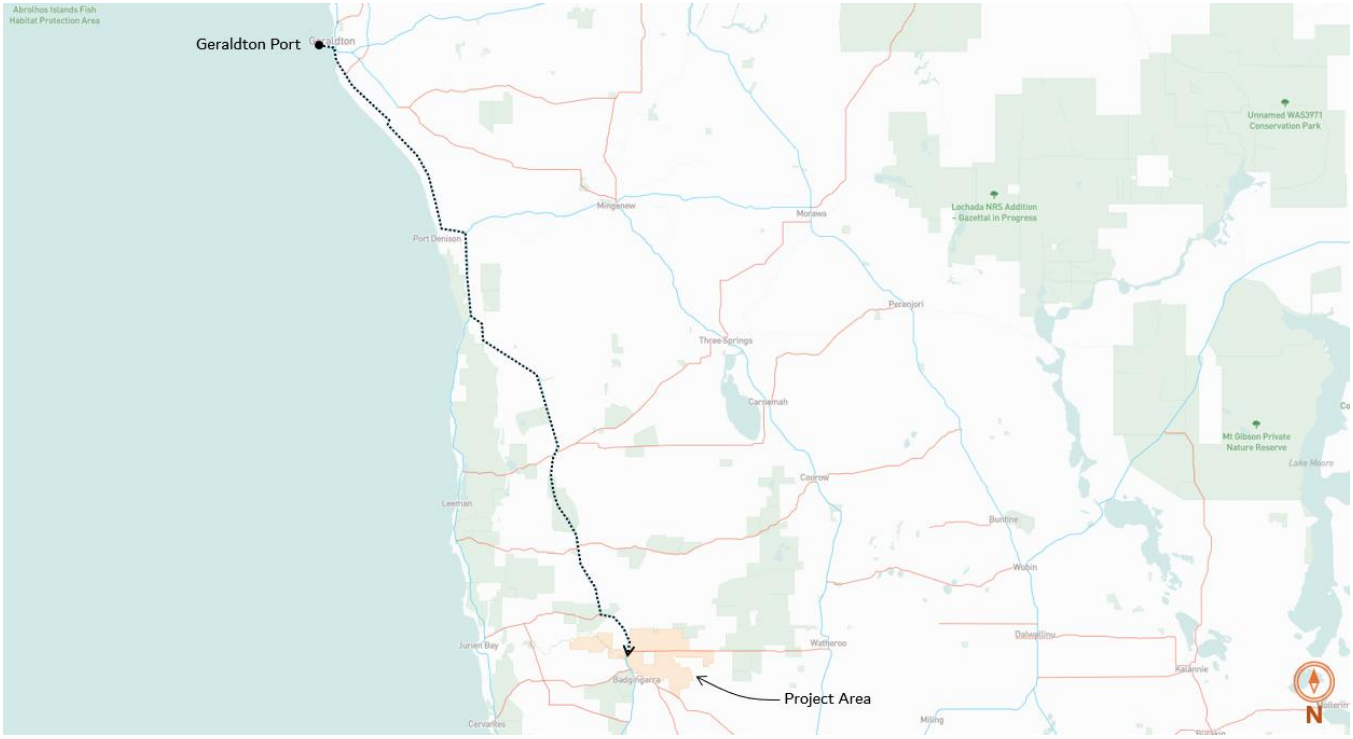


Figure 11 Indicative transport corridor – Geraldton Port to DHWF Project Area (source: Planwisely)

4.2 Traffic Routes

As noted, there is the potential for a temporary works accommodation facilities to be constructed for the DHWF project which would reduce or remove much of the traffic impact associated with workforce movements to and from the area.

Some workforce movements during construction would generate vehicle trips from nearby towns. The connections between the DHWF project and nearby towns of Jurien Bay, Cervantes and Badgingarra were examined in Google Maps to understand the logical route choice that could be made. Routes in Google Maps are based on data collated from existing point to point vehicle movements.

The route from Jurien Bay to the main site compound on Watheroo Road is set out in Figure 12. This uses Jurien Road to access Brand Highway with a left turn on to Watheroo Road. From Cervantes, shown in Figure 13, the route was primarily on Cervantes Road and Cadda Road (which are both Regional Distributor Roads) to access Brand Highway and then Watheroo Road.

From Badgingarra, the route provided was via Brand Highway and then Watheroo Road. That trip could also be completed using local roads or connections. Routes to other sites would depend on the location of construction activities and the program.

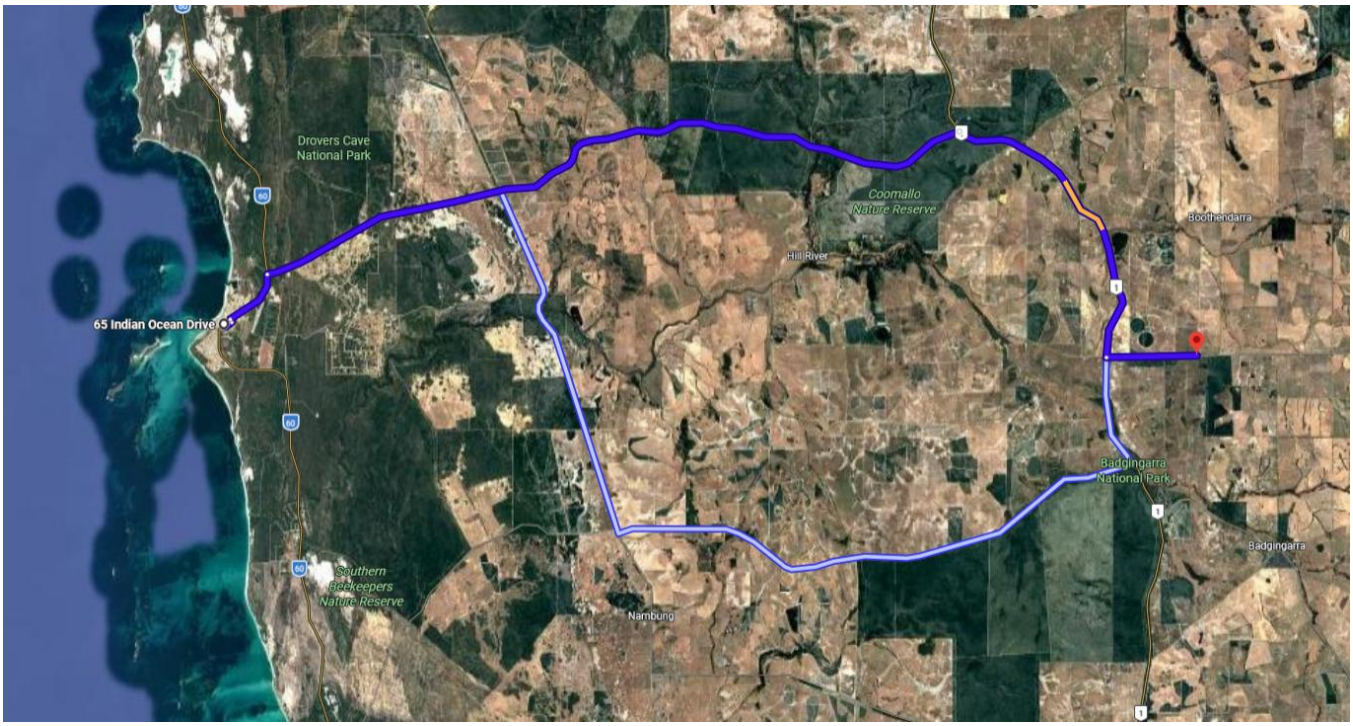


Figure 12 Google directions route - Jurien Bay to Project Area (source: Google)

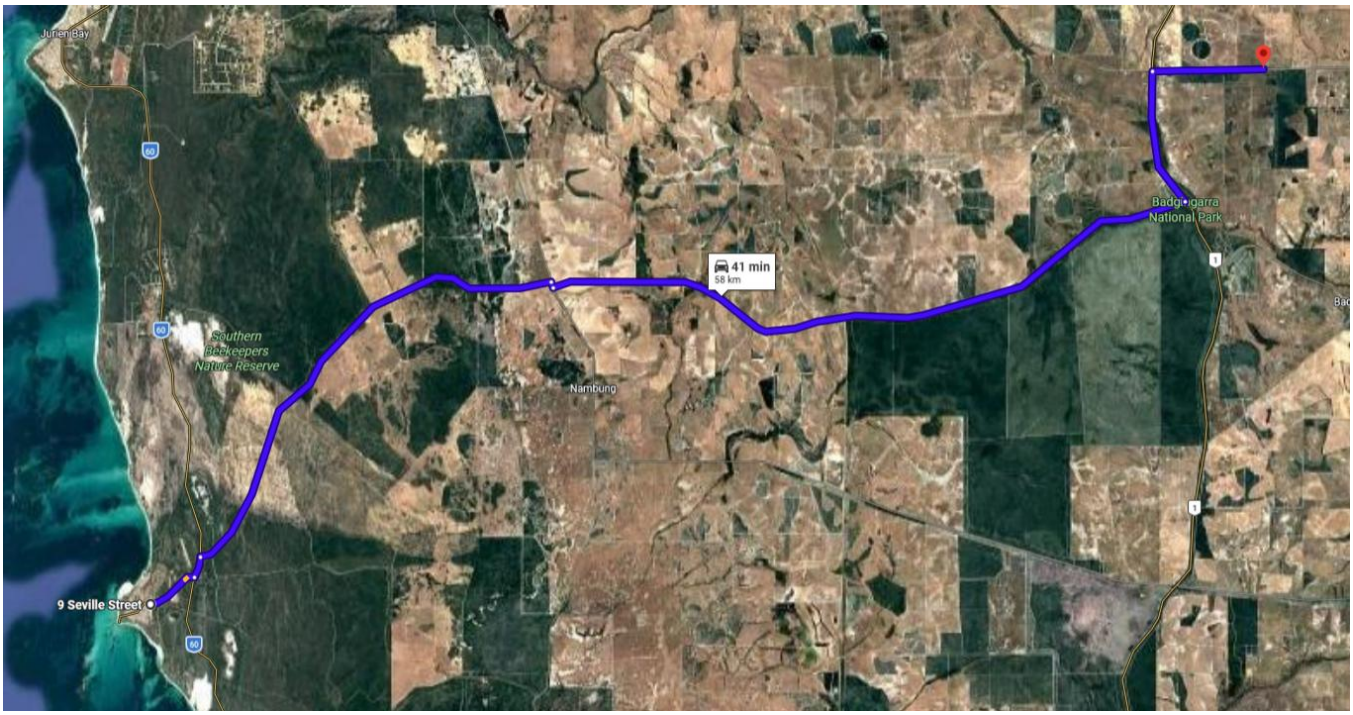


Figure 13 Google directions route - Cervantes to Project Area (source: Google)

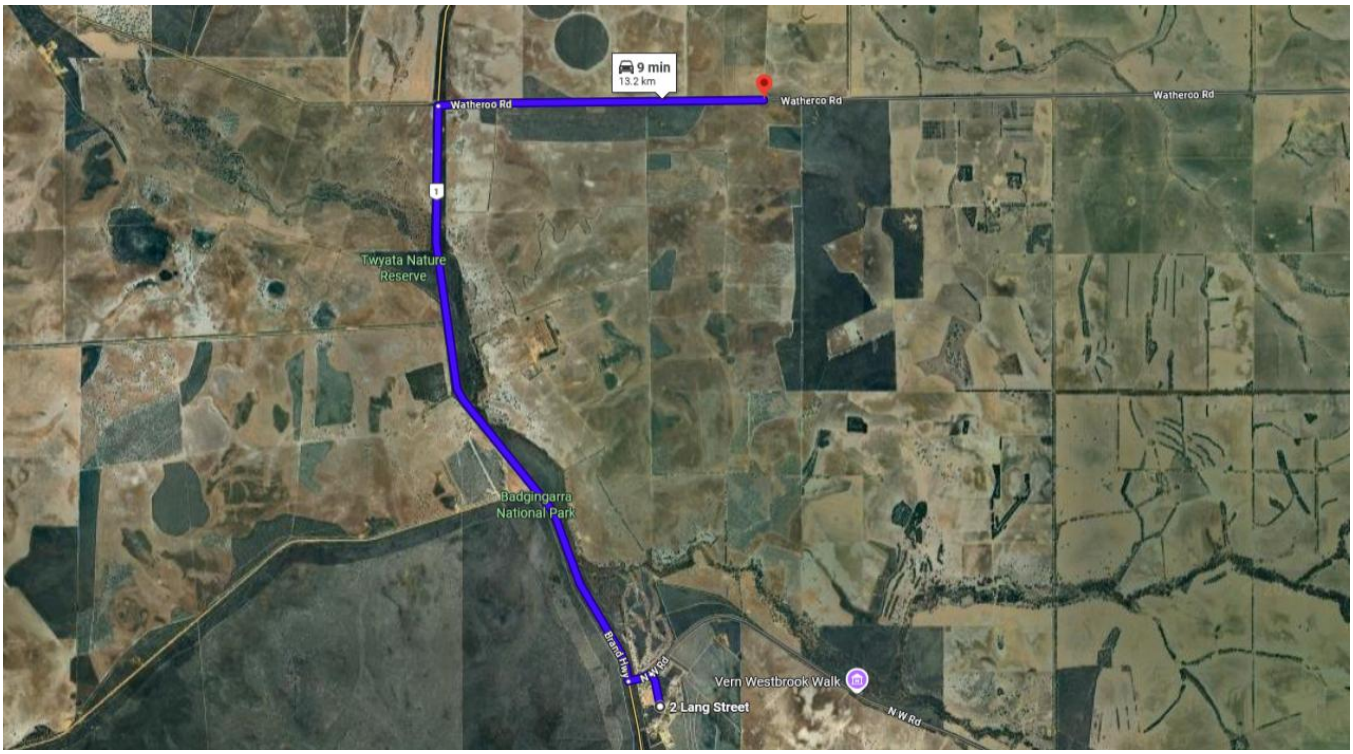


Figure 14 Google directions route - Badgingarra to Project Area (source: Google)

5. ROAD NETWORK

5.1 Existing Road Network

The existing road hierarchy is set out in Figure 15, with Brand Highway running north-south through the project area. Posted speed limits are shown in Figure 16 and the maximum classification for the Restricted Access Vehicle (RAV) network is shown in Figure 17. Roads which cater for school bus routes for schools in the Shire of Dandaragan are shown in Figure 18. Any school bus routes should be managed with the PTA and movements of indivisible loads occur on those roads outside of school peak hours during term.

In relation to the posted speed zones, the Main Roads WA RIMS mapping shows that the majority of rural roads in the area are classified as 110km/hr outside of built up areas, with Brand Highway through the project area being 110 km/hr as well. North West Road has transitional zones from Brand Highway of 60km/hr and 90 km/hr before also being 110 km/hr along the southern boundary of the project area.

Brand Highway and a number of local roads have a RAV classification of RAV7 network, with the lowest classification for access roads associated with the Project Area being RAV4. Parts of Brand Highway, Cantabilling Road, Watheroo Road, North West Road and Dewar Road all provide corridors for rural school bus services. More detailed description of the local road network connections are provided in the following sub-sections.



Figure 15 Road hierarchy surrounding the Project Area (source: Planwisely)



Figure 16 Speed zoning surrounding the Project Area (source: Planwisely)



Figure 17 Maximum RAV network classification (source: Planwisely)



Figure 18 School bus routes (source: data.wa.gov.au)

In addition to volumes set out in the following sections, Planwisely is able to plot daily and hourly vehicle movements on the network through phone data. These are shown for weekdays in Figure 19, AM peak hour in Figure 20 and PM peak hour in Figure 21. This data is from 2024.



Figure 19 All day weekday volumes of immediate network (source: Planwisely)



Figure 20 AM peak hour weekday volumes of immediate network (source: Planwisely)

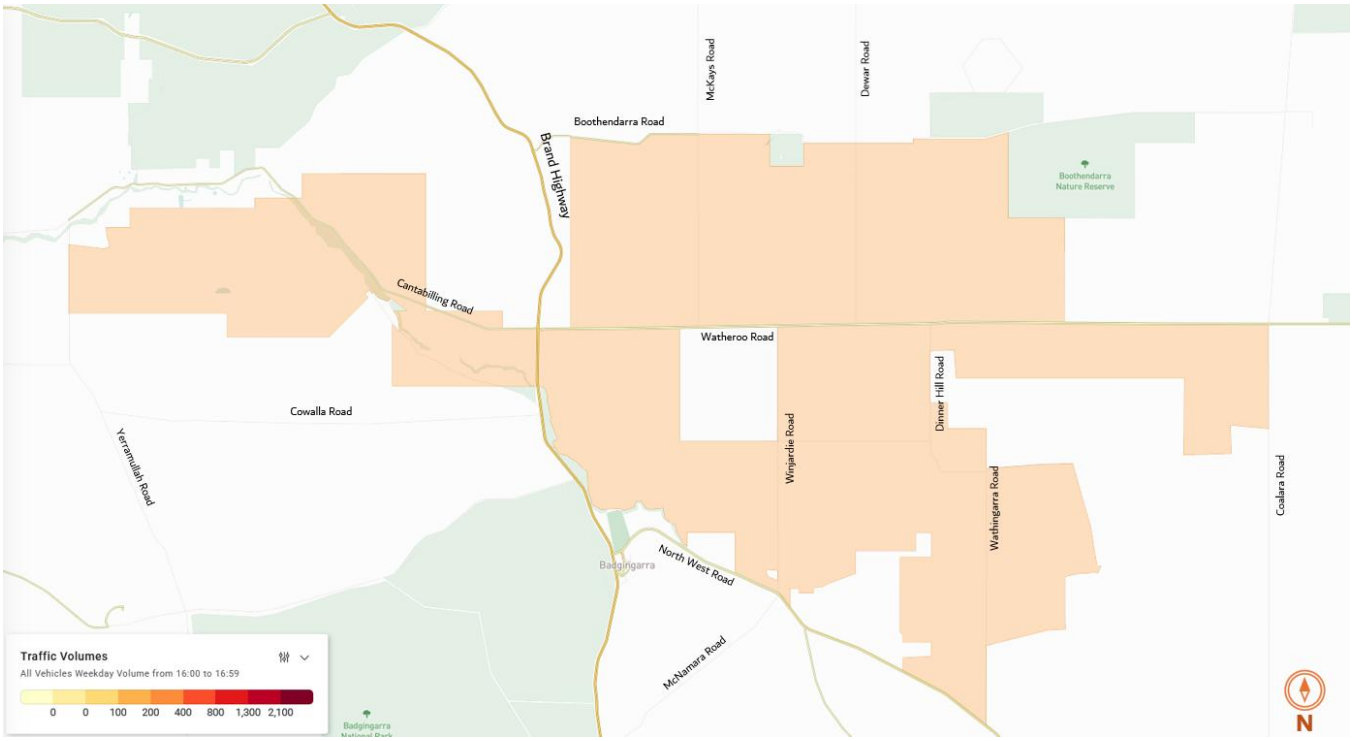


Figure 21 PM peak hour weekday volumes of immediate network (source: Planwisely)

5.1.1 Brand Highway

Brand Highway is a Main Roads WA controlled Primary Distributor road with a posted speed limit of 110km/hr past the Project Area. It is designated as Highway 1, a continuous highway route around Australia. It is classified as a RAV7 road and has already been identified by Main Roads WA as being appropriate for the movement of heavy vehicles. It is used for school bus routes.

Adjacent to the project area, Brand Highway is a single carriageway with one lane in each direction where the sealed portion is approximately 7m wide divided by white line controls, with sealed shoulders of approximately 0.2-0.5m in width either side and an unsealed portion.

A view of the Brand Highway looking north near the intersection of Watheroo Road and Cantabilling Road is shown in Figure 22, with Brand Highway near the Badgingarra Roadhouse looking south shown in Figure 23.

There are three intersections along the Brand Highway corridor which will cater for project traffic. At North West Road, there is an AUL/AUR treatment allowing for left and right turn movements off the Highway. At Watheroo Road there is no turning pocket for right hand turns from the south but there is a left turn pocket for turning movements from the north.

Both Cowalla Road and Cantabilling Road intersections are simple left turn intersections. All side roads off Brand Highway are controlled by give-way signed controls.



Figure 22 Brand Highway looking north near Watheroo Road intersection (source: Google)



Figure 23 Brand Highway looking south near North West Road intersection at Badgingarra (source: Google)

There is a 24 hour vehicle volumes recording site on Brand Highway between Badgingarra and Watheroo Road (site 51781) which provides the ability to establish patterns in annual volumes and any growth patterns seen in average weekday movements. The subject site recorded an average of 2,041 daily trips per day, with travel evenly split across both directions across the day. There was a 29.8% proportion of heavy vehicles.

For the average weekday, the total volumes per day increased slightly to 2,066 with the proportion of heavy vehicle movements increasing as an overall proportion to 32.9% of total movements. During weekdays the PM 85th percentile speeds are commonly over the 110km/hr posted speed limit, with higher speeds recorded late at night or during early mornings.

The median speeds recorded were generally between 102km/hr and 105km/hr during weekday hours which is reflective of the high proportion of heavy vehicles which are supposed to be restricted to 100km/hr. Hourly vehicle movement profiles for are shown for Monday-Friday (Figure 24), Monday-Sunday (Figure 25) and for weekend days only (Figure 26). All three data sets show a general pattern of volumes peaking between 10.00am and 2.00pm with the exception of weekend days where there are a greater number of movements earlier reflecting some longer distance travel patterns.

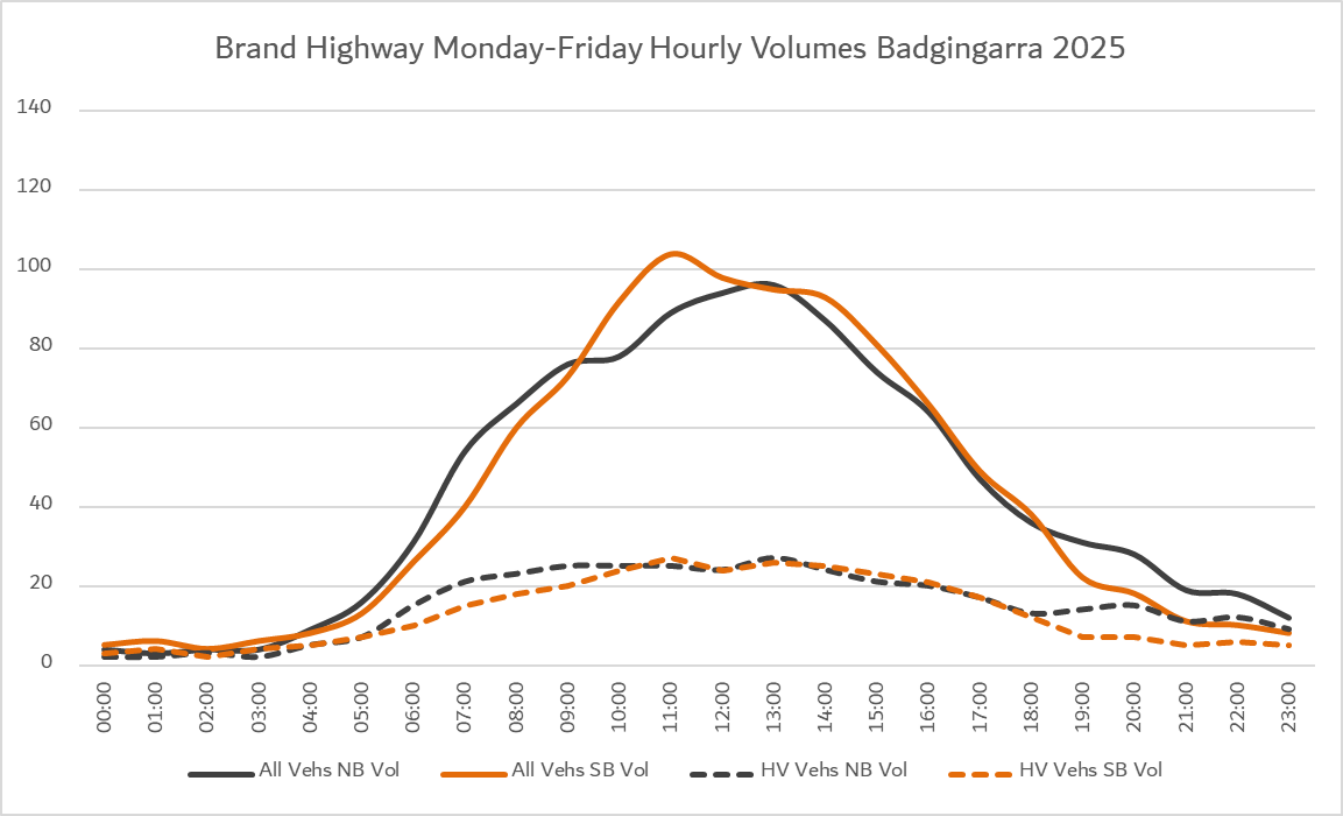


Figure 24 Trafficmap data 2025 Monday - Friday Brand Highway (source: Main Roads WA)

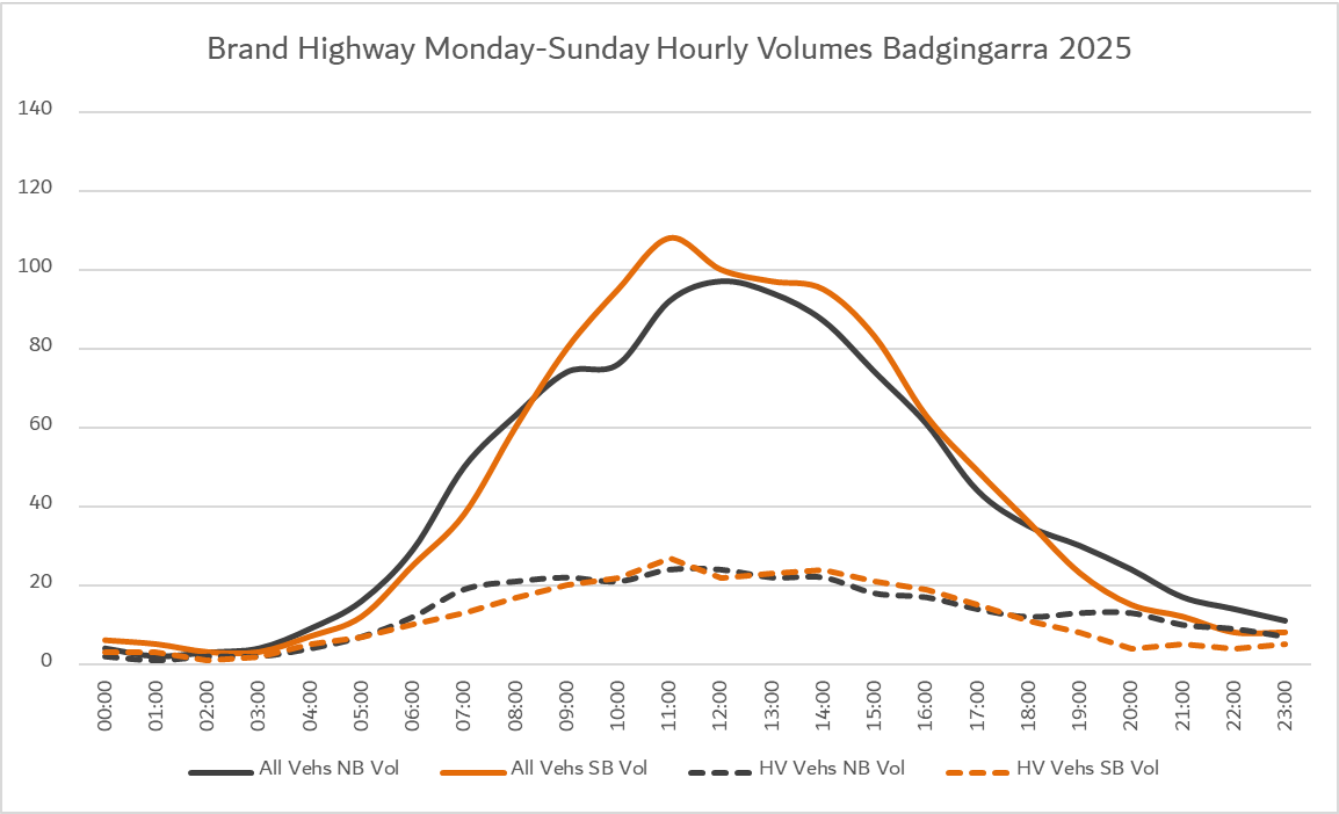


Figure 25 Trafficmap data 2025 Monday - Sunday Brand Highway (source: Main Roads WA)

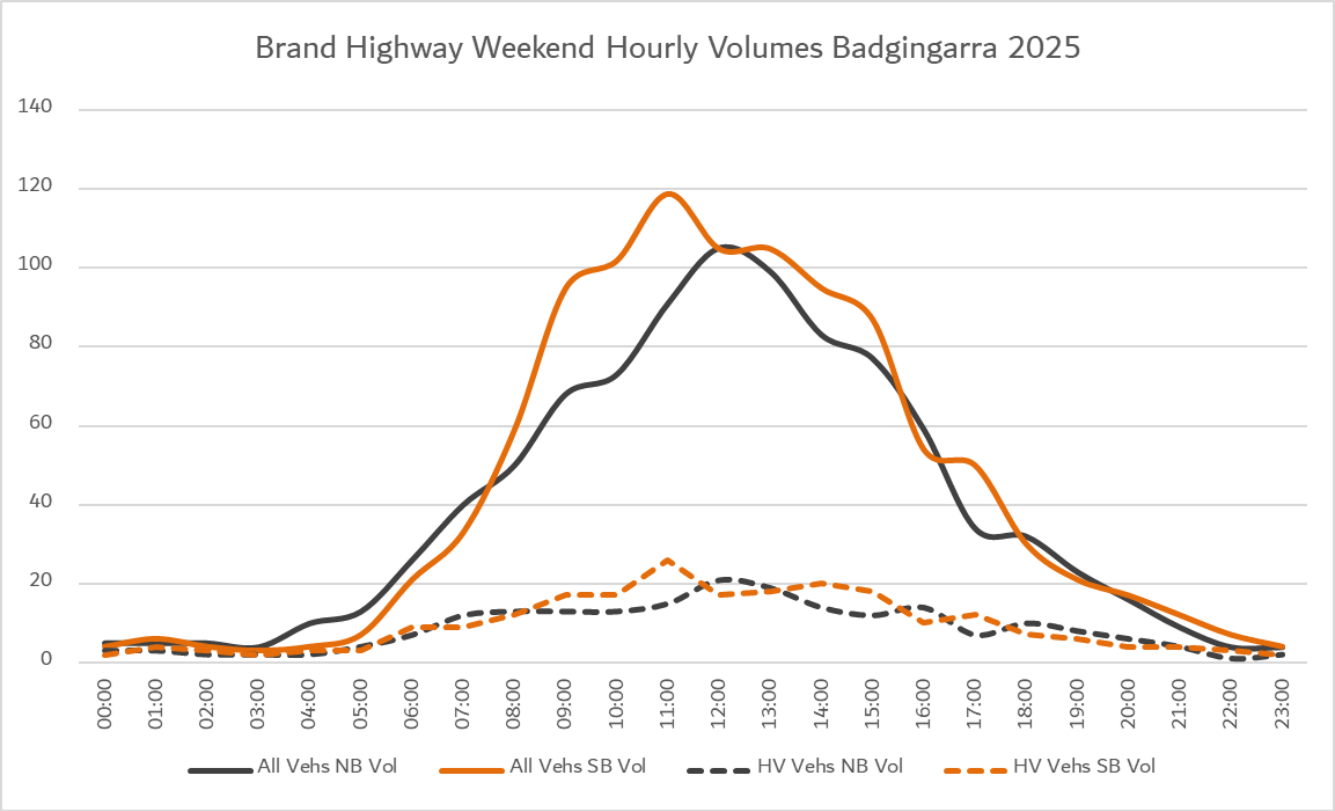


Figure 26 Trafficmap data 2025 weekend days Brand Highway (source: Main Roads WA)

Weekend southbound movements at around 11.00am are the highest recording hourly movement of around 120 vehicles per hour. Given rural highways have a nominal capacity of 1,700 vehicles per hour, there are no congestion or capacity issues in the area.

5.1.2 North West Road

North West Road is a local government controlled Regional Distributor Road with a posted speed limit of 110km/hr for the majority of its length after leaving the Badgingarra Roadhouse area off Brand Highway. North West Road is designated as a RAV Network 7 road. This route has already been identified by Main Roads WA as being appropriate for the movement of heavy vehicles. It is used for school bus routes.

Adjacent to the turnoff into the project area, the road is a single lane in each direction carriageway with appropriate line markings. The sealed portion is approximately 7m wide, with unsealed shoulders either side. A typical view of North West Road near the project access point along Winjardie Road is shown in Figure 22.



Figure 27 View of North West Road near Winjardie Road (source: Google)

There is no traffic count data for North West Road. Intersections along North West Road are basic T-Intersections.

5.1.3 Watheroo Road

Watheroo Road, which would form a key axis for access into the project area, is a sealed Regional Distributor Road that intersects the Brand Highway. The intersection of Watheroo Road and the Brand Highway is shown in Figure 28 and a typical cross section of Watheroo Road near McKays Road is provided in Figure 29. Watheroo Road is typically 7m sealed carriageway and cleared shoulders with all intersections being simple T-intersections. There are generally no line markings on Watheroo Road. It is used for school bus routes.



Figure 28 Intersection of Brand Highway and Watheroo Road (source: Google)



Figure 29 Watheroo Road near McKays Road (source: Google)

Watheroo Road is classified as a RAV7 road for its entire length and has a posted speed limit of 110 km/hr outside of built up areas. Recorded traffic volumes on Watheroo Road from 2022 shown in Figure 30 illustrate the very low levels of existing traffic using this corridor. On average there were 43 vehicles per day using the corridor.

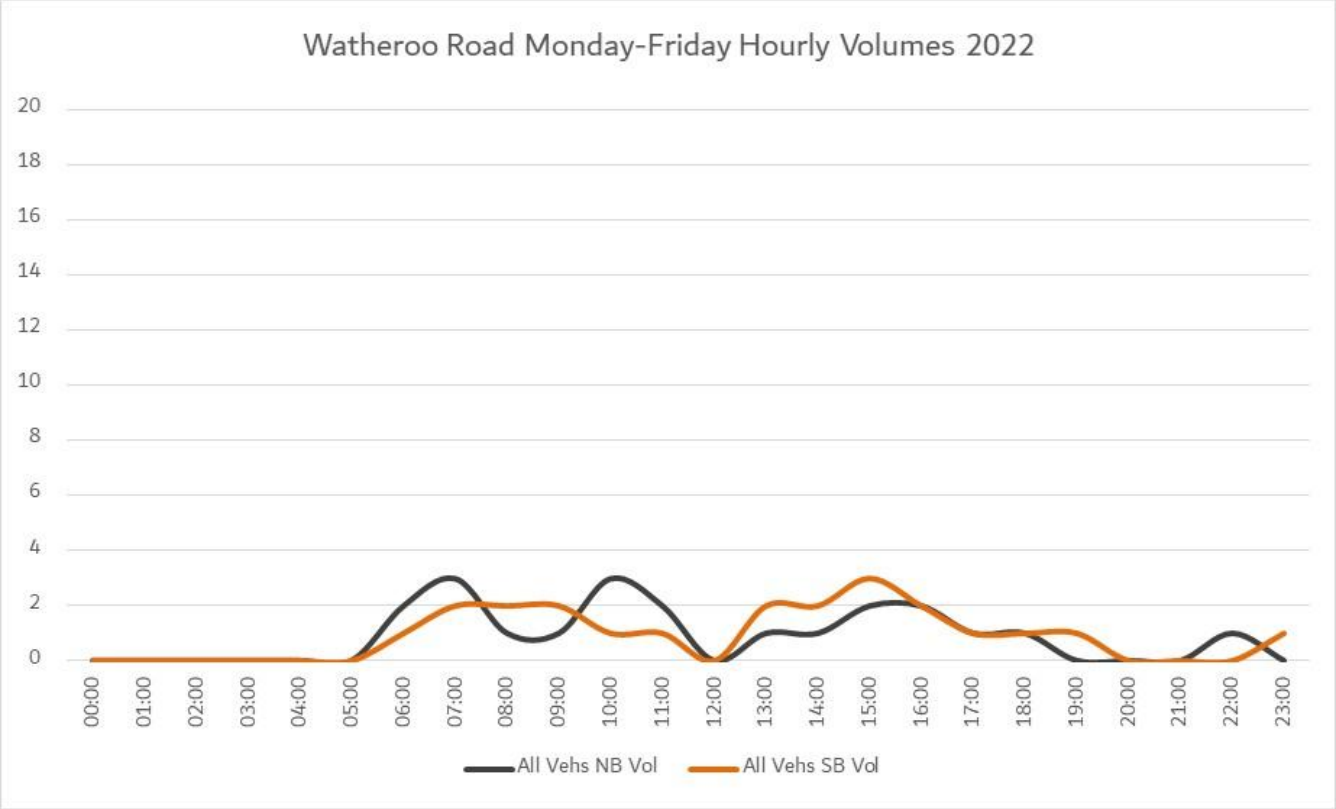


Figure 30 Monday-Friday recorded hourly traffic volumes on Watheroo Road 2020 (source: Main Roads WA)

5.1.4 Winjardie Road

Winjardie Road, which would form a north-south connection into a number of WTG sites between North West Road and Watheroo Road, is a sealed Access Road that typically has a 6m wide paved carriageway that has no markings. A typical cross section of Winjardie Road looking north towards the intersection of Watheroo Road is provided in Figure 31. Winjardie Road is classified as a RAV7 road and has a posted speed limit of 110 km/hr outside of built up areas.



Figure 31 Winjardie Road looking north towards Watheroo Road (source: Google)

5.1.5 Wathingarra Road

Wathingarra Road, which would form a north-south connection into a number of WTG sites at the eastern end of the project area between North West Road and Dinner Hill Road and would have a site compound located on it, is an unsealed Access Road that typically has a 5-6m wide crowned carriageway that has no markings.

A typical cross section of Wathingarra Road looking north from the intersection of North West Road is provided in Figure 32. Wathingarra Road is classified as a RAV4 road and has a posted speed limit of 110 km/hr outside of built up areas.



Figure 32 Wathingarra Road looking north from North West Road (source: Google)

5.1.6 Dinner Hill Road

Dinner Hill Road connects Goonderdoo Road to Wathingarra Road and would have a minor role in the overall project development. It is an unsealed Access Road that typically has a 6m crowned carriageway that has no markings.

A typical cross section of Dinner Hill Road looking south from the intersection of Watheroo Road is provided in Figure 33. Dinner Hill Road is classified as a RAV6 road and has a posted speed limit of 110 km/hr outside of built up areas.



Figure 33 Dinner Hill Road looking south from Watheroo Road (source: Google)

5.1.7 McKays Road

McKays Road form a north-south connection into a number of WTG sites north of Watheroo Road. It is an unsealed Access Road that typically has a 6m wide crowned carriageway that has no markings. A typical cross section of McKays Road looking north from the intersection of Watheroo Road is provided in Figure 34. McKays Road is classified as a RAV7 road and has a posted speed limit of 110 km/hr outside of built up areas.



Figure 34 McKays Road looking north from Watheroo Road (source: Google)

5.1.8 Dewar Road

Dewar Road, which runs parallel to McKays Road from Watheroo Road, is an unsealed Access Road that typically has a 6m wide crowned carriageway that has no markings. A typical cross section of Dewar Road looking north from the intersection of Watheroo Road is provided in Figure 35. Dewar Road is classified as a RAV7 road and has a posted speed limit of 110 km/hr outside of built up areas. It has a minimal role in the project development, with one connecting access track proposed to intersect Dewar Road. It is used for school bus routes.



Figure 35 Dewar Road looking north from Watheroo Road (source: Google)

5.1.9 Goonderdoo Road

Goonderdoo Road, which is an east-west connection between Winjardie Road and Dinner Hill Road, is an unsealed Access Road that typically has a 6m wide paved carriageway that has no markings. A typical cross section of Goonderdoo Road looking east from the intersection of Winjardie Road is provided in Figure 36. Goonderdoo Road is classified as a RAV6 road and has a posted speed limit of 110 km/hr outside of built up areas.

It would have a minimal role in the development stage of the project with one WTG track crossing the corridor. Given the connection between Dinner Hill Road / Wathingarra Road and Winjardie Road, this could be used as a route for vehicles to access the regional road connectors.



Figure 36 Goonderdoo Road looking east from Winjardie Road (source: Google)

5.1.10 Cowalla Road

Cowalla Road, which connects Brand Highway to Yerramullah Road and the WTG sites in the north-western corner of the overall project area, is an unsealed Access Road that typically has a 6m wide paved carriageway that has no markings.

At the intersection of Brand Highway, there is a sealed section of Cowalla Road approximately 300m in distance. Where Cowalla Road turns from sealed surface to unsealed surface looking west is shown in Figure 37 with the intersection looking north from Brand Highway in Figure 38. Cowalla Road is classified as a RAV6 road and has a posted speed limit of 110 km/hr outside of built up areas.



Figure 37 Cowalla Road looking west (source: Google)



Figure 38 Cowalla Road intersection with Brand Highway (source: Google)

5.1.11 Yerramullah Road

Yerramullah Road, which provides access into a number of WTG sites within the north-western corner of the project area. It is an unsealed Access Road that typically has a 6m wide crowned carriageway that has no markings. Yerramullah Road is classified as a RAV4 road and has a posted speed limit of 110 km/hr outside of built up areas.

5.1.12 Cantabilling Road

Cantabilling Road, which would form an access point into WTG sites to the west of the Brand Highway corridor, is an unsealed Access Road that typically has a 6m wide crowned carriageway that has no markings. A typical cross section of Cantabilling Road looking west from Brand Highway is shown in Figure 39. It is used for school bus routes.

Cantabilling Road is classified as a RAV4 road and has a posted speed limit of 110 km/hr outside of built up areas. The intersection at Brand Highway sits proximate to the Watheroo Road intersection in a staggered T-intersection formation with around 70m in distance, as shown in Figure 40.



Figure 39 Cantabilling Road looking west from Brand Highway (source: Google)



Figure 40 Intersection staggering on Brand Highway of Cantabilling Road and Watheroo Road (source: Metromap)

6. VEHICLE ACCESS

6.1 Vehicle Access

The Project Area will have four access points from Brand Highway as shown in Figure 9. These are:

- Turning movement for vehicles heading from Brand Highway east along North West Road. Vehicles associated with the DHWF project would then turn north off North West Road into Winjardie or Wathingarra Roads. There are two direct WTG accesses off North West Road
- Turning movement for vehicles heading from Brand Highway west along Cowalla Road to access WTG sites in the north-western corner of the Project Area or the BESS facility. The WTG sites and proposed BESS location are accessed via a crossover location off Yerramullah Road
- Turning movement for vehicles heading from Brand Highway east along Watheroo Road. Watheroo Road provides access to WTG sites via McKays Road and Dewar Road. There are also access points for 12 separate WTG access tracks off Watheroo Road
- Turning movement for vehicles heading from Brand Highway west along Cantabilling Road to access WTG sites to the west of Brand Highway. There are four separate access track locations off Cantabilling Road for WTG sites.

These four routes will provide different levels of access requirements for the project which are described in the following sub-sections. Access point swept path analysis is included within Appendix A and would be formalised by the transport operator as part of the TMP developed for the project.

6.1.1 North West Road access

Access from Brand Highway at the North West Road intersection is provided by an Auxiliary Right turn Treatment (AUR) from the south and an Auxiliary Left turn Treatment (AUL) from the north. The standard layout of this type of rural intersection is shown in Figure 41, which replicates Main Roads WA Drawing 200131-0083.

The treatment allows for a tapering of the approach from the south by approximately 160m and from the north the AUL is approximately 160m long. North West Road provides access to the Community Centre on the corner of Brand Highway, the Golf Course and two residential properties. There are no overhead structures along the corridor and the low level power line runs on the southern side of the road reserve through the townsite area. The power line does cross North West Road for overhead domestic connections between Badgingarra and Winjardie Road.

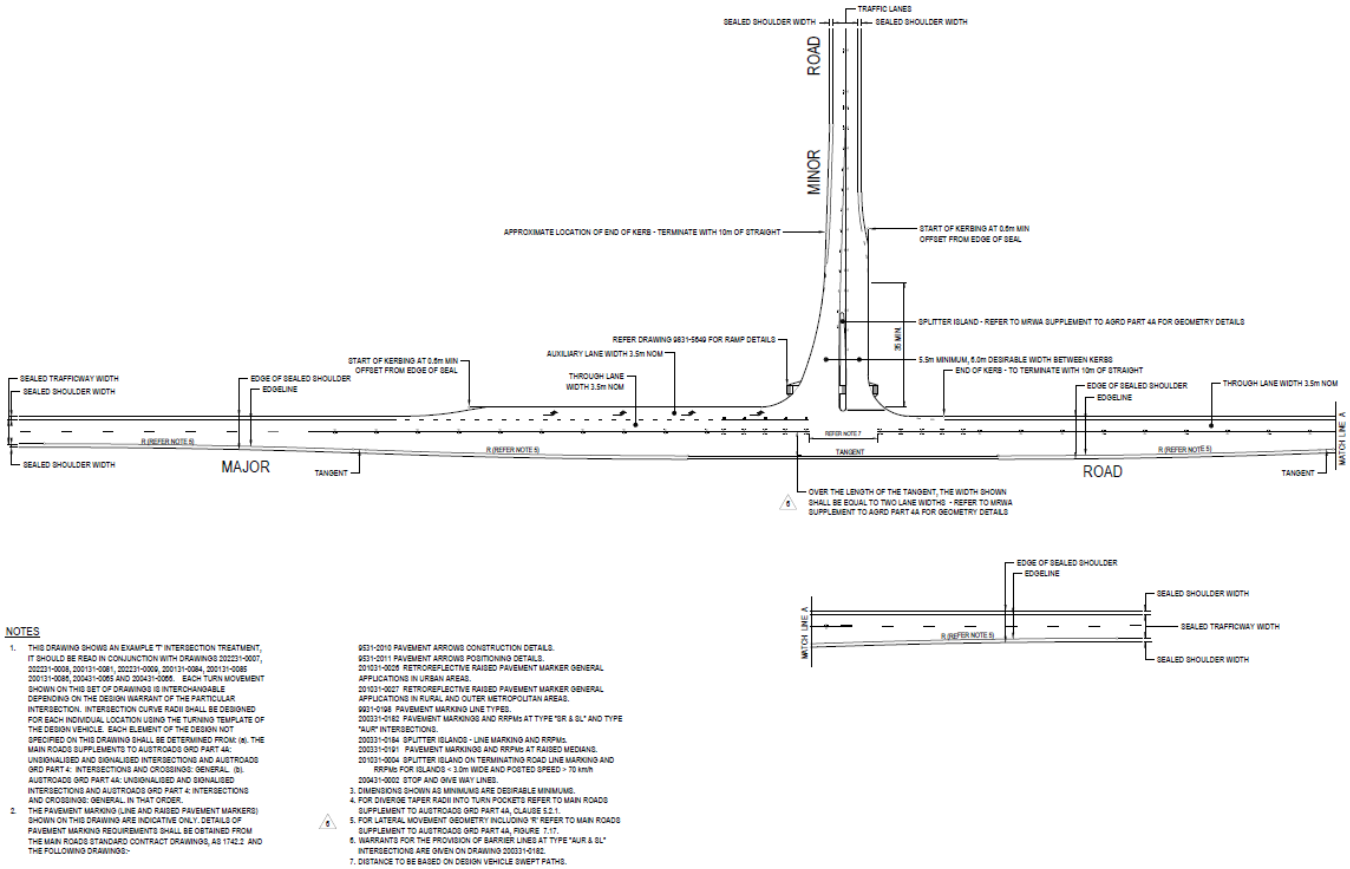


Figure 41 Typical Main Roads WA AUR/AUL type treatment (source: Main Roads WA)

Access from North West Road would be provided to WTG sites as part of the project construction stage. The potential sites gaining access via North West Road are shown in Figure 42. The final access configuration for all sites would be subject to design outcomes and staging of the overall project but for the purposes of this report, the sites indicated in Figure 42 were taken as gaining primary access from North West Road.

For project movements associated with those sites, they would turn off Brand Highway at North West Road and then turnoff at either Winjardie Road or Wathingarra Road. There are two WTG sites with direct crossover access from North West Road. There are four site access crossovers off Winjardie Road and ten off Wathingarra Road. The internal access track for these sites includes a through route and access crossovers on Watheroo Road to the north.



Figure 42 Potential access routes to WTG via North West Road (source: Planwisely)

6.1.2 Cowalla Road access routes

Access from Brand Highway to Cowalla Road would be required for the six WTG sites located in the north-western corner of the project area and the BESS location. The WTG and BESS location requiring access via Cowalla Road are shown in Figure 43. The intersection of Cowalla Road with Brand Highway is a simple T-intersection with no turning pockets on approach from either direction.

Cowalla Road has also been considered for an access route to an adjoining renewables development, the Parron Wind Farm. The application for approval of 79 WTG sites was granted by the Shire of Dandaragan in December 2024. The Transport Impact Statement (TIS) that accompanied that application provides detail on the impacts associated with Cowalla Road.

With the Shire report, the following statement summarised access arrangements:

"*The proponent's preferred site access route from Brand highway* (sic) *is via Cowalla Road of which the proponent has noted they are prepared to upgrade with sealing for the ease of ongoing maintenance throughout the construction of the PWF. The findings of the Traffic* (Transport)*Impact Assessment prepared by Porter Consulting Engineers supports the proponent's proposal to utilise Cowalla Road as the primary access route during the construction and operational phases of the PWF. Relevant conditions of development approval,*

including conditions required by Main Roads WA, are recommended to ensure relevant upgrades are implemented to the satisfaction of the Shire".

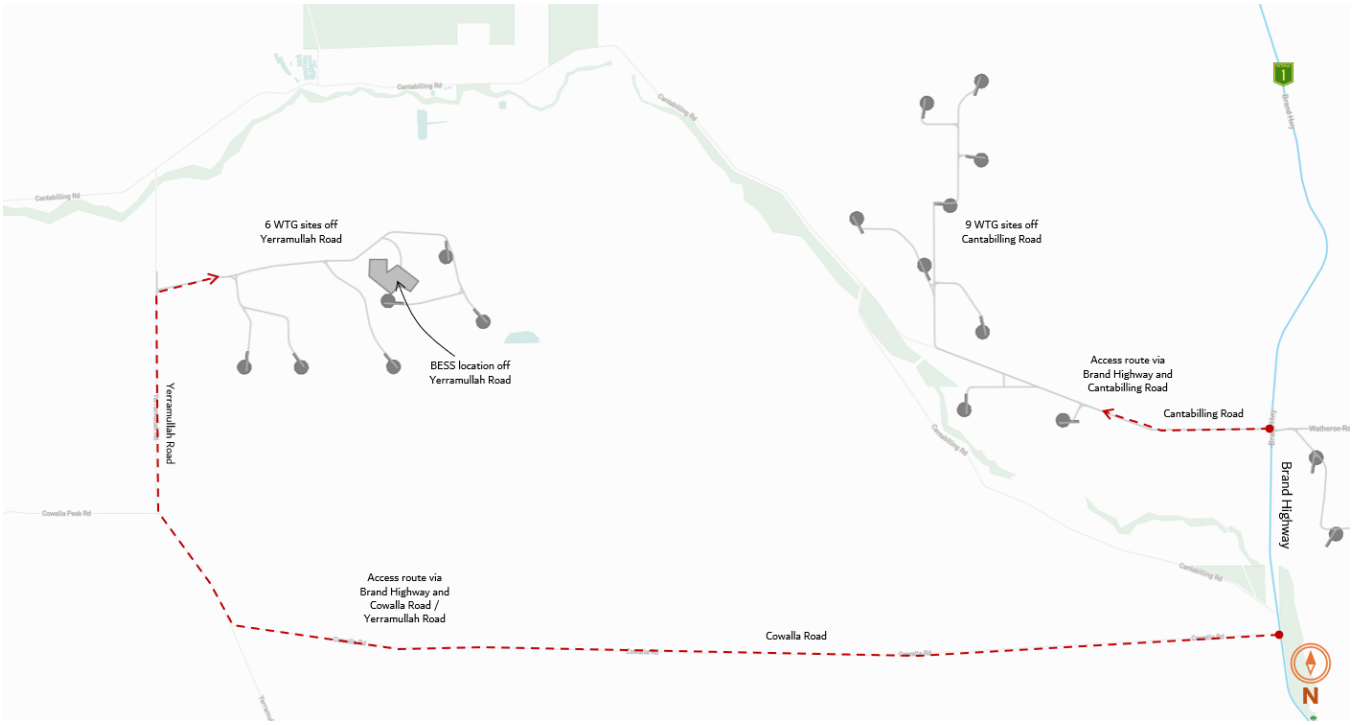


Figure 43 Access routes to WTG and BESS location via Cowalla Road or Cantabilling Road (source: Planwisely)

Within the conclusion and summary of the TIS, the consulting engineers made the following points relating to Cowalla Road:

- *"Further investigation by the proponent should be undertaken in regard to the existing pavement condition and sealing of Cowalla Road given the routine maintenance required for unsealed roads and the conditions often imposed on heavy vehicles using unsealed roads when the pavement is visibly wet.*
- *Preliminary site inspections indicate there is a slight vertical dip on Brand Highway, somewhere between 275-400m north of Cowalla Road such that some light vehicles disappear from a drivers line of sight when stopped at Cowalla Road before coming back into view.*
- *Based on an operating speed of 110-115km/h and a reaction time of 2-2.5 seconds with an average up grade of 1.6% on the southbound approach the required SISD for cars is between 279-314m. Site inspection has confirmed that the lower range of SISD is provided. It is anticipated that the majority of construction vehicles will be larger SUV and/or heavy vehicles and would have better visibility due to the increased driver eye height.*
- *Based on an operating speed of 110-115km/h and a reaction time of 2-2.5 seconds with an average up grade of 1.6% on the southbound approach the required SISD for trucks is between 308-346m. Based*

on the preliminary site review these sight lines to/from trucks would be available due to the increased driver eye height and/or top of vehicle.

- *Based on an operating speed of 110-115km/h and a reaction time of 2-2.5 seconds with a level grade on the northbound approach the required SISD for cars is 285-320m and for trucks is 317-355m. These sight lines to the south of Cowalla Road along Brand Highway can be provided.*
- *It has also been identified that a short sealed left turn shoulder (BAL) should be provide (*sic*) on Brand Highway at Cowalla Road to accommodate left turning construction traffic. Further additional intersection works may also need to be provided to allow for the swept path of the 27.5m combination heavy vehicles anticipated to access the site throughout the construction works. The intersection of Brand Highway and Cowalla Road will also require temporary works to accommodate the swept paths of OSOM vehicles. These intersection modifications will need to be designed in liaison with Main Roads WA and will be subject to their approval processes".*

As per the outcomes of that assessment and the development approval, the entirety of Cowalla Road through to Yerramullah Road would be paved and there would be a left turn pocket constructed at the intersection prior to the movement of materials associated with the DHWF project.

Given the scale of the Parron Wind Farm project (79 WTG sites for Parron vs six for DHWF and BESS facility which largely uses as-of-right vehicles), the scale of impact on this route for the project is considered minimal and that the alterations proposed to the intersection of Brand Highway will provide for a safer outcome than the existing configuration.

As noted within the Parron Wind Farm report, there would be works required at this intersection owing to that development, therefore any adjustment to the intersection configuration and temporary hardstand related to this project may be minimal if any.

6.1.3 Watheroo Road access routes

Access from Brand Highway at the Watheroo Road intersection is presently provided by an Auxiliary Left turn Treatment (AUL) from the north but no turning pocket or carriageway widening to cater for turning movements from the south. The left turn pocket from Brand Highway into Watheroo Road is approximately 60m in length.

There is no direct development frontage along Watheroo Road, with a gravel pit located approximately 230m to the east of the intersection of Brand Highway. There are no overhead structures along the corridor and the low level power line approximately 2.7km from Brand Highway passes under the carriageway. There are no high voltage power lines crossing the corridor.

Watheroo Road will form a key corridor for the project delivery, with the potential WTG sites accessed from this corridor shown in Figure 44 as well as the project compound shown in Figure 7.

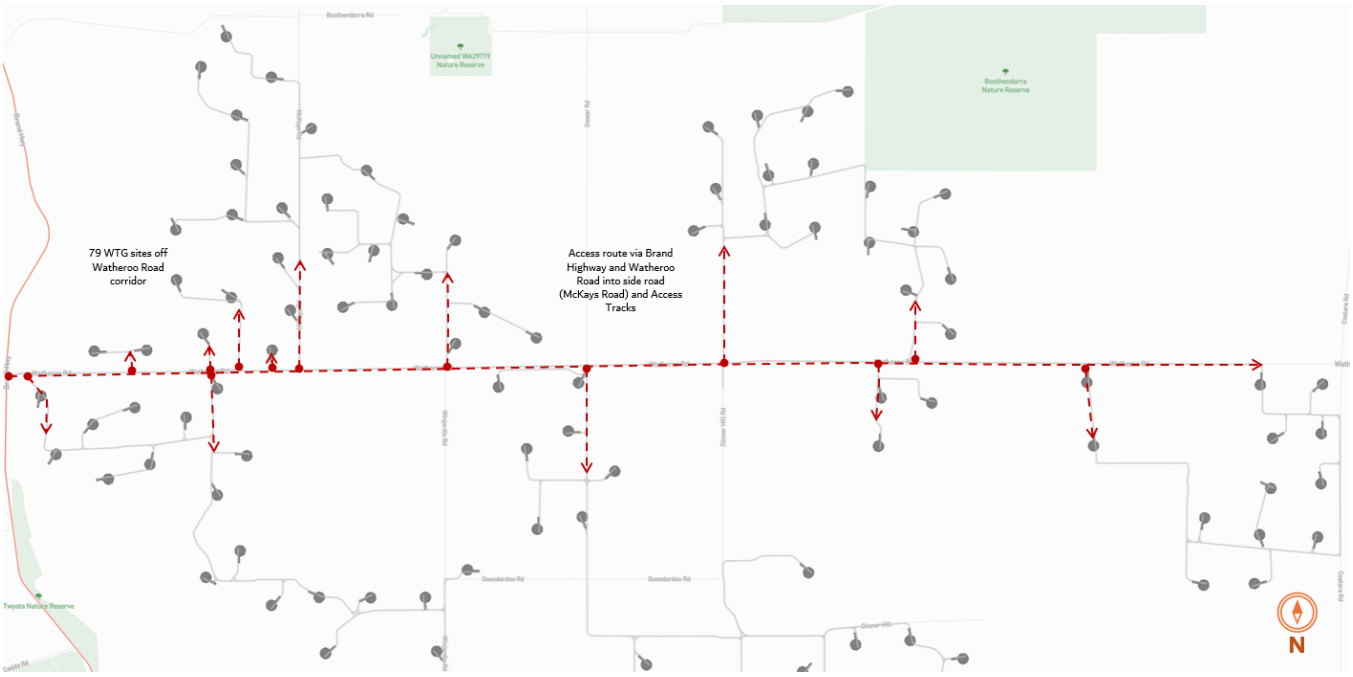


Figure 44 Access routes to WTG via Watheroo Road (source: Planwisely)

From Watheroo Road, access into individual WTG sites would be provided via McKays Road or one of thirteen individual access points along the corridor. Access points would generally be planned for locations that have existing crossovers on Watheroo Road, would avoid areas of significant vegetation or are in locations that provide fewest constraints related to project construction and maintenance.

6.1.4 Cantabilling Road access routes

Access from the intersection of Cantabilling Road and Brand Highway would be provided for nine WTG sites as shown in Figure 43. The intersection of Cantabilling Road is approximately 70m north of the Watheroo Road intersection as shown in Figure 40. There would be three separate WTG access tracks coming off Cantabilling Road, with the furthest from Brand Highway being approximately 4.9km in distance.

6.2 Traffic Management

For the purpose of delivering project components to the Project Area from Port, a detailed TMP would be required to be submitted to Main Roads WA Heavy Vehicle Services (HVS) for approval. In addition, permit applications would be required for the transportation task and this is expected to be enforced as a condition of approval based on advice from Main Roads WA and given this condition is applied consistently across renewables projects in Western Australia. As noted, swept path analysis would be completed by the transport operator for the project to inform the TMP and any temporary measures required.

6.3 Route Impacts

As set out, the route for transportation of the components for the WTG is yet to be determined by OX2 however both corridors along Brand Highway, either from the north via Geraldton Port or from the south via AMC, have been utilised to transport renewables project components previously and the corridor is specifically classified for over sized and over mass loads.

Swept path analysis completed for the 91m turbine blades shows the potential physical implications at these intersections:

- For both directions into North West Road there would likely be the need for temporary hardstand to facilitate turning movements of the truck and trailer
- At the intersections on North West Road at Winjardie Road and Wathingarra Road, the swept path indicates a requirement to provide access routes for left hand turns heading north
- At Cowalla Road, the intersection with Brand Highway is being redesigned as part of works associated with the Parron Wind Farm and that corridor is being sealed. The completion of those works, and the route taken for this project, will be key factors on the need to undertake any further adjustments to this intersection. Given the low level of movements coming into and out of this corridor (six WTG sites), the impacts associated with this project along Cowalla Road are expected to be minimal
- Both approaches from Brand Highway at Watheroo Road would likely require some widening of the road surface or area to accommodate the turns. There is low-level vegetation at this intersection which may not be impacted
- Along Watheroo Road, a number of the WTG access sites will require clearing of vegetation to provide for both the access crossover into the site and also to accommodate the sweep of the turbine blade. Some of those locations may have these impacts ameliorated through detailed civil design
- At the intersection of Watheroo Road and Dewar Road, some existing trees may be impacted through a need to widen the intersection area and pavement – this may be ameliorated through detailed civil design. The intersection at McKays Road would also need to be widened to accommodate the turning movements of the turbine blade
- At the intersection of Cantabilling Road and Brand Highway, if deliveries of the turbine blades come from the south, there would be the requirement for provision of a through path at the intersection specific to the swept path of the turbine blades. If coming from the north, there would be a minor widening of the paved area required as part of construction works.

For all intersections of paved roads and unsealed surfaces, at a minimum there would be the requirement to ensure that the unsealed arm of the intersection is paved to the length of the longest vehicle involved – in this instance around 75m.

Implications associated with the project traffic movements and the road network during the construction stage of the project are set out in the following section.

7. FORECAST TRAFFIC VOLUMES

7.1 Introduction

The assessment of traffic volumes has been undertaken on the basis of providing relevant details on the potential impacts around the Project Area and examine the scale of the potential movements associated with both heavy and light vehicle movements during the construction and operational stages of the renewable energy project.

Movement of the project components to the Project Area by RAV would be subject to a detailed TMP that would be submitted to approval of Main Roads WA HVS prior to commencement of transportation. Impacts associated with the State road network, in terms of hours of movements, mitigation measures, operational functions etc. would be addressed within that TMP which would provide the project with the required permits for movement of components.

It is also recommended that the permits be reviewed by the Wheatbelt Office of Main Roads WA to capture any localised issues related to movement of components or implications related to other projects in the area.

The level of trip generation associated with the proposed project would not result in any capacity or congestion issues on the immediate road network within the Shire of Dandaragan owing to the low levels of background traffic and the limited levels of traffic associated with the project which will be delivered over a timeframe of two years. Whilst other projects have single, defined routes in and out of their project areas (such as Parron Wind Farm), the DHWF will distribute those loads on a number of roads which will reduce any concentration of impacts related to traffic movements.

There would be an increase in the volume of traffic on key local and regional roads including Brand Highway, Watheroo Road and North-West Road as a result of the project and there would be impacts associated with that traffic generation but they are manageable within existing and proposed network intersections.

This section sets out the forecast volume of movements and reports on levels of traffic expected on the road network. The overall road network configuration and high level implications relating to route assessment are discussed in the previous sections.

7.2 Headline Traffic Movements

The most recent available data was extracted from the Main Roads WA Traffic Map as set out in section 5 as is traffic movement information extracted for this assessment.

7.3 Trip Generation

The level of traffic generation for the project has been assessed by OX2 and then compared against other similar projects by Flyt to provide assurance that the scale of movements and general profile of traffic associated with the project is appropriate. Given the nature of WTG and BESS projects, the volumes assessed have been undertaken on a daily basis to provide an indication as to overall traffic generation and potential impacts. Extensive site developments such as WTG and renewables projects have movements spread out on a daily basis and will fluctuate on a site by site basis as construction activities progress.

This assessment has been completed on the basis of a rolling construction program which is indicatively set as 2029-2032. The peak movements will be experienced when there are a number of sites on line, with construction trips peaking as materials are required. Other assumptions made in respect of this assessment are:

- There are two quarry locations, set out in Figure 8. Internal movements from these sites and for concreting would largely be on the local network to internal tracks for the nearby locations, with movements to other sites considered in the assessment. The actual volume of movements to and from those areas would depend on WTG site construction requirements
- The proposed main project compounds are on Watheroo Road near McKays Road and Wathingarra Road as shown in Figure 7 with other compounds on Yerramullah Road, Winjardie Road and Watheroo Road at the eastern end of the project area. The assessment has been completed on an average and peak daily movements basis – the traffic around those compounds may fluctuate more than other areas of the project due to the administrative and operational nature of those compounds
- Origin points of workers for the project have typically been seen as coming from the south rather than north. There is also the likelihood that the workforce could use buses provided for the construction of the project from central locations. The daily averages and peak calculations used in this assessment consider worker traffic movements
- Distribution of trips on the network is based around the number of turbines per corridor and the general assumptions made on workers route to the Project Area, including the BESS location. Heavy vehicle movements outside of the permit based deliveries associated with the WTG turbines is expected to come from Perth. This would include construction materials and manufactured components that would be required for the installation and connection of the WTG to the network
- Parron Wind Farm would be constructed prior to this project therefore no accumulated traffic exists and has not been assessed.

To inform the assessment, information has been extracted from a range of approved WTG and BESS projects around Australia, including some that are operational. These projects had program based traffic volumes reported and includes the Parron Wind Farm that was approved by the Shire of Dandaragan in late 2024. This

information has then been supplemented by examining workforce profile for the project based on the monthly construction program.

Typically, WTG projects will apply an average or lower volume vehicle movement per day calculation based on internal quarrying, on-site worker accommodation and consideration of a rolling program of delivery around a broad geographical area with low potential for changing trip routes to and from a site (i.e. the most direct route will be taken to reduce distance driven). They will also have a peak calculation taking into account when the project will be at its busiest in terms of delivery and when there will be an overlap of activities around the Project Area.

These values have been set out in Table 2 and have been taken down to a number of vehicles per turbine per day ratio for application in this assessment.

Table 2 Wind Farm projects - stated vehicle movements - average and peak

Project	Wind Turbine Generators	Construction (Months)	Vehicles Per Day Per Turbine (Average)	Vehicles Per Day Per Turbine (Peak)
Kondinin	30	24	1.2	2.7
Flat Rocks	18	9	1.7	2.8
Rye Park	66	28	1.8	4.5
Murra Warra	116	23	1.4	4.0
Mount Hopeful	118	22	0.4	0.7
Narrogin	40	23	1.4	4.0
Parron	79	24	1.7	3.5

The average – or lower end volume of vehicles per day – is relatively consistent across projects, as is the peak vehicles per turbine per day level. Parron Wind Farm figures in Table 2 used the lower end of the forecast vehicles per day if workers are on site, with the peak volume the highest forecast volume for workers being located off site.

For the purposes of this assessment, an "average" day value of 1.4 vehicles per day per turbine was applied. To understand the implications for the different geographical locations of the project, traffic generation for the following areas was examined:

- Traffic generation associated with WTG sites to the west of Brand Highway which includes use of the compound on Watheroo Road

- Traffic generation associated with WTG sites off North-West Road
- Traffic generation associated with WTG sites off Watheroo Road.

These estimates were then set against the forecast workforce profile for the project per month which is set out in . This shows that the peak of construction activity that project workforce would be over 500 staff.

These staff numbers would indicate that the maximum forecast traffic movements would be seen for approximately six months. The actual volumes would depend on sites being constructed and the activity into and out of compounds as well as the delivery program of turbine components.

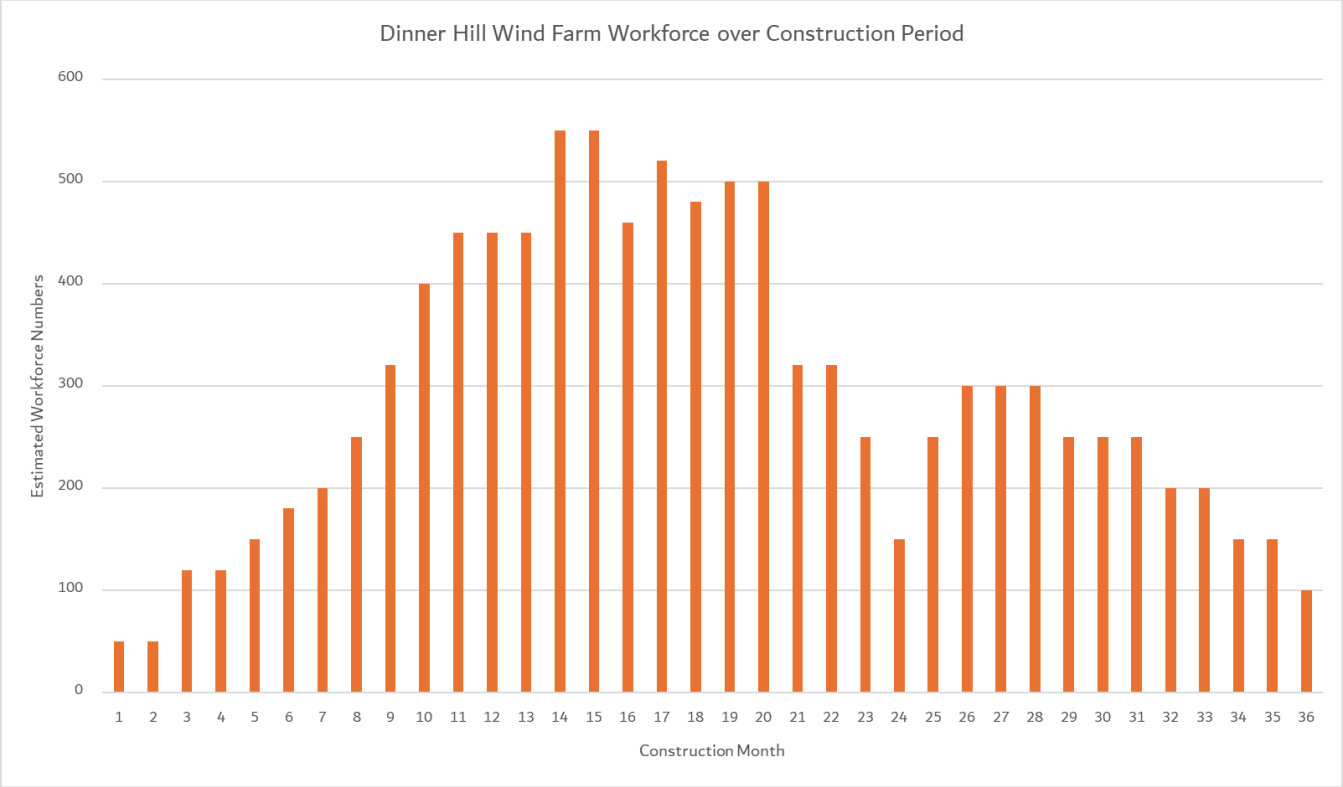


Figure 45 Estimated project workforce by construction month (source: OX2)

More detailed or refined movements would be included within the TMP for the project should approval be granted. Those more refined traffic movement numbers would also resolve the delivery program to the Project Area which would be subject to a range of external influences.

The BESS for the DHWF is a 300 MW project therefore it is comparable to other BESS projects installed or planned in Western Australia. Similar approved projects and estimated traffic movements per day are:

- Patterson Road BESS – 18 month construction program, 100 staff maximum, 30 truck movements per day and peak hour volumes of 22 vehicles
- Muchea BESS – 12 month construction program, 80 staff maximum, profile of truck movements varies, estimated peak hour volumes of 32 vehicles

- Collie BESS – 12 month initial construction program, various staffing levels, estimated peak movements of 28 vehicles.

Given these examples, the volumes of vehicle movements associated with projects of this nature would not be likely to result in any impacts on the road network capacity or intersections, even when taking into account any accumulated impact relating to other movements associated with the DHWF project and employee movements have already been included within the monthly workforce calculation. The nature of this site, having multiple access options from Brand Highway, and the types of vehicles involved which are generally as-of-right, reduces overall impacts.

Average forecast daily volumes for the project based on the workforce profile are shown in Figure 46 to Figure 48. These represent an average level of movements in a day per road link, with the existing traffic volumes per direction taken from Trafficmap information from Main Roads WA. Using this range, vehicle per day movements are estimated to be between 170-210 vehicle trips per day spread around the project area during more intensive construction periods around 14-20 months into the 36 month project delivery.

The distribution of the trips has been based on assumptions around location of workforce and routes for materials for the project and trips have been split per area to show totals for movements. Daily volumes would be less given that not all WTG sites will be worked on at the same time or, if an accelerated program was utilised, the average daily volume of movements could be greater. Separately, the BESS location would have a profile of workforce movement that would be more condensed.

As above, project vehicle movements would be subject to change based on factors associated with project delivery and which WTG sites or BESS location were being delivered at that time – the overall volume of movements associated with the project would also be reduced significantly if workforce accommodation and bus transfer are provided. Given the location of compounds, laydown areas and WTG sites away from the Brand Highway corridor, the majority of project movements would be on internal service tracks or away from the main north-south corridor.

Given these are daily volumes set out within Figure 46 to Figure 48 and the typical capacity of a rural highway is 1,700 per hour, no capacity impacts on the network are expected as a result of the project at intersections or mid-block.

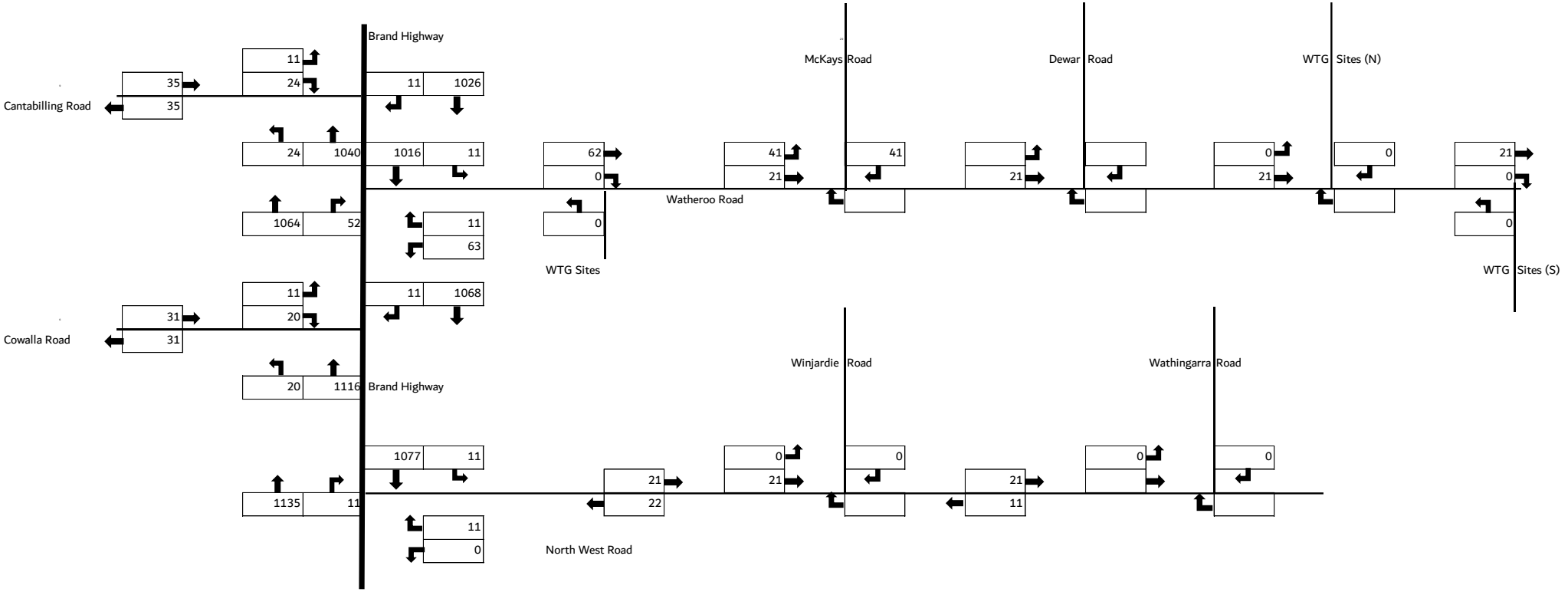


Figure 46 Indicative average daily vehicle movements on network for western sites – DHWF

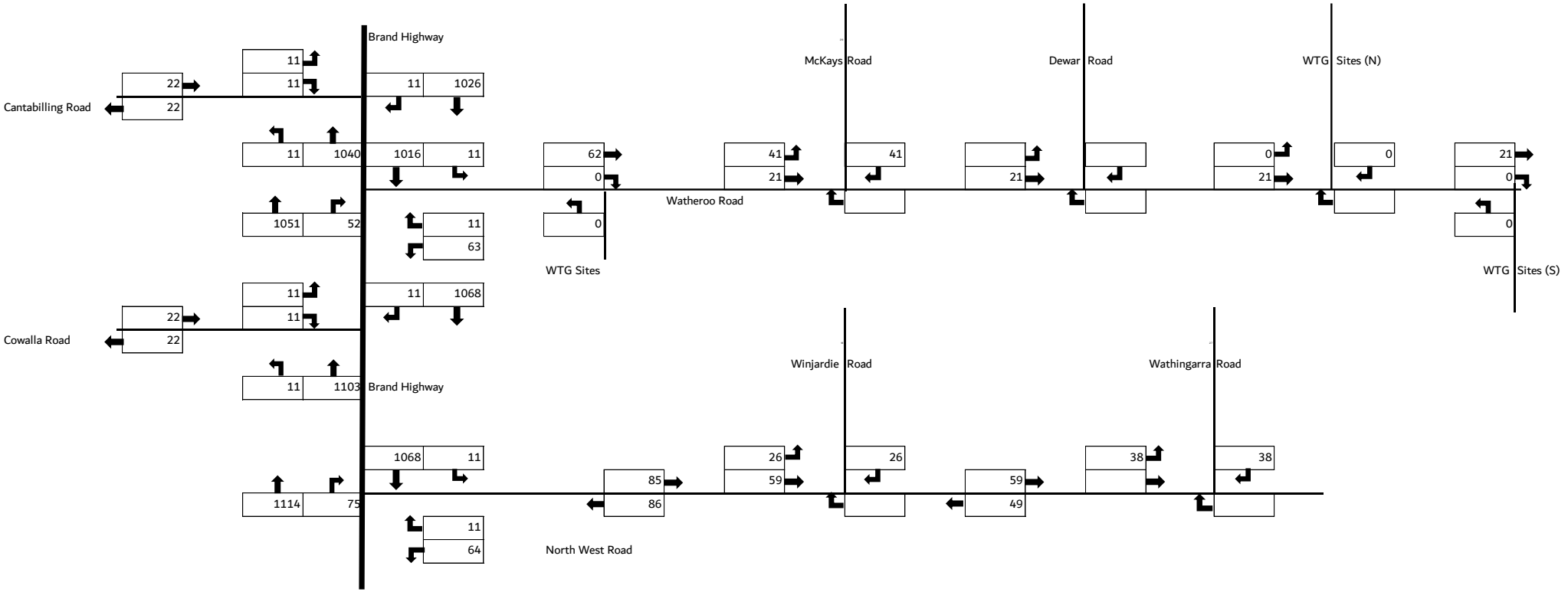


Figure 47 Indicative average daily vehicle movements on network for sites off North West Road – DHWF

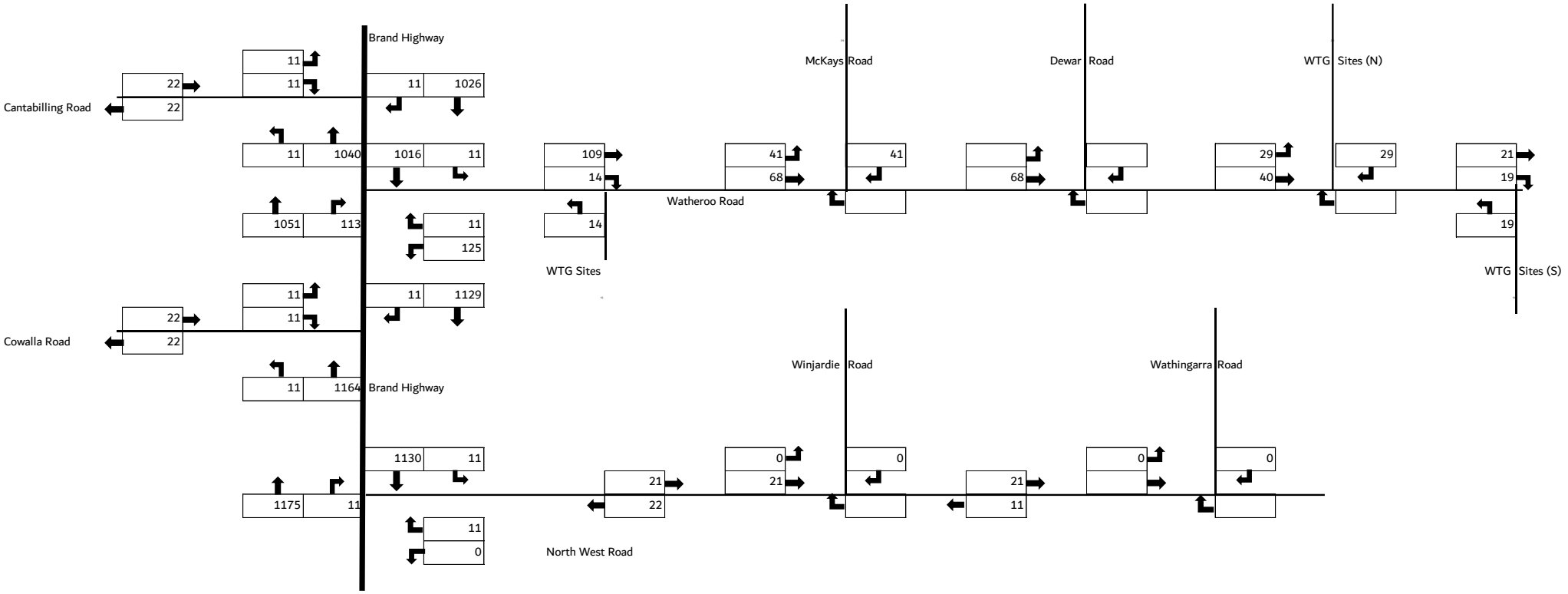


Figure 48 Indicative average daily vehicle movements on network for sites off Watheroo Road – DHWF

Using the daily average traffic volumes forecast for the project, Main Roads WA intersection warrants were utilised taking into account existing known movements on side roads and the inclusion of project traffic using a general ratio of 10% of daily forecast movements in a peak hour. None of the internal intersections related to the project exceeded the warrants for additional treatments using this methodology, with the outcomes of the assessment shown in Table 3.

It should be noted that the intersections and approaches would require modifications to accommodate the swept path movements associated with the WTG components as set out in section 6.1. This would, by default at a number of locations, provide additional width at intersections allowing for provision of additional sight distance and stacking or cater for turning movements. Most notably, the intersection of Brand Highway and Watheroo Road could be adjusted with those works to accommodate a right hand northbound turning pocket.

Table 3 Warrants assessment at intersections – average daily traffic for Dinner Hill Wind Farm

Intersection	Right Turn Assessment	Left Turn Assessment	Modifications?
North West and Winjardie	SR	SL	None required
North West and Wathingarra	SR	SL	None required
Watheroo and McKays	SR	SL	None required

Of the two locations not explicitly assessed, it is recommended for the following to be considered:

- For the site compound on Watheroo Road, a left turn pocket was not considered on approach given the flat, level nature of the area and low existing traffic volumes along Watheroo Road. Temporary speed restrictions during the construction phase in 2029-2032 may be considered as part of the Traffic Management Plan for the project.
- For the intersection of Cantabilling Road with Brand Highway, this intersection will cater for the construction of the nine WTG in the area but otherwise will have minimal traffic once constructed. Depending on the approach for the main WTG components, some widening at the intersection may be provided or alternately a construction stage only turning movement treatment may be appropriate including approach signage and line markings. This will depend on the Port chosen for the project.

7.4 Safe Intersection Sight Distance Analysis

Sight lines and Safe Intersection Sight Distance (SISD) have been examined for the internal intersections on approach roads. Given the existing intersections on Brand Highway are in situ, and Cowalla Road has been

examined as part of the Parron Wind Farm project (discussed in section 6.1.2), the focus of this analysis was on existing local road connections. As set out Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections – "*SISD is the minimum sight distance which should be provided on the major road at any intersection.*" The calculation is largely a product of distance, speed and gradient.

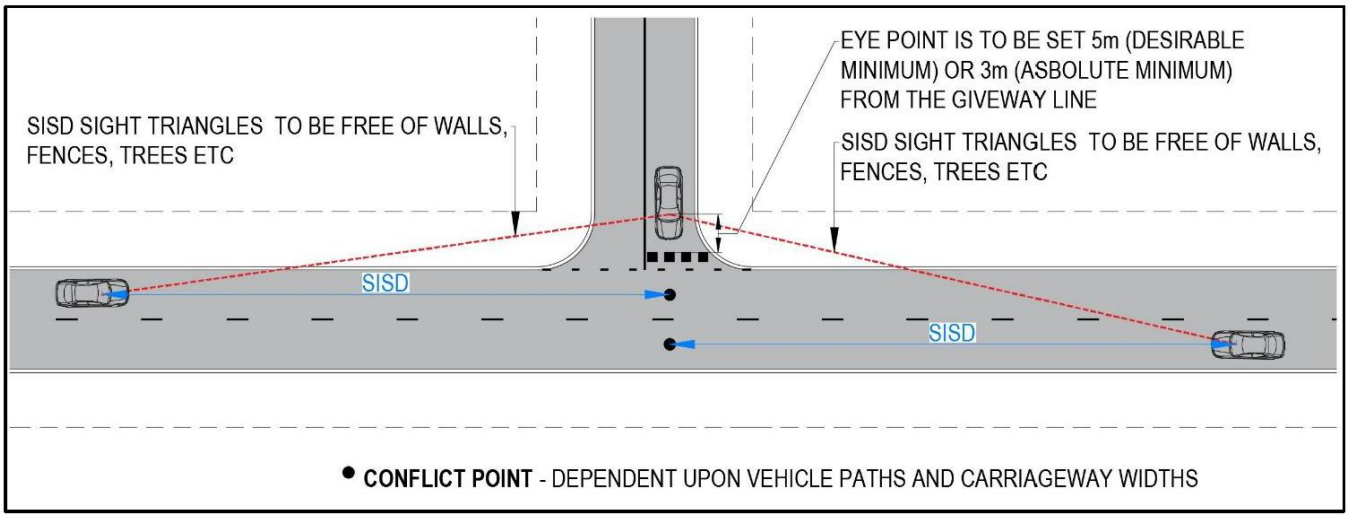


Figure 49 SISD drawings for intersections (source: Main Roads WA)

The calculation methodology for the SISD was applied for the local highway connections however the 85th percentile speed is not typically available, or so high that there is a distortion through lack of reliable data. An instance on Watheroo Road is shown in Figure 50 at 2pm where one vehicle is recorded at 152km/hr and another at 14km/hr.

Median speeds are much lower along a number of similar roads that were examined to try and arrive at a sensible 85th percentile speed for this analysis as typically 85th percentile speeds were way above the posted speed limit for all roads examined.

Given this, 110km/h was used as the 85th percentile in the analysis. This requires an SISD of around 330m for cars and 394m for trucks. This was used as the basis for main approaches with 300m used on internal intersections.

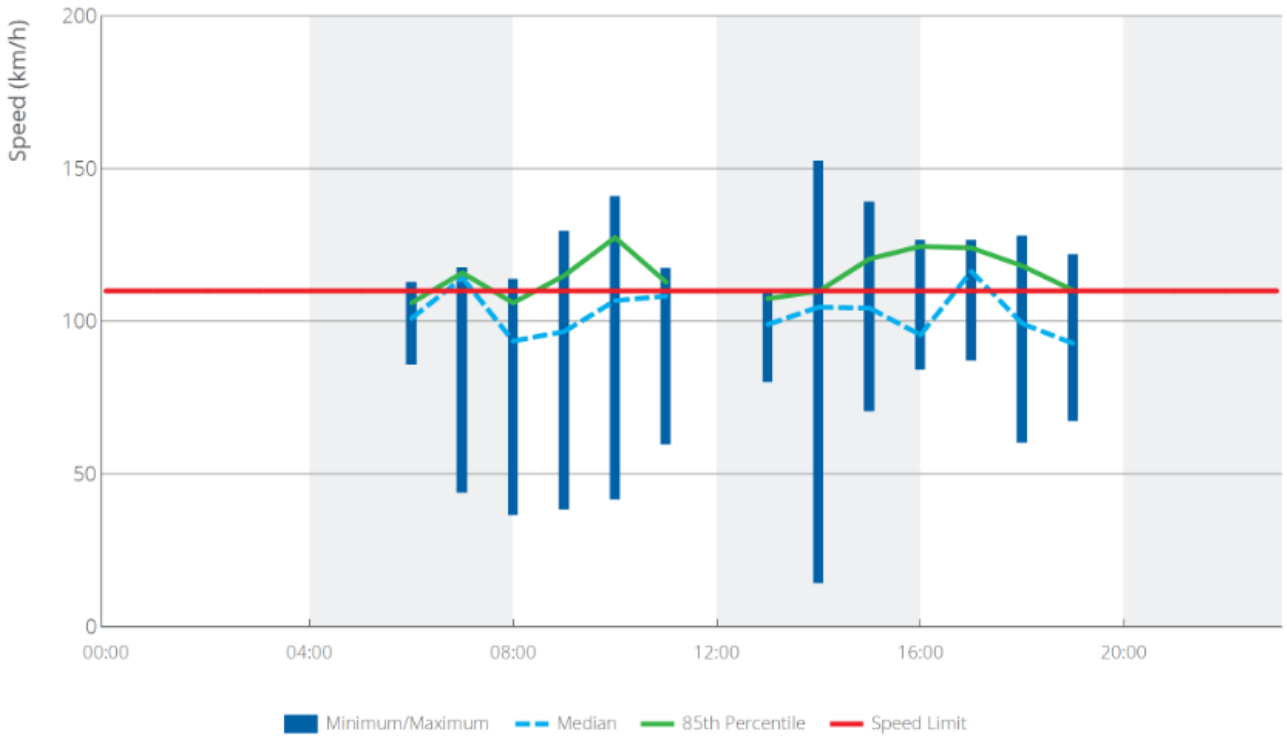


Figure 50 85th percentile recordings - westbound movements on Watheroo Road in 2022 (source: Main Roads WA)

SISD calculations (using the truck distance) and view points are shown for the following intersections:

- North West Road and Winjardie Road - Figure 51
- North West Road and Wathingarra Road - Figure 52
- Watheroo Road and McKays Road - Figure 53
- Watheroo Road and Dinner Hill Road - Figure 54
- Watheroo Road and Winjardie Road - Figure 55
- Winjardie Road and Goonderdoo Road - Figure 56
- Watheroo Road and proposed project compound - Figure 57. This location is clear in terms of view distances with the Watheroo Road corridor generally having low level scrub adjacent to the road. All other intersections are generally clear, with some widening associated with swept paths creating some additional areas which would improve visibility for turning vehicles.

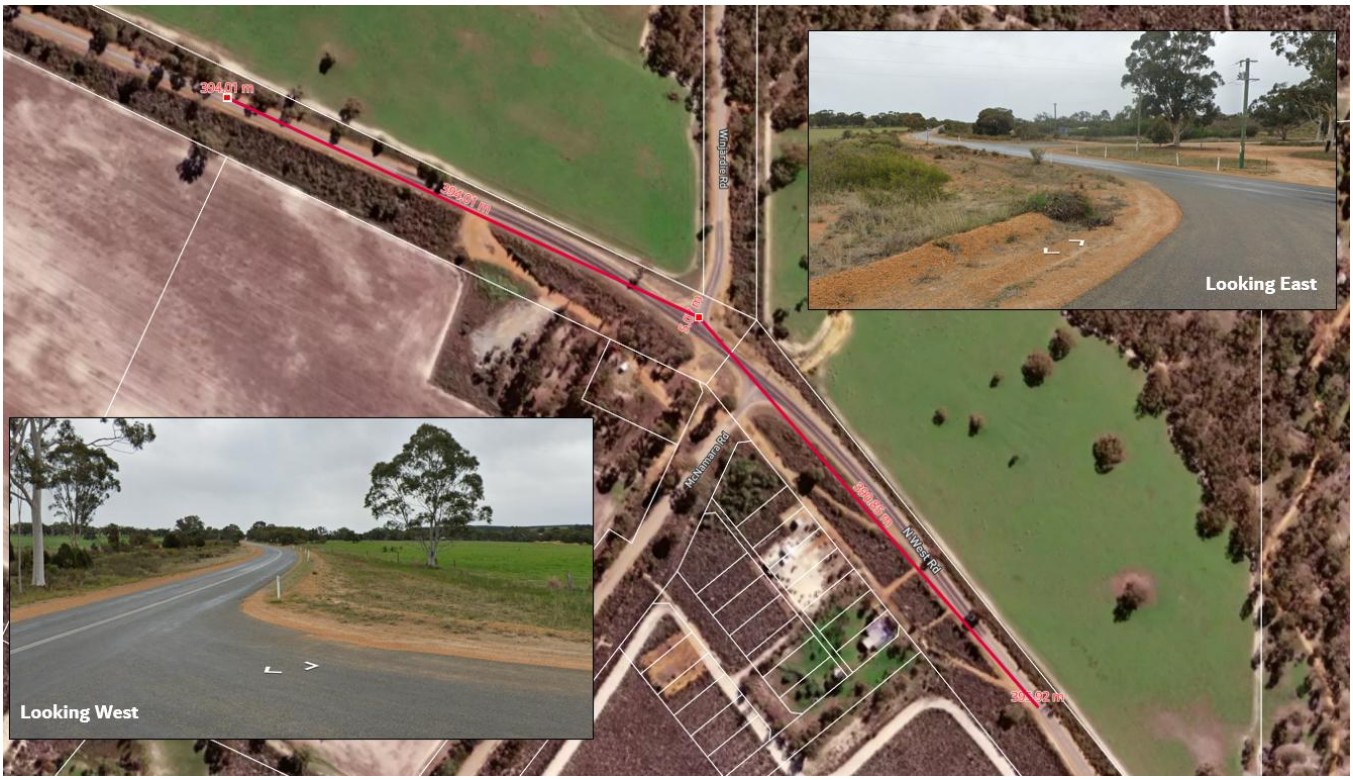


Figure 51 SISD - North West Road and Winjardie Road (source: Metromap)



Figure 52 SISD - North West Road and Wathingarra Road (source: Metromap)

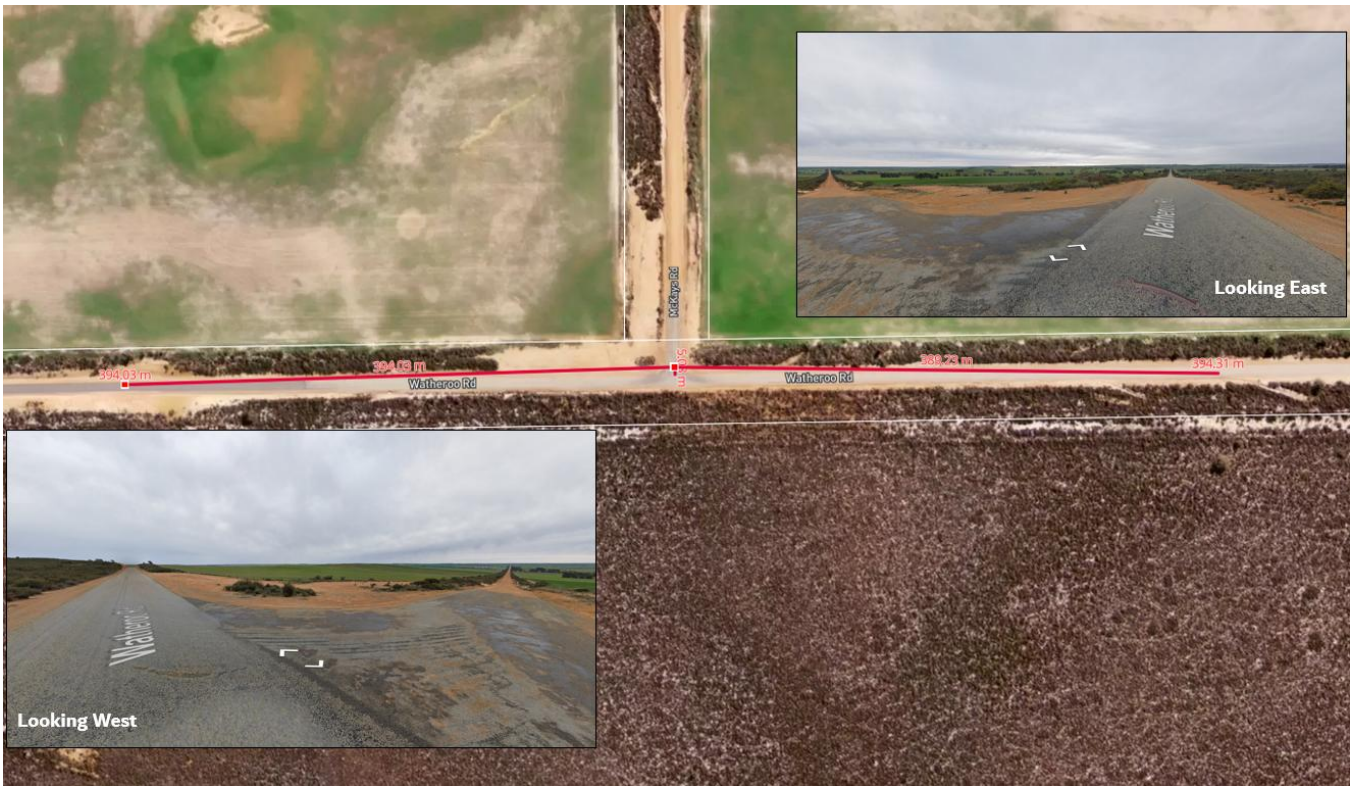


Figure 53 SISD – Watheroo Road and McKays Road (source: Metromap)



Figure 54 SISD – Watheroo Road and Dinner Hill Road (source: Metromap)



Figure 55 SISD – Watheroo Road and Winjardie Road (source: Metromap)

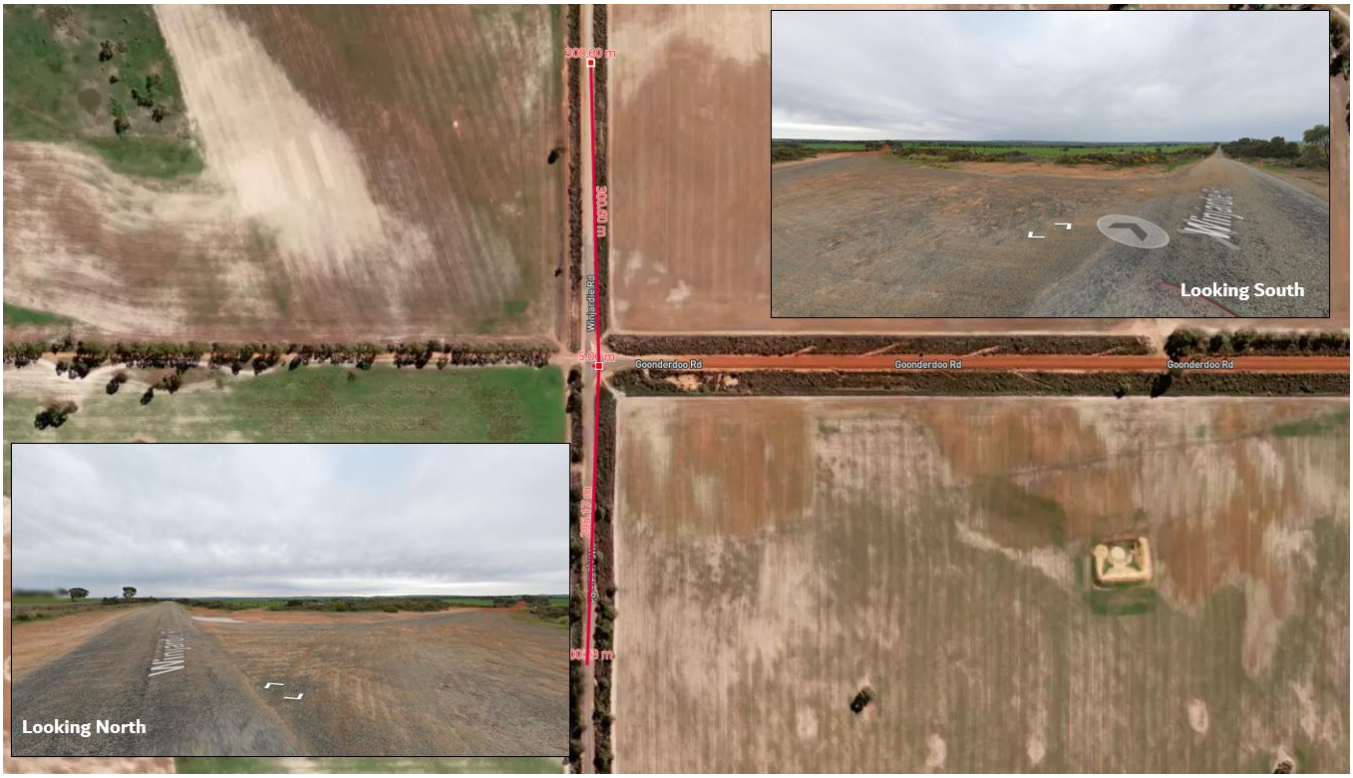


Figure 56 SISD - Winjardie Road and Goonderdoo Road (source: Metromap)



Figure 57 SISD - Watheroo Road and proposed project compound (source: Metromap)

7.5 Driveway Policy

Driveway construction – any access into the Project Area from the main Regional Distributor routes may be required to comply with Main Roads WA Driveway Policy (https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/additional-road-design2/driveways/). This would include a temporary sealed crossover section at the intersection of the main carriageway.

8. COMMITTED DEVELOPMENTS AND OTHER TRANSPORT PROPOSALS

8.1 Projects

As set out in this assessment, the Parron Wind Farm was given approval to develop 79 WTG sites with the main access coming off Cowalla Road. The implications of this for the DHWF project is discussed in section 6.1.2. The location of the proposed Parron Wind Farm is shown in Figure 58, the access locations and internal track access points are shown in Figure 59 and the location of the proposed Parron Wind Farm and the existing Emu Downs wind farm are shown in Figure 60.

The location of the DHWF project adjacent to existing and proposed WTG sites provides an indication of the appropriateness of routes into the area via the strategic road network. The use of Cowalla Road is an accepted corridor for the WTG project and the form of development access will be able to cater for use by the DHWF project. The staging of the Parron Wind Farm was for 12 months pre-construction and two years for construction. Given the approval was provided in December 2024, construction would be expected in 2026.

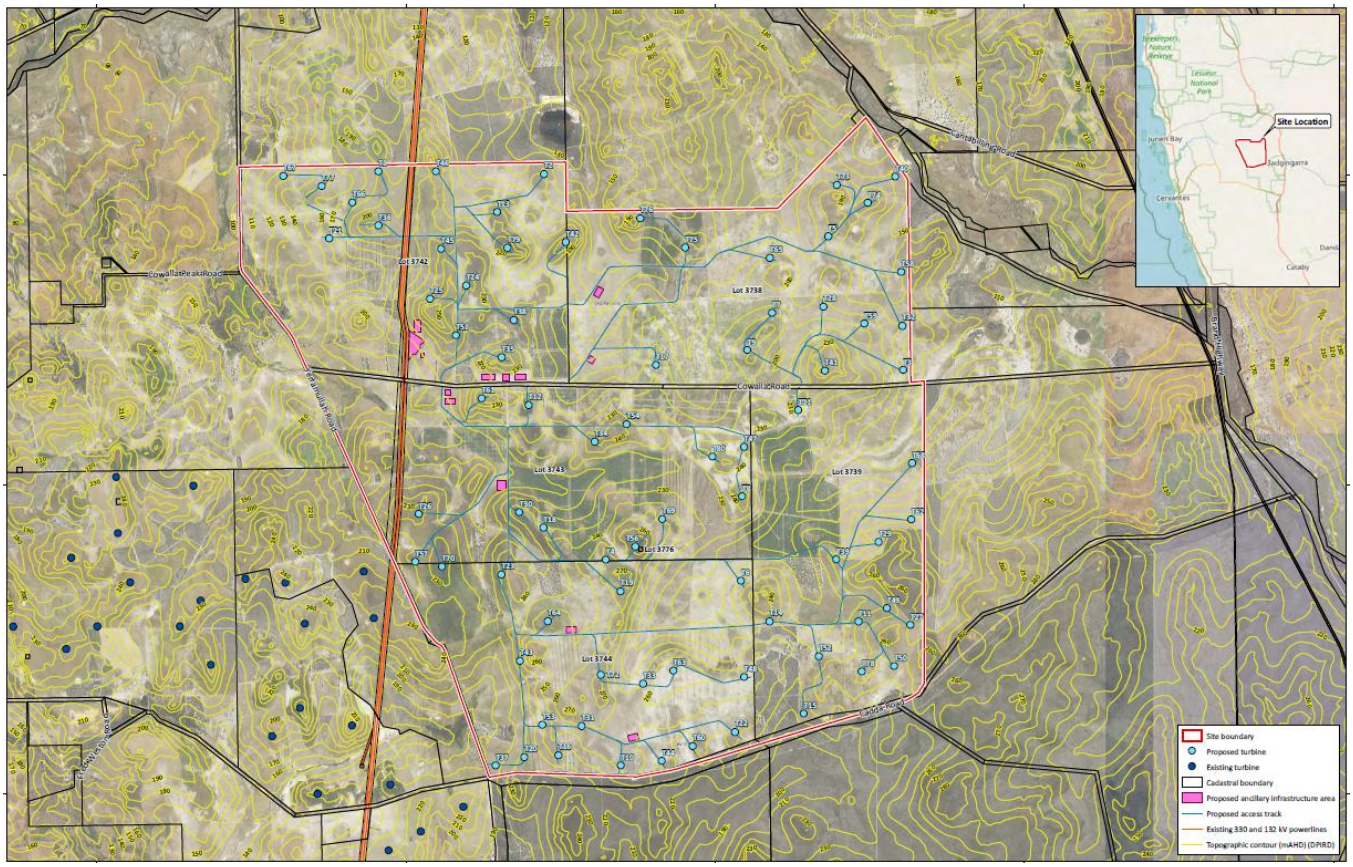


Figure 58 Site location plan Parron Wind Farm (source: Emerge)

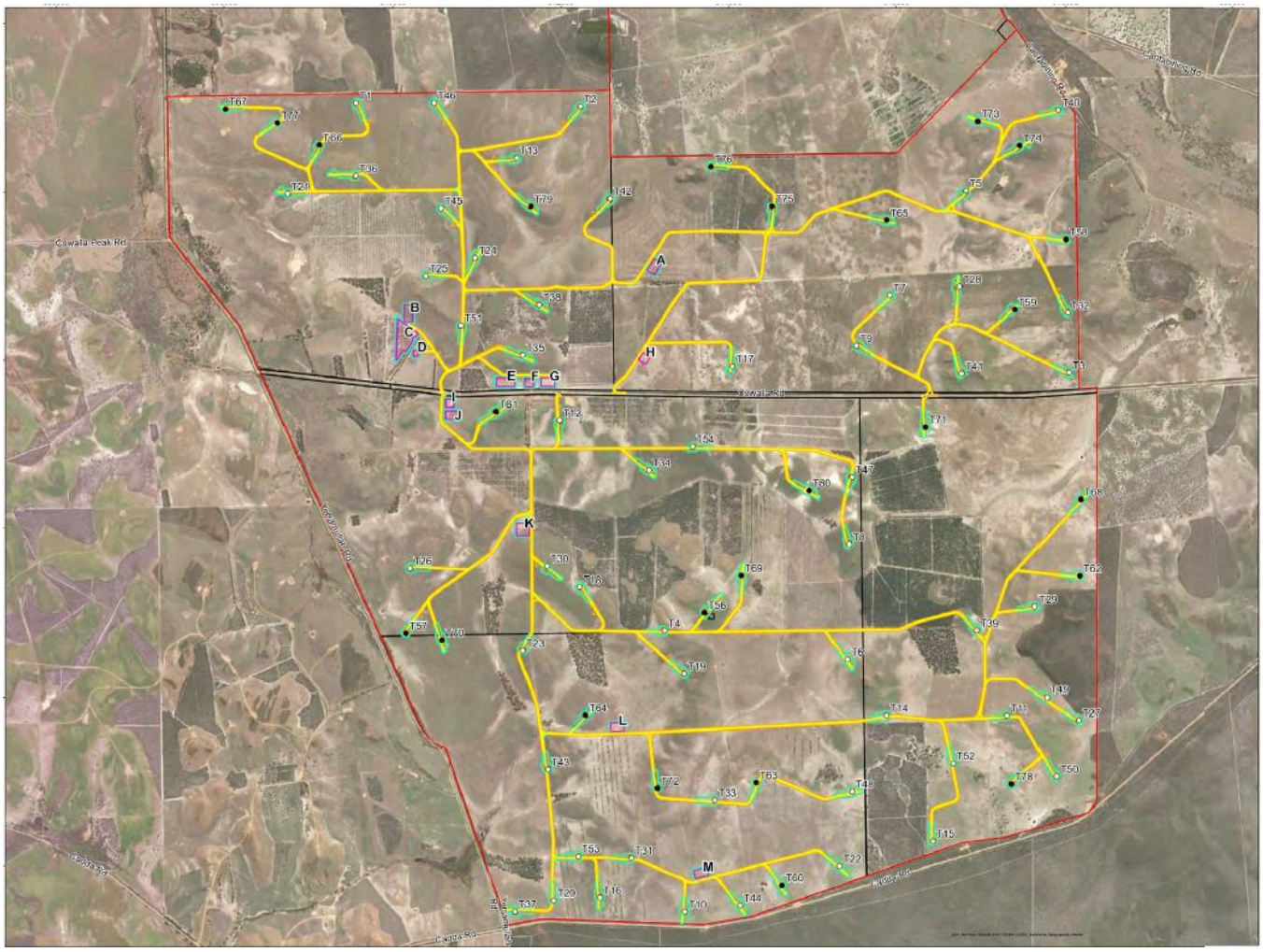


Figure 59 Parron Wind Farm layout (source: Emerge)

For the purposes of this assessment, information from the approved Parron Wind Farm project has been utilised to support the analysis of vehicle impacts and potential works associated with that project.



Figure 60 Existing Emu Downs Wind Farm and Parron Wind Farm projects (source: GHD)

In addition to WTG projects, the Harvest Battery Energy Storage System (BESS) project is proposed to be developed within the western side of the DHWF Project Area boundary. It would be located on 2964 Yerramullah Road, Hill River which is formally known as Lot 2 on Deposited Plan 26675.

The location of the BESS development in relation to the DHWF project is illustrated in Figure 61. The Harvest BESS will be adjacent to the development footprint for the DHWF off Yerramullah Road.

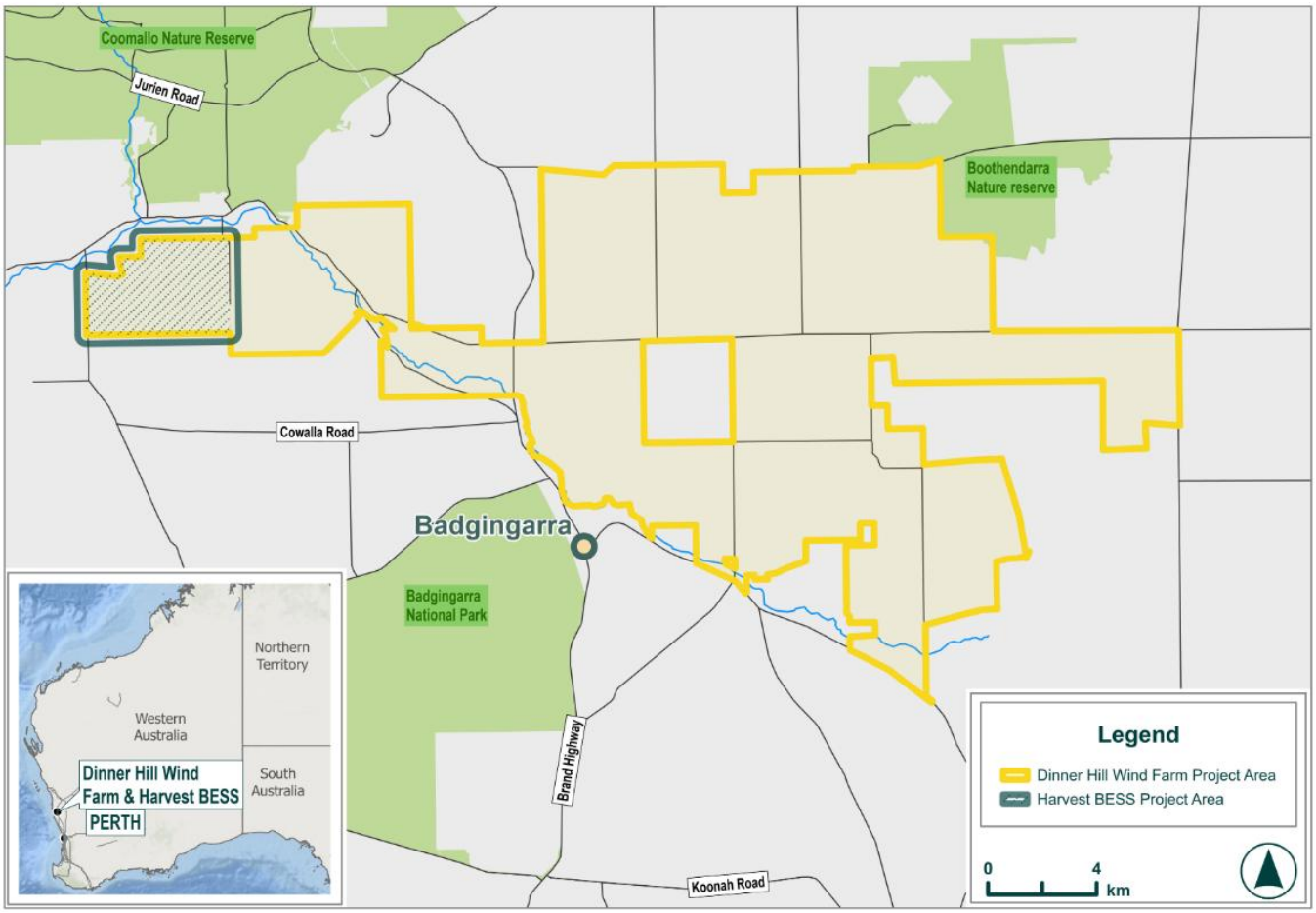


Figure 61 Harvest BESS development project area (source: OX2)

The Harvest BESS Project will have the capacity to store up to approximately 100 MW of electricity for 4-8 hours (400 – 800 MW) for transmission into the SWIS, which provides energy throughout southern WA.

The Harvest BESS Project will also include associated ancillary infrastructure necessary to the project operation including hardstand areas, substation and switch yard, operational and maintenance facility, control rooms, construction compound and laydown areas, site offices and car parking, concrete batching plants, overhead and underground cabling, and upgraded access tracks.

The BESS and ancillary infrastructure covers an area of approximately 3 ha. That project is subject to separate planning approvals and assessment through the Shire of Dandaragan.

9. ROAD SAFETY

9.1 Crash Information

Main Roads WA crash data for the last five years was examined to understand if there were any issues apparent on the local network or adjacent to the proposed Project Area accesses. These crash outputs are shown in Figure 62.

The immediate area has seen a number of severe medical / hospital crashes and a number of fatalities, including one on Watheroo Road at the eastern end of the corridor where access crossovers will be located. Of the 20 crashes in the past five years in the immediate area, 16 of them were along Brand Highway, including one fatality in 2021 north of Watheroo Road at midday involving a driver of a vehicle and caravan losing control and striking an oncoming vehicle, killing a passenger.

The fatality in February 2023 on Watheroo Road was a young male driver late on a Thursday evening with the vehicle rolling over and the driver being pronounced deceased at the site. No other vehicles were involved in that crash. There was also fatal crash on Cantabilling Road, east of Yerramullah Road, which involved a single vehicle rollover that was a result of the driver losing control with alcohol being a factor.



Figure 62 Crash information – 2020-2024 (source: Main Roads WA / Planwisely)

Examination of crashes on the Brand Highway corridor indicate that the majority were head on, hitting an animal or hitting an object and most were during daylight hours. This indicates driver attention issues and abilities at higher speeds. There was no indication through crash statistics that there were specific issues with crashes involving movements into or out of any of the side roads that intersect Brand Highway.

For the project delivery, these crashes and incidents highlight specific issues that would need to be addressed with construction and maintenance staff.

9.2 Project Requirements

The delivery of the project by OX2 would incorporate relevant Work Health and Safety requirements for its workforce for project access and operations, which would cover the range of risk elements associated with the transport network, including:

- Completion of appropriate Work Health and Safety Risk Assessment and management
- Induction on site for workforce to include appropriate safety measures and messaging around movement to and from the site and travelling around internal access roads
- Provision of appropriate site vehicles and maintenance of vehicles
- Provision of appropriate safety equipment for working on site around internal road access
- Inclusion of relevant safety and risk assessment within the Traffic Management Plan component of the project construction
- Development and installation of appropriate safe access designs of the site crossovers in conjunction with requirements of Shire of Dandaragan and Main Roads WA
- Completion of relevant risk and safety registers for the transportation of the renewable energy components to site
- Requirement for compliance of subcontractors to the relevant safety provisions, including driving during restricted light periods in rural areas
- Zero tolerance for drugs and alcohol.

10. MITIGATION MEASURES

10.1 Mitigations

The very nature of the project will result in an impact on the surrounding and regional road network during the construction phase of the project between 2029 and 2032 with an increase in traffic volumes and impacts associated with the movement of loads associated with the project.

During the operational stage of the project, there will be minimal to no impact on the performance of the transport network. Relating to transportation of components and project access, a range of mitigation measures would be appropriate, or conditions would be applied relating to the transport network if the project is approved. These measures are set out below:

- Completion of a detailed Traffic Management Plan (TMP) for the transportation of components to and from the site as required. The TMP to cover the preferred route for any heavy or indivisible load movements to and from the site taking into consideration the issues raised within this TIA
- Completion of all relevant permits and conditions of approval from Main Roads WA HVS for transportation of components to site, including review and inputs from Main Roads WA Wheatbelt Office to cover local network performance issues
- Design and construction of relevant temporary alterations to the road network associated with movement of WTG components as agreed with Main Roads WA and informed by the Shire of Dandaragan
- Completion of relevant work health and safety requirements for the Project relating to the transportation of goods and materials and movement of employees to and from the project
- Completion of a relevant dilapidation survey for key roads associated with the project being Watheroo Road, North West Road, Wathingarra Road, Winjardie Road, McKays Road and Cantabilling Road
- Review of the proposed works associated with the intersection of Brand Highway and Cowalla Road associated with the approvals granted by the Shire of Dandaragan for the Parron Wind Farm
- Discussion with Main Roads WA as to the temporary works associated with site access to the nine WTG off Cantabilling Road, specifically the configuration of the intersection at Brand Highway and the proximate intersection at Watheroo Road
- Approval for road works considered as part of the project be as per Main Roads WA 'Procedure for Seeking Approval to Undertake Works within the Main Roads Reserve'
- Detailed design of the crossover into the project compounds on Watheroo Road and Wathingarra Road to take into account relevant design standards and requirements.

- Detailed design of internal access road crossovers to be refined through detailed design process to maximise efficiency for turning vehicle movements and reduce any issues associated with sight lines for exiting vehicles
- Any local roads that are currently used as school bus routes should be managed with the PTA and movements of indivisible loads occur on those roads outside of school peak hours during term.

11. SUMMARY AND CONCLUSIONS

11.1 Summary

This Transport Assessment has been prepared by Flyt in support of the Dinner Hill Wind Farm (DHWF) (the project) proposed by OX2 for landholdings that cover land within the Shire of Dandaragan in the Wheatbelt Region of Western Australia. As indicated by the South West Aboriginal Land and Sea Council website; it sits within the Yued ILUA Region.

The Project Area is located to the west and east of Brand Highway near Badgingarra within the Shire of Dandaragan in the Wheatbelt Region. The DHWF will be one of the largest land based renewable energy projects in Australia. The Project Area covers 19 individual landholdings spread over an area of approximately 40km by 20km with up to 131 WTG associated with the proposed development. 15 of the WTG sites sit to the west of the Brand Highway corridor with the remainder to the east.

Separately, a 300MW / 2400MWh is proposed for the Project Area located off Yerramullah Road. Two locations are being considered, with the transport implications for both locations being the same with an access point off Yerramullah Road being proposed.

Wider area access to the DHWF project will be from the Brand Highway corridor. The individual WTG sites and BESS location will be accessed from a number of intersecting local roads being Cowalla Road and Cantabilling Road for sites to the west of Brand Highway and via North West Road or Watheroo Road for those sites to the east of Brand Highway.

Information for all these corridors has been provided in this assessment, with all main routes in from Brand Highway classified for heavy vehicle movements or have already been used for other WTG projects, including the recent assessment of Cowalla Road for the Parron Wind Farm project. Assessment of road classifications, intersections, sight distances and swept path analysis have all contributed to the outcomes of this assessment. Traffic generation has been estimated using reported volumes for a range of other projects in WA and Australia and daily volumes have been estimated using a conservative approach which has included providing an indicative workforce profile over the course of the 36 month delivery stage of the project.

Traffic generated by the project will fluctuate and depend on deliveries of materials to sites, work programs developed by OX2 and a range of other factors including location of workforce or provision of workforce accommodation. The level of traffic generated by the development will see an increase in traffic volumes on the network in the area, however the volumes considered are extremely low on a daily or hourly basis and do not trigger any issues which would require wholesale alterations or improvements.

The movement of components for the project would also see some modifications required at some intersections to cater for the swept path of turning vehicles meaning that design outcomes at those locations will likely see some safety benefits. During the operational stage of the project, there will be minimal to no impact on the performance of the transport network.

Relating to transportation of components and Project Area access, a range of mitigation measures would be appropriate, or conditions would be applied relating to the transport network if the project is approved. These measures are set out below:

- Completion of a detailed Traffic Management Plan (TMP) for the transportation of components to and from the site as required. The TMP to cover the preferred route for any heavy or indivisible load movements to and from the site taking into consideration the issues raised within this TIA
- Completion of all relevant permits and conditions of approval from Main Roads WA HVS for transportation of components to site, including review and inputs from Main Roads WA Wheatbelt Office to cover local network performance issues
- Design and construction of relevant temporary alterations to the road network associated with movement of WTG components as agreed with Main Roads WA and informed by the Shire of Dandaragan
- Completion of relevant work health and safety requirements for the Project relating to the transportation of goods and materials and movement of employees to and from the project
- Completion of a relevant dilapidation survey for key roads associated with the project being Watheroo Road, North West Road, Wathingarra Road, Winjardie Road, McKays Road and Cantabilling Road
- Review of the proposed works associated with the intersection of Brand Highway and Cowalla Road associated with the approvals granted by the Shire of Dandaragan for the Parron Wind Farm
- Discussion with Main Roads WA as to the temporary works associated with site access to the nine WTG off Cantabilling Road, specifically the configuration of the intersection at Brand Highway and the proximate intersection at Watheroo Road
- Approval for road works considered as part of the project be as per Main Roads WA 'Procedure for Seeking Approval to Undertake Works within the Main Roads Reserve'
- Detailed design of the crossover into the project compounds on Watheroo Road and Wathingarra Road to take into account relevant design standards and requirements.
- Detailed design of internal access road crossovers to be refined through detailed design process to maximise efficiency for turning vehicle movements and reduce any issues associated with sight lines for exiting vehicles

- Any local roads that are currently used as school bus routes should be managed with the PTA and movements of indivisible loads occur on those roads outside of school peak hours during term..

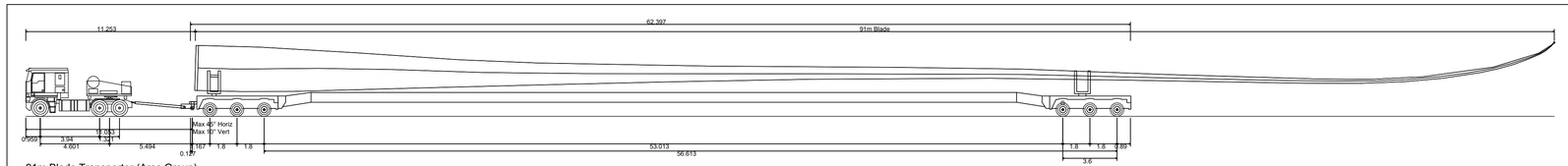
12. CHECKLIST

ITEM	PROVIDED	COMMENTS/PROPOSALS
Proposed development		
existing land uses	Yes	Rural land holdings
proposed land use	Yes	131 Wind Turbine Generators and ancillary infrastructure to support project, BESS facility
context with surrounds	Yes	Provided
Vehicular access and parking		
access arrangements	Yes	Routes in and around project area described, including potential workforce routes from townsites
Service vehicles (non-residential)		
access arrangements		n/a
on/off-site loading facilities		n/a
Service vehicles (residential)		
rubbish collection and emergency vehicle access		n/a
Hours of operation (non-residential only)		n/a
Traffic volumes		
daily or peak traffic volumes	Yes	Daily volumes on average and peak days reported, with calculations and information supporting including monthly workforce profile
type of vehicles (for example,cars, trucks)	Yes	RAV network issues covered, swept path for access of longest WTG components shown for key intersections.
Traffic management on frontage streets		Set out controls, speed zones and RAV network classifications
Public transport access		
nearest bus/train routes		n/a
nearest bus stops/train stations		n/a
pedestrian/cycle links to bus stops/ train station		n/a

ITEM	PROVIDED	COMMENTS/PROPOSALS
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)		n/a
proposed pedestrian facilities within development		n/a
existing pedestrian facilities on surrounding roads		n/a
proposals to improve pedestrian access		n/a
Cycle access/facilities		
existing cycle facilities within the development (if any)		n/a
proposed cycle facilities within development		n/a
existing cycle facilities on surrounding roads		n/a
proposals to improve cycle access		n/a
Site specific issues		
Safety issues		Included information for OX2 to examine through project controls
identify issues	Yes	Crash reporting examined and information provided.
remedial measures	Yes	Internal safety measures through design and management. Sight lines examined for intersections. Recommended mitigation measures at intersections proposed for consideration.

APPENDIX A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

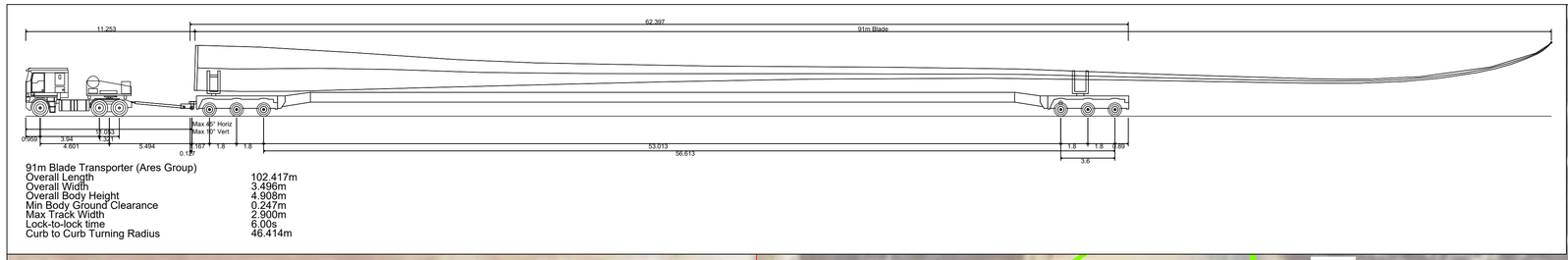
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-01N

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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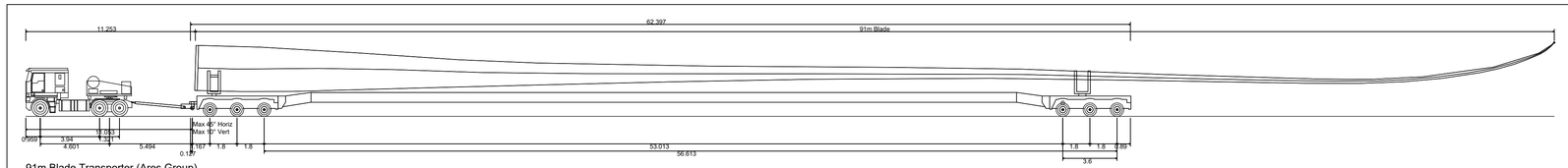
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-01S

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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PROJECT IDENTIFIER

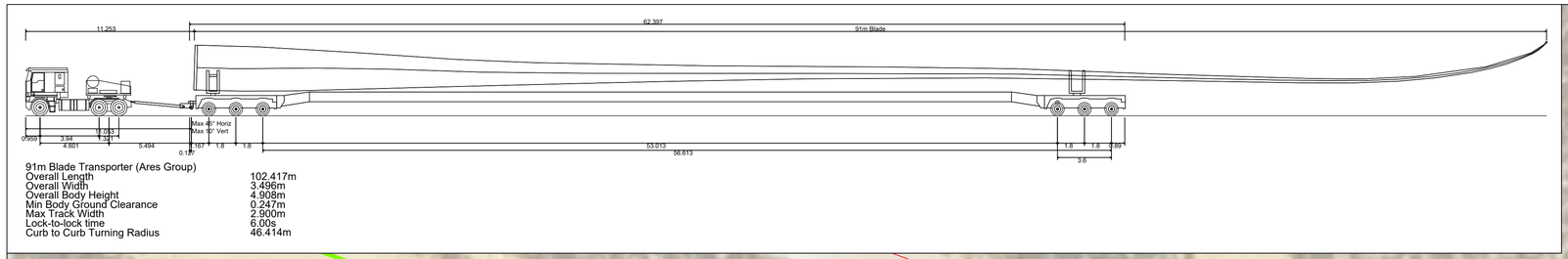
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-02

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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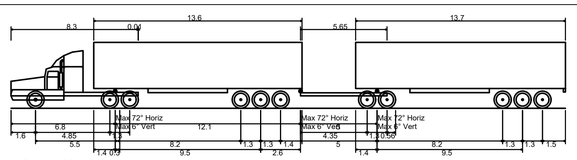
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-03

REVISION: B

ISO A1 594mm x 841mm



A-Double (36.2m)	
Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

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DRAWING SCALE

0 5 10 15 20m

SCALE 1:250 @ A1 1:500 @ A3

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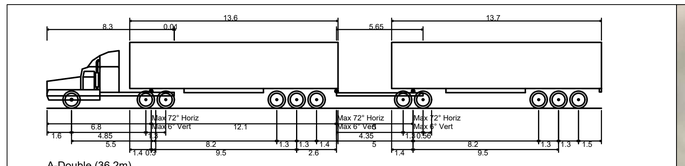
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PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-04E

REVISION: B

ISO A1 594mm x 841mm



A-Double (36.2m)

Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

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DRAWING SCALE

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SCALE 1:250 @ A1 1:500 @ A3

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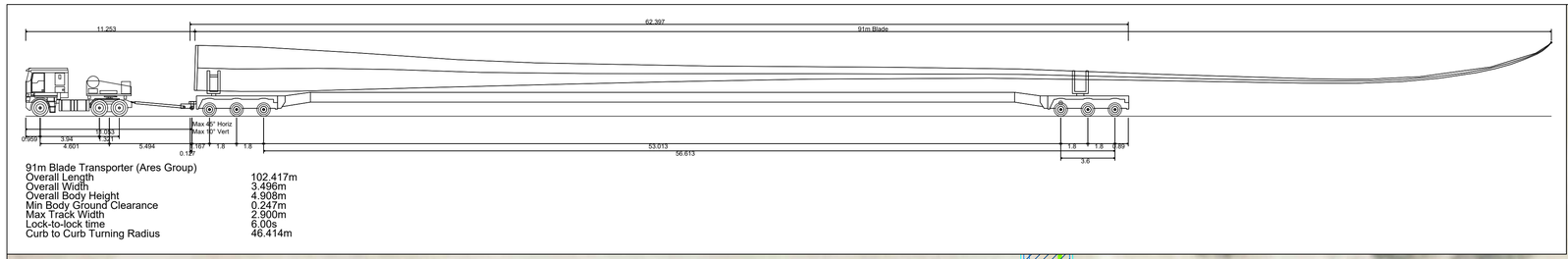
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PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER	REVISION
FLY0125-002-BL-PP-A-04W	B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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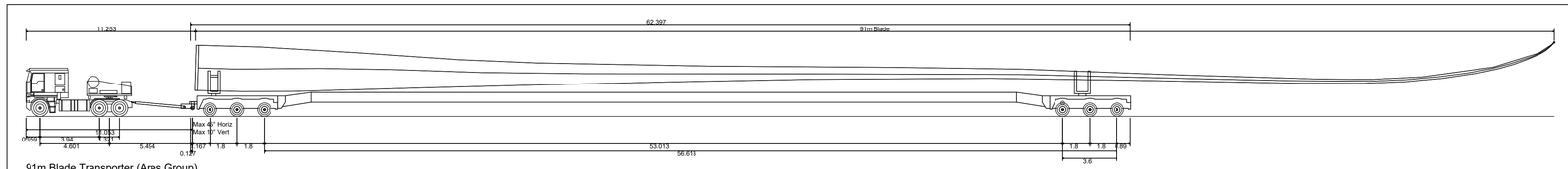
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PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-A-05

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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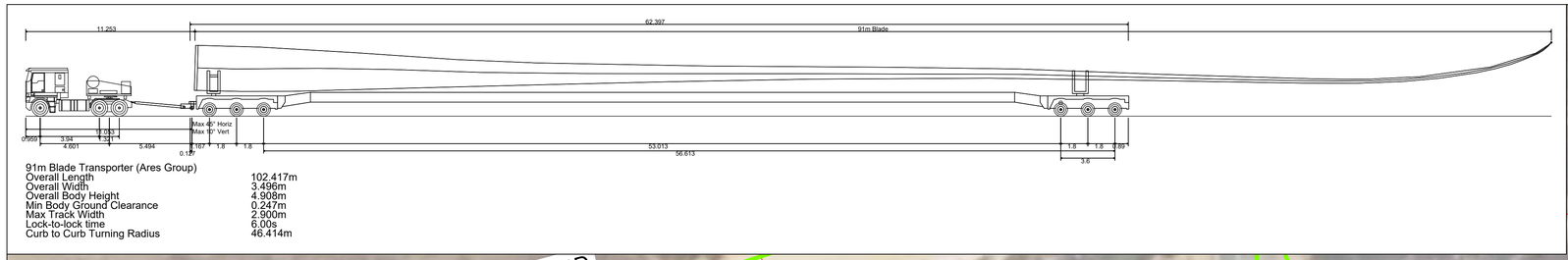
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-01N

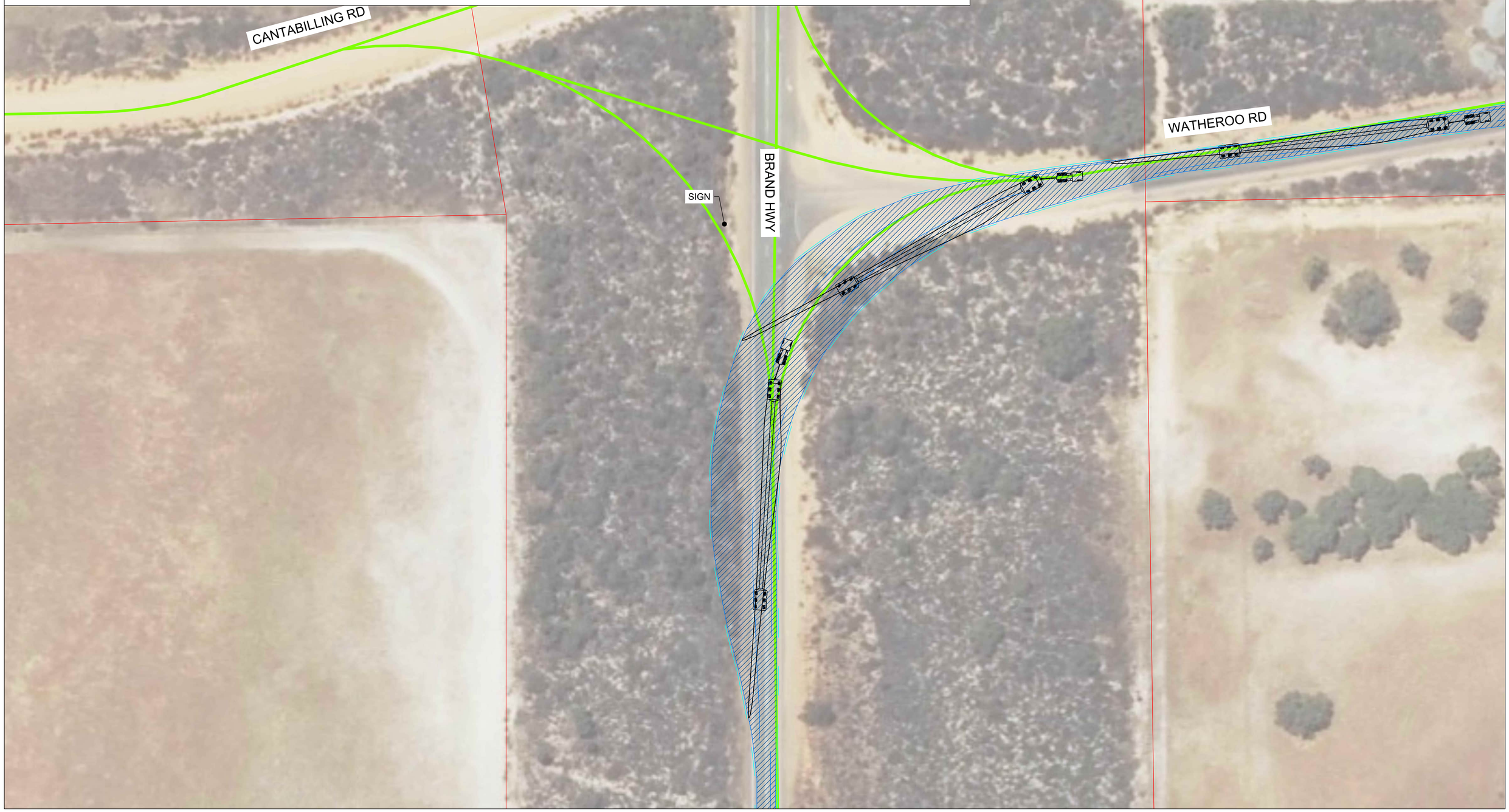
REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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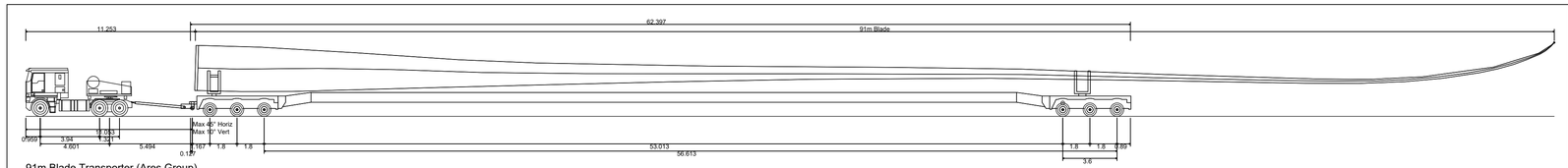
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PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-01S

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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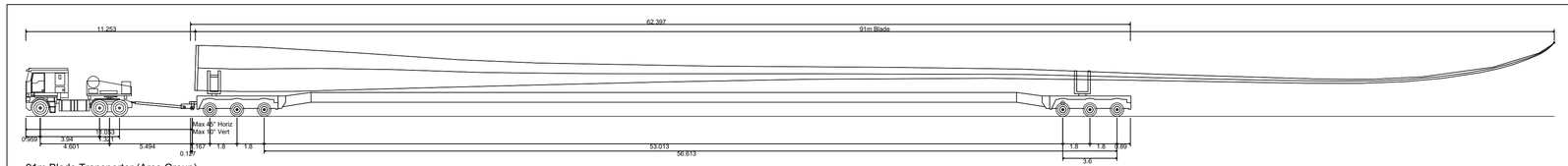
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-02

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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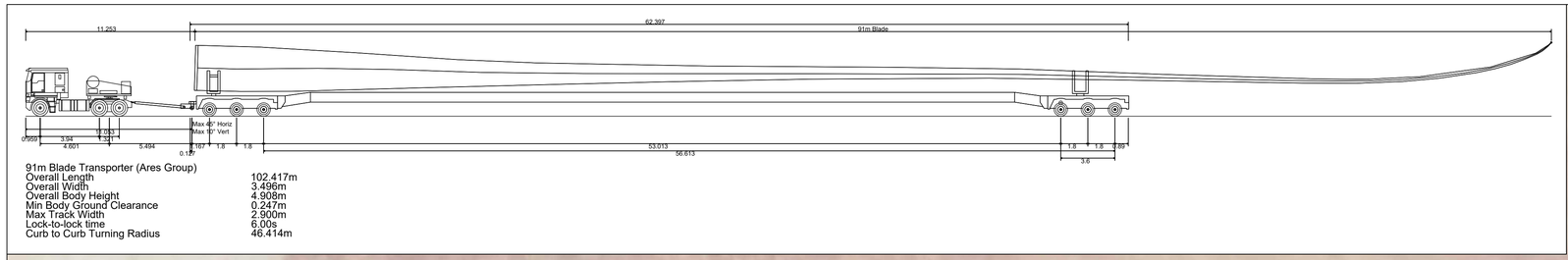
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-03

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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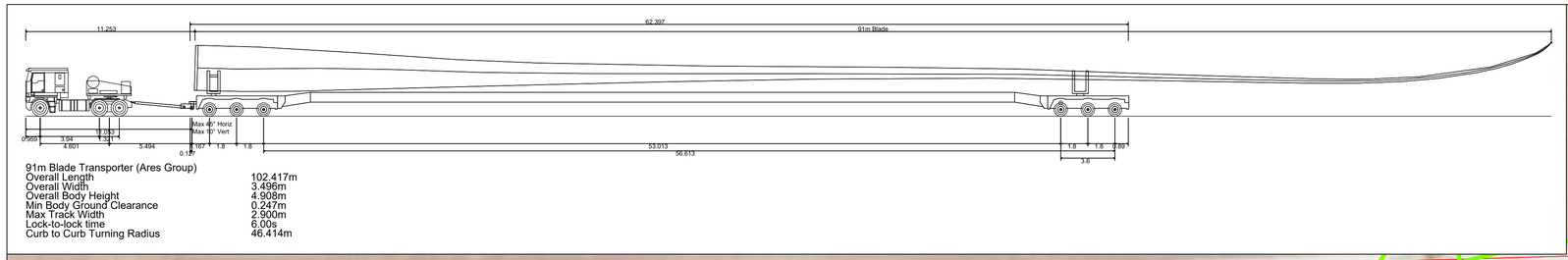
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-04

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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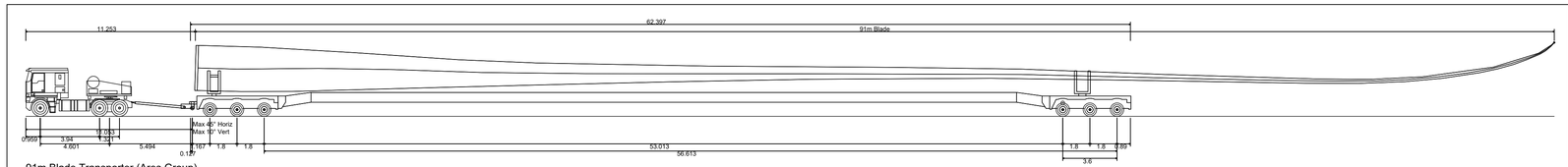
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-05

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

ISSUED FOR INFORMATION

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

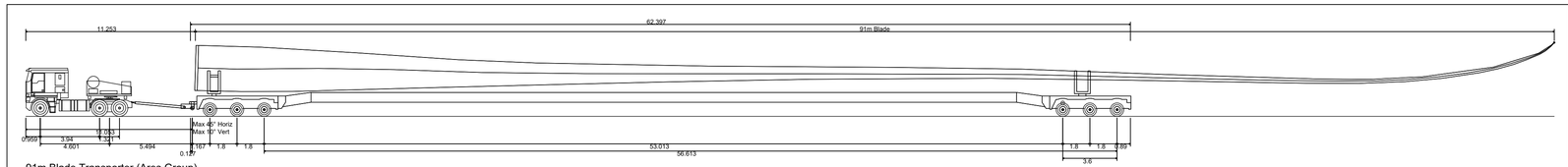
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-06

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

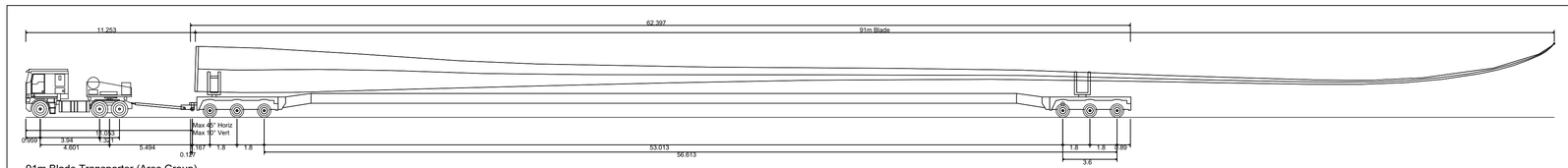
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-07

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATHS (PREVIOUSLY PP-B-04)

PROJECT MANAGEMENT

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N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

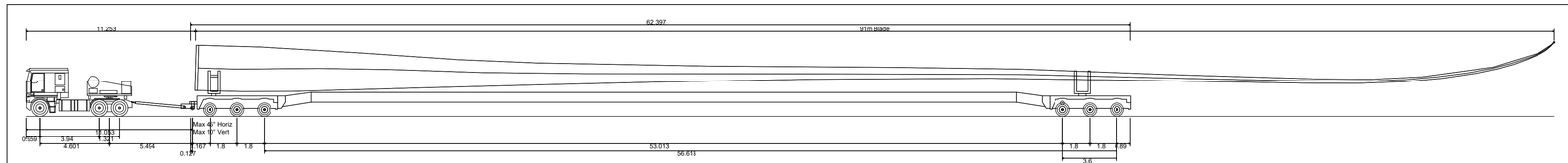
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-08

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED

INTERNAL PROJECT NO.		FLY0125-002	
DATUM		SURVEY	

PROJECT IDENTIFIER

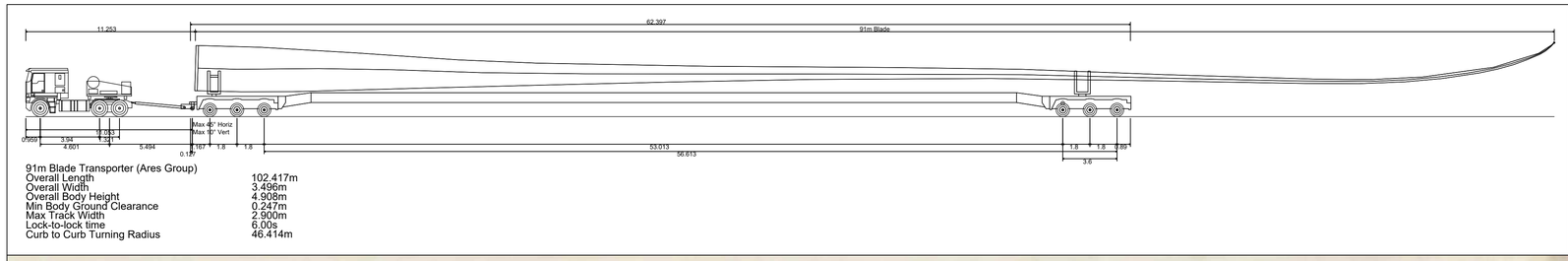
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-09

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

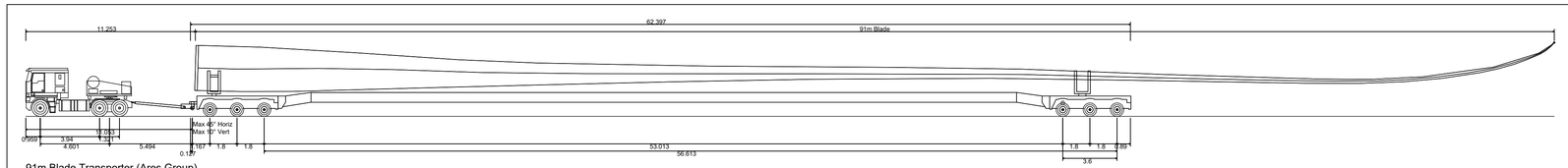
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-010

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

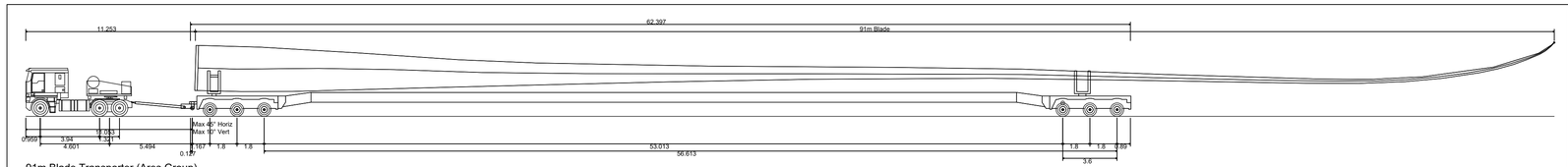
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-011

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

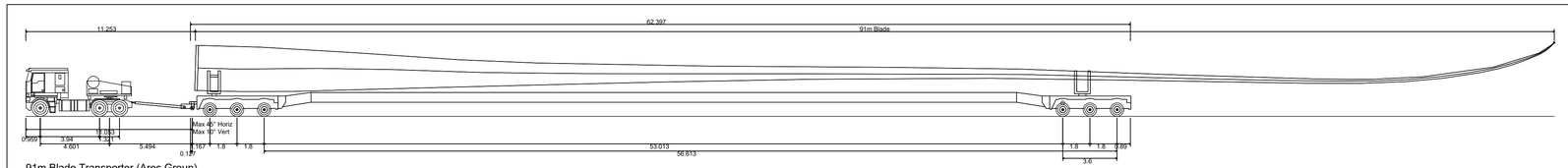
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-012

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATHS (PREVIOUSLY PP-B-08)

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

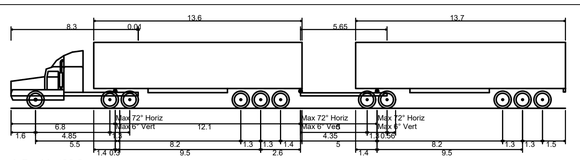
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-013

REVISION: B

ISO A1 594mm x 841mm



A-Double (36.2m)	
Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROJECT STAMP

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DRAWING SCALE

0 5 10 15 20m

SCALE 1:250 @ A1 1:500 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

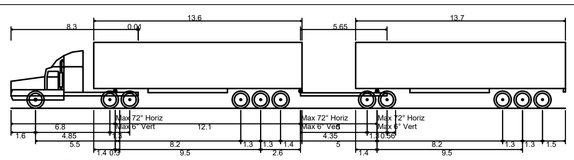
PROJECT IDENTIFIER

CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-014E
REVISION: A

ISO A1 594mm x 841mm



A-Double (36.2m)	
Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

SIGN

N

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PROJECT STAMP

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DRAWING SCALE

0 5 10 15 20m

SCALE 1:250 @ A1 1:500 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

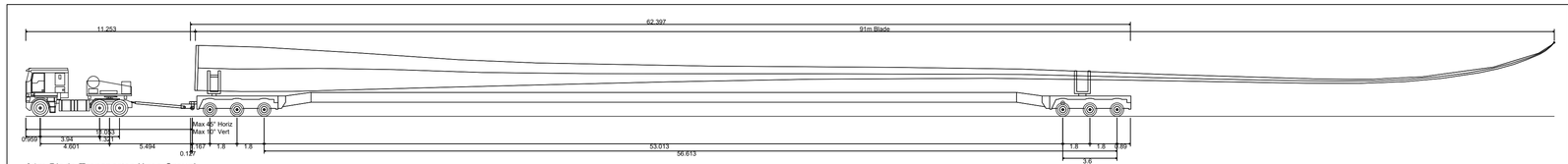
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-B-014W

REVISION A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

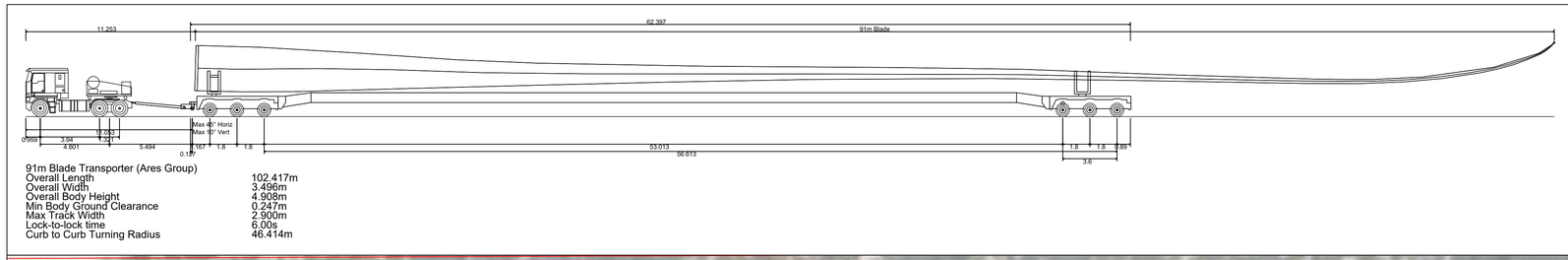
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-015

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

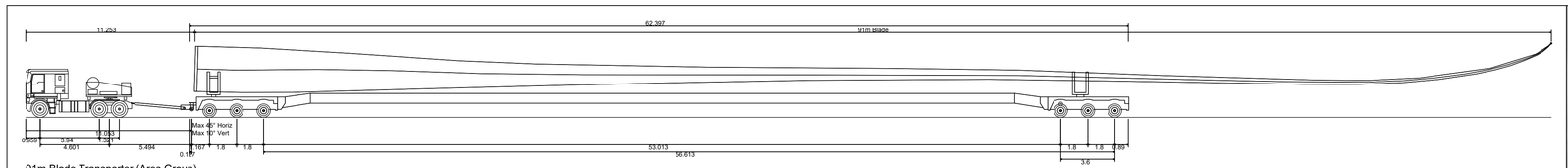
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-016

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

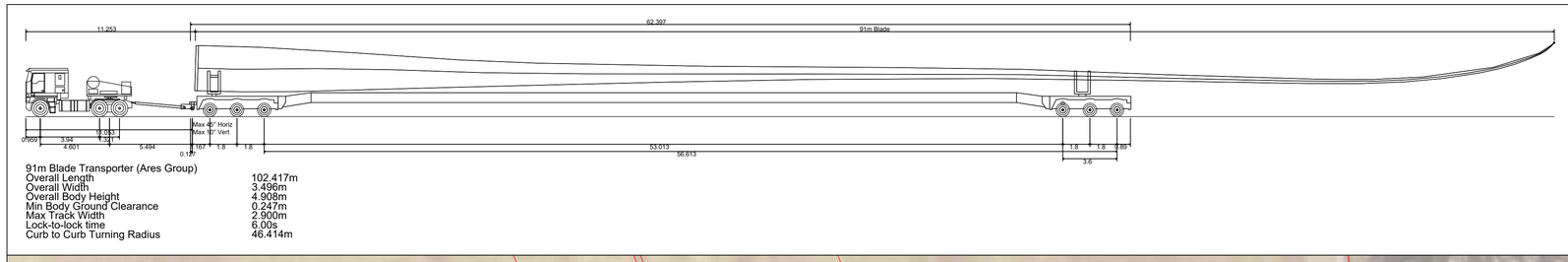
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-B-017

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

ISSUED FOR INFORMATION

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
INFO	B	27.07.26	D.S	UPDATED SWEPT PATH LAYOUT

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

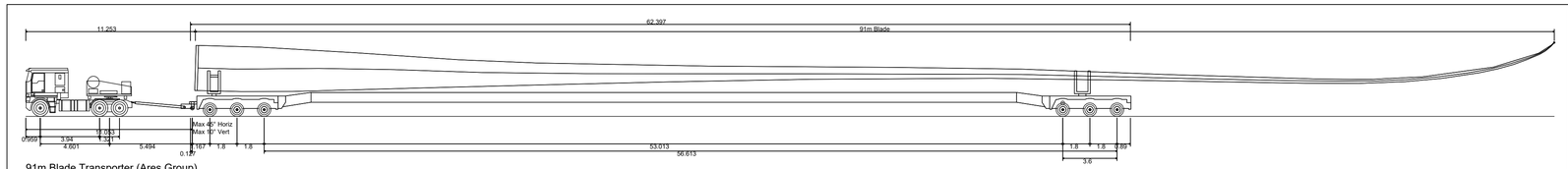
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-C-01N

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
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N.M	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

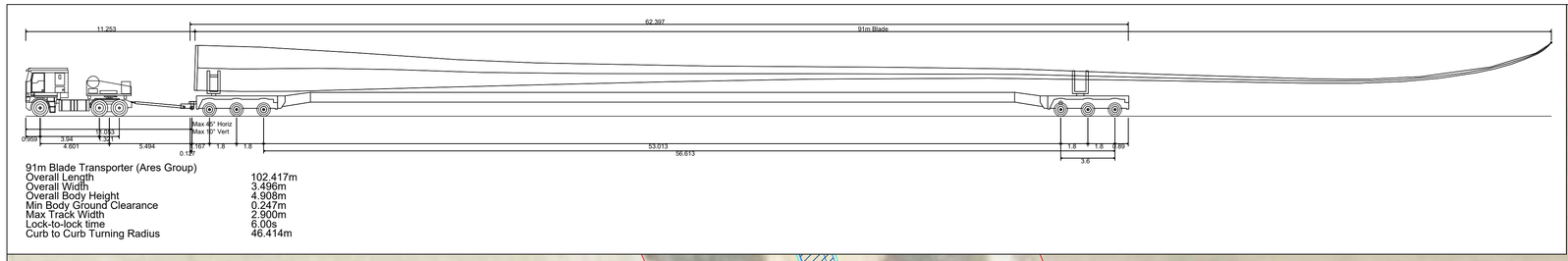
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-C-01S

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

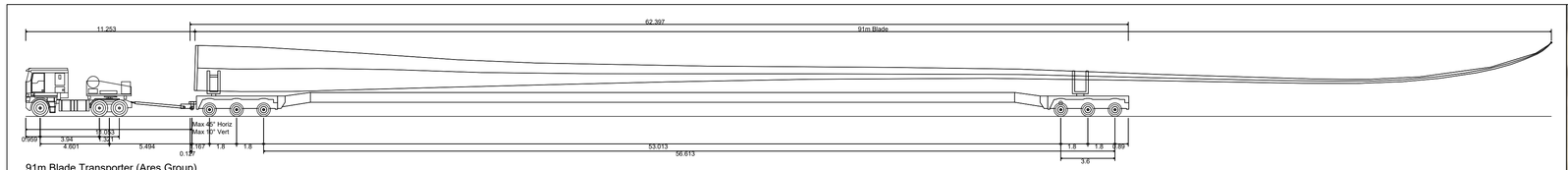
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-C-02

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

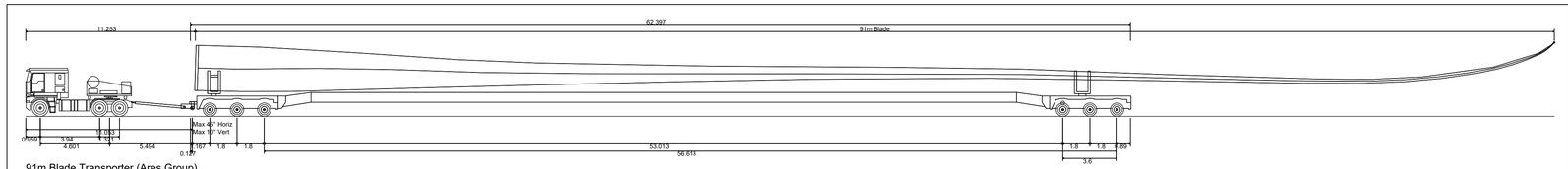
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-C-03

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

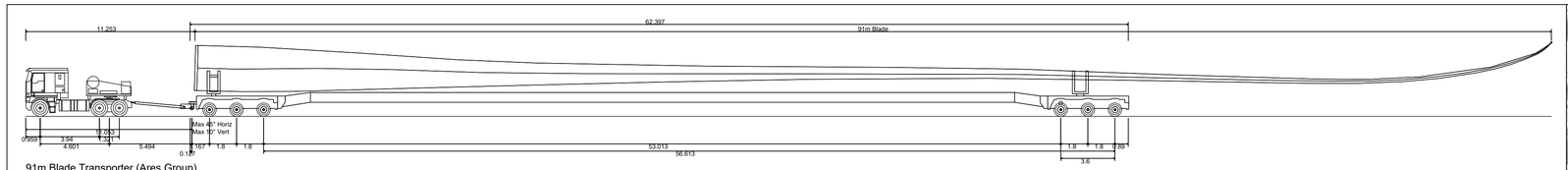
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-C-04

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

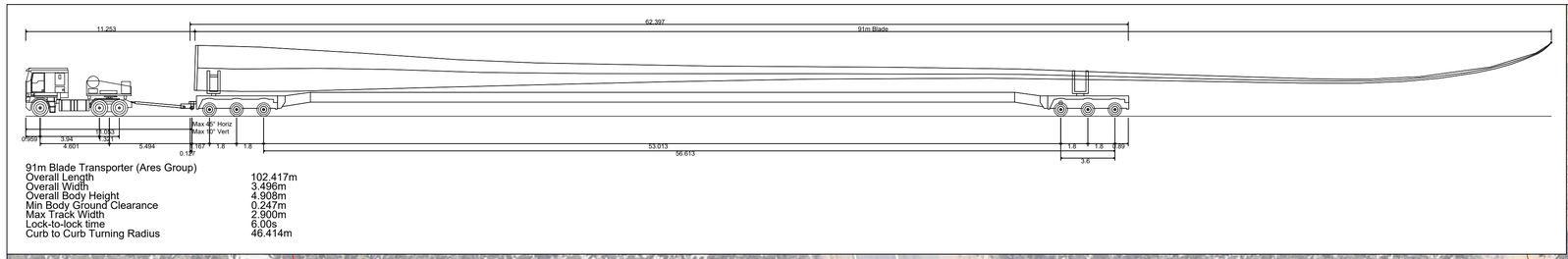
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-D-01N

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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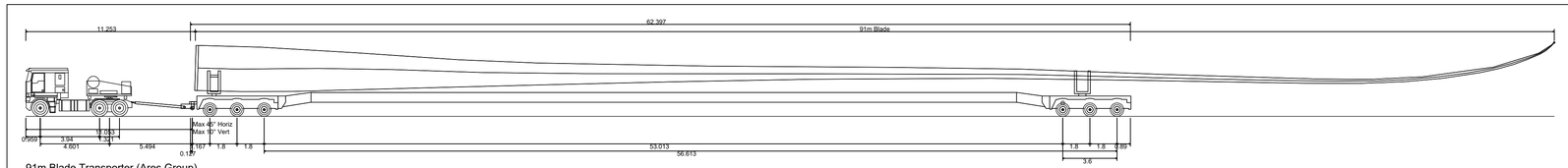
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-D-01S

REVISION: B

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

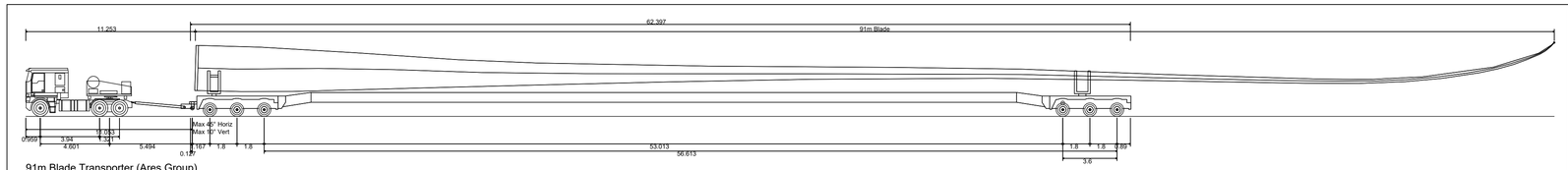
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-D-02

REVISION B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

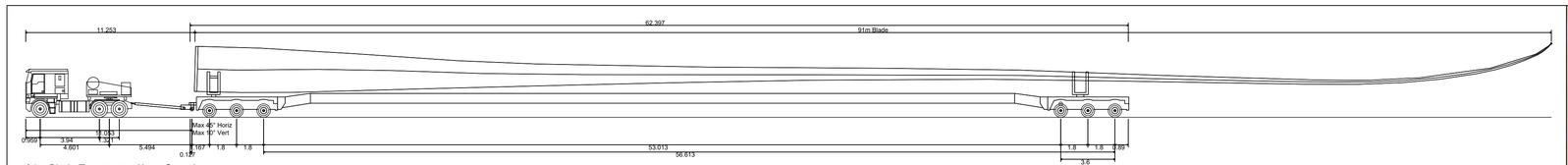
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-D-03

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
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DATUM	SURVEY	

PROJECT IDENTIFIER

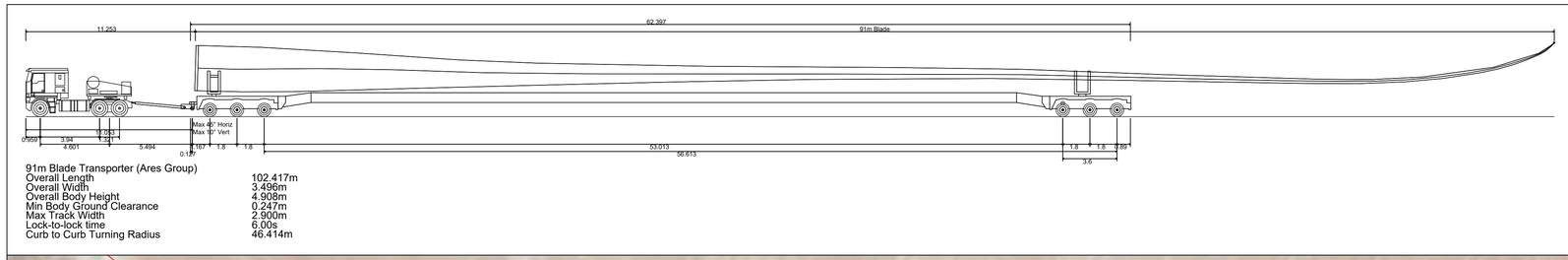
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-D-04

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	16.09.25	N.M	ISSUED FOR INFORMATION
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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

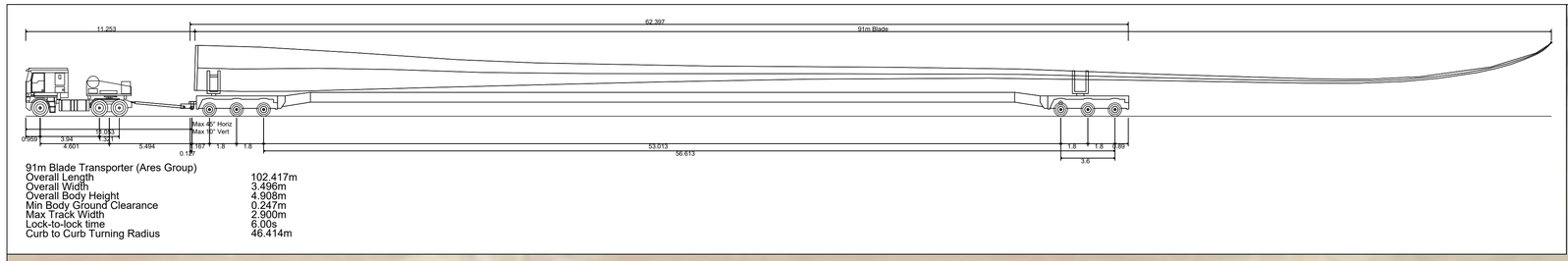
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-D-05

REVISION B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

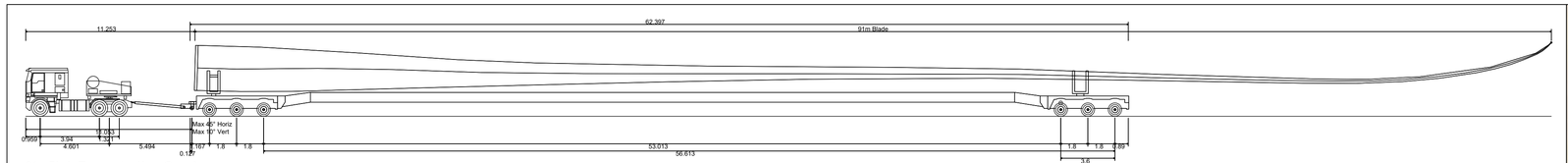
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-D-06

REVISION: B

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

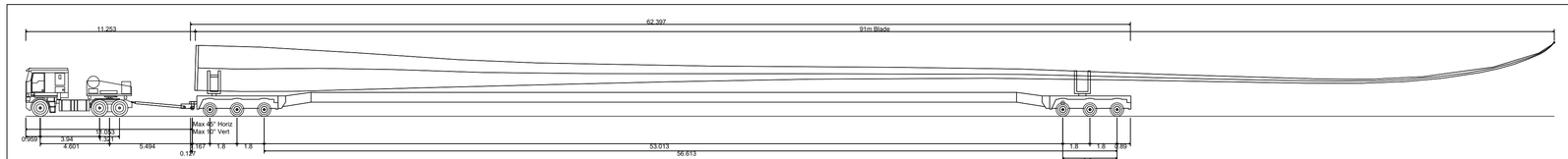
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-E-01

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

ISSUED FOR INFORMATION

NOTE: THIS DRAWING IS SOLELY THE PROPERTY OF ACCESS TRAFFIC CONSULTING PTY LTD. THE INFORMATION CONTAINED IS NOT TO BE DISCLOSED, REPRODUCED OR COPIED IN WHOLE OR PART WITHOUT WRITTEN APPROVAL FROM ACCESS TRAFFIC CONSULTING PTY LTD.

DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

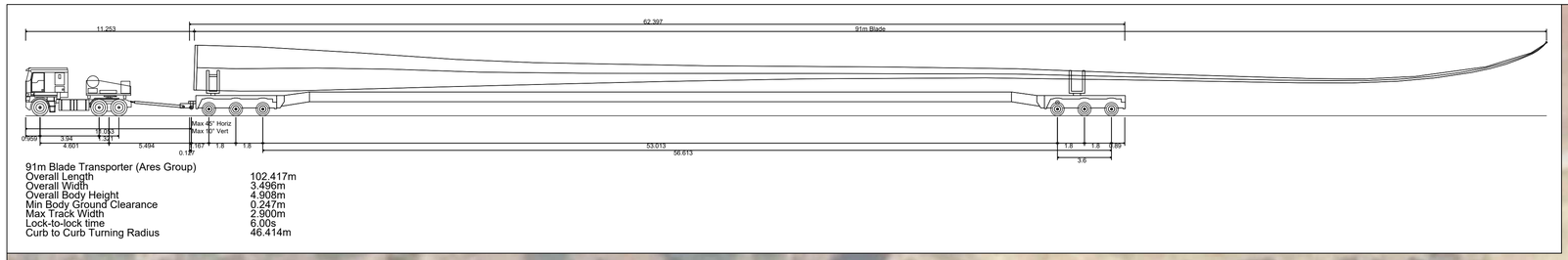
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-E-02

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

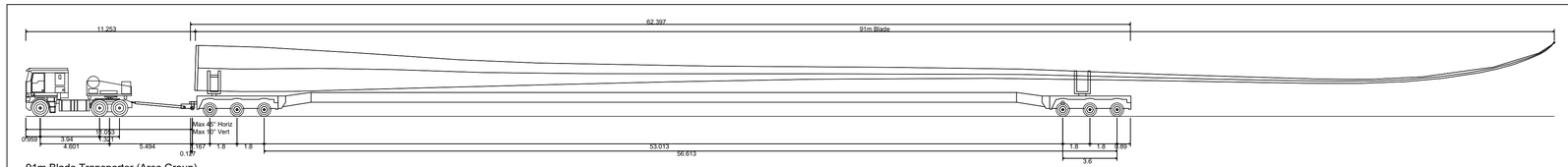
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-E-03

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

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INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

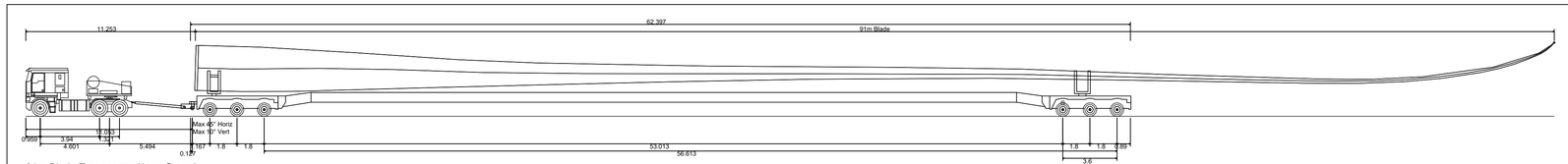
PROJECT IDENTIFIER

CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER	REVISION
FLY0125-002-BL-PP-E-04	A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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INTERNAL PROJECT NO.	FLY0125-002	
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PROJECT IDENTIFIER

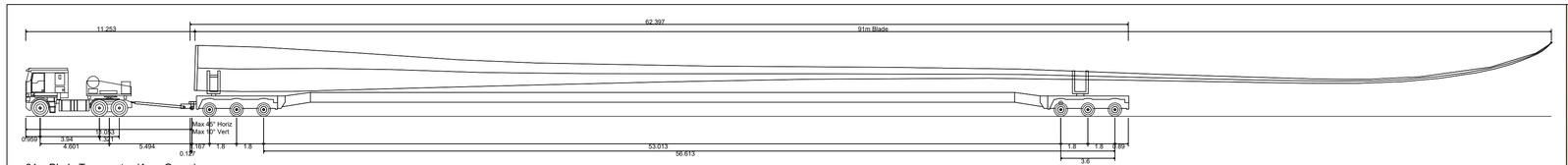
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-E-05

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

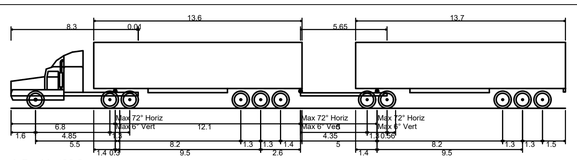
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-E-06

REVISION: A

ISO A1 594mm x 841mm



A-Double (36.2m)

Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

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DRAWING SCALE

0 5 10 15 20m

SCALE 1:250 @ A1 1:500 @ A3

ISSUE.REVISION

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

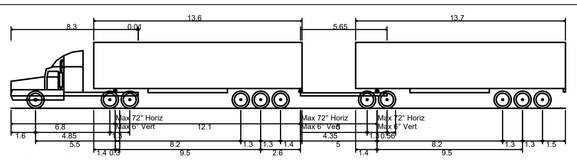
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-01N

REVISION: A

ISO A1 594mm x 841mm



A-Double (36.2m)

Overall Length	36.200m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

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DRAWING SCALE

0 5 10 15 20m

SCALE 1:250 @ A1 1:500 @ A3

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INTERNAL PROJECT NO.	FLY0125-002	
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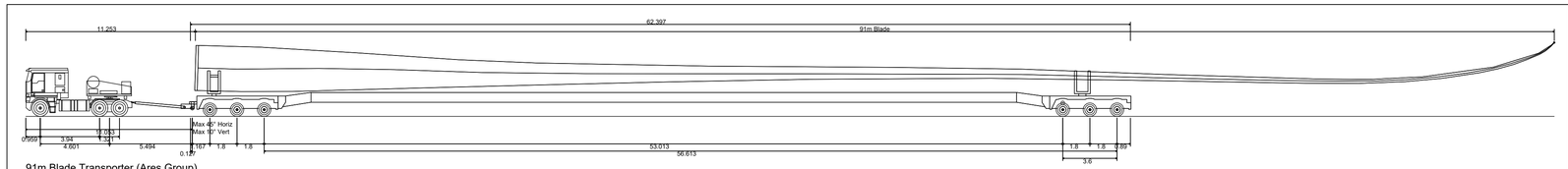
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-01S

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

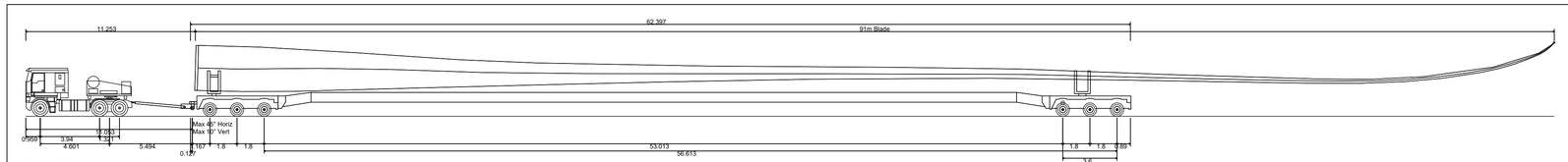
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-02

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

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INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

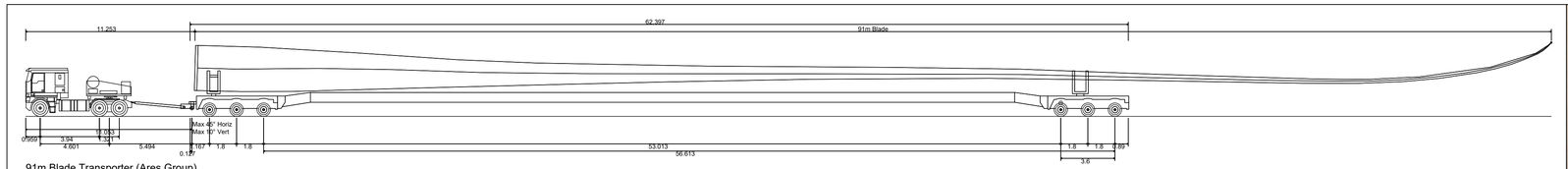
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-03

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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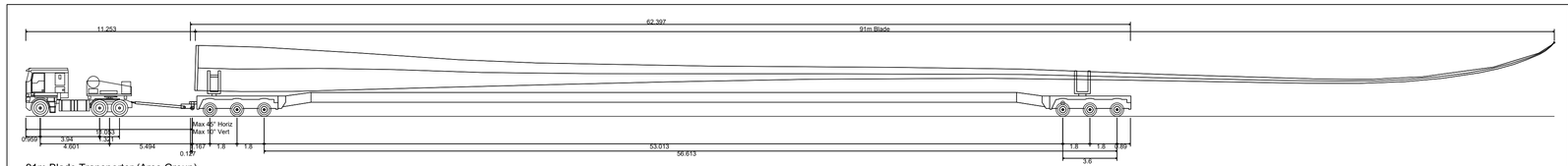
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-04

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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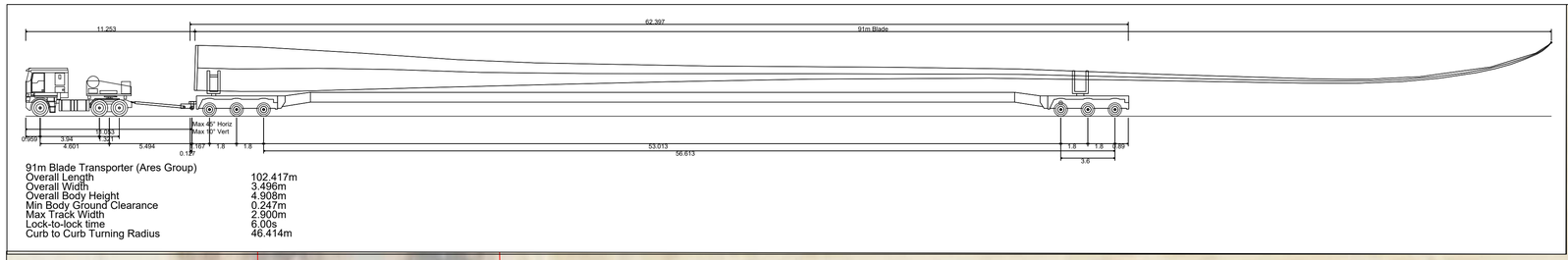
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-05

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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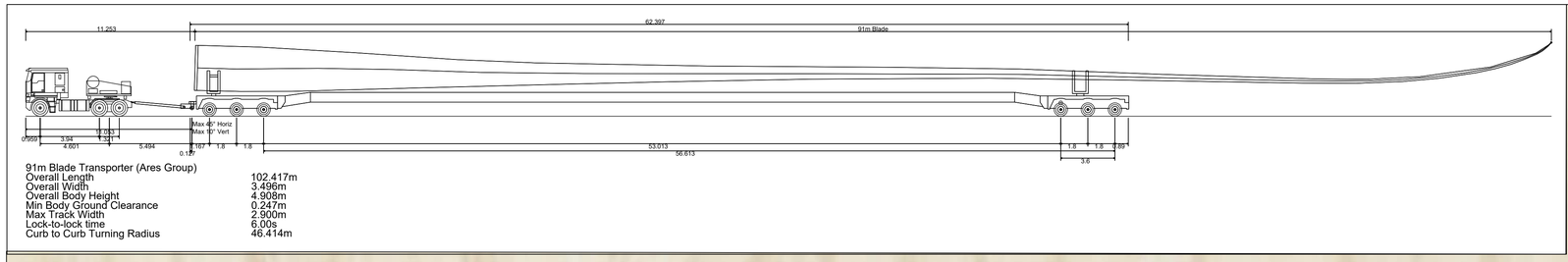
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-F-06

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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PROJECT IDENTIFIER

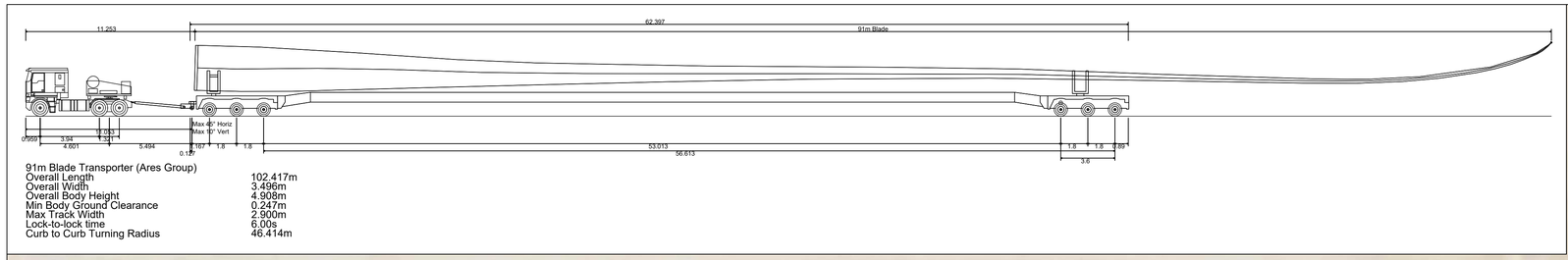
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-G-01

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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DATUM	SURVEY	

PROJECT IDENTIFIER

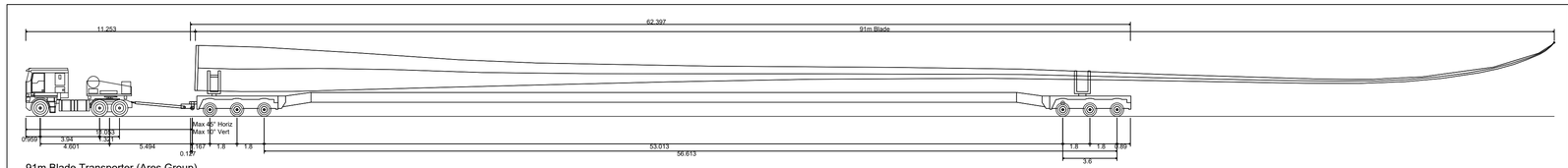
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-01

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

ISSUED FOR INFORMATION

NOTE: THIS DRAWING IS SOLELY THE PROPERTY OF ACCESS TRAFFIC CONSULTING PTY LTD. THE INFORMATION CONTAINED IS NOT TO BE DISCLOSED, REPRODUCED OR COPIED IN WHOLE OR PART WITHOUT WRITTEN APPROVAL FROM ACCESS TRAFFIC CONSULTING PTY LTD.

DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

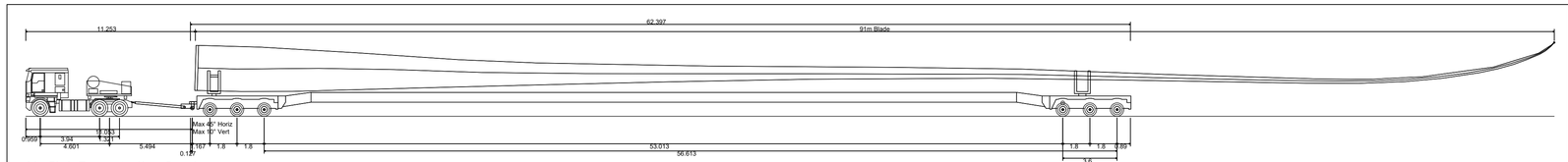
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-02

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

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RPEQ CERTIFICATION		
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INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

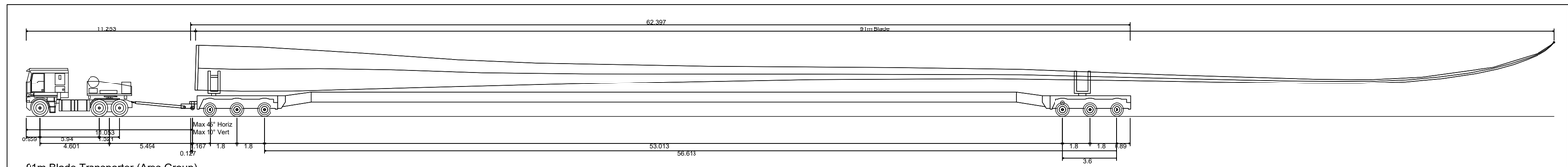
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-03

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

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INTERNAL PROJECT NO.	FLY0125-002	
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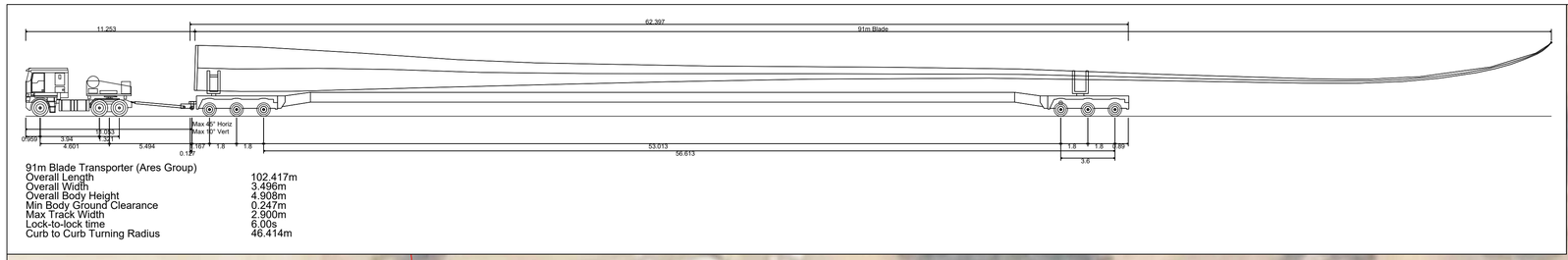
PROJECT IDENTIFIER

CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER	REVISION
FLY0125-002-BL-PP-H-04	A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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INTERNAL PROJECT NO.	FLY0125-002	
DATUM		SURVEY	

PROJECT IDENTIFIER

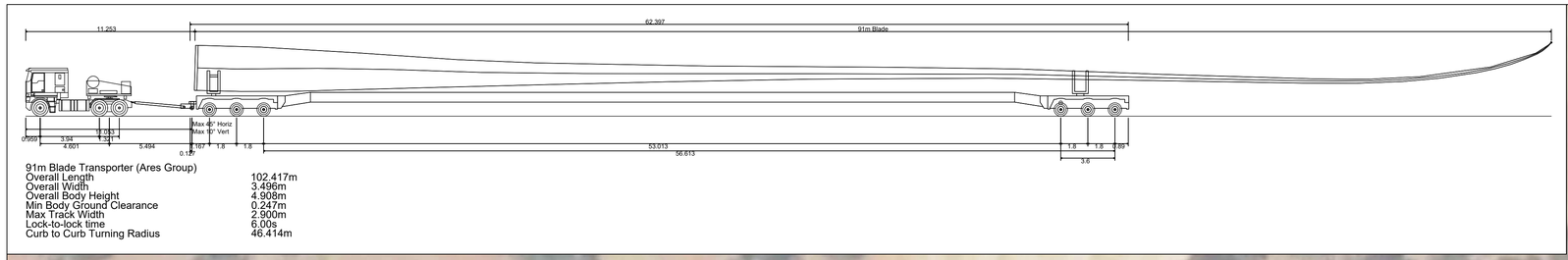
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-05

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

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INTERNAL PROJECT NO.	FLY0125-002	
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PROJECT IDENTIFIER

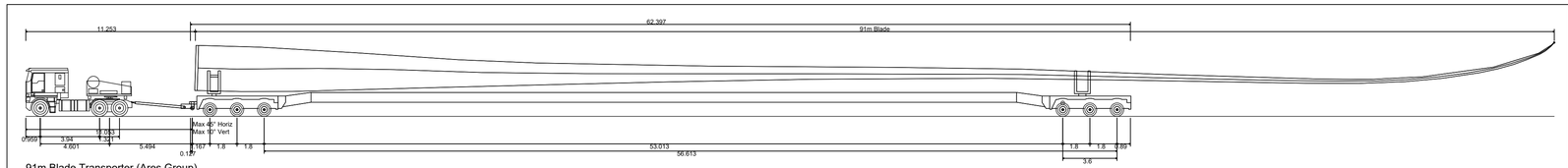
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-06

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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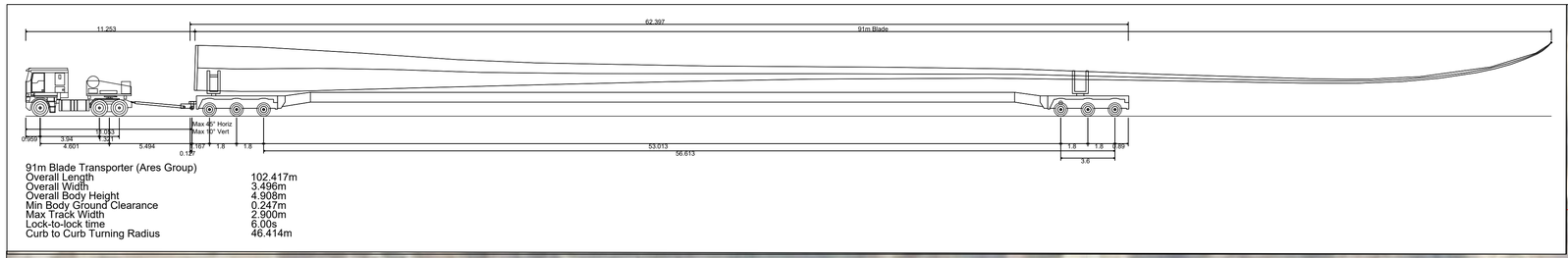
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-H-07E

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE REVISION

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INTERNAL PROJECT NO.	FLY0125-002	
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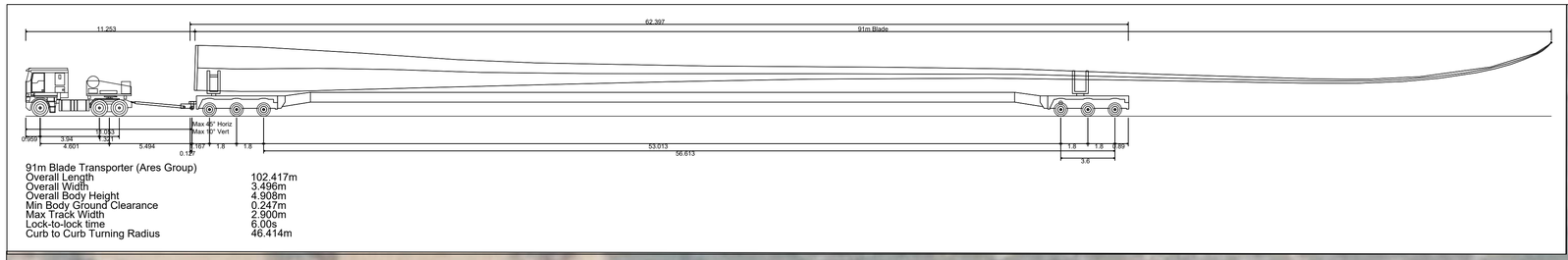
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-H-07W

REVISION A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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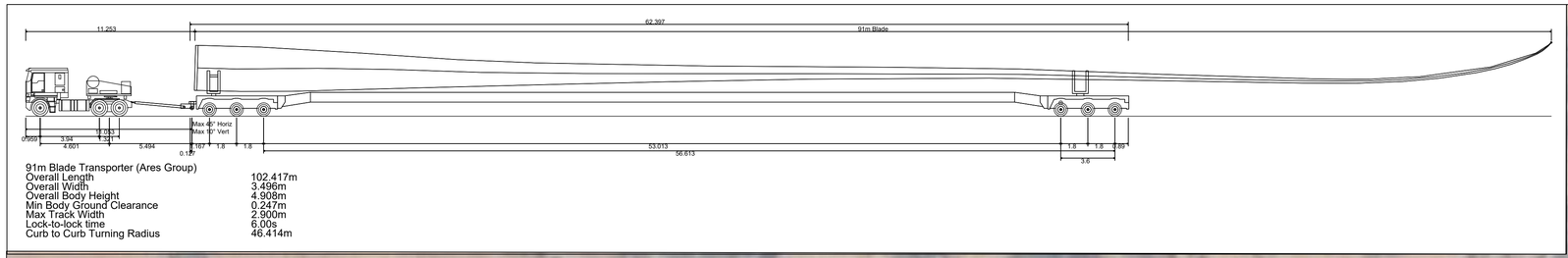
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-I-01

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

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SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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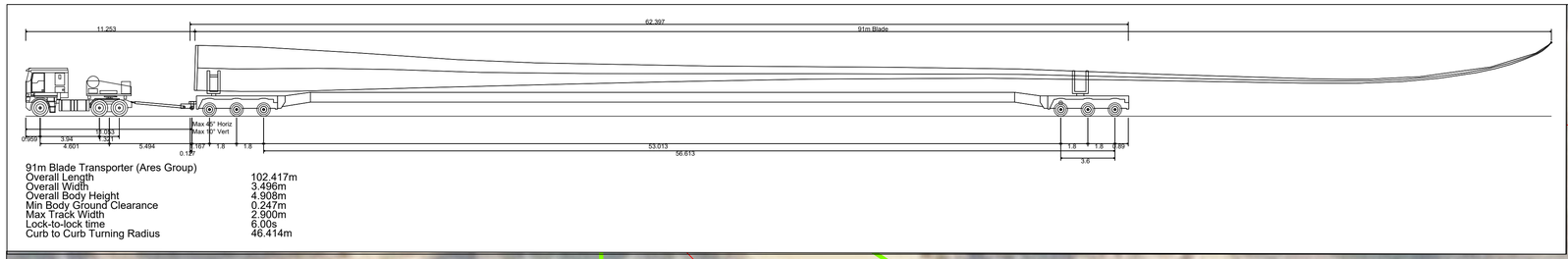
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-I-02

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

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SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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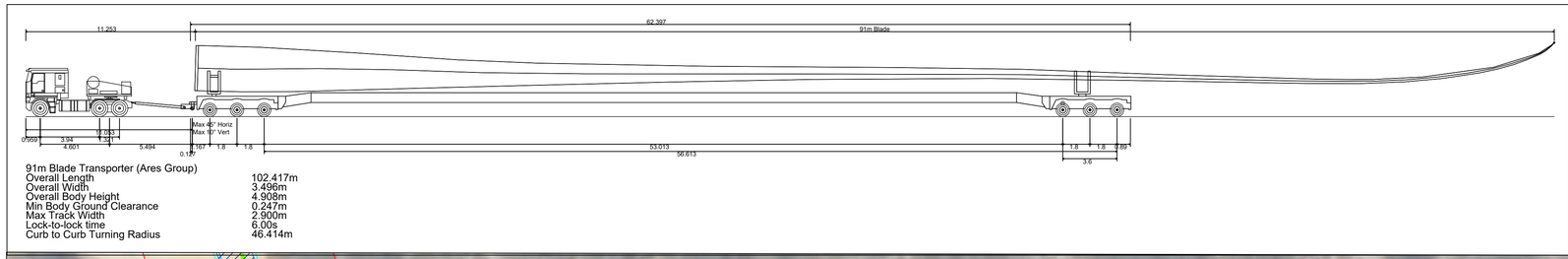
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-I-03

REVISION A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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PROJECT IDENTIFIER

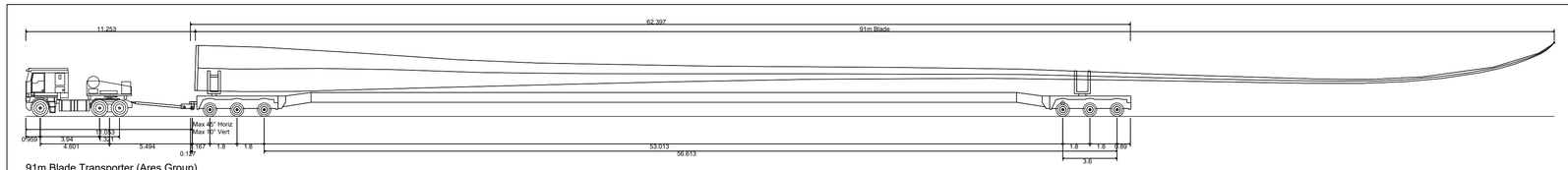
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-I-04A

REVISION: A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

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DATUM	SURVEY	

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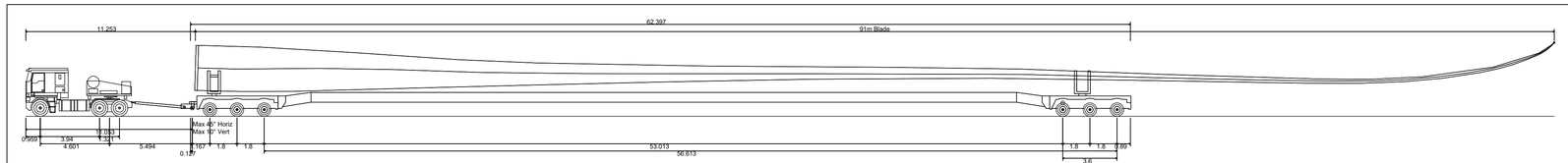
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER FLY0125-002-BL-PP-I-04B

REVISION A

ISO A1 - 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m

PROJECT STAMP

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

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DATUM	SURVEY	

PROJECT IDENTIFIER

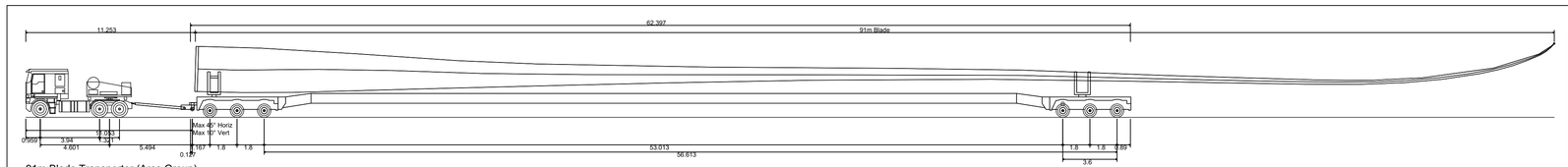
CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-I-04C

REVISION: A

ISO A1 594mm x 841mm



91m Blade Transporter (Ares Group)

Overall Length	102.417m
Overall Width	3.496m
Overall Body Height	4.908m
Min Body Ground Clearance	0.247m
Max Track Width	2.900m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	46.414m



PROJECT STAMP

ISSUED FOR INFORMATION

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DRAWING SCALE

0 10 20 30 40m

SCALE 1:500 @ A1 1:1000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	27.07.26	D.S	ISSUED FOR INFORMATION

PROJECT MANAGEMENT

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RPEQ CERTIFICATION		
D.S	A.J.B	A.J.B
DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	FLY0125-002	
DATUM	SURVEY	

PROJECT IDENTIFIER

CLIENT UMWELT (AUSTRALIA) PTY LTD
PROJECT DINNER HILL WIND FARM
TITLE

91M BLADE SWEPT PATH

DRAWING NUMBER: FLY0125-002-BL-PP-I-05

REVISION: A

umwelt

P 1300 793 267 E info@umwelt.com.au W umwelt.com.au

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