



Bellambi Heights BESS

OSOM Traffic Management Plan -
Transformer

Date: July 2026
Client: WTC
Type: TMP
Rev: 1

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Revision History

Revision	Date	Details	Prepared	Checked	Approved
0	01/07/2026	First issue	AJK	ICW	JJM
1	31/07/2026	Revised	AJK	ICW	JJM

Disclaimer

This report has been prepared for advisory purposes only. Information provided within the report is based on data provided by the Client as well as publicly available information and, to the best of ARES Project Services Pty Ltd's knowledge and experience, is accurate at the time of publication. All proposed routes, methodologies and schedules described in this report are subject to approval and issue of permits from the relevant stakeholders. Transport equipment is based on ARES Project Services Pty Ltd vehicles and trailers, and swept path analysis results may differ if using equipment by third parties.

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Introduction

The Bellambi Heights Battery Energy Storage System is a 408 MW battery capable of providing approximately 2 hours of storage. The project has been in development since 2018. It was originally proposed as the 'Gulgong Solar Farm' with up to 500MW of solar and 600MW of BESS.

The project is located approximately 6.5 kilometres north-west of Gulgong within the Mid-Western Regional Council area and the Central-West Orana Renewable Energy Zone.

ARES have been appointed by our client, WTC, to transport two oversize overmass (OSOM) transformers from the Wilson manufacturing facility in Glen Waverley, Melbourne to the Beryl site. This OSOM Transport Management Plan (TMP) details the routes, methodology, resources and procedures we will use to safely deliver these components.

This TMP is designed for those involved in the project that have a limited knowledge of transportation, including a comprehensive outline of the routes and actions required to achieve delivery.

Murra Warra WF

Murra Warra Stage 1 components had to be transported over 250km from the Port of Portland to site. Cargo included 5.8m diameter towers such as these pictured.



01

Overview

Project Overview

The Bellambi Heights BESS is a renewable energy development currently under construction in New South Wales.

Scope of TMP

The Bellambi Heights BESS is located in Beryl NSW, built north-west of Gulgong within the Mid-Western Regional Council area and the Central-West Orana Renewable Energy Zone.

ARES has been tasked with investigating the method of transport of an oversize, overmass (OSOM) transformer from Wilson's Glen Waverley manufacturing facility to site. The scope of this TMP will include all roads on the public road network up to the transformer offloading position adjacent to the transformer bay within the Bellambi BESS site.

Point of Origin

WTC is a local Australian manufacturer of electrical transformers. The collection point will be their manufacturing facility in Glen Waverley in the south-east of Melbourne. The facility has large overhead gantry cranes and air skates for loading large transformers onto the transport combination.

Cargo

The cargo to be transported will be a transformer with a TARE weight of 167 tonnes.

The following table summarize the cargo details and overall weights and dimensions for the Project.

Cargo Specifications

The transformer has the following weights and dimensions:

Component	L(m)	W(m)	H(m)	Wt (T)
Transformer	8.3	4.07	4.65	167.0

The overall transport dimensions are shown in the transport equipment schematic on the following pages, and summarised below.

Two transport combinations will be used - a custom drop frame trailer (14 axles) from Glen Waverley to Newcastle Port (Mayfield 4 Berth), which will then be converted in to a standard 12 axle platform trailer for the remainder of the journey to Bellambi BESS.

Combination	L(m)	W(m)	H(m)	Wt (T)
PM-PM-2R8 Dolly-14R8 (w/ Drop Frame)-PM	71.0	4.5	5.3	339.9
PM-PM-2R8 Dolly-12R8-PM	63.3	4.5	5.75	316.9

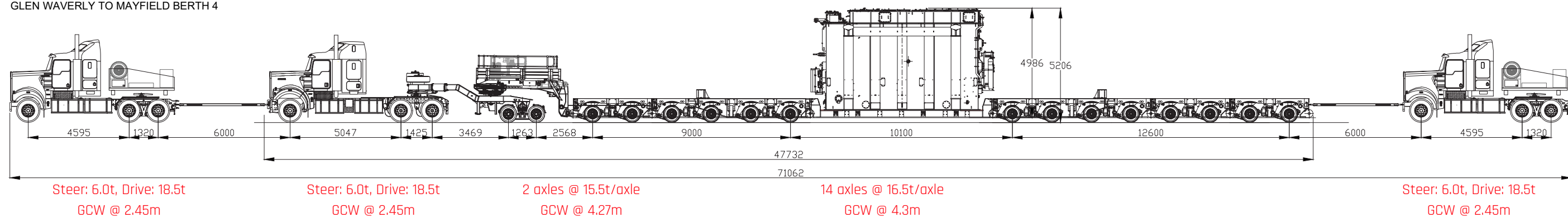


Above: A typical Wilson transformer.

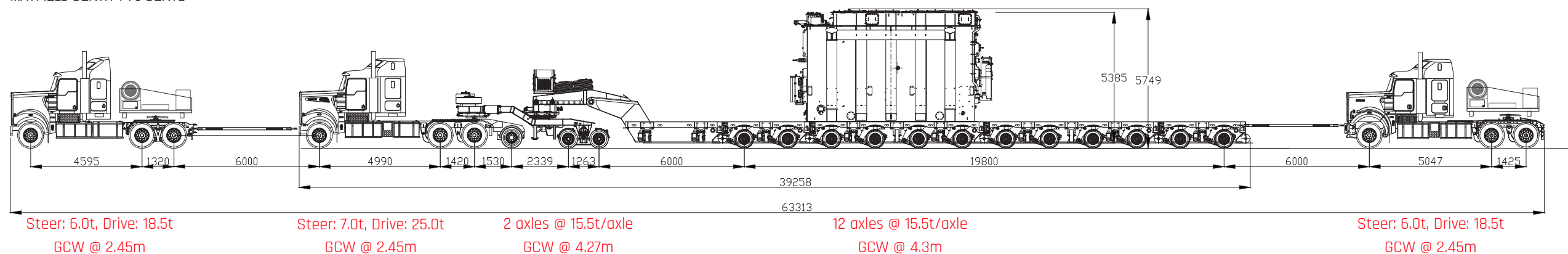
Below: ARES trucks preparing for loadout at the Wilson Transformer Company factory in Glen Waverley.



Equipment Schematic



MAYFIELD BERTH 4 TO BERYL



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Route Overview



The route assessed will be split into three (3) segments for easier dissemination.

ROUTE 1-1

WTC Glen Waverley to Albury (VIC-NSW Border)

Combination: PM-PM-2R8-14R8 (w/ Drop Frame)-PM
Distance: 342km
NHVR Route ID: 2PK4A-0 v10

ROUTE 1-2

Albury (VIC-NSW Border) to Mayfield Berth 4, Port of Newcastle

Combination: PM-PM-2R8-14R8 (w/ Drop Frame)-PM
Distance: 716km
NHVR Route ID: 2QNYT-1 v1

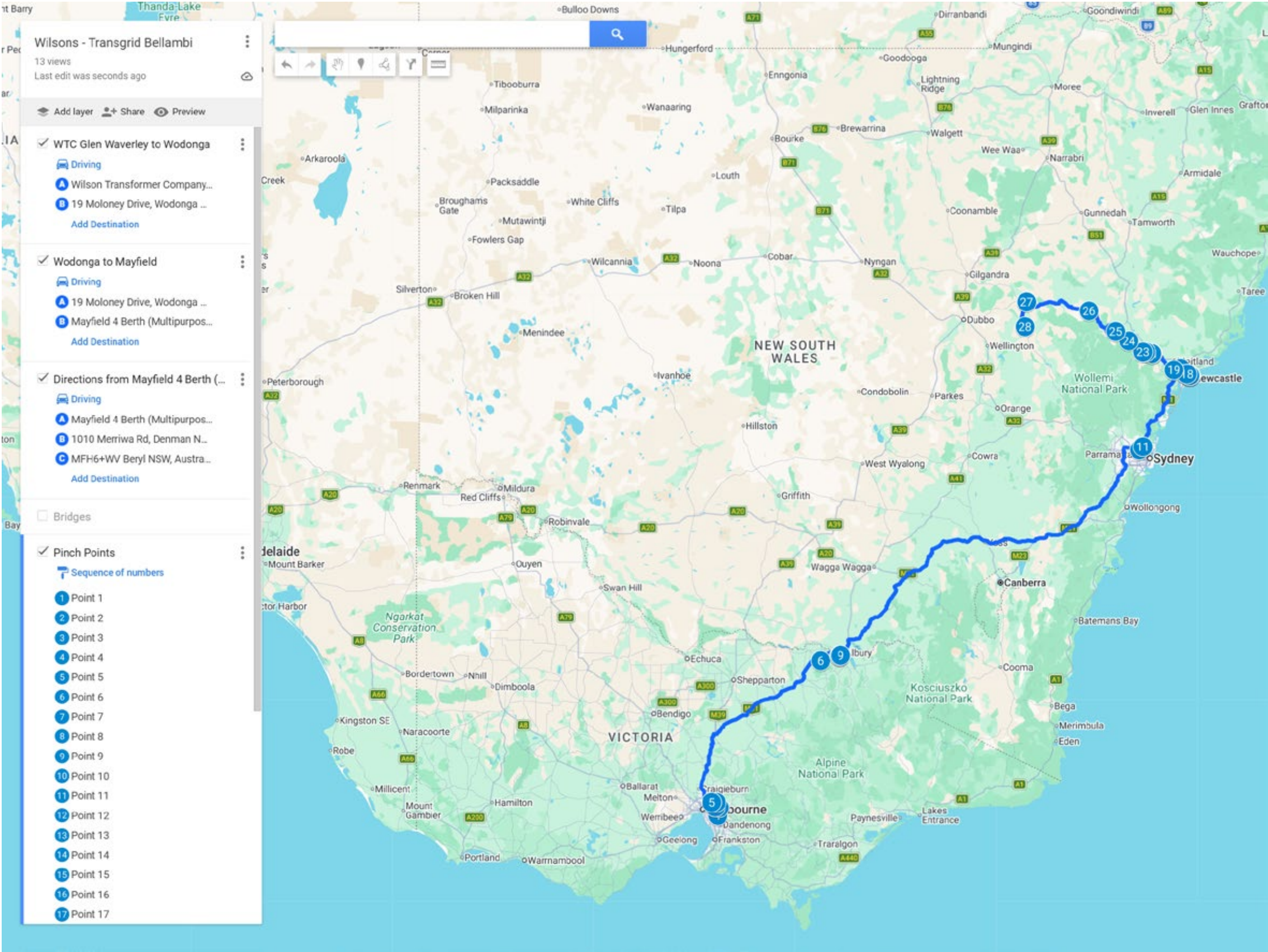
At Mayfield, the transformer will be temporarily offloaded while the trailer is reconfigured into a standard 12-axle platform trailer. The remainder of the journey will use this transport combination.

ROUTE 1-3

Mayfield Berth 4, Port of Newcastle to Bellambi Heights BESS

Combination: PM-PM-2R8-12R8 (Drop Frame removed)-PM
Distance: 348.4km
NHVR Route ID: 2RBB9-8 v1

LIVE DOCUMENT TMP - Overview



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

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

The document will be downloaded as a backup for the team, so if at any time signal is lost, the information will still be available by the travel team off-line. Having this live document in place of a printed (uncontrolled) copy, will ensure that any update - imposed early or late, will be included and available to the team.

This will allow us to ensure all travel & permit conditions will be followed at all times during the journey.

[GOOGLE MY MAPS LINK](#)

General Route Notes

WTC Glen Waverley to Bellambi Heights BESS, Beryl

Road Quality

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

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

Rest Stops

There are numerous truck rest areas along the State and National Highway network which are suitable for rest breaks and layovers if necessary. Specific stops will not be designated as the journey timing will be dependent on travel progress, delay times, driver fatigue, NHVR requirements etc. Refer to individual Rest Stop pages within this document for more details.

Overhead Structures

The first part of the journey from Melbourne to Newcastle (Routes 1-1 and 1-2) will have the load travelling at 5.21m high. There are numerous overpasses along the Hume Hwy listed at 5.2m or less. These have all been physically verified by ARES as being sufficiently high enough for the 5.21m load to clear underneath. We have successfully transported multiple transformers travelling at the same

height (or higher) along the route between Melbourne and Newcastle.

For the last part of the journey from Newcastle to site (Route 1-3), the overall height will increase to 5.75m travel height. There is one (1) bridge along this section which is listed at less than 5.75m.

Bridge	Listed Height (m)	Measured Height (m)	Comment
Denman Rd	5.71	5.74	LOWER
Mt Thorley Bridge	5.51		BYPASS

Refer to Route 1-3 assessment for details on the trailer reconfiguration & Bypass route.

Overhead Power Lines

In general, a travel height below around 5.5m is not an issue with respect to power lines. Loads above 5.2m travel height will require a high load permit from the power authorities prior to travel. This will be obtained as part of the NHVR permitting process.

In Victoria, the route travels through CitiPower, Jemena and SP Ausnet distribution networks. In New South Wales, The route passes through Essential Energy, Endeavour Energy and Ausgrid distribution networks.

Bridges and Culverts

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

Road authorities will assess and advise of any travel conditions over structures. These will include slowing down, and specific positioning as required. Based on past experience transporting similar sized transformers from Wilson Transformer Company to Newcastle, we have detailed several bypass procedures along the route to avoid traversing bridges with known issues.

Rail Crossings

There is three rail level crossing along the route, the first crossing is at Selwyn St just outside of the Mayfield 4 Berth. The second is approximately 4.6km past denman bridge & third one is located in Birriwa along the Castlereagh Hwy. Approval to cross these crossings will need to be obtained from the following rail infrastructure managers.

- ARTC - NEWCASTLE - [GPS: RAIL CROSSING](#)
- ARTC - DENMAN - [GPS: RAIL CROSSING](#)
- ARTC - BIRRIWA - [GPS: RAIL CROSSING](#)

The requirement for any special crossing conditions or track protection officers (TPOs) will be specified in the rail permits.

Roadworks

Close liaison with all state authorities has been maintained throughout the transport planning phase. The relevant state Authorities for this route are: DTP VIC/ VicRoads and TfNSW.

The North East Link project is under construction in Greensborough, Melbourne. Prior to transport, ARES will check with DTP VIC regarding any restrictions on OSOM travel through this area.

There are ongoing works associated with the EnergyCo Port to REZ upgrade program around the Newcastle area, but these are not expected to impact the delivery of this transformer.

Approvals

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

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

Below are the council body's that manage the roads along each route.

- ROUTE 1-1
- RMVIC9: Department of Transport and Planning (DTP)
 - VIC162: City of Wodonga
- NHVR Route ID: 2PK4A-0 v10.

- ROUTE 1-2
- RMNSW1: Transport for New South Wales (TfNSW)
 - NSW207: Newcastle City Council
 - PORT116: Port of Newcastle
- NHVR Route ID: 2QNYT-1 v1.

- ROUTE 1-3
- PORT116: Port of Newcastle
 - NSW207: Newcastle City Council
 - RMNSW1: Transport for New South Wales (TfNSW)
- NHVR Route ID: 2RBB9-8 v1.



Above: Denman Rd Bridge along Golden Hwy (listed at 5.71m clearance height)

Delivery Schedule

Proposed delivery schedule (To be confirmed by Transgrid)

The proposed delivery schedule from Wilson Transformer Company, Glen Waverley to the Bellambi BESS project has been broken down in the table below. Note that this is subject to change due to permitting, operational and environmental considerations. There are ample alternative rest areas along the Hume Hwy which can accommodate this load should the schedule change during the journey.

Time	Location	Distance
Day 1 - GLEN WAVERLEY TO BEVERIDGE		
22:00	Depart WTC Glen Waverley	0 km
01:45	Main Rd, Eltham	22 km
05:30	Finish Beveridge	45 km
Day 2 - BEVERIDGE TO DOMINANCE		
22:00	Depart Beveridge	0 km
00:45	Euroa Rest Area	111 km
02:15	Reef Hills Rest Area	54 km
03:30	Finish Dominance Rest Area	42 km
Day 3 - DOMINANCE TO WODONGA		
22:00	Depart Dominance	0 km
01:30	Finish Wodonga	63 km
Day 4 - WODONGA TO MUNDOONAN		
22:00	Depart Wodonga	0 km
00:30	Garryowen Rest Area	80 km
06:00	Finish Mundoonan Rest Area	216 km
Day 5 - MUNDOONAN TO DOUGLAS PARK		
22:00	Depart Mundoonan	0 km
02:30	Finish Douglas Park Truck Parking	184 km
Day 6 - DOUGLAS PARK TO MAYFIELD		
21:00	Depart Douglas Park	0 km
01:00	Hawkesbury Rest Area	113 km
05:00	Arrive Mayfield Berth 4	122 km



Total Time: 45.0 hours
Total Distance: 1,324 km

Time	Location	Distance
Days 7-9 - 24 HR REST BREAK/RECONFIGURE TRAILER		
Day 10 - MAYFIELD TO BELLAMBI BESS		
21:00	Depart Mayfield	0 km
01:00	Warkworth HV Inspection Bay	92 km
05:00	Merriwa Rest Area	103 km
06:00	Willy Wally Rest Area	28 km
09:00	Finsh Bellambi BESS	95 km

Total Time: 12.0 hours
Total Distance: 317 km

Notes:

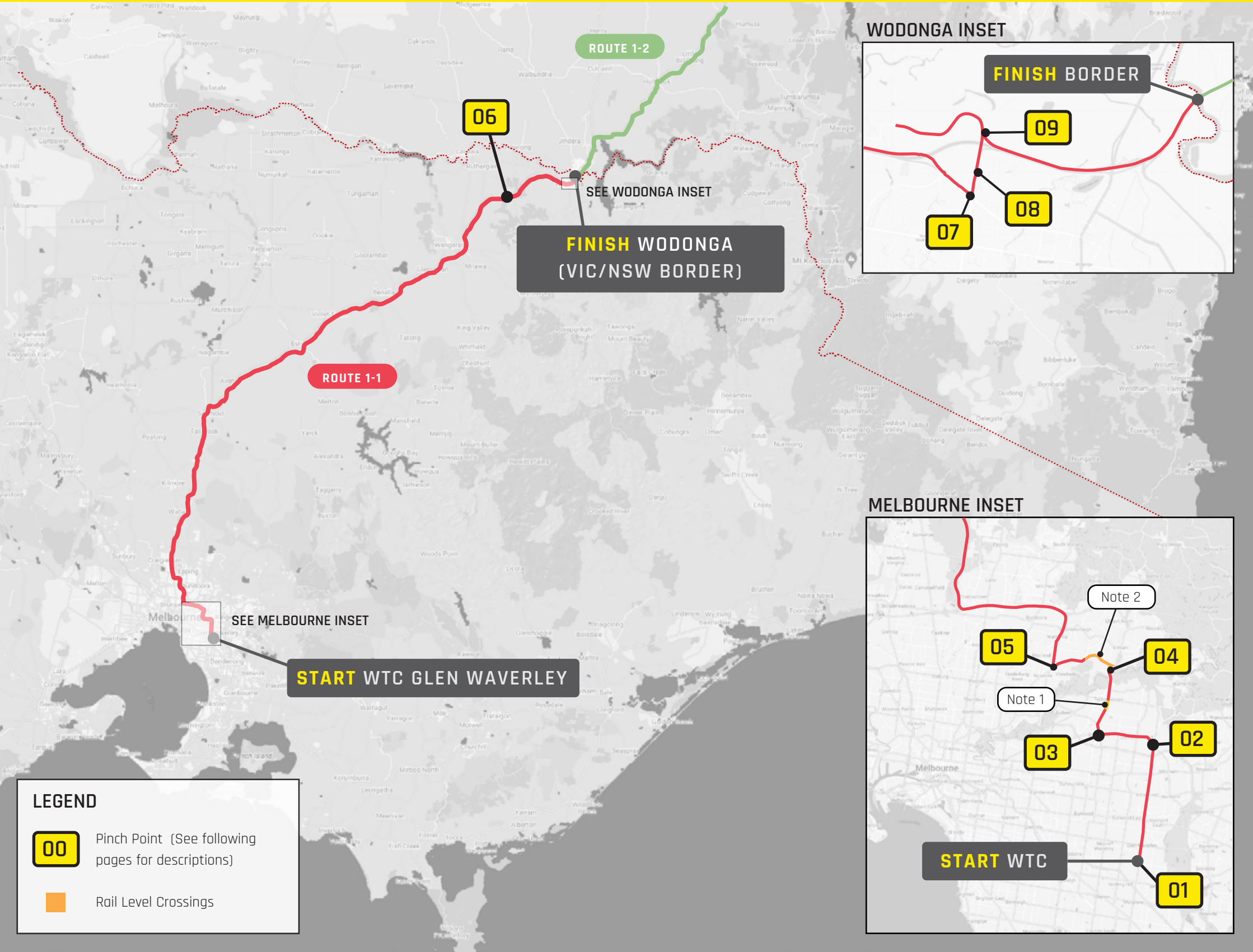
- Departure times subject to VIC DTP/TfNSW/NSW Police approval.
- Return journey to be reverse of delivery without Dogwood Creek bypass (subject to permits and approvals)
- Times are indicative only and may change depending on traffic conditions and operational considerations.



02

**Route 1-1 - Glen Waverley
to VIC/NSW Border**

Route 1-1 Overview



ROUTE 1-1

- START - Glen Waverley**
- 0.0 KM Springvale Rd
- 10.4 KM Mitcham Rd
- 10.9 KM Doncaster Rd
- 15.6 KM Williamsons Rd
- 19.7 KM Fitzsimons Ln
- 22.0 KM Main Rd
- 27.7 KM Greensborough Hwy
- 31.8 KM M80 Ring Rd
- 42.7 KM Hume Hwy
- 332.7 KM Melbourne Rd
- 334.2 KM Melrose Dr
- 335.4 KM Moloney Dr
- 338.3 KM Melrose Dr
- 338.8 KM Hume Hwy
- 341.7 KM FINISH - VIC/NSW Border**

Note 1: Additional block truck(s) required at Springvale Rd, Templestowe due to steep incline

Note 2: Contraflow required at Main Rd, Eltham due to low powerlines

NHVR Route ID: 2PK4A-0 v10
Interactive Map Link: [Google My Maps](#)

Pinch Point

01

RIGHT TURN
WTC Glen Waverley
& Springvale Rd

ROUTE 1-1

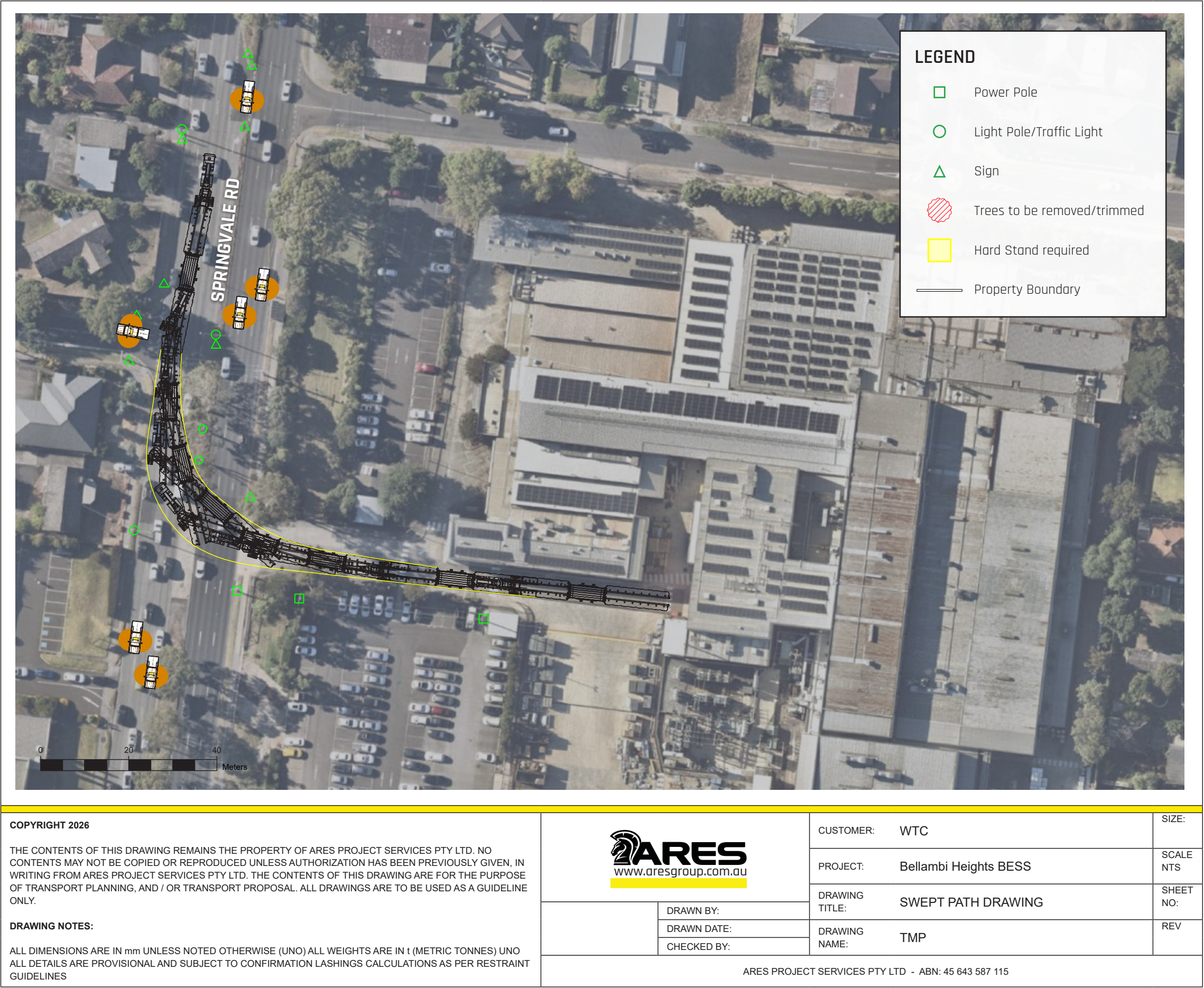
Loads exit the Wilson Transformers Glen Waverley Factory via Gate #1 turning right onto Springvale Rd.

The load will cross over the centre traffic island by utilizing the existing concrete crossover section. There are trees to the north of this concrete but they are tall enough that the branches and vegetation should comfortably be above the procession.

Whilst the turn is tight, It should be completed without any major impact on existing obstacles.

No modifications will be required to complete this turn.

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Pinch Point

02

THREE POINT TURN
Springvale Rd
& Mitcham Rd

ROUTE 1-1

The left turn lane is too narrow and surrounded by Traffic lights and signs so is best avoided.

The turn will be easier negotiated by making a three point turn.

STEP 1

Load is to proceed straight on Springvale Rd past Mitcham Rd.

STEP 2

Load is to REVERSE into Mitcham Rd (westbound) as shown to the right.

STEP 3

Load is to proceed west on Mitcham Rd.

No modifications are required at this intersection.

[\(CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\)](#)



Pinch Point

03

RIGHT TURN
Doncaster Rd
& Williamsons Rd

ROUTE 1-1

The right turn from Doncaster Rd into Williamsons Rd has a wide radius and therefore should be easily achievable without excessive usage of lanes in both the approach and exit. Extra lanes are available, should the need arise to widen the turn.

Whilst there are a number of Traffic lights and signs in close vicinity, all should remain unaffected by this turn.

No modifications will be required at this intersection.

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



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DRAWING NOTES:

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



CUSTOMER: WTC

SIZE:

PROJECT: Bellambi Heights BESS

SCALE NTS

DRAWING TITLE: SWEPT PATH DRAWING

SHEET NO:

DRAWING NAME: TMP

REV

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

Lower Plenty

Contra-flow section

The 4km stretch starting 350m before the left turn from Fitzsimmons Lane onto Main Rd will be navigated in a contra-flow direction.

The load will divert to the opposite side (South/Westbound lanes). This diversion will occur immediately before the traffic island - approximately 350m before the turn onto Main Rd.

The Load will then navigate the left turn at Fitzsimmons Lane/Main Rd intersection (Pinch Point 04) and continue

in a Westerly direction on the eastbound lanes of Main Rd for approximately 3km. This manoeuvre will conclude 120 metres past Yarra Rd at the Lower Plenty Shopping Centre car park entry, where the load will return to the westbound lanes before the bridge (Structure SN5995). The eastbound lanes of this contra-flow section are lower than the westbound lanes, which offers more vertical clearance from overhead obstacles.

All traffic will require controlling in the orange highlighted section below.



Pinch Point

04

LEFT TURN
Fitzsimmons Ln
& Main Rd

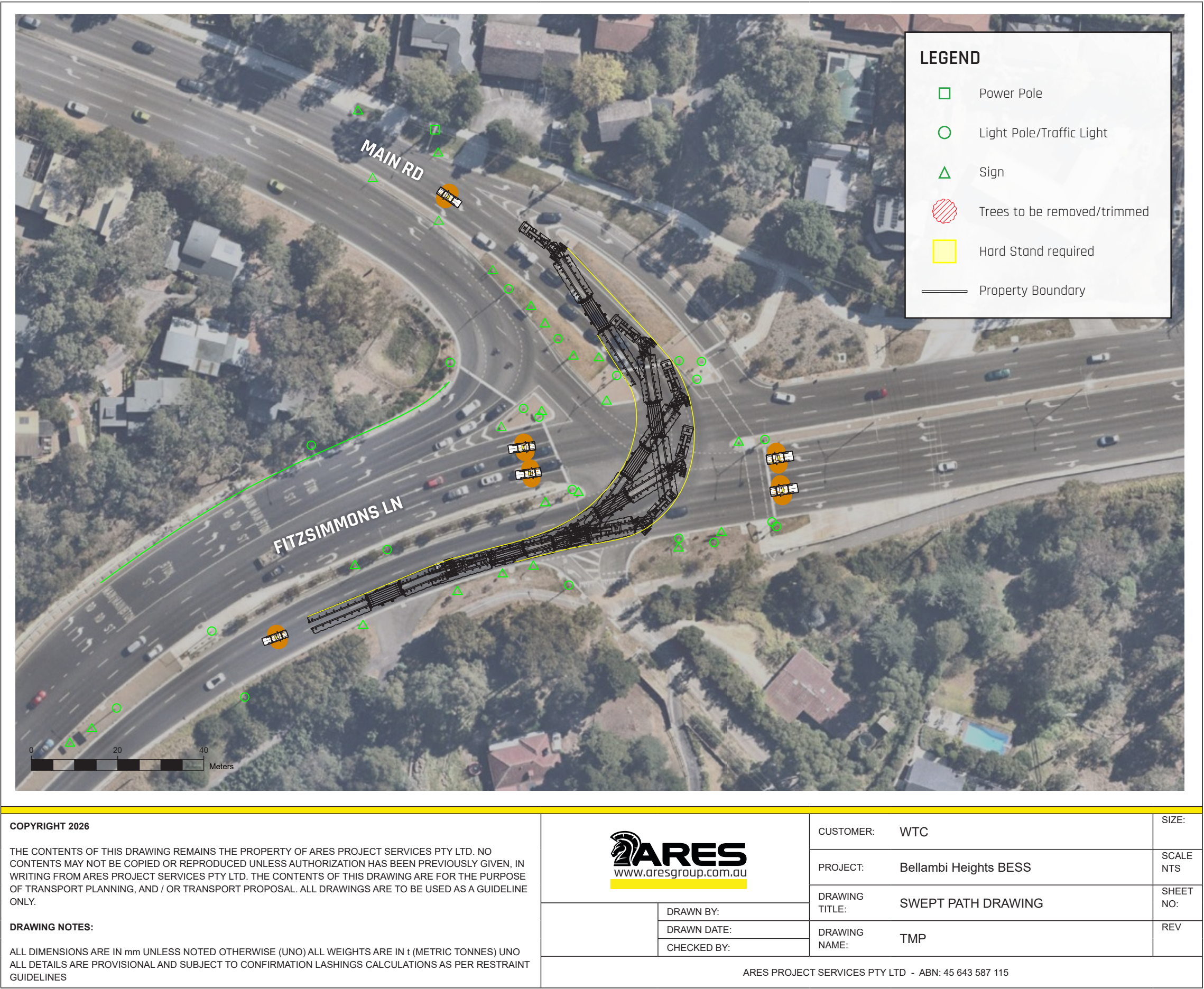
ROUTE 1-1

MOA (Contra-flow) traffic control will override pilot positioning shown in this Pinch Point.

The left turn from Fitzsimmons Lane into Main Rd will be undertaken in a contra-flow direction and will occur 350m after Pinch Point 06.01 has been completed.

All existing infrastructure has been assessed. No modifications are required at this location.

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Pinch Point

05

RIGHT TURN
Lower Plenty Rd
& Greensborough Rd

ROUTE 1-1

The second Prime Mover will be relocated from rear of load to front of load for this Pinch Point.

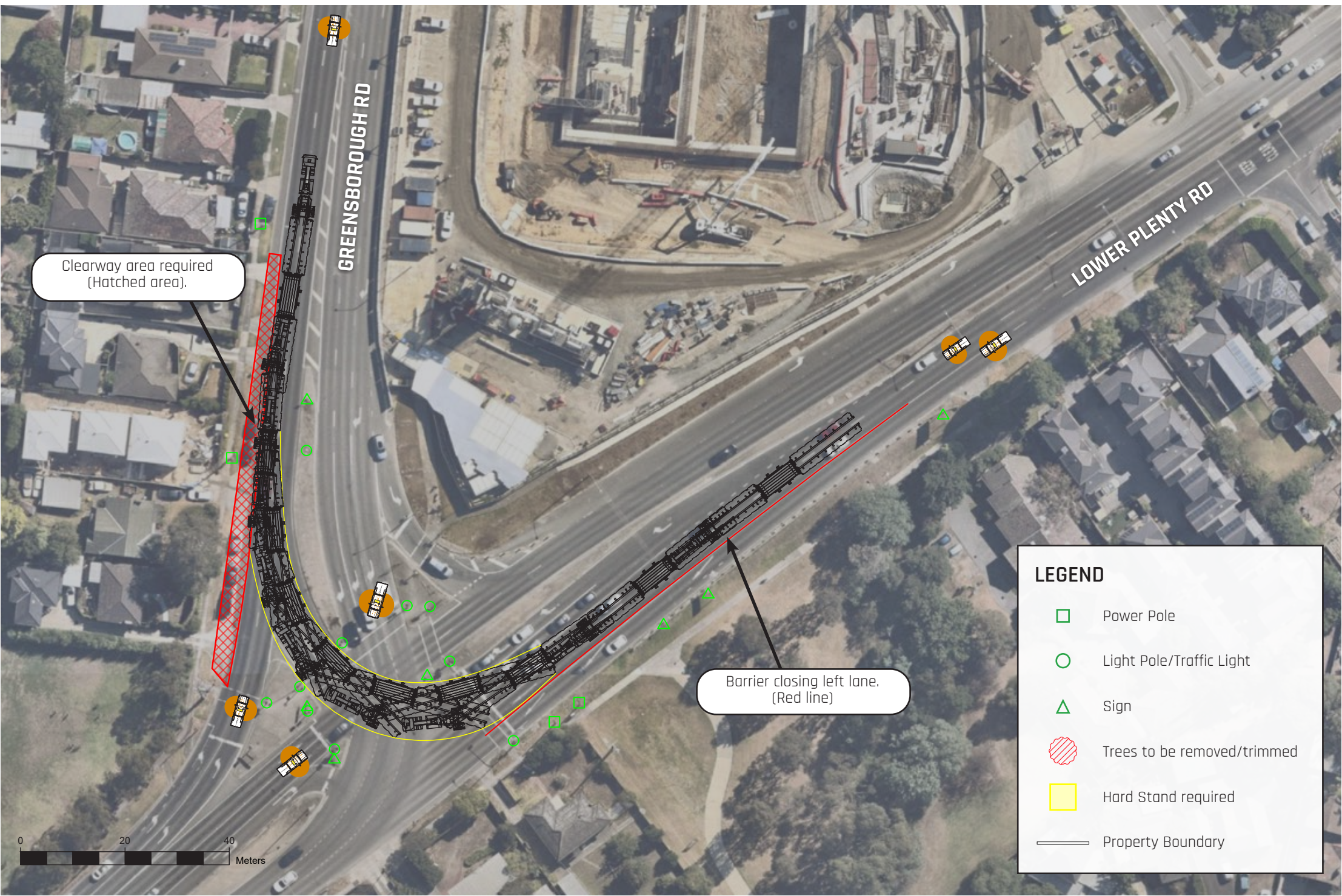
The right turn from Lower Plenty Rd into Greensborough Rd has a wide entry (5 lanes) into a more narrow (2.5 lanes) exit. Fortunately the corner radius is wide enough to navigate - even with a barrier installed closing the left lane.

The entry into Greensborough Rd has traffic signals on either side of it. This corner is achievable with additional clearway space established to open the corner on the exit side of the turn. (Red hatching shows the parking clearway space to be kept clear during transport times, no vegetation will be impacted).

After assessing all existing infrastructure, no modifications are required at this intersection.

A major infrastructure project is currently underway at this location, potentially changing the conditions of this intersection. Clear communication should be made with project managers to ensure clear access of this intersection during this planned date.

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			PROJECT:	Bellambi Heights BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
		DRAWN BY:	DRAWING NAME:	TMP	REV
		DRAWN DATE:			
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Pinch Point

06

ROUTE DIVERSION
Hume Hwy &
Beechworth-Chiltern Rd

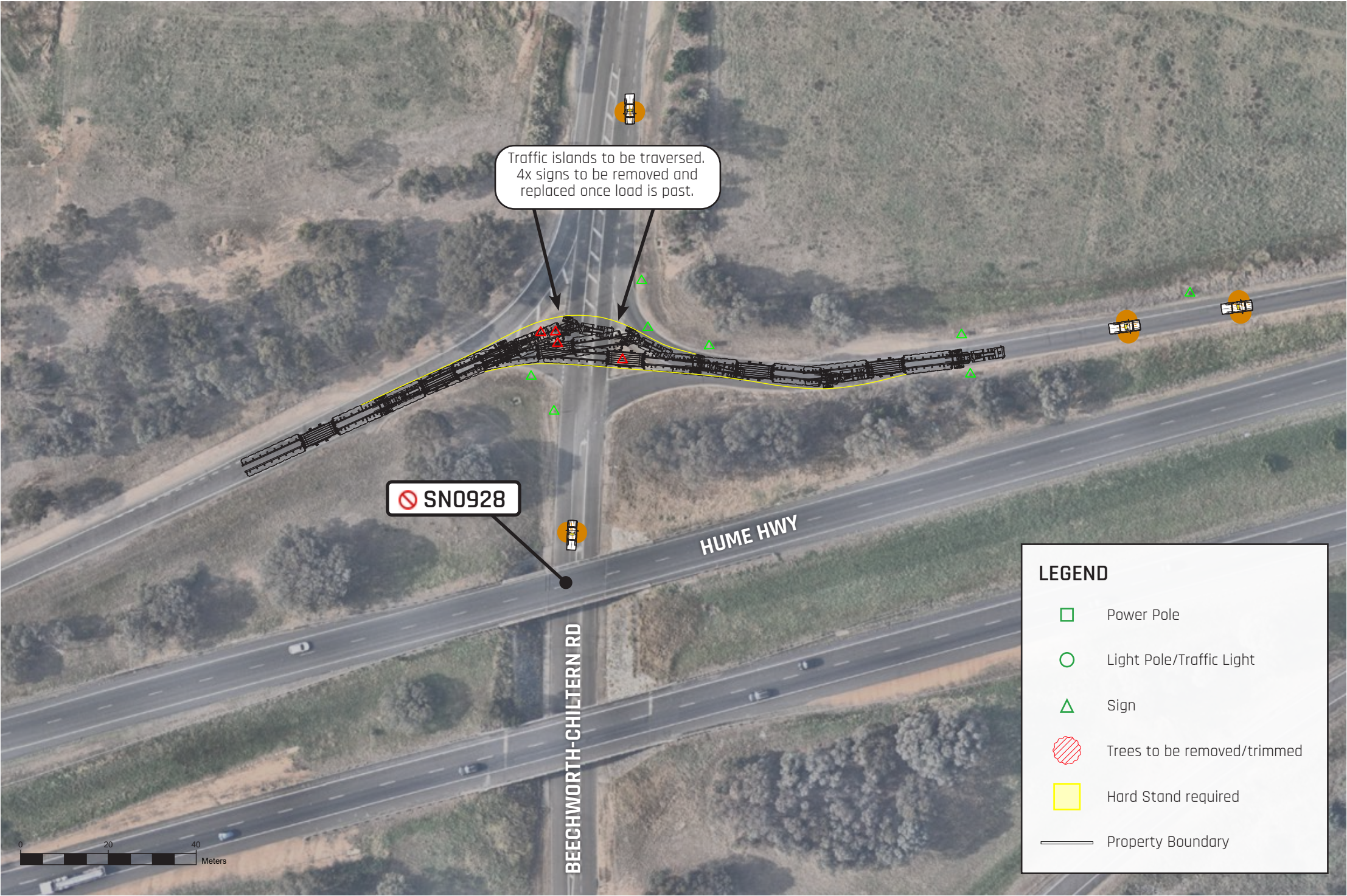
ROUTE 1-1

This route diversion is to avoid the Beechworth-Chiltern Rd overpass on the Hume Highway as the Bridge SN0928 is not rated to handle this load.

Bypassing SN0928 is a case of utilizing the off-ramp and on-rap but does require to drive across two concrete traffic islands - as shown in the image (right).

In order to complete this manoeuver, all 4 signs on the traffic islands must be removed and replaced once the load has traversed the intersection.

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SIZE:

PROJECT: Bellambi Heights BESS

SCALE
NTS

DRAWING
TITLE: SWEPT PATH DRAWING

SHEET
NO:

DRAWING
NAME: TMP

REV

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Wodonga

Bridge diversion

At Wodonga, structure SN7068 (eastbound bridge on Hume Fwy over Melbourne Rd) must be bypassed. Loads will need to exit onto Melbourne Rd and turn onto Melrose Dr.

As the load is unable to turn back onto the Hume Fwy on-ramp at Melrose Dr, the load will need to continue onto Moloney Dr and turn into the Wilson Transformer Company yard, where it will turn around and if required, stop for the night and rest. Once NSW Police attendance is confirmed for the night, the load will return to Melrose

Dr and then take the on-ramp back onto the correct side of Hume Fwy.

By doing this, the load is able to avoid the previous arrangement of contraflowing the Hume Fwy to Bandiana Link Rd further west before returning to the correct side of the freeway. This will avoid any disruptions to traffic on the Hume.



Pinch Point

07

LEFT TURN
Melbourne Rd
& Melrose Dr

ROUTE 1-1

After taking the Wodonga exit from the Hume Hwy, the load will continue along Melbourne Rd travelling straight through the first roundabout, then making a left turn at the second roundabout into Melrose Dr.

The tail of the load will need to swing out wide on the approach to the apex so the street light on the exit remains unaffected. There will be three signs on the approach to the turn which will need to be made removable.

The middle traffic island on the approach will also be driven across for the majority of its length.

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Pinch Point

08

ROUNDAABOUT
Melrose Dr &
Gadsden Ct

ROUTE 1-1

The load will need to negotiate the roundabout at Gadsden Court before crossing over the Hume Fwy. This can be done without any modifications, with the trailer mounting the trafficable outer annulus of the roundabout as shown in the swept path analysis on the right.

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PROJECT: Bellambi Heights BESS

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DRAWING NAME: TMP

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Pinch Point

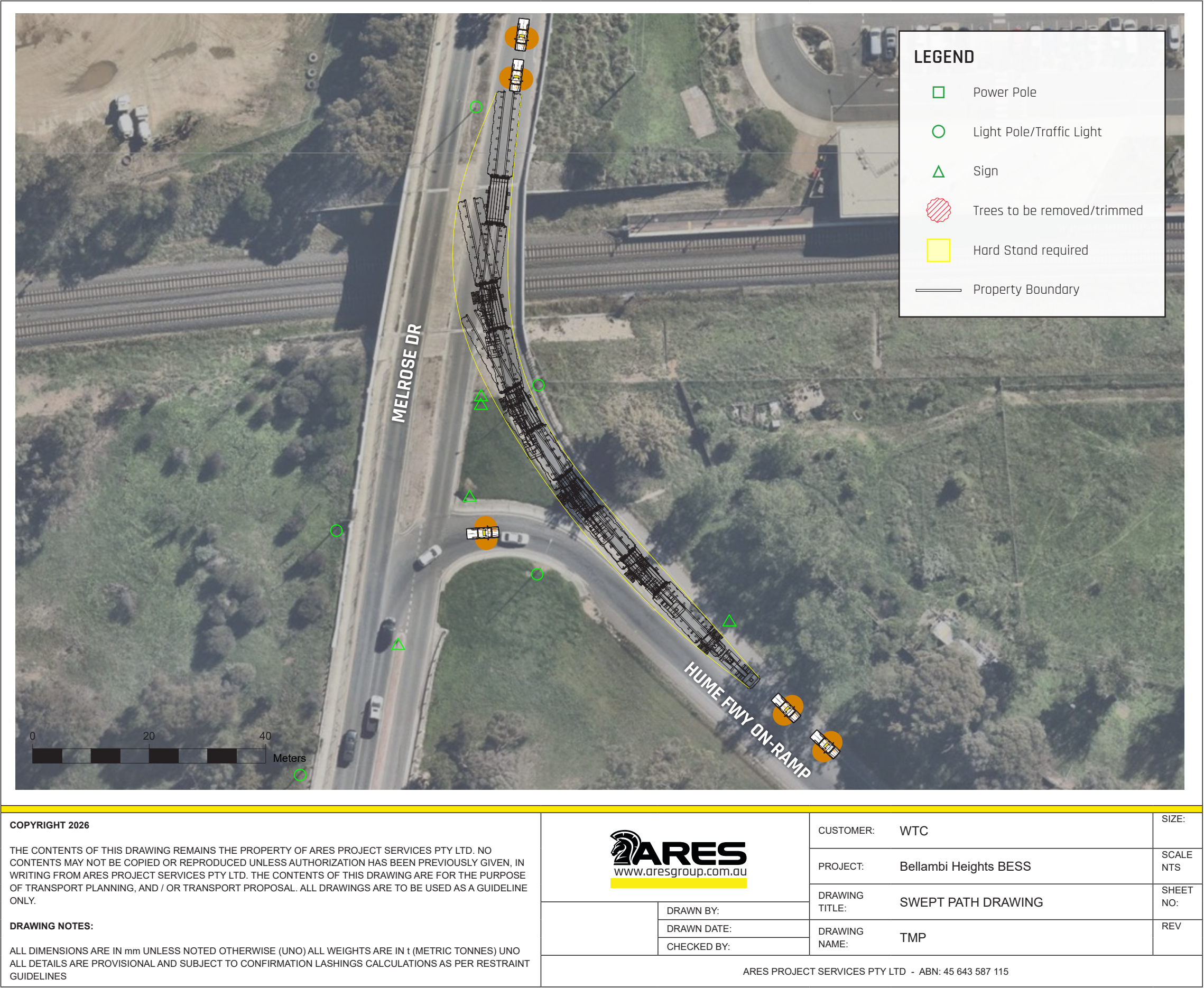
09

LEFT TURN
Hume Fwy On-ramp
& High St

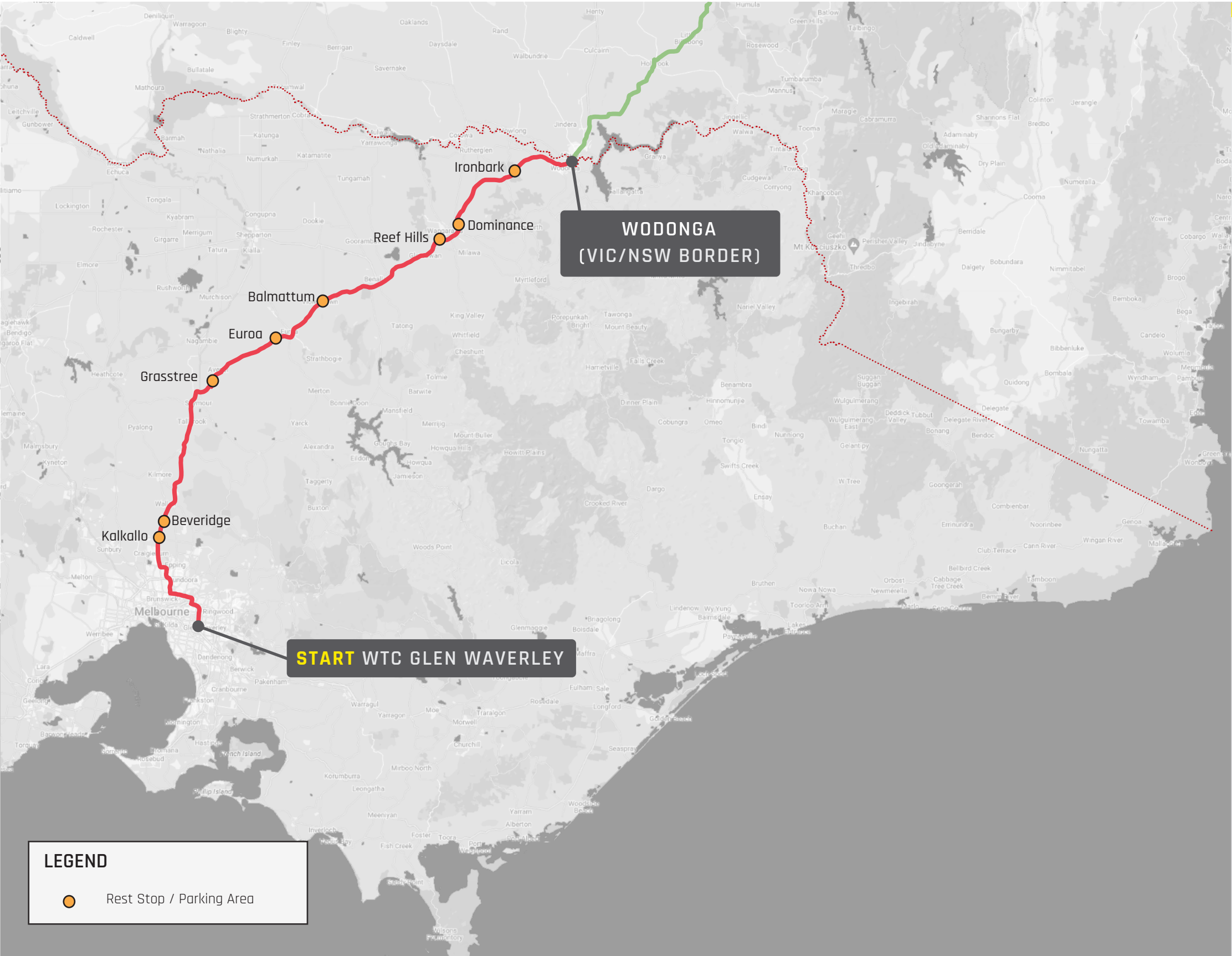
ROUTE 1-1

The load will take the on-ramp from Melrose Dr onto Hume Fwy. This turn will need to be taken with care as the slip lane is narrow. The trailer will need to be steered accurately to avoid the light pole and barriers on the inside of the turn.

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Route 1-1 Rest Stops



ROUTE 1-1

No.	KP	REST STOP NAME
01	61.9	Kalkallo Rest Area (N/B)
02	65.4	Rest Area (N/B) Beveridge
03	137	Grasstree Rest Area (N/B)
04	176	Euroa Rest Area (N/B)
05	190	Balmattum Rest Area (N/B)
06	230	Reef Hills (N/B) Rest Area
07	272	Dominance (N/B) Rest Area
08	322	Ironbark Rest Area
	338.3	(VIC/NSW BORDER)

01 Rest Area (Northbound) - Kalkallo
GPS: [-37.525867, 144.947428](#)



03 Grasstree Rest Area (Northbound) - Mangalore
GPS: [-36.963284, 145.181294](#)



02 Beveridge Rest Area (Northbound) - Beveridge
GPS: [-37.496141, 144.958428](#)



04 Euroa Rest Area (Northbound)
GPS: [-36.770655, 145.525930](#)



05 Balmattum Rest Area (Northbound)
GPS: [-36.714004, 145.635353](#)



07 Dominance (Northbound) Rest Area
GPS: [-36.334525, 146.375899](#)



06 Reef Hills Rest Area (Northbound)
GPS: [-36.575605, 145.930188](#)



08 Ironbark Rest Area
GPS: [-36.146445, 146.639028](#)

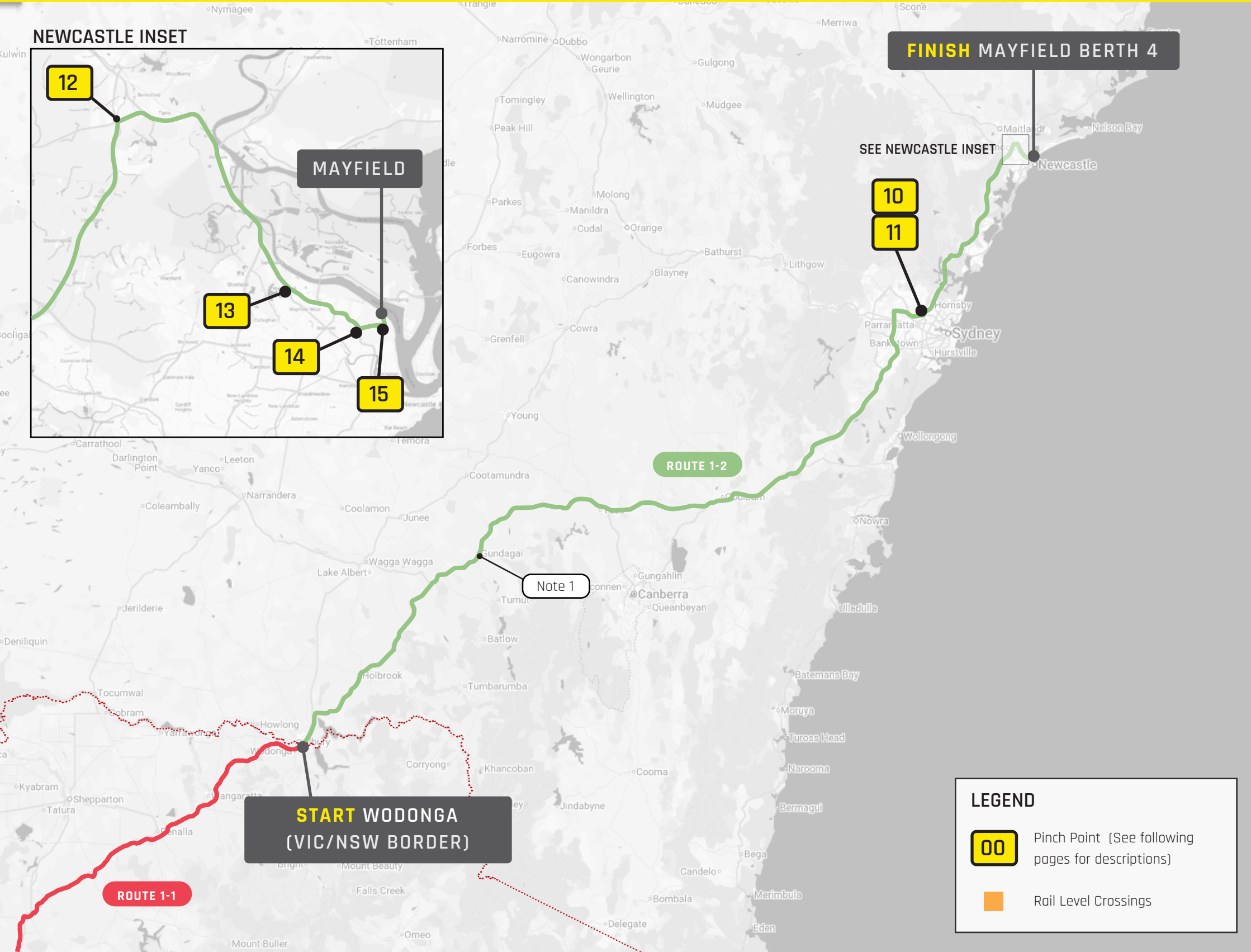




03

**Route 1-2 - VIC/NSW
Border to Newcastle**

Route 1-2 Overview



ROUTE 1-2

	START - VIC/NSW Border
341.7 KM	Hume Hwy
854.8 KM	S Western Fwy
855.5 KM	M7 Mwy
895.5 KM	M2 Mwy
903.7 KM	Pennant Hills Rd
911.6 KM	M1 Mwy
1,038.7 KM	John Renshaw Dr
1,040.5 KM	Maitland Rd
1,051.7 KM	Industrial Dr
1,055.9 KM	George St
1,056.0 KM	Selwyn St
1,057.3 KM	Quayside Cl
1,057.8 KM	FINISH - Mayfield Berth 4

Note 1: Contraflow required at Old Sheahan's Bridge, Gundagai - see following page

NHVR Route ID: 2QNYT-1 v1
Interactive Map Link: [Google My Maps](#)

GUNDAGAI

Contra-flow section

Old Sheahan Bridge (BN6298 - Northbound lanes over Murrumbidgee River) has been advised as a NO-GO so crossing the river on the southbound bridge (BN10237) is required.

To complete this manoeuvre, bollards shall be removed in the median section of the highway approximately 1.1km before the bridge to allow the load to pass.

Wrong side travel will continue until approximately 300 metres past the end of the bridge where another set of

bollards shall be removed so the load can return safely to the northbound lanes once again.

The total length of this contra-flow section is approximately 1.7 Kilometres.

All traffic will require controlling during this contra-flow section.



Pinch Point

10

LEFT TURN
Hills Mwy Off Ramp
& Pennant Hills Rd

ROUTE 1-2

After taking the Hornsby/Newcastle Exit from the Hills Motorway, the load will bear right and make the left turn onto Pennant Hills Rd.

This entry to the turn is wide enough to allow all extents of the equipment to remain inside all of the turning lanes during the turn.

No modifications are required at this intersection.

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

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		DRAWN BY:	DRAWN DATE:	DRAWING NAME:	REV
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Pinch Point

11

RIGHT TURN
Pennant Hills Rd
& Pacific Mwy

ROUTE 1-2

The right turn from Pennant Hills Rd onto the Pacific Motorway will be acheived within the constraints of the existing road and infrastructure.

No modifications are required at this intersection.

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

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Pinch Point

12

RIGHT TURN
Pacific Mwy
& John Renshaw Dr

ROUTE 1-2

The right turn from Pacific Motorway into John Renshaw Drive will be acheived within the constraints of the existing lanes and will not impact the existing infrastructure. The load will be commence the turn from the right hand through lane and exit in the left side of the left lane on John Renshaw Dr.

No modifications are required at this intersection.

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Pinch Point

13

LEFT TURN
Maitland Rd &
Industrial Dr

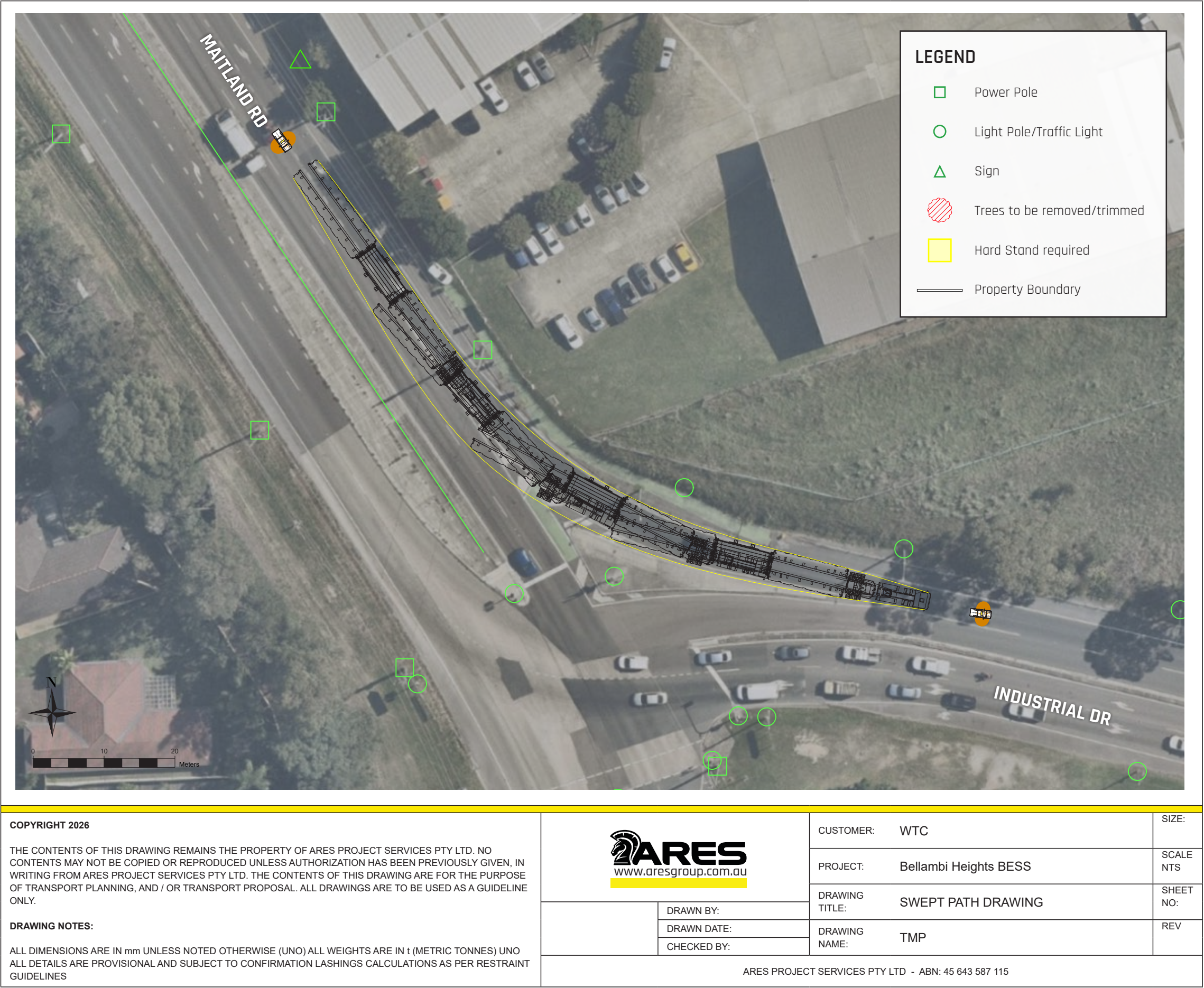
ROUTE 1-2

The turn into Industrial Dr from Maitland Rd is relatively shallow with a slip lane. The transformer trailer will have no issues navigating through.

No modifications are required at this intersection.

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

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Pinch Point

14

LEFT TURN
Industrial Dr, George
St & Selwyn St

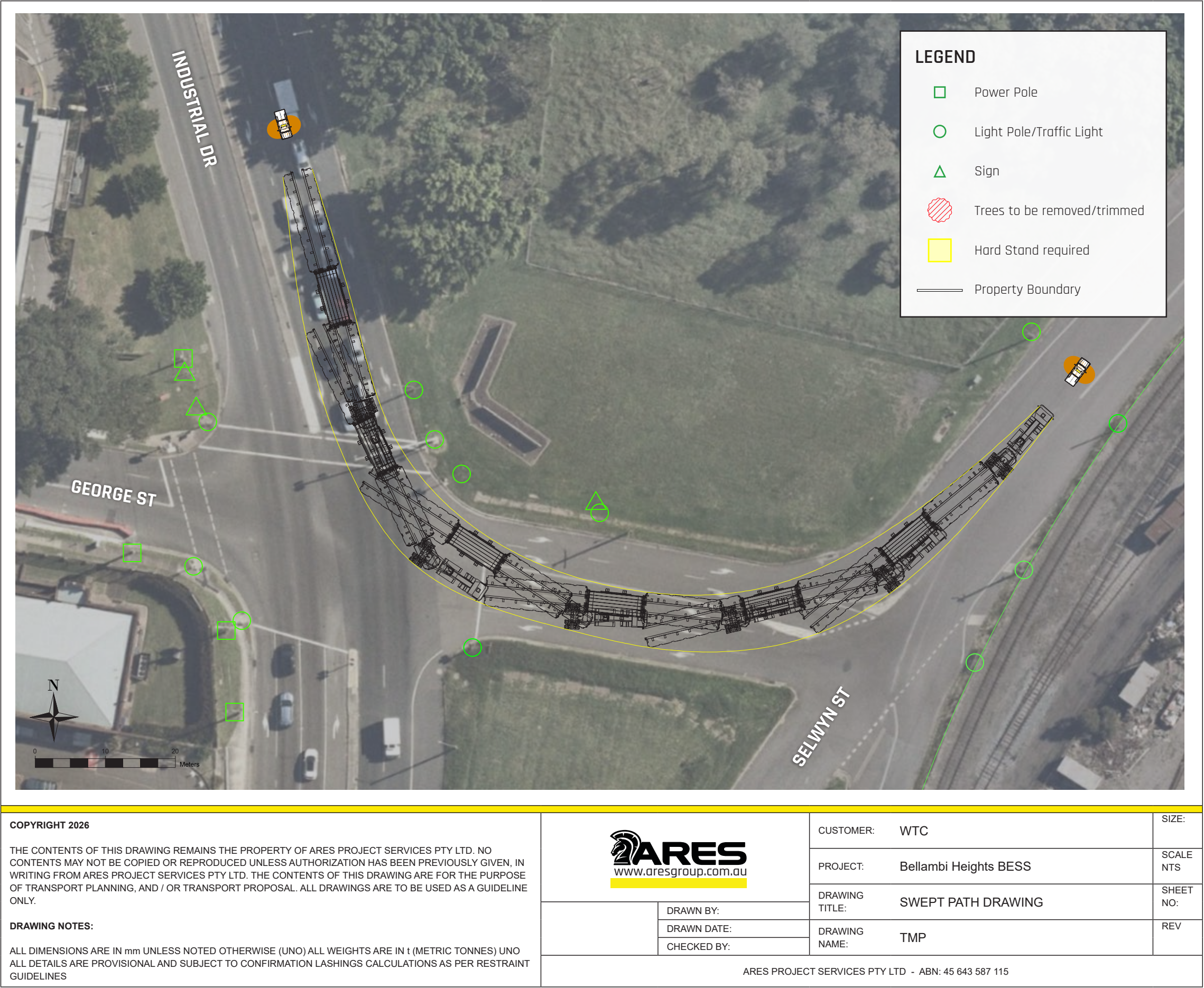
ROUTE 1-2

To access the Mayfield Berth 4 area, the load will need to turn off Industrial Dr onto Selwyn St via George St. This is a very wide turn with multiple lanes on each road which will be able to accommodate the load with no issues.

No modifications are required at this intersection.

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

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Pinch Point

15

LEFT TURN
Selwyn St &
Quayside Cl

ROUTE 1-2

The final turn into Mayfield 4 is onto Quayside Cl. This is a wide intersection with further room being installed by EnergyCo as part of the Port to REZ works. No issues are expected.

No modifications are required at this intersection.

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Route 1-2 Rest Stops



ROUTE 1-2

No.	KP	REST STOP NAME
	338.3	(NSW/VIC BORDER)
09	420	Garryowen Rest Area
10	532	Mingay Rest Area
11	636	Mundoonan Rest Area
12	733	Logbook Hill Marulan
13	798	Yerrinbool Stopping Bay
14	824	Douglas Park Truck Parking
15	899	Hawkesbury Rest Area

LEGEND

Rest Stop / Parking Area

09 Garryowen Rest Area

GPS: [-37.321996S, 145.035230E](#)



11 Mundoonan Rest Area

GPS: [-34.824744S, 149.075571E](#)



10 Mingay Rest Area

GPS: [-34.979471S, 148.136925E](#)



12 Logbook Hill, Murulan

GPS: [-34.691885S, 150.031857E](#)



13 Yerrinbool Stopping Bay

GPS: [-34.356996S, 150.542045E](#)



15 Hawkesbury Rest Area

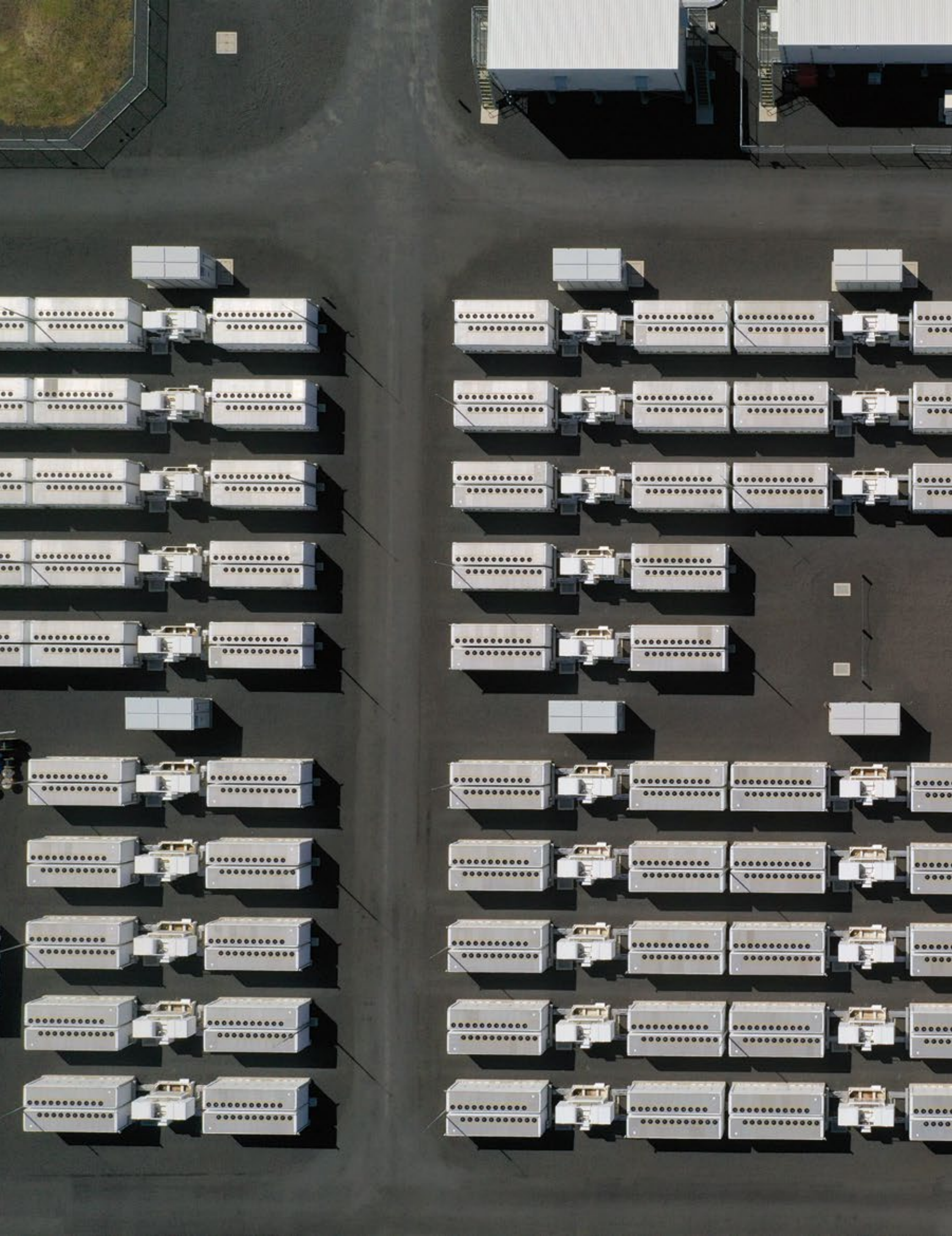
GPS: [-33.532609S, 151.200187E](#)



14 Douglas Park Truck Parking

GPS: [-34.204873, 150.697960](#)





04

Route 1-3 - Newcastle to Bellambi Substation

Route 1-3 Overview



ROUTE 1-3

- START - Mayfield Berth 4**
- 0.0 KM Quayside Cl
- 1.9 KM George St
- 2.0 KM Industrial Dr
- 6.1 KM Maitland Rd
- 29.5 KM John Renshaw Dr
- 67.8 KM New England Hwy
- 77.8 KM Putty Rd
- 80.9 KM Mount Thorley Rd
- 107.5 KM Lonsdale St
- 132.3 KM Denman Rd
- 149.4 KM Bengalla Rd
- 183.1 KM Golden Hwy
- 219.2 KM Merriwa
- 314.2 KM Castlereagh Hwy
- 348.4 KM FINISH - Bellambi BESS**

NHVR Route ID: 2RBB9-8 v1
Interactive Map Link: [Google My Maps](#)

Pinch Point

16

RIGHT TURN
Quayside Cl
& Selwyn St

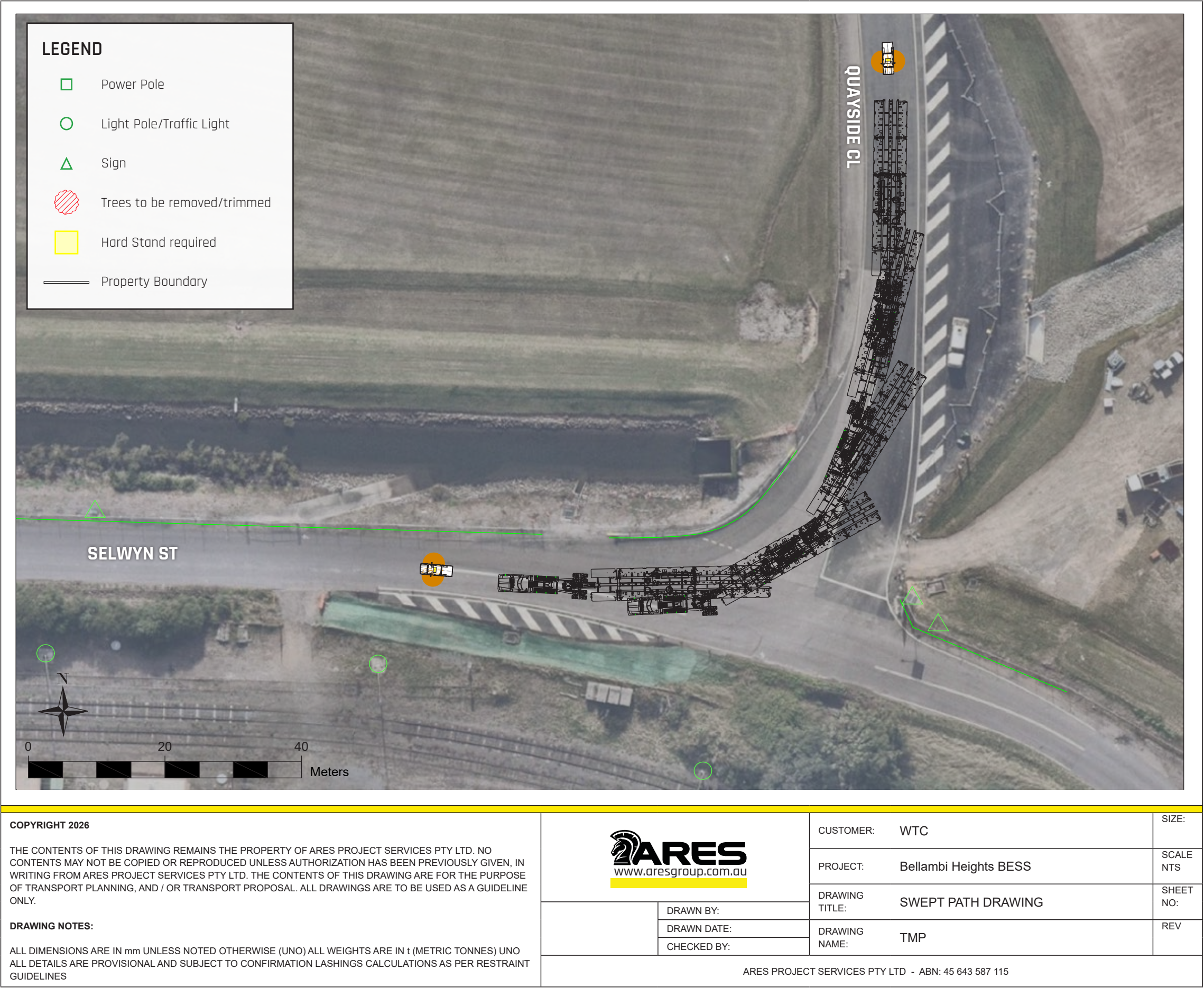
ROUTE 1-3

The right turn out of the Port of Newcastle onto Selwyn St will pose no issues for the 12R8 platform trailer.

No modifications are required at this intersection.

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

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Pinch Point

17

RIGHT TURN
Selwyn St, George
St & Industrial Dr

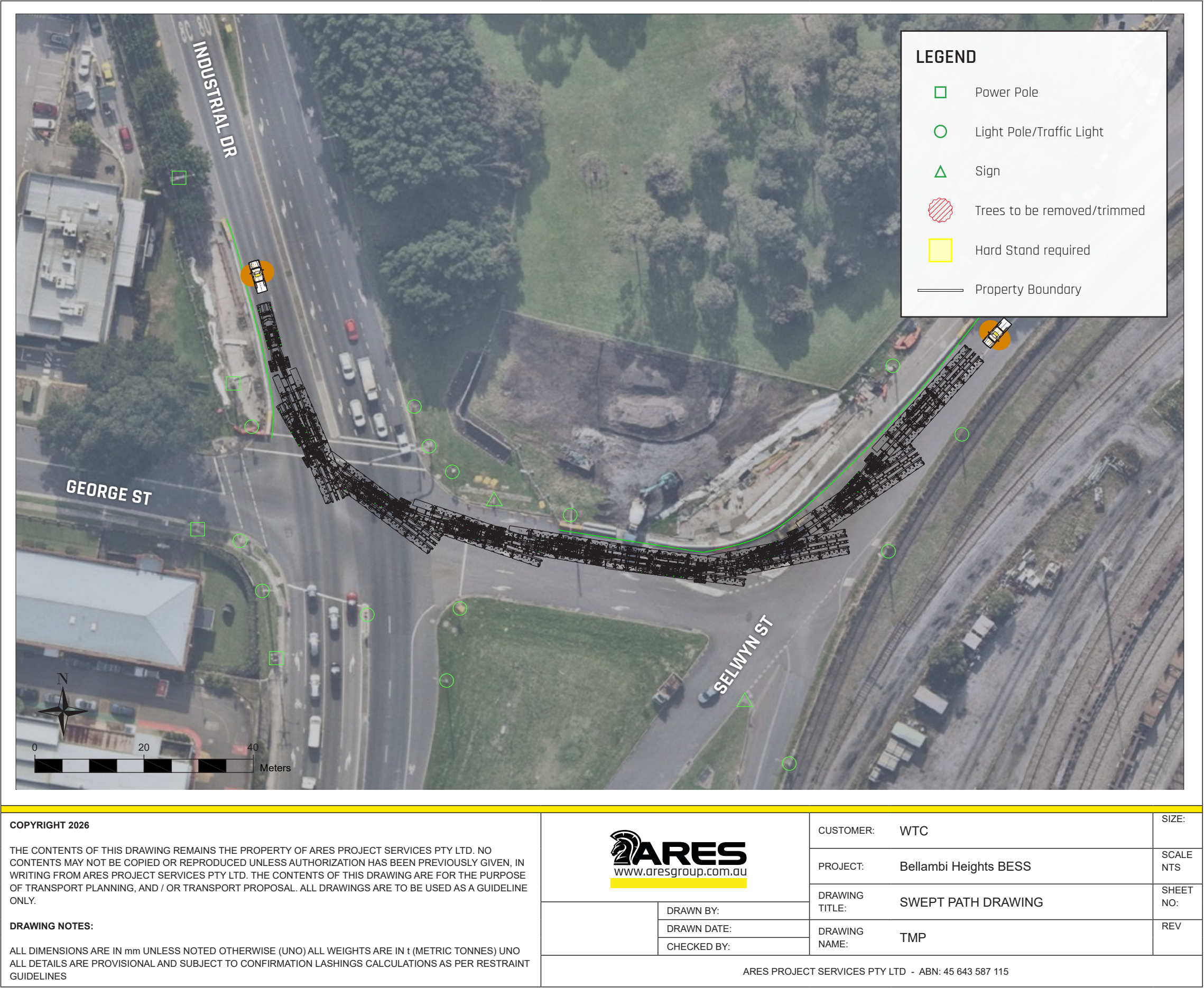
ROUTE 1-3

The right turn onto Industrial Dr is very wide and can be taken by this load with no issues.

No modifications are required at this intersection.

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

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Pinch Point

18

RIGHT TURN
Industrial Dr &
Maitland Rd

ROUTE 1-3

At the end of Industrial Dr, the load will stay on the correct side of the road and turn right onto Maitland Rd. This is a wide turn and no issues are expected.

No modifications are required at this intersection.

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Pinch Point

19

ROUNDAABOUT
John Renshaw Dr
& Hunter Expy

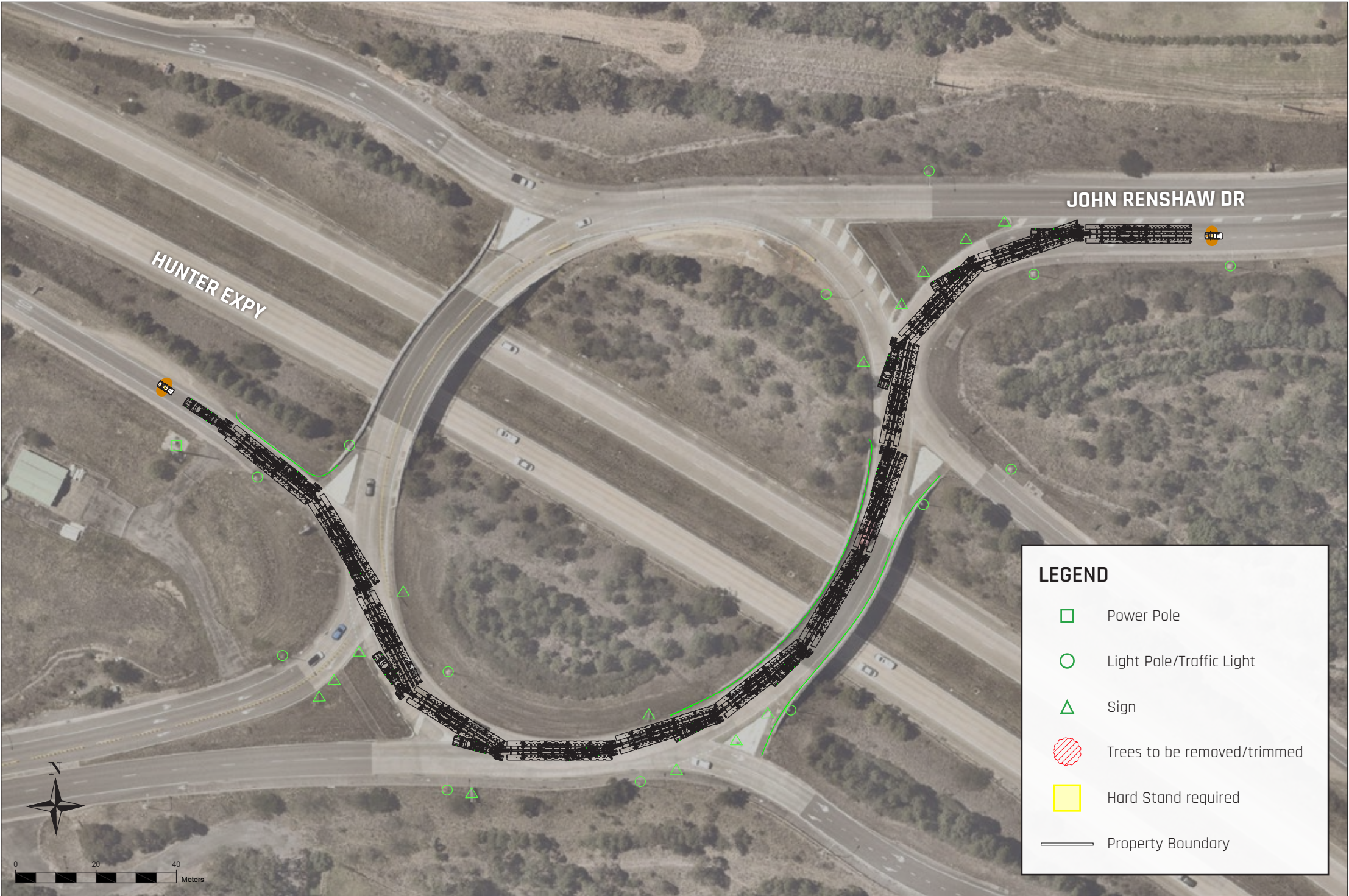
ROUTE 1-3

The load will enter the Hunter Expy from this intersection and will be able to take this turn conventionally without any issues, caution is to be used at entry and exit of roundabout.

No modifications will be required.

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DRAWN DATE:

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CUSTOMER: WTC

PROJECT: Bellambi Heights BESS

DRAWING TITLE: SWEPT PATH DRAWING

DRAWING NAME: TMP

SIZE:

SCALE NTS

SHEET NO:

REV

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Pinch Point

20

LEFT TURN
New England Hwy
& Golden Hwy

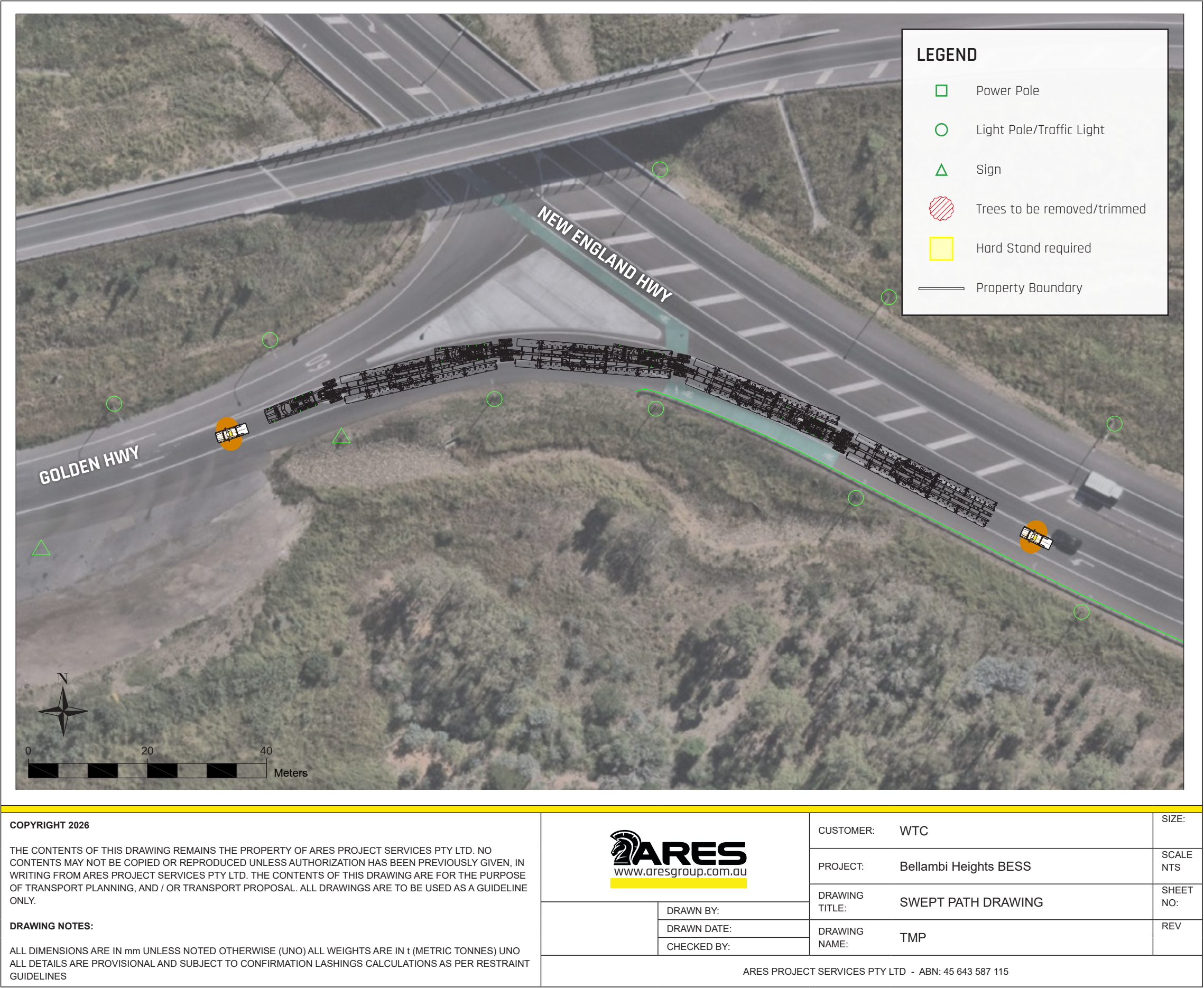
ROUTE 1-3

Slight left bend exit from New England Hwy onto the Golden Hwy is a sweeping wide bend without any implications arising.

No modifications will be required.

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

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Pinch Point

21

ROUNDAABOUT
Golden Hwy
& Whittingham Rd

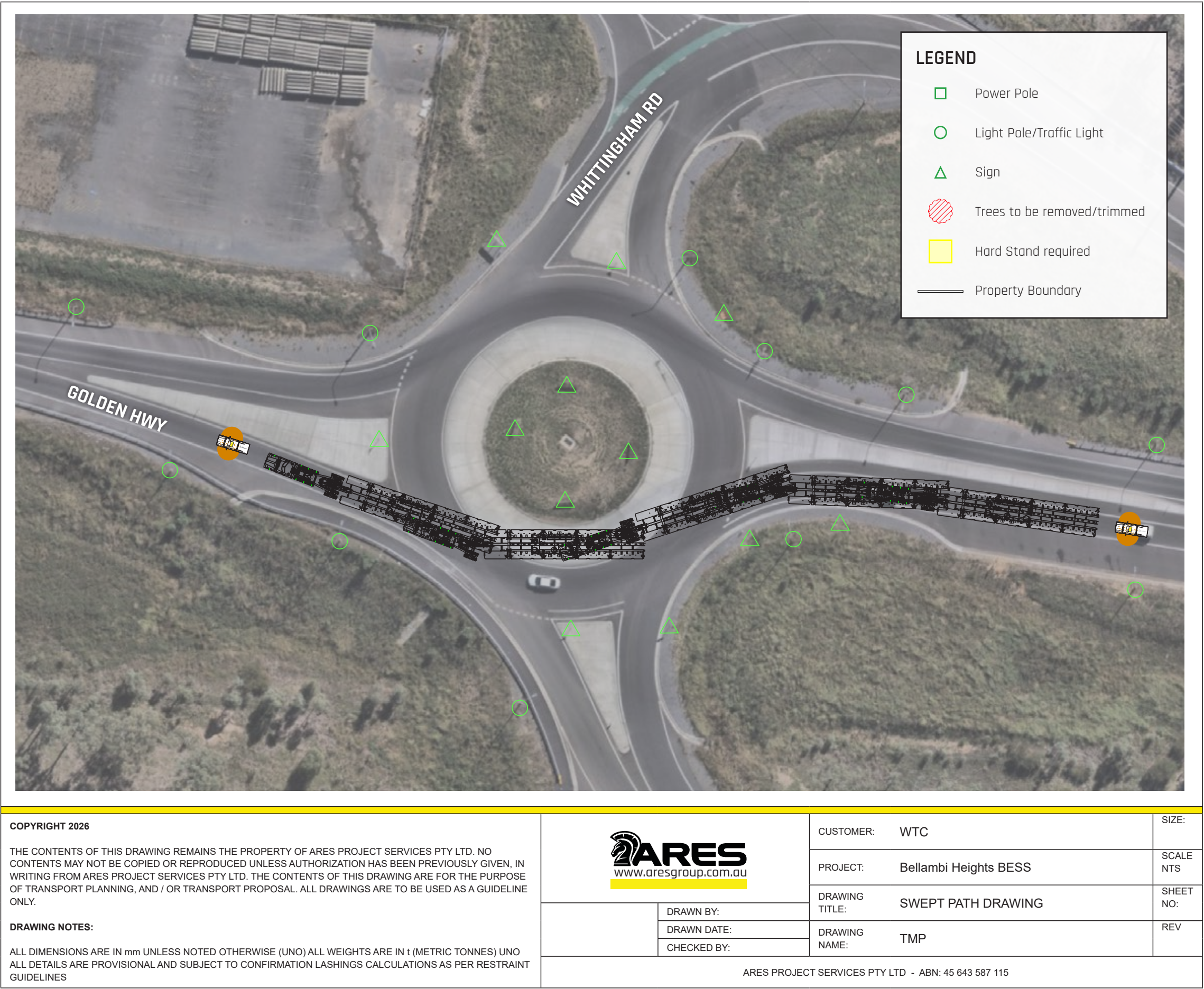
ROUTE 1-3

The roundabout will need to be entered with a semi-straight through approach mounting the concrete curb around the inside of the roundabout.

No modifications will be required.

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

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Pinch Point

22

LEFT TURN
Golden Hwy
& Putty Rd

ROUTE 1-3

The transformer will take a left turn from the Golden hwy onto Putty Rd, traffic will need to be controlled from entering the Golden Hwy as rear of trailer will be crossing into the opposing lane.

No modifications will be required.

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CUSTOMER: WTC

PROJECT: Bellambi Heights BESS

DRAWING TITLE: SWEPT PATH DRAWING

DRAWING NAME: TMP

SIZE:

SCALE NTS

SHEET NO:

REV

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

Pinch Point

23

RIGHT TURN
Putty Rd
& Golden Hwy

ROUTE 1-3

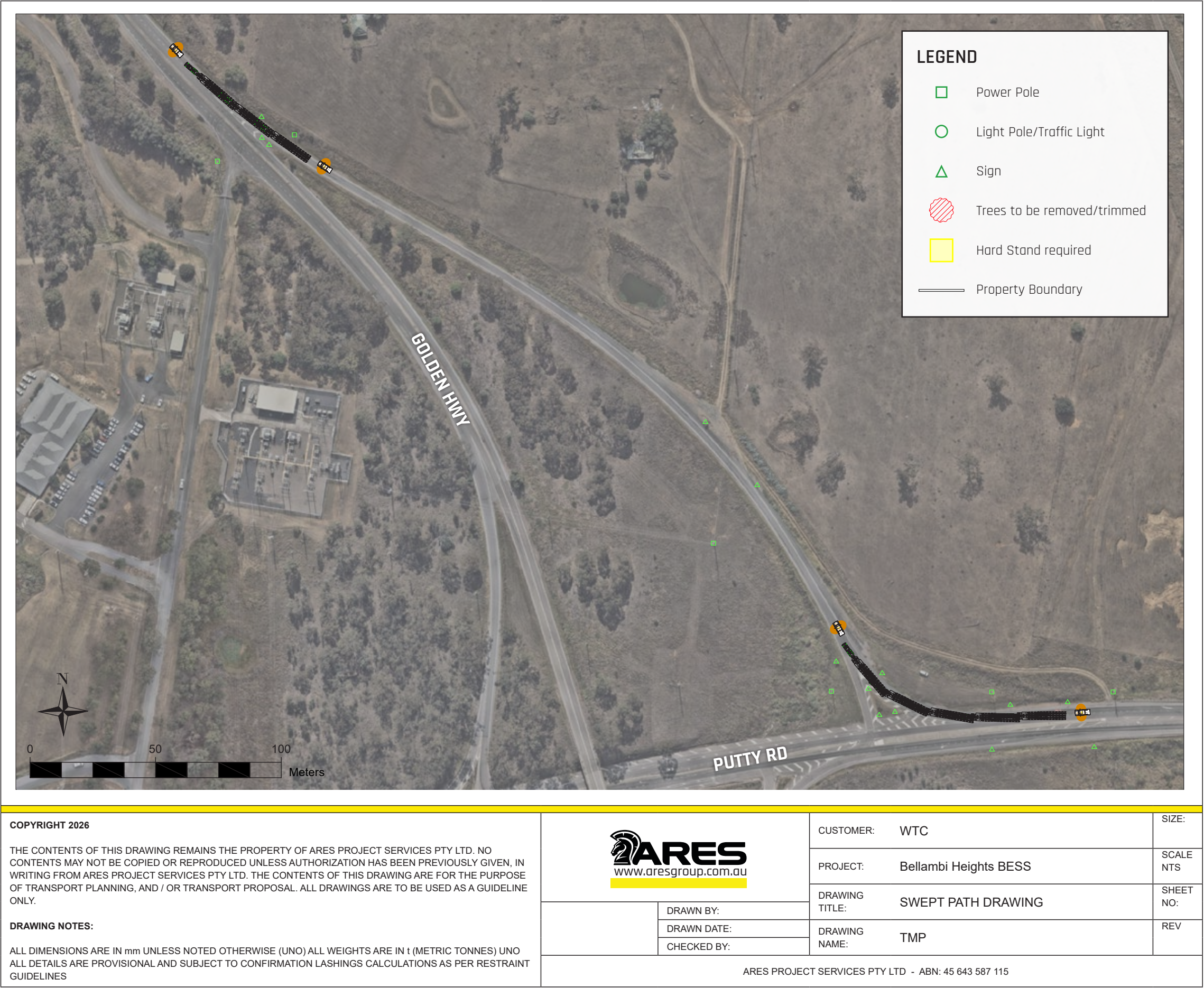
Due to the sharpness of the turn onto the on-ramp, the transformer will have to contra-flow the off-ramp at Mount Thorley to rejoin the Golden Hwy.

Police will need to control all flow of traffic from all lanes in both directions.

No modifications will be required.

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

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Pinch Point

24

LEFT & RIGHT BENDS
Golden Hwy
& Lonsdale St

ROUTE 1-3

As the load passes through Jerry's Plains, along Lonsdale St there is an S-bend which will require the trailer to sweep across both lanes in-which police will need to control traffic in both directions to complete manoeuvre.

No modifications are required.

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CUSTOMER:	WTC	SIZE:
PROJECT:	Bellambi Heights BESS	SCALE NTS
DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
DRAWING NAME:	TMP	REV

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

Pinch Point

25

LEFT TURN
Golden Hwy
& Denman Rd

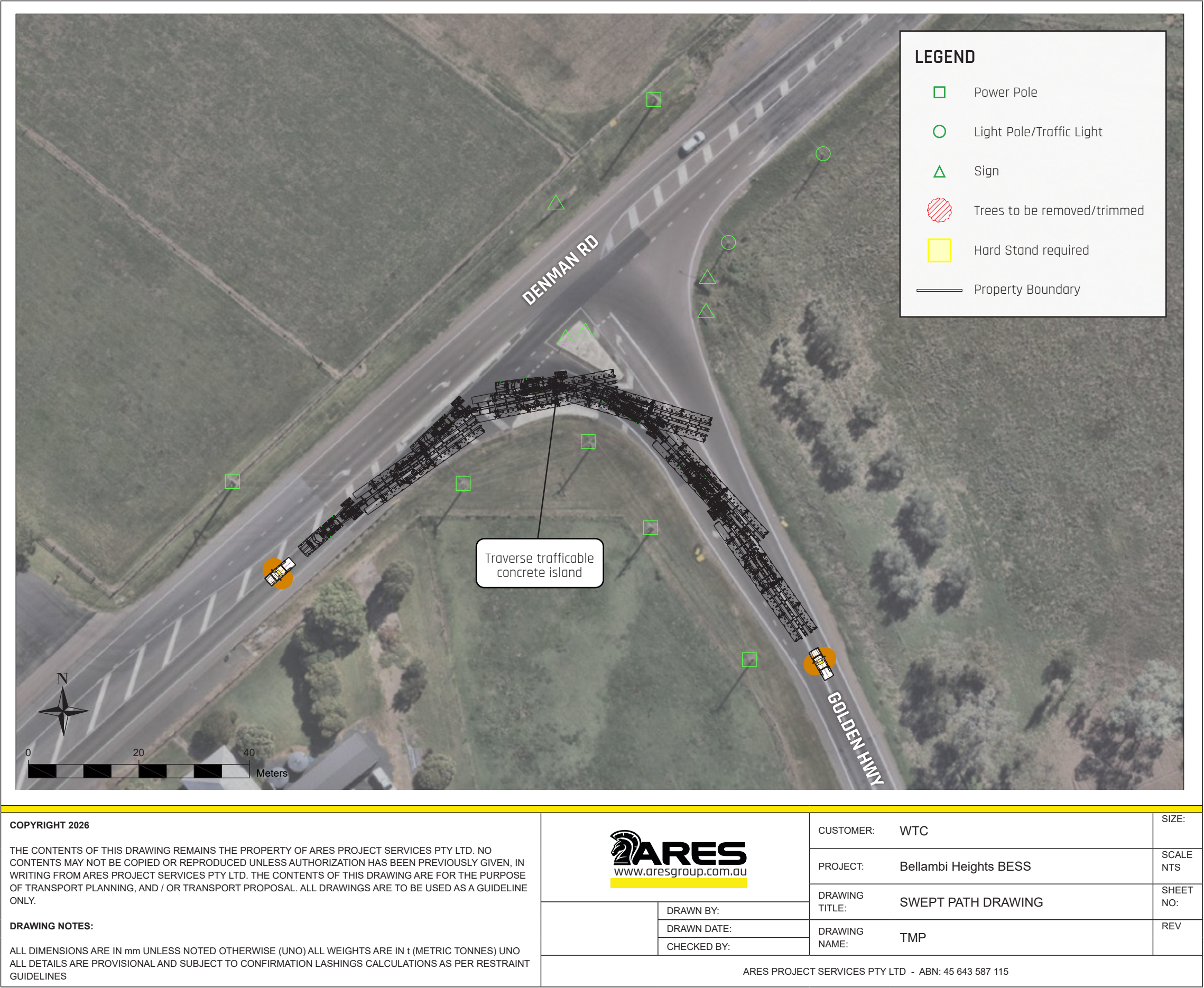
ROUTE 1-3

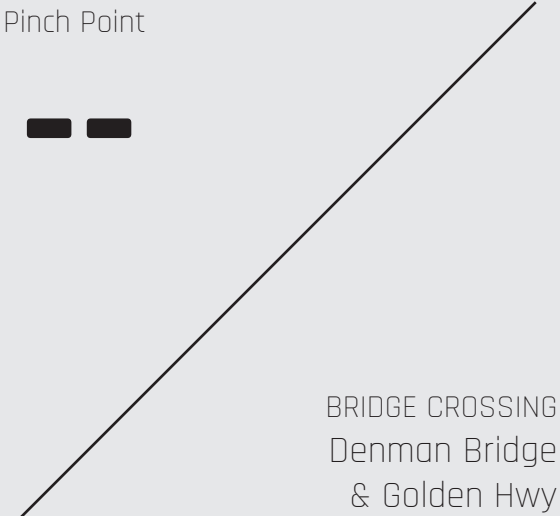
As load travels from the Golden Hwy onto Denman Rd it will have to mount and traverse the trafficable concrete island on the inside corner to avoid road furniture. The rear of the trailer will swing into the opposing lane and police will need to control traffic during manoeuvre.

No modifications are required.

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

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)





ROUTE 1-3

Denman bridge is signed at 5.71m clearance but has an actual clearance above 5.74m as the load travels at 5.75m the trailer will have to lower the ride height by 100mm to achieve correct clearance. Police will need to control traffic in both directions as Denman bridge is quite narrow.

No modifications will be required.

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

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			PROJECT:	Bellambi Heights BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
		DRAWN BY:	DRAWING NAME:	TMP	REV
		DRAWN DATE:	ARES PROJECT SERVICES PTY LTD - ABN: 45 643 587 115		
	CHECKED BY:				

Pinch Point

26

LEFT BEND
Bettington St
& Dutton St

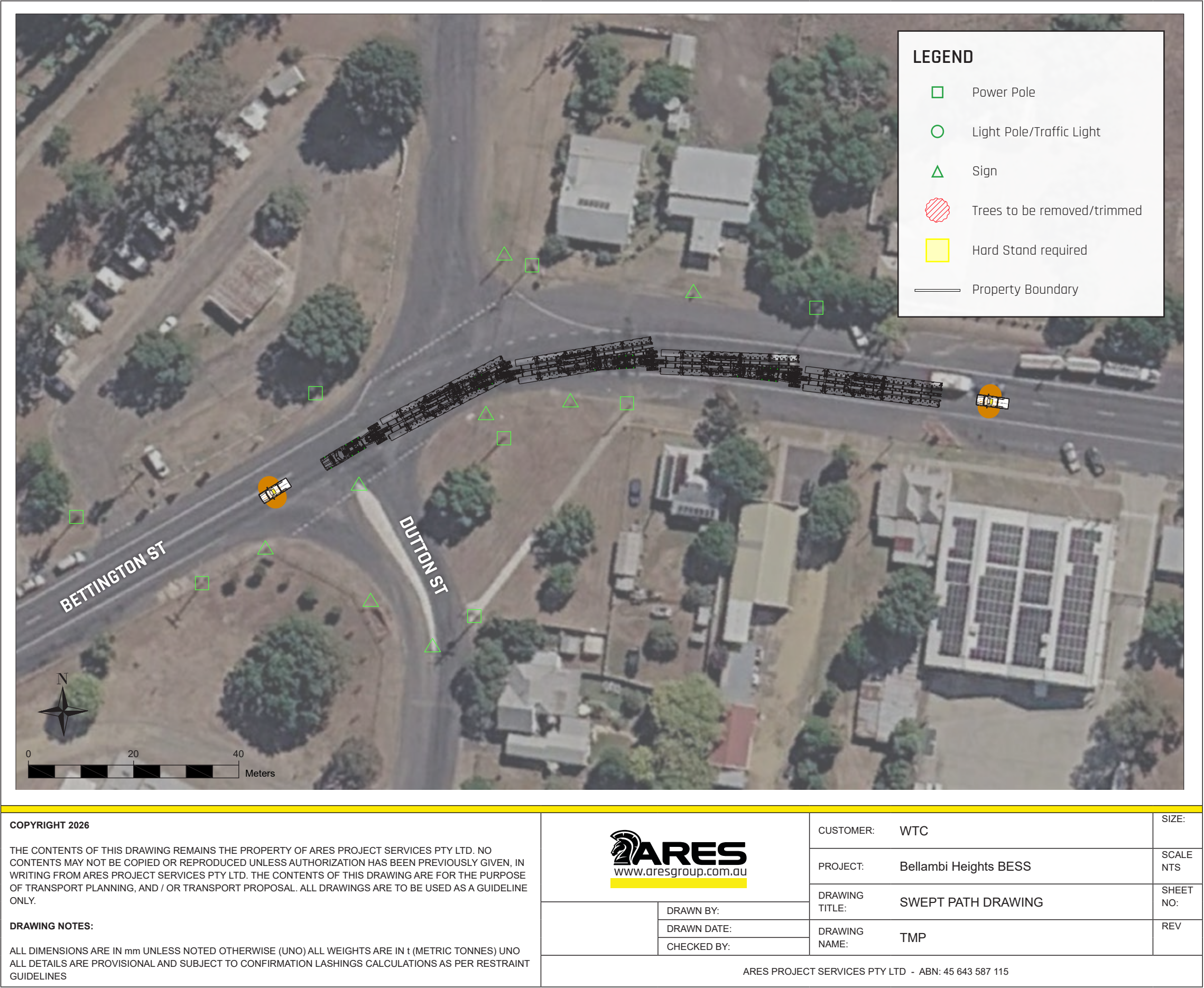
ROUTE 1-3

A slight left bend located in Merriwa at Dutton St will have the load crossing over into the contraflow lane so police will need to control traffic during this turn.

No modifications are required at this intersection.

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

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Pinch Point

27

LEFT TURN
Golden Hwy &
Castlereagh Hwy

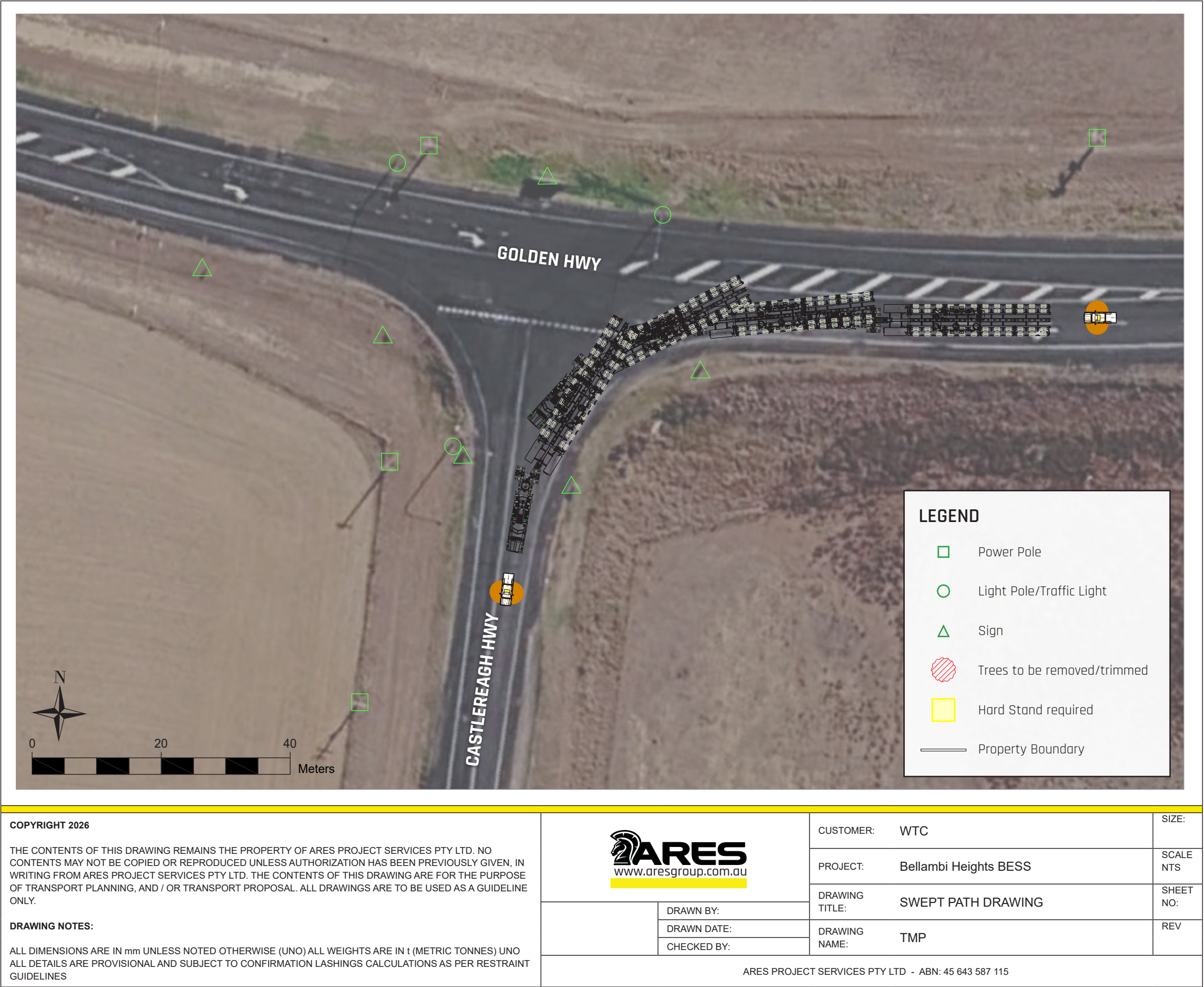
ROUTE 1-3

The left turn from the Golden Hwy onto Castlereagh Hwy is quite wide and the transport combination is able to negotiate it without issue.

No modifications are required.

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

[\[CLICK TO VIEW THIS LOCATION ON GOOGLE MAPS\]](#)



Pinch Point

28

LEFT TURN
Castlereagh Hwy
& Site Road

ROUTE 1-3

The left turn in towards the Bellambi Power Station site is quite wide and the transport combination is able to negotiate it without issue.

No modifications are required.

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



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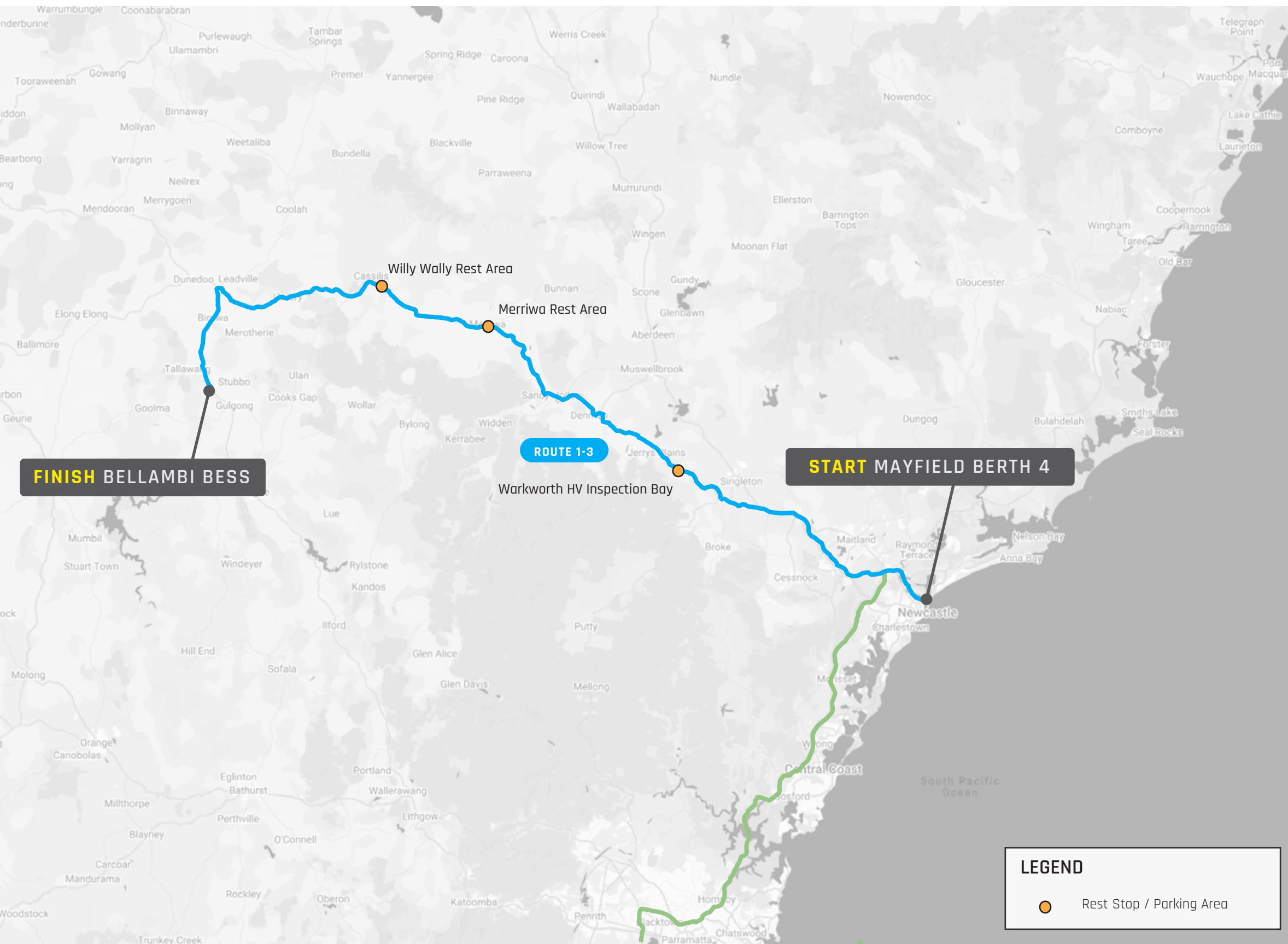


CUSTOMER:	WTC		SIZE:
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	DRAWING TITLE: SWEPT PATH DRAWING		SHEET NO:
	DRAWING NAME: TMP		REV

DRAWN BY:
DRAWN DATE:
CHECKED BY:

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

Route 1-3 Rest Stops



ROUTE 1-3

No.	KP	REST STOP NAME
	1057.8	MAYFIELD BERTH 4
16	1156.4	Warkworth HV Inspection Bay
17	1221.4	Merriwa Rest Area
18	1239.4	Willy Wally Rest Area

LEGEND

- Rest Stop / Parking Area

16 Warkworth HV Inspection Bay
GPS: [-32.051686S, 149.749650E](#)



18 Willy Wally Rest Area
GPS: [-32.068995S, 150.056594E](#)



17 Merriwa Rest Area
GPS: [-32.133905S, 150.277506E](#)





05

HSEQ

Health, Safety and Environment

Safety is always the highest priority for Ares.

Permits

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

- NHVR Oversize Overmass Permit(s)
- Department of Transport and Planning (DTP) Victoria
- Transport for New South Wales (TfNSW)
- NSW Police Approval
- Council Permits
- Rail Infrastructure Manager Approval
- High Load permits
- Telstra Approval

Verification of Competency

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

Personal Protective Equipment

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

This includes but is not limited to:

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

Hazard Identification, Risk Assessment & Control

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

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

Incident reporting is overseen by the HSEQ representative and all details are recorded in an online form on the ARES Portal. Remedial and close out actions are reviewed on a regular basis by ARES management.

Communication

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

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



Quality

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

Equipment Servicing & Maintenance

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

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

Non Conformances

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



Transport Protocols

Procedures to ensure smooth execution of transport as well as to cover off any unforeseen circumstances.

Pre-Departure Checks

Prior to starting deliveries, the Project/Transport Manager will check current traffic (VicTraffic and NSW Live Traffic) and weather conditions along the route to ensure there are no unplanned disruptions which would affect transport. These include traffic incidents, roadworks, road closures, flooding, bushfire etc. If the route is affected in some way, the Project/Transport Manager will liaise with relevant stakeholders and authorities before deciding on Go/No Go.

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

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

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

If an issue along the route becomes known when the load is already en route, the load shall pull up at the next available rest stop or safe stopping place and await further instructions from the Transport/Project Manager, who will liaise with the relevant stakeholders and authorities to determine the next steps. The safe location of the load and minimising impact to the road

network and community are to be prioritised at all times.

Police Escorts and Pilots

Each oversized load will be escorted by a complement of pilot vehicles and police escort vehicles. Police will provide traffic management at pinch points, with assistance from pilot vehicles where required and as directed by the Police.

Whilst on the road, typically the lead vehicle(s) will take a position at least 500m ahead of the load to establish a buffer zone, and to allow for sufficient warning time to the truck driver in case of any unexpected obstructions or conditions, such as roadkill, traffic incidents, parked cars etc. The rear vehicle(s) will take up a protective position behind the load to observe and manage any traffic coming up from behind.

Clear and positive communication between all pilot/ police vehicles and truck driver shall be maintained by CB radio at all times. If communication is lost at any time between any element of the convoy, the convoy must stop and rectify the issue before continuing.

The proposed arrangements for pilot and police vehicle positioning for the load will typically have 2x pilot vehicles and 1x police vehicle ahead of the load, and 2x pilot vehicles and 1x police vehicle behind the load. Please note that the exact arrangements may change based on road, traffic or weather conditions, vehicle speed, as well as any directions given by Police.

Management of Traffic

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

- Overtaking lanes
- Rest stops
- Stretches of road with wider shoulders and clear line of sight ahead

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

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

Breakdowns

In the event of an emergency such as a breakdown or incident, ARES will notify the Transport Operations Centre (VIC) or Transport Management Centre (NSW) immediately to provide information regarding any issues of the movement. We will then move the load to the next available pull over area or to the left lane and shoulder to ensure the traffic impact is minimal. Police are to direct and manage traffic as appropriate with pilots accompanying the load to assist under the direction of police.

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

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

Essential Contacts

Contact	Operator	Phone No.
Standby Prime Mover	Peter Barker	0409 915 363
Tow Truck Operator	Barnes Auto Towing	07 3274 1111
Crane Operator	As required	-
Traffic Control Contractor	As required	-
Tyres	Beaurepaires / Bridgestone	132 381 / 131 229
Mechanical	As required	-
Fire/Police/ Ambulance	-	000
Transport Operations Centre (VIC)	VIC DTP	13 11 70
Transport Management Centre (NSW)	TfNSW	131 700
ARES Project Manager	Shane Warmus	0477 464 426



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