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12/12/25

Iwan Davies  
Planning and Assessment  
Department of Planning, Housing and Infrastructure

**Goulburn River Solar Farm (SSD-33964533): Traffic Management Plan - Addendum to address transportable buildings coming to site on heavy vehicles requiring escort - condition B10(e)(xvi) (Rev 2)**

Dear Iwan,

Lightsource bp have prepared an addendum to the Traffic Management Plan (TMP) for the Goulburn River Solar Farm Development Consent (SSD-33964533). This addendum is intended to facilitate and support the transport of buildings associated with the substation to the project site, which meet the definition of heavy vehicles requiring escort. The addendum provides new information to supersede the previous text in the TMP, in the following TMP sections:

- Section 3.5.2 Oversize/ Overmass Vehicle Routes
- Section 5.9 OSOM Vehicles (*mitigation and management*)
- Appendix D OSOM Vehicle Checks
- Appendix E Example OSOM TMP.

This addendum has been prepared with consultation from Transport for NSW (TfNSW) and Upper Hunter Shire to address consent condition B10(e)(xvi).

### Background

Heavy vehicles requiring escort, as defined in the SSD Conditions of Consent, are programmed to commence delivery to site from mid-December. The first heavy vehicle requiring escort is due to come to site in mid-December (currently planned to arrive on the 17<sup>th</sup>, although this may change) and will deliver the auxiliary services building (ASB).

The ASB, along with three other transportable buildings associated with the substation (i.e., switch room, service gear building), are not considered to be 'high risk oversize over mass movements' (as defined in

Transport Roads & Management Services undated<sup>1</sup>). The four transportable buildings will come to site between December 2025 and March 2026 on the same type of delivery vehicle which will be 33.5m long, 4.35m wide, 5m in height, and 79.6T.

The transformers which will come to site in early 2026 are however considered high risk OSOM, and the contractor is currently preparing an OSOM transport management plan in accordance with Transport Roads & Maritime Services (undated). This will be included in an additional iteration of the Project TMP, which will also be consulted on with Transport for NSW, Midwestern Regional Council and Upper Hunter Shire Council.

Lightsource bp obtained the Planning Secretary's agreement to undertake a trial of the proposed transport route for the transportable buildings using an unladen vehicle, as documented in SD-33964533-PA-59.

On 19 November, this trial was carried out to replicate the dimensions and manoeuvrability requirements of the ASB load (as well as the other three transportable buildings). The assessment confirmed that the route is suitable for the planned movements, with all critical turning points, clearance envelopes, gradient considerations, and road surface conditions thoroughly evaluated. The trial identified no physical or logistical impediments, validating that the proposed path can safely and efficiently accommodate the transportation activities described in this addendum.

The attached NHVR Permit #1334986V1 (refer Attachment A) authorises four movements, with the first scheduled to commence on (or after) **17 December 2025**.

### TMP Section 3.5.2 – Heavy Vehicle Requiring Escort Routes (replacement text)

This section outlines the principles of how heavy vehicles requiring escort will be managed by the Project, including defining the access route. Details on specific movements of heavy vehicles requiring escort are included in Section 5.9.

Heavy vehicles requiring escort are described in the Consent conditions as being any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by National Heavy Vehicle Regulator (NHVR; 2005<sup>2</sup>). Heavy vehicles requiring escort include (but are not limited to) heavy vehicles under escort which are identified as 'high-risk' in Table 1 of Transport Roads and Maritime Services (undated). Heavy vehicles requiring escort may also be considered to be over-size and over-mass (OSOM), which is a term most commonly associated with high-risk heavy vehicles requiring escort.

The NHVR is the national regulatory body responsible for assessing and issuing permits for vehicles exceeding statutory mass and dimension limits, including:

- specifying approved routes.
- travel times.
- escort or pilot requirements.
- and any special conditions to protect road infrastructure and public safety.

<sup>1</sup> Transport Roads & Maritime Services (undated) *Fact Sheet: Transport Management Plans for oversize and/or overmass movements in NSW*, [Transport Management Plans \(TMPs\) | Service NSW](#), accessed December 2025.

<sup>2</sup> NHVR (2025) *New South Wales Class 1 Load Carrying Vehicle Operator's Guide*, <https://www.nhvr.gov.au/files/media/document/211/202512-1138-nsw-class-1-load-carrying-vehicle-operators-guide.pdf>, accessed December 2025

Specialist transport contractors will ensure that every heavy vehicle requiring escort movement is supported by a valid NHVR permit and that all conditions set by the Planning Secretary and relevant road managers are met in full prior to commencing travel.

The SSD33964533 Consent conditions (B10(e)(xvi)) require the Project TMP to include a traffic management system for managing heavy vehicles requiring escort. In addition to obtaining a NHVR permit, the contractor will provide sufficient information to support a TMP update which reflects planned heavy vehicle requiring escort movements. The update to the TMP will be done in consultation with TfNSW, Upper Hunter Shire Council and Mid-Western Regional Council and be to the satisfaction of the Planning Secretary.

Heavy vehicle requiring escort deliveries may originate from various locations, depending on the conditions specified in the NHVR issued permit and the availability of the components to be transported. The transport contractor will confirm the starting point for each shipment in accordance with NHVR permits, ensuring full route compliance from origin to site. Routes may change as directed by NHVR due to factors such as road works, road infrastructure condition, events or natural disasters. The origin of the journey is influenced by factors such as port capacity, shipping routes, location of fabrication, etc. Heavy vehicles requiring escort on a project such as Goulburn River solar farm may utilise a variety of different access routes. Whilst Newcastle Port has been considered the most likely point of origin for the Project, heavy vehicles requiring escort may travel from alternative locations, including (but not limited to) Adelaide, Brisbane or Sydney. Routes will be assessed through the NHVR process and TMP update process (Condition B10(e)(xvi)).

Parking bays suitable for heavy vehicle requiring escort vehicles to take fatigue breaks will be identified and integrated into the travel routes by the specialist transport contractor. Fatigue management will be conducted in accordance with the Heavy Vehicle National Law (HVNL).

### High-risk heavy vehicles requiring escort

Transport Roads and Maritime Services (undated) requires the preparation and implementation of a transport management plan for all 'high-risk' OSOM movements. A movement is classified as high-risk if it meets one or more of the criteria specified in Table 1 below.

Where a transport management plan is deemed necessary, it becomes a mandatory component of the TfNSW assessment process for the NHVR permit application. The OSOM transport management plan would also be incorporated into the Project TMP and assessed under Condition B10(e)(xvi).

The contractor is responsible for the preparation of the OSOM transport management plan as well as the implementation and ongoing compliance with the Project TMP, ensuring that all measures outlined in these documents are followed throughout the heavy vehicle requiring escort movement, in accordance with statutory obligations and permit conditions.

Table 1 TfNSW "High Risk" Criteria for OSOM Movements

Criteria	OSOM transport management plan required if:
Length	>40 metres
Height	>5.2 metres If within 200 millimetres of overhead structure(s) along the proposed route, please supply a route survey identifying overhead structure(s) the traffic management arrangements for travelling under these structure
Rear overhang	> 7.5 metres

Criteria	OSOM transport management plan required if:
	The rear overhang criteria for “High Risk” agricultural combinations travelling in the Zone 5 is > 10 metres.
<b>Forward project</b>	> 5.5 metres High risk mobile cranes are exempt from the forward projection “High Risk” criteria as they must be enrolled in the Intelligent Access Program (IAP).
<b>Width</b>	> 6.0 metres Under the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice, Operators are required to complete New South Wales Agriculture Vehicle Route Assessment and contact Police, for agricultural vehicles over 6.5 metres wide. TMP is required for Agricultural vehicles over 7.5 metres in width.
<b>Total combination weight</b>	>150 tonnes
<b>Route</b>	High risk routes as defined on TfNSW website

## TMP Section 5.9 Heavy vehicles requiring escort (mitigation and management)

### *TMP Section 5.9.1 Transportable buildings: traffic management system (new subsection)*

The first heavy vehicle requiring escort is due to come to site in mid-December (currently planned to arrive on the 17<sup>th</sup>, although this may change) and will deliver the auxiliary services building (ASB).

The ASB, along with three other transportable buildings associated with the substation (i.e., switch room, service gear building), are not considered to be ‘high-risk’ (as defined in Transport Roads & Management Services, undated) and therefore do not require an OSOM transport management plan.

The four transportable buildings will come to site between December 2025 and 31<sup>st</sup> May 2026 on the same type of delivery vehicle, which will be 33.5m long, 4.35m wide, 5m in height and 79.6T.

These four transportable buildings will travel from Adelaide under NHVR Permit #1334986V1 (refer Attachment A) or another valid and comparable permit (if the current permit is updated or a new permit required).

Table 2 details the traffic management system for the four transportable buildings which are coming to site as heavy vehicles under escort.

*Please note that this TMP addendum is being submitted in tandem with a Request to the Planning Secretary under Condition B3 to clarify that the heavy vehicle requiring escort route may differ from that shown in Figure 3, depending on the origin of the delivery and direction from NHVR. The B3 Request is for:*

- 1. an alternative traffic route for heavy vehicles (excluding heavy vehicles requiring escort) which approach the Golden Highway / Ringwood Road intersection from the west and use a turn-around location in Merriwa.*
- 2. flexibility for heavy vehicles requiring escort travel routes to reflect the final approved routes determined through the NHVR process for individual heavy vehicle requiring escort movements.*

*Table 2 Traffic management system for transportable buildings which are heavy vehicles requiring escort*

ASPECT	DETAILS
<b>Description of heavy vehicle requiring escort</b>	Four (4) transportable buildings will come to site between 17 December 2025 and 31 May 2026, on the same type of delivery vehicle which will be: <ul style="list-style-type: none"> <li>- 33.5m long</li> <li>- 4.35m wide</li> </ul>

ASPECT	DETAILS
	<ul style="list-style-type: none"> <li>- 5m in height</li> <li>- 79.6T.</li> </ul> <p>These do not meet the criteria for a high risk OSOM requiring a transport management plan (Transport Roads &amp; Maritime Services, undated).</p>
<b>Swept paths and assessments</b>	<p>Swept paths for combination vehicles delivering transportable buildings are included as Attachment B.</p> <p>The transportable buildings will approach site on an extended vehicle (33.5m) however the length of the vehicle will be shortened on egress (to just below 30m).</p> <p>The transportable buildings will be travelling to site from Adelaide, entering Ringwood Road on a right-hand turn (permissible under Condition B4) and exiting Ringwood Road onto Golden Highway on a left turn, before continuing to the west.</p>
<b>Requirement for additional works</b>	<p>No additional works are required for these movements.</p> <p>The ASB trial run conducted under SD-33964533-PA-59 demonstrated that the delivery vehicle can safely and effectively make the turn into the site entrance at a full extension of 41m, without any impacts on native vegetation or fauna habitat.</p>
<b>Traffic management measures</b>	<p>Vehicle movements will comply with those measures included in the NHVR permit, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Escort/pilots - minimum 2 pilots, 3 escorts for night travel</li> <li>• Spotters not required at pinch points</li> <li>• Overnight travel will be prioritised, where possible</li> <li>• Police escort not required in NSW</li> <li>• No manual traffic control required (i.e., in accordance with an appropriately designed Traffic Guidance Scheme).</li> </ul> <p>In addition to the measures provided in the NHVR permit, pilot vehicles will manage eastbound traffic to prevent overtaking during the right-hand turn manoeuvre from Golden Highway to Ringwood Road, ensuring the turning path is kept clear.</p> <p>There is no intention to stop westbound traffic for this movement. Additional traffic management measures will be provided to reduce the speed of westbound vehicles on the Golden Highway during the right-hand turn manoeuvre from the Golden Highway to Ringwood Road.</p> <p>A pilot will be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.</p>
<b>Community consultation</b>	<p>A Keeping You Informed slip has been distributed to the residents along Wollara, Ringwood and feeder roads more than 7 days prior. This was distributed on the 8<sup>th</sup> December by Australia Post and shared with the email list on 6<sup>th</sup> December. A copy of the Keeping You Informed slip is included as Attachment C.</p> <p>The Project team spoke directly to one of the farming properties most likely to have over-sized farm equipment on the public roads to request feedback on the proposed heavy vehicle requiring escort movements and receive advice about local conditions relevant to OSOM transport.</p>

## TMP Section 5.9.2 Transformers / high risk heavy vehicles requiring escort: traffic management system (new subsection)

*Placeholder.*

## TMP Appendix D Heavy Vehicles Requiring Escort Vehicle Checks (replacement text)

Attachment B of this Addendum TMP includes swept paths for the transportable buildings which are heavy vehicles requiring escort.

## TMP Appendix E Heavy Vehicles Requiring Escort Transport Management Plan (replacement text)

### *Appendix E.1 Transportable Buildings OSOM Transport Management Plan (new subsection)*

Whilst an OSOM Transport Management Plan is not required for the transportable buildings as they are not classed as high-risk, Attachment A of this Addendum TMP contains the NHVR permit (NHVR Permit #1334986v1 ABS Buildings x 4 Movements).

The NHVR permit, combined with the additional transport management system text provided for Section 5.9.1, addresses the B10(e)(xvi) requirements of a traffic management system for a heavy vehicle requiring escort which is not a high risk OSOM.

### *Appendix E.2 Transformers (high risk) OSOM TMP (new subsection)*

*Placeholder.*

## Conclusion

Lightsource bp is currently undertaking a comprehensive review of the TMP and will include the new and updated information relating to heavy vehicle movements requiring escort in the next TMP iteration.

Due to the breadth of consultation required for this review, we are seeking approval for this specific addendum to ensure alignment with the proposed delivery scheduled to commence on (or after) **17 December 2025**. This approval will allow critical components of the project to progress while the full TMP review is being finalised.

Please do not hesitate to reach out if you would like to discuss any of the items presented in this Addendum.

Sincerely,



Beth Kramer  
Principal Environmental Planner, Lightsource bp  
0428 379 894

Cc: Glenn Tilley (Senior Project Manager) Michelle Housego (Senior HSE Advisor)

## Attachment A – NHVR Permit #1334986v1 ABS Buildings x 4 Movements



# **OVERSIZE LOAD AHEAD**



## **PERMITS FOR MOVEMENT OF LOAD**

**Movement of Transportable Building (Switch Room)**

**4.35 m (Width) 33.5 m (Length) 5.0 m (Height) 79.6 (Tonne)**

**Lai Switchboards, Ferryden Park, SA to Goulburn  
River Solar Farm, Merriwa, NSW**

**PERMIT 1334986v1 Expiry 06 February 2026**



Stephen & Susanne Jones  
11 Jacana Place, Winya  
KILCOY, Qld 4515  
Ph 0447 376 480  
Ph 0407 960 744

Email  
[permits@oversizedpermits.com.au](mailto:permits@oversizedpermits.com.au)

## Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

### Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

### Permit details

This Permit is issued to

MCDONALD CONTRACTING PTY LTD

Address

42A TORKINGTON RD  
LONDONDERRY, NSW 2753

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load  
Prime Mover and Platform

Permit type

Oversize and Overmass (OSOM)

### Permit period

Start date

22-Nov-2025

End date

06-Feb-2026

Period or fixed trips

Multiple Trips

Number of trips

4

*continued on next page...*

## Vehicle details

### Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
XN01TC	NSW	WMA30SZZ8EL069327	26t	n/a
XN64BD	NSW	WDB96442420270714	27.5t	n/a
XO78QA	NSW	W1T96442420641603	27.5t	n/a

### Gooseneck Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YN33IK	NSW	7A9AS0324JH002034	n/a	60t
YO54IK	NSW	7A9AS0530SH002006	n/a	90t

GCM must not exceed manufacturer's specifications

## Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Prime mover 1-2 axle								
Steer	6t	1	2	n/a	385mm	Yes	2.4m	No
Drive	18.5t	1	4	5.1m	279mm	No	2.4m	Yes
		2	4	1.4m	279mm	No	2.4m	Yes
Gooseneck platform 5 axle								
Trailer	70t	1	4	7.8m	266mm	Yes	3.6m	Yes
		2	4	1.6m	266mm	Yes	3.6m	Yes
		3	4	1.6m	266mm	Yes	3.6m	Yes
		4	4	1.6m	266mm	Yes	3.6m	Yes
		5	4	1.6m	266mm	Yes	3.6m	Yes

### Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
2.5m	19m	3.9m	30.6t

### Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.35m	33.5m	5m	79.6t

Forward projection (metres)	Rear overhang (metres)
n/a	6.5m

Load type	Description of load
Indivisible	Indivisible Road Transportable Building (Switch Room) section

*continued on next page...*

## Authorised Routes

### Turn by turn description

1334986r1v1 - Single Route

"Access granted for the following route including up to 7 tonnes on the steer on NSW roads only"

Start: Lai Switchboards, Days Road, Ferryden Park SA  
 Days Road, [Ferryden Park - Regency Park]  
 Regency Road, Regency Park  
 South Road, Regency Park  
 North South Motorway, [Regency Park - Wingfield]  
 Northern Connector, [Wingfield - Waterloo Corner]  
 Northern Expressway, [Waterloo Corner - Ward Belt]  
 Sturt Highway, [Ward Belt - Kingston On Murray]  
 Kingston Road, [Kingston On Murray - Loxton]  
 Karoonda Highway, [Loxton - Bookpurnong]  
 Stanitzki Road, [Bookpurnong - Pike River]  
 Sturt Highway, [Pike River - Hay South]  
 Cobb Highway, [Hay South - Hay]  
 Murray Street, Hay  
 Mid Western Highway, [Hay - West Wyalong]  
 Showground Road, West Wyalong  
 Compton Road, [West Wyalong - Wyalong]  
 Newell Highway, [Wyalong - Dubbo]  
 Erskine Street, Dubbo  
 Cobbora Road, Dubbo  
 Dunedoo Road, [Dubbo - Ballimore]  
 Golden Highway, [Ballimore - Merriwa]  
 Ringwood Road, Merriwa  
 Wollara Road, Merriwa  
 End: Goulburn River Solar Farm, Wollara Road, Merriwa NSW

## Road conditions

### CITY OF PORT ADELAIDE ENFIELD

- (1) Da PAE - Report of damage - In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with The City of Port Adelaide Enfield traffic team via (08) 8405 6600.

A written statement of the damage must be recorded and provided in writing to the road manager via e-mail to [Service@cityofpae.sa.gov.au](mailto:Service@cityofpae.sa.gov.au) prior to repairs of the damaged infrastructure or asset.

the damaged asset must be repaired/replaced at the Applicant's expense with all work completed to Council's satisfaction as a matter of urgency.

- (2) P2E1 - A minimum of two Pilot vehicles plus one Escort vehicle are required.

### Department for Infrastructure and Transport (DIT)

- (1) BR05 - The heavy vehicle when travelling on GAWLER BYP/STURT must reduce speed to 10 KPH over structure at RAILWAY (GENESEE & WYOMING), AT WILLASTON, Longitude:138.73082, Latitude:-34.59207.
- (2) BR05 - The heavy vehicle when travelling on STURT HWY must reduce speed to 10 KPH over structure at 1.27 KM NORTH OF RN4381, MALLALA - GAWLER, Longitude:138.74640, Latitude:-34.57171.
- (3) BR05 - The heavy vehicle when travelling on STURT HWY must reduce speed to 5 KPH over structure at KAPUNDA - GREENOCK (RN4366), 0.32KM NORTH-EAST OF RN43611, SEPPELTSFIELD CONNECTOR,

Longitude:138.91802, Latitude:-34.46772.

(4) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and no Escort vehicle(s) are required.

(5) PE03 - For night-time travel

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

(6) PE05 - In addition to the standard number of Pilot and Escorts indicated or expressed within this exemption, a minimum of no additional Pilot vehicle(s) and one additional Escort vehicle(s) are required between The Start (Adelaide metro) and the Penfield Interchange on the Northern Expressway (DAYLIGHT HOURS).

(7) PE06 - Police Escort - In South Australia, where an escort is required, it means a police escort. Time and days of travel will be at the discretion of the SA Police Escort Section. To arrange Police Escorts please phone Police Escort Section on phone 08 8207 6035. If unable to obtain police on the above number please phone SA Police on Phone No 131 444

(8) PE17 - Pilot and Escort Operating Conditions

The pilot vehicle/s driver/s must operate in accordance with, and carry a copy of the booklet titled Escorting Guidelines for Oversize and Overmass Vehicles and Loads, published By DPTI and must be produced when requested by a HVNL Authorised Officer under the Heavy Vehicle National Law (South Australia), or a Police Officer.

(9) PE24 - Laden Width - When the class 1 heavy vehicle and/or load exceeds 4m in width, operator must have SA Police in attendance to preserve safety and direct traffic whilst travelling over the following structure(s) -

1) Swanport Bridge - Murray Bridge Police 2) Berri Bridge - Berri Police 3) Blanchetown Bridge - Blanchetown Police 4) Kingston Bridge - Barmera Police 5) Port Augusta Rail Bridge (2.5km southeast of Joy Baluch Am Bridge, Port Augusta) – Port Augusta Police

To arrange Police Escort at the above site(s) please phone 131444

Prior arrangement is required in order to avoid delays.

(10) TP01 - It is requirement to contact SA Power Networks (SAPN) if your load exceeds 4.6m high. If a written over height clearance is issued by SAPN, it must be carried at all times and all conditions stated in that clearance must be adhered to.

Note - if a SAPN escort is required then transport is restricted to a specific date and time and two SA police escorts and two pilot vehicles are required to accompany the vehicle/load at all times.

Note - if a SAPN observer is required to accompany the vehicle/load and travelling in the Adelaide metropolitan area on the '4.0 wide load carrying vehicle' published heavy vehicle network on the National Network Map, then a minimum of one pilot vehicle is required to accompany the vehicle/load at all times to preserve safety and minimise risks.

**Department of Transport and Planning**

(1) BR01 - 1. STURT HWY over MURRAY RIVER FLOODPLAIN @ 0.13km (SN7191) [VSD 3D4] - Straddle centreline of bridge

(2) COT09 - Laden Height

When laden combination height exceeds 4.8m the item must be carried on a trailer where the laden deck height does not exceed 1.2m.

(3) COT13 -

For Portable Building and House Movements the following conditions apply -

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

- (b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.
- (c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.
- (d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.
- (e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.
- (f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(4) G003 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(5) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

- (1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4
- (2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.
- (3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;
  - (a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or
  - (b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree (relevant property).
- (4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(6) PE01 - A minimum of two Certified Pilot vehicle(s) and no Escort vehicle(s) are required.

(7) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(8) RNOT01 - The heavy vehicle is approved for a specific number of trips along the nominated route. Approved number of trip/s 4.

(9) RNRT01 -

The heavy vehicle combination is not permitted for return trip 1334986r1v1

(10) VR01 -

Steerable Axles - class 1 heavy vehicle

(1) This section applies to the heavy vehicle that is an oversize vehicle combination consisting of a prime mover and trailer that is in excess of 30.0m in length.

(2) The heavy vehicle trailing unit must be fitted with a steerable axle or steerable axle group.

(11) VR04 -

Non-conductive skid rails in accordance with electricity authority requirements must be attached on to the top of the load, in the direction of front to rear for the entire length of the load when the vehicle height exceeds:

(a) 4.8m under tram wires, and

(b) 5.0m under railway wires, electricity authority and telecommunication wires.

(12) VRPE01 - In Victoria a Certified Pilot Vehicle Driver (CPVD) is a Level 2 pilot that has obtained and holds the appropriate level of training through a Registered Training Organisation (RTO) and has a full and valid drivers licence.

(13) VRTP07 - Permission must be obtained and carried from the Department of Transport and Planning (DTP) before traversing any railway or tramway track where the heavy vehicle overall combination dimensions exceed the following:

Railway Track - Width over 5.0m, height over 4.9m and length over 26.0m.

Tramway Track - Width over 3.0m, height over 4.3m and length over 26.0m.

Refer to <https://www.vic.gov.au/over-dimensional-load-permits> to apply for an Over Dimensional Load Permit.

Permit applications must be submitted at least Fifteen business days before the intended crossing date unless discussed with the department. This is to ensure that the route, intended travel date and time is suitable for the transport task. For further information email: [odlpermit@transport.vic.gov.au](mailto:odlpermit@transport.vic.gov.au).

## Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -



- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

**Transport for New South Wales (TfNSW)**

(1) COT13 -

For Portable Building and House Movements the following conditions apply -

- (a) The building and or any underframe shall be positively located on the vehicle frame and secured in accordance with the guidelines detailed in the 'Load Restraint Guide' Published by the Australian Government Publishing Services.
- (b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.
- (c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.
- (d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.
- (e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.
- (f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(2) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals> This requirement is in addition to any condition/s listed on the National Network Map

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

- (4) RMSC001 - The permitted heavy vehicle combination must comply with the conditions of access located within "Schedule 2 New South Wales" forming part of the "National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)).
- (5) RMSC002 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator's Guide" document (available at [www.nhvr.gov.au](http://www.nhvr.gov.au)), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)).
- (6) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.
- (7) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

#### Upper Hunter Shire Council

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

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with the Infrastructure Services Department of Upper Hunter Shire Council via 0265 401 100 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

## Travel conditions

### CITY OF PORT ADELAIDE ENFIELD

- (1) Peak CFW - No access to any roads on the route belonging to the City of Port Adelaide Enfield between the hours of 7.00am to 9.00am and 4.00pm to 6.00pm, Monday to Friday inclusive.

### Department for Infrastructure and Transport (DIT)

- (1) DPTIRC01 - The Department of Infrastructure and Transport (DIT) provides road and traffic information to all road users. On the Traffic SA website at [www.traffic.sa.gov.au](http://www.traffic.sa.gov.au) you will find information about planned roadworks, road closures and traffic alerts. The website also contains information about roads and traffic during incidents and emergencies that may impact road users.

Prior to travelling, please check the Traffic SA website for the latest update information to ensure the vehicle combination listed in this permit can travel and is safe to do so. There may be road works that will inhibit travel.

Note: If travelling on outback roads please also check [www.dpti.sa.gov.au/OutbackRoads](http://www.dpti.sa.gov.au/OutbackRoads) for additional traffic information.

- (2) DPTIRT01 - Travel Restrictions Adelaide Metropolitan Area -

No access between the hours of 0700-0900 and 1600-1800, Monday to Friday inclusive

The 'Adelaide Metropolitan Area' map can be viewed at the following link <https://www.sa.gov.au/topics/driving-and-transport/heavy-vehicles/operating-a-heavy-vehicle/approved-areas-and-routes-maps>

- (3) RI16 - On the nominated route the driver must observe all overhead obstructions. Even though the stated overall height has been approved on the permit route, there is roadside furniture such as cantilever gantries, road signage, VMS boards etc that overhang onto the road space that may exceed the maximum clearance permitted on the permit. Caution must be taken to manoeuvre around these structures as the overall height may exceed the maximum clearance permitted on the lane/s under these structures. For further information please contact the Road Access Unit on 1300 310 505.

(4) RT03 -

Time of travel - Daytime & Nighttime

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

**Department of Transport and Planning**

- (1) VRR01 - A heavy vehicle combination with an overall height exceeding 4.6m must not travel during night hours outside the Melbourne and Geelong urban areas. This restriction is defined on the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the VICTORIAN OSOM Network Map [https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL\\_MAP](https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP)

- OD Route Network Map <https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4>

In this section night hours means between the hours of sunset to sunrise.

- (2) VRR04 - A heavy vehicle combination must not travel on a major road, the Calder Highway, the Hume Highway, the Northern Highway, or a freeway outside the Melbourne and Geelong Urban areas during the Christmas holiday period.

In this section the "Christmas holiday period" means from the 23rd of December to the 3rd of January inclusive.

In this section the Melbourne and Geelong Urban areas are defined on the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the OSOM Network Map

[https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL\\_MAP](https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP)

- OD Route Network Map

<https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4>

- (3) VRR08 - A heavy vehicle combination may travel within Melbourne and Geelong Urban areas during the following time period;

Monday to Saturday inclusive - Permitted from 1:00 am to 5:00 am

Sunday - Permitted from 1:00 am to 5:00 am

Public holiday - Permitted from 1:00 am to 5:00 am

A heavy vehicle combination may travel on a Major Road during the following time period;

Any day - Permitted from Sunrise to Sunset.

Note: This does not include travel from 4:00 pm to Sunset on a public holiday, or the day before or the last day of the holiday period.

A heavy vehicle combination may travel within a Rural Area during the following time period;

Any day - Permitted during daylight hours only.

In this section a "Major Road" includes the Bass Highway, Calder Highway and Freeway between Diggers Rest and Bendigo, Goulburn Valley Highway, Great Alpine Road, Maroondah Highway outside the Melbourne Urban Area, Maroondah Link Highway, McIvor Highway, Midland Highway (between the Calder Highway and Mansfield), Midland Highway (between Gheringhap and Sebastopol), Midland Link Highway, Northern Highway (between Wallan and Heathcote), Princes Highway (between Traralgon and New South Wales border), Princes Highway (between Waurin Ponds and South Australian border), South Gippsland Highway and Freeway (outside the Melbourne Urban Area), Western Highway (between Burrumbeet to South Australia border), Melba Highway and the Warburton Highway.

In this section "holiday period" means a period of three or more consecutive days consisting of a State-wide school holiday, a public holiday, or a Saturday, or a Sunday. Further clarification on a "holiday period" can be obtained via the following links

#### Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice

<https://www.nhvr.gov.au/files/c2016g00970-multi-state-class-1-load-carrying-vehicles-dimension-exemption-notice-2016-no1.pdf>

#### Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Amendment Notice

<https://www.nhvr.gov.au/files/c2017g01306-multi-state-class-1-load-carrying-vehicles-dimension-exemption-amendment-notice-2017-no1.pdf>

In this section "daylight hours" means between the hours of sunrise to sunset

- (4) VRTR01 - The heavy vehicle operator must access the VicRoads VicTraffic (<https://traffic.transport.vic.gov.au/>) and Victoria's Big Build websites (<https://bigbuild.vic.gov.au/disruptions>) prior to commencing travel to ensure there are no road closures or travel conditions that affect clear passage for the transport task. In the event that such conditions and unforeseen closure arise, travel is suspended until confirmation can be made of clear passage or an approved alternative provided.

#### Transport for New South Wales (TfNSW)

- (1) ARTC01 - Operators are required to carry an up-to-date Australian Rail Track Corporation Ltd (ARTC) rail clearance prior to travel over any Australian Rail Track Corporation (ARTC) managed infrastructure and comply with all conditions stated in that clearance. A copy of this approval must be carried with this permit.

All conditions imposed by ARTC must be adhered to.

ARTC contact details can be found on the NHVR Third Party website: <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals>.

- (2) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

#### Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

- (3) RT16 - The heavy vehicle is not permitted to travel on George Chaffey Bridge on Sturt Highway over the Murray River Monday to Friday between 8.00am to 10.00am and 3.00pm to 6.00pm.

## Vehicle conditions

#### Regulator

- (1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.
- (2) LEHRAM - A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

- **New South Wales Class 1 Load Carrying Combination (Hunter Region)**  
Mass and Dimension Exemption Notice - Section 10 (1) a) or b)

- (3) LEMSAM -

A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

**(1) Multi-State Class 1 Load Carrying Vehicle Mass Exemption Notice 2023 - NSW Schedule 1 -  
Section 5 (1) a) or b)**

**(4) LEOL - Other Laws and Legislation**

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

*continued on next page...*

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

## Declaration

Signed:



NHVR Delegate

Dated: 22-Nov-2025

Associated documents

N/A

### Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NHVR.

*Apart from the purposes required or permitted under Heavy Vehicle National Law and for private study, research, criticism or review purposes as permitted under Australian copyright legislation, no part of this permit may be reproduced, modified, stored in a retrieval system, transmitted, broadcasted, published or reused for any commercial purposes whatsoever without the written permission of the NHVR first being obtained.*

END OF DOCUMENT



**HARRISONS BUILDING SERVICES PTY LTD**

9 Martin Street, Ryde, NSW 2112

Mobile: 0414 432 805 Ph/fax: 02 9807 1187

Email: [info@harrisonsbuildingservices.com.au](mailto:info@harrisonsbuildingservices.com.au)

Licence: 251937C ABN: 90 158404132

To Whom It May Concern;

Dean Harrison from Harrisons Building Services, hereby states that the building subject to this movement is structurally sound and is fit for transport by road from the starting point to the intended destination on a purpose built hydraulic house trailer.

The building structure has been additionally modified in the way of extra supporting walls, and bracing the windows have been taped or removed and openings covered.

Yours sincerely

A handwritten signature in black ink, appearing to be "Dean Harrison", written over a horizontal line.

Dean Harrison



Our Reference: HLHBT-169809481



Date 01/05/2025

To: McDONALD Contracting Pty Ltd  
Attention: Mr. STEPHEN JONES  
42A Torkington Rd,  
Londonderry  
NSW 2753

erial Asset Co-ordination Team

High Loads  
P.O Box 408  
Launceston TAS 7250  
Fax 07 3013 2607  
Email:  
High.Loads.Telstra@team.telstra.com

Dear Mr. JONES,

**Letter outlining process to move a vehicle and/or load of excess weight and/or dimensions.**

You have contacted Telstra in relation to McDONALD Contracting Pty Ltd moving vehicle/s and/or load/s of excess weight and/or dimensions within the boundaries of Australia (all states and territories including Tasmania) during the next twelve months.

**Contact with overhead lines/cable may occur or is possible**

Telstra Corporation Limited grants approval for McDONALD Contracting Pty Ltd to move vehicle/s and/or load/s of excess weight and/or dimensions state boundaries of Australia (all states and territories including Tasmania) until 01/05/2026 ('Indivisible Load Transport') providing the following conditions are met -

- your vehicle/load not coming into contact with Telstra overhead lines/cable;  
due care being exercised which includes McDONALD Contracting Pty Ltd undertaking a prior inspection of the actual route to ensure that there be no direct contact between Telstra plant (either overhead or on the ground) and the vehicle and/or its load;  
McDONALD Contracting Pty Ltd accepts full liability and indemnifies Telstra against loss suffered by Telstra, including customer claims caused by any service disruption, arising from the Indivisible Load Transport; and
- Telstra Corporation Limited may revoke this approval at any time if the conditions above are not adhered to.

This letter is countersigned in acknowledgment of the above terms and returned to Telstra at the above address.

---

The information contained in this message is confidential. It is only intended for the recipient named above. If you are not the intended recipient any use, disclosure, or copying of this message is unauthorised and prohibited. If you have received this message in error, please notify the sender so that arrangements can be made for its retrieval or destruction.

---

Telstra Corporation Ltd ABN: 33 051 775 556

---



Contact with overhead lines/cable will/is likely to occur.

If you think that contact is likely to occur you must contact the Telstra Aerial Team on

Telephone: 1800 047 909

Fax: 07 3013 2607

Email: High.Loads.Telstra@team.telstra.com

Telstra will discuss the options available with you. Any work required for protection of Telstra network can only be carried out by Telstra's approved Industry Specialists and the works will be at no cost to Telstra.

This letter does not need to be returned in this instance.

Thank you for your co-operation.

Yours sincerely



Aerial Asset Co-Ordination

.....  
**Signed for and on behalf of McDONALD Contracting Pty Ltd**

### **For your information -**

Telstra endeavours to install its plant to standard minimum heights as follows:

- Along (beside) country roads -2.4m
- Elsewhere along any road or across open country - 3.7m
- Crossing any road -4.9m

The information contained in this message is confidential. It is only intended for recipient named above. If you are not the intended recipient any use, disclosure, or copying of this message is unauthorised and prohibited. If you have received this message in error, please notify the sender so that arrangements can be made for its retrieval or destruction.

Telstra Corporation Ltd ABN: 33 051 775 556

## Attachment B – Swept Paths

### 33.5m Right in onto Ringwood Road

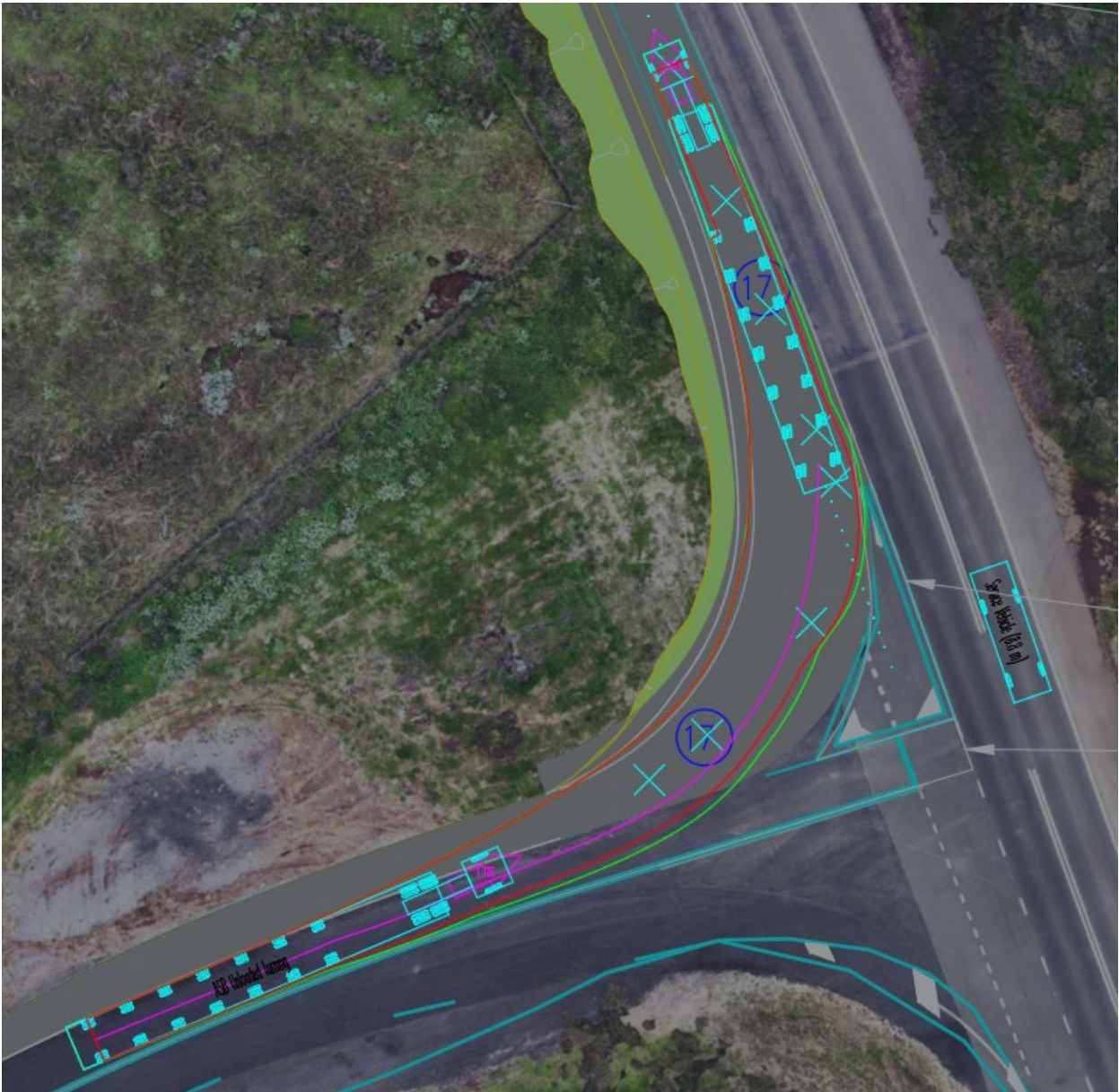
The OSOM vehicle will enter Ringwood Road from the Golden Highway by making a standard right turn, similar to any other vehicle. Pilot vehicles will manage eastbound traffic to prevent overtaking during the manoeuvre, ensuring the turning path is kept clear. However, there is no intention to stop westbound traffic for this movement. The pilots will already be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.





### 33.5m Left Out onto Golden Highway

The left turn out will follow the method demonstrated in the trial run, which confirmed the manoeuvre can be completed without crossing into opposing lanes when using the reduced trailer length configuration. By combining the shorter trailer length with the vehicle's multi-steering capability, the entire movement can be contained within the designated lanes. The prime mover will track closer to the inside radius of the curve, while the trailer steering will be used to angle the trailer away from the guardrail, maintaining safe clearance at all times.



## Attachment C – Stakeholder Consultation: Keeping You Informed slip

# Keeping You Informed

December 2025

## Over-sized Vehicle Deliveries to Goulburn River Solar Farm

A large building is scheduled to be delivered on an over-sized truck to the project site on Wednesday 17 December (note that this date might change). This building will house large switchyard controls and signals a key milestone in the delivery of the project's ability to connect to the grid.

The building is coming from Adelaide and will be escorted by pilot vehicles along the Golden Highway and Ringwood and Wollara Roads. The load is **4.35m wide and 33.5m long**. The exact delivery timing will depend on travel progress and may even arrive during the night to minimise disruption on traffic. Over-sized vehicle movements will avoid peak times in the morning and afternoon, including school bus times.

Two additional over-sized deliveries are scheduled for December 2025 and January 2026. These trucks are about 26m in length and will bring substation components to site.

**Please note port release times and traffic may cause delays to delivery. If you need to know the specific dates that these deliveries are occurring, please contact us on 1300 429 152 or via email: [goulburnriversolar@dtinfrastructure.com.au](mailto:goulburnriversolar@dtinfrastructure.com.au)**

To receive future notifications electronically, please email us or register via the QR code.

