RE Future

Mumblin Wind Farm

Application for Planning Permit

Appendix H – Preliminary Transport Assessment

October 2025

Version History

Version	Author	Reviewer	Date Issued	Description
1	NL	SS	27/04/2021	Revision 1
2	NL	SS	28/04/2021	Revision 2
3	CS	SS	09/09/2021	Update to Swept Path Assessment
4	CS	SS	1/02/2022	Update to WTG numbers
5	CS	SS	21/07/2022	Revision 5
6	AM	SS	26/10/2024	Update to Swept Path Assessment
7	AM	SS	19/02/2025	Update to Swept Path Assessment

REF Developments Pty Ltd
PO Box 739
Geelong VIC 3220

Table of Contents

1 Introduction

Under the provisions of the Corangamite Planning Scheme wind farm planning permit applications must consider the proximity of the project site to adequate transport infrastructure and provide a concept plan of access road options. Further, as large infrastructure projects located in rural areas wind farms have the potential to have a significant impact on local roads and traffic movements. Following the requirements of the Corangamite Planning Scheme, this report begins by identifying the proposed access route to the site, after which it outlines predicted traffic movements and vehicle types, and then considers the capacity of roads along the delivery route to accommodate said traffic movements. The report concludes by considering preliminary conditions for a traffic management plan, should a permit be granted for the proposal. Swept path assessments carried out using proprietary software can be found at the rear of the document.

2 Over Size Over Mass Access Route

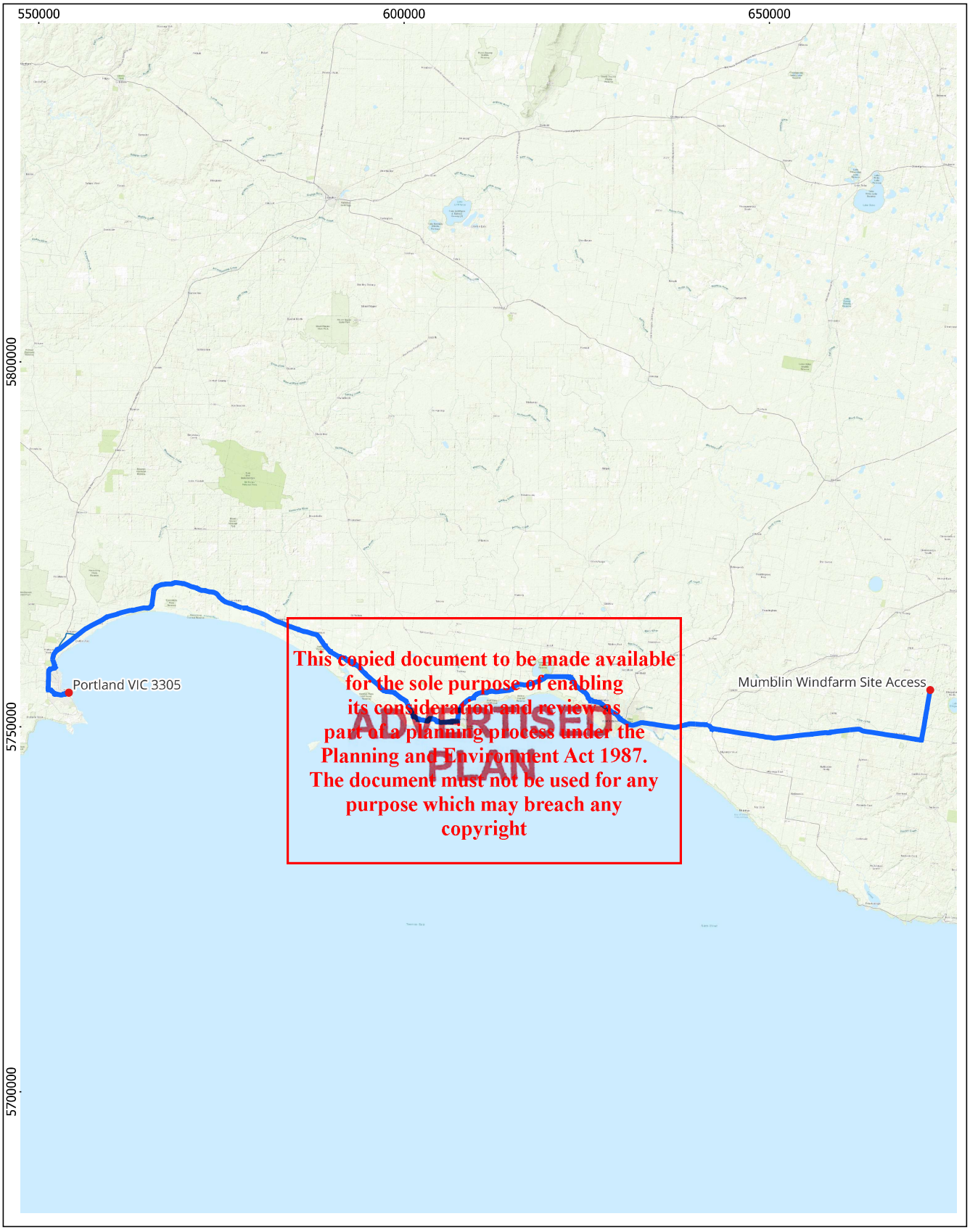
The site entrances for the project are located on Curdies – Leichfield Rd and Cobden – South Ecklin Rd, in Elingamite North Victoria. For additional information on the proposed site entrances please refer to project description and site plans contained in Volume 1.

Portland is currently the preferred port of entry for turbines and other major imported componentry. On this basis, an over-dimensional (OD) haulage route has been identified between the Port of Portland and the windfarm site. This route is based on the largest anticipated turbine component, namely the truck delivering the 86 m strong turbine blade, and with a view to leveraging off existing VicRoads transport infrastructure and minimising use of local roads. Beginning at the Port of Portland, this route is as follows:

- Henty Hwy toward Heywood;
- Right turn onto Princes Highway;
- Continue on Princes Hwy through Port Fairy and Warrnambool;
- Right turn onto Great Ocean Rd;
- Left turn onto Cobden – Warrnambool Rd;
- Left turn onto Curdies – Leichfield Rd;
- Right turn onto Cobden – South Ecklin Rd; and
- Continue onto site entrances.

The Henty Hwy, Princes Hwy and section of the Great Ocean Rd proposed to be used are all OSOM approved VicRoads roads with no height restrictions that will impact the proposal. The remainder of delivery route consists of local roads managed by Glenelg Shire Council, Moyne Shire Council and Corangamite Shire Council. Cobden – Warrnambool Rd is jointly managed by the Moyne Shire Council and the Corangamite Shire Council, while Cobden – South Ecklin Rd and Curdies – Leichfield Rd are managed solely by the Corangamite Shire Council. With the exception of Curdies – Leichfield Rd these local roads are all B-Double approved sealed rural access roads, while Curdies – Leichfield Rd already accommodates B-Double traffic movements associated with the local agricultural industry and is therefore considered suitable for the transport of wind farm components.

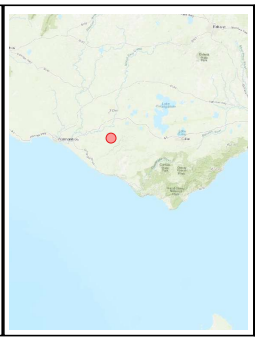
Figure 1: OSOM Delivery Route



RE Future

Legend

- Initial/Final Locations
- Transport Route



Mumblin Wind Farm

Transport Route

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Approved: SS	Figure: 1

0 10 20 km

3 Traffic Movements

Construction of the wind farm will require a large array of construction materials. As the project is located between two regional towns, namely Warrnambool and Cobden, it is anticipated that the majority of construction materials—including crushed rock and concrete—will be sourced from the surrounding region and will therefore be delivered to the site via Curdies – Leichfield Rd and Cobden – South Ecklin Rd. However, sometimes it will be necessary to have construction materials transported from further afield. Sourcing materials from close to the wind farm has many obvious advantages, including reducing transport costs, minimising potential delays, and reducing impacts to local roads and traffic movements. Thus, though it is impossible to know in advance of finalising construction contracts exactly where materials will be sourced from, all reasonable attempts will be made to source construction materials from the closest source to the project.

3.1 Overall Movements

During construction the project will generate approximately 5000 vehicle movements, with a peak of approximately 250 daily movements, or 35 vehicles per hour. According to the data sourced from VicRoads the one-way Annual Average Daily Traffic of Cobden-Warrnambool Road in the vicinity of the project is 2300 vehicles per day. Accordingly, the proposed temporary increase in flow rate along Cobden-Warrnambool will be readily absorbed during the wind farm construction process. Similarly, as a gravel rural access road of 4 m width, Curdies-Leichfeild will have a design flow rate of up to 50 vehicles per hour, or just under one vehicle per minute. Accordingly, provided that appropriate traffic management measures are implemented, it is possible for the proposed temporary increase in the flow rate along Curdies-Leichfeild to be absorbed without causing undue inconvenience or compromising road safety.

3.2 Movements Per Vehicle Type

Other than standard passenger vehicles, the two vehicle types which will comprise the largest number of traffic movements during construction of the wind farm are concrete delivery trucks and quarry trucks. It is anticipated that concrete trucks will travel from established concrete batching plants in Warrnambool or Cobden and access the site via Cobden – Terang Rd and Cobden – South Ecklin Rd. These vehicles will typically be twin steer trucks with twin rear axles, and the fully loaded weight will be spread across the four axles with approximately 20 tonnes on the two rear axles and 7 tonnes on the two front axles. It is estimated that the number of concrete trucks required to construct the proposed wind farm is approximately 675 one-way loaded trips. It is anticipated that these trips will be confined to eight separate individual days during which the foundation of each wind turbine is poured, thereby equating to a daily peak of 75 concrete deliveries on a given day, or one delivery every eight minutes.

It is anticipated that trucks transporting road base from established quarries will also access the site via Cobden – Terang Rd and Cobden – South Ecklin Rd. The typical vehicle to be used will be a truck and trailer with approximate unloaded weight of 22 tonnes and fully loaded weight of 60 tonnes spread across each of the seven axles with approximately 8 tonnes carried by each axle. It is estimated that the number of quarry trucks required to construct the proposed wind farm is approximately 1000 one way loaded trips. Unlike the concrete deliveries, these trips will be spread out over a longer period of approximately four to six months, with the busiest days requiring up to

20 deliveries in a day, or approximately one truck every 20 minutes, and the quietest days requiring zero deliveries.

Neither of the above vehicle types requires any changes to road intersections to gain access to the site. In terms of permits, these vehicles will be PBS registered, which in general removes the need for permits as they are covered under the NHVR.

Apart from the delivery of concrete and base materials, the only other deliveries that have the potential to have major impacts on traffic movements are the over-dimensional loads. These will comprise delivery of construction machinery, the control building and the various turbine components. With the exception of the turbine components the source of these deliveries cannot be known in advance of the finalisation of construction contracts, as the equipment and components in question are provided by businesses located in a number of locations and moreover some major equipment (such as the main crane) often moves from site to site. That said, it remains that all over-dimensional deliveries will most likely be delivered to the site from Adelaide, Melbourne or Portland, and will therefore access the site via the Princes Hwy, Cobden-Terang Rd and Cobden-South Ecklin Rd. Over-dimensional deliveries will be organised in consultation with VicRoads and the Corangamite Shire and will be managed by the transport and logistics company that wins the delivery contract. For more information concerning the delivery route for turbine components refer to Section 2.

Estimated traffic volumes (including over-dimensional loads) associated with the construction works are also shown below.

Table 1: Traffic Movements Associated with the Wind Farm

Load Type	Vehicle	O-D Load	Source	Return Trips
Turbine components	Various	Yes	Portland	80
Site transportables	Semi-trailer	No	Unknown	10
Electrical cable & equipment	Semi-trailer	No	Melbourne, Adelaide	50
Heavy lift crane 100T +	Heavy lift crane	Yes	Melbourne	5
Heavy lift crane 100T +, escort	4WD	No	Melbourne	5
Mobile crane 10 to 30T	Mobile crane	Yes	Unknown	40
Mobile crane 10 to 30T, escort	4WD	No	Unknown	40
Modular control buildings	Semi-trailer	Yes	Melbourne, Adelaide	10
Substation components	Various	Yes	Melbourne, Adelaide	30
Concrete Work	Concrete truck	No	Warrnambool, Terang or Cobden	800
Steel (structural, reinforcing)	Semi-trailer	No	Unknown	130
Road base, sand & metal	Tandem-tipper	No	Unknown	2000
Earth Works Machinery	Various	Yes	Unknown	65
Miscellaneous deliveries	Light truck	No	Unknown	400
Waste collection	Semi-trailer	No	Unknown	150
Construction water	Water tanker	No	Unknown	150
Miscellaneous trips	Car, 4WD, SUV	No	Unknown	1000

3.3 Delivery Times

Prior to construction, a Traffic Management Plan will be prepared in consultation with VicRoads and the Corangamite Shire Council. As part of this process, schools and school bus operators in the Corangamite Shire Council area will be contacted and requested to provide route diagrams and timetables for school buses. This information will be incorporated into the contractors' movement protocols to ensure that construction vehicles and OD loads are not present on these routes from 8.00–9.00 am and 3.00–4.00 pm. Outside of these hours, however, it is anticipated that deliveries will be made between 7:00 am and 6:00 pm, weather and season permitting.

3.4 Post-Construction Traffic Movements

Once the turbines have been erected and the cranes removed from the site, no vehicles larger than a semi-trailer will need to visit the wind farm. These final stages of the construction process during which the wind farm is commissioned can last a number of months. However, during this time there will be minimal traffic movements to and from the site, as the vast majority of the construction work will have been completed.

Operational impacts on the road network will be negligible, with a maximum of one visit per month required for maintenance activities. On these occasions, a standard passenger vehicle will visit the site over two days to carry out routine maintenance. In total, in an average year, including occasional visits to the site by various stakeholders, it is estimated that the total number of trips to the site will be 50 standard vehicles, or less than one visit per week.

4 Road Geometry

In order to accommodate the wind farm construction process road widths and intersection capacities along the wind turbine delivery route must be sufficient. In general, roads managed by VicRoads are designed to accommodate heavy traffic and over-dimensional loads, whereas not all local roads are designed to accommodate heavy traffic and over-dimensional loads. It is for this reason that in designing the delivery route for a wind farm project all efforts are made to leverage off OSOM approved VicRoads roads.

As discussed in Section 2 and Section 3, all deliveries will be made via Curdies – Leichfield Rd and Cobden – South Ecklin Rd. In the case of the turbine components, deliveries will be made via a route that follows OSOM approved VicRoads roads as far as is possible. Following this point, of the four roads used on the delivery route which are not OSOM approved, three are B-Double approved and the last, namely Curdies – Leichfield Rd, is already used for B-Double deliveries.

NHVR permits will need to be sought from the local road manager before these roads can be used for the delivery of turbine components. Given that these permits will require information concerning specific transportation configurations used by different transport contractors, it is proposed that all NHVR permits are secured by the selected transport contractor as part of the endorsed Traffic Management Plan, which will be prepared prior to the commencement of construction and to the satisfaction of any relevant road managers and DTP.

4.1 Road Widths

The primary concern behind providing sufficient road widths is that vehicles passing one another in opposite directions can safely pass one another. Along OSOM and B-Double approved roads it is assumed that there will be sufficient road width to accommodate OSOM loads.

As rural collector roads that already accommodate deliveries associated with the local agricultural industry, given that they will be accompanied by traffic management escorts it is also assumed that the trafficable road width of Curdies-Leichfeild road is sufficient to accommodate OSOM deliveries as well.

Nevertheless, it is proposed that traffic management measures be implemented during construction in order to minimise the potential for accidents to occur as a result of vehicles passing one another on the roads identified above. These measures could include restricting the number of heavy vehicles that can use these roads at any one time, improvements to road shoulders and ensuring that OSOM vehicles do not use these roads during school pick up and drop off times. These measures would be developed as part of the Traffic Management Plan, which will be prepared in accordance with standard permit conditions and in consultation with the relevant road manager.

Another reason it is important to ensure sufficient road widths is that heavy vehicles may damage the road shoulder if they are forced to leave the road and re-enter it when passing one another. It is anticipated that the measures adopted to reduce risks to traffic safety, such as the restriction of the number of OSOM vehicles on the delivery at any one time and road shoulder improvements, will minimise the potential for damage to be caused to these roads in this way. Moreover, it is anticipated that as part of the Traffic Management Plan the project proponent will commission pre and post construction condition surveys of the relevant sections of the roads identified above, with all damage attributed to the wind farm to be made good by the project to the satisfaction of the relevant road manager.

4.2 Intersections

Along the OSOM delivery route there are a number of pinch point intersections that will require temporary works in order to accommodate OSOM deliveries, namely:

- Henty Hwy onto Henty Hwy;
- Henty Highway onto Princes Highway
- Princes Hwy onto Great Ocean Rd;
- Great Ocean Rd onto Cobden – Warrnambool Rd
- Cobden Warrnambool Rd onto Curdies - Leichfield Rd; and
- Curdies – Leichfield Rd onto Cobden – South Ecklin Rd.

In determining whether an intersection has sufficient capacity to accommodate OSOM deliveries it is sufficient to consider the case of the vehicle with the largest turning circle, which is the blade delivery vehicle.

Swept path assessments of this delivery vehicle have been prepared for the above listed intersections using proprietary software. These assessments found that by using the Manual

Steering 90 Degree Articulation method, the proposed OSOM deliveries can be accommodated by existing intersections with no impact other than the temporary removal of street furniture and minor temporary graveling works. For further information about the results of these swept path assessments refer to Appendix 1.

5 Traffic Management Plan

It is proposed that, prior to construction, a Traffic Management Plan be developed in consultation with the Corangamite Shire Council and VicRoads. Among other things, the Traffic Management Plan should consider the following measures to reduce impacts on transport infrastructure and traffic movements during construction:

- Haulage routes for the balance of plant materials and machinery;
- Vehicle number restrictions on local roads;
- Vehicle time restrictions on local roads, especially during school pick up and drop off periods;
- Pre-construction and post-construction surveys of the condition of local roads used during construction; and
- Conditions pertaining to the making good of any damage done to local roads during construction.

6 Conclusion

This Preliminary Transport Assessment has been undertaken to identify the potential impact of the project on transport infrastructure and traffic movements. The key findings of this assessment were:

- Operational impacts on the road network will be negligible, with a maximum of one visit per month required for maintenance activities;
- Portland will be the preferred port for receiving turbines and other major components, with the delivery route following OSOM Approved Roads as far as practically possible, and no permanent intersection upgrades required;
- As the project is located near the regional towns Cobden and Warrnambool it is anticipated that the majority of construction materials (including crushed rock and concrete) will be sourced from the regions surrounding these towns and will therefore be delivered to the site via Curdies – Leichfield Rd and Cobden – South Ecklin Rd;
- During construction the project will generate approximately 5000 vehicle movements, with a peak of approximately 350 daily movements; and
- The development of a traffic management plan via standard permit conditions, in consultation with Corangamite Shire Council and VicRoads, will suitably manage any potential impacts to transport infrastructure and traffic movements during and after construction.

Appendix 1 – Swept Path Assessments

Mumblin Wind Farm

Swept Path Analysis - Henty Highway onto Henty Highway

Legend

- Tyre Envelope
- Vehicle Envelope
- Vehicle
- Blade Envelope
- Blade Clearance
- Tyre Path

Drawing Number	Revision
MUM SP01	B

Shire	Glenelg Shire
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Checked: VM	Date: 19-02-2025
Approved: SS	

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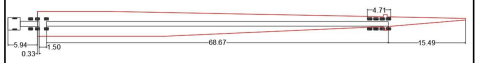

GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS
 - HENTY HIGHWAY (SPEED ZONE 80KM/H)
- NEW STREET (SPEED ZONE 60KM/H)
- LOWE STREET (SPEED ZONE 60KM/H)
3. BASE INFOMATION FROM GOOGLE EARTH AERIAL PHOTOGRAPHY DATED 2025

RE Future

Mumblin Wind Farm

Swept Path Analysis - Henty Highway onto Princes Highway

Legend

- Tyre Envelope
- Vehicle Envelope
- Vehicle
- Blade Envelope
- Blade Clearance
- Tyre Path

Drawing Number	Revision
MUM 02	B

Shire	
Glenelg Shire	

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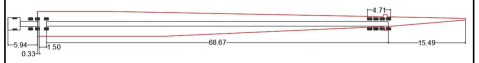

GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS
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- HENTY HIGHWAY (SPEED ZONE 100KM/H)
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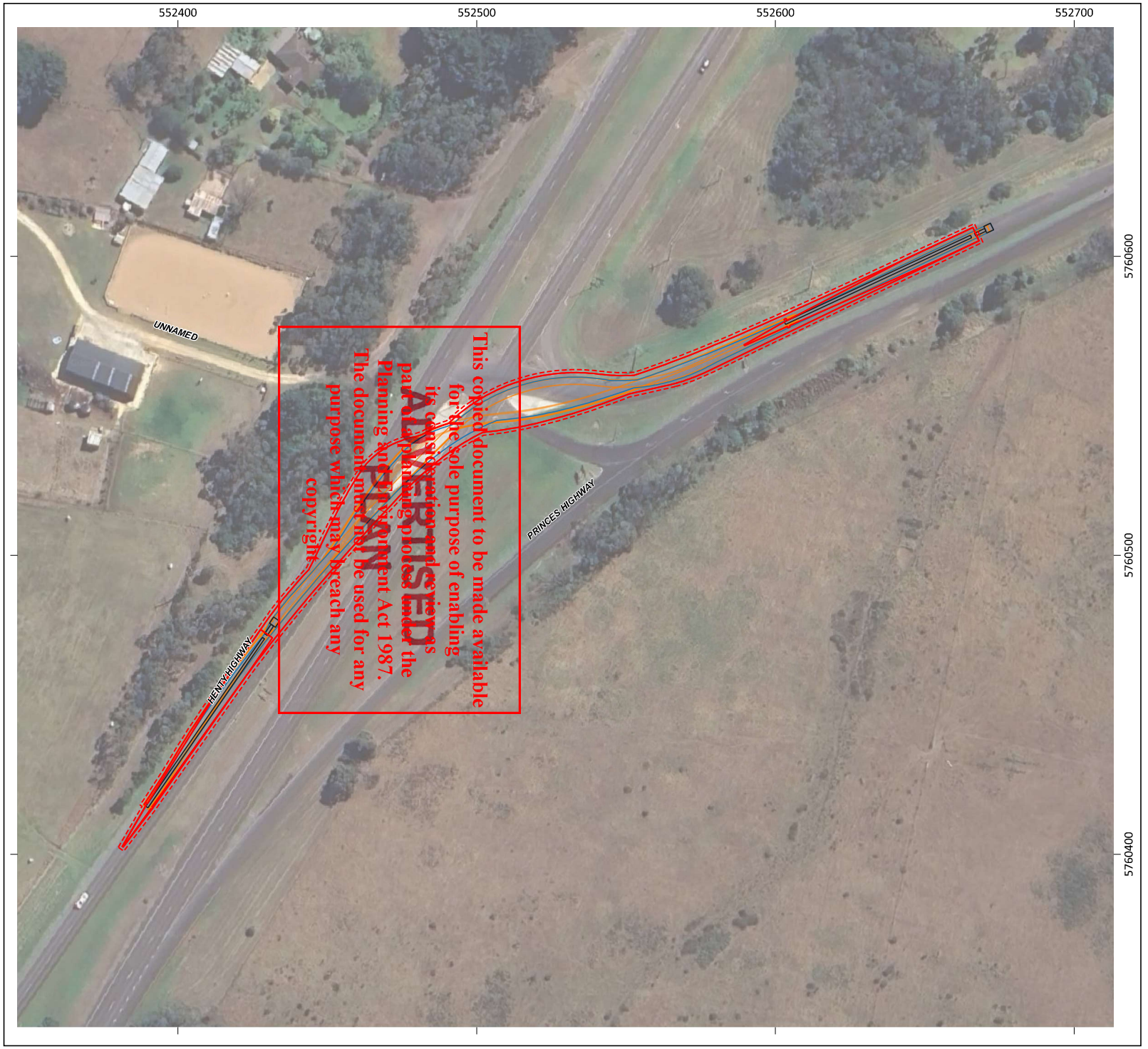
RE Future



Mumblin Wind Farm

Swept Path Analysis - Princes Highway onto Great Ocean Road

Legend

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- Vehicle
- Blade Clearance
- Blade Envelope
- Tyre Path

Drawing Number	Revision
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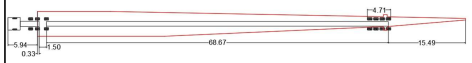

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- GREAT OCEAN ROAD (80KM/H)
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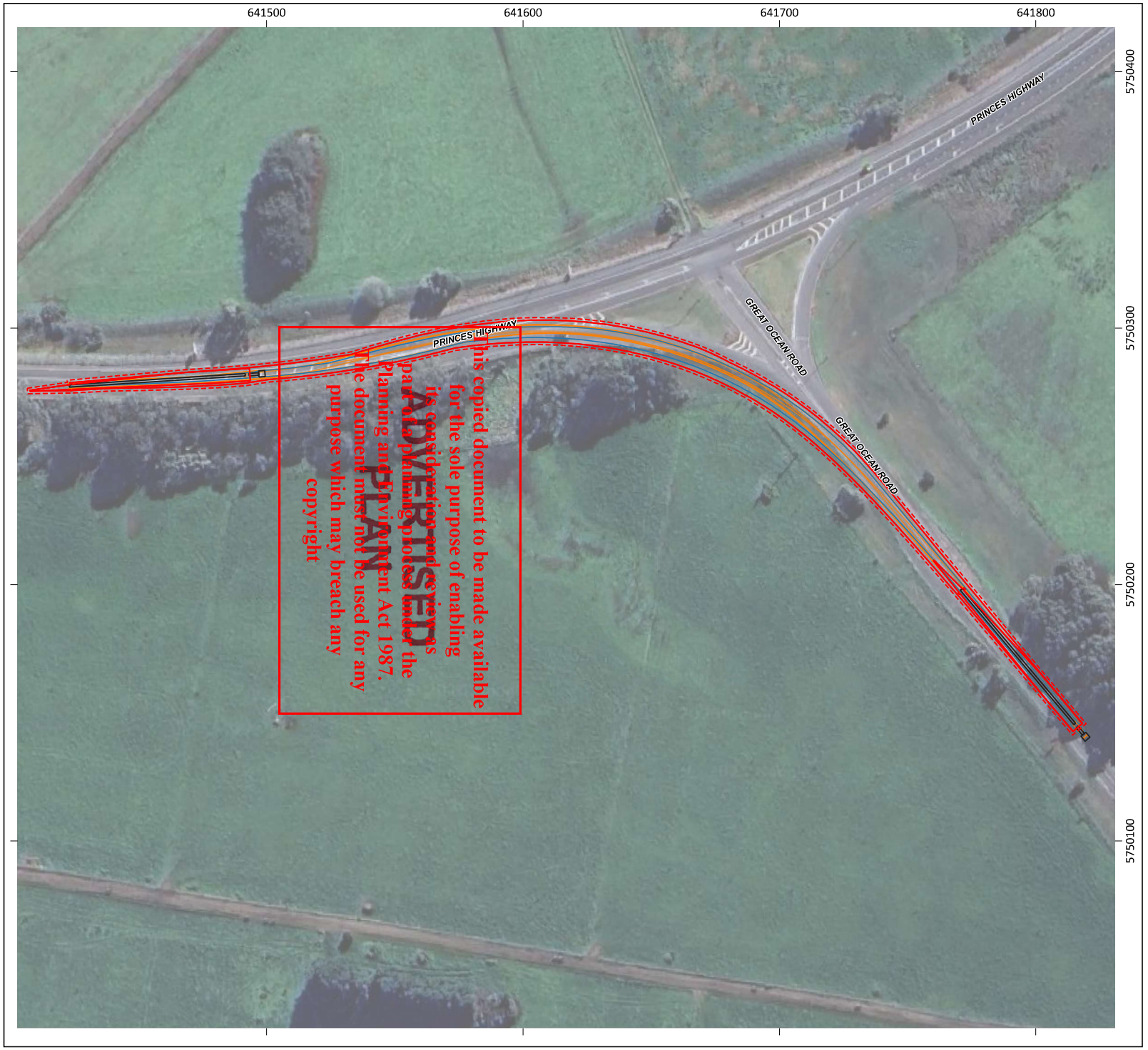
RE Future



Mumblin Wind Farm

Swept Path Analysis - Great Ocean Road onto Cobden-Warrnambool Road

Legend

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- Vehicle Envelope
- Vehicle
- Blade Clearance
- Blade Envelope
- Tyre Path

Drawing Number	Revision
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Shire: Glenelg Shire

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Checked	Date
VM	19-02-2025
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SS	

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GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
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- GREAT OCEAN ROAD (SPEED ZONE 80KM/H)
- COBDEN-WARRNAMBOOL ROAD (SPEED ZONE 100KM/H)
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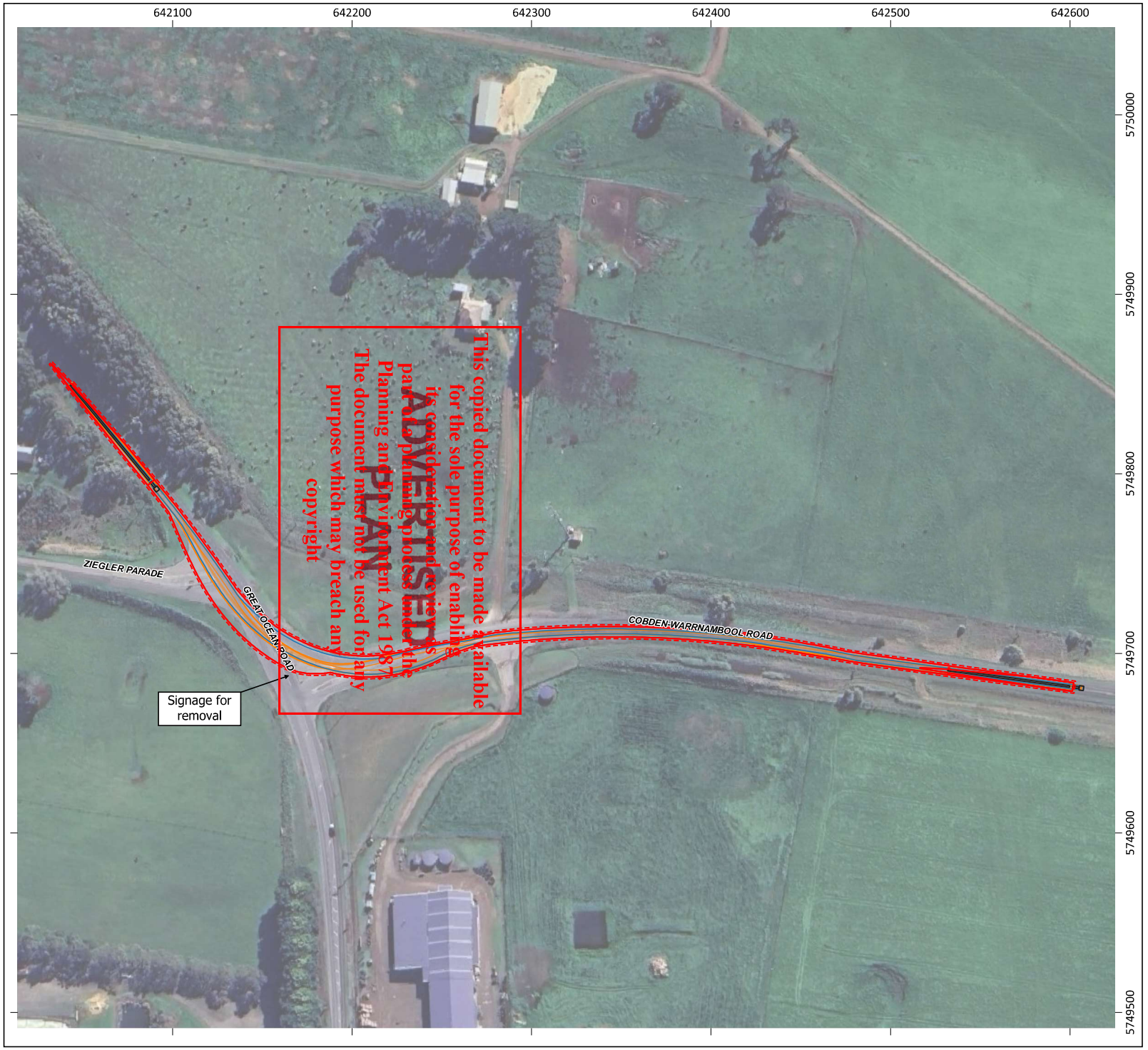
RE Future



Mumblin Wind Farm

Swept Path Analysis - Cobden-Warrnambool Road onto Curdies Leichfeild Road

Legend

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- Blade Clearance
- Blade Envelope
- Tyre Path

Drawing Number	Revision
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Shire: Glenelg Shire

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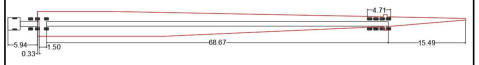

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- CURDIES-LEACHFEILD ROAD (100KM/H)
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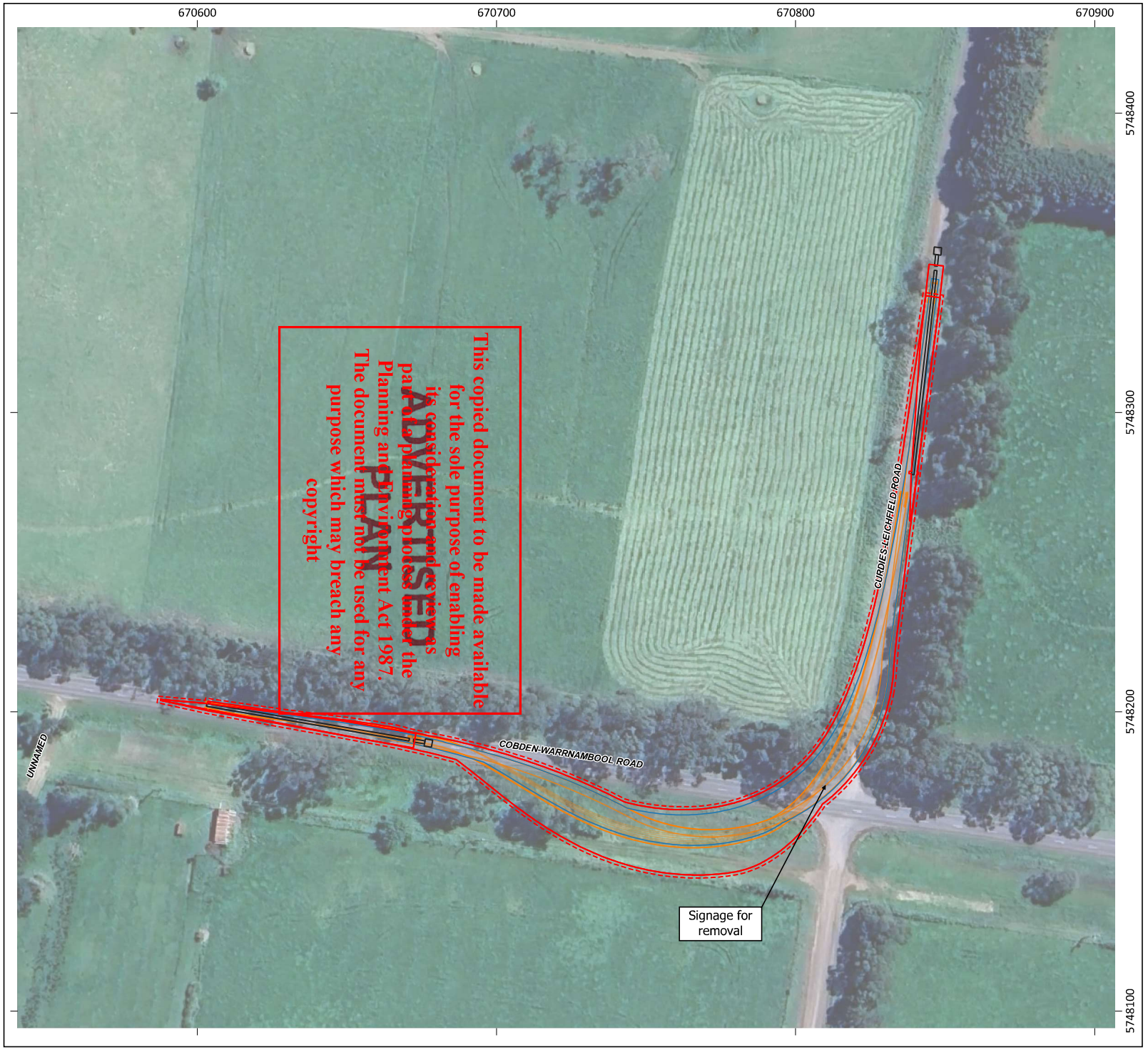
RE Future



Mumblin Wind Farm

Swept Path Analysis Curdies-Leichfeild Road onto Site Entrance 2

Legend

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- Vehicle
- Blade Clearance
- Blade Envelope
- Tyre Path

Drawing Number	Revision
MUM 07	B

Shire: Glenelg Shire

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Checked: VM	Date: 19-02-2025
Approved: SS	

0 25 50 m

GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - CURDIES-LEICHFEILD (SPEED ZONE 100KM/H)
3. BASE INFOMATION FROM GOOGLE EARTH AERIAL PHOTOGRAPHY DATED 2025

RE Future

Mumblin Wind Farm

Swept Path Analysis Curdies-Leichfeild Road onto Site Entrance 1

Legend

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Drawing Number	Revision
MUM 06	B

Shire: Glenelg Shire

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Approved: SS	

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GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - CURDIES-LEICHFEILD ROAD (SPEED ZONE 100KM/H)
3. BASE INFOMATION FROM GOOGLE EARTH AERIAL PHOTOGRAPHY DATED 2025

RE Future

Mumblin Wind Farm

Swept Path - Curdies Leichfeild Road onto Cobden South-Ecklin Road

Legend

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- Blade Clearance
- Blade Envelope
- Tyre Path

Drawing Number	Revision
MUM 08	B

Shire: Glenelg Shire

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VM	19-02-2025
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GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
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- COBDEN-SOUTH ECKLIN ROAD (SPEED ZONE 100KM/H)
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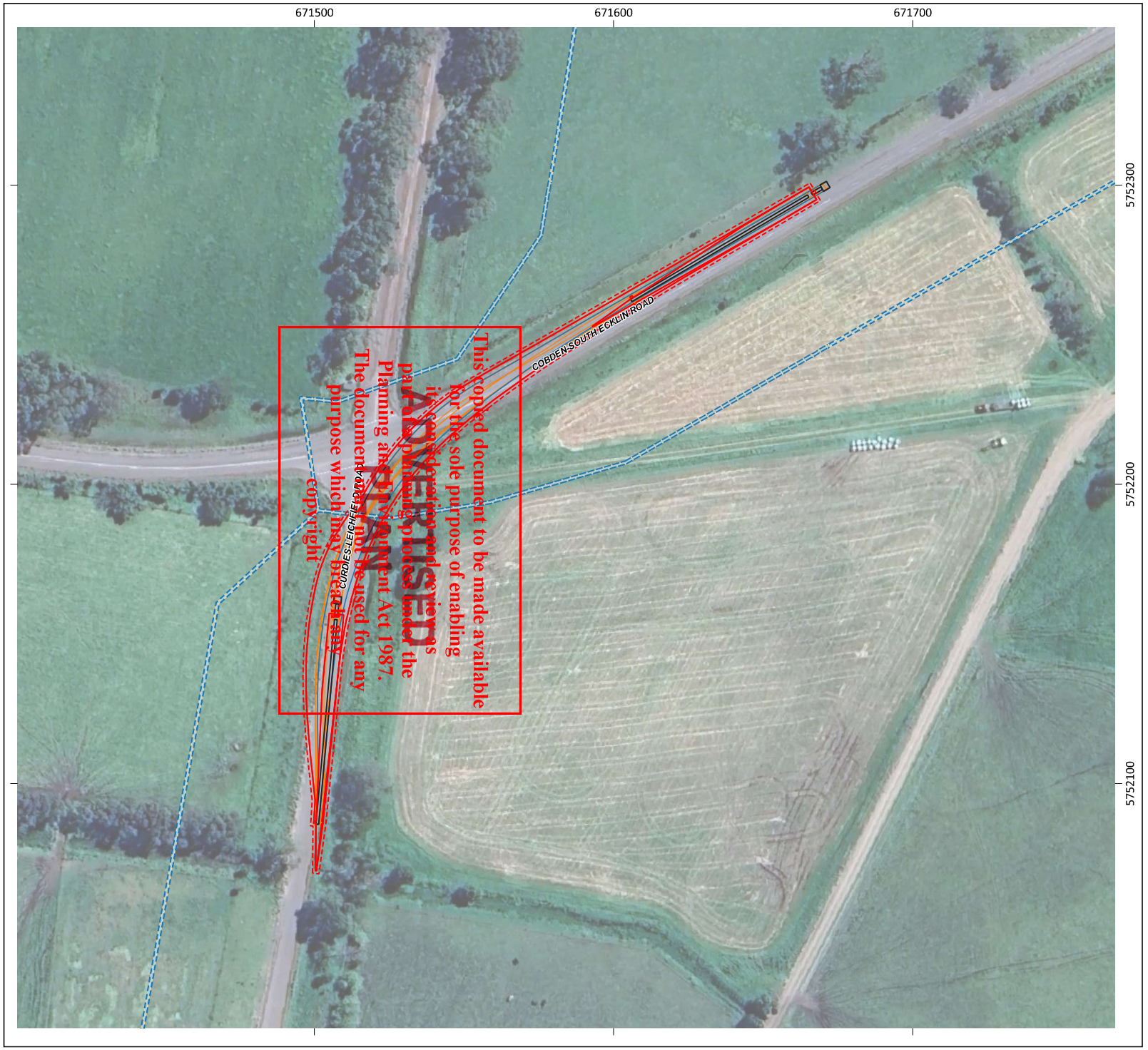

Mumblin Wind Farm

Swept Path Analysis Cobden South-Ecklin Road onto Site Entrance 3

Legend

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- Tyre Path

Drawing Number	Revision
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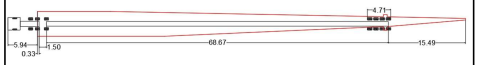

GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - COBDEN-SOUTH ECKLIN ROAD (SPEED ZONE 100KM/H)
3. BASE INFOMATION FROM GOOGLE EARTH AERIAL PHOTOGRAPHY DATED 2025

RE Future

Mumblin Wind Farm

Swept Path Analysis Curdies-Leichfeild Road onto Site Entrance 4

Legend

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- Tyre Path

Drawing Number	Revision
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Shire: Glenelg Shire

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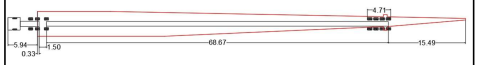

GENERAL NOTES:

1. ALL DIMENSION ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - CURDIES-LEICHFEILD ROAD (SPEED ZONE 100KM/H)
3. BASE INFOMATION FROM GOOGLE EARTH AERIAL PHOTOGRAPHY DATED 2025

RE Future

Appendix 2 – Swept Path Assessments Vehicle Model

Mumblin Wind Farm

Vestas 86m Blade Vehicle

Drawn	Scale when printed at A3
AM	Not to Scale
Checked	Date
SS	18-10-2024
Approved	
SS	

RE Future

Blade Length: 86m