Port to REZ Stage 2 Advisor New England REZ Roads Detailed Design

Tamworth Detour Supplementary Review

EnergyCo

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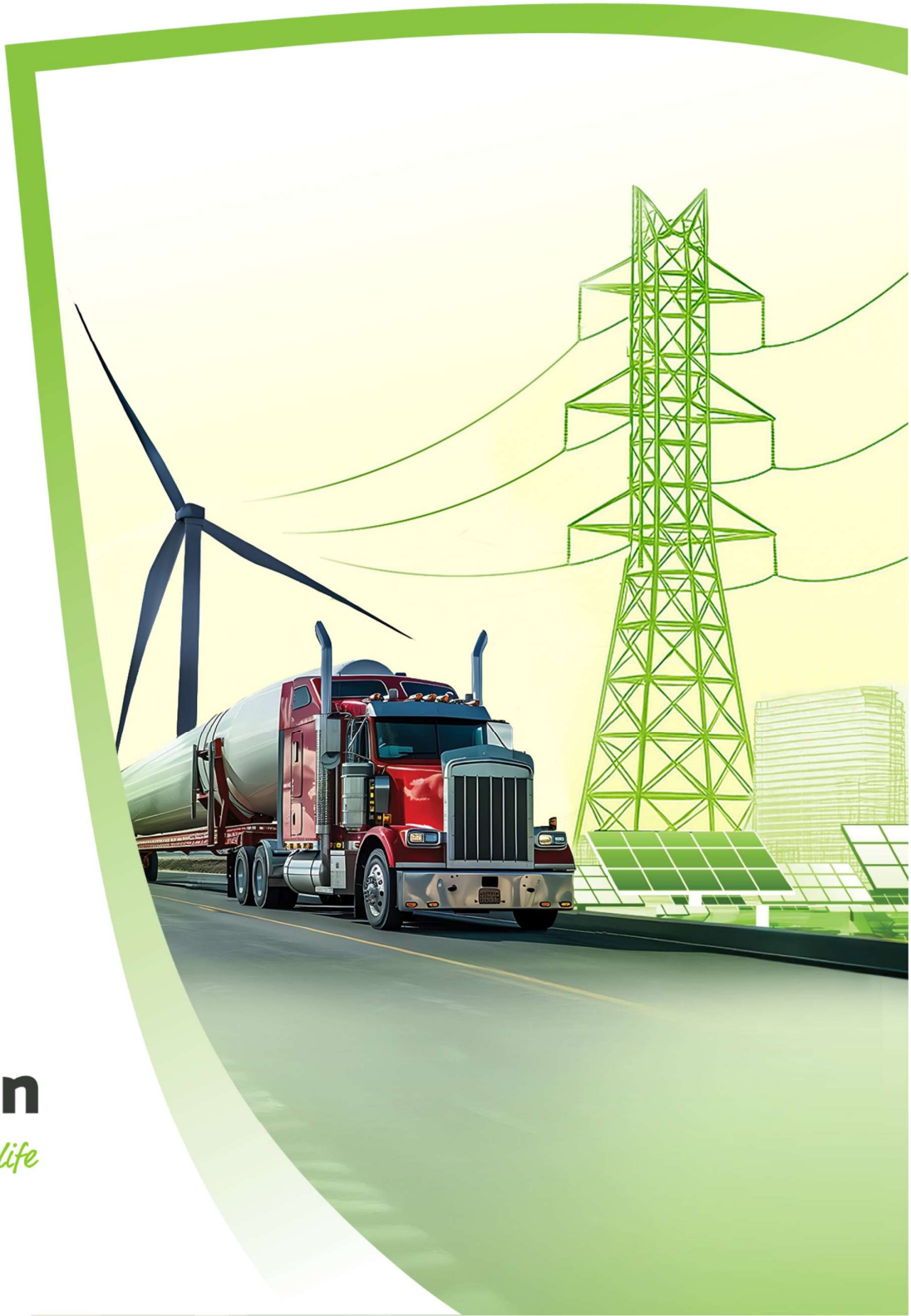

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1 Introduction

This memorandum has been prepared to capture an updated assessment of the Burgmanns Lane alternative OSOM (Over Size/Over Mass) route option, based on recent changes in infrastructure, development, and stakeholder input since the original OSOM assessment report was prepared. Community feedback from residents from Whitehouse Lane has prompted a review of viable alternative OSOM route options at this location.

This update has also been prompted by infrastructure upgrade works completed by Tamworth Regional Council (TRC) at the Burgmanns Lane crossings of Goonoo Goonoo Creek, including the replacement of existing concrete causeways with a new concrete bridge. In addition, the lodgement of a development application (DA2026-0421) for a new fuel service centre at the intersection of the New England Highway and Burgmanns Lane has further informed the review of alternative OSOM route options in this location.

The following activities have occurred to assist with this analysis including:

- A site inspection carried out on 30 April 2026 to ground truth and identify potential options for further investigation
- Desktop background research regarding TRC completed upgrade works along Burgmanns Lane crossings of Goonoo Goonoo Creek which involved upgrading of a concrete causeway located at Goonoo Goonoo Creek (approximately 1.32 km east of the New England Highway and Burgmanns Lane intersection)
- Desktop preliminary designs to support options assessment
- Further research into the proposed new development application on the corner of the New England Highway and Burgmanns Lane (DA2026-0421). The development application proposed the construction of a new fuel service centre and is awaiting additional information for approval.
- Consultation with TRC
- Consultation with Department of Primary Industries (DPI)
- Preliminary relative cost estimates for each option

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2 Options

Three options have been analysed including:

- Option A - Whitehouse Lane as the Base Case (refer to Appendix D)
- Option B1 - Upgrading Burgmanns Lane including building new road connecting to Marsden Park Road as a Collector Road
- Option B2 - Upgrading Burgmanns Lane including building new road connecting to Marsden Park Road as an OSOM only road

2.1 Whitehouse Lane (Option A) - Base Case

Base Case option includes additional hardstand and acquisition of corner of properties to facilitate the right turn movement from New England Highway onto Whitehouse Lane (refer to Figure 2-1**Error! Reference source not found.**) and left turn onto Marsden Park Road going north (refer to Figure 2-3).

The following work would be undertaken along the unsealed portions of Whitehouse Lane and Marsden Park Road within the study area, including:

- Minor rework of the existing underlying layers and open drainage channels within the road corridor as required
- Provision of sealed lane widths of 6.2 m with minimum shoulder widths of 0.4 m
- Where the existing carriageway is less than 7 m wide, widening is proposed to meet this target
- Minor adjustments to crossfall to facilitate stormwater drainage and avoid significant changes to flood behaviour; flow paths or afflux
- Extension of spray sealing to each property boundary along the sealed sections at existing access points to reduce gravel migration

Whitehouse Lane is an existing approved OSOM route as per the National Heavy Vehicle Regulator (NHVR) (refer to Figure 2-1)

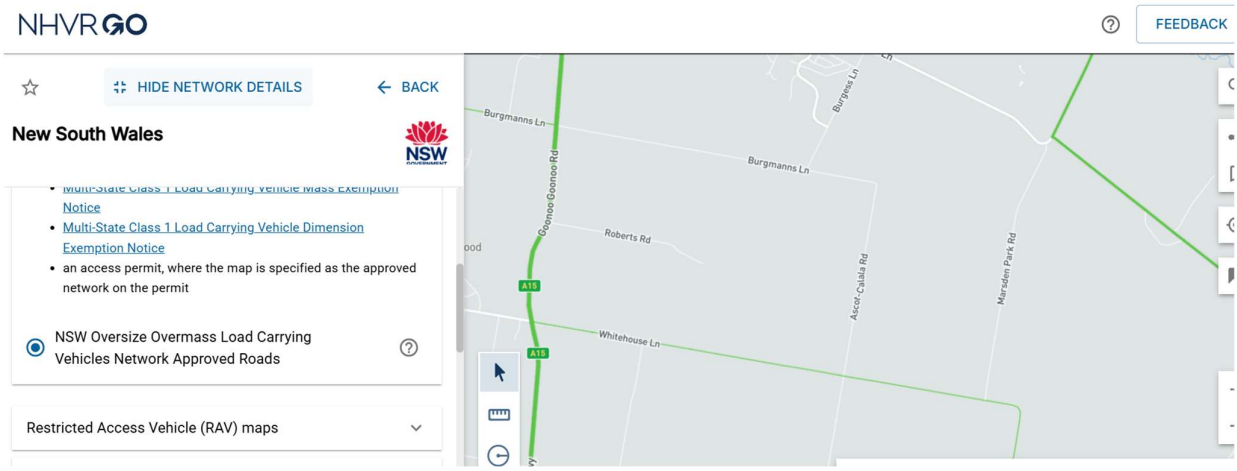

Figure 2-1 Whitehouse Lane an approved OSOM Route

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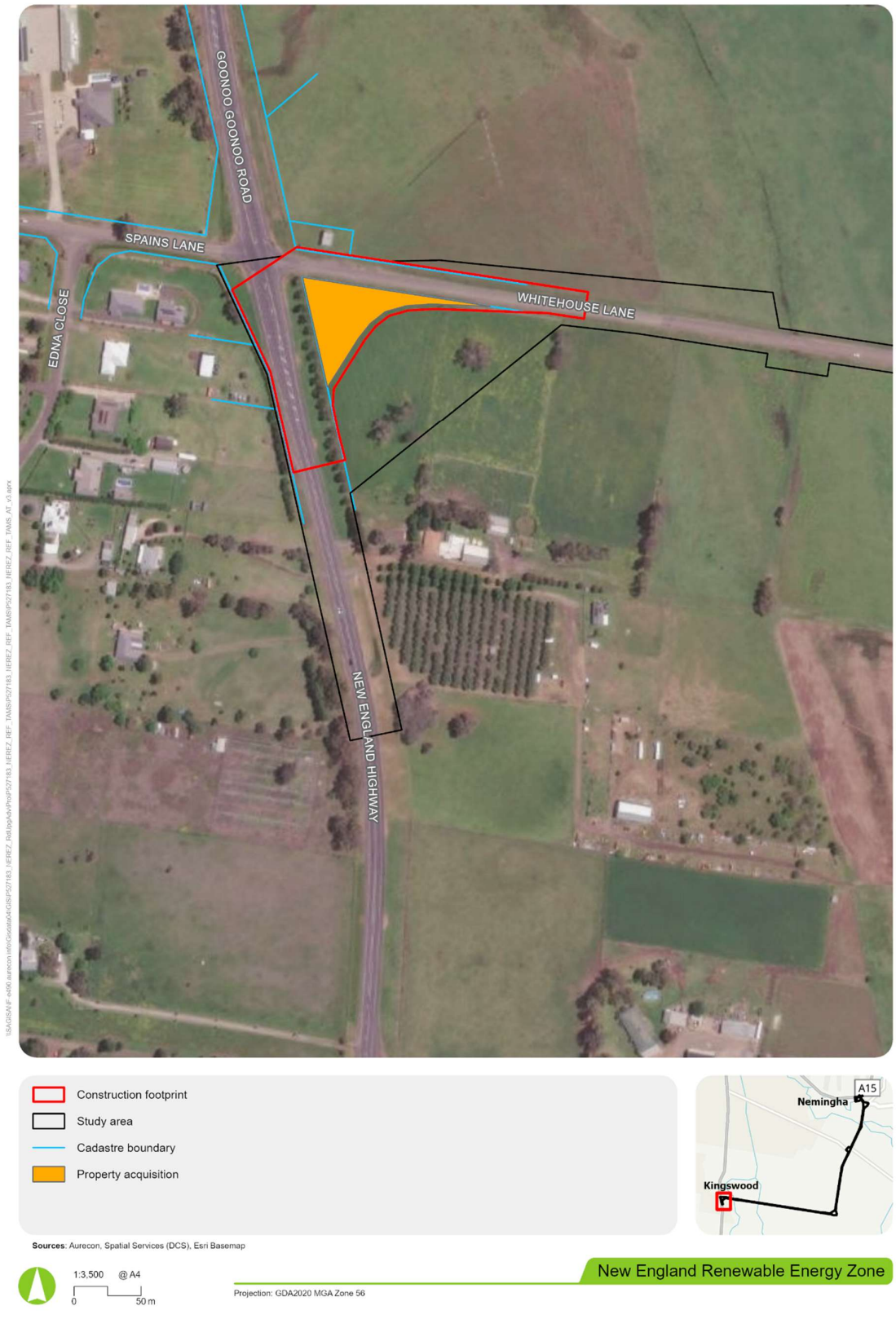

Figure 2-2 New England Highway to Whitehouse Lane

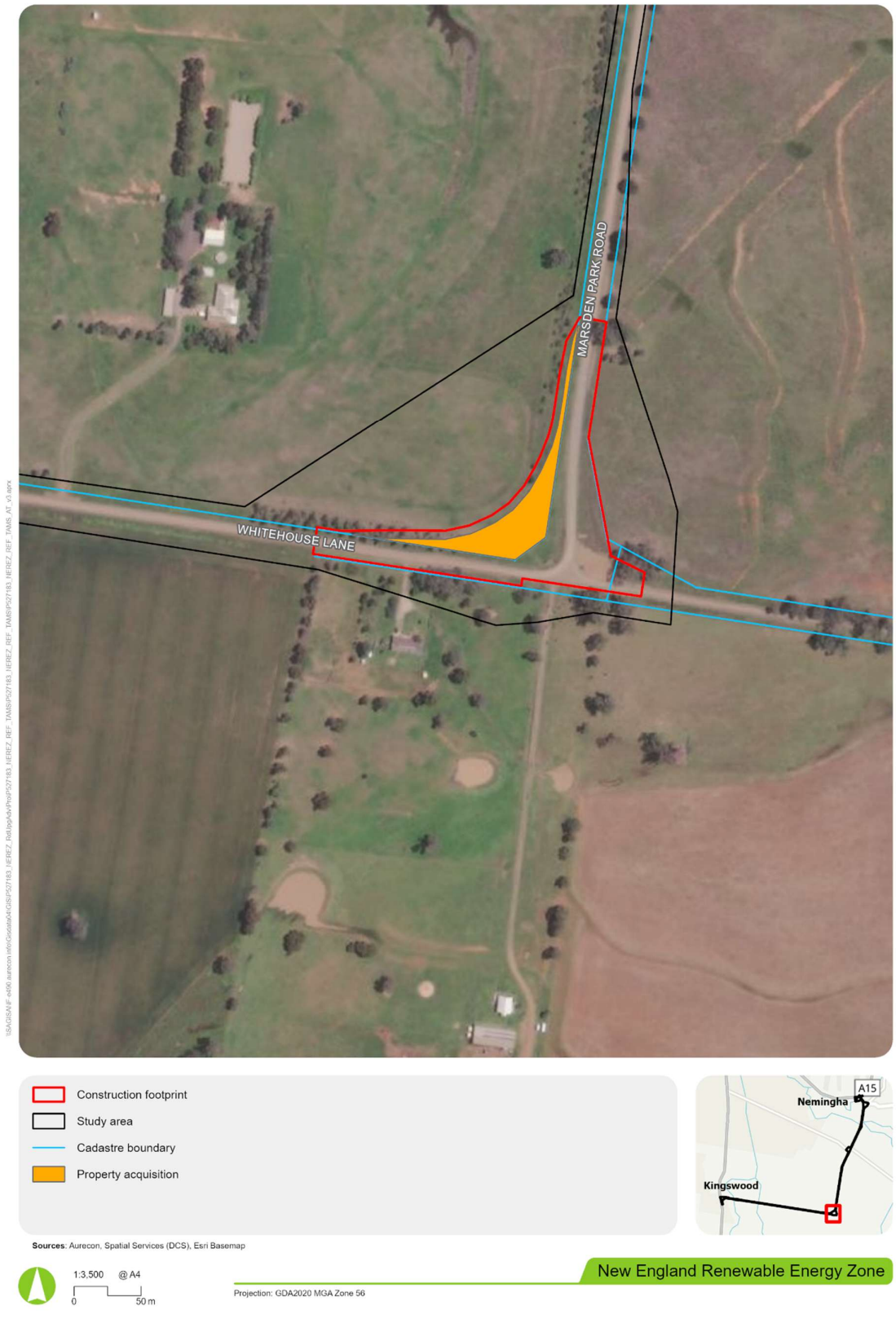

Figure 2-3 Whitehouse Lane turning onto Marsden Park Road

2.2 Burgmanns Lane (Option B1) - Collector Road

Burgmanns Lane (Option B1) includes:

- An extended stretch of OSOM haulage on New England Highway from Whitehouse Lane to Burgmanns Lane
- Turning east encroaching on the proposed site of a petrol station, DA lodged but not yet approved (refer to Figure 2-4) requiring acquisition and likely assistance from EnergyCo to lodge a modification to this existing DA
- The existing Burgmanns Lane to be upgraded to the standards of Collector Road
- Widening and sealing of the existing portion of Burgmanns Lane with additional strip acquisition requirements
- New sealed road from the corner of Ascot - Calala Road through to Marsden Park Road (1.7 km length), currently owned by TRC and built to the standards of a Collector Road (refer to Figure 2-5)
- New road would be required to provide appropriate drainage/flood requirements to cross the existing watercourse
- Turning north from the new road onto Marsden Park Road which would require acquisition of a small corner portion of the NSW Department of Primary Industries and Regional Development (DPIRD) Tamworth Agricultural Institute (refer to Figure 2-6)

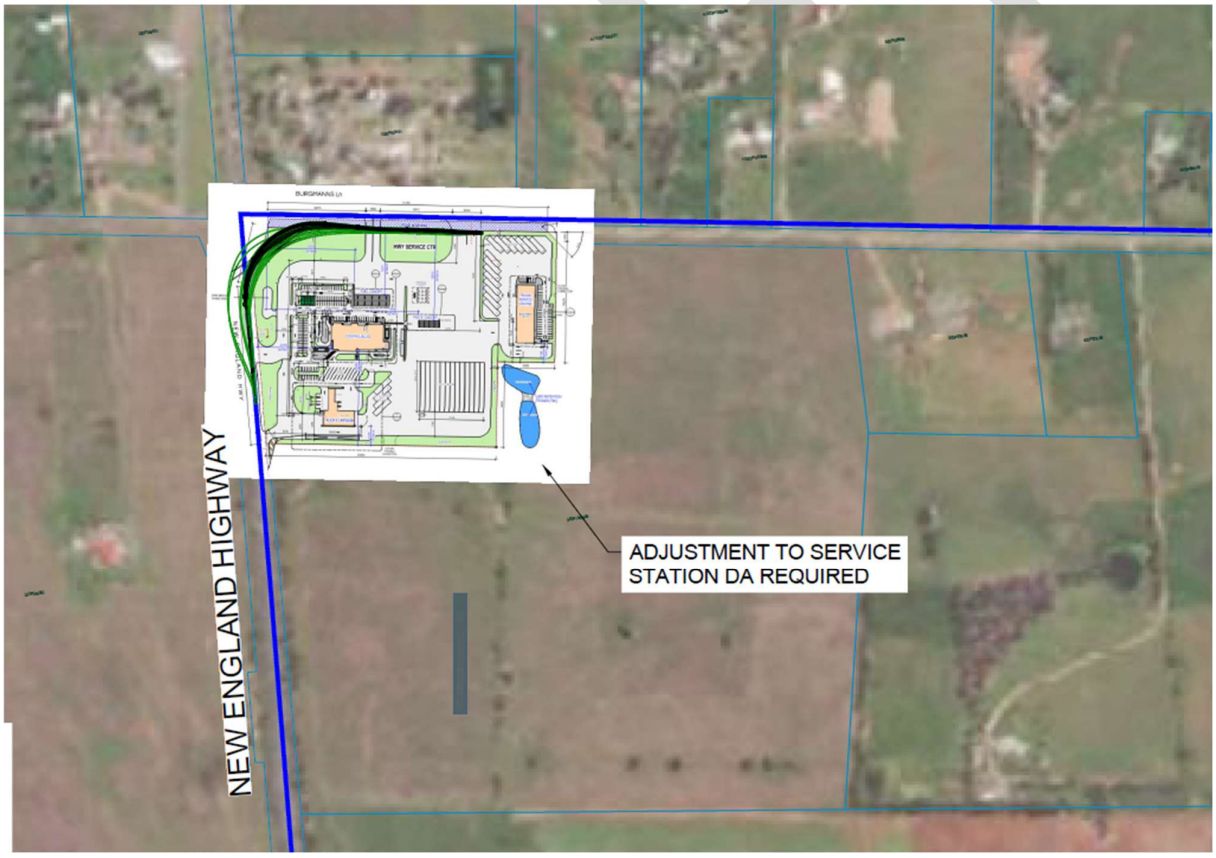

Figure 2-4 Encroachment into proposed petrol station on corner of NE Highway and Burgmanns Lane

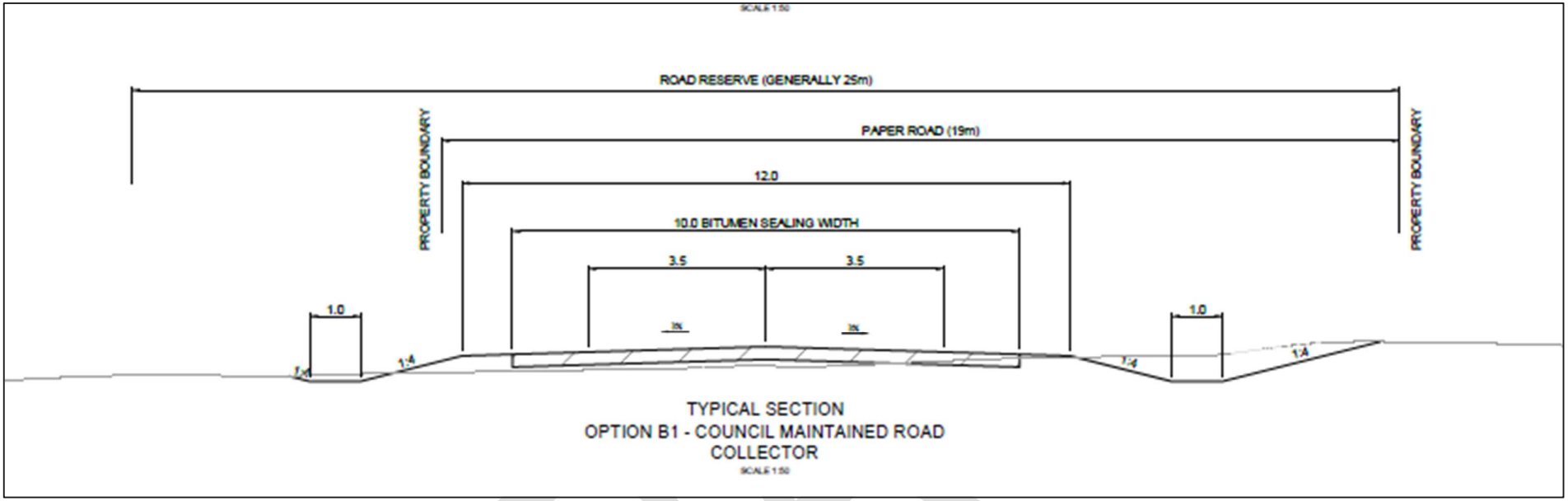

Figure 2-5 Collector Road

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Figure 2-6 New road turning onto Marsden Park Road

2.3 Burgmanns Lane (Option B2) - OSOM only (single direction)

Burgmanns Lane (Option B2) includes:

- An extended stretch of OSOM haulage (single direction only) along the New England Highway from Whitehouse Lane to Burgmanns Lane
- Turning eaFigure 2-4quiring acquisition and likely assistance from EnergyCo to lodge a modification to this existing DA
- Maintaining existing road width along the existing portion of Burgmanns Lane with minimal sealing where required
- New sealed road from the corner of Ascot - Calala Road through to Marsden Park Road (1.7 km length), currently owned by TRC and built to lower standards and suitable as an OSOM Only Road (i.e. restricted use) (refer to Figure 2-7)
- New road would be required to provide appropriate drainage/flood requirements to cross the existing watercourse
- Turning north from the new road onto Marsden Park Road which would require acquisition of a small corner portion of the NSW Department of Primary Industries and Regional Development (DPIRD) Tamworth Agricultural Institute (refer to Figure 2-6)

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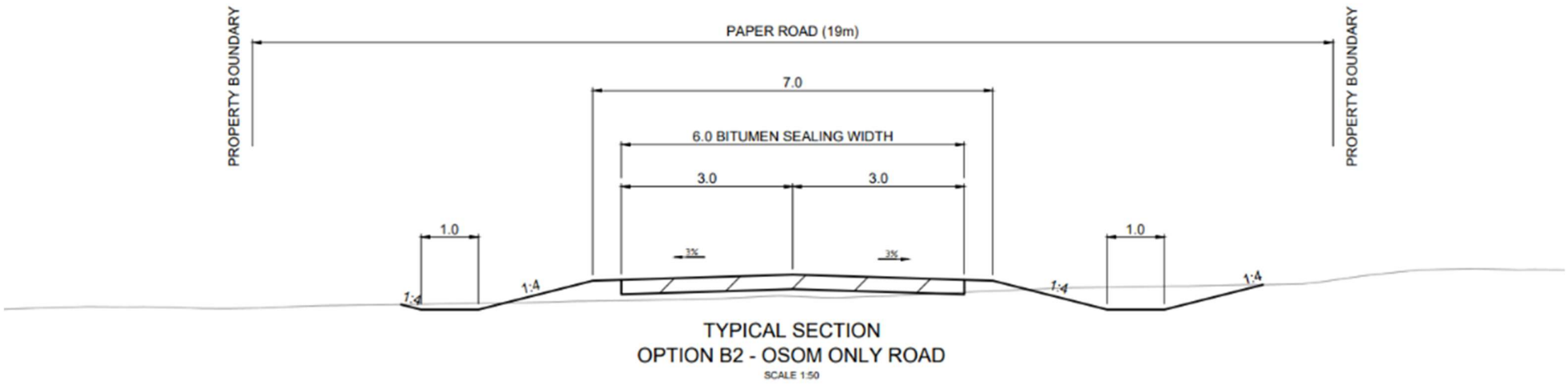

Figure 2-7 OSOM only road

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2.4 Burgmanns Lane (Option B3) - Hybrid option

Burgmanns Lane (Option B3) includes:

- An extended stretch of OSOM haulage on New England Highway from Whitehouse Lane to Burgmanns Lane
- Turning east encroaching on the proposed site of a Petrol Station (DA lodged but not yet approved, refer to Figure 2-4) requiring acquisition and likely assistance from EnergyCo to lodge a modification to this existing DA
- Maintaining existing road width along the existing portion of Burgmanns Lane with minimal sealing where required
- New sealed road from the corner of Ascot - Calala Road through to Marsden Park Road (1.7 km length), currently owned by TRC and built to the standards of a Collector Road (refer to Figure 2-5)
- New road would be required to provide appropriate drainage/flood requirements to cross the existing watercourse
- Turning north from the new road onto Marsden Park Road which would require acquisition of a small corner portion of the NSW Department of Primary Industries and Regional Development (DPIRD) Tamworth Agricultural Institute (refer to Figure 2-6)

This hybrid option (B3) provides for only minimal interventions on the existing Burgmanns Lane extent; however, where new greenfield construction is proposed, then the most extensive upgrade is included on the new 1.7 km length of road such that 'new' works serve the overall long-term purpose. Option B3 has not been included in the below analysis as the 'worst case' assessment of either of these options has been assessed. There are other permutations of sub-options however Option B1 and Option B2 have been considered as the most representative of alternative options.

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3 Analysis

The options analysis has been undertaken using a multi-criteria assessment approach, with criteria largely aligned with EnergyCo's overarching Planning Pillars. Additional criteria have been included to reflect the specific technical, environmental, property, and community considerations relevant to the Tamworth detour and to differentiate between the options.

Table 3-1**Error! Reference source not found.** displays the assessment matrix assigned to each criterion. Table 3-2 presents the options analysis and has been undertaken against the identified criteria, enabling a comparative assessment of each option relative to the Base Case.

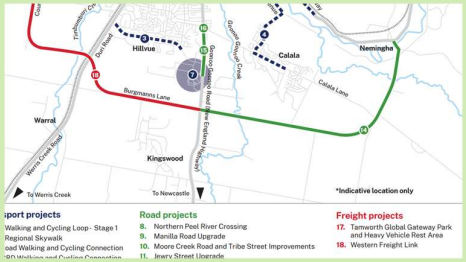
Table 3-1 Assessment criterion matrix

Rating key			
Better performing option than the Base Case	Same, or similar to the Base Case	Noticeably worse than the Base Case	Material Issue. Much worse than the Base Case, may not be feasible.

Table 3-2 Options criteria and evaluated assessment

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Technical/Economic			
New Pavement area (m²) (excluding similar intersections)	0	17,000	10,500
Sealing and widening of existing (m²)	30,500	35,500	21,000
Utility Impacts	Minor	Major impacts to electrical	Minor
Culvert crossings	Nil	Additional crossings required as part of new road to accommodate existing flow paths	Additional crossings required as part of new road to accommodate existing flow paths

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Maintenance Requirements	Comparable to existing approved OSOM sealed routes	Maintenance requirements generally similar to Option A for a sealed route; however, higher traffic volumes associated with Collector Road function are expected to result in increased pavement wear. Forecast volumes incorporated into design of pavement and surfacing.	Comparable to existing approved OSOM sealed routes
Cost of design & construction	$	$$$$	$$
Timeframe			
Route Length (km)	8.13	8.05	8.05
Strategic			
Purpose of route within REZ Network	Access to RNI locations and all generator projects	Access to RNI locations and all generator projects	Access to RNI locations and all generator projects
Network Characteristics (existing)	Whitehouse approved OSOM route (refer to Figure 2-1)	Existing road is local road function	Existing road is local road function
Operational requirements	Design to OSOM road standard from Day 1.	Design to collector road standard including upgrade of existing road, which may be utilised for freight movement in accordance with TRC's proposed Southern Access Freight Route from Day 1.	Public use would be prevented in this option which would have an operational impact depending on the type of prevention design incorporated. In addition, OSOM route unable to be utilised during construction if/when Council upgrade this road for public /freight use. This would need to be completed AFTER OSOM movements have been completed for the NE REZ.

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Council future plans	TRC has specifically requested the sealing of Whitehouse Lane. The upgrade of Whitehouse Lane does, however, not preclude TRC or Transport for NSW from the development of a future Tamworth southern bypass. The road sealing and intersection upgrades along Whitehouse Lane would provide a pre-requisite OSOM bypass to the future Tamworth southern bypass, providing a faster solution for earlier OSOM movements.	Based on TRCs **Blueprint 100 Document**, an area nearby to Burgmanns Lane is identified as a potential southern bypass corridor, although its precise location remains tentative, the southern bypass aims to eliminate the need for regional traffic heading north on the New England Highway through Tamworth. This potential southern bypass is reflected in the *Draft Tamworth Integrated Transport Plan,* identifying road project (no. 15) to extend Burgmanns Lane to Marsden Park Road. This planned road project is separate to TRCs future planned freight projects. Building the road to a collector road standard would benefit Council to be able to utilise the road as a possible southern freight route in the future. **Tamworth Integrated Transport Plan – Summary Report** 	Based on TRCs *Blueprint 100 Document*, an area nearby to Burgmanns Lane is identified as a potential southern bypass corridor, although its precise location remains tentative, the southern bypass aims to eliminate the need for regional traffic heading north on the New England Highway through Tamworth. This potential southern bypass is reflected in the *Draft Tamworth Integrated Transport Plan*, identifying a future road project (no. 15) to extend Burgmanns Lane to Marsden Park Road. This planned road project is separate to TRCs future planned freight projects. An OSOM only road here precludes Council from utilising this road as part of their strategic plans as a Southern Access Freight Road until NE REZ OSOM movements have been completed by all generators (e.g. 10+ years).

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Other planning constraints	Nil	Petrol station DA would require modification to allow OSOM turning at New England Highway intersection. This poses an additional timeframe and cost constraint as the Applicant would be required to lodge a modification to this existing DA/design to allow for EnergyCo's proposed route.	Petrol station DA would require modification to allow OSOM turning at New England Highway intersection. This poses an additional timeframe and cost constraint as the Applicant would be required to lodge a modification to this existing DA/design to allow for EnergyCo's proposed route.
Other Approved projects utilising OSOM route	**Calala BESS** – Calala Lane *7 expected OSOM movements* **Tamworth BESS** - Burgmanns Lane *140 expected OSOM movements* **Kingswood BESS** - Whitehouse Lane, Ascot-Calala Road, and Burgmanns Lane *Up to 80 heavy vehicle movements per day (inclusive of OSOM)*	**Calala BESS** – Calala Lane *7 expected OSOM movements* **Tamworth BESS** - Burgmanns Lane *140 expected OSOM movements* **Kingswood BESS** - Whitehouse Lane, Ascot-Calala Road, and Burgmanns Lane *Up to 80 heavy vehicle movements per day (inclusive of OSOM)*	**Calala BESS** – Calala Lane *7 expected OSOM movements* **Tamworth BESS** - Burgmanns Lane *140 expected OSOM movements* **Kingswood BESS** - Whitehouse Lane, Ascot-Calala Road, and Burgmanns Lane *Up to 80 heavy vehicle movements per day (inclusive of OSOM)*

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Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
	The Kingswood BESS project could benefit from the intersection and road upgrades associated with Option A, currently the project proposes to use Whitehouse Lane as a heavy vehicle access route (inclusive of OSOM), completion of Option A would make these movements easier and less impactful upon the road surface and intersections. **See Appendix B** for all related project transport routes.	The Calala BESS project could benefit from the intersection and road upgrades associated with Option B1, the Calala BESS project could make OSOM movements along the detour as opposed to the current New England Highway to Calala Lane route, decreasing OSOM movements through denser residential areas along Calala Lane. The Kingswood BESS project could benefit from the intersection and road upgrades associated with Option B1. The completion of Option B1 would allow for access to the project from Burgmanns Lane, taking OSOM traffic off Whitehouse Lane and impacting fewer receivers. The Tamworth BESS project would benefit from the road and intersection upgrades associated with Option B1 during it's expected 140 OSOM movements along the New England Highway to Burgmanns Lane during construction. Additionally, the project could potentially utilise the OSOM link road from Burgmanns Lane to Marsden Park Road. **See Appendix B** for all related project transport routes.	The Calala BESS project could benefit from the intersection upgrades associated Option B2, the Calala BESS project could make OSOM movements along the detour as opposed to the current New England Highway to Calala Lane route, decreasing OSOM movements through denser residential areas along Calala Lane. The Kingswood BESS project could benefit from the intersection upgrades associated Option B2. The completion of Option B2 would allow for access to the project from Burgmanns Lane, taking OSOM traffic off Whitehouse Lane and impacting fewer receivers. The Tamworth BESS project would benefit from the intersection upgrades associated with Option B1 during it's expected 140 OSOM movements along the New England Highway to Burgmanns Lane during construction. Additionally, the project could potentially utilise the OSOM link road from Burgmanns Lane to Marsden Park Road. **See Appendix B** for all related project transport routes.

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Environment			
Vegetation Impacts Significance	Intersecting riparian land of biodiversity value in the form of Goonoo Goonoo Creek and Goonang Creek. One plant community type is intersecting with the proposed alignment of Option A, there are no associated threatened ecological communities within this plant community type. Approximately **7 trees** required for removal (includes small trees)	Intersecting riparian land of biodiversity value in the form of Goonoo Goonoo Creek and Calala Creek. Two plant community types are intersecting with the proposed alignment - one of which has associated threatened ecological communities known as White Box – Yellow Box and is listed under both the BC Act and EPBC Act as critically endangered. Moderate to major vegetation removal required due to new access road. Removal of approximately **40 trees** for Burgmanns Lane widening and new link road construction (includes small trees). **See Appendix A.**	Intersecting riparian land of biodiversity value in the form of Goonoo Goonoo Creek and Calala Creek. Two plant community types are intersecting with the proposed alignment of Option B1, one of which has associated threatened ecological communities known as White Box – Yellow Box and is listed under both the BC Act and EPBC Act as critically endangered. Moderate to major vegetation removal required due to new access road. Removal of approximately **26 trees** for new link road construction (includes small trees). **See Appendix A.**

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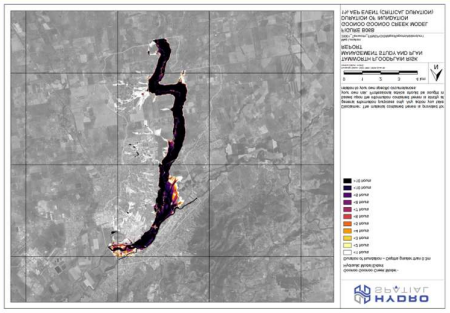
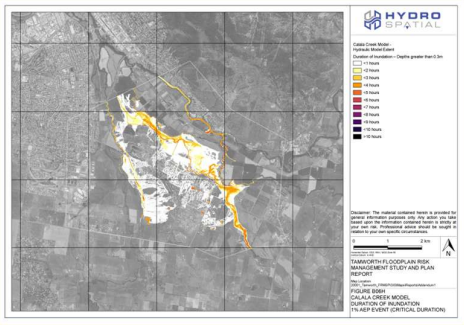
Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Flooding and Drainage Conditions	Intersecting Goonoo Goonoo Creek identified as an existing flood planning area. Local feedback is that Whitehouse Lane floods and remains flooded for an extended period of time (days). The **Tamworth Floodplain Risk Management Plan – Volume 2 (2025)** shows Goonoo Goonoo Creek across both Burgmanns Lane and Whitehouse Lane being inundated for about 10 hours with flood depths greater than 3 m. However, Goonang Creek also contributes to the flood regime on Whitehouse Lane, as the creek crossing Whitehouse Lane typically remains inundated for **1 to 8 hours** during flood depths greater than 3 m. 	Intersecting Goonoo Goonoo Creek identified as existing flood planning area. TRC identified that the construction of the new concrete bridge along Burgmanns Lane would **strengthen the flood immunity of Burgmanns Lane** during 0.5-1 exceedance per year flood events. **Existing Road**- Flood immunity increased with new bridge / drainage upgrades by Council on Burgmanns Lane. The **Tamworth Floodplain Risk Management Plan – Volume 2 (2025)** shows upstream Calala Creek duration of inundation taking approximately **4 to 5 hours** during flood depths greater than 3 m. 	Intersecting Goonoo Goonoo Creek identified as existing flood planning area, with poor drainage observed during inundation events.fjey TRC identified that the construction of the new concrete bridge along Burgmanns Lane would **strengthen the flood immunity of Burgmanns Lane** during 0.5-1 exceedance per year flood events. **Existing Road**- Flood immunity increased with new bridge / drainage upgrades by Council on Burgmanns Lane; however a new road would increase flood risk to surrounding areas with an increased impervious area and new bridge structure over existing creek. The **Tamworth Floodplain Risk Management Plan – Volume 2 (2025)** shows upstream Calala Creek duration of inundation taking approximately **4 to 5 hours** during flood depths greater than 3 m.

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
	This study and feedback was received prior to the Burgmanns Lane road upgrades.	**New Road-** Additional culvert provision required in the creek/dam location for the new road. Additional flood impacts to an already flood prone area by increasing impervious pavements for the location of the new road. Additional widening required for this Collector Road option would increase this flood risk.	**New Road-** Additional culvert provision required in the creek/dam location for the new road. Additional flood impacts to an already flood prone area by increasing impervious pavements for the location of the new road.
Aboriginal heritage	One single low-density artefact scatter (AHIMS ID 29-2-0161) is sited either side of the road corridor of Whitehouse Lane near the intersection to Ascot-Calala Road. Note the design does not impact.	No AHIMS sites or places along the proposed route of Option B1.	No AHIMS sites or places along the proposed route of Option B2.
Travelling Stock Reserve intersect (hectares)	No identifiable Travelling Stock Reserves intersecting with Route Option A.	No identifiable Travelling Stock Reserves intersecting with Route Option B1.	No identifiable Travelling Stock Reserves intersecting with Route Option B2.
Historic heritage	No listed historic heritage within proximity of Tamworth bypass Option A.	No listed historic heritage within proximity of Tamworth bypass Option B1.	No listed historic heritage within proximity of Tamworth bypass Option B2.
People			
[1]Approximate Acquisition area (m^2) (excluding similar intersections)	**Total area: 6,000** *[2]Common Intersections: 6,000* *Inclusive of corner of New England Highway and Whitehouse Lane and Whitehouse Lane and Marsden Park Road*	**Total area: 93,000** *Burgmann's greenfield & existing: 52,000* *Common intersection: 6,000- however a small portion of this is DPI State owned land* *Paper Road: 35,000 (Owned by TRC)* *Inclusive of additional strip along existing Burgmanns Lane and link road.* ***Refer to Appendix D for further details.***	**Total Area: 46,000** *Burgmann's greenfield: 5,000* *Common intersection: 6,000- however a small portion of this is DPI State owned land* *Paper road: 35,000 (Owned by TRC)* *Stays within existing road and mostly within paper road reserves.* ***Refer to Appendix D for further details.***

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
Property Impact details	2 x partial property acquisition for swept path	2 x partial property acquisition for swept path with the corner of new Burgmanns Lane and Marsden Park Road currently State Owned Land (DPI) Existing Burgmanns requires widening of road reserve requiring strip private property acquisition Paper Road will need widening – increased acquisition of additional State Owned Land (DPI) Partial acquisition of land subject to the proposed Service Centre & Truck Service Facility c/ of Burgmanns Ln and New England Highway (DA2026-0421). DA lodged but not approved. Increased road traffic affecting land subject to DA if Burgmanns Lane bypass completed. Acquisition of State Owned land (TRC and DPI) has been prioritised over additional private land acquisition.	2 x partial property acquisition for swept path with the corner of new Burgmanns Lane and Marsden Park Road currently State Owned Land (DPI) Partial acquisition of land subject to the proposed Service Centre & Truck Service Facility c/ of Burgmanns Lane and New England Highway (DA2026-0421). DA lodged but not approved. Increased road traffic affecting land subject to DA if Burgmanns Lane bypass completed. Acquisition of State Owned land (TRC and DPI) has been prioritised over additional private land acquisition.
Bus Service	S208 – school bus service operated by Hannaford coaches 2 buses run each day during school term (7:30am and 3:14pm) Official bus stops at 252 Whitehouse Lane, 177 Whitehouse Lane and Whitehouse Lane opposite Onslow Thompson Road Another bus service runs along Marsden Park Road (S206)	No bus service operates on Burgmanns lane. Closest bus stop is along New England Highway, Whitehouse Lane or Marsden Park Road	No bus service operates on Burgmanns lane. Closest bus stop is along New England Highway, Whitehouse Lane or Marsden Park Road

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
No. of sensitive receivers within 500m of routes (proxy for noise/visual/air quality /traffic/access)	Residential receivers distance from road centreline: 0-20m: 0 20-50m: 1 50-100m: 13 100-500m: 59 **Total: 73** 1 Motel/Lodge receiver within 100-500m of Option A *Assumes one residential receiver for Stockmans Motel, Bar & Restaurant due to uncertain number of rooms.* When compared against option B1 and Option B2, there are ***42 unique residential receivers impacted only by Whitehouse Lane option.*** **See Appendix C.**	Although less residential receivers compared with Whitehouse Lane, additional other sensitive receivers including caravan parks, motel and a church/school are impacted. The impacts experienced along this road would be higher due to the 'Collector Road' which would increase overall traffic movements along Burgmanns Lane including for: - NE REZ OSOM movements - an increase in public traffic including the use of the road - potential use of the road by freight as part of the Southern Access Freight Route. **Residential receivers** Residential receivers distance from road centreline: 0-20m: 0 20-50m: 2 50-100m: 6 100-500m: 56 **Total: 64** **Other sensitive receivers** Caravan Park receivers: - 3 within 20-50m - 17 within 50-100m - 20 within 100-500m.	Although less residential receivers compared with Whitehouse Lane, additional other receivers including caravan parks, motel and a church/school are impacted. The impacts experienced along this road would be as a result of OSOM traffic only. **Residential receivers** Residential receivers distance from road centreline: 0-20m: 0 20-50m: 2 50-100m: 6 100-500m: 56 **Total: 64** Residential receivers located along the New England Highway would be less impacted due to the existing nature of road noise experienced compared with the receivers located along Burgmanns Lane. When compared against option A, there are ***32 unique residential receivers impacted only by Burgmanns Lane option.***

Criteria	Whitehouse - Option A (Base Case to compare against)	Burgmanns - Option B1 (Collector)	Burgmanns - Option B2 (OSOM Only)
		1 Motel/Lodge and 1 Church/School (Liberty Church/Liberty College) both on the New England Highway. Residential receivers located along the New England Highway would be less impacted due to the existing nature of road noise experienced compared with the receivers located along Burgmanns Lane. When compared against option A, there are ***32 unique residential receivers impacted only by Burgmanns Lane option.*** **See Appendix C.**	**Other sensitive receivers** Caravan Park receivers: - 3 within 20-50m - 17 within 50-100m - 20 within 100-500m. 1 Motel/Lodge and 1 Church/School (Liberty Church/Liberty College) both on the New England Highway. **See Appendix C.**

[1]Approximate acquisition areas are based on high-level measurements from available plans and are indicative only. Values have been derived from preliminary estimates and assumptions informed by typical formation widths in regional council specifications

[2]Common intersections refer to intersections that are utilised by both route options and are therefore included in the acquisition requirements for each option

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4 Next steps

EnergyCo to review.

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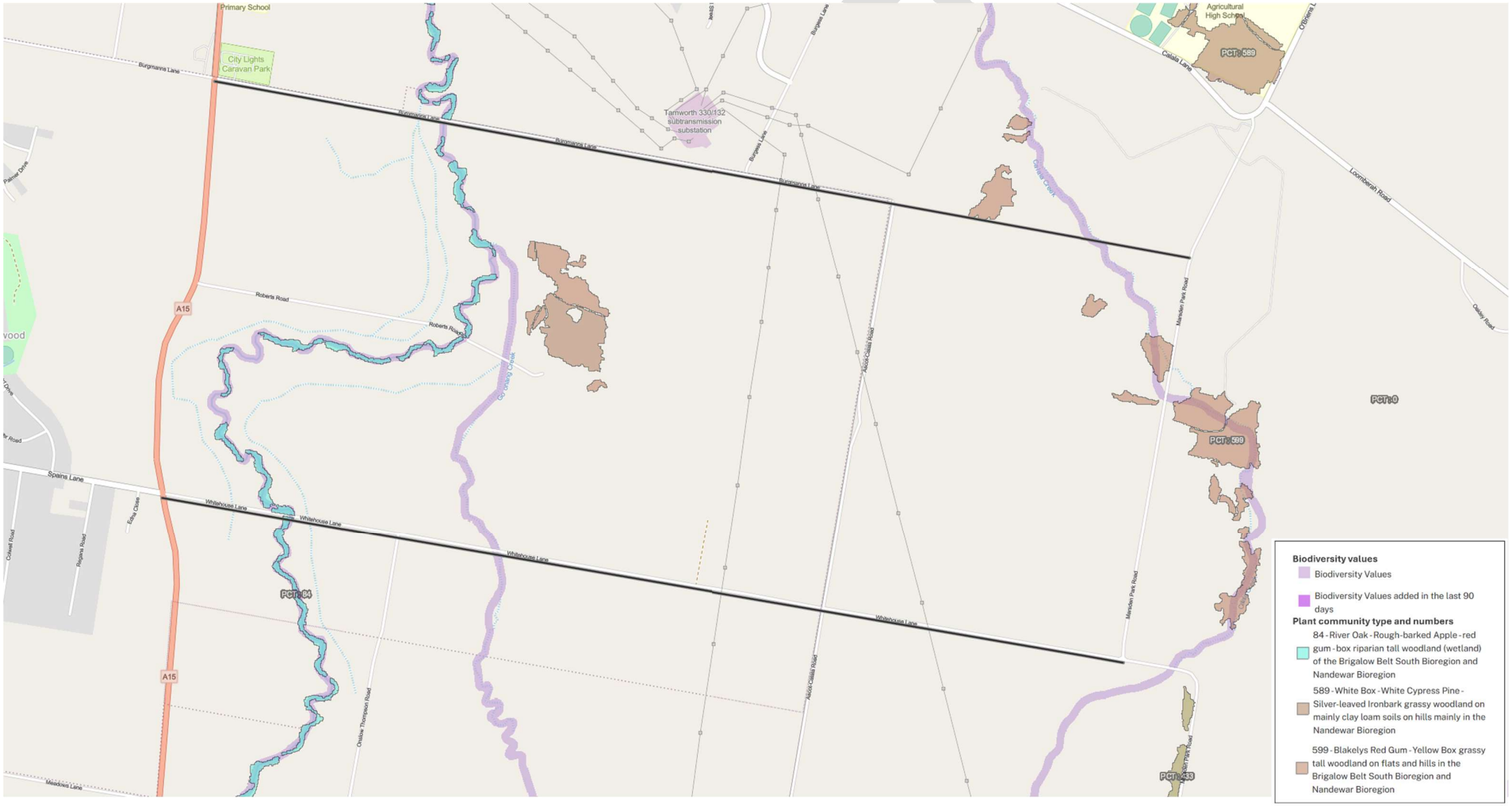
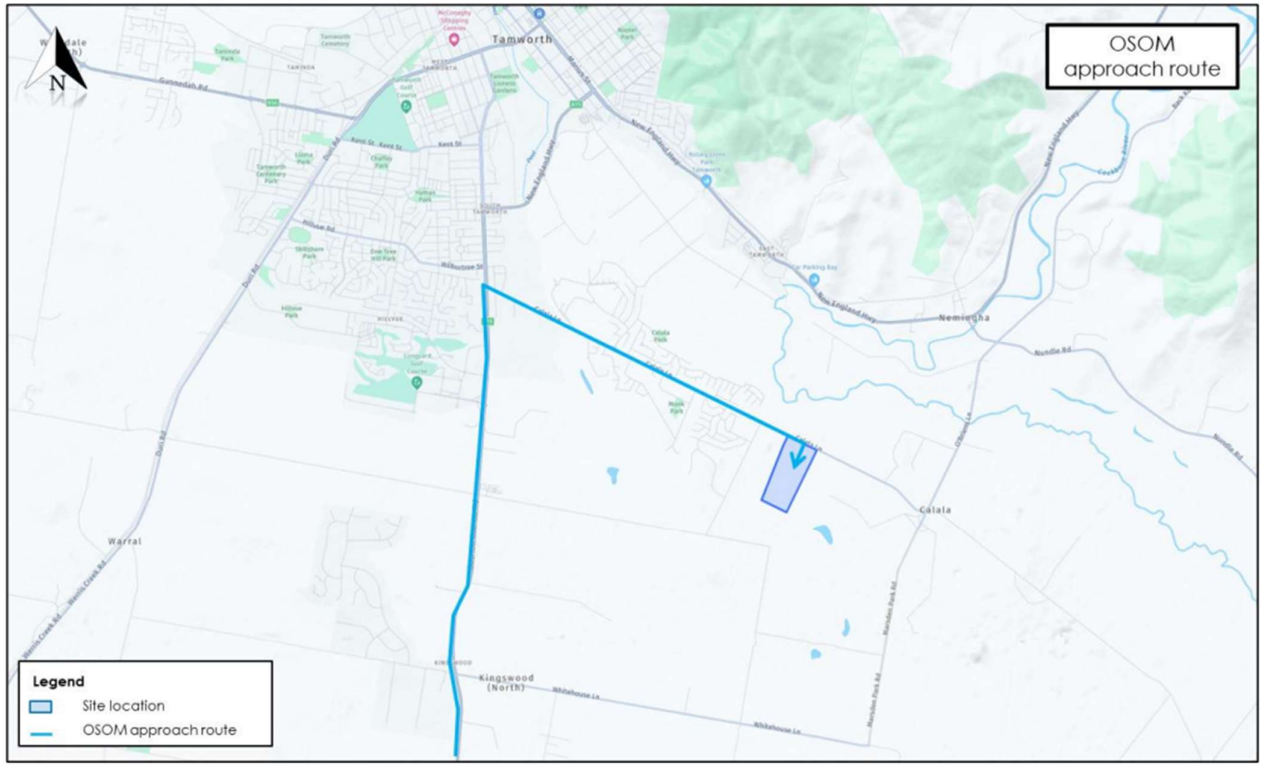
Appendix A
Biodiversity values and Plant Community Type mapping



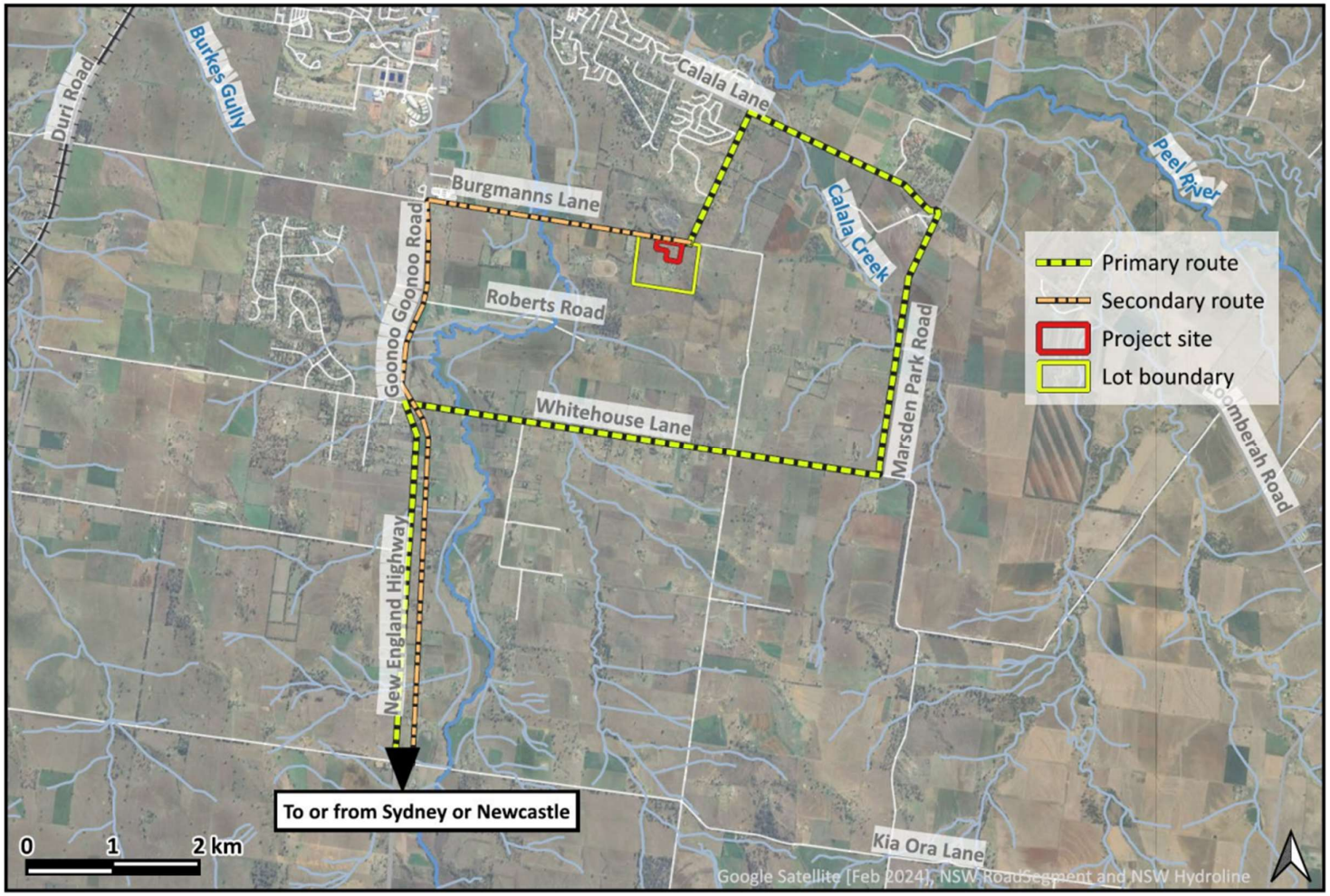
Appendix B
Relevant project transportation routes

Calala BESS

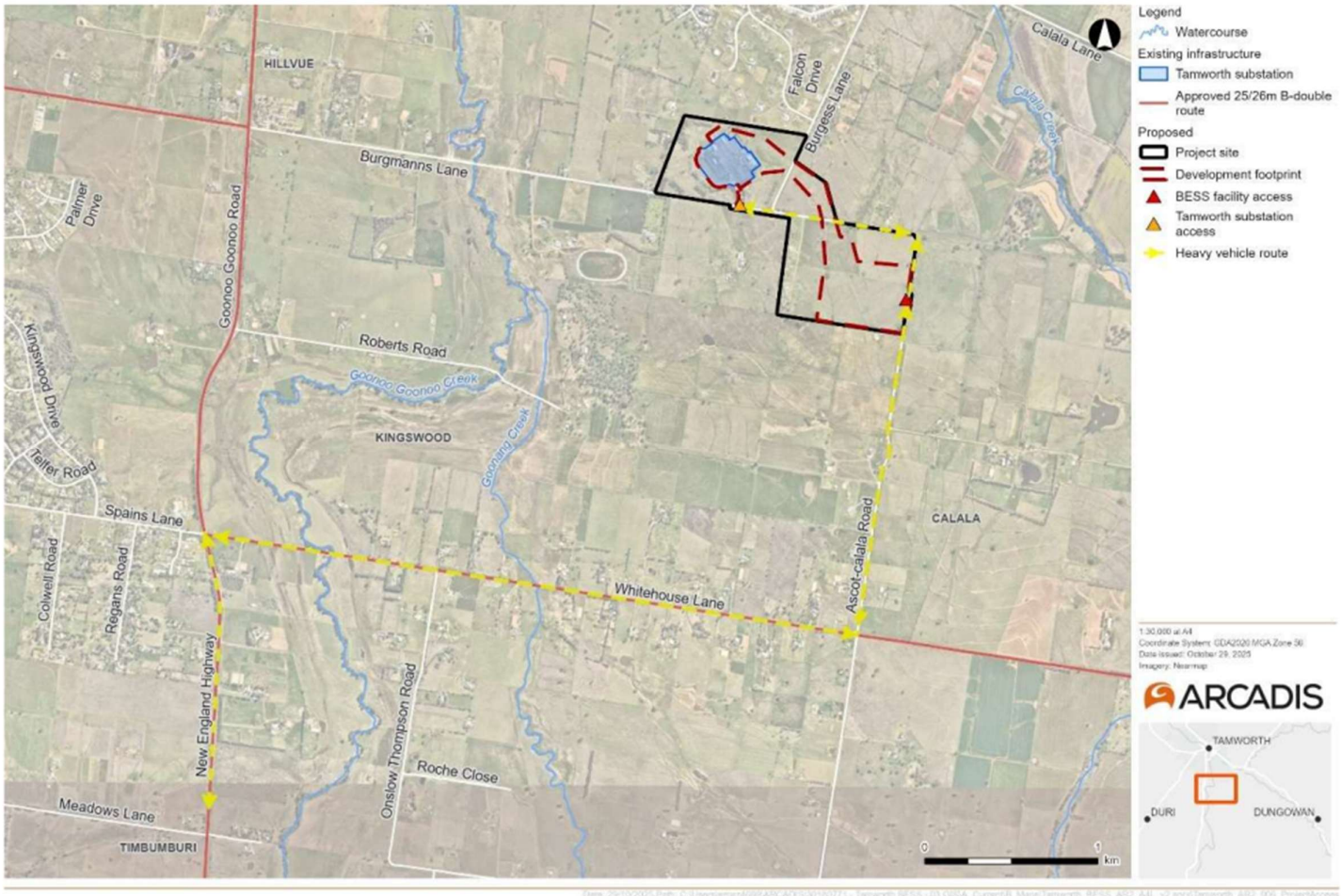


Source: Nearmap

Tamworth BESS

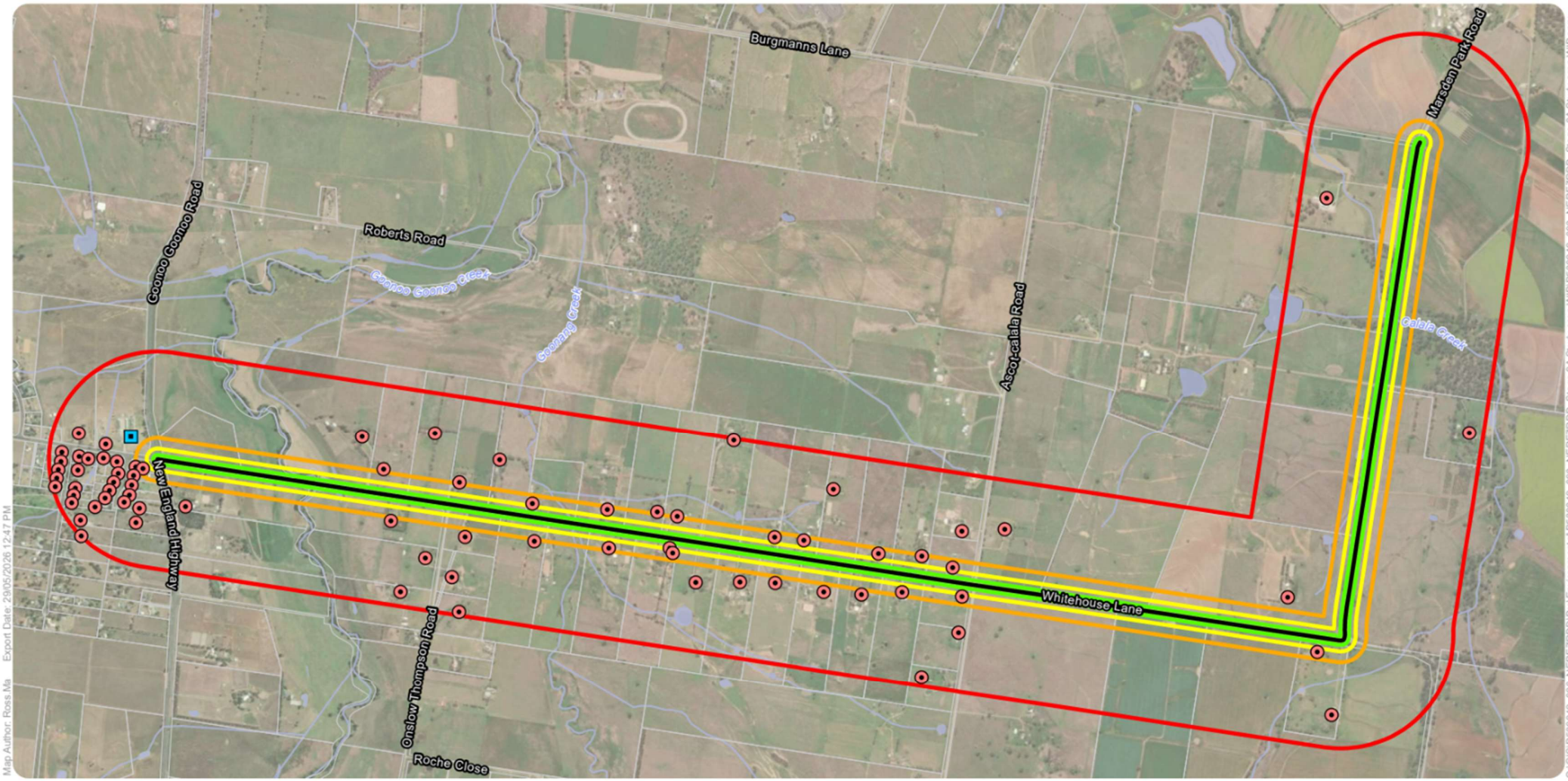


Kingswood BESS



Appendix C
Sensitive receivers

DRAFT



Whitehouse Lane - Option A

Road Centreline Buffer
- 0 - 20m
- 20 - 50m
- 50 - 100m
- 100 - 500m

Sensitive Receivers
- Motel/Lodge
- Residential

Sources: Aurecon, EnergyCo, Geoscience Australia, Spatial Services (DCS), Esri Basemap

1:26,500 @ A4

0 200 400 600 m

Project: P530942

Projection: GDA2020 MGA Zone 56

New England REZ Tamworth Detour Options Memo

Figure: Option A Sensitive Receivers

Map Author: Ross.Ma Export Date: 29/05/2026 12:47 PM
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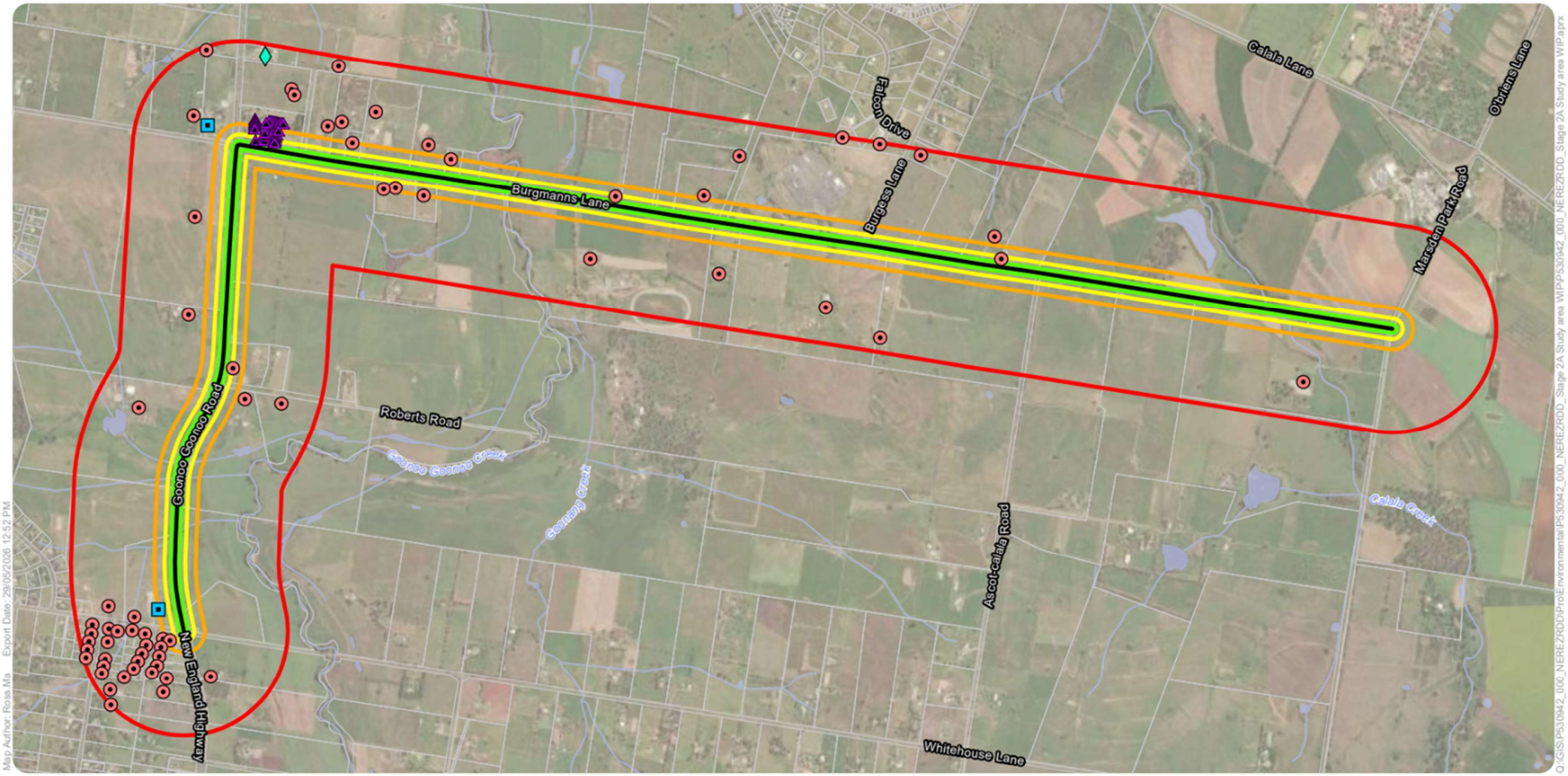

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Burgmanns Lane - Options B1 & B2

Road Centreline Buffer

- 0 - 20m
- 20 - 50m
- 50 - 100m
- 100 - 500m

Sensitive Receivers

- Caravan Park
- Church/School
- Motel/Lodge
- Residential

Sources: Aurecon, EnergyCo, Geoscience Australia, Spatial Services (DCS), Esri Basemap

1:27,500 @ A4

0 200 400 600 m

Project: P530942

Projection: GDA2020 MGA Zone 56

New England REZ Tamworth Detour Options Memo

Figure: Option B1 and B2 Sensitive Receivers

Appendix D
Design Options

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