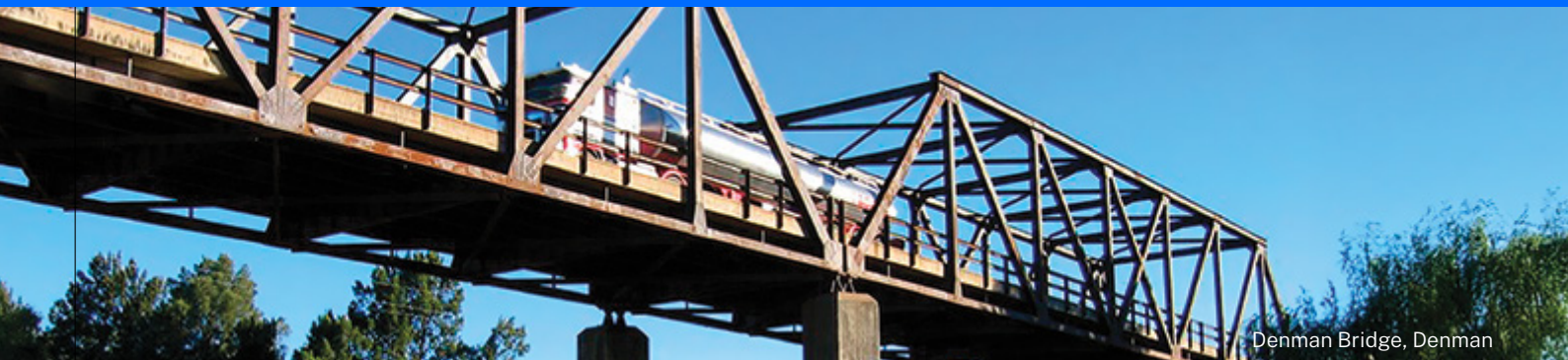


Port to Renewable Energy Zones

Project update

May 2026

EnergyCo is delivering renewable energy zones (REZ) to provide a clean, affordable and reliable power supply for energy consumers across NSW.



Overview

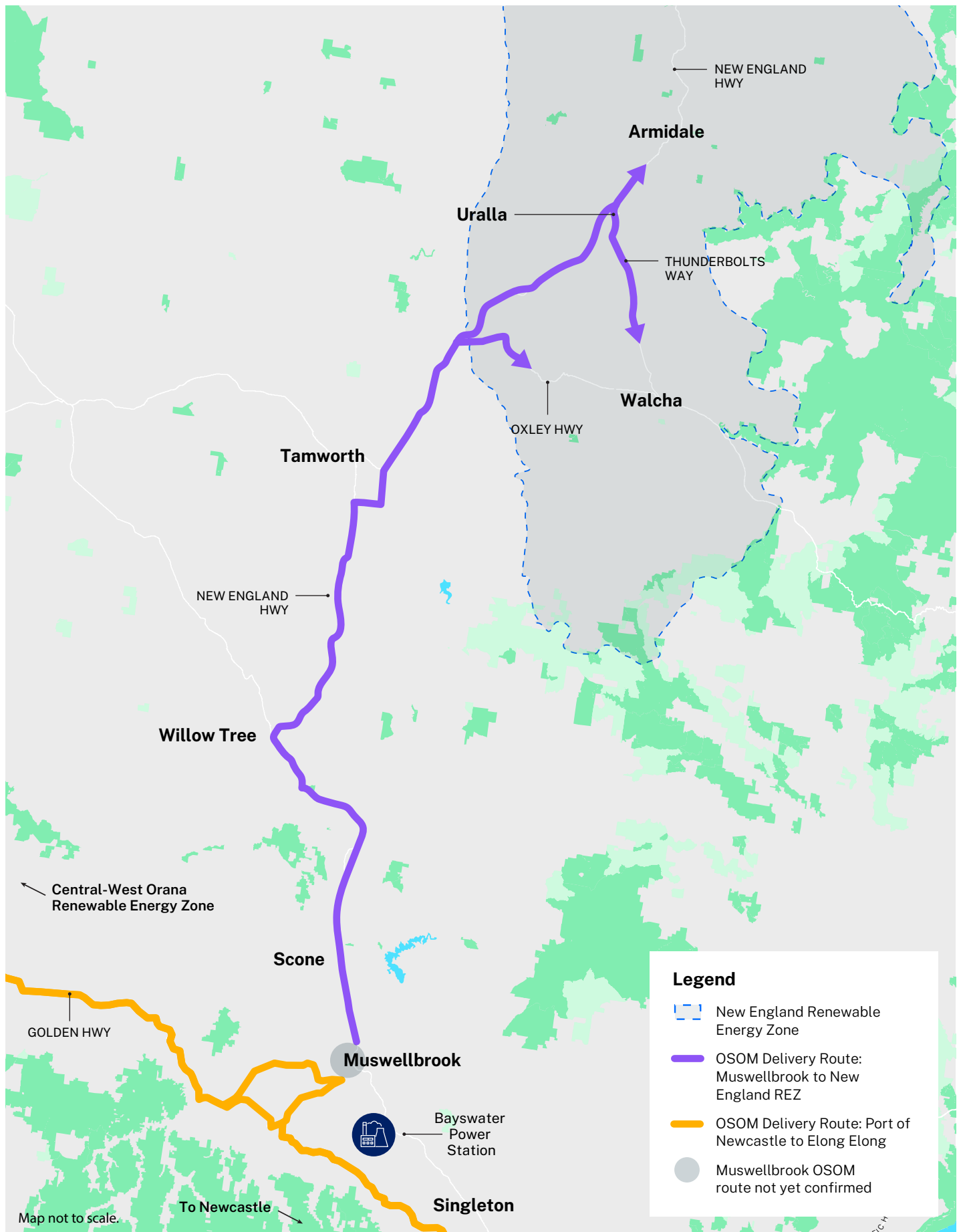
To deliver projects in the REZs, large and heavy renewable energy components must travel by road from ports like the Port of Newcastle. These components include wind turbine blades, tower segments and transformers for generation and transmission projects.

Deliveries to the Central-West Orana and New England REZs will use a common route from the Port of Newcastle to Muswellbrook, before diverging and continuing towards each REZ.

EnergyCo is planning road upgrades to enable these oversize and over-mass (OSOM) deliveries to minimise disruption for communities and road users, and improve safety. We are working closely with Transport for NSW and local councils as we plan for this work. The Port to REZ program will provide:

- safer journeys for road users during construction of renewable energy projects
- reduced disruption in key townships like Muswellbrook, Tamworth and Uralla
- more reliable journeys with reduced travel delays.

Port to REZ route to New England





Construction work along the Golden Highway, Cassilis.

Planning the route to the New England REZ

Since early 2024, EnergyCo has been investigating the most suitable, low-impact route for oversized and overmass (OSOM) vehicles from Muswellbrook to the New England REZ, as well as locations where coordinated road upgrades will unlock access to project locations. We are working closely with Transport for NSW and local councils as part of this work.

EnergyCo is taking a lead role in this work to ensure route design, planning approvals, council and community engagement and field work is carried out in a coordinated way rather than on a project-by-project basis.

This will help to reduce risks to public safety, reduce duplication of work by project proponents and manage cumulative impacts on communities and road users.

We have considered route options which aim to avoid the Muswellbrook and Tamworth CBDs and minimise deliveries travelling through Uralla and Armidale, to help manage traffic impacts in those areas.

Council engagement has played an important role in this process so we can better understand local road use and seek feedback on route design options and potential local road upgrades.

Once delivered, road upgrades to support OSOM vehicle movements will benefit motorists by reducing the

impacts of these deliveries, including reducing travel delay times, easing travel through intersections and improving road safety.

The upgrades are an important investment in building better roads, enabling construction of renewable energy projects and creating local jobs.

Investigating Muswellbrook OSOM route options

We have been investigating a route which will allow OSOM vehicles to avoid travelling through Muswellbrook's CBD. The route is in development and we will keep the community informed as details become available. At the same time, Transport for NSW is progressing plans for a Muswellbrook Bypass on the New England Highway. Construction of the bypass is expected to begin in 2027. Once complete, it is expected to be a shorter and more direct route for most OSOM loads travelling to the New England REZ.

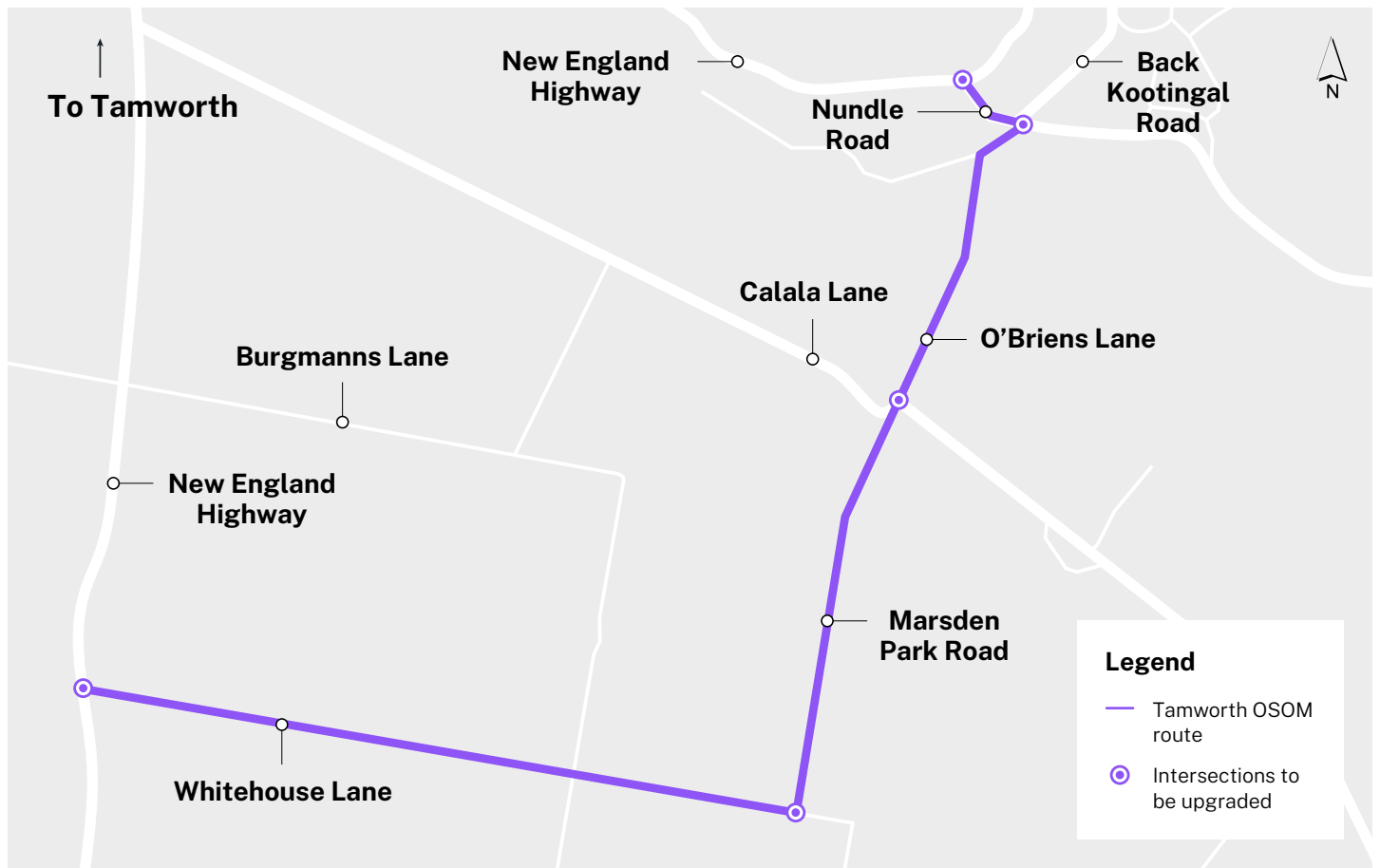
EnergyCo's planning will ensure a Muswellbrook OSOM route is available while the bypass is under construction. Once the bypass is complete, OSOM operators will coordinate the most suitable route, depending on load size and width.

More information on the Muswellbrook bypass is available at nswroads.work/Muswellbrook.

How we work with Transport for NSW and local councils

Organisation	Role
EnergyCo	Leads the Port to REZ program, including selecting the routes and planning the road upgrades that are needed to move critical equipment to renewable energy zones.
Transport for NSW	Assists the coordination and planning of OSOM deliveries. Approving body for work on state roads.
Local councils	Approving body for work on local and regional roads.

Tamworth OSOM route



Tamworth route update

We spoke with landowners along the route in March 2026 to discuss the status and next steps for this work.

We will continue to work with local residents to minimise impacts, while balancing the need to deliver the OSOM route on time.

How Whitehouse Lane was selected as the preferred option

We considered multiple options for the OSOM route, including:

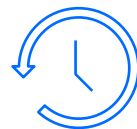
- New England Highway through Tamworth
- Detour of the New England Highway via Burgmanns Lane
- Detour of the New England Highway via Whitehouse Lane
- Accessing the New England Highway via Back Kootingal Road rather than Nundle Road.

The confirmed route via Whitehouse Lane and Nundle Road was selected as it provides the best overall outcomes compared to the other options.

Key benefits



Improving local traffic flow by removing OSOM loads through the Tamworth CBD



A faster delivery timeframe with less new pavement work and no new roads or bridges required








Reduced private property impacts and vegetation removal compared with Burgmanns Lane



Avoids building a new road through the floodplain.

What will the work involve?

Following consultation with Tamworth Regional Council, Whitehouse Lane will be sealed and five key intersections will be upgraded:

-  **New England Highway and Whitehouse Lane**
-  **Whitehouse Lane and Marsden Park Road**
-  **O'Briens Lane and Calala Lane**
-  **O'Briens Lane and Nundle Road**
-  **New England Highway and Nundle Road**

The design and layout of proposed intersection upgrades will be shared with the community shortly, with feedback helping to inform our planning.

We will also develop a Minor Works Review of Environmental Factors as part of the project's planning approval which will assess any environmental impacts from the project.

It will also outline any proposed mitigation measures to manage potential impacts as a result of the work.

Did you know?

Wind turbine blades vary in length with some exceeding 85 metres. They will be transported from the Port of Newcastle to the New England REZ on vehicles operated by transport specialists with significant experience in transporting OSOM loads.

We're designing road upgrades to ensure that OSOM routes can accommodate road freight vehicles and specialised trailers that can be up to 100 metres long, depending on the equipment being transported.



Wind turbine blades in storage at the Port of Newcastle



Wind turbine blades stored at the Port of Newcastle



Wind turbine blades are transported along OSOM routes



Wind turbine blades are transported along OSOM routes



Reducing deliveries through Uralla

EnergyCo is working with Uralla Shire Council on a proposal to reduce the number of OSOM deliveries travelling through Uralla. Under the proposal, Staces Road would be used as the key route for deliveries heading east of Uralla via Thunderbolts Way.

We are working with the primary landholder, NSW Crown Lands, as well as NSW Aboriginal Land Council on developing the proposal and have started engaging with neighbouring properties in the area. We will also carry out field work including environmental assessments and survey work in the coming months.



OSOM vehicle departing Port of Newcastle

Port of Newcastle to Elong Elong construction update

The first stage of the Port to REZ program includes upgrades at 19 locations between the Port of Newcastle and Elong Elong in the Central-West Orana REZ. Construction started on these upgrades in April 2025.

Construction is complete at 4 of the 19 upgrade locations, with the remaining 15 locations scheduled for completion later in 2026. In addition to the intersection upgrades, the work involves construction of new pullover bays. Early work on the pullover bays is underway and is scheduled for completion in late 2026.



Next steps

We will continue to work directly with impacted landowners as we develop designs for the required intersection upgrades and pullover bays along the route. To inform our planning, we will be carrying out further survey work and geotechnical investigations between Muswellbrook and Armidale including Tamworth, Uralla and Armidale throughout 2026.

Where work is planned, we will publish work notifications with details of planned road work in the local area. Once finalised, we will share intersection upgrade layouts and the location of pullover bays on our interactive map which is available at energyco.nsw.gov.au/port2rez.

Contact us

EnergyCo wants to hear what you think about our plans. If you have questions or want to give feedback, please get in touch with our team.

 nerez@energyco.nsw.gov.au

 1800 061 114 (toll free)

 energyco.nsw.gov.au/nerez

 Scan the QR code for more information.



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 061 114**.