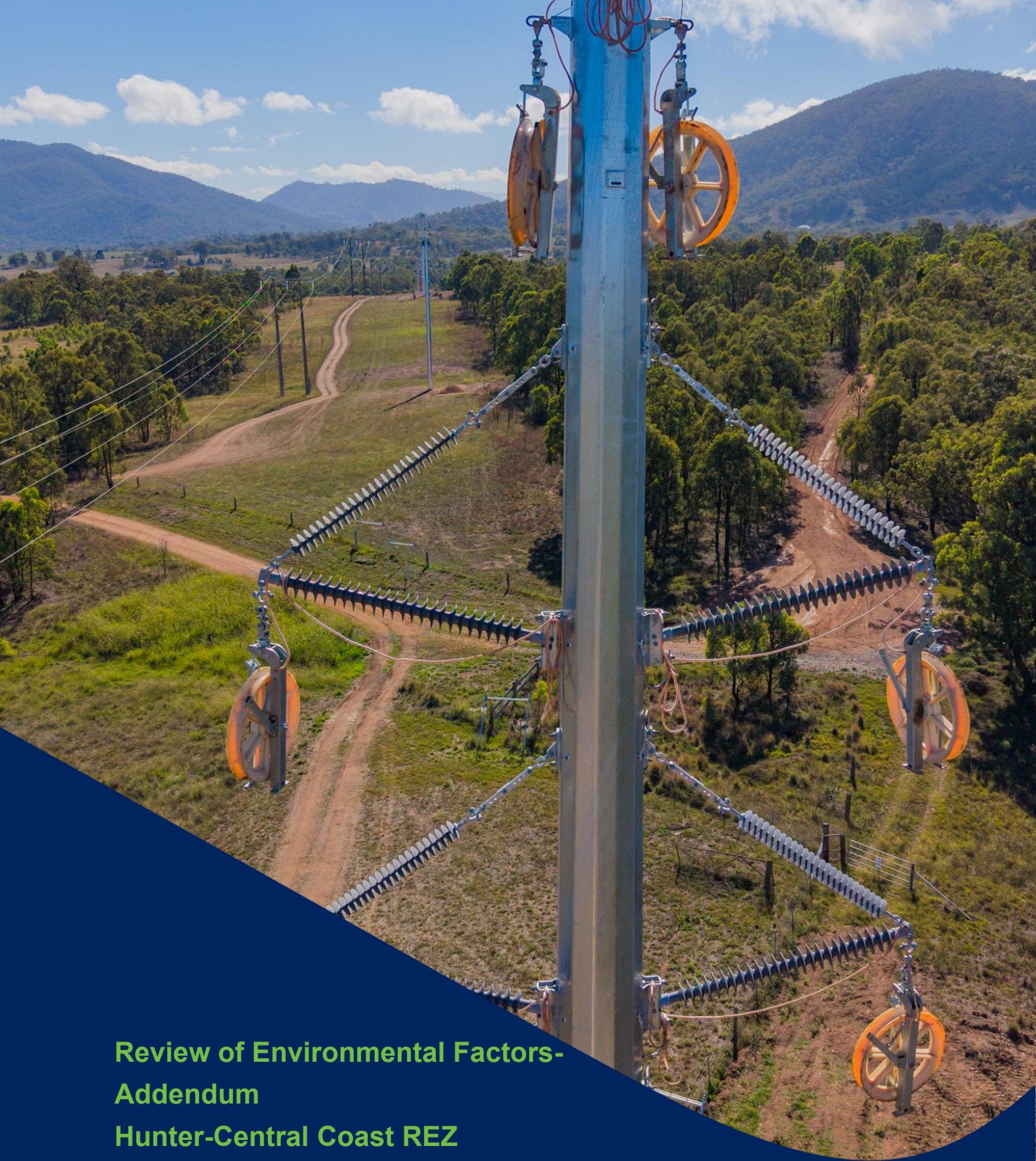




**Review of Environmental Factors-
Addendum
Hunter-Central Coast REZ
Network Infrastructure**

Appendix C- Consultation

Wired for good.™



TfNSW Corro. No.: CR2026/005774

Your Ref.: Ausgrid request for s138 concurrence - New England Highway Belford

Ausgrid
42 Honeysuckle Drive
Newcastle NSW 2300

Att: Robert Mitchison

Applicant Email: rmitchison@ausgrid.com.au

Determination of Application for undertaking Works in, on or over a public road, under Section 138 Roads Act 1993 as amended

RE: Ausgrid - Notification of Electricity Works along Hunter Expressway, Golden Highway and New England Highway, BELFORD NSW

I refer to your email date 9 July 2026, and related communications and you are advised as follows. In accordance with Section 138 of the Roads Act 1993, Transport for NSW (TfNSW) has reviewed your application and hereby issues **Ausgrid** (the Applicant) **concurrence** for the proposed works on TfNSW State Road, **Hunter Expressway, Golden Highway & New England Highway**, as per your application and attachments:

- New England Highway Belford – TfNSW S138 concurrence request.pdf
- 271450_R00.pdf

Your TfNSW Asset S138 Consent/Concurrence Number is: **fA20701112**

Please quote the TfNSW Consent/Concurrence number in any correspondence

The proposed scope of works for this acceptance is confirmed to be:

Scope:

- Construct a combined 132kV and 66kV feeder, on steel poles approximately 30m high, on an alignment along the southern road reserve of the New England Highway through Belford with a minimum setback of 10m from the trafficable lane.
- Reinstatement of area upon completion of works

Conditions of TfNSW Concurrence

This concurrence is subject to the Applicants' agreement to the following conditions.

1. No part of the TfNSW State Road sealed road pavement may be opened for the purpose of performing any aspect of these works.
2. Proposed works shall not damage TfNSW infrastructure including but not limited to stormwater drainage and Traffic Control Signals (TCS).
3. Proposed new utilities to be installed within TfNSW State Road reserve as per application attachments and in accordance with TfNSW Technical Direction *GTD 2018 002 Trenchless Excavation within the Easement of Roads and Maritime Infrastructure* and TfNSW Specification *M209 Road Openings and Restorations*.
4. Overhead clearances to be in accordance with TfNSW, Utility Authority or Australian Standards (whichever is the greater).
5. Utilities are to be located in accordance with Streets Opening Conference (SOC) Guidelines.
6. Any openings outside of the TfNSW State Road sealed road pavement to be in accordance with TfNSW Specification *M209 Road Openings and Restorations*.
7. Copies of this consent / concurrence and any related approvals (Road Occupancy Licence, etc.) must be held on site at all times and made available for TfNSW inspection when requested.

8. If there is any deviation to the approved proposed works or these conditions cannot be met the work must cease until a new written application is submitted and approved by TfNSW.
9. The Applicant is responsible for all legislative compliance including but not limited to Work Health & Safety and Environmental legislation.
10. Survey Marks are protected under the Surveying and Spatial Information Act. The Applicant is responsible for engaging a Registered Surveyor to investigate the project impact on survey marks and to gaining approval to remove survey marks if applicable. Fines may apply if a survey mark is destroyed without approval from the Surveyor General.
11. The Applicant must obtain any necessary approvals, including but not limited to environmental approvals, prior to works commencing.
12. A Road Occupancy Licence (ROL) is required for any activity likely to impact traffic flow on any State Road, even if that activity takes place off road, or located within 100 metres of traffic signals on any road. A temporary Speed Zone Authorisation (SZA) for works on State Roads may be applied for as part of the ROL application. A temporary Speed Zone Authorisation (SZA) for works on Regional Roads may be applied for through the local Council where the works are located. Note: An SZA is required where the Traffic Guidance Scheme requires a temporary reduction in speed limit during the works. To obtain an ROL, and SZA if required, please apply via the TfNSW OPLINC web page: **<https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/road-occupancy-licences>**. If you require assistance, please refer to this web page for contacts. Applications must be submitted at least ten working days prior to commencement of work.
13. When applying for an ROL for works within a TfNSW State Road reserve a valid S138 Consent/Concurrence Number is required.
14. All backfill of excavation works is to be to a standard that no future sinking or depressions will occur. No excavations are to be left open and unattended. Shoring and fencing to WorkCover and Australian Standards are to be implemented.
15. The Applicant is required to reinstate all affected vegetation, materials, surfaces and structures to no lesser conditions than pre-existing conditions and to TfNSW requirements.
16. TfNSW is not liable for any sub-surface conditions or existing services encountered. It is entirely the responsibility of the Applicant to locate, identify and avoid any under or above ground infrastructure before work commences including as a minimum contacting Dial Before You Dig.
17. Any work undertaken in the Local Government Authority reserve or privately owned land is to be approved by the relevant owner of the property prior to work taking place.
18. The Applicant is to take out or extend a Public Risk Insurance Policy to cover TfNSW and for public liability in an amount of not less than twenty million dollars (\$20,000,000). Evidence of such policy and its extension to cover TfNSW and its currency is to be produced for examination by the TfNSW upon request.
19. The TfNSW shall be indemnified by the Applicant and the Utility Owner against any suit, action, claim etc, which may arise from the presence of the utility within the TfNSW's road or median or generally within the road boundaries. The TfNSW shall be indemnified by the Applicant and the Utility Owner from and against all actions, suits, proceedings, losses, costs, damages, charges, claims and demands in any way arising from the proposed work.
20. This consent / concurrence is only valid for a period of twelve (12) months. Please contact the TfNSW Asset Engineer Mark James (Ph: 02 4908 7739, Email: roadaccess.north@transport.nsw.gov.au) should you require any further assistance with this matter.

Yours sincerely

Mark James
A / Pavement Maintenance Planner
Road Maintenance and Resilience, TfNSW

NC-01006
17 July 2026

Mel Curtis
Singleton City Council
PO Box 314
Singleton NSW 2330, Australia
Sent via email to council@singleton.nsw.gov.au
and psmith@singleton.nsw.gov.au

Dear Mel,

Re: Proposed Ausgrid Project at HCC REZ Network Infrastructure - Stage 2, Plan No. plan number–consultation under the *Electricity Supply Act 1995* and *State Environmental Planning Policy (Transport and Infrastructure) 2021*

I am writing to provide formal notification to Council with the opportunity to review and make a submission in relation to a modification to Ausgrid's approved Hunter–Central Coast Renewable Energy Zone (**HCC REZ**) network infrastructure between Branxton and Antiene within the Singleton Local Government Area (**LGA**), as required by the *Electricity Supply Act 1995* and the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

Ausgrid's proposed route modifications are required to address a variety of access, landowner concerns and constructability issues. The modifications are in the following locations (and indicated in the maps at the end of this letter):

1. Standen Drive, Belford
2. New England Highway/Pothana Lane, Belford
3. New England Highway and Golden Highway intersection, Whittingham
4. Mitchell Line of Road – Whittingham
5. Mitchell Line of Road – Mt Thorley
6. Jerry's Plains Road, Mt Thorley
7. Maison Dieu Rd, Maison Dieu
8. New England Highway, Camberwell
9. Off New England Highway, Glennies Creek
10. Liddell Coal Operations, Old New England Highway, Liddell

Ausgrid will be carrying out an environmental assessment for this project to meet the requirements of the *Environmental Planning and Assessment Act 1979*. Therefore, in addition to any submission, can you please advise of any information that Council has which will assist us in considering all relevant issues and adequately assessing the environmental impacts. Such information could include:

- specific zoning and consent requirements
- approved surrounding land uses
- any known environmental restrictions (e.g. environmental protection area etc)
- threatened or endangered flora or fauna species
- fire prone land
- stormwater
- Council's infrastructure
- locally rare or protected flora or fauna or areas of critical habitat
- wetlands or flood prone areas
- land contamination, potential or actual acid sulphate soils, soil instability or subsidence
- heritage items or relics, including Aboriginal heritage and sites
- site access, traffic or parking restrictions
- adjacent sensitive sites

- potential community concerns of which Council may be aware
- other nearby development proposals likely to impact upon Ausgrid's proposal
- any other items that Council considers relevant.

Submissions and information for this project will be considered if received within 40 days of the date of this letter. Submissions and information may be sent via e-mail (jwall@ausgrid.com.au),

If no written correspondence is received by 24/08/2026 we will consider that Council does not wish to lodge a submission and we will proceed to schedule work after this date.

Please contact me if you would like to discuss this matter on 0414 192 495.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jason Wall', with a stylized, flowing script.

Jason Wall

Project Director – Hunter Central Coast REZ
Ausgrid

Figure 1: Standen Drive, Belford.

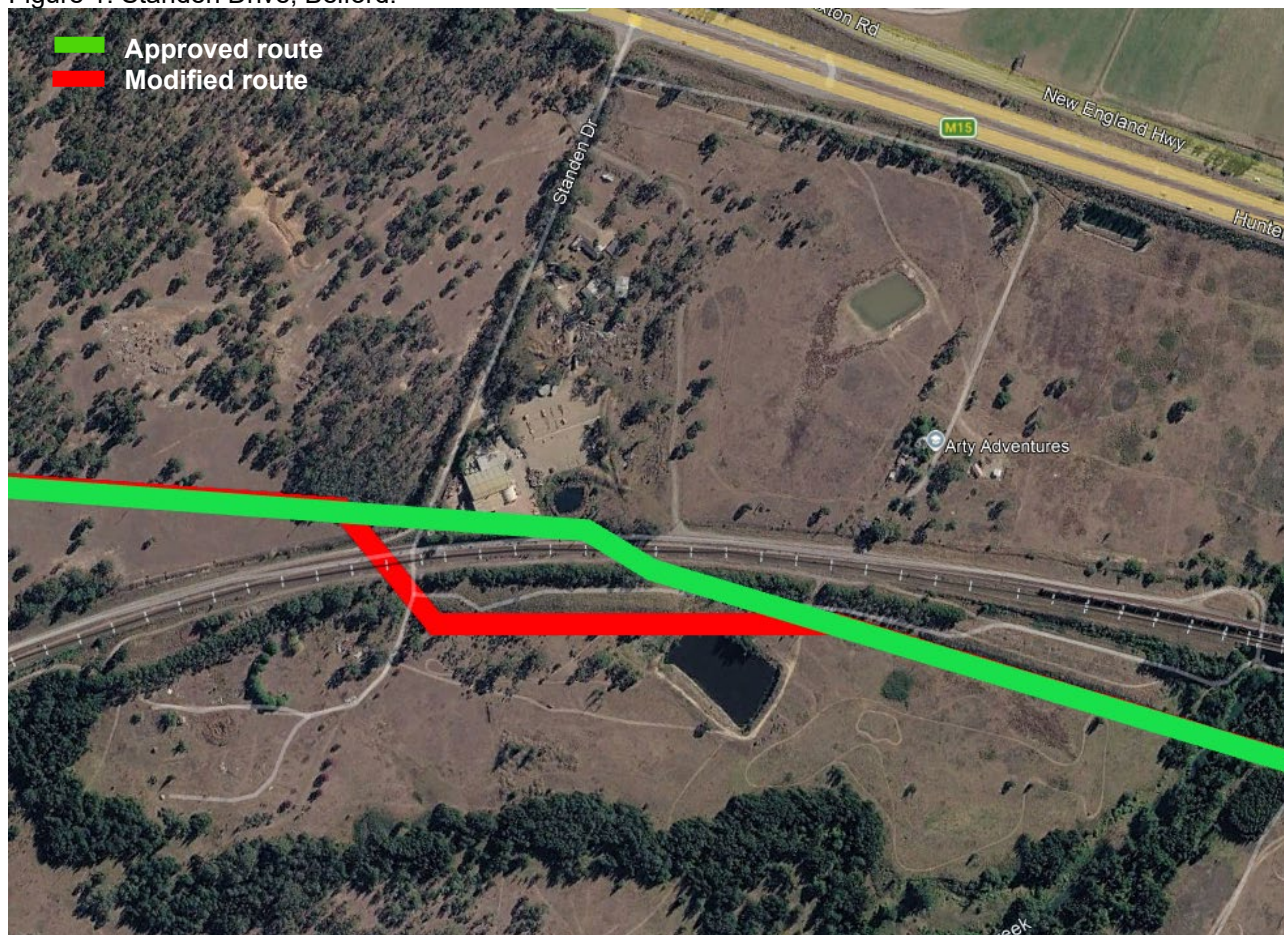


Figure 2: New England Highway/Pothana Lane, Belford.

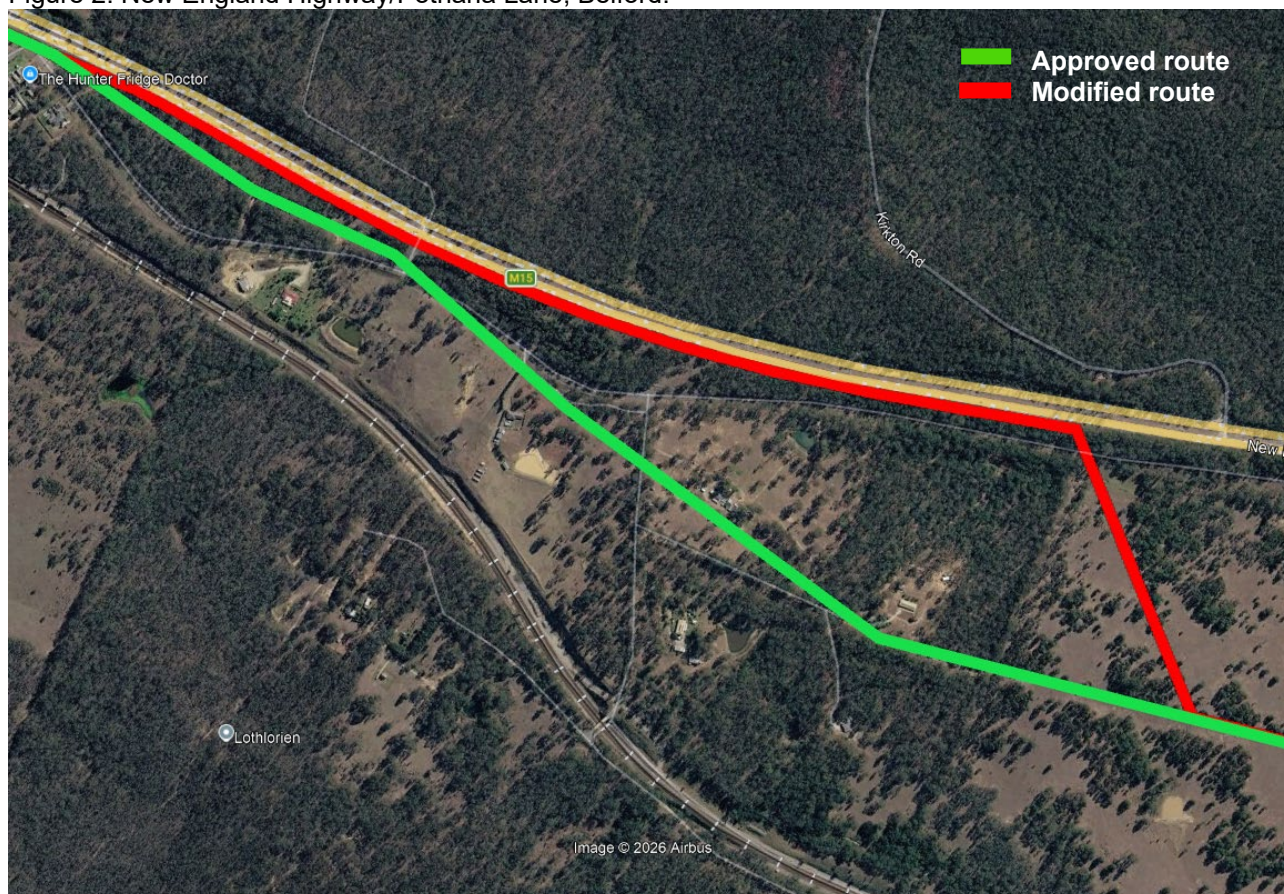


Figure 3: New England Highway and Golden Highway intersection, Whittingham.

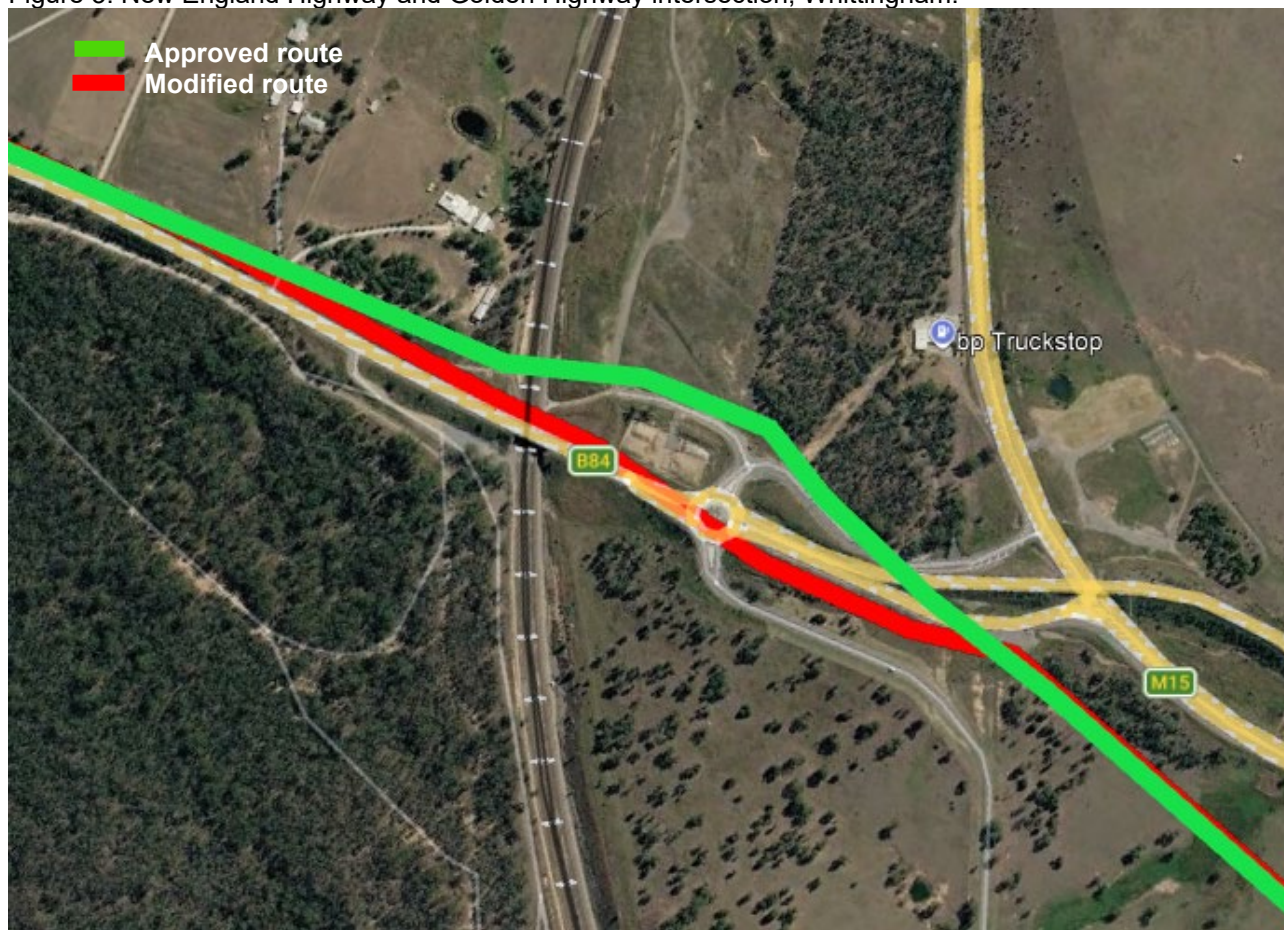


Figure 4: Mitchell Line of Road – Whittingham.

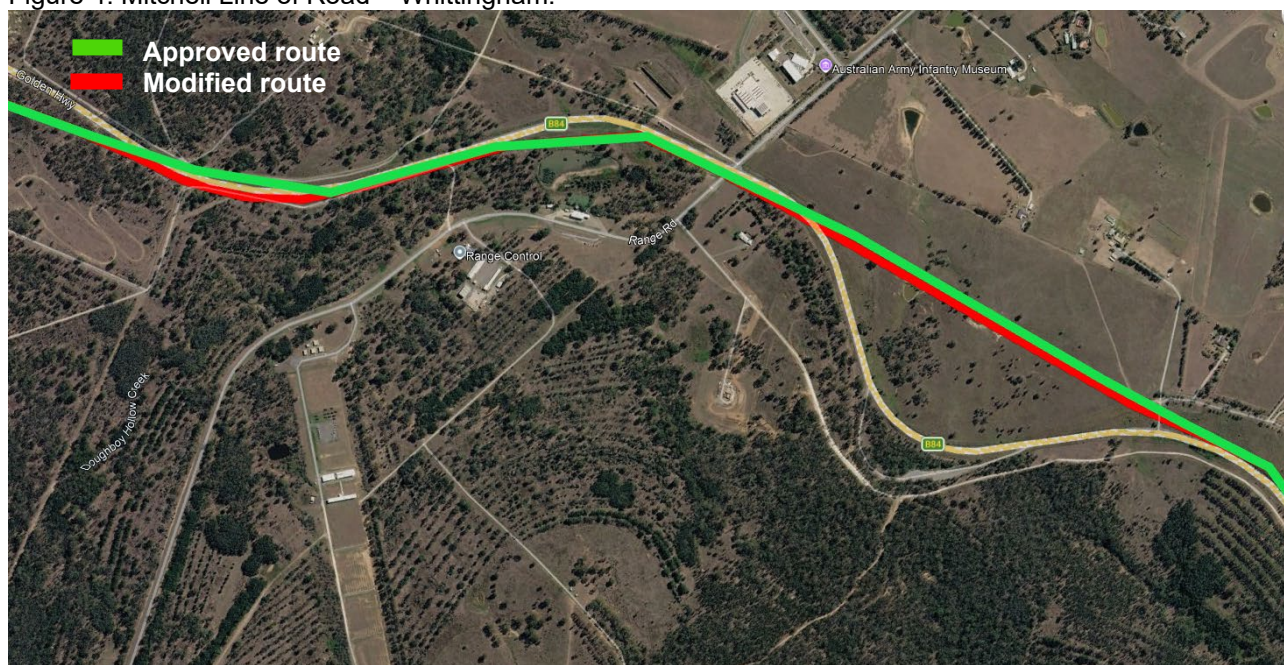


Figure 5: Mitchell Line of Road – Mt Thorley

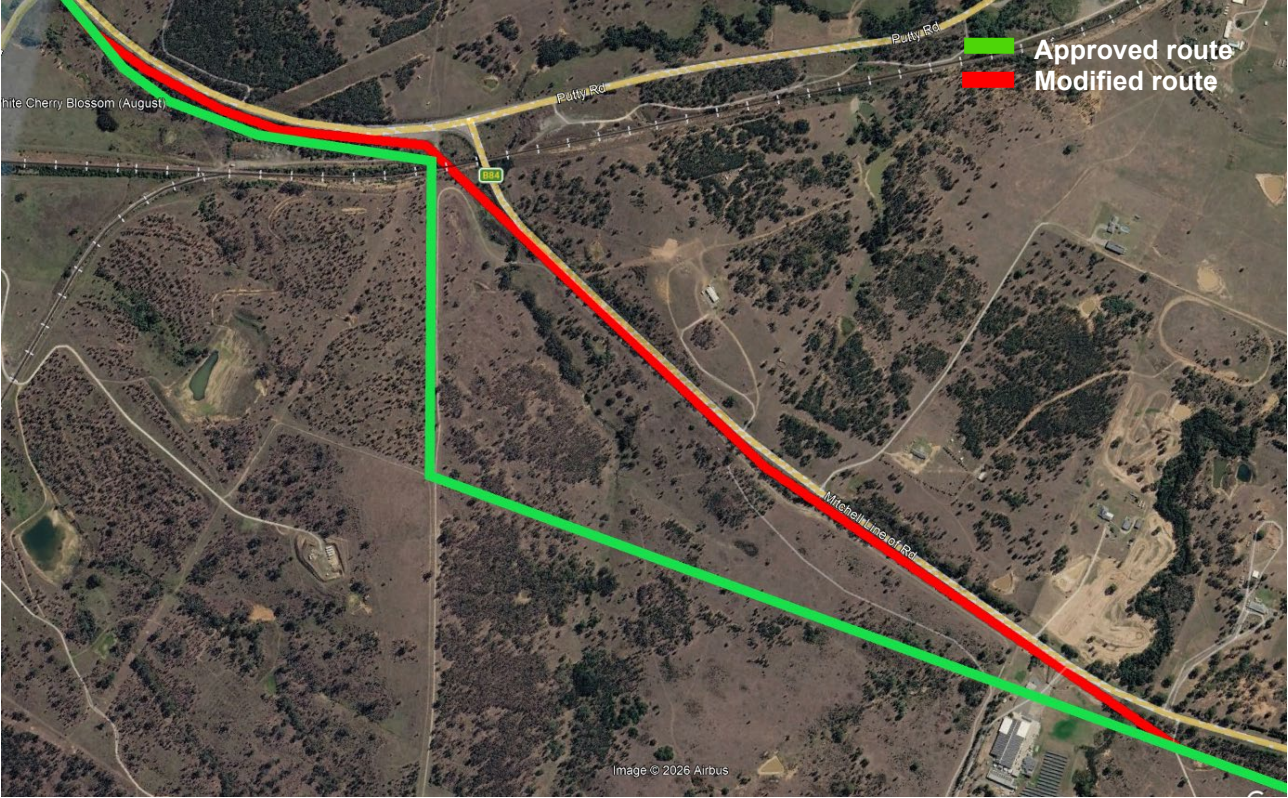


Figure 6: Jerry's Plains Road, Mt Thorley



Figure 7: Maison Dieu Rd, Maison Dieu

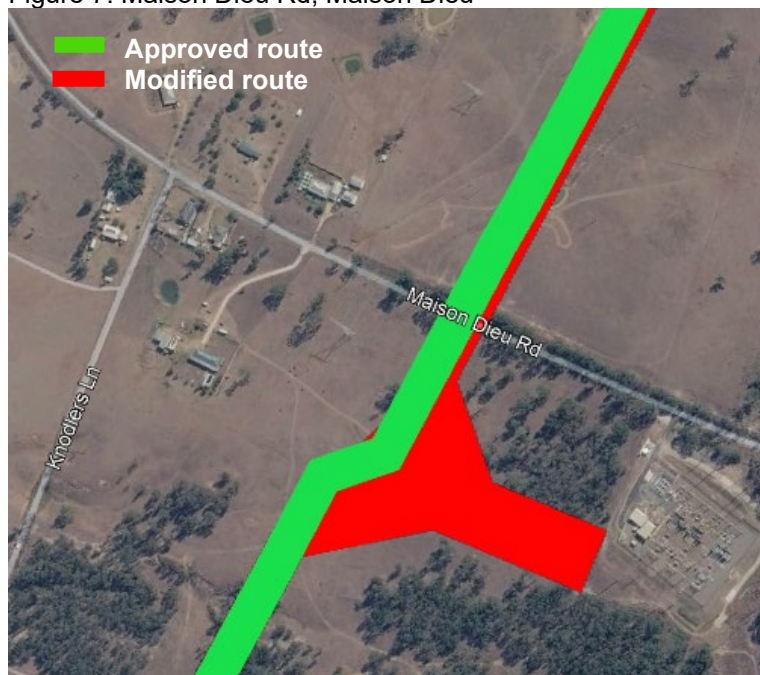


Figure 8: New England Highway, Camberwell.



Figure 9: Off New England Highway, Glennies Creek.



Figure 10: Liddell Coal Operations, Old New England Highway, Liddell.



20 May 2026

Paul Smith
Singleton City Council
PO Box 314
Singleton NSW 2330, Australia

Sent via email to council@singleton.nsw.gov.au
and psmith@singleton.nsw.gov.au

Dear Paul,

Re: Proposed HCC REZ Network Infrastructure - Stage 2 – Branxton to Antiene – request for consent under S138 of the Roads Act 1993

I refer to Ausgrid's proposal to construct, operate, and maintain the Hunter–Central Coast Renewable Energy Zone (**HCC REZ**) network infrastructure between Branxton and Antiene within the Singleton Local Government Area (**LGA**). I also acknowledge Ausgrid's submission under section 45 of the Electricity Supply Act dated 7 November 2024, and your subsequent correspondence dated 20 December 2024, which outlined Council's requirements on the proposed works.

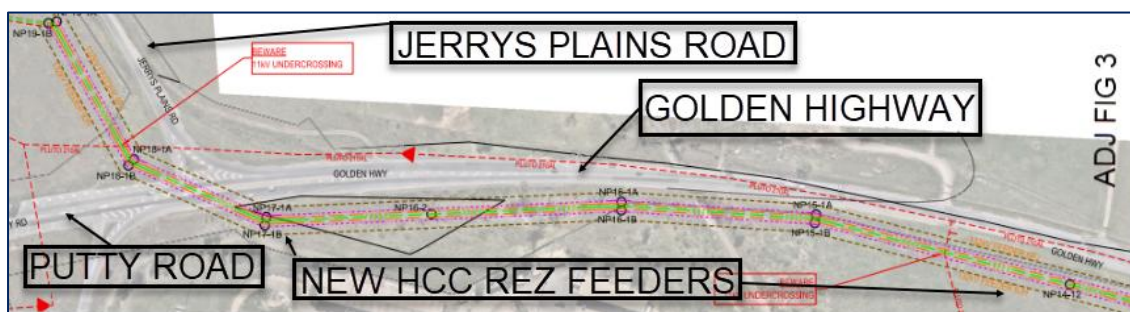
Ausgrid is now seeking consent under section 138 of the Roads Act 1993 (**Act**) for works within the road reserves of the classified roads under the Act in the following locations:

1. The Golden Highway, Mount Thorley (inclusive of the Broke / Putty Road intersection crossing);
2. Mitchell Line Road, between the Golden Highway & The New England (NE) Highway Whittingham;
3. The NE Highway, Belford; &
4. The NE Highway, Camberwell (inclusive of a new crossing of the NE Highway and Broke Rd).

To assist identifying the HCC REZ works in the Singleton LGA, attached for reference is an indicative feeder route map through the Singleton LGA. Design details (from the 50% draft designs) at the nominated locations (1, 2 & 3) are illustrated below together with a visualisation of the new HCC REZ feeders.

At these locations works will comprise of replacing the existing 66kV powerline with a new steel monopole construction that comprises of two 132kV circuits with twin conductor, an OPGW at the head of the pole and underbuilt 66kV. Existing timber poles will be removed and replaced. Existing poles are approximately 20m high where the new poles will be approximately 30m high.

- Figure 2: The Golden Highway, Mount Thorley (From Jerrys Plains Road)**



LODER CREEK
REFER TO FURTHER
NOTES AT THE END
OF SUBMISSION

NEW HCC REZ FEEDERS

ADJ FIG 2

ADJ FIG 4

GOLDEN HWY

LODER CREEK

REWARD 11KV UNDERPASSING

NP14-11A
NP14-11B
NP14-11C
NP14-11D
NP14-11E
NP14-11F
NP14-11G
NP14-11H
NP14-11I
NP14-11J
NP14-11K
NP14-11L
NP14-11M
NP14-11N
NP14-11O
NP14-11P
NP14-11Q
NP14-11R
NP14-11S
NP14-11T
NP14-11U
NP14-11V
NP14-11W
NP14-11X
NP14-11Y
NP14-11Z
NP14-11AA
NP14-11AB
NP14-11AC
NP14-11AD
NP14-11AE
NP14-11AF
NP14-11AG
NP14-11AH
NP14-11AI
NP14-11AJ
NP14-11AK
NP14-11AL
NP14-11AM
NP14-11AN
NP14-11AO
NP14-11AP
NP14-11AQ
NP14-11AR
NP14-11AS
NP14-11AT
NP14-11AU
NP14-11AV
NP14-11AW
NP14-11AX
NP14-11AY
NP14-11AZ
NP14-11BA
NP14-11BB
NP14-11BC
NP14-11BD
NP14-11BE
NP14-11BF
NP14-11BG
NP14-11BH
NP14-11BI
NP14-11BJ
NP14-11BK
NP14-11BL
NP14-11BM
NP14-11BN
NP14-11BO
NP14-11BP
NP14-11BQ
NP14-11BR
NP14-11BS
NP14-11BT
NP14-11BU
NP14-11BV
NP14-11BW
NP14-11BX
NP14-11BY
NP14-11BZ
NP14-11CA
NP14-11CB
NP14-11CC
NP14-11CD
NP14-11CE
NP14-11CF
NP14-11CG
NP14-11CH
NP14-11CI
NP14-11CJ
NP14-11CK
NP14-11CL
NP14-11CM
NP14-11CN
NP14-11CO
NP14-11CP
NP14-11CQ
NP14-11CR
NP14-11CS
NP14-11CT
NP14-11CU
NP14-11CV
NP14-11CW
NP14-11CX
NP14-11CY
NP14-11CZ
NP14-11DA
NP14-11DB
NP14-11DC
NP14-11DD
NP14-11DE
NP14-11DF
NP14-11DG
NP14-11DH
NP14-11DI
NP14-11DJ
NP14-11DK
NP14-11DL
NP14-11DM
NP14-11DN
NP14-11DO
NP14-11DP
NP14-11DQ
NP14-11DR
NP14-11DS
NP14-11DT
NP14-11DU
NP14-11DV
NP14-11DW
NP14-11DX
NP14-11DY
NP14-11DZ
NP14-11EA
NP14-11EB
NP14-11EC
NP14-11ED
NP14-11EE
NP14-11EF
NP14-11EG
NP14-11EH
NP14-11EI
NP14-11EJ
NP14-11EK
NP14-11EL
NP14-11EM
NP14-11EN
NP14-11EO
NP14-11EP
NP14-11EQ
NP14-11ER
NP14-11ES
NP14-11ET
NP14-11EU
NP14-11EV
NP14-11EW
NP14-11EX
NP14-11EY
NP14-11EZ
NP14-11FA
NP14-11FB
NP14-11FC
NP14-11FD
NP14-11FE
NP14-11FF
NP14-11FG
NP14-11FH
NP14-11FI
NP14-11FJ
NP14-11FK
NP14-11FL
NP14-11FM
NP14-11FN
NP14-11FO
NP14-11FP
NP14-11FQ
NP14-11FR
NP14-11FS
NP14-11FT
NP14-11FU
NP14-11FV
NP14-11FW
NP14-11FX
NP14-11FY
NP14-11FZ
NP14-11GA
NP14-11GB
NP14-11GC
NP14-11GD
NP14-11GE
NP14-11GF
NP14-11GG
NP14-11GH
NP14-11GI
NP14-11GJ
NP14-11GK
NP14-11GL
NP14-11GM
NP14-11GN
NP14-11GO
NP14-11GP
NP14-11GQ
NP14-11GR
NP14-11GS
NP14-11GT
NP14-11GU
NP14-11GV
NP14-11GW
NP14-11GX
NP14-11GY
NP14-11GZ
NP14-11HA
NP14-11HB
NP14-11HC
NP14-11HD
NP14-11HE
NP14-11HF
NP14-11HG
NP14-11HH
NP14-11HI
NP14-11HJ
NP14-11HK
NP14-11HL
NP14-11HM
NP14-11HN
NP14-11HO
NP14-11HP
NP14-11HQ
NP14-11HR
NP14-11HS
NP14-11HT
NP14-11HU
NP14-11HV
NP14-11HW
NP14-11HX
NP14-11HY
NP14-11HZ
NP14-11IA
NP14-11IB
NP14-11IC
NP14-11ID
NP14-11IE
NP14-11IF
NP14-11IG
NP14-11IH
NP14-11II
NP14-11IJ
NP14-11IK
NP14-11IL
NP14-11IM
NP14-11IN
NP14-11IO
NP14-11IP
NP14-11IQ
NP14-11IR
NP14-11IS
NP14-11IT
NP14-11IU
NP14-11IV
NP14-11IW
NP14-11IX
NP14-11IY
NP14-11IZ
NP14-11JA
NP14-11JB
NP14-11JC
NP14-11JD
NP14-11JE
NP14-11JF
NP14-11JG
NP14-11JH
NP14-11JI
NP14-11JJ
NP14-11JK
NP14-11JL
NP14-11JM
NP14-11JN
NP14-11JO
NP14-11JP
NP14-11JQ
NP14-11JR
NP14-11JS
NP14-11JT
NP14-11JU
NP14-11JV
NP14-11JW
NP14-11JX
NP14-11JY
NP14-11JZ
NP14-11KA
NP14-11KB
NP14-11KC
NP14-11KD
NP14-11KE
NP14-11KF
NP14-11KG
NP14-11KH
NP14-11KI
NP14-11KJ
NP14-11KK
NP14-11KL
NP14-11KM
NP14-11KN
NP14-11KO
NP14-11KP
NP14-11KQ
NP14-11KR
NP14-11KS
NP14-11KT
NP14-11KU
NP14-11KV
NP14-11KW
NP14-11KX
NP14-11KY
NP14-11KZ
NP14-11LA
NP14-11LB
NP14-11LC
NP14-11LD
NP14-11LE
NP14-11LF
NP14-11LG
NP14-11LH
NP14-11LI
NP14-11LJ
NP14-11LK
NP14-11LL
NP14-11LM
NP14-11LN
NP14-11LO
NP14-11LP
NP14-11LQ
NP14-11LR
NP14-11LS
NP14-11LT
NP14-11LU
NP14-11LV
NP14-11LW
NP14-11LX
NP14-11LY
NP14-11LZ
NP14-11MA
NP14-11MB
NP14-11MC
NP14-11MD
NP14-11ME
NP14-11MF
NP14-11MG
NP14-11MH
NP14-11MI
NP14-11MJ
NP14-11MK
NP14-11ML
NP14-11MM
NP14-11MN
NP14-11MO
NP14-11MP
NP14-11MQ
NP14-11MR
NP14-11MS
NP14-11MT
NP14-11MU
NP14-11MV
NP14-11MW
NP14-11MX
NP14-11MY
NP14-11MZ
NP14-11NA
NP14-11NB
NP14-11NC
NP14-11ND
NP14-11NE
NP14-11NF
NP14-11NG
NP14-11NH
NP14-11NI
NP14-11NJ
NP14-11NK
NP14-11NL
NP14-11NM
NP14-11NN
NP14-11NO
NP14-11NP
NP14-11NQ
NP14-11NR
NP14-11NS
NP14-11NT
NP14-11NU
NP14-11NV
NP14-11NW
NP14-11NX
NP14-11NY
NP14-11NZ
NP14-11OA
NP14-11OB
NP14-11OC
NP14-11OD
NP14-11OE
NP14-11OF
NP14-11OG
NP14-11OH
NP14-11OI
NP14-11OJ
NP14-11OK
NP14-11OL
NP14-11OM
NP14-11ON
NP14-11OO
NP14-11OP
NP14-11OQ
NP14-11OR
NP14-11OS
NP14-11OT
NP14-11OU
NP14-11OV
NP14-11OW
NP14-11OX
NP14-11OY
NP14-11OZ
NP14-11PA
NP14-11PB
NP14-11PC
NP14-11PD
NP14-11PE
NP14-11PF
NP14-11PG
NP14-11PH
NP14-11PI
NP14-11

[illegible]

2. Mitchell Line Road, between the Golden Highway & The New England Highway Whittingham including crossing of Broke Rd

Figure 5: Mitchell Line Road, Mount Thorley (Continued from Figure 4)

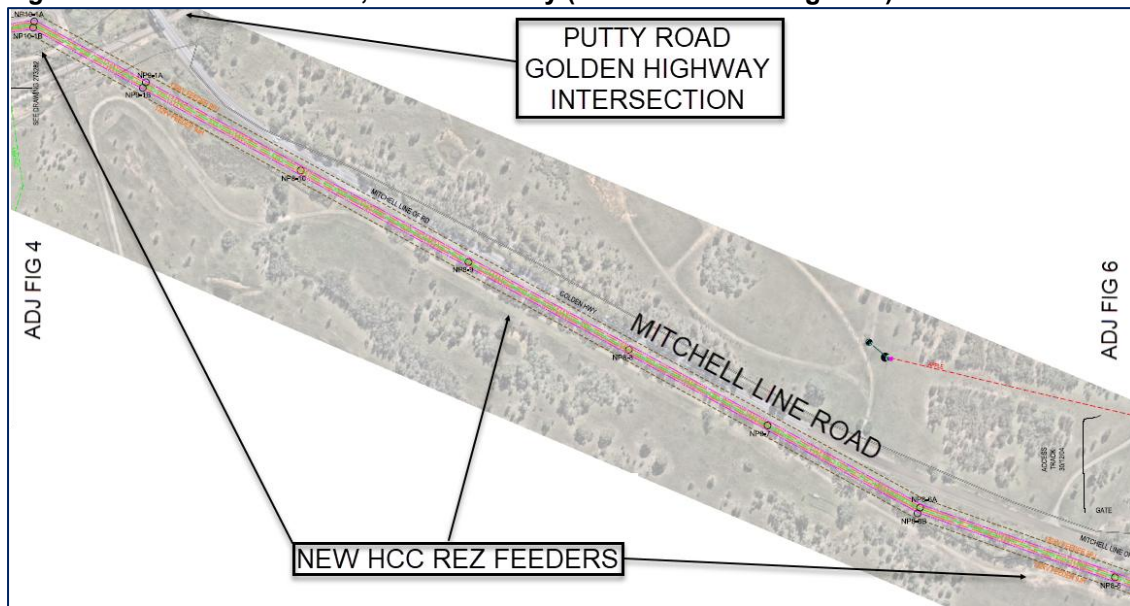


Figure 6: Mitchell Line Road, Mount Thorley (Continued from Figure 5)

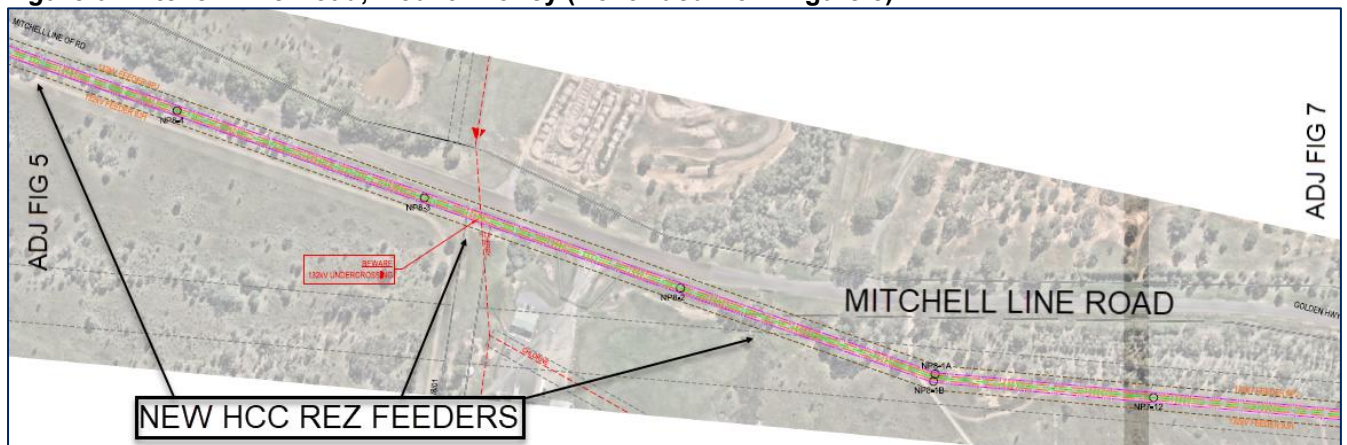
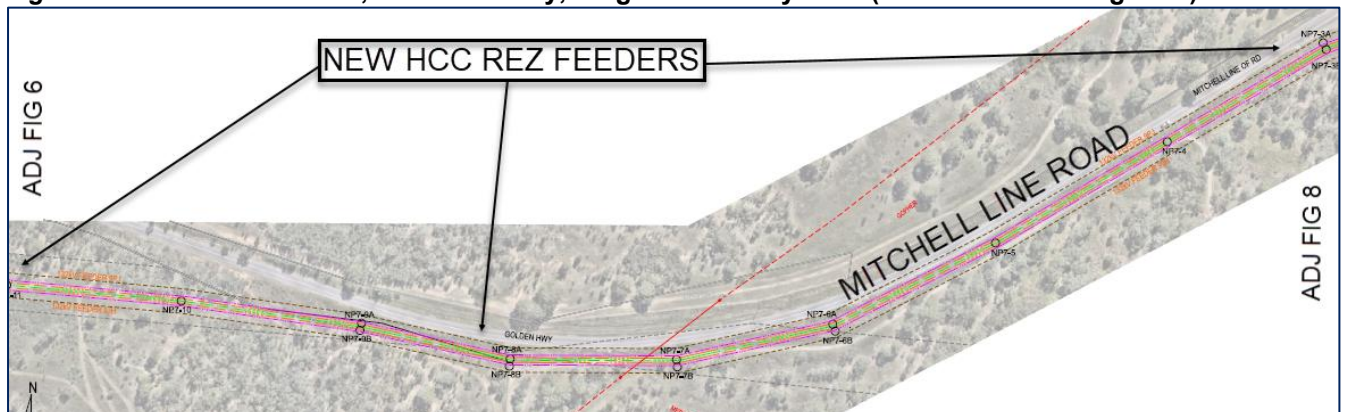


Figure 7: Mitchell Line Road, Mount Thorley, Singleton Military Area (Continued from Figure 6)



ADJ FIG 8

ADJ FIG 10

MITCHELL LINE ROAD

MITCHELL LINE GERD

NEW HCC REZ FEEDERS

NP1001, NP1002, NP1003, NP1004, NP1005, NP1006, NP1007, NP1008, NP1009, NP1010, NP1011, NP1012, NP1013, NP1014, NP1015, NP1016, NP1017, NP1018, NP1019

Figure 11: Mitchell Line Road, Singleton Military Area (Continued from Figure 10)

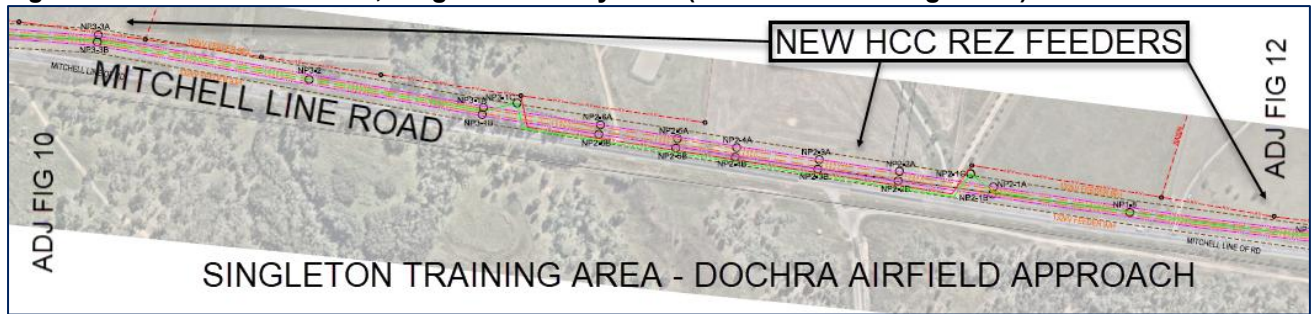
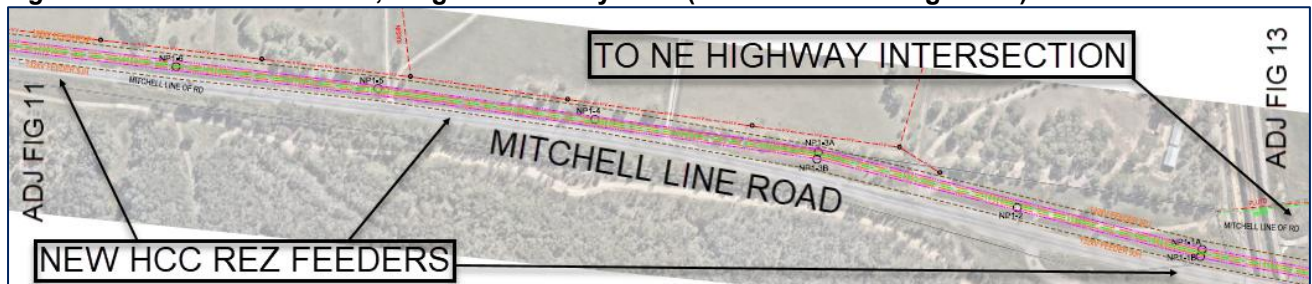


Figure 12: Mitchell Line Road, Singleton Military Area (Continued from Figure 11)



3. The New England Highway, Belford (Bell Road to Pothana Lane)

Figure 13: The New England Highway, Belford (Bell Road to Swan Street)



Figure 14: The New England Highway, Belford (Adjacent Belford Street) (Continued from Figure 13)

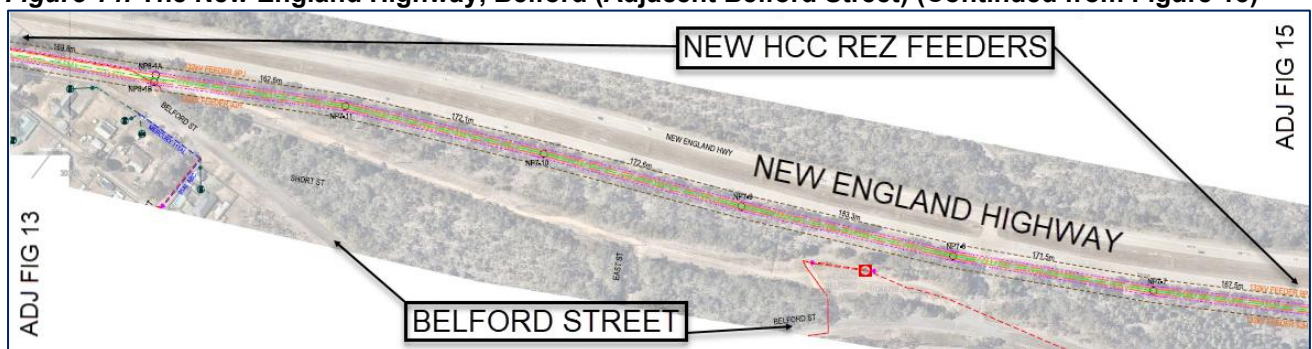
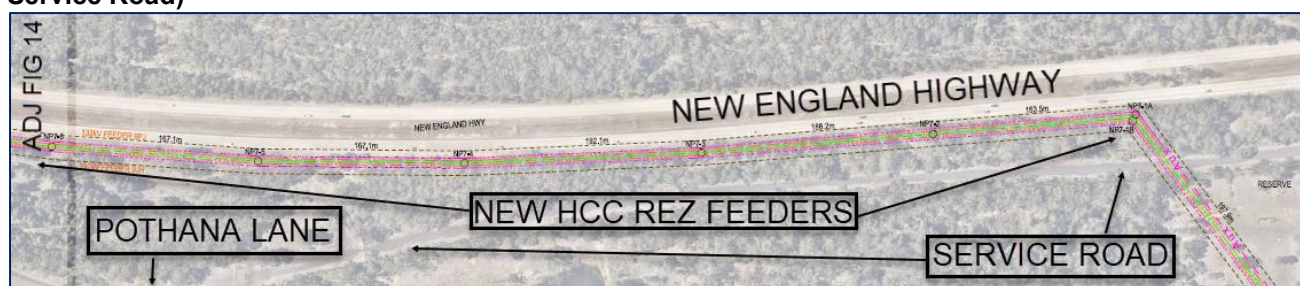


Figure 15: The New England Highway, Belford (Adjacent Pothana Lane & the New England Highway Service Road)



Following initial review and commentary by Singleton Council for locations 1, 2 & 3 (and further design development of the 50% designs in the above sections) a detailed pole placement schedule will be prepared to address compliance with Table 4.1 of the 2010 Austroads Guide to Road Design, Part 6.

4. The New England Highway, Camberwell

The section is the first of the HCC REZ construction activities scheduled to **commence in July 2026** associated with this s138 submission. Work in this section comprises of utilising the western side of the road reserve corridor to build a dual circuit monopole line that will follow the property boundary adjacent Ashton Mine. This will comprise of two 132kV circuits with twin conductor on a single monopole (incorporating OPGW at the head of the pole). The new poles will be approximately 30m high.

Ausgrid is seeking consent to build the new HCC REZ monopole line in the road corridor and introduce an additional NE Highway crossing to the south-east of Lemington Rd – refer to Figure 18 below. Design details from the 100% issued design for this location are illustrated below together with a visualisation of the new HCC REZ feeders.

Figure 16 - Visualisation - Locations 4 - The NE Highway, Camberwell



Figure 17: The New England Highway, Camberwell

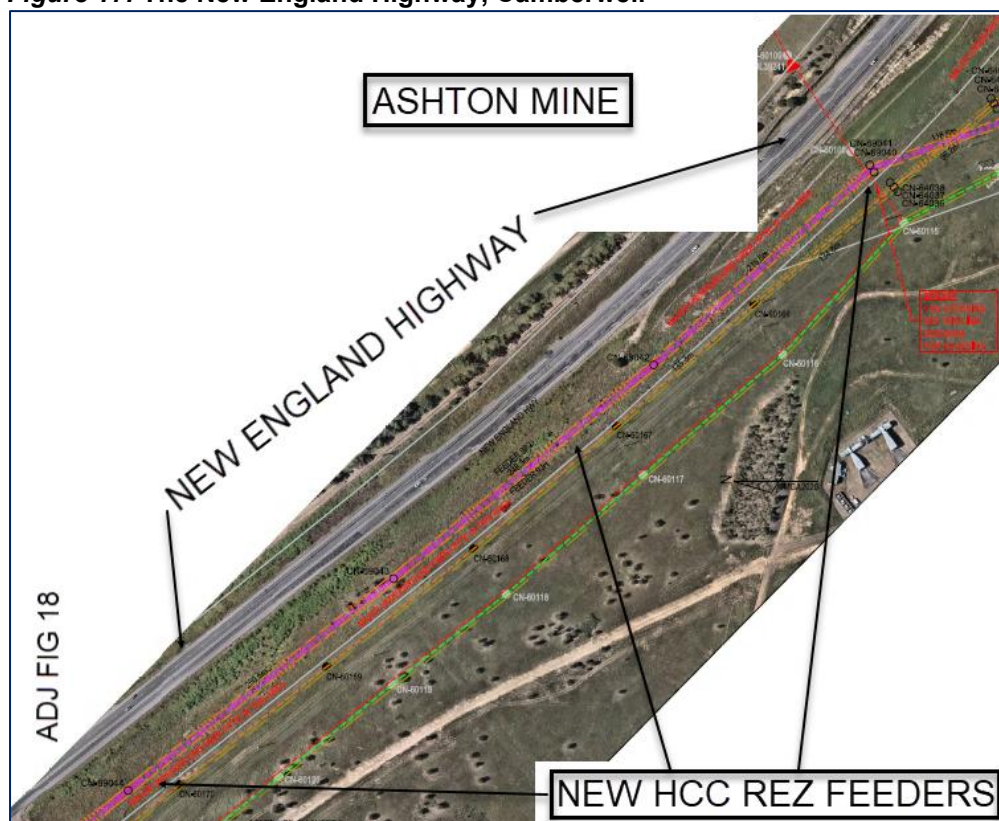
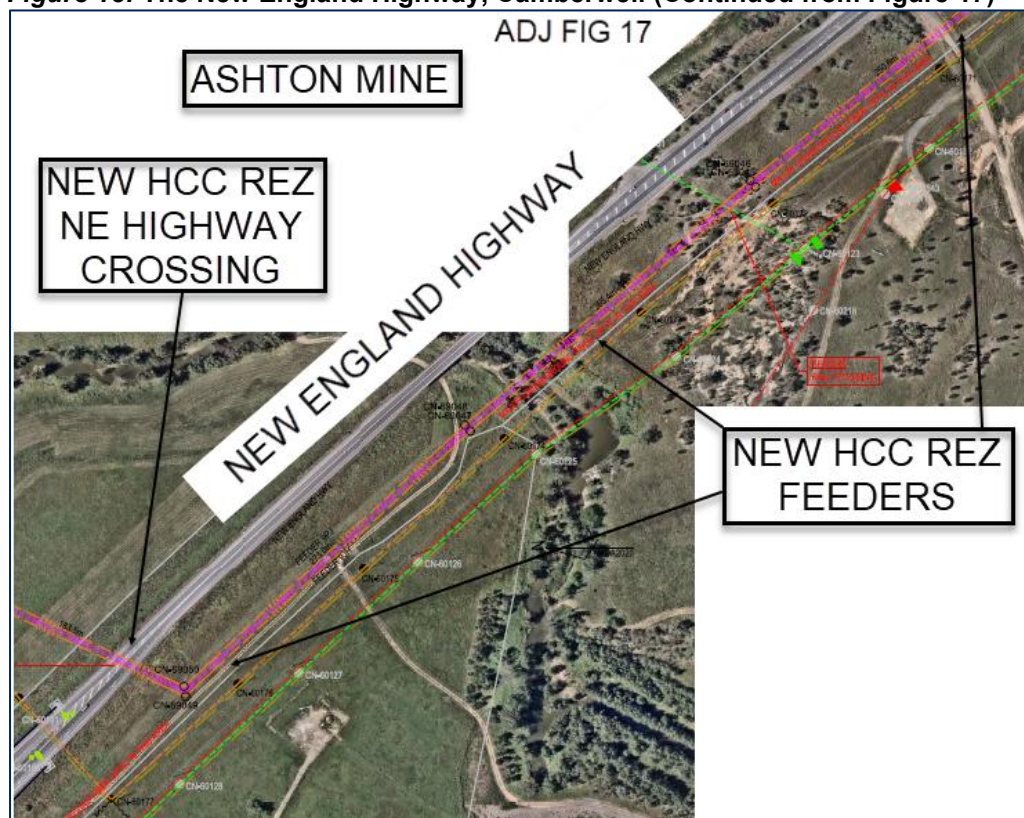


Figure 18: The New England Highway, Camberwell (Continued from Figure 17)



A detailed pole placement schedule has been prepared for the pole locations above in Figures 17 & 18 adjacent to The New England Highway to address compliance with Table 4.1 of the 2010 Austroads Guide to Road Design, Part 6.

Table 1: New England Highway Crossing

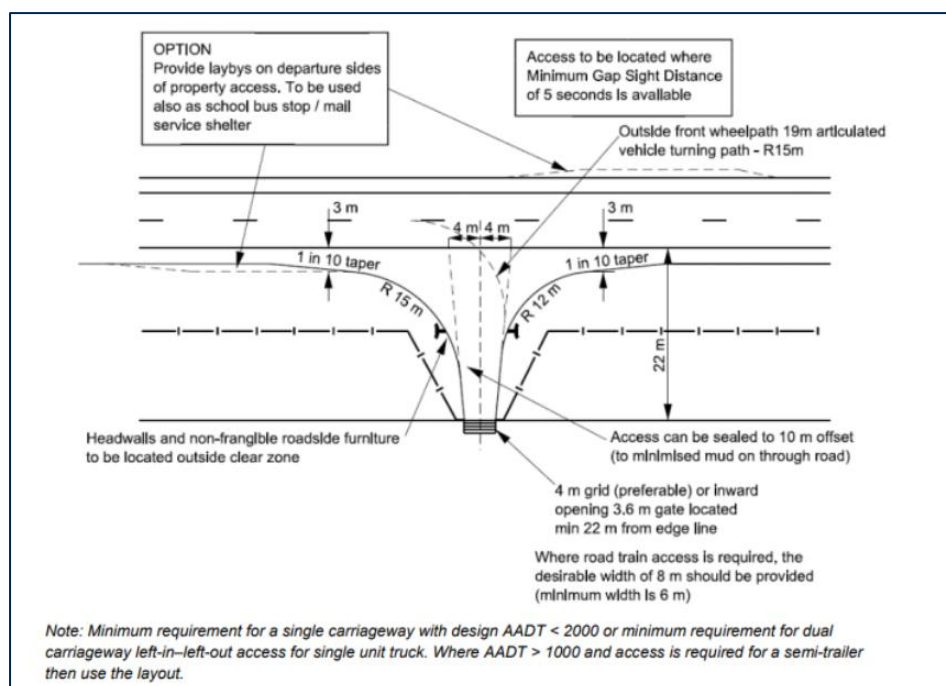
Crossing Identifier	Longitude	Latitude	Minimum vertical clearance above through traffic lane	Horizontal clearance of poles from through traffic lane (excluding turning / slip / emergency lanes)
1	151° 04' 02.27" E	32° 27' 36.63" S	12m	From eastern side to CN-69051/52: ~110m From western side to CN-69049/50: 34m

Table 2: Structures in the New England Highway Road Reserve.

Pole No.	Longitude	Latitude	Horizontal clearance of poles from through traffic lane (excluding turning/slip/emergency lanes)
CN-69040/41	151° 04' 38.76" E	32° 28' 14.33" S	44m
CN-69042	151° 04' 33.22" E	32° 28' 09.07" S	38m
CN-69043	151° 04' 27.32" E	32° 28' 02.75" S	36m
CN-69044	151° 04' 21.48" E	32° 27' 56.31" S	37m
CN-69045/46	151° 04' 15.67" E	32° 27' 49.83" S	34m
CN-69047/48	151° 04' 09.20" E	32° 27' 43.17" S	37m
CN-69049/50	151° 04' 02.27" E	32° 27' 36.63" S	34m

With approval of the s138 application from Singleton Council (and concurrence from TfNSW), Ausgrid's Transmission delivery partner will make progressive ROL applications prior to commencement of construction works wherever direct impact to a road, lane closures or road closures are required. TGS's will be prepared and submitted where required. Access points will generally be located on the side of a public road. An indicative plan of a rural property access is provided in Figure 4 below.

Figure 7 - Example rural property access for articulated vehicles

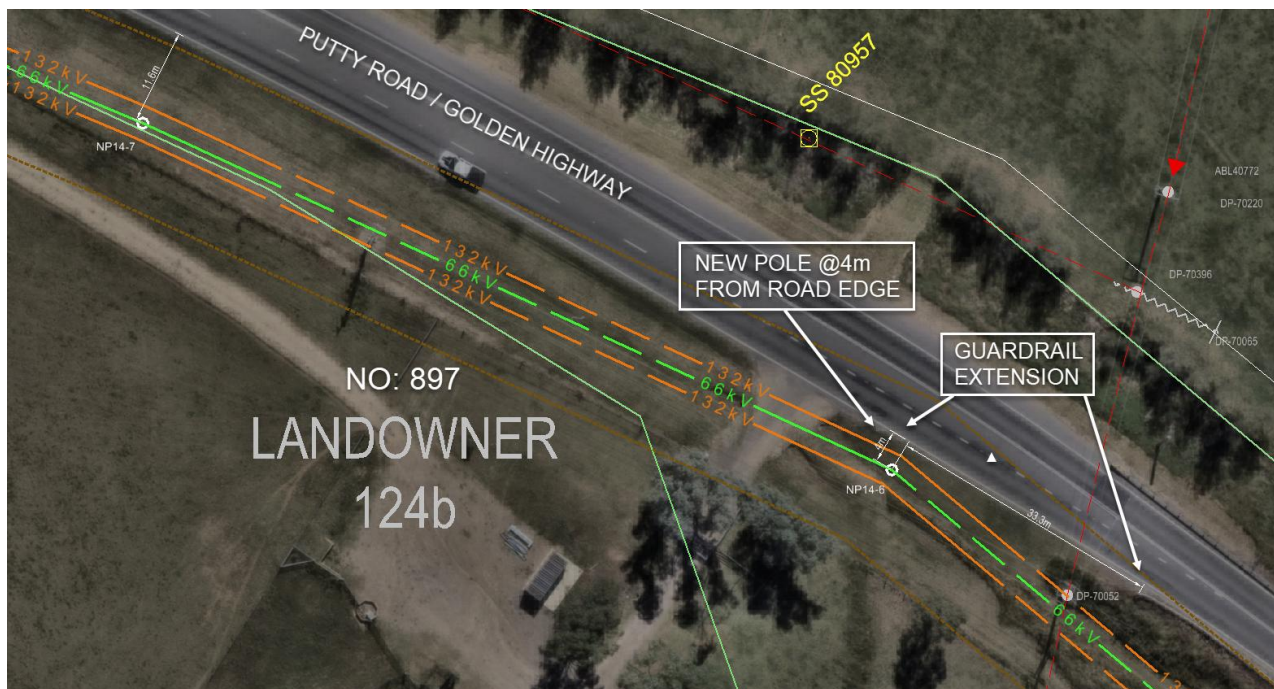


Ref: Austroads Guide to Road Design Part 4: Intersections and crossings

Typically, access points would be fenced and sign-posted for ease of identification of construction crews. No Oversized and Overmass (OSOM) vehicles would be required for the works.

Other key information related to this submission includes:

- Design details through Jerrys Plains Road, Mount Thorley, will be provided when the route is finalised and provided in due course for consent.
- **897 Putty Road (Golden Highway) Mount Thorley** – Ausgrid proposes a pole position at ~4m from the edge of the road. Extension of the Armco railing from the Loders Creek bridge is proposed as a risk mitigation measure. The intention of this solution is to avoid requiring tree removal on the Hedley's property. Ausgrid seeks commentary from Singleton Council as to this proposal. Map:



We welcome the opportunity to discuss this information with Singleton Council at your earliest convenience.

Should you have any questions in relation to the proposed works, please contact me on 0414 192 495.

Regards,

A handwritten signature in black ink, appearing to read 'Jason Wall'.

Jason Wall
Project Director
HCC REZ
Ausgrid

Council Reference:

Ausgrid
145 Newcastle Road
Wallsend NSW 2287

By email to: jwall@ausgrid.com.au

Attention: Jason Wall, Project Director – Hunter Central Coast REZ

10 August 2026

Dear Jason,

Singleton Council Response – Proposed Ausgrid Project at HCC REZ Network Infrastructure - Stage 2, Plan No. plan number– consultation under the *Electricity Supply Act 1995* and *State Environmental Planning Policy (Transport and Infrastructure) 2021*

Thank you for the opportunity to comment on the proposed modifications to Ausgrid's approved Hunter–Central Coast Renewable Energy Zone (HCC REZ) Network Infrastructure between Branxton and Antiene within the Singleton Local Government Area.

Council has reviewed the information provided and provides the following comments to assist Ausgrid in undertaking its environmental assessment. These comments are based on information currently available to Council and should not be relied upon as a comprehensive assessment of site constraints or environmental matters. It remains Ausgrid's responsibility to undertake all necessary investigations, consult relevant authorities and obtain any approvals required under applicable legislation.

Matter Raised	Council Response
Specific zoning and consent requirements	The proposal is understood to be assessed under the provisions of the State Environmental Planning Policy (Transport and Infrastructure) 2021. Ausgrid should satisfy itself that the proposed works are authorised under the applicable planning framework and comply with all relevant legislative requirements. Reference should be made to the Singleton Local Environmental Plan 2013 and Singleton Development Control Plan where relevant.
Approved surrounding land uses	Ausgrid should consider surrounding land uses including mining operations, agricultural activities, rural residential development, transport corridors and other approved infrastructure projects when assessing potential impacts and construction interfaces.
Known environmental restrictions	Council has not undertaken a detailed review of environmental constraints associated with the proposed modifications. Ausgrid should identify and assess all relevant environmental constraints through current mapping, field investigations and consultation with relevant agencies.

Threatened or endangered flora or fauna species	Council does not maintain definitive records of threatened species or ecological communities for individual development sites. Appropriate ecological investigations should be undertaken to determine whether threatened species, populations, ecological communities or habitat may be affected.
Fire prone land	Ausgrid should consult the current NSW Planning Portal fire prone land mapping to determine whether any part of the site is affected and consider any associated construction requirements.
Stormwater	Existing drainage patterns and water quality should be protected during construction. Appropriate erosion and sediment controls should be implemented in accordance with current best practice and all disturbed areas stabilised upon completion of the works.
Council infrastructure	Should construction activities have the potential to affect Council-owned infrastructure or assets, Ausgrid must consult with Council during the detailed design phase. Existing Council infrastructure, including roads, drainage, water and sewer assets (where applicable), signage and other public infrastructure, must be identified, protected and maintained throughout construction. Any damage to Council assets resulting from the works is to be rectified at Ausgrid's expense to Council's satisfaction. Council notes that the modified routes at Standen Drive, Belford (Figure 1) and New England Highway/Pothana Lane, Belford (Figure 2) are located within Hunter Water Corporation's area of operations for water and sewer services. Ausgrid should consult directly with Hunter Water Corporation regarding potential impacts to those assets.
Locally rare or protected flora or fauna or critical habitat	Council is not aware of any locally declared critical habitat affecting the proposal. Ausgrid should confirm this through its environmental assessment and consultation with relevant agencies where appropriate.
Wetlands or flood prone areas	Ausgrid should review available flood mapping, including Council flood studies where applicable, and undertake appropriate investigations to determine whether flooding or drainage issues require consideration during design and construction.
Land contamination, acid sulphate soils, soil instability or subsidence	Ausgrid should consider any geotechnical, subsidence or contamination risks relevant to the site and ensure appropriate investigations are undertaken where necessary.
Heritage items or relics, including Aboriginal heritage	Ausgrid should undertake appropriate due diligence in relation to Aboriginal cultural heritage and historic heritage in accordance with applicable legislation and agency guidelines.



Site access, traffic or parking restrictions	Construction traffic should be managed to minimise impacts on the surrounding road network and adjacent land uses. Any works affecting Council roads or road reserves must be undertaken in consultation with Council and all necessary approvals under the <i>Roads Act 1993</i> obtained prior to commencement unless otherwise authorised by legislation. Traffic management should comply with the current NSW Traffic Control at Work Sites (TCAWS) requirements. Any damage to the road network attributable to construction activities should be rectified at Ausgrid's cost
Adjacent sensitive sites	Ausgrid should consider nearby occupied dwellings, agricultural operations, mining activities, utility infrastructure, environmentally sensitive areas and other sensitive receivers. Construction planning should minimise impacts relating to noise, dust, vibration, traffic and access, including maintaining emergency access where required.
Potential community concerns	Potential community concerns may include construction traffic, road safety, temporary road closures, noise, dust, vegetation disturbance, impacts to property access and construction timing. Council encourages ongoing and proactive engagement with affected landowners, businesses and the broader community throughout the project.
Other nearby development proposals	Council recommends Ausgrid review the NSW Planning Portal and consult relevant agencies to identify any nearby approved or proposed developments that may interact with the project.

Nothing in this submission should be taken as approval for works within Council road reserves or affecting Council infrastructure. Separate applications, approvals, permits and agreements may be required prior to the commencement of works, depending on the final design and applicable legislative framework.

Council requests that it continue to be consulted as the detailed design progresses, particularly where changes may affect Council-owned infrastructure, road reserves or construction access arrangements.

Should you require clarification regarding any of the matters raised in this submission, Council officers would welcome the opportunity to meet with Ausgrid during the detailed design phase to discuss the proposed works.

Yours sincerely,



Paul Smith
Lead Liaison Officer – Major State Government Projects

From: [Robert Mitchison](#)
To: [Matthew Faferko](#); [Richard Dunncliff](#)
Subject: Fw: TfNSW CR2026/005773 RE: Ausgrid request for s138 concurrence - Putty Road
Date: Thursday, 23 July 2026 9:45:54 AM
Attachments: [image001.png](#)
[Golden Highway Mt Thorley - TfNSW S138 concurrence request.pdf](#)
[Putty Road Design.pdf](#)

FYI

Get [Outlook for iOS](#)

For Official use only

From: Road Access North <roadaccess.north@transport.nsw.gov.au>
Sent: Thursday, 23 July 2026 09:41:16
To: Robert Mitchison <rmitchison@ausgrid.com.au>
Cc: Adrian Hussey <ahussey@ausgrid.com.au>; Jason Wall <jwall@ausgrid.com.au>; Development North <Development.North@transport.nsw.gov.au>; Shelby Wells <Shelby.Wells@transport.nsw.gov.au>
Subject: TfNSW CR2026/005773 RE: Ausgrid request for s138 concurrence - Putty Road

EXTERNAL EMAIL - This email was sent by a person from outside your organisation. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Robert

TfNSW Road Access North in principle are accepting of Ausgrid's proposed electrical works per attached, however with regard to pole NP14-6 (897 Putty Road, Mount Thorley), further design information is needed and a Works Authorisation Deed (WAD) will be required for the Ausgrid proposed road safety barrier extension to gain TfNSW Roads Act Section 138 Concurrence for this package of works.

TfNSW Development Services team (Shelby Wells cc'd to this reply) will work with the Ausgrid to progress this WAD.

Regards,

Mark James
Asset Engineer
Assets North
Road Maintenance & Resilience
Transport for NSW

T 02 4908 7739
Level 6, 6 Stewart Avenue Newcastle West NSW 2302



**Transport
for NSW**

OFFICIAL

From: Robert Mitchison <rmitchison@ausgrid.com.au>
Sent: Thursday, 9 July 2026 5:17 PM
To: Road Access North <roadaccess.north@transport.nsw.gov.au>
Cc: Adrian Hussey <ahussey@ausgrid.com.au>; Jason Wall <jwall@ausgrid.com.au>
Subject: Ausgrid request for s138 concurrence - Putty Road

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Road Access North

Please find an application for s138 concurrence, with supporting drawings, attached for the planned Ausgrid power line along Putty Road from Mitchell Line of Road to the Mount Thorley interchange.

The work involves the construction of a new 132kV and 66kV steel pole power line along the Putty Road alignment.

If you have any questions please don't hesitate to contact Adrian or myself.

Regards

Robert Mitchison

Development Manager



0408 581600
42 Honeysuckle Drive, Newcastle 2300
rmitchison@ausgrid.com.au

For Official use only

This e-mail may contain confidential or privileged information. If you have received it in error, please notify the sender immediately via return e-mail and then delete the original e-mail. Ausgrid has collected your business contact details for dealing with you in your business capacity. More information about how we handle your personal information, including your right of access is contained at

<https://www.ausgrid.com.au/Ausgrid-Privacy-Policy>

This email is intended only for the addressee and may contain confidential information. If you receive this email in error

please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.



Consider the environment. Please don't print this e-mail unless really necessary.

TfNSW Corro. No.: CR2026/005772

Your Ref.: Ausgrid request for s138 concurrence - Mitchell Line of Road

Ausgrid
42 Honeysuckle Drive
Newcastle NSW 2300

Att: Robert Mitchison

Applicant Email: rmitchison@ausgrid.com.au

Determination of Application for undertaking Works in, on or over a public road, under Section 138 Roads Act 1993 as amended

RE: Ausgrid - Notification of Electricity Works Golden Highway, WHITTINGHAM NSW

I refer to your email dated 9 July 2026 and related communications, and you are advised as follows. In accordance with Section 138 of the Roads Act 1993, Transport for NSW (TfNSW) has reviewed your application and hereby issues **Ausgrid** (the Applicant) **concurrence** for the proposed works on TfNSW State Road, **Golden Highway and New England Highway**, as per your application and attachments:

- Golden Highway Mitchell Line – TfNSW S138 concurrence request.pdf
- 271452-1 – AERIAL – BLK Boundary Lines.pdf
- NEH Golden Highway Interchange.pdf

Your TfNSW Asset S138 Consent/Concurrence Number is: **fA20701055**

Please quote the TfNSW Consent/Concurrence number in any correspondence

The proposed scope of work for this acceptance is confirmed to be:

Scope:

- Construct a combined 132kV and 66kV feeder, on steel poles approximately 30m high, on an alignment following Mitchell Line of Road, predominantly in the road reserve, but with some sections in private land.
- The proposed design along Mitchell Line of Road has been adjusted through Stakeholder consultation, particularly with Defence. Defence consultation has led Ausgrid to minimise any impact on defence operations and to limit future assets within the Defence land. In particular, the Defence consultation has led Ausgrid to:
 - Design the proposed feeders adjacent to Dochra Airfield (Mudies Creek) to provide for safe military aviation operations.
 - Design the new feeder in road reserve for the section west of Range Road rather than on the existing alignment through Defence land.
- Reinstatement of area upon completion of works

Conditions of TfNSW Concurrence

This concurrence is subject to the Applicants' agreement to the following conditions.

1. No part of the TfNSW State Road sealed road pavement may be opened for the purpose of performing any aspect of these works.
2. Proposed works shall not damage TfNSW infrastructure including but not limited to stormwater drainage and Traffic Control Signals (TCS).
3. Proposed new utilities to be installed within TfNSW State Road reserve as per application attachments and in accordance with TfNSW Technical Direction *GTD 2018 002 Trenchless Excavation within the Easement of Roads and Maritime Infrastructure* and TfNSW Specification *M209 Road Openings and Restorations*.
4. Overhead clearances to be in accordance with TfNSW, Utility Authority or Australian Standards (whichever is the greater).
5. Utilities are to be located in accordance with Streets Opening Conference (SOC) Guidelines.

6. Any openings outside of the TfNSW State Road sealed road pavement to be in accordance with TfNSW Specification *M209 Road Openings and Restorations*.
7. Copies of this consent / concurrence and any related approvals (Road Occupancy Licence, etc.) must be held on site at all times and made available for TfNSW inspection when requested.
8. If there is any deviation to the approved proposed works or these conditions cannot be met the work must cease until a new written application is submitted and approved by TfNSW.
9. The Applicant is responsible for all legislative compliance including but not limited to Work Health & Safety and Environmental legislation.
10. Survey Marks are protected under the Surveying and Spatial Information Act. The Applicant is responsible for engaging a Registered Surveyor to investigate the project impact on survey marks and to gaining approval to remove survey marks if applicable. Fines may apply if a survey mark is destroyed without approval from the Surveyor General.
11. The Applicant must obtain any necessary approvals, including but not limited to environmental approvals, prior to works commencing.
12. A Road Occupancy Licence (ROL) is required for any activity likely to impact traffic flow on any State Road, even if that activity takes place off road, or located within 100 metres of traffic signals on any road. A temporary Speed Zone Authorisation (SZA) for works on State Roads may be applied for as part of the ROL application. A temporary Speed Zone Authorisation (SZA) for works on Regional Roads may be applied for through the local Council where the works are located. Note: An SZA is required where the Traffic Guidance Scheme requires a temporary reduction in speed limit during the works. To obtain an ROL, and SZA if required, please apply via the TfNSW OPLINC web page: **<https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/road-occupancy-licences>**. If you require assistance, please refer to this web page for contacts. Applications must be submitted at least ten working days prior to commencement of work.
13. When applying for an ROL for works within a TfNSW State Road reserve a valid S138 Consent/Concurrence Number is required.
14. All backfill of excavation works is to be to a standard that no future sinking or depressions will occur. No excavations are to be left open and unattended. Shoring and fencing to WorkCover and Australian Standards are to be implemented.
15. The Applicant is required to reinstate all affected vegetation, materials, surfaces and structures to no lesser conditions than pre-existing conditions and to TfNSW requirements.
16. TfNSW is not liable for any sub-surface conditions or existing services encountered. It is entirely the responsibility of the Applicant to locate, identify and avoid any under or above ground infrastructure before work commences including as a minimum contacting Dial Before You Dig.
17. Any work undertaken in the Local Government Authority reserve or privately owned land is to be approved by the relevant owner of the property prior to work taking place.
18. The Applicant is to take out or extend a Public Risk Insurance Policy to cover TfNSW and for public liability in an amount of not less than twenty million dollars (\$20,000,000). Evidence of such policy and its extension to cover TfNSW and its currency is to be produced for examination by the TfNSW upon request.
19. The TfNSW shall be indemnified by the Applicant and the Utility Owner against any suit, action, claim etc, which may arise from the presence of the utility within the TfNSW's road or median or generally within the road boundaries. The TfNSW shall be indemnified by the Applicant and the Utility Owner from and against all actions, suits, proceedings, losses, costs, damages, charges, claims and demands in any way arising from the proposed work.
20. This consent / concurrence is only valid for a period of twelve (12) months. Please contact the TfNSW Asset Engineer Mark James (Ph: 02 4908 7739, Email: roadaccess.north@transport.nsw.gov.au) should you require any further assistance with this matter.

Yours sincerely

Mark James
A / Pavement Maintenance Planner
Road Maintenance and Resilience, TfNSW

TfNSW Corro. No.: CR2026/005771

Your Ref.: Ausgrid request for s138 concurrence - Branxton Hunter Expressway crossing

Ausgrid
53 Weakleys Drive
Beresfield NSW 2322

Att: Robert Mitchison

Applicant Email: rmitchison@ausgrid.com.au

Determination of Application for undertaking Works in, on or over a public road, under Section 138 Roads Act 1993 as amended

RE: Ausgrid - Notification of Electricity Works across Hunter Expressway, BRANXTON NSW

I refer to your email date 9 July 2026, and related communications and you are advised as follows. In accordance with Section 138 of the Roads Act 1993, Transport for NSW (TfNSW) has reviewed your application and hereby issues **Ausgrid** (the Applicant) **concurrence** for the proposed works on TfNSW State Road, **Hunter Expressway**, as per your application and attachments:

- Branxton HEX Crossing – TfNSW S138 concurrence request.pdf
- 273291-1.pdf
- Hunter Expressway Branxton Crossing Design.pdf

Your TfNSW Asset S138 Consent/Concurrence Number is: **fA20701051**

Please quote the TfNSW Consent/Concurrence number in any correspondence

The proposed scope of works for this acceptance is confirmed to be:

Scope:

- Replace the existing 66kV overhead crossing with a combined 132kV and 66kV feeder on a revised alignment to avoid the Hunter Expressways embankments and Abutment for the Great Northern Railway corridor overpass.
- Reinstatement of area upon completion of works

Conditions of TfNSW Concurrence

This concurrence is subject to the Applicants' agreement to the following conditions.

1. No part of the TfNSW State Road sealed road pavement may be opened for the purpose of performing any aspect of these works.
2. Proposed works shall not damage TfNSW infrastructure including but not limited to stormwater drainage and Traffic Control Signals (TCS).
3. Proposed new utilities to be installed within TfNSW State Road reserve as per application attachments and in accordance with TfNSW Technical Direction *GTD 2018 002 Trenchless Excavation within the Easement of Roads and Maritime Infrastructure* and TfNSW Specification *M209 Road Openings and Restorations*.
4. Overhead clearances to be in accordance with TfNSW, Utility Authority or Australian Standards (whichever is the greater).
5. Utilities are to be located in accordance with Streets Opening Conference (SOC) Guidelines.
6. Any openings outside of the TfNSW State Road sealed road pavement to be in accordance with TfNSW Specification *M209 Road Openings and Restorations*.
7. Copies of this consent / concurrence and any related approvals (Road Occupancy Licence, etc.) must be held on site at all times and made available for TfNSW inspection when requested.
8. If there is any deviation to the approved proposed works or these conditions cannot be met the work

must cease until a new written application is submitted and approved by TfNSW.

9. The Applicant is responsible for all legislative compliance including but not limited to Work Health & Safety and Environmental legislation.
10. Survey Marks are protected under the Surveying and Spatial Information Act. The Applicant is responsible for engaging a Registered Surveyor to investigate the project impact on survey marks and to gaining approval to remove survey marks if applicable. Fines may apply if a survey mark is destroyed without approval from the Surveyor General.
11. The Applicant must obtain any necessary approvals, including but not limited to environmental approvals, prior to works commencing.
12. A Road Occupancy Licence (ROL) is required for any activity likely to impact traffic flow on any State Road, even if that activity takes place off road, or located within 100 metres of traffic signals on any road. A temporary Speed Zone Authorisation (SZA) for works on State Roads may be applied for as part of the ROL application. A temporary Speed Zone Authorisation (SZA) for works on Regional Roads may be applied for through the local Council where the works are located. Note: An SZA is required where the Traffic Guidance Scheme requires a temporary reduction in speed limit during the works. To obtain an ROL, and SZA if required, please apply via the TfNSW OPLINC web page: **<https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/road-occupancy-licences>**. If you require assistance, please refer to this web page for contacts. Applications must be submitted at least ten working days prior to commencement of work.
13. When applying for an ROL for works within a TfNSW State Road reserve a valid S138 Consent/Concurrence Number is required.
14. All backfill of excavation works is to be to a standard that no future sinking or depressions will occur. No excavations are to be left open and unattended. Shoring and fencing to WorkCover and Australian Standards are to be implemented.
15. The Applicant is required to reinstate all affected vegetation, materials, surfaces and structures to no lesser conditions than pre-existing conditions and to TfNSW requirements.
16. TfNSW is not liable for any sub-surface conditions or existing services encountered. It is entirely the responsibility of the Applicant to locate, identify and avoid any under or above ground infrastructure before work commences including as a minimum contacting Dial Before You Dig.
17. Any work undertaken in the Local Government Authority reserve or privately owned land is to be approved by the relevant owner of the property prior to work taking place.
18. The Applicant is to take out or extend a Public Risk Insurance Policy to cover TfNSW and for public liability in an amount of not less than twenty million dollars (\$20,000,000). Evidence of such policy and its extension to cover TfNSW and its currency is to be produced for examination by the TfNSW upon request.
19. The TfNSW shall be indemnified by the Applicant and the Utility Owner against any suit, action, claim etc, which may arise from the presence of the utility within the TfNSW's road or median or generally within the road boundaries. The TfNSW shall be indemnified by the Applicant and the Utility Owner from and against all actions, suits, proceedings, losses, costs, damages, charges, claims and demands in any way arising from the proposed work.
20. This consent / concurrence is only valid for a period of twelve (12) months. Please contact the TfNSW Asset Engineer Mark James (Ph: 02 4908 7739, Email: roadaccess.north@transport.nsw.gov.au) should you require any further assistance with this matter.

Yours sincerely

Mark James
A / Pavement Maintenance Planner
Road Maintenance and Resilience, TfNSW