

# HumeLink Fact Sheet

## Tumut Area Route Refinement Decision March 2022

### Assessment criteria

Transgrid seeks to determine a route that minimises net impact. We apply guiding principles to the route selection process including:

- keeping the transmission line as straight as possible,
- selecting the shortest possible route between two substations, and
- where possible, paralleling existing transmission easements or using public land.

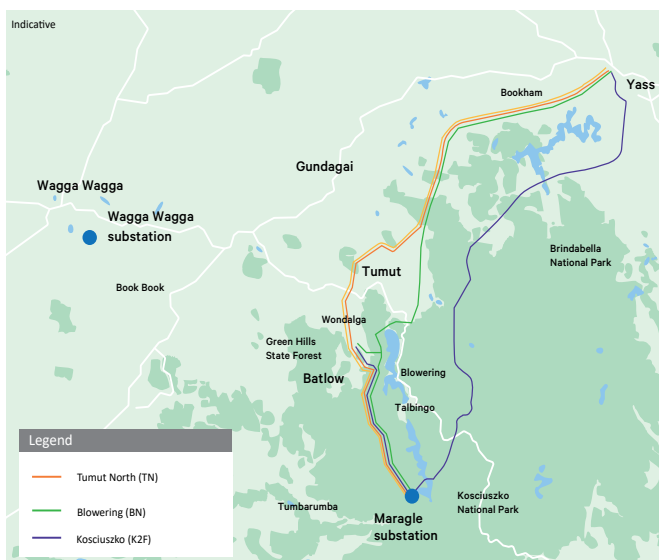
In conjunction with these principles, Transgrid uses a constraints mapping process which analyses social, environmental and land use considerations, network resilience and cost.

### Routes considered in the Tumut area

In determining the preliminary preferred route through the Tumut region a range of options were narrowed to three final options:

- Tumut North (TN)
- Blowering (B)
- Kosciuszko (K2F)

These options were also assessed by engineering consultants GHD Pty Ltd (GHD).



Map 1: Routes considered in the Tumut area

### Tumut area route refinement decision

Transgrid has determined that Tumut North is the preferred route having the lowest impact, best network resilience and lowest cost.

- The Kosciuszko alternative (also known as Option 2F) traverses a shorter distance on private land, however any benefit of that is outweighed by its significantly higher environmental and social impacts as evidenced by GHD's InDeGO constraints score and the higher number of residences within 500m of the route. Tumut North has the lowest impact as assessed by GHD's InDeGO scoring.
- Tumut North has 7 residences within 500m of the route, versus 24 for Blowering and 26 for Kosciuszko.
- The Kosciuszko route would introduce 38 new private landowners that are currently not in the corridor.
- Tumut North traverses a shorter distance through high to very high bushfire risk areas and provides diversification in supply and improved network resilience. Routes paralleling key lines (Lines 2, 3 and 7) pose a risk.
- Tumut North is the lowest cost option. The selection of Tumut North is consistent with the conclusion from the consultant's (GHD) options assessment study.
- GHD assessed that Tumut North is \$255 million lower cost than the Kosciuszko alternative and \$53m lower cost than the Blowering alternative.
- Tumut North has significantly lower environmental and social impacts than the Kosciuszko alternative as determined by GHD's InDeGO model.

Note: 1. the 'Tumut' corridor (just inside of 'Tumut North') was discounted due to impacts on Tumut Airport

Considerations	Assessment findings	TN	B	K2F
<b>Social licence</b>	Number of private landowners affected (new)	84 (0)	82 (0)	56 (38)
	Number of residences within 300 m + 300-500 m	4 + 3 = 7	13 + 11 = 24	15 + 11 = 26
	Distance on private land (GHD)	121 km	123 km	100 km
	InDeGO impact score (GHD)	962,300	1,005,680	1,384,240
<b>Network resilience</b>	Total line length (GHD)	158 km	161 km	193 km
	High to very high bushfire risk	24 km	27 km	59 km
	Paralleling key lines	10 km	59.2 km	129.3 km
<b>Cost</b>	Total cost (GHD)	\$712 M	\$765 M	\$967 M
	- construction (GHD)	\$488 M	\$510 M	\$616 M
	- biodiversity offsets (Niche)	\$197 M	\$228 M	\$321 M
	- property (GHD)	\$27 M	\$27 M	\$30 M



## Next steps

We thank landowners and local communities for their patience as we progress planning for HumeLink.

We will advise all landowners about the refined route 200m corridor by the end of April 2022 by telephone, email and in writing.

The *Undergrounding Feasibility Study* continues under the direction of the community-led Steering Committee and will be published by early May 2022. If the study provides a better option, Transgrid will then consider those findings.

We will commence negotiations with landowners for easement acquisitions from May 2022. The next Community Consultative Group meetings will be held on 6 and 7 April 2022 in Wagga Wagga, Tumut and Yass.

## More information

See other fact sheets for information on:

- The HumeLink Route Refinement Decision
- Green Hills Route Refinement Decision
- Bunnaby Route Refinement Decision
- Pejar Dam Route Refinement Decision