

HumeLink Community Consultative Group 9th meeting

December 2022

Acknowledgment of Country

We begin our commitment to reconciliation by acknowledging the Traditional Owners of the land on which we meet today.

We pay respect to Elders past, present and emerging.



Agenda

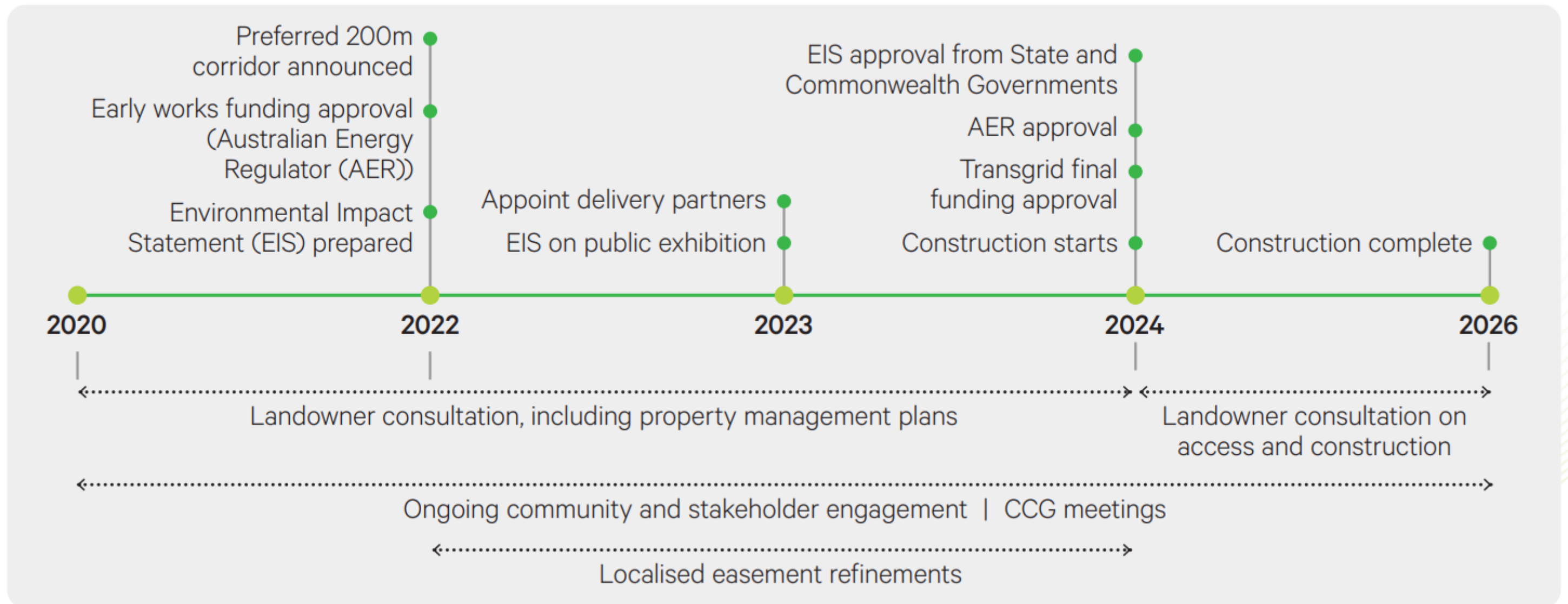
Welcome and Acknowledgment of Country	5 minutes
CCG commencement	5 minutes
Minutes and Matters Arising	5 minutes
Program Update	15 minutes
Regulatory and Procurement Update	10 minutes
Design <ul style="list-style-type: none">• Undergrounding• Route Refinement	15 minutes
Property <ul style="list-style-type: none">• Progress Update	10 minutes
Stakeholder Engagement and Community Investment	5 minutes
EIS and Construction Update <ul style="list-style-type: none">• Noise Mitigation• Roads – Management and Mitigation• Visual Impact	35 minutes
Agenda setting for subsequent meetings	10 minutes
Any other business	5 minutes
Close	

Minutes and Matters Arising



HumeLink Program Update

HumeLink Project Overview: Key Dates





Regulatory and Procurement Update

Regulatory and Contingent Project Application update

CPA-1 Objectives

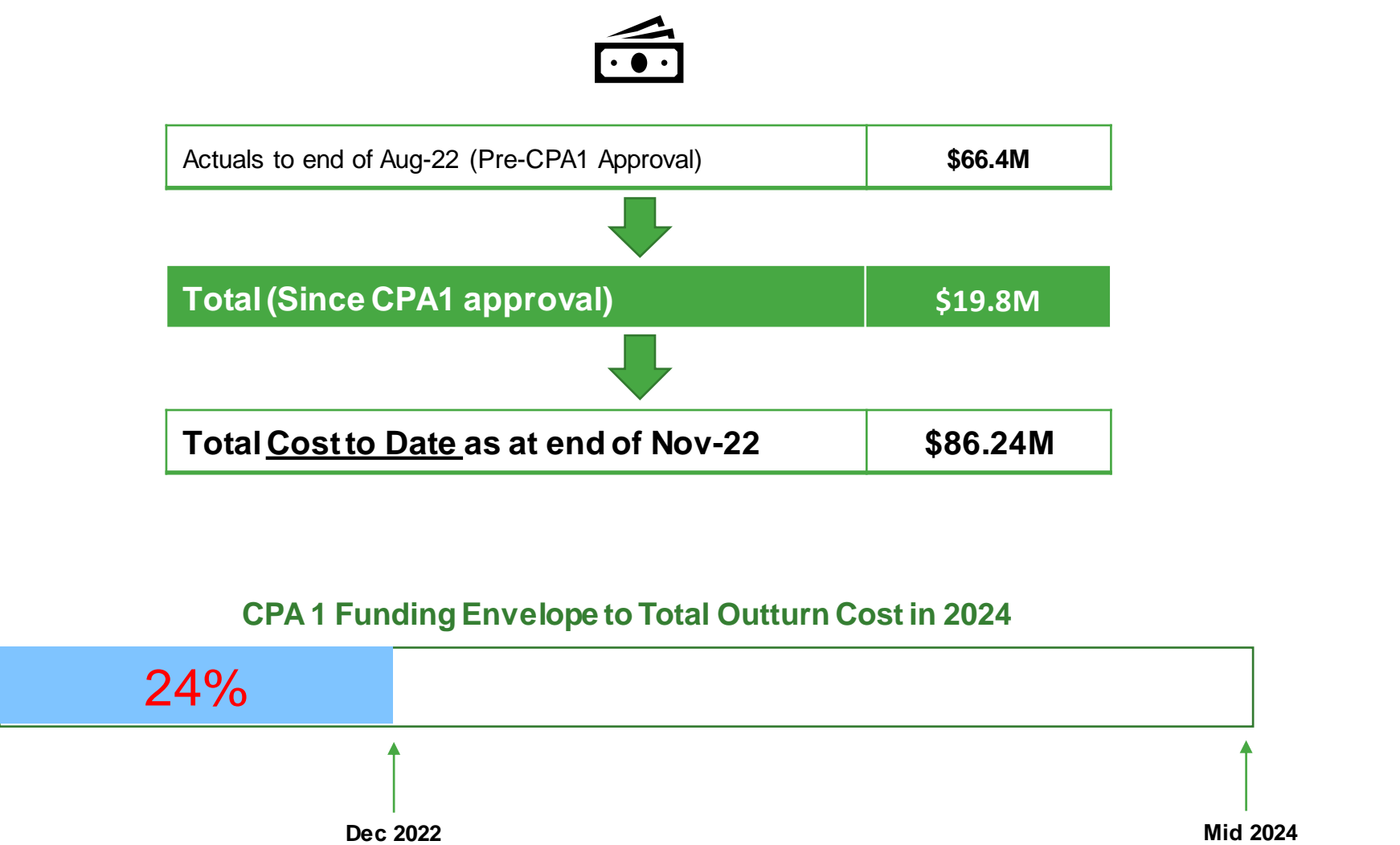
- Develop project to ensure quality CPA-2 submission to the AER, that demonstrates prudence and efficiency with high degree of confidence of total out turn costs. Key areas will include concept designs & prelim investigations, delivery contractor engagement and early works, EIS, booking production slots of long lead equipment and property option agreements. Expectation is to achieve Class 2/3 estimates.
- Maintain program schedule to meet accelerated timeline of July 2026 completion as identified under AEMO 2022 ISP.

Not Started

In progress

Complete

Key CPA-1 Activities	STATUS
CPA-2 Preparation (includes Financial Modelling & AEMO feedback loop)	<div></div>
Procurement of Delivery Contractor (EOI\ECI)	<div></div>
Procurement of Long Lead Equipment and Materials (booking of production slots and commence early design and prototyping works)	<div></div>
Delivery Contract (SP1) – Detailed Designs & Early Works	<div></div>
Community and Stakeholder Engagement Activities	<div></div>
Environmental Impact Statement (all technical studies for preparation and subsequent approval of EIS)	<div></div>
Concept Designs	<div></div>
Investigations (Geotech and other studies)	<div></div>
Detailed Land Valuations & Landowner Negotiations	<div></div>
Land Option Agreements in place	<div></div>
Wagga Wagga 500kV Substation ('Gugaa') land acquisition	<div></div>



ECI Stage 1 – Evaluation Objective and Criteria

OBJECTIVE:
To identify and select two ECI Tenderers (one for each Contract Package), who demonstrate the greatest potential to deliver the best value for money for HumeLink in an accelerated timeframe, to become the Preferred ECI Tenderers and proceed to ECI Stage 2.

The following Evaluation Criteria will be used to evaluate ECI Tender Submissions:

- Evaluation Criteria
- Non-Price Evaluation Criteria

1

Organisation and Key Personnel

2

Technical and Delivery Approach

3

Critical Resources and Sourcing Security Strategy

4

Environment and Community Investment

5

Collaboration

6

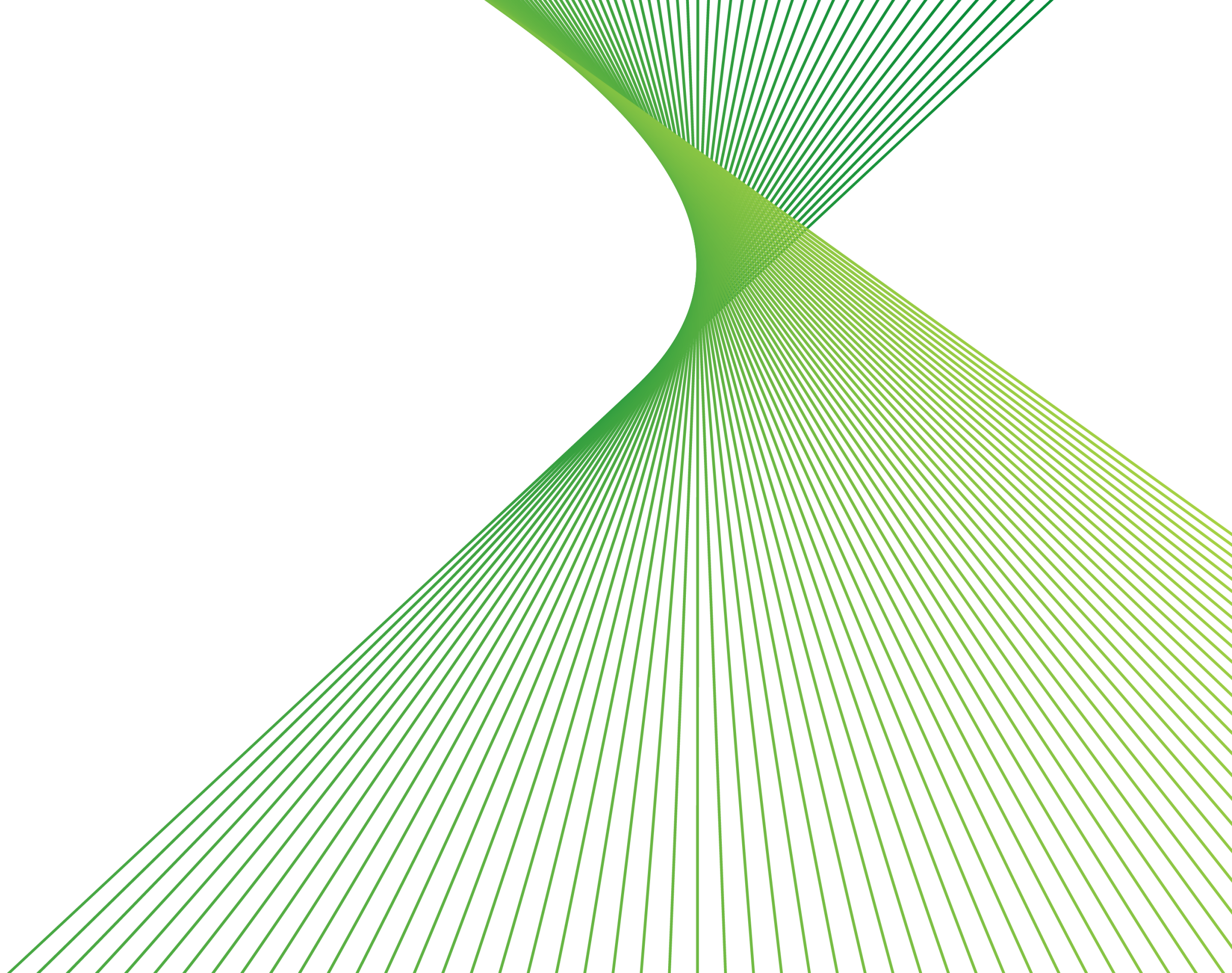
Commercial Alignment

- Price Evaluation
- 7

Price
- Evaluation to be undertaken by an appointed Evaluation Panel, which is overseen by an Executive Review Panel.

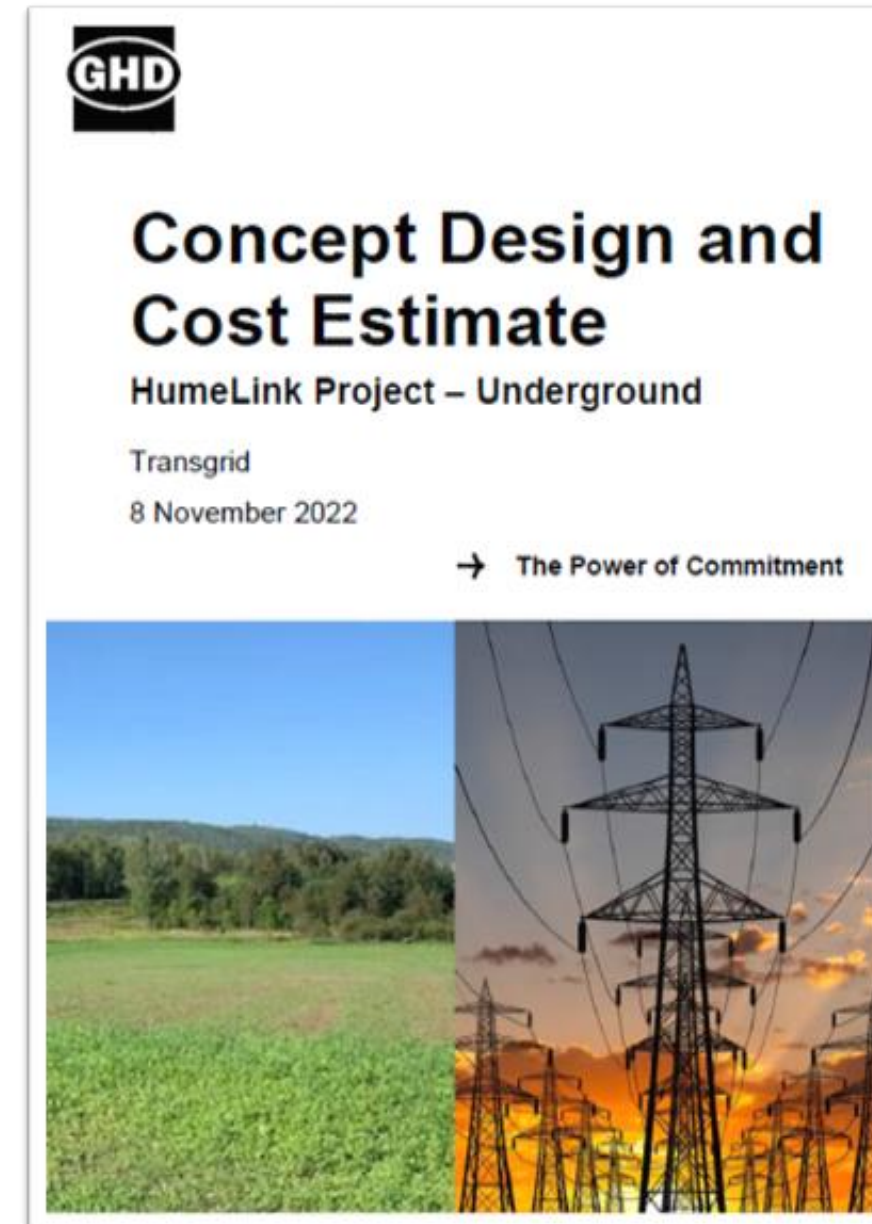


Design



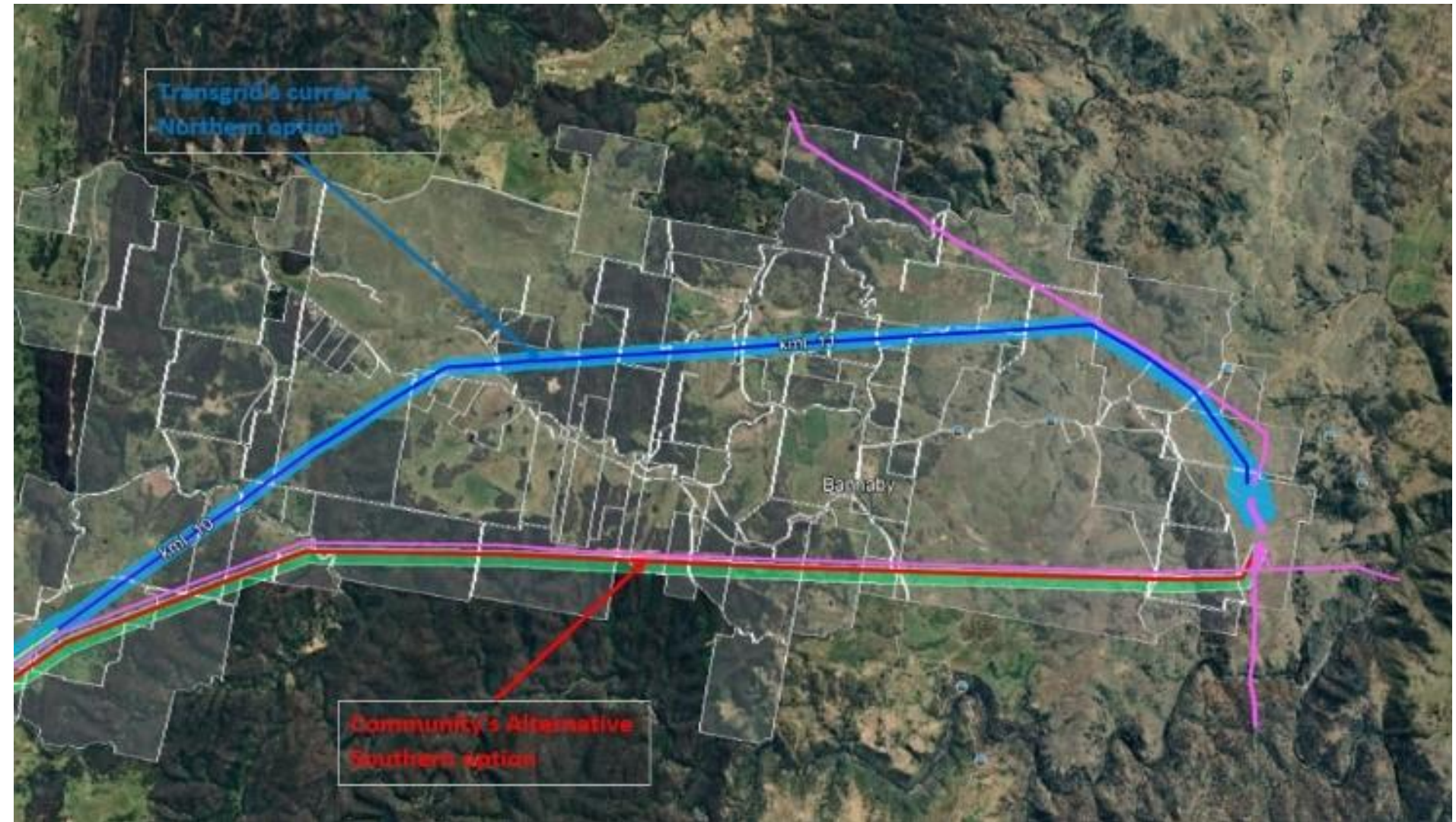
Undergrounding

- The updated GHD undergrounding report has been provided to the Steering Committee members
- Transgrid's response to the report is finalised and has been sent to the Steering Committee members
- The Steering Committee will reconvene to finalise the process
- Transgrid thanks the Steering Committee members and the broader community for their time, passionate contribution and advocacy to this subject

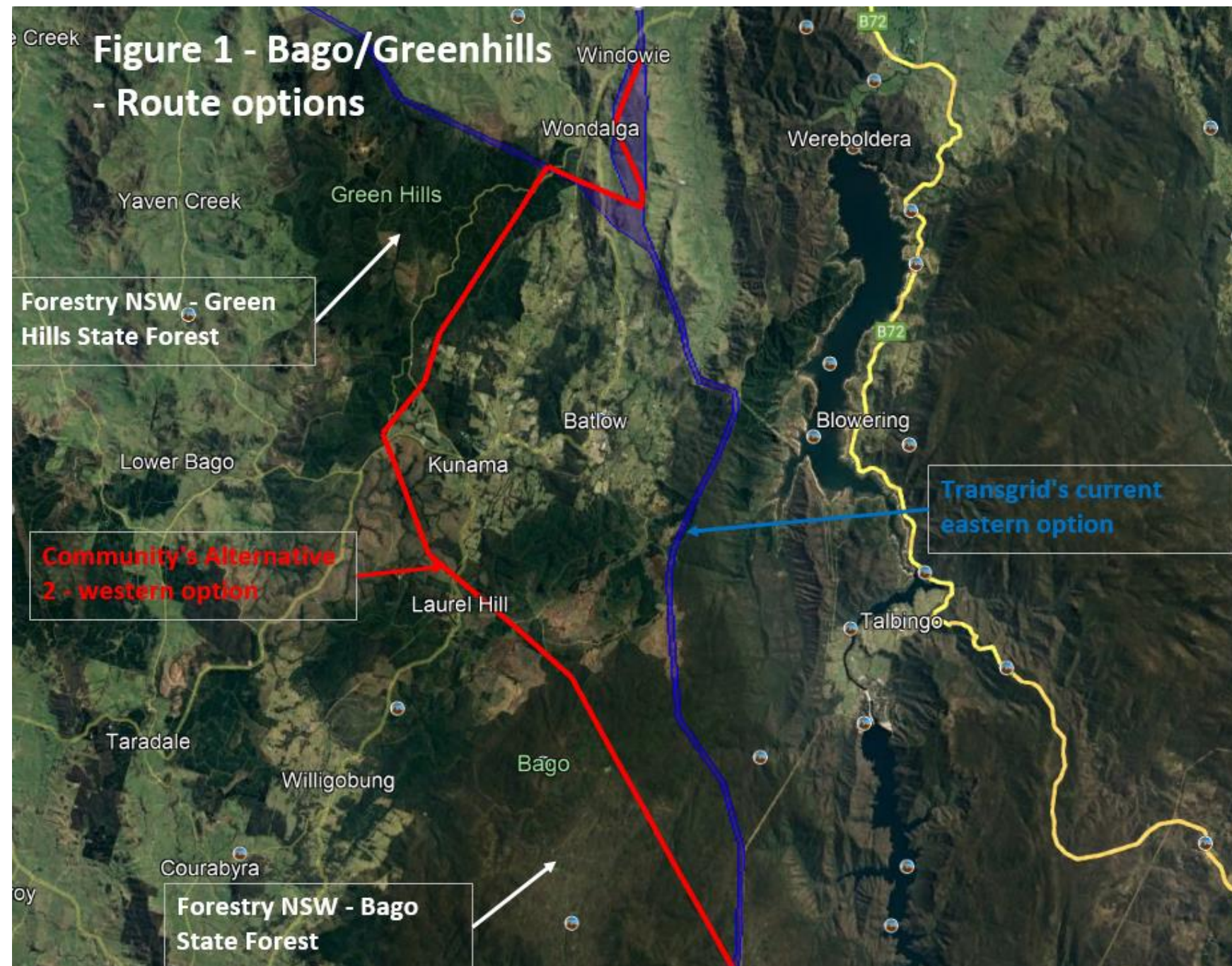


Route Refinement - Bannaby

- Transgrid has completed an analysis and risk assessment of the Southern route option through Tarlo River National Park
- As part of this assessment Transgrid has consulted with the NSW Department of Planning and Environment (DPE).
- Following this consultation Transgrid has identified the Southern route option is not feasible.
- Transgrid acknowledges that this process has been demanding for landowners. Transgrid does not take this decision lightly, and we have pursued alternative options in good faith.
- There will be further opportunity to provide feedback and submissions as part of the planning approvals process and through Transgrid's ongoing engagement with the community.



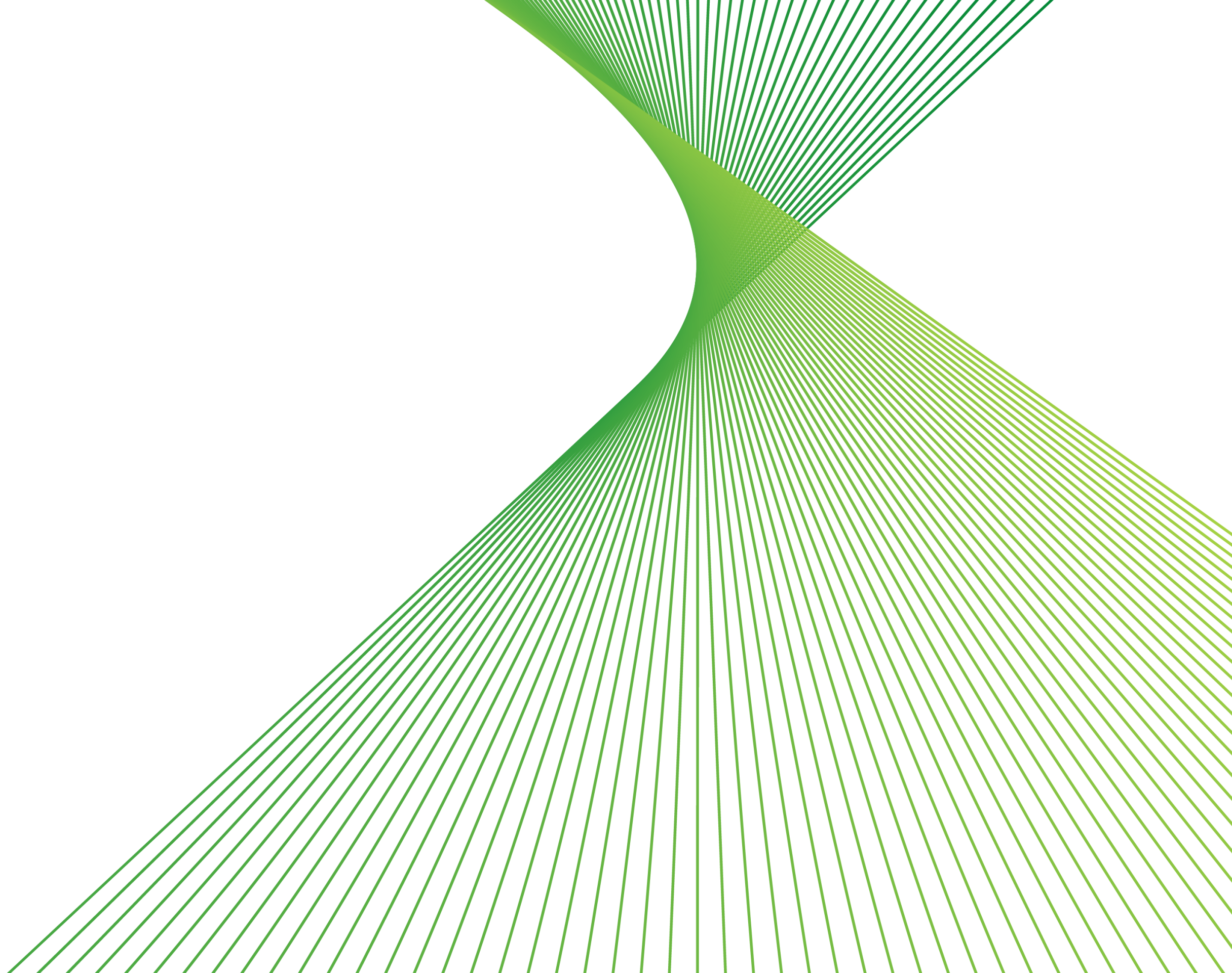
Route Refinement - Tumut



- Transgrid has completed its analysis and risk assessment of an alternate (Western) option through Green Hills State Forest.
- Transgrid has consulted with the Department of Planning and Environment (DPE), and a potential approval pathway for the alternate (Western) option through the Green Hills State Forest has been identified.
- Transgrid will now progress both routes – current (Eastern) and alternate (Western) – through the planning process.



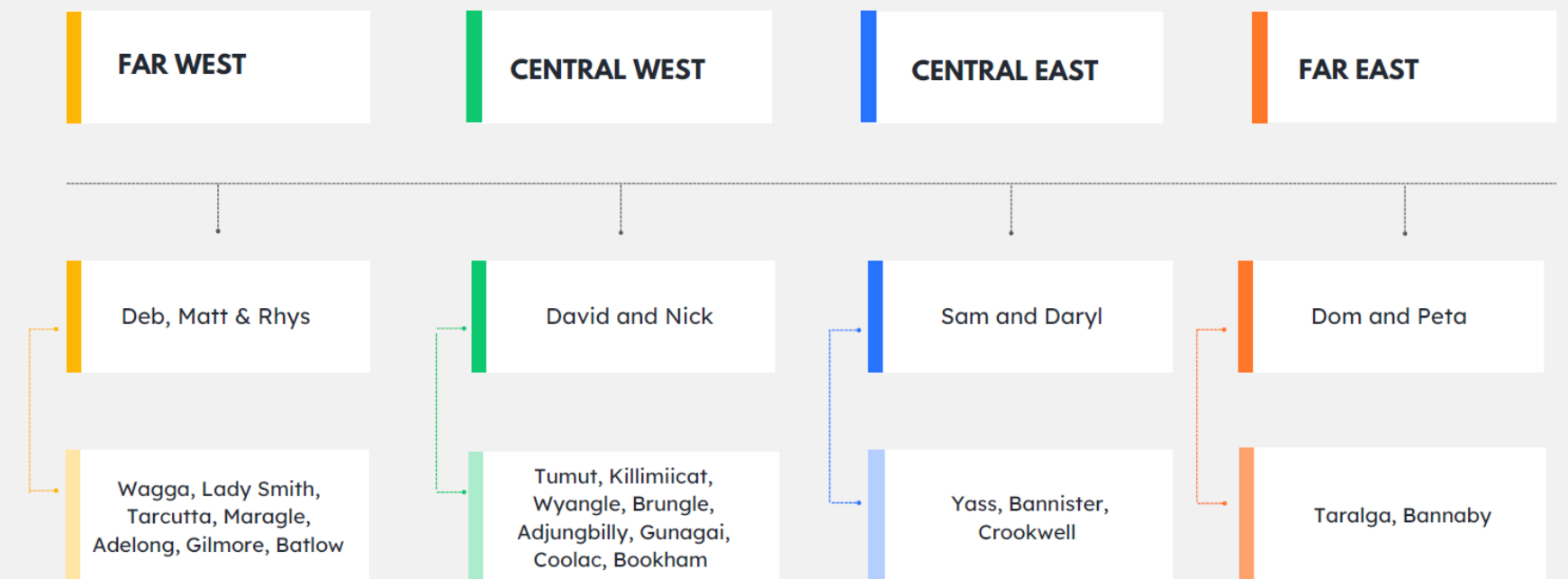
Property



Progress Update

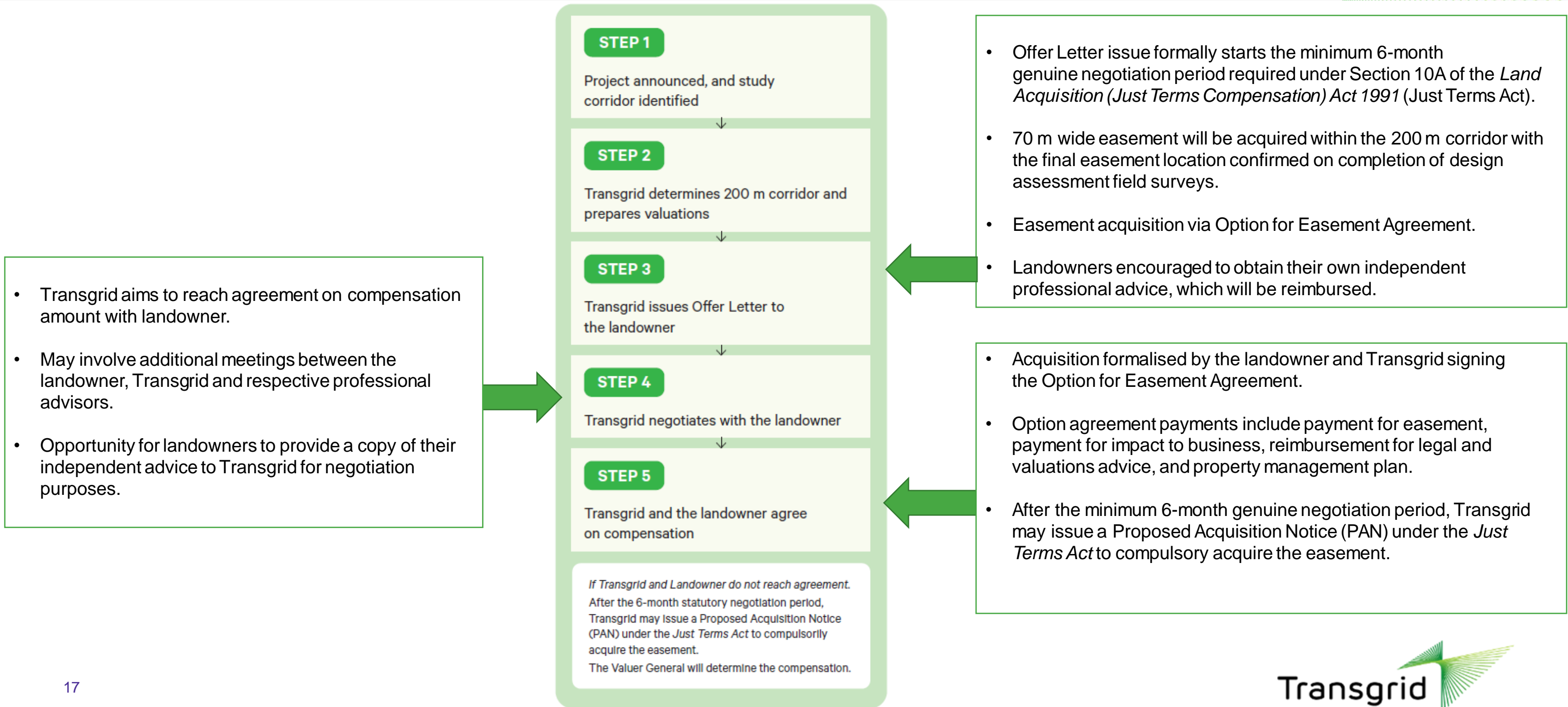
- Initial offers have been issued to the majority of landowners with negotiations progressing.
- Development of detailed Property Management Plans is ongoing in consultation with individual landowners.
- Those impacted by Greenhills and Bannaby route refinement have been contacted by the team.
- Investigative work is continuing across the alignment with the property team continuing to reach for access to landowner properties
- Welcomed new team members over the past few months, including two new LAOs and a new PM.

Humelink Alignment Map



LAOs/PMs by region

Easement acquisition and negotiation process

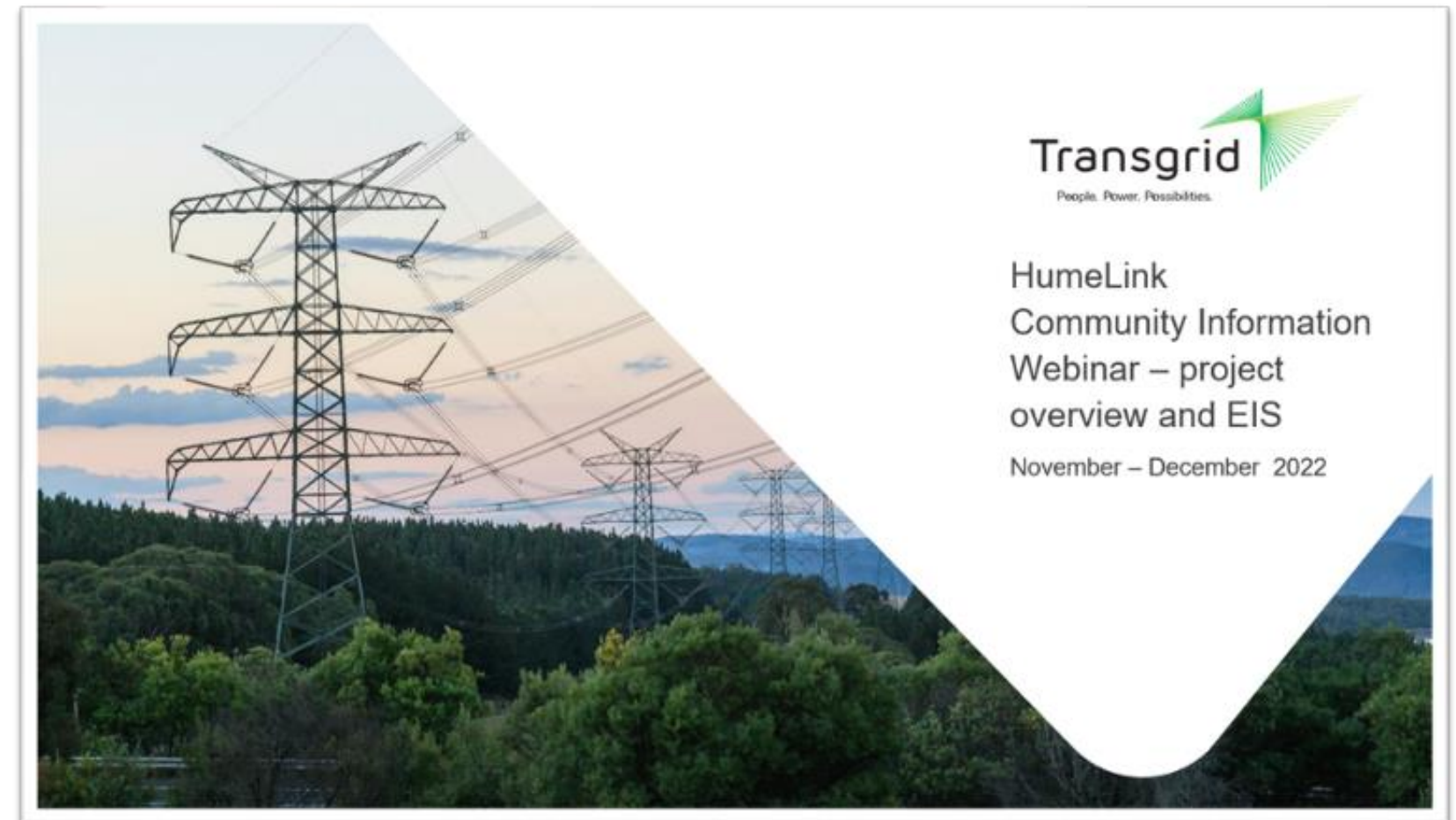




Stakeholder Engagement and Community Investment

Progress Update

- Completed Compensation webinars
- Completed first round of EIS webinars
- Preparing what we heard reports to be published on the website
- Council meetings ongoing
- Met with MP recently to discuss, Undergrounding, Bushfires, route refinement
- Publishing a monthly newsletter – December edition due Friday 16/12
- Planning online and in person information sessions starting early 2023

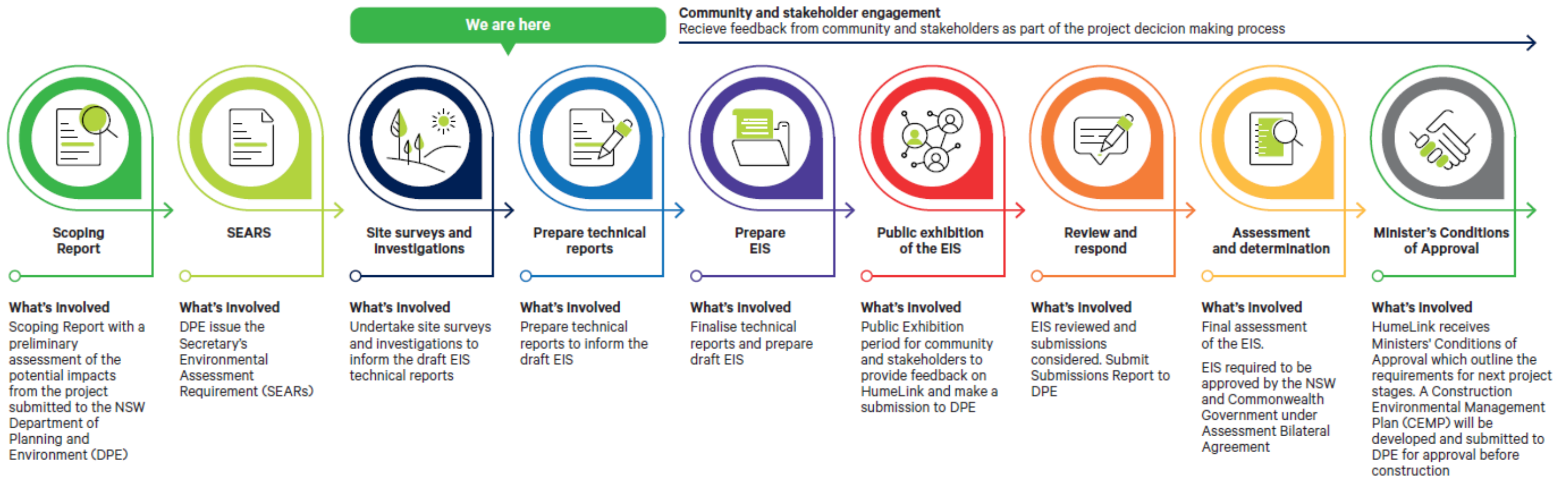




EIS and Construction Update

Introduction to the EIS: planning approval pathway

HumeLink Environmental Impact Statement Planning Pathway



Introduction to the EIS: technical studies



Noise and vibration impact assessment

SEARs

Assessment of the construction, operational and road noise and vibration impacts of the project.

Scope of the assessment

- Potential construction noise and vibration impacts including construction traffic noise
- Potential operational noise impacts associated with transmission lines and substations

Assessment methodology

- Identifying and classifying all potential noise and vibration sensitive receivers within the noise and vibration study area from the construction and operation of the project
- Conducting ambient (background) noise monitoring at representative locations in the noise and vibration study area (completed between March and August 2022)
- Processing the monitoring data in accordance with the relevant guidelines
- Modelling the construction and operation activities of the project to predict noise and vibration levels at surrounding sensitive receivers
- Assessing the likely airborne noise impacts and vibration from construction activities for transmission lines, substations, and construction compounds
- Assessing construction traffic noise impacts.
- Assessing the likely operational noise impacts of transmission lines and substations
- Identifying mitigation measures to minimise and manage any predicted noise and vibration impacts.



Noise logger

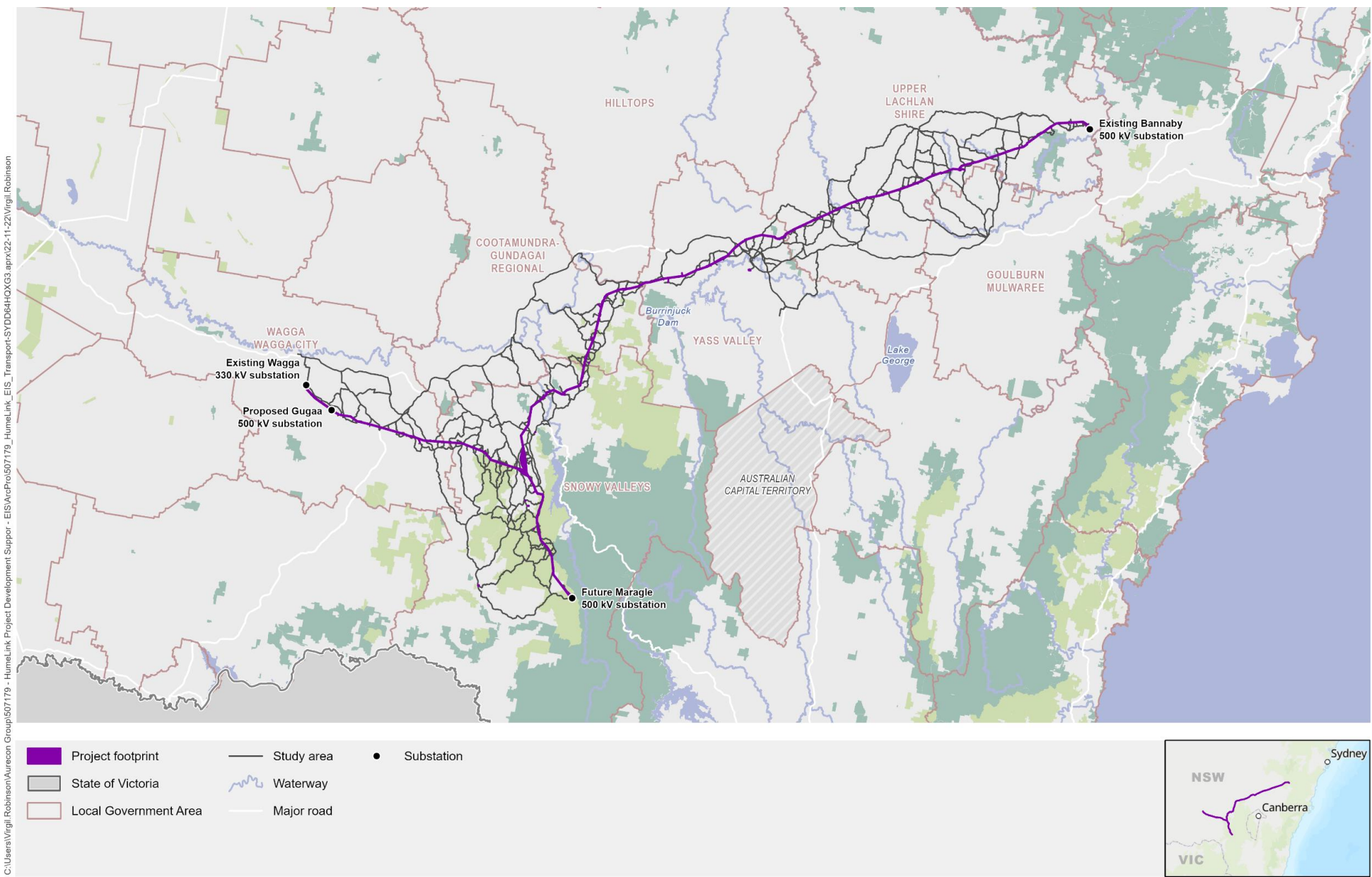
Data gathering

Ambient noise monitoring was carried out at several locations within the noise and vibration study area to establish representative background noise levels across the project footprint and surrounding land uses.

Monitoring locations were selected in areas with potential for more long-term construction activity, such as construction compounds, and in towns where the background noise environment is expected to be different from the rural areas that surround most of the project footprint.

The measured existing noise levels are representative of receivers that would likely be most affected by the construction of the project.

Traffic and transport impact assessment study area



The traffic and transport study area

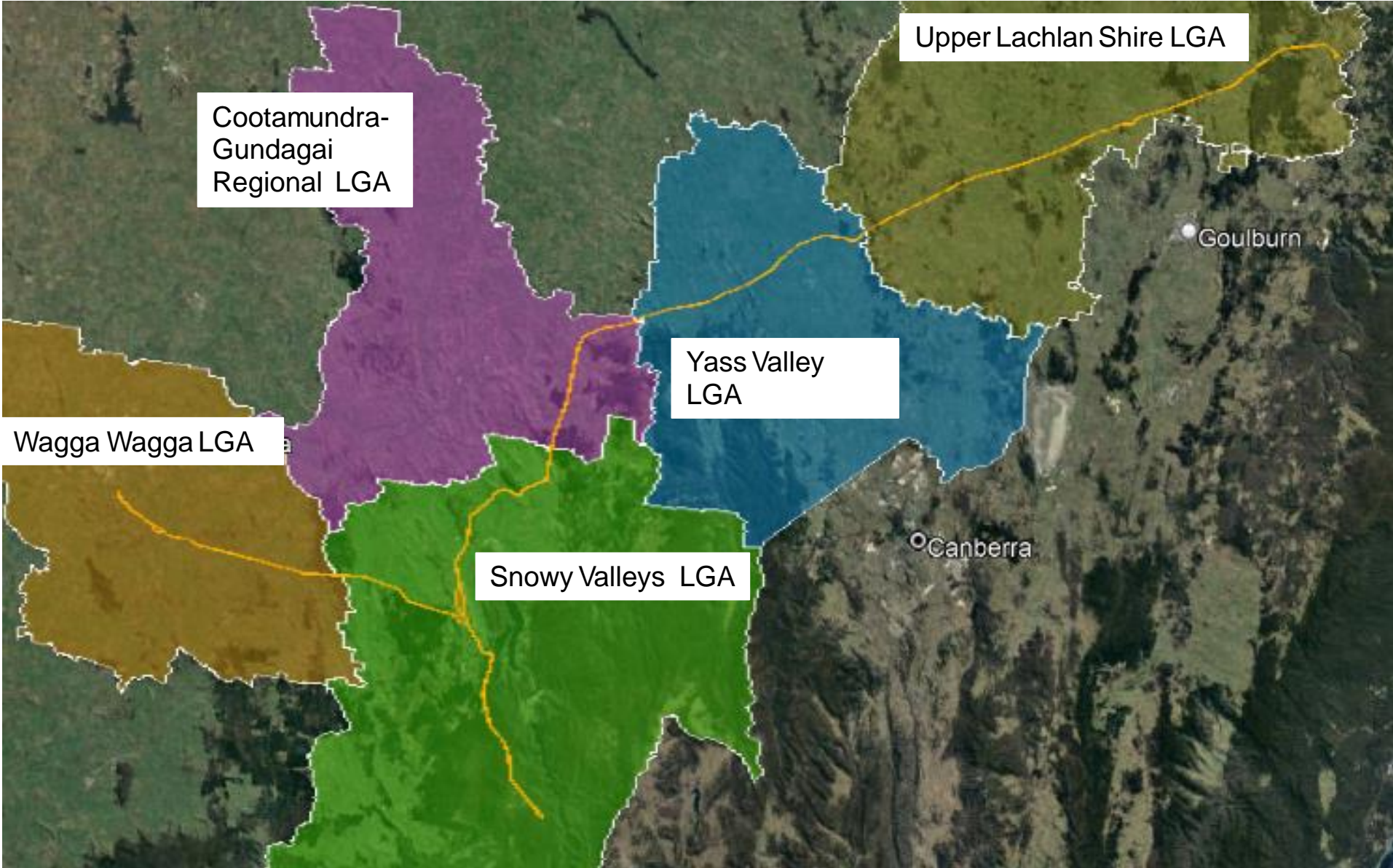
- Comprises the roads identified as being required to access the project during construction and operation across the following Local Government Areas (LGAs)
 - Wagga Wagga City
 - Snowy Valleys
 - Cootamundra-Gundagai Regional
 - Yass Valley
 - Goulburn-Mulwaree
 - Upper Lachlan Shire
 - Hilltops.
- Developed through consideration of the existing traffic network surrounding the project footprint and the proposed access tracks
- Refined to include:
 - access routes to transmission line structures, substations, construction compounds and the worker accommodation facility
 - the surrounding transport network where there is the potential for perceptible impacts
 - the surrounding towns/urban centres where it is anticipated that the construction workers would be accommodated and where there is the potential for perceptible impacts.

HumeLink

FIGURE 20-1: Traffic and transport study area

Project road interactions by Local Government Area

LGA	Road crossings identified
Wagga Wagga City	14 identified road interactions, including 2 TfNSW Classified Roads
Snowy Valleys	18 identified road interactions, including 4 TfNSW Classified Roads
Cootamundra-Gundagai Regional	5 identified road interactions
Yass Valley	13 identified road interactions, including 2 TfNSW Classified Roads
Upper Lachlan Shire	26 identified road interactions, including 3 TfNSW Classified Roads



Visual Impact

- As part of the HumeLink Landscape Character and Visual Impact Assessment for the EIS, a number of photomontages will be included from selected public and private viewpoints.
- Photomontage locations within the project footprint were identified by a specialist consultant, based on various criteria.
- For the public viewpoints, representative locations include views from areas where the greatest number of viewers are likely to congregate, such as lookouts, road corridors and scenic routes, as well as locations in sensitive recreational and natural areas

Completed

Stage 1 – Preliminary Assessment

- Identify those views from residences that might be significantly impacted by the proposed project infrastructure
- Based on desktop analysis of aerial photography, topography and observations from areas that are publicly accessible

Underway

Stage 2 – Detailed Assessment

- Assessment of impacts on views from private properties to confirm visual impact level
- Includes visiting properties and taking photos of the primary views and recording the GPS location of the photos

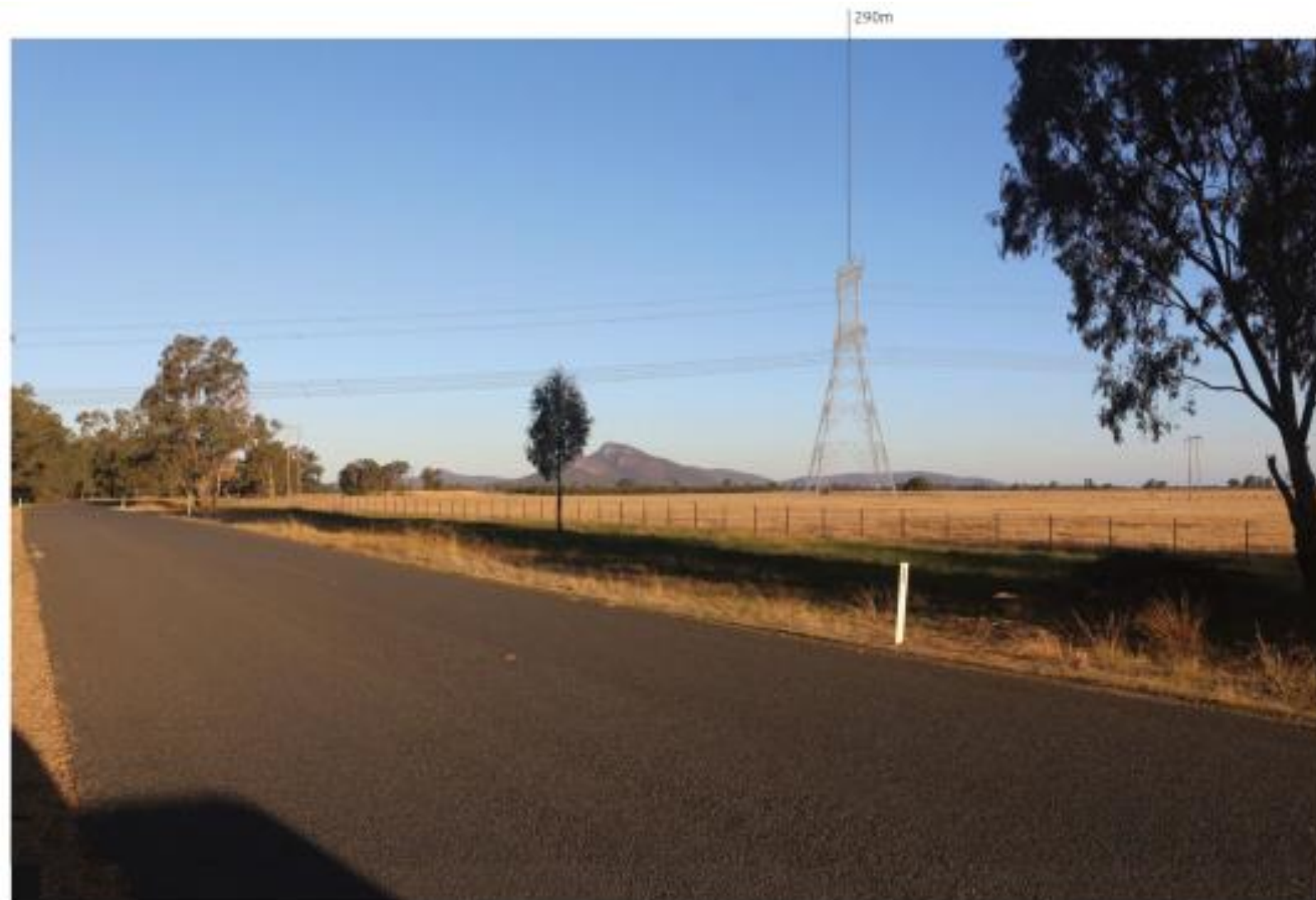
Note: Photographs taken of private residences may be included in the EIS

Photomontages



Note: Distance indicated is from the position of the photographer. These towers are indicative, final tower design has not been confirmed

Photomontages



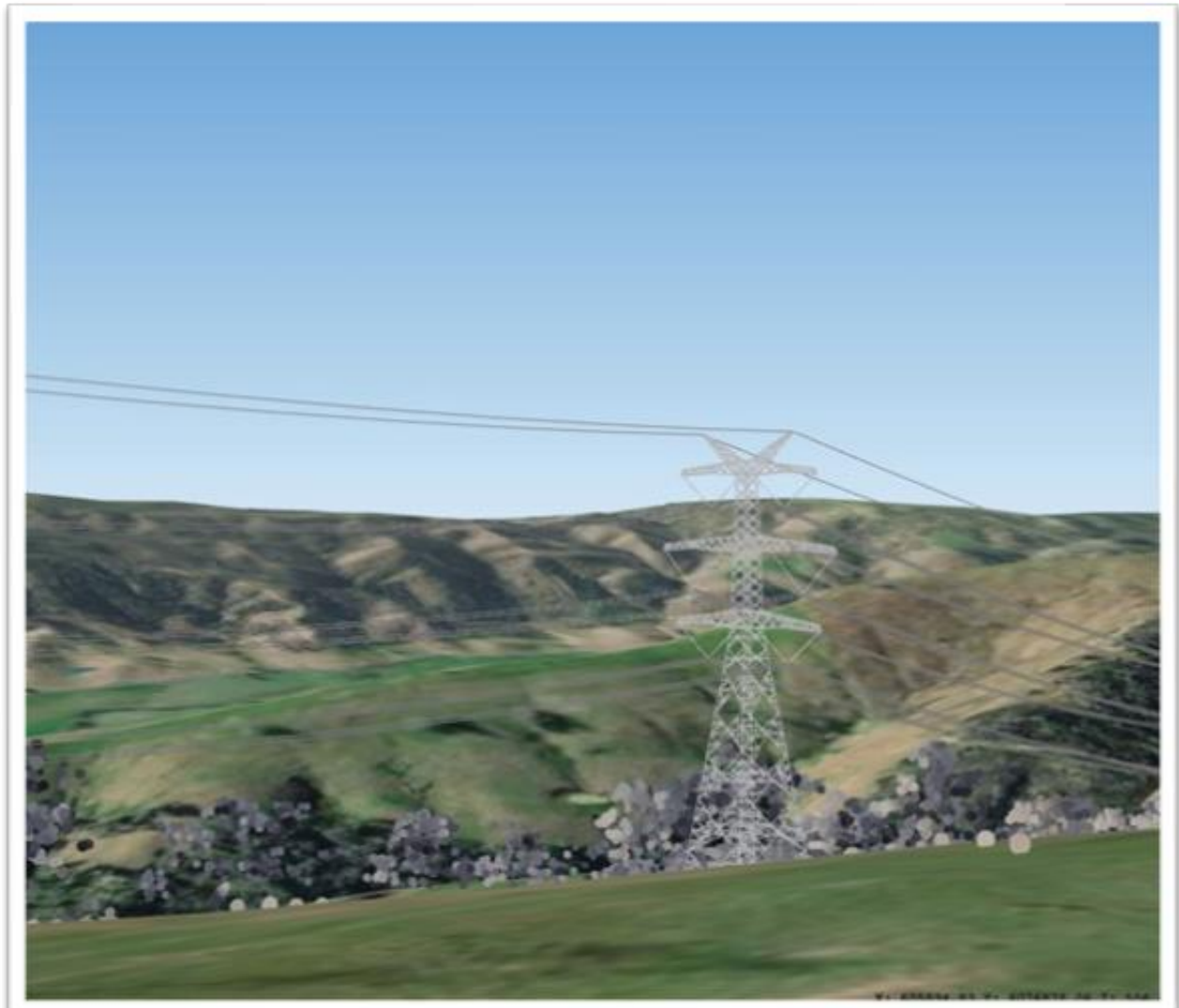
Note: Distance indicated is from the position of the photographer. These towers are indicative, final tower design has not been confirmed

Neara

Neara is a physics-enabled digital twin software platform that builds 3D interactive models of critical infrastructure networks and assets, providing the ability to run real-world scenarios, assess current and future risk and prioritise maintenance and disaster response.

The software uses LiDAR and geospatial data, informed by engineering specs and leveraging artificial intelligence (AI) that can be used to model and design transmission lines.

The platform will provide key benefits to the community by allowing the public to view a digital representation of the line from any point they choose on a map (subject to software limitation and ease of use).



We anticipate the full Neara model will be completed within 6 months with further discussion with CCG members on how to best implement the roll out of the software.

Agenda setting for next meeting



Thank you

