



VNI West Community Consultative Group

Meeting 3 – 31 January 2024

Acknowledgement of Country

We would like to acknowledge the Wiradjuri, Wamba Wamba, Perrepa Perrepa and Yorta Yorta people as the custodians of the lands and waters on which we meet today.

We pay respect to Elders past and present.



Agenda

Time	Agenda item	Time allocated	Presenter
9:45 – 10:00	Morning tea	10 mins	
10:00 -10:05	Acknowledgement of Country	5 mins	Brendan Blakeley
10:05 – 10:10	Welcome, introductions and housekeeping and review of previous minutes	5 mins	Brendan Blakeley
10:10 – 11:10	Route Selection Report	60 mins	Jarryd Barton (WSP) and Transgrid Project team
11:10 – 11:20	Route selection consultation	10 mins	Joel Annett
11:20- 11:55am	Community Legacy– Values and priorities	35 mins	Joel Annett
11:55 – 12:00	Wrap up and close	5 Mins	Brendan Blakeley

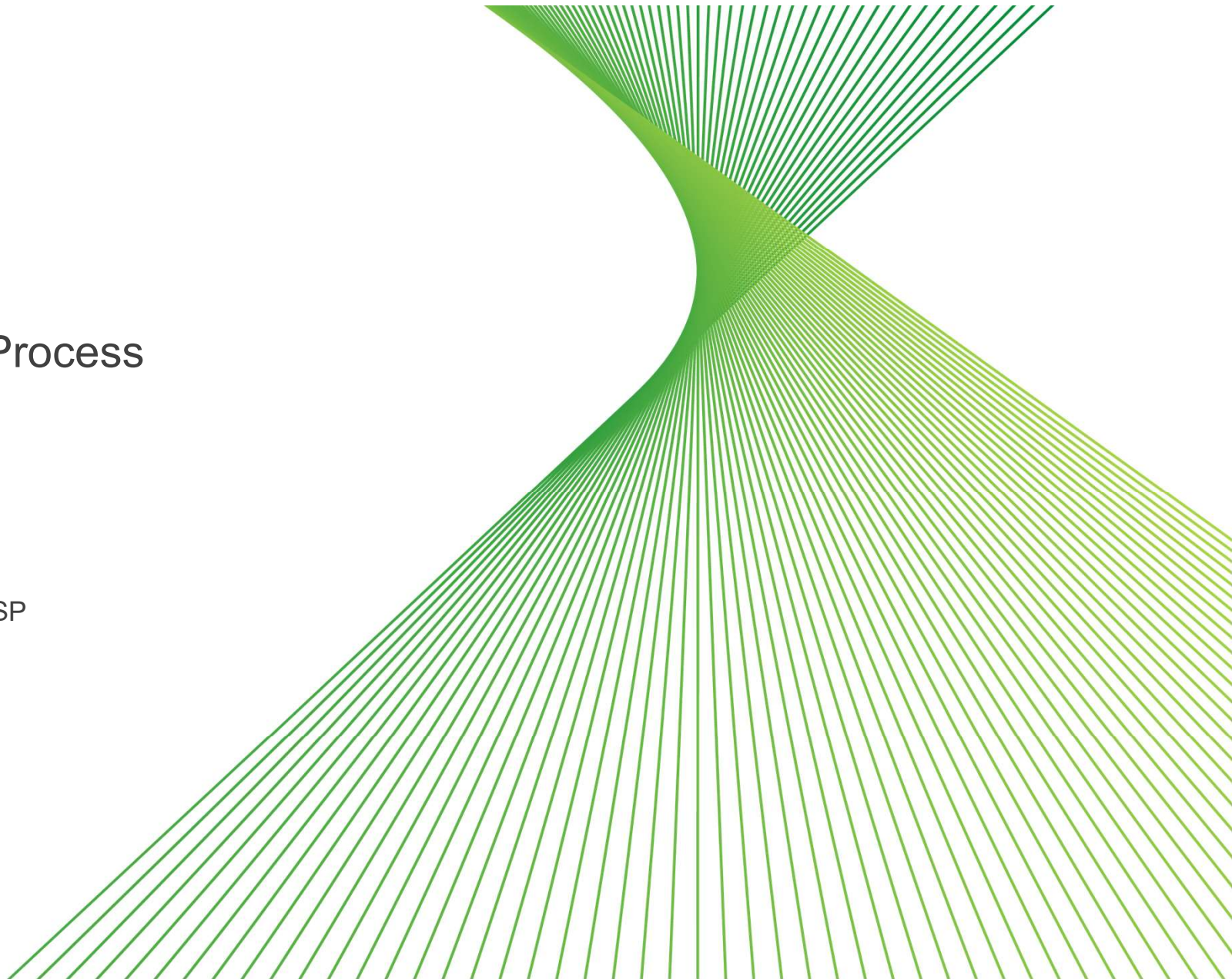
Review of Meeting 1 minutes and action items

Action items

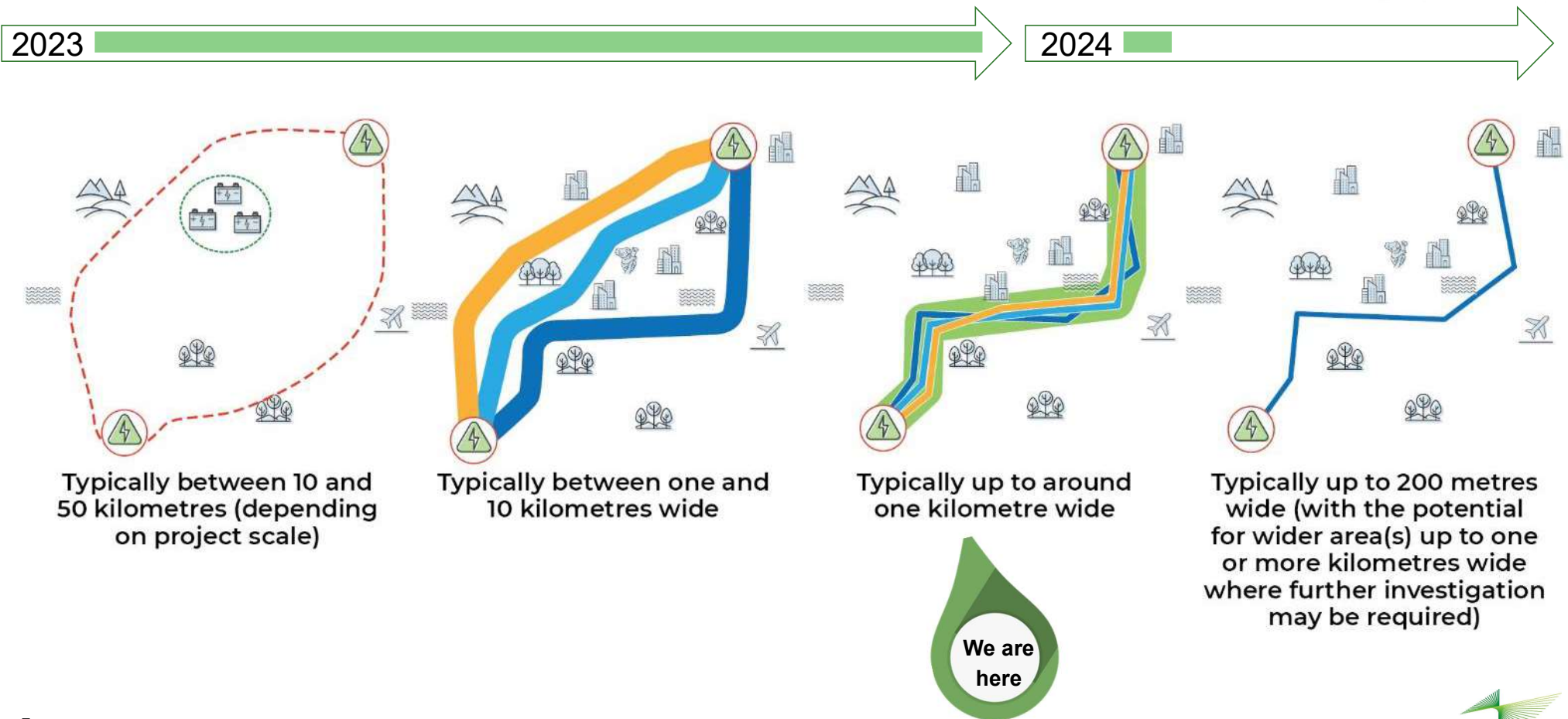
Agenda item	Description	Person responsible	Status
2. Route selection methodology	Book meeting with Bob Crawford	Joel Annett	TBC
4. The Environmental Assessment process	Presentation on Biodiversity at future CCG.	Secretary	TBC
	Follow up with SDLAM on cultural heritage studies	Secretary	ASAP
5. How Transgrid manages bushfire risk and its assets	Question on notice: Insurance coverage for host landholders	Secretary	ASAP
	Follow up: Inspections on 132 Kv Line on Mr D Bull's property.	Secretary	ASAP
7. VNI West Consultation and engagement	Please come to the next meeting with thoughts for Community benefits	CCG Members	31 Jan 2024
Provide CCG with a copy of the latest ISP	Provide CCG with a copy of the latest ISP	Secretary	Circulated with Agenda

The Route Selection Process & Draft Route Report

Jarryd Barton
Principal Environmental Planner, WSP



Route selection process



Recap – Route options assessment methodology

- **Review and update constraint and opportunity criteria:** We used the technical, environmental and social and community criteria developed during the corridor assessment phase of the Project, additional categories where this would allow a more detailed assessment and removed some that were no longer relevant. The revised criteria were presented to and agreed with the Community Consultation Group, as a basis for assessing the route options.
- **Review by Community Consultation Group:** Any feedback on the process and criteria received was considered for incorporation into the final assessment and reporting.
- **Preliminary evaluation of route options:** The identified route options were evaluated using the spatial data gathered for the Project.
- **Documenting the route evaluation process:** The documentation of the process has been included in the *Draft Route Report* for the NSW component of VNI West.
- **Exhibition of the Draft Route Report:** The *Draft Route Report* has been placed on public exhibition for a period of around five weeks until (Monday 4 March) to allow for community and other stakeholder feedback to be received on the draft routes considered and the recommended preferred route option proposed.



Recap – Hierarchy of constraints for the assessment criteria

Technical

- Land use
- Engineering
- Land tenure
- Bushfire

Environmental

- Ecology
- Heritage
- Land use
- Hydrology and groundwater
- Soil and contamination

Social / community

- Land use
- Visual and landscape

High constraint EXCLUDE

- Areas considered unfeasible for the siting of a transmission line
- Excluded from the assessment

Moderate constraint AVOID

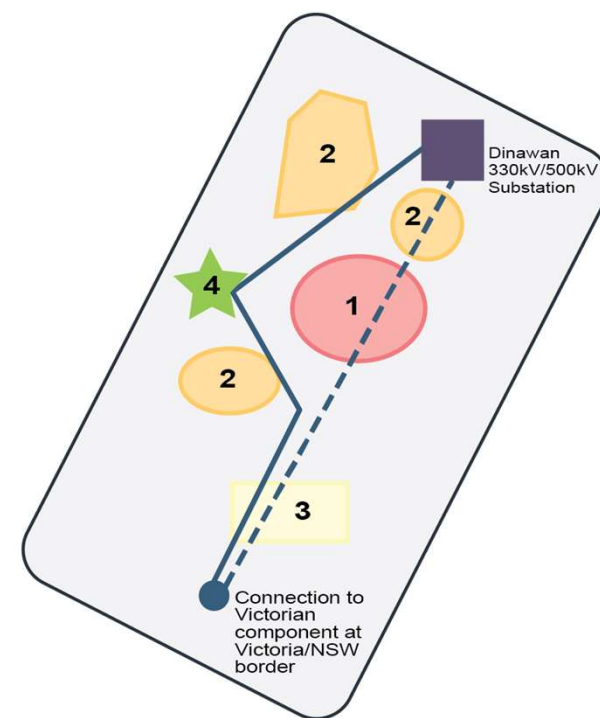
- Areas significantly constrained
- Should be avoided where possible

Low constraint MINIMISE

- Areas that are constrained, however, avoidance may be considered a lower priority
- Minimisation of impact to these areas should be considered

OPPORTUNITIES

- Areas that present potential opportunities for siting of the transmission line
- Should be considered as a preference for selecting and refining the transmission line corridor



— Feasible corridor, avoiding constraints and utilising opportunities

- - - Unfeasible corridor

Recap – Route options scoring and evaluation

- The route evaluation and assessment methodology has consisted of the following components:
 - **Application of a traffic light scoring system supported by qualitative data:** Utilising the available mapping data (including feedback received from CCG members), each of the options will be considered as to whether they have an ‘on-balance’ positive, neutral or adverse outcome.

Positive outcome compared to other options

Neutral outcome compared to other options

Adverse outcome compared to other options
 - **Application of weightings to the identified criteria:** To take into account the potential impact rating allocated to each criteria, a weighting system will be used to allow for a suitable numerical scoring output reflective of ratings levels (i.e. high, moderate, low potential impact or opportunity) identified for each of the criteria.

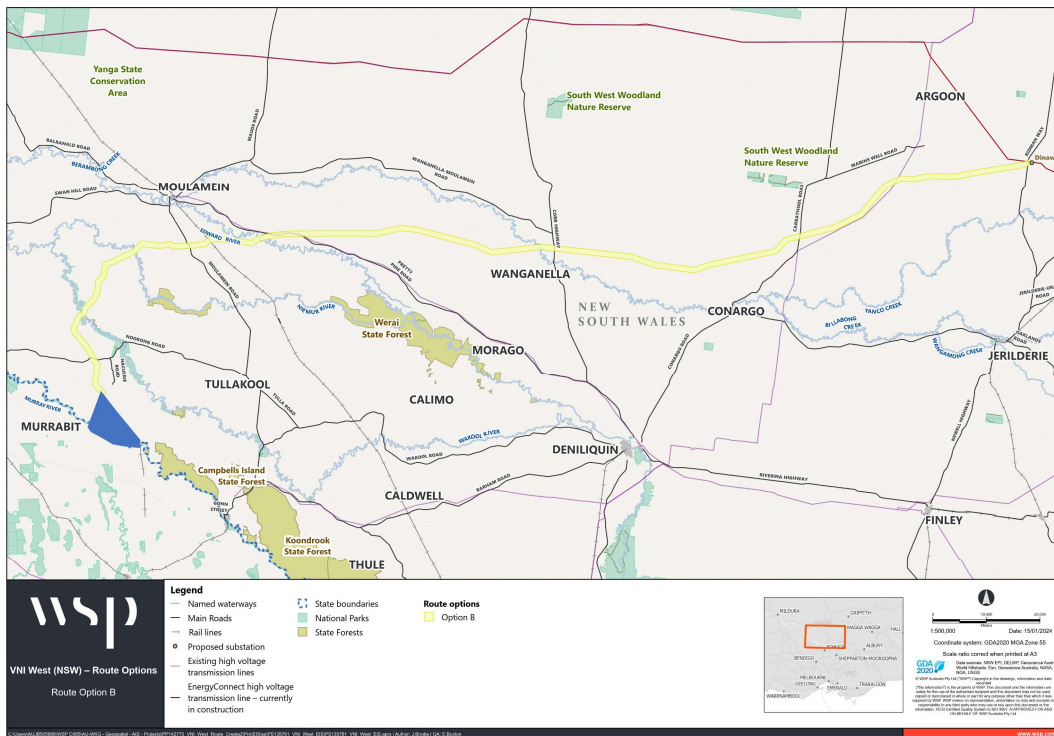
	Traffic light assessment		
Criteria impact	Green	Orange	Red
High impact constraint	+5	0	-5
Moderate impact constraint	+3	0	-3
Low impact constraint	+1	0	-1
Opportunity	+5	0	0

Route options identification

The four route options were developed through:

- Mapping of high and moderate potential impact constraints. The preferred corridor has a number of areas the route should seek to avoid:
 - the built-up urban areas of Moulamein and Wanganella,
 - important ecological habitats, land with high agricultural value,
 - flood-prone land or challenging geological conditions,
 - alluvial channel deposits or softer soils
- Using desk top analysis to identify best-fit alignments that meet high-level engineering requirements, like maintaining long sections with minimal turning points
- Considering the technical, environmental and social and community impacts of each route option
- Considering the feedback on various constraints and opportunities received from community and stakeholders.

Route options considered – Route A



Key features include:

- An alignment more centrally aligned within the preferred corridor from the NSW/Victoria border to Moulamein
- Travels between two sections of the Murray Valley National Park (Wetuppa Forest).
- From this point, this option generally provided a similar parallel alignment to Route A but further to the north including, traversing to the north of Wanganella

- Aligned from the NSW/Victoria border along the western edge of the preferred corridor, traversing to the north of the Murray Valley National Park (Wetuppa Forest)
- Alignment south of Moulamein
- Section parallel to Pretty Pine Road
- Alignment south of Wanganella
- Generally parallel to the existing 132kV transmission line between north of Conargo and Dinawan



- A similar alignment from the NSW/Victoria border as Route B
- Continues in a northerly direction east of the Murray Valley National Park (Wetuppa Forest).
- Alignment to the north of Moulamein
- Continues along the northern boundary of the preferred corridor through to Dinawan
- Generally parallel to key roads such as Wanganella-Moulamein Road and Mabins Well Road



- Generally provides a similar general alignment to Route C but located further south (generally between the alignments of Route B and Route C east of Moulamein)
- Provides a more central route within the overall preferred corridor.

Assessment of route options

The preferred route was selected based the consideration of each of the technical, environmental and community criteria.

Weighted scoring system applied to each option.

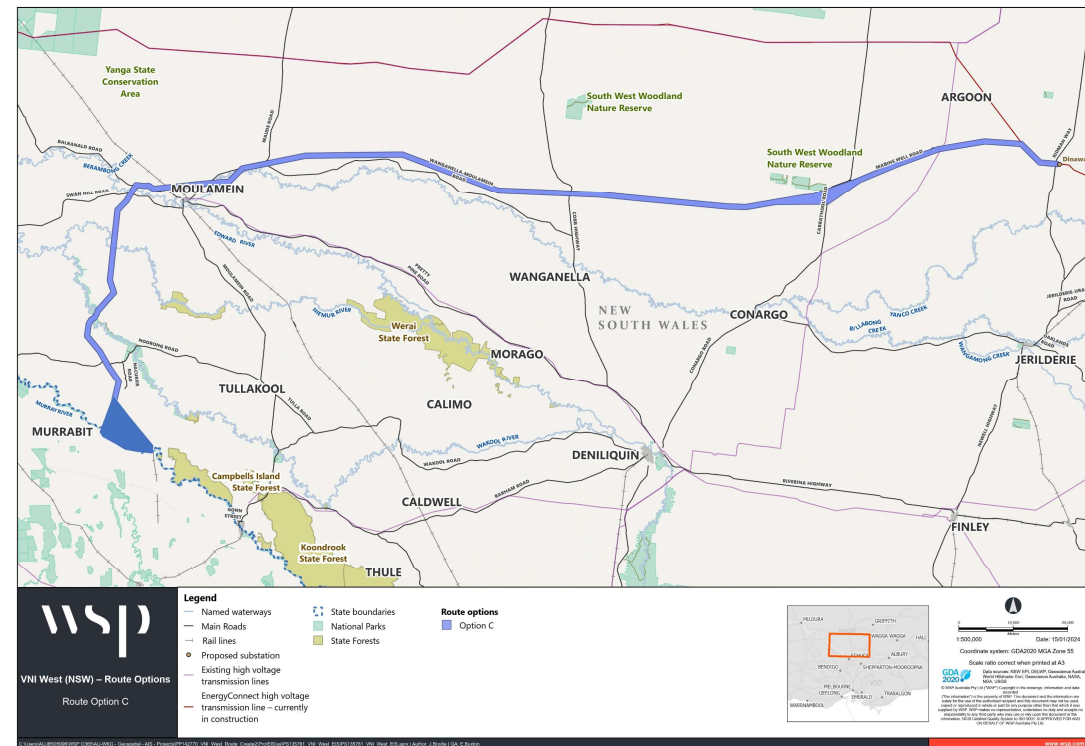
A summary of the results is shown in the table.

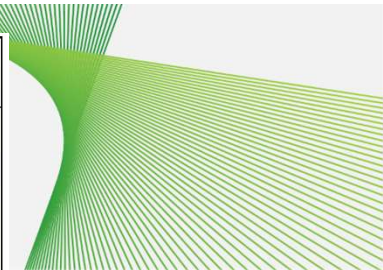
	Route A	Route B	Route C	Route D
<i>Assessment criteria</i>	<i>Score</i>	<i>Score</i>	<i>Score</i>	<i>Score</i>
TECHNICAL CONSIDERATIONS	1	11	15	12
Land use	5	5	5	5
Engineering	-9	-4	-8	-11
Land use/land tenure	5	5	5	5
Bushfire	0	0	3	3
Opportunities	0	5	10	10
ENVIRONMENT CONSIDERATIONS	11	7	20	20
Ecology	-3	-11	-8	-8
Heritage	8	13	10	10
Land use / land tenure	3	3	3	3
Hydrology and groundwater	-1	-2	0	0
Soil and contamination	4	4	5	5
Opportunities	0	0	10	10
SOCIAL AND COMMUNITY CONSIDERATIONS	-9	-1	5	2
Land use	-9	-1	5	2
Visual landscape and amenity	0	0	0	0
Opportunities	0	0	0	0
Total score	3	17	40	34

Transgrid is recommending Option C

The major factors that contributed to this preferred, compared with the other route options, are that Route C will:

- Be in proximity to the least number of houses, providing the greatest opportunity to minimise visual disturbance
- Have the lowest impact on irrigated agricultural lands, by following existing assets like railway corridors, roads, travelling stock routes and existing fences
- Have the least impact on previously identified (known) Aboriginal sites
- Have fewer impacts on existing waterways (including crossings)
- Be further away from sensitive ecological environments (wetlands associated with Weraï State Forest and areas of Edward-Wakool River Catchment) – important for issues such as water birds
- Avoids large patches of protected Plains Wanderer habitat and, with a further refinement, would allow for easement options to be identified that would maximise avoidance of this critical habitat
- Responds to feedback and local constraints identified by stakeholders and the community.





Route options assessment process – next steps

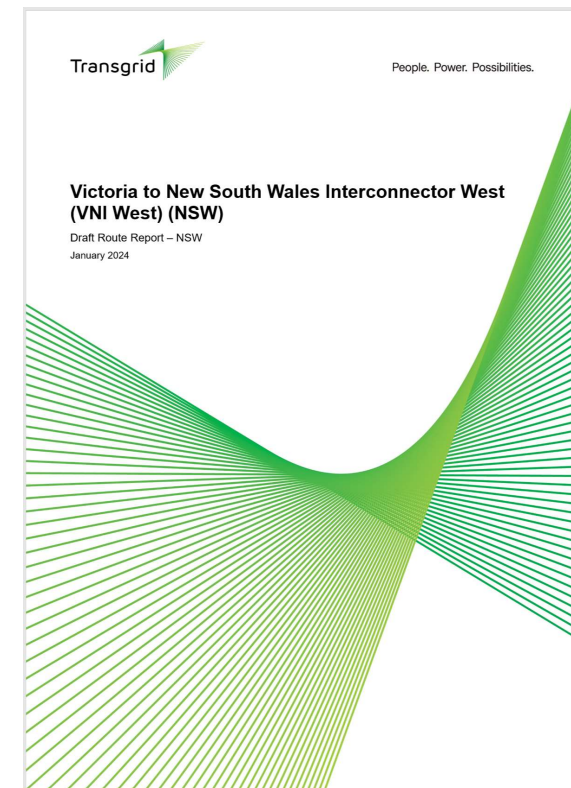
The Draft Route Report is on public display for a period of around five weeks between Monday 29 January and Monday 4 March 2024.

During this period, Transgrid are facilitating a number consultation activities including:

- Community ‘town hall’ meetings in Moulamein, Deniliquin and Jerilderie
- Community pop up displays in a number of locations across the region
- Meetings with directly affected land holders
- Meetings with various government agencies.

Following this consultation period, Transgrid will confirm the final preferred route (including any amendments made based on feedback received) and then publish the Preferred Route Report.

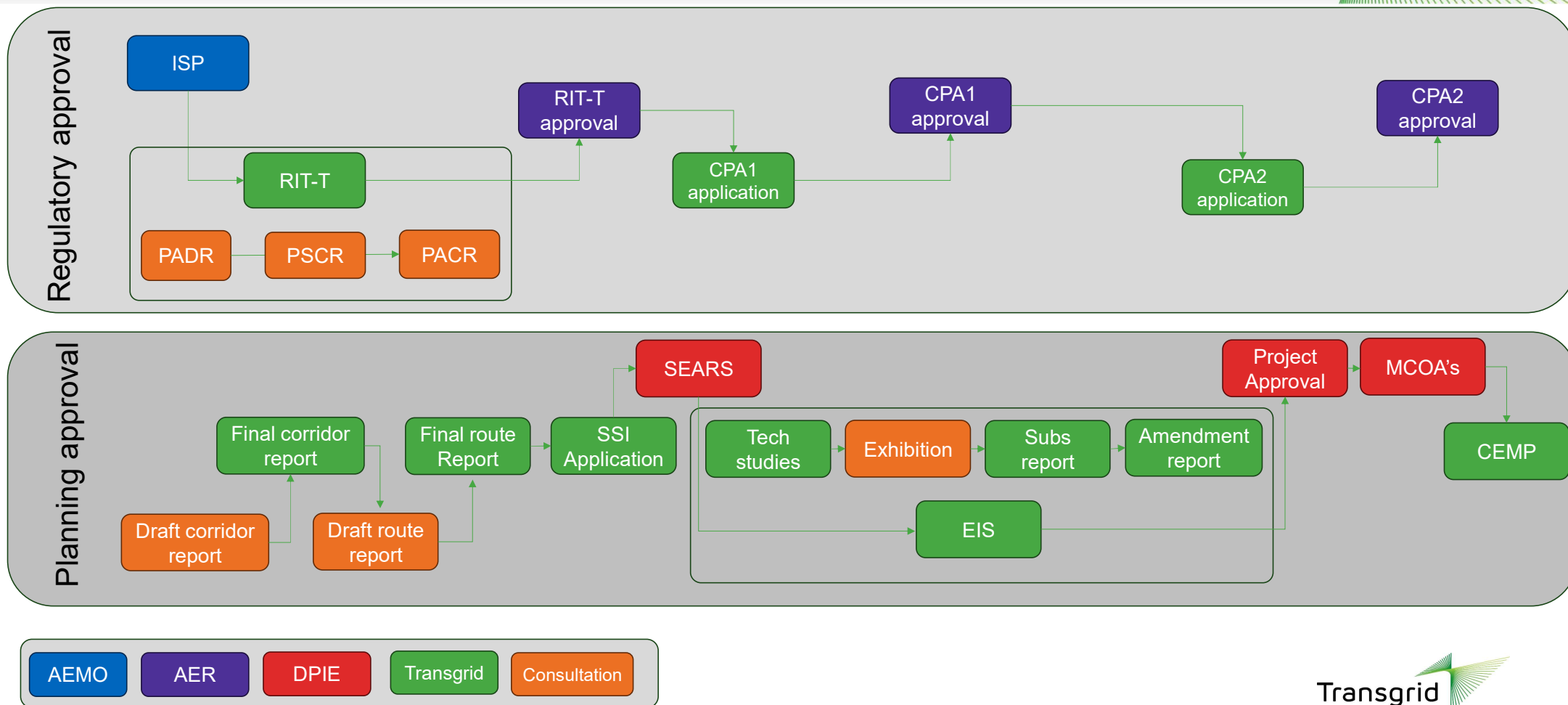
Transgrid will then begin work on the detailed environmental assessment and approvals phase.



Engaging on the Draft Route Report

Publish Draft Route Report 29 Jan 2024		Engage and seek feedback		Publish Preferred Route Report - March 2024
Monday	Tuesday	Wednesday	Thursday	Friday
29 Jan Draft Route Report	30 Jan “Opportunity week”	31 Jan CCG # 3	1 Feb	2 Feb
5 Feb	6 Feb	7 Feb Town Hall Moulamein, 4pm-6pm	8 Feb Town Hall Deniliquin, Midday – 2pm	9 Feb Town Hall Jerilderie, 11am – 1pm
12 Feb	13 Feb Drop in Moulamein, 10am – 4pm Deniliquin, 10am – 4pm	14 Feb Drop in Barham, 10am – 4pm Conargo, 8:30am - Midday	15 Feb Drop in Wanganella, 8:30am - Midday Jerilderie, 10am – 4pm	16 Feb Drop in
19 Feb “Stakeholder Week”	20 Feb	21 Feb	22 Feb	23 Feb
26 Feb	27 Feb Drop in Barham, 3pm - 6pm	28 Feb Drop in Moulamein, 10am – 4pm	29 Feb Drop in Wanganella, 3pm – 5pm	1 Mar – 3 Mar Events Deniliquin Show Jerilderie Fun Fair

Engagement and approvals process



CCG feedback – Mapping activity

- Opportunity for CCG members to provide feedback on the routes presented in the Draft Route Report
- Maps available within the room
- Discussions to be facilitated by Transgrid

Community Benefits

Joel Annett, Community and
Stakeholder Manager



Community Investment Program

Ensure impacted communities receive substantial benefits that adequately address social legacy expectations.

As part of VNI West Transgrid will make an investment in the local community.

CCG will play a role in guiding Transgrid on how to engage with the community to identify the opportunities.

Our Process

1. Engage and consult with the relevant internal and external stakeholders
2. Identify the need and the expected outcomes
3. Evaluate the different opportunities and streams
4. Engage with potential implementing partners

NEXT STEPS

Healthcare
Telecommunications
Education
Research

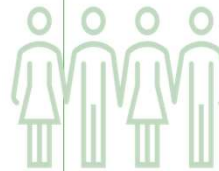
Community Values



We live in a unique natural environment that we value highly. We undertake a guardianship role to ensure and enhance its long-term sustainability through appropriate practices and management.

Protect and enhance both the natural and built environment as we grow.

Working together as a community to protect and enhance our natural and built environment for the future.



Well-planned, safe and accessible public spaces and facilities built with a strong sense of identity and place.

A welcoming, healthy and diverse community that celebrates culture and history and is supported by accessible services.

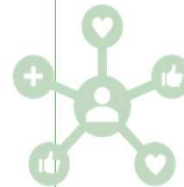
We strive to ensure the community feels safe and are actively and passionately involved in establishing and promoting a connected, respected Council Area by facilitating equitable access to community infrastructure and services



Creating our own opportunities, we work with new and existing businesses and industries to proactively provide regional economic opportunity, development, and tourism creating stability and future growth.

Champion business, innovation and technology to stimulate local economic development

Invest in, promote and celebrate living, working and visiting the Edward River experience



Enable integrated, safe and reliable transport and advocate for communication infrastructure.

Build capacity and access to freight, transport, information and cultural links within and beyond our region

Community engagement
Joel Annett, Community and
Stakeholder Manager





Meeting close

Thank you for your time

1800 222 537

vniw@transgrid.com.au

www.transgrid.com.au/vniw