



VNI West Draft Route Report Overview for community

VNI West Project Team

February 2024

People. Power. Possibilities.

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 and housekeeping

- Introductions
- VNI West – recap
- Route Selection process
- Draft Preferred Route and options explored
- Land access and acquisition
- Questions
- Emergency evacuation procedure
- Restrooms
- Meeting format and protocols
- Questions and answer session

Our purpose

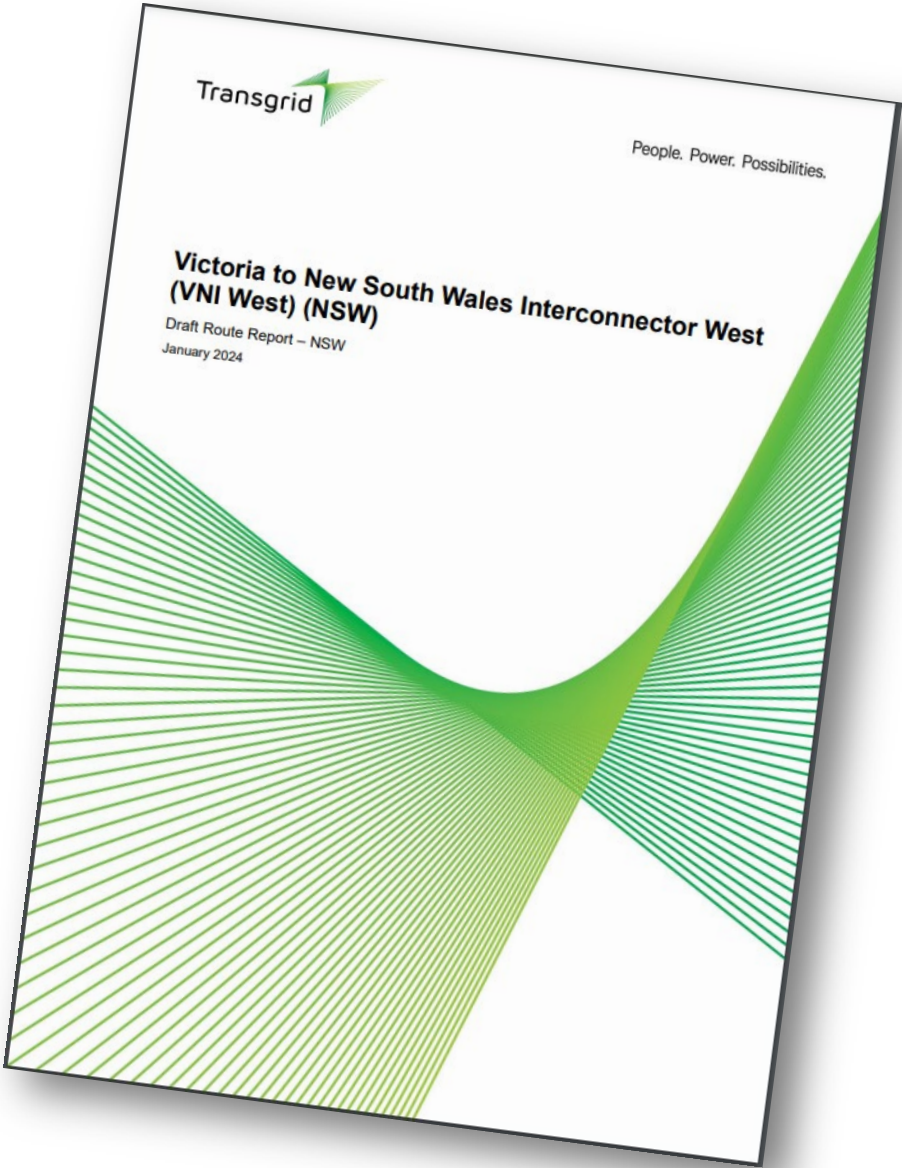
Today's purpose: Information Share

- We'll show our draft preferred route for VNI West in NSW, and outline the decision making process.
- We'll advise on our land access and easement acquisition process.
- We'll accept questions from the floor, and commit to providing an answer either within today's session, or we'll come back to you.
- We will be taking notes to be shared with those who have provided an email address as soon as practical.

Today's purpose: Feedback loop

- With the corridor narrowed to a draft preferred route, we are seeking your feedback on the preferred route to ensure it considers the key issues and features of the land where the route is proposed.
Essentially: What have we missed, what have we overlooked.

Short term timeline



5 VNI West



VNI West recap

What is VNI West?

The Victoria to NSW Interconnector West – known as VNI West – is a proposed new 500kV double circuit transmission line connecting the high voltage electricity grids in New South Wales and Victoria.

The project is part of Transgrid's program to build the future grid and reliably transition to a clean energy future.

The construction of VNI West and other major projects like EnergyConnect and HumeLink will enable the integration of renewables, reducing carbon emissions and drive down wholesale electricity prices.

VNI West is being jointly developed with Transmission Company Victoria and will connect major projects EnergyConnect in NSW and Western Renewables Link in Victoria.

The preferred option runs from Transgrid's Dinawan substation north of Jerilderie in NSW to new substations proposed near Kerang and Bulgana in Victoria.



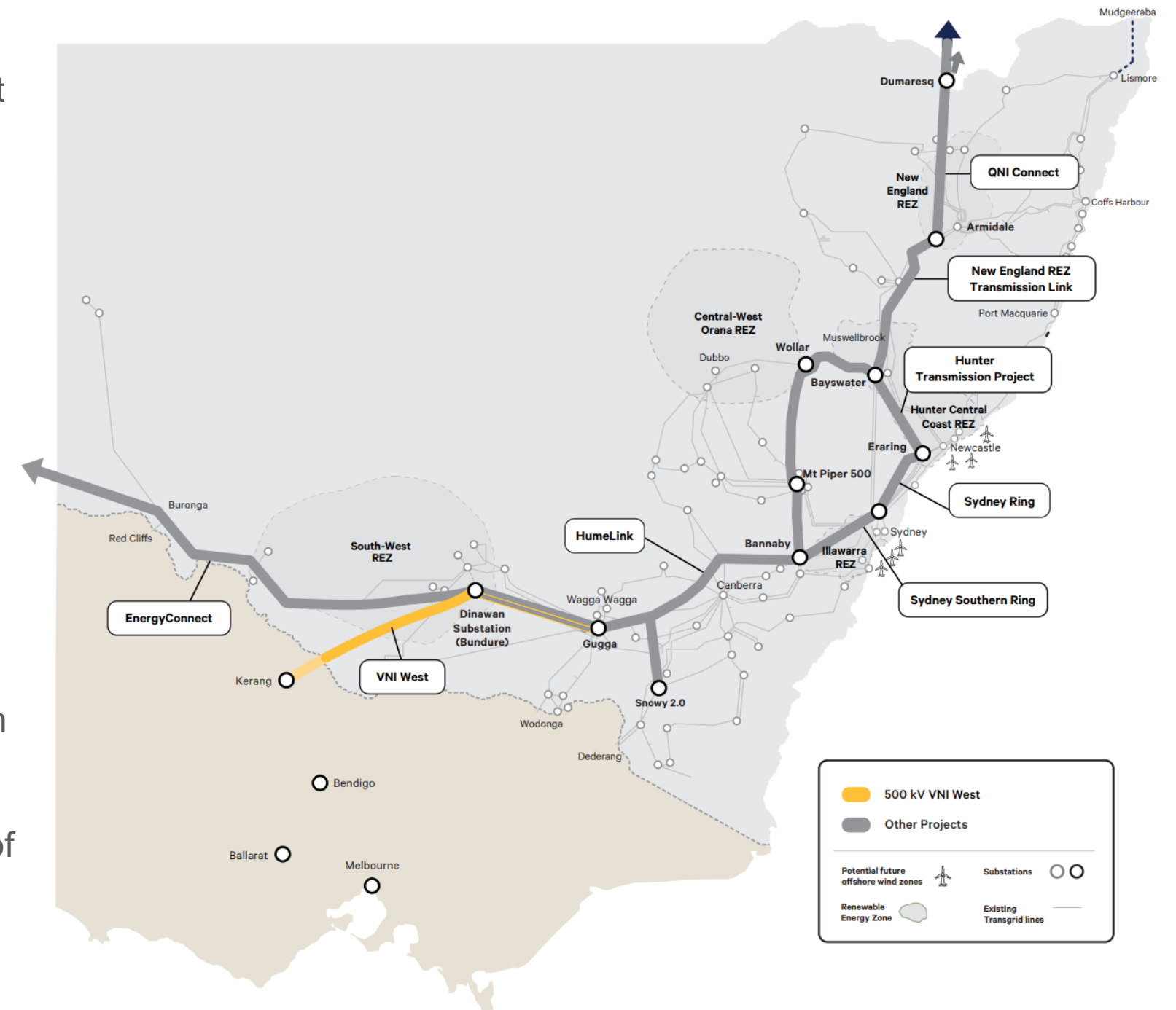
Why is the project needed?

VNI West will provide a vital new transmission connection that harnesses clean electricity from Renewable Energy Zones in NSW and Victoria as part of the Australian Energy Market Operator's Integrated System Plan. The project will help deliver the high-capacity transmission backbone needed to transform the NEM and support the transition to a clean energy future, as coal fired power stations close.

VNI West will:

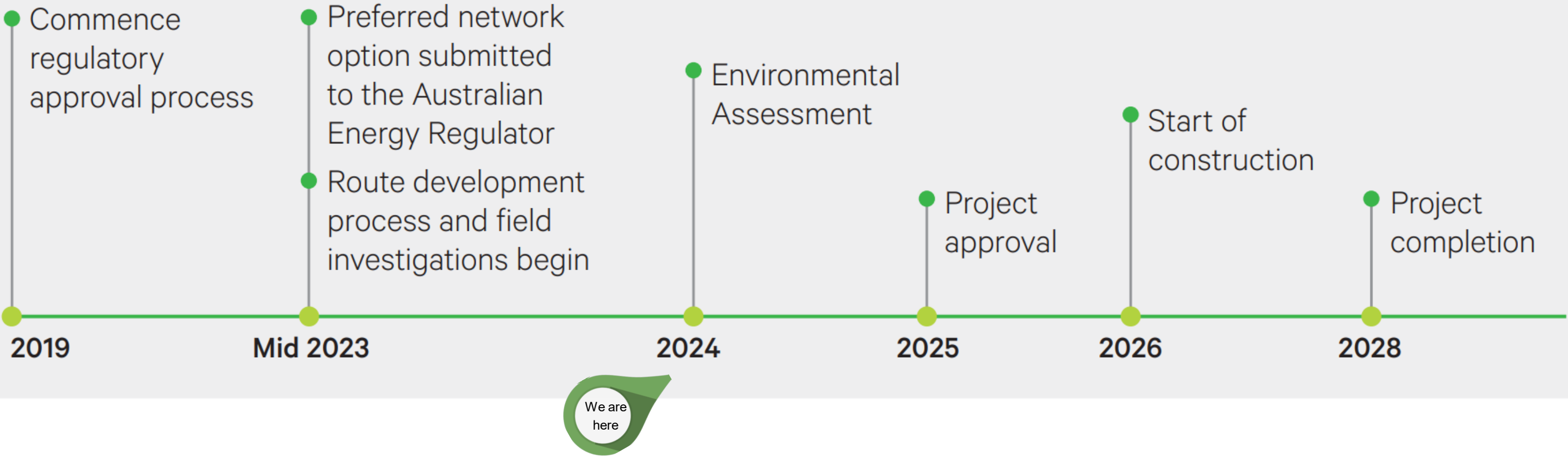
- increase in the capacity to share electricity between NSW and Victoria
- improve the reliability and security of electricity supply in both states
- increase access to renewable energy sources
- create an economic boost for regional communities through the provision of jobs, training and local supply opportunities
- help achieve renewable energy targets and the overall decarbonisation of the NEM, while continuing to deliver safe, reliable and affordable electricity to consumers.

VNI West - part of the Integrated System Plan



VNI West Key Project Dates

Key project dates



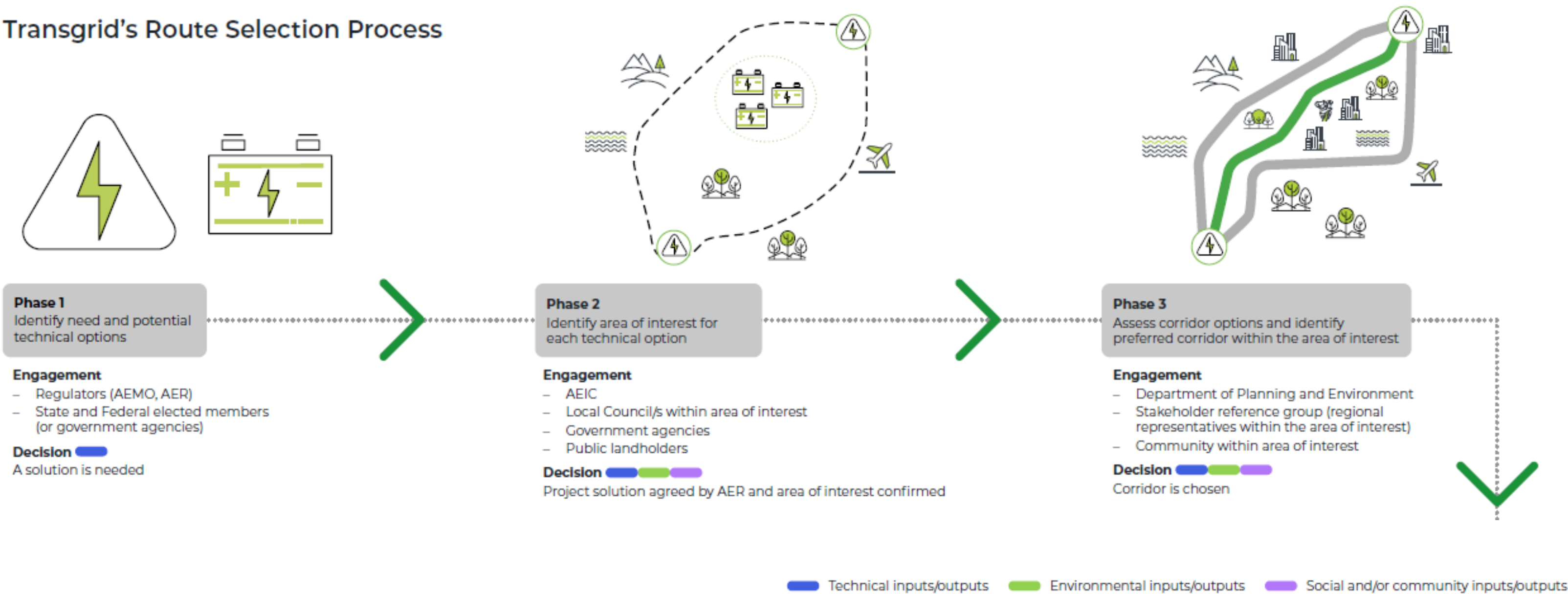
*The above dates are indicative only and subject to change. Transgrid is working to achieve the objectives of the Federal Government's Rewiring the Nation plan and deliver the benefits of this project to the National Electricity Market (NEM) by 2028.

Route Selection process

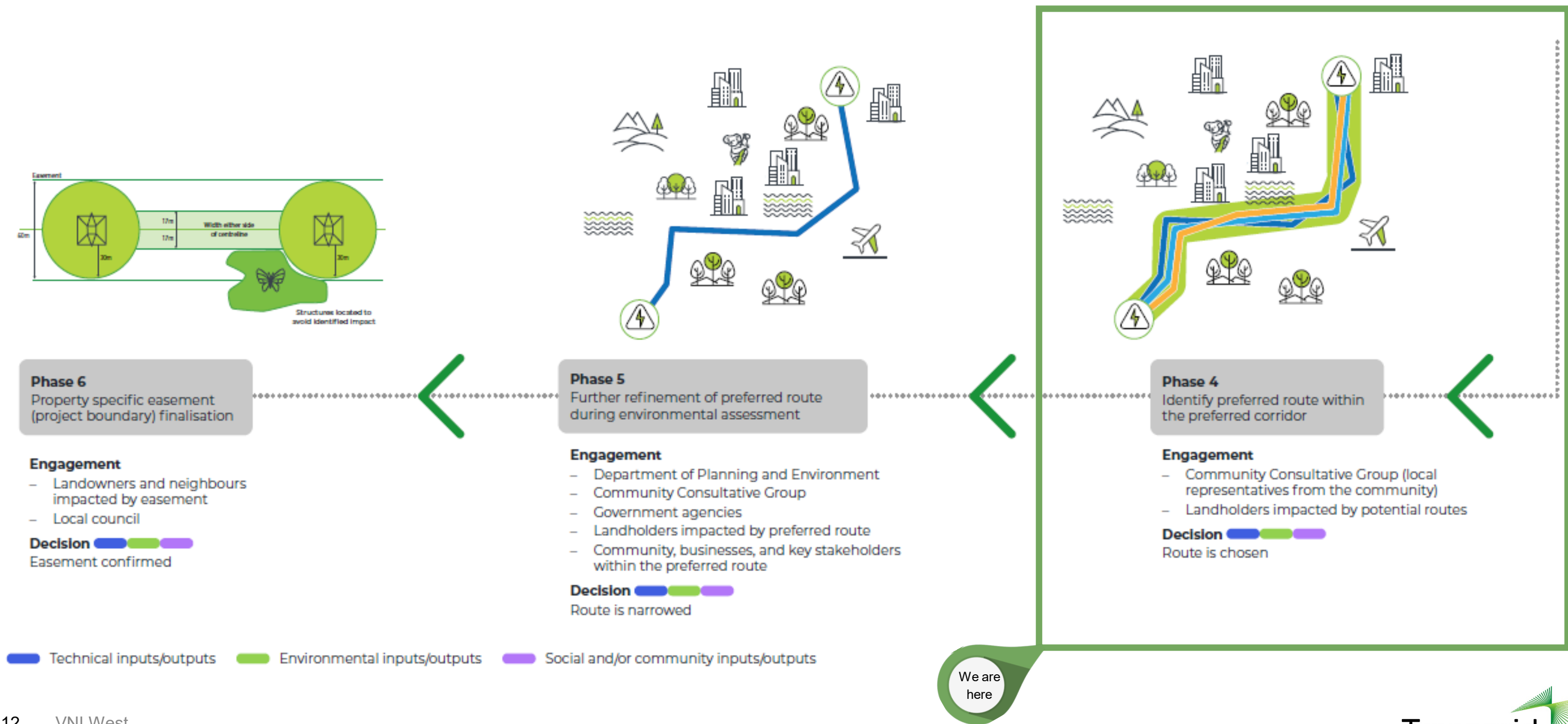


Route Selection Process: Phases 1 - 3

Transgrid's Route Selection Process

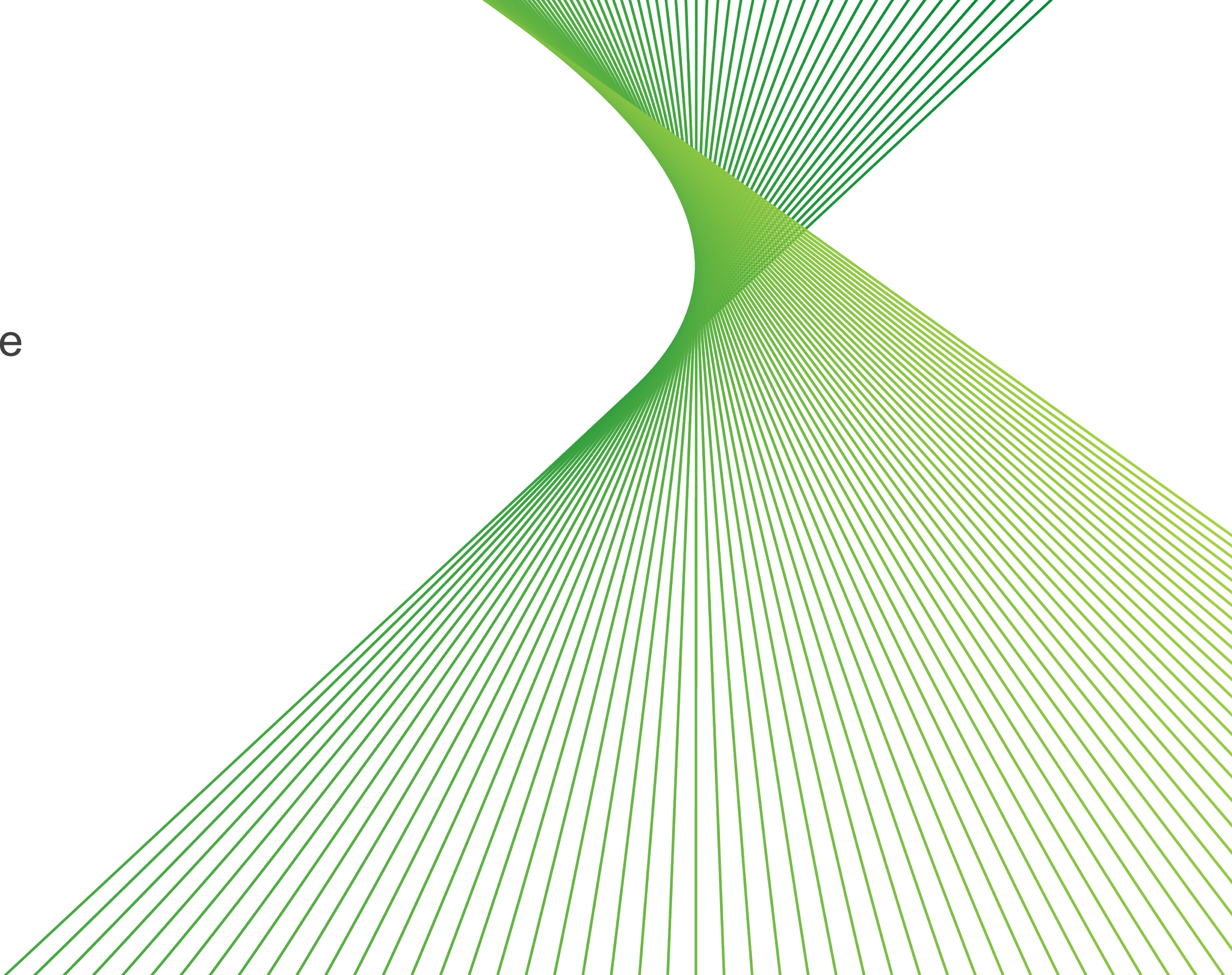


Route Selection Process: Phases 4 - 6






Draft Preferred Route




Priorities for a VNI West Preferred Route


In selecting a preferred route for VNI West, our priorities are:

- 


Technical

To find a reasonably direct route and avoid challenging technical conditions so we don't end up building unnecessarily long infrastructure, or using complex engineering solutions which consumers will pay for.
- 


Environment

To protect important areas of biodiversity, like protected habitats, national park and state forests.
- 

Community

To minimise potential impacts to the community and landholders.
- 

Aboriginal heritage

To protect and preserve known and potential Aboriginal cultural heritage sites and areas of Indigenous importance.
- 

Minimising loss of agricultural production

To protect important areas of agricultural operations with a focus on irrigated agriculture.

Actions since Draft Corridor Report

Following confirmation of the Draft Corridor Report (October 2023), Transgrid:

- Reviewed and updated the constraint and opportunity criteria
incorporating additional categories, and removing some categories that were no longer relevant
- Sought review and feedback with the Community Consultative Group
- Conducted a preliminary evaluation of four route options, using spatial data gathered for the project
which includes feedback from the Draft Corridor Report consultation and landholder meetings
- Prepared the Draft Route Report
- Placed the Draft Route Report on exhibition, until Monday 4 March 2024.

We are
here

Route options identification

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
 - geological conditions
 - alluvial channel deposits or softer soils
- Using desktop 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.

Hierarchy of constraints for the assessment criteria

Technical

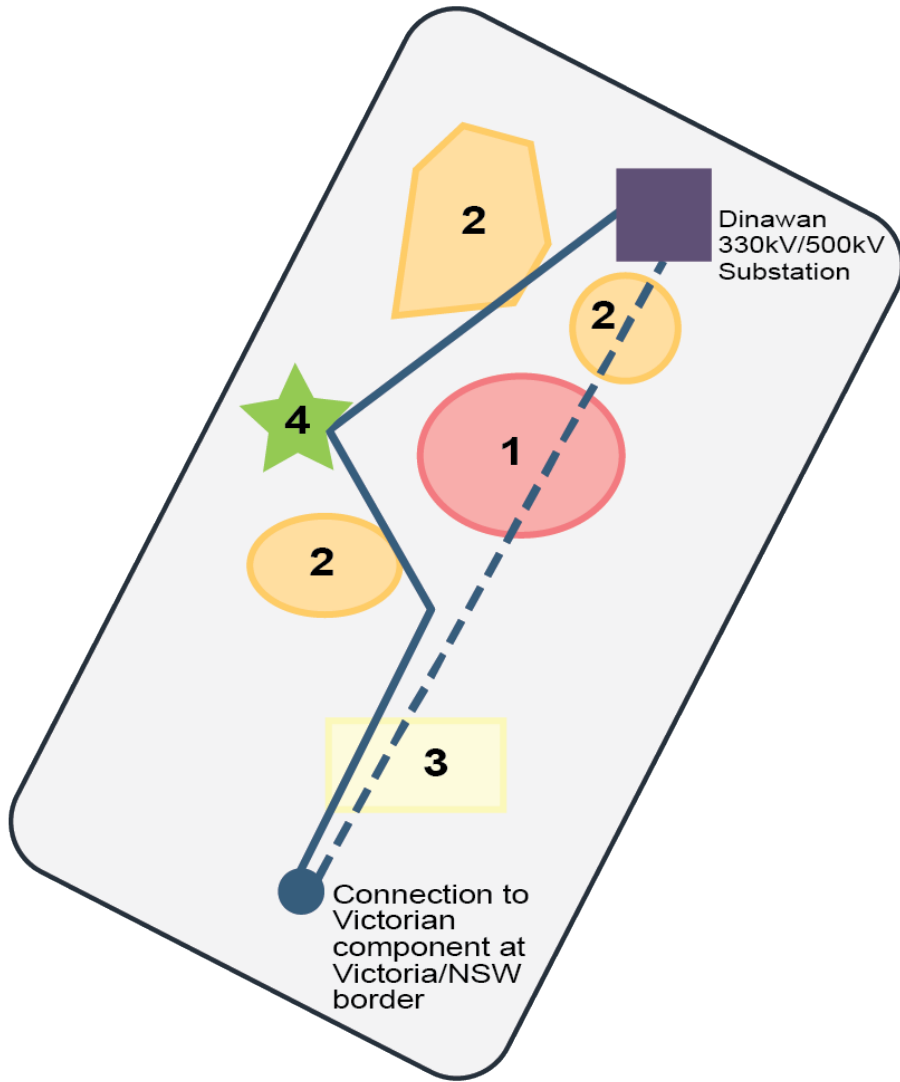
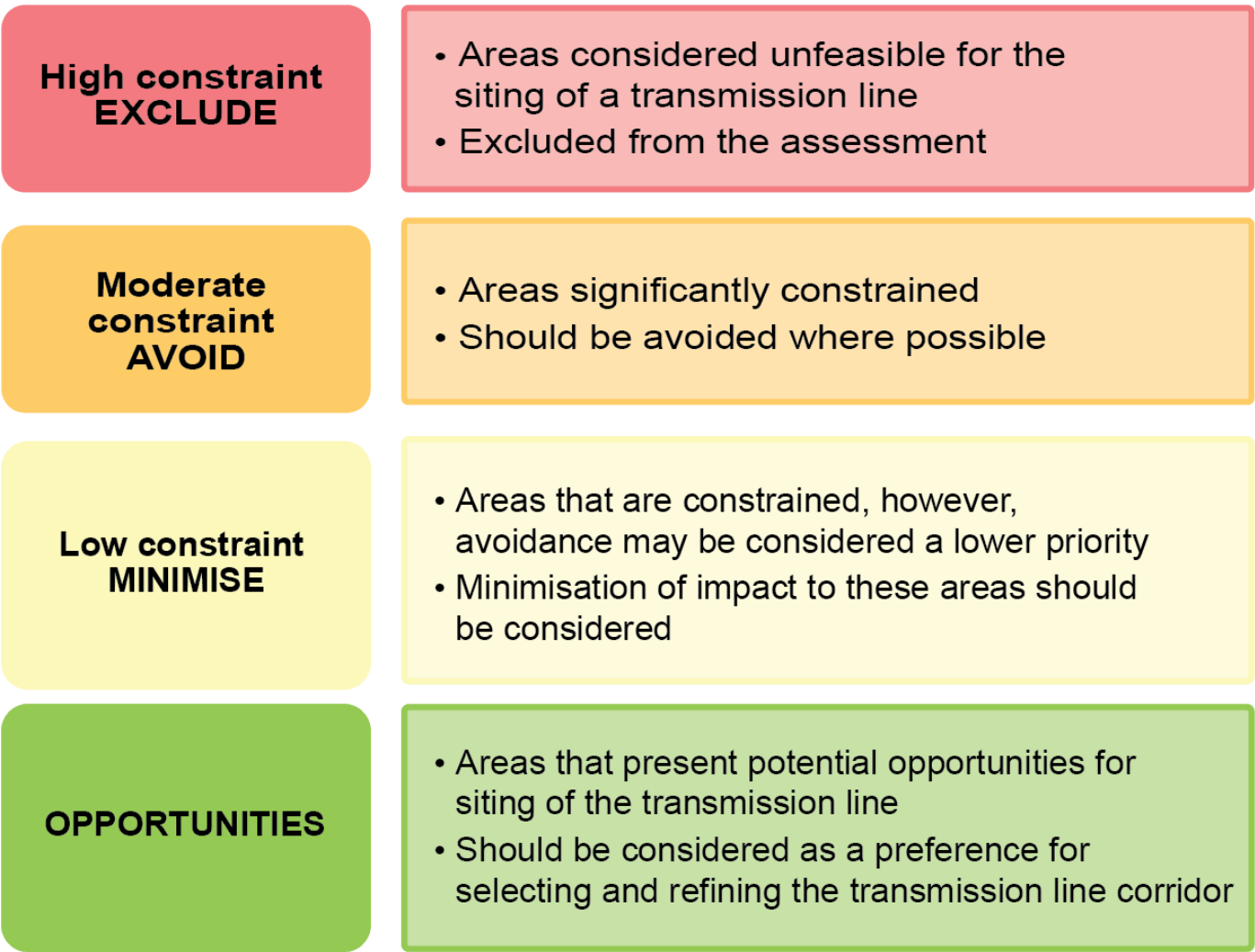
- Land use
- Engineering
- Land tenure
- Bushfire

Environmental

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

Social / community

- Land use
- Visual and landscape



- Feasible corridor, avoiding constraints and utilising opportunities
- - - Unfeasible corridor

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:*

Positive outcome compared to other options

Neutral outcome compared to other options

Adverse outcome compared to other options

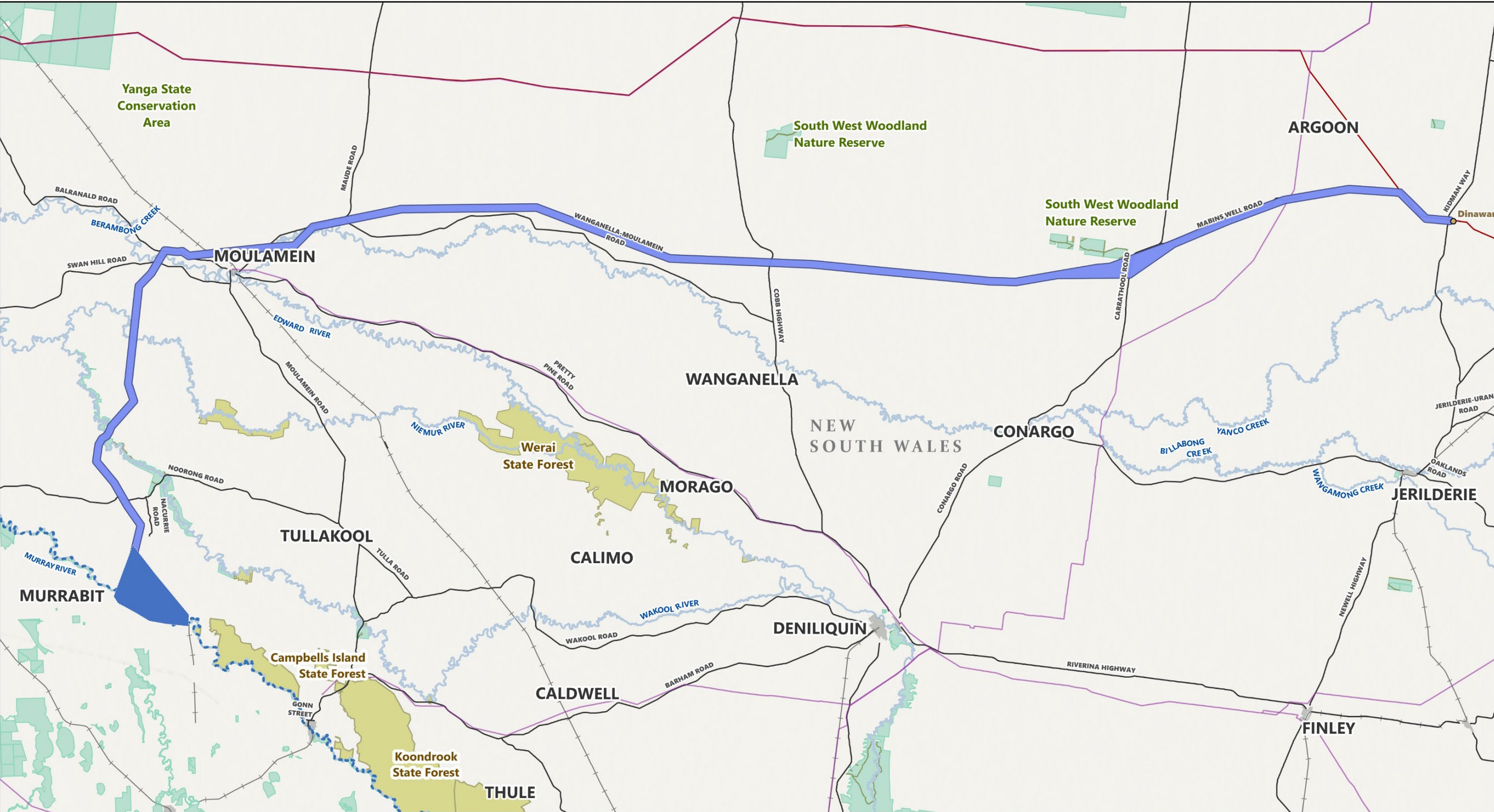
Utilising the available mapping data (including feedback received from CCG members), each of the options will be considered as to whether they have an ‘on-balance’ positive, neutral or adverse outcome.

- Application of weightings to the identified criteria:*

To take into account the potential impact rating allocated to each criteria, a weighting system is 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

Transgrid is recommending Option C



VNI West Preferred Route

The major factors contributing to the selection of this route (Option C) are:

-  Proximity to the least number of houses, providing the greatest opportunity to minimise visual disturbance
-  Having the lowest impact on irrigated agricultural lands, by following existing assets like railway corridors, roads, travelling stock routes and existing fences
-  Having the least impact on previously identified (known) Aboriginal sites
-  Having fewer impacts on existing waterways (including crossings)
-  Being further away from sensitive ecological environments (wetlands associated with Werai State Forest and areas of Edward-Wakool River Catchment) – important for issues such as water birds
-  Having the least potential impact on the protected habitats of the endangered Plains Wanderer.



Land access and acquisition



Land access



What can you expect?

- If we require access to your property, **we will contact you directly to seek your permission**
- We will document your entry conditions in a **consent to enter** form
- Consent to enter forms will record the **location, timing and nature** of activities on your property
- Landholders will have a dedicated landholder liaison team

Why do we need access?

- Environmental and ecological surveys
- Cultural heritage surveys
- Geotechnical investigations

Biosecurity

Going in and out of properties has the potential to spread weeds, pests and diseases.

Transgrid is committed to taking the necessary steps to reduce potential biosecurity risks through implementation of controls.

Transgrid has a “COME CLEAN - GO CLEAN” policy regardless of whether there are specific biosecurity issues flagged.



Transgrid employee performing vehicle washdown.

Safeguarding by:

- ✓ Following established on-farm biosecurity plans.
- ✓ Complying with Consent to Enter requirements.
- ✓ Thoroughly wash and/or decontaminate before entering or leaving a property away from production, sensitive areas, and not drain into waterways or cropping areas.
- ✓ Staying on designated roads, access routes and clear of high risk areas such as thick vegetation, animal manure or muddy areas.
- ✓ Undertaking hygiene procedures at worksite or a suitable location agreed to by property owner.
- ✓ Ensuring items of Plant and Heavy Vehicles have a *Plant Delivery/Onboarding Inspection* done, which will include a *Weed Hygiene Inspection Certificate*.

Easement acquisition - Steps



Easement acquisition - compensation

Just Terms Compensation

- One-off payment
- Compensation is strictly assessed under the Land Acquisition (Just Terms Compensation) Act 1991
- Not only land value but any disruption to operations is considered
- Transgrid encourages you to obtain your own independent advice, and will pay for reasonable professional fees you incur i.e. legal, valuation etc.

Option for Easement

- Following our assessment of compensation an offer will be made with an Option to acquire an easement,
- \$20,000 Option fee is paid following agreement and signing of the Option Deed
- If the Option is exercised, 75% of the agreed compensation is paid
- Final 25% is paid following registration of the easement on title – this may be after construction.



Easement acquisition – compensation

Strategic Benefit Payment

- Announced by NSW Government in 2022
- In addition to Just Terms Compensation
- Ongoing payment linked to property title for 20 years
- \$10,000 per kilometre / year - indexed to CPI
- \$200,000 per kilometre overall

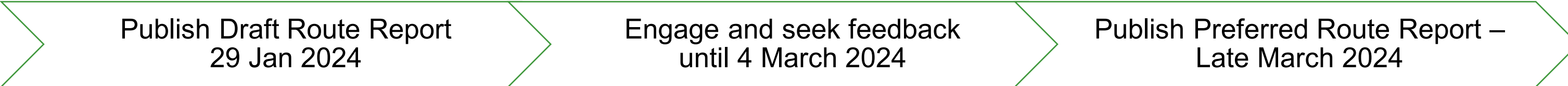




Engaging on the Draft Preferred Route Report



Where you can talk with Transgrid



<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>
29 Jan Draft Route Report	30 Jan	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 -12noon	15 Feb Drop in Wanganella, 8:30am – 12. Jerilderie, 10am – 4pm	16 Feb
19 Feb	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 Conargo, 830am – 11am Wanganella, 3pm – 5pm	1 Mar – 3 Mar Events Deniliquin Show Jerilderie Fun Fair

Information and feedback

Information

- The Draft Route Report is available on the project webpage at www.transgrid.com.au/vniw
- If a printed copy is required, please speak to the team following the session

Further questions

- Attend an upcoming Community Drop In session
- Email us at vniw@transgrid.com.au or call 1800 955 588

Submissions and feedback to the Draft Route Report

- Email Transgrid at vniw@transgrid.com.au
- Post to PO Box A1000, Sydney South NSW 1235



1800 955 588

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