



**TransGrid**

# **Community and Stakeholder Consultation Report**

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Powering Sydney's Future

Early Engagement

July 2017

# 1. Executive Summary

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Powering Sydney's Future (the Project) aims to secure a reliable, safe and economical bulk electricity supply to the Inner Sydney area for the next twenty years and beyond. The precise solution and timing depend on a number of variables including the extent to which non-network options can make a meaningful contribution. Based on what is currently known, a solution will need to be in place by 2021/2022. As the operator and manager of the New South Wales high voltage transmission network, TransGrid is leading the development of a solution.

A reliable electricity supply to the Inner Sydney area (which includes the Sydney CBD and a number of inner suburbs) is of crucial importance, both to residents, customers and businesses located in these areas, as well as more broadly to New South Wales and Australia, due to the importance of this area in contributing to the wider economy.

There are a number of key drivers for the Project that include:

- Renewed future peak demand forecast that indicates a growth in electricity needs for the Inner Sydney area;
- Ageing Ausgrid infrastructure that is not likely to meet the future demand and is putting reliability of supply at risk;
- Deterioration of one of two major transmission cables that transport electricity into the Inner Sydney area; and
- Reliability standards by which TransGrid and Ausgrid are held.

There were a number of online, print and face-to-face communication and engagement activities implemented to ensure adequate and high quality consultation was provided to the community affected by this project. The engagement occurred in two phases:

- Key stakeholder engagement – meetings and briefings with key stakeholders to seek input and information that would help refine route selection process. This information was used as part of the route selection process and to inform future engagement.
- Early community and stakeholder engagement - communication and engagement with a broader range of stakeholders including consumers, potentially impacted communities, community and environmental groups. This has provided preliminary information about the project and the opportunity for early feedback.

The majority of feedback collected was constructive and provided insight into the concerns of the local community and stakeholders. The feedback collected through these forums will be considered by TransGrid and used to inform project planning, as well as future engagement and communications as part of the Project development and delivery.

Six key themes were identified from feedback received during consultation as outlined below:

- Project need
- Route selection process
- Electric and Magnetic Fields (EMF)
- Potential impacts to traffic during construction
- Construction approach
- Cable design.

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## 2. Introduction

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A reliable, affordable and sustainable electricity supply is essential for our way of life. If you live, work or operate a business in the Inner Sydney area, you are connected to one of the most critical parts of the electricity network.

The Inner Sydney area includes the Central Business District (CBD) which is a hub for economic activity, major transport infrastructure, industry and tourism. Increasingly, it is also home to a growing number of people attracted to shorter commutes, harbour views and the many benefits that city living has to offer.

The Inner Sydney area provides a base for a number of major infrastructure and transport networks including road tunnels, airports, ports, train networks and data centres. These entities require a high level of electricity reliability and security to maintain services required for Sydney to operate as a major international city. In addition, many of these networks have large development / expansion plans under construction or scheduled for the near term.

Parts of the transmission and distribution networks which supply electricity to the Inner Sydney area were built in the 1960s and 1970s. Some of those assets are approaching the end of their serviceable lives. TransGrid and Ausgrid have been jointly working to identify the most sustainable solution to ensure a reliable electricity supply to the Inner Sydney area is continued. As the operator and manager of the New South Wales high voltage transmission network, TransGrid is leading the development of a solution.

Powering Sydney's Future (the Project) aims to secure a reliable, safe and economical bulk electricity supply to the Inner Sydney area for the next twenty years and beyond. The precise solution and timing depend on a number of variables including the extent to which non-network options can make a meaningful contribution. Based on what is currently known in regards to network needs, a solution will need to be in place by 2021/2022.

### 2.1 Purpose

The purpose of this document is to provide a record of the communication and engagement activities that have been implemented to support the Powering Sydney's Future Project to date. The report documents all communication and engagement activities implemented from late 2016 until June 2017. Feedback collected as part of the early engagement has been analysed and is summarised in this report along with TransGrid's response.

### 3. Project Scope

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A reliable electricity supply to the Inner Sydney area (which includes the Sydney CBD and a number of inner suburbs) is of crucial importance, both to residents, customers and businesses located in these areas, as well as more broadly to New South Wales and Australia, due to the importance of this area in contributing to the wider economy.

There are a number of key drivers for the Project that include:

- Renewed future peak demand forecast that indicates a growth in electricity needs for the Inner Sydney area;
- Ageing Ausgrid infrastructure that is not likely to meet the future demand and is putting reliability of supply at risk;
- Deterioration of one of two major transmission cables that transport electricity into the Inner Sydney area; and
- Electricity Reliability standards.

Demand for electricity in the Inner Sydney area is dominated by non-residential customers, which includes not only business and industry but also transport infrastructure such as roads, rail, air and sea ports and health and education facilities.

During the peak demand period from noon to about 6pm, on a summer's day, approximately 62,000 non-residential customers are responsible for about 85 per cent of the summer peak demand or about 1,300 MW in the Inner Sydney area. The remaining 380,000 residential customers are responsible for about 150-250MW of electricity demand.

Peak demand in the Inner Sydney area is forecast to rebound on the back of renewed economic activity, as confirmed by committed new customer connections, as well as a large increase in future demand from anticipated customer connections. This increases the amount of energy that may be disrupted as a consequence of increasing capacity constraints, i.e. meaning more customers will potentially be affected.

Sydney's population is expected to grow by 1.6 million people over the next two decades, which will have a direct impact on demand; including electricity supply to homes, businesses, transport and services. Sydney is a growth city. Major developments such as Barangaroo are expected to accommodate approximately half of the forecast 30,000 new jobs in the Northern CBD in the next 10 years. New infrastructure such as Sydney Light Rail, Sydney Metro and WestConnex will all increase the demand for electricity in the CBD to support their operations.

Key elements of the current electricity transmission networks supplying the Inner Sydney area are ageing. In particular, there are a number of aging cables that have been in operation since the 1960s and 70s. These ageing cables are at a stage where they need to be replaced to ensure reliable supply. When a failure occurs the cable is required to be out of service for lengthy periods to enable repairs, generally up to three months, but can be longer for difficult locations. This creates a flow on effect with increased risk on the network of another fault occurring on the network during this time, resulting in unplanned outages. Electricity consumers in Inner Sydney are therefore becoming increasingly vulnerable in terms of the expected level of disruption to their electricity supply both in terms of time and likelihood.

Powering Sydney's Future (the Project) aims to secure a reliable, safe and economical bulk electricity supply to the Inner Sydney area for the next twenty years and beyond. The precise solution and timing depend on a number of variables including the extent to which non-network options can make a meaningful contribution. Based on what is currently known, a solution will need to be in place by 2021/2022.

### 3.1 Project objectives

The objectives for Powering Sydney's Future are to:

- Secure a reliable, safe and economical bulk electricity supply to the Inner Sydney area for the next twenty years and beyond
- TransGrid and Ausgrid to work collaboratively to identify the most economically viable solutions that deliver environmentally responsible and socially acceptable outcomes
- Ensure comprehensive consideration of all options including network and non-network solutions
- Deliver a robust communication and engagement program that enables all stakeholder feedback to be considered as part of the project planning process.

### 3.2 Project alignment

Following a comprehensive route selection process, the preferred underground cable route has been identified as connecting TransGrid's Rockwood Road Bulk Supply Point (BSP) Substation to the Beaconsfield (BSP) Substation in Alexandria. The map shown below indicated the proposed underground cable route between these two BSP locations.

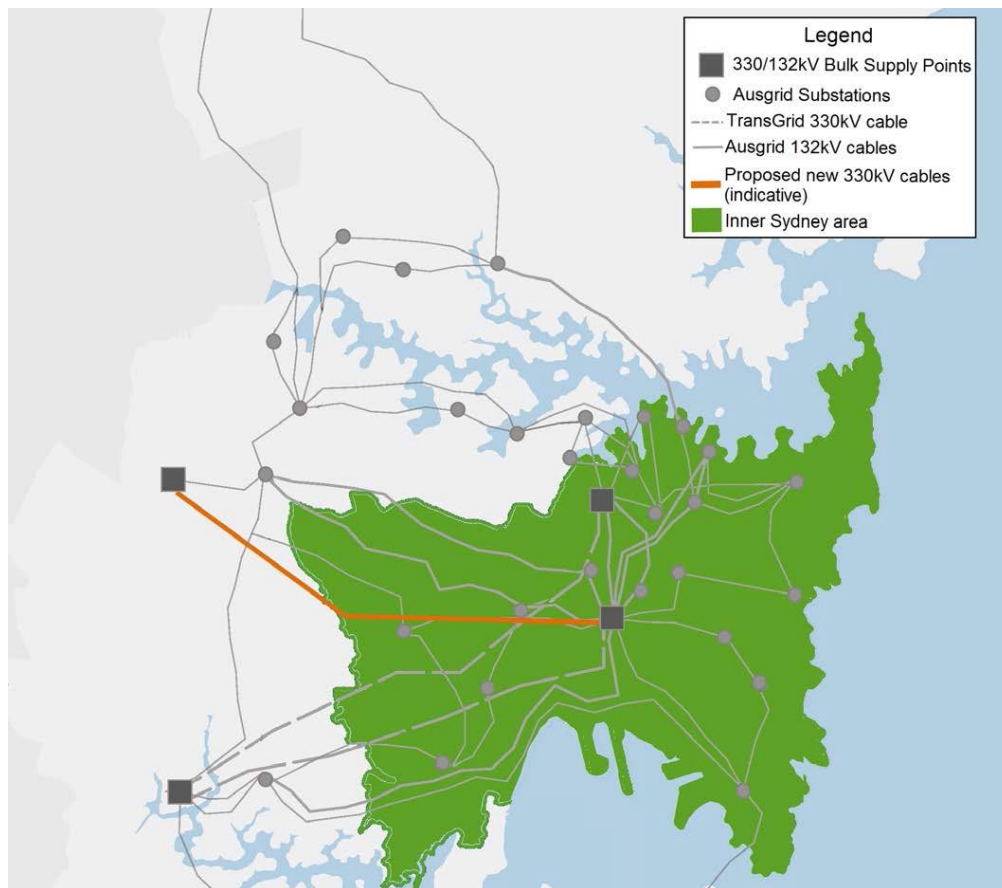


Figure 1 Powering Sydney's Future project area and preferred underground cable alignment

## 4. Consultation Approach

While TransGrid is working together with Ausgrid on the project overall, as the operator and manager of the New South Wales high voltage transmission network, TransGrid is leading the development of a solution. Therefore, as the organisation delivering the Project TransGrid is leading the community consultation for the proposal.

TransGrid's overarching Stakeholder Engagement Strategy provides the guiding principles and a set of commitments we uphold in all our engagement activities. TransGrid's engagement commitments are referenced in the following diagram.

TransGrid's engagement framework for this Project was based on determining the needs of the proposal, understanding the local community and environment, and using this information to develop a project specific communication and engagement strategy.

**Table 1 TransGrid overarching engagement commitments**

TRANSGRID ENGAGEMENT COMMITMENTS				
TransGrid Mission	Commitments	Conversations	Informed By	Have Your Say
To provide safe, reliable and efficient transmission services to the NSW, the ACT, and the National Electricity Market	We will... Establish a need to build Involve stakeholders, consumers and communities Inform our planning with your views Respect people and landscapes Engage responsibly Communicate openly and honestly Share knowledge	<b>Business Planning</b>	Consumer advocates Large energy users Business and industrial consumers Residential consumers and communities Landowners and local communities impacted by projects	TransGrid uses the digital engagement platform, Have Your Say to engage with community early in the planning process and throughout all project stages. Community comments received through this engagement are considered as part of our decision-making process.
		Strategy development		
		Transmission pricing methodology		
		Revenue proposal/ 5 year plan		
		<b>Network Planning</b>		
		Transmission annual planning report		
		Assets – maintain, build or replace		
		Investigate non-build options		
		Future of the Grid		
		<b>Project Planning</b>		
Investigate build and non-build options				
Identify project need				
Consult landowners about easements				
Manage immediate impacts				

### 4.1 Communication and engagement activities

A number of online, print and face-to-face communication and engagement activities have been implemented to ensure adequate and high quality consultation was provided to the community affected by this Project. The communication and engagement activities implemented from late 2016 until June 2017 occurred in two phases:

- Key stakeholder engagement – meetings and briefings with key stakeholders to seek input and information that would help refine route selection process. This information was used as part of the route selection process and to inform future engagement.
- Early community and stakeholder engagement - communication and engagement with a broader range of stakeholders including consumers, potentially impacted communities, community and environmental

groups, councils, utility providers. This will provide preliminary information about the project and the opportunity for early feedback.



**Table 2 Summary of communication and engagement activities for this Project**

Activity	Details	Targeted stakeholders
Meetings and briefings	Meetings and briefings with key stakeholders to provide information about the Project and to understand how the proposed options would impact or interface with various assets such as roads, footpaths, trees, water or other utilities.	<ul style="list-style-type: none"> <li>■ Local councils</li> <li>■ Utility providers</li> <li>■ Transport organisations / asset owners</li> </ul>
Information sessions	<p>General information was provided at staffed display sessions held at five different locations along the route between 24 May and 1 June 2017. These sessions were attended by several individuals who were truly invested and interested individuals, they left some valid feedback.</p> <p>The locations of the information sessions were Summer Hill Church, Campsie Centre, Bankstown Central Shopping Centre, Sydney Park and Marrickville Metro Shopping centre.</p> <p>The information sessions were promoted via letterbox drops to potentially affected residents along the preferred route and via the website: <a href="http://www.transgrid.com.au/psf">www.transgrid.com.au/psf</a></p> <p>There were approximately 25 visitors in total across all information sessions.</p>	<ul style="list-style-type: none"> <li>■ All stakeholders</li> <li>■ Community and interest groups</li> <li>■ Residents, businesses and organisations along the preferred route</li> <li>■ Consumers</li> </ul>
Interactive feedback portal	<p>A dedicated online engagement portal was established using Social Pinpoint. This allowed interested and affected individuals to explore the route and leave comments. Everyone was able to comment what concerns them most and pin it to the specific area on the route.</p> <p>This engagement portal could be accessed via the TransGrid website <a href="http://www.transgrid.com.au/psf">www.transgrid.com.au/psf</a>. The portal was open to comment from May 8 to June 2, 2017.</p> <p>There were approximately 323 unique visits to the site and 22 comments. Key themes are outlined below.</p> <p><a href="https://transgrid.mysocialpinpoint.com.au/psf#/">https://transgrid.mysocialpinpoint.com.au/psf#/</a></p>	<ul style="list-style-type: none"> <li>■ All stakeholders</li> </ul>
Letterbox drops	<p>Over 6,000 newsletters were delivered to the properties in close proximity of the proposed route. The newsletter highlighted some key areas of the Project as well as inviting recipients to information sessions held in May and June. A copy of the newsletter is available in appendix 1.</p> <p>The newsletter was also translated into six key languages including Arabic, Greek, Italian, Vietnamese, Simplified and Traditional Chinese.</p>	<ul style="list-style-type: none"> <li>■ Residents, businesses and organisations along the preferred route</li> </ul>
Phone/ Email	In order to ensure that all information was as conveniently available as possible, TransGrid has a	<ul style="list-style-type: none"> <li>■ Community and interest groups</li> </ul>

	<p>dedicated phone number and email address to contact for any information on the project.</p> <ul style="list-style-type: none"> <li>Phone: 1800 222 537</li> <li>Email: <a href="mailto:psf@transgrid.com.au">psf@transgrid.com.au</a></li> <li>Postage: PO Box A1000, Sydney South, NSW, 1235.</li> </ul> <p>During the consultation period from May 8 to June 2, 2017 9 calls and 62 emails were recorded.</p>	<ul style="list-style-type: none"> <li>Residents, businesses and organisations along the preferred route</li> <li>Consumers</li> </ul>										
TransGrid website	<p>The TransGrid website has a dedicated webpage that houses key information about the Project including key documents and links to relevant references.</p> <p><a href="https://www.transgrid.com.au/PSF">https://www.transgrid.com.au/PSF</a></p> <p>During the consultation period 125 webpage visits were recorded.</p> <p>This web page will continue to be updated during key stages of the project.</p>	<ul style="list-style-type: none"> <li>All stakeholders</li> </ul>										
Social media (including video clip)	<p>A social media campaign supported the consultation activities across Facebook and LinkedIn using TransGrid existing channels. The campaign encouraged a call to action for viewers to visit the website, have their say via the interactive portal or visit the information sessions.</p> <p>During the consultation period on Facebook TransGrid utilised both organic and paid posts. The paid social media posts ran for 4 days, targeting the inner west suburbs along the preferred route.</p> <p>Based on TransGrid social media reporting, this equated to:</p> <table border="1"> <thead> <tr> <th colspan="2">Facebook</th> </tr> </thead> <tbody> <tr> <td>Total impressions across 8x organic posts</td> <td>3,432</td> </tr> <tr> <td>Total impressions across 2x paid posts</td> <td>103,210</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="2">LinkedIn</th> </tr> </thead> <tbody> <tr> <td>Total impressions on 1x organic post</td> <td>2,652</td> </tr> </tbody> </table>	Facebook		Total impressions across 8x organic posts	3,432	Total impressions across 2x paid posts	103,210	LinkedIn		Total impressions on 1x organic post	2,652	<ul style="list-style-type: none"> <li>All stakeholders</li> </ul>
Facebook												
Total impressions across 8x organic posts	3,432											
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Print advertisements	<p>Print advertisements ran in local press publications for three consecutive weeks during the consultation period.</p>	<ul style="list-style-type: none"> <li>Community and interest groups</li> </ul>										

	<ul style="list-style-type: none"><li>■ Inner West Courier</li><li>■ Canterbury-Bankstown Torch</li></ul>	<ul style="list-style-type: none"><li>■ Residents, businesses and organisations along the preferred route</li><li>■ Consumers</li></ul>
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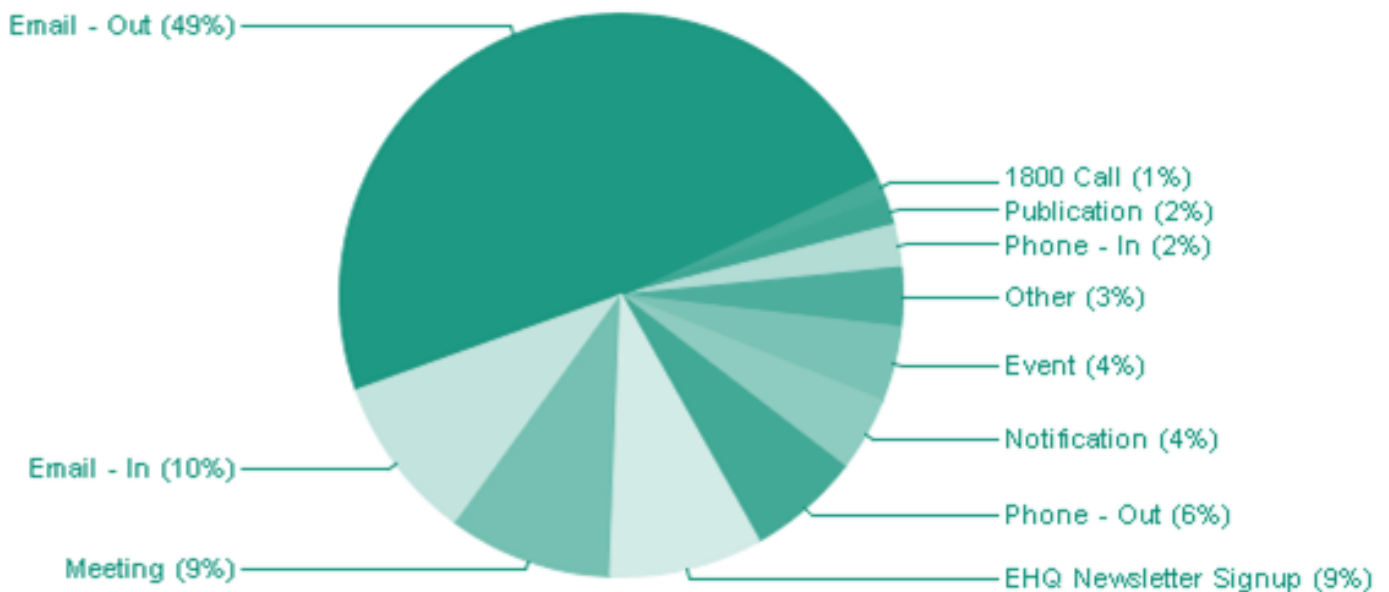
## 5. Feedback and issues summary

The majority of feedback collected was constructive and provided insight into the concerns of the community and stakeholders. The feedback collected through these forums will be considered by TransGrid and used to inform project planning as well as future engagement and communications as part of the project development and delivery.

This section covers how feedback was received by TransGrid from the community, the key themes and questions asked.

TransGrid sought feedback on the preferred route option during community consultation open to the public from 8 May to 2 June 2017. During this period, TransGrid received:

- 22 online comments
- 9 telephone calls
- 62 emails
- 25 discussions at the information sessions.



**Figure 2 All activities recorded during consultation period (8 May - 3 June 2017)**

Six key themes were identified from feedback received during consultation as outlined below:

- Project need
- Route selection process
- Electric and Magnetic Fields (EMF)
- Potential impacts to traffic during construction
- Construction approach
- Cable design

**Table 3 Key feedback themes**

Key theme – What we heard	TransGrid response – How we will respond
<p><b>Project need</b></p>	<p>TransGrid, together with Ausgrid, are planning for the future electricity network in order to secure a reliable, safe and economical supply that will support Sydney’s future.</p> <p>There are a number of key drivers for the Project that include:</p> <ul style="list-style-type: none"> <li>■ Renewed future peak demand forecast that indicates a growth in electricity needs for the Inner Sydney area;</li> <li>■ Ageing Ausgrid infrastructure that is not likely to meet the future demand and is putting reliability of supply at risk;</li> <li>■ Deterioration of one of two major transmission cables that transport electricity into the Inner Sydney area; and</li> <li>■ Reliability standards are set by the NSW Government for electricity networks to comply with. Reliability standards determine the expected level of service to the NSW community.</li> </ul>
<p><b>Route Selection Process</b></p>	<p>TransGrid has considered more than 37 routes as part of the route selection process. These options were narrowed down to 13 potential route options between Rookwood Road and Beaconsfield.</p> <p>Based on these refined potential options, a detailed risk based assessment was conducted. A number of criteria were used to select a preferred route, this included:</p> <ul style="list-style-type: none"> <li>■ Environmental and land use implications during construction</li> <li>■ Environmental and land use implications during operation</li> <li>■ Engineering implications</li> <li>■ Cost implications</li> <li>■ Program implications</li> <li>■ Potential community and stakeholder impact</li> </ul> <p>The preferred route has been identified as a result of a thorough investigation process. An overview of this process is provided in the Route Selection Process Summary available on the TransGrid website.</p>

		<a href="https://www.transgrid.com.au/news-views/lets-connect/consultations/current-consultations/Documents/PSF%20TransGrid%20330kV%20Cable%20Route%20Selection%20Process%20Summary_%20May%202017.pdf">https://www.transgrid.com.au/news-views/lets-connect/consultations/current-consultations/Documents/PSF%20TransGrid%20330kV%20Cable%20Route%20Selection%20Process%20Summary_%20May%202017.pdf</a> .
A small number of respondents asked whether TransGrid considered co-location of the new cable along the rail corridor or along the Cooks River.	Co-location within the rail corridor was considered as part of the route selection process however due to a number of technical restraints it was not considered a cost effective or viable option compared to the current preferred option.  Similarly, co-location along the Cooks River and/or Cooks River cycleway was considered as part of the route selection process. There are a number of issues with this co-location option and are primarily environmental impacts. The cycleway corridor contains riparian vegetation as well as a number of public parks, to co-locate would present significant impacts on vegetation. Furthermore, there is existing underground infrastructure which determined this route as not a viable option.	
A small number of respondents asked whether the conduits could be installed in the WestConnex construction along Euston Road and Campbell Road.	TransGrid has considered co-location with WestConnex along Campbell Road and Euston Road. Discussions regarding the opportunity to lay conduits during WestConnex construction are ongoing with Sydney Motorway Corporation (SMC).	
One respondent asked why overhead transmission lines not being used.	Overhead cables were initially considered however a 330kV transmission line would require a 60 metre easement which is not possible in a built up area.  Furthermore, overhead lines have land use and visual impacts which TransGrid seek to minimise.	
One respondent asked if the proposed cable route would impact on any residential property.	In development of plans TransGrid seeks to avoid private residential property and existing infrastructure.  The cables are expected to be located under the existing road network therefore will not impact private residential property.	
One resident asked if the proposed cables could be located within the corridor of existing TransGrid cables.	In determining the best solution for bulk electricity supply to the Inner Sydney area, connecting Rookwood Road Substation to Beaconsfield West Substation was identified as the preferred option. Based on the location of both substations a new cable route was identified that would connect between the two locations.  Furthermore, there is a significant security risk in placing several TransGrid cables within the same	

		location. There is also a risk to the reliability of the electricity network during construction. The preferred route maintains security of supply for TransGrid and network reliability.
<b>Electric and Magnetic Field (EMF)</b>	A number of respondents raised concerns about the potential impacts of EMF.	<p>As electricity use is so widespread in modern society, possible effects on health are often raised as an area of concern during the planning of projects like this.</p> <p>Electric and magnetic fields (EMF) have been the subject of thousands of scientific studies around the world over the past 35 years, significantly enhancing our knowledge of EMFs.</p> <p>TransGrid is guided by the World Health Organisation (WHO) as the expert and refers to their extensively reviewed scientific literature in deciphering its approach to EMF.</p> <p>In Australia, the relevant health authority is the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), an Australian Government agency. TransGrid complies with all requirements and advice from these agencies.</p> <p>An electric field is an area where electric charges experience a force. The strength of this force is related to the voltage of the source of the field.</p> <p>A magnetic field is produced by the flowing current that runs through electricity cables. The strength of a magnetic field depends on the size of the current. Both electric and magnetic fields drop off quickly as you move away from the source.</p> <p>As the proposed new underground cables would not produce any electric field above ground (as they are shielded by the earth), modelling of fields usually focuses on magnetic fields.</p> <p>As TransGrid understands that there is concern in the community about magnetic fields, modelling of the fields from the proposed new cables will be undertaken as part of the project's environmental assessment.</p>
	A number of respondents asked about how TransGrid would understand and minimise the risk of EMF.	<p>EMF modelling will be undertaken as part of the detailed design and Environmental Impact Statement (EIS) phase. This modelling will enable TransGrid to confirm the expected EMF.</p> <p>TransGrid adopts a precautionary approach to the management of electric and magnetic fields by:</p> <ul style="list-style-type: none"> <li>■ Taking electric and magnetic fields into account in the design and location of new facilities</li> </ul>

		<ul style="list-style-type: none"> <li>■ Closely monitoring ongoing research and reviews by scientific panels and international policy developments</li> <li>■ Continuously reviewing our policies and practices in light of the latest scientific information</li> <li>■ Measuring field strengths in and around our own installations and other places where appropriate</li> <li>■ Providing up-to-date information to interested people on request.</li> </ul> <p>A copy of TransGrid’s Electric and Magnet Field brochure can be found on the website:  <a href="https://www.transgrid.com.au/being-responsible/public-safety/Documents/Electric%20and%20Magnetic%20Fields.pdf">https://www.transgrid.com.au/being-responsible/public-safety/Documents/Electric%20and%20Magnetic%20Fields.pdf</a></p>
<p><b>Potential impacts to traffic during construction</b></p>	<p>A number of respondents commented that the existing roads along the preferred route are already busy and congested. They asked how TransGrid would reduce the impact on motorists.</p>	<p>Construction will be managed in accordance with traffic management plans endorsed by relevant authorities. A traffic management plan approved by the NSW Roads and Maritime Service (RMS) and local councils will be implemented during construction.</p> <p>Consultation will be undertaken with surrounding community at the time of construction and TransGrid will work to minimise construction impacts.</p> <p>TransGrid will work with the relevant stakeholders to plan construction approach to minimise the impact on traffic. This may include working at night, working during school holidays and staging work to reduce construction area.</p>
<p><b>Construction approach and potential impacts</b></p>	<p>A small number of respondents asked about how the cable would be built.</p>	<p>At this early planning stage TransGrid has not yet determined the exact location of the cable. However TransGrid will seek to minimise construction impacts, including any cycle routes that may be affected.</p> <p>As plans are further refined regarding construction activities, TransGrid will continue to identify and work with all impacted parties to minimise impacts.</p> <p>If any cycle route were to be impacted, notification, signage and traffic management will be used to ensure the safety of cyclists and minimise the disruption. TransGrid will also work with councils and cycle groups in the impacted area regarding potential construction impacts.</p> <p>At this early planning stage, TransGrid expect to trench the majority of the cable route. However this is subject to further investigations and ongoing liaison with adjacent asset owners.</p> <p>A trenched installation would involve the cables being laid into conduits buried under the ground, normally</p>



		<p>900-1200mm deep to the top of the cable conduits. Following works the surface is then reinstated.</p> <p>As plans progress, TransGrid will update all stakeholders including community working or living along the proposed cable route.</p>
	<p>A number of respondents asked for confirmation about when construction was expected to commence and how long will it take.</p>	<p>Based on early planning and environmental assessments a solution will need to be delivered by the early 2020s.</p> <p>Potential implementation of a non-network solution may defer the project by one year but the current program requires construction to start late 2019, early 2020.</p> <p>Construction is currently expected to take up to two years. This is subject to ongoing investigations and development of a complete construction approach.</p>
	<p>A small number of respondents sought information about whether the construction would be completed all at once along the route.</p>	<p>Construction will be take place at different points along the length of the route, in short sections at a time.</p> <p>It is likely multiple construction teams will be working along the route at any given time.</p> <p>Following confirmation of the project plans, TransGrid will work with impacted communities and stakeholders regarding time periods and location to minimise construction impacts.</p>
	<p>A small number of respondents were concerned about reinstatement. They asked if any roads, footpaths or green spaces impacted by construction would be returned to a suitable standard.</p>	<p>After construction works any impacted surface such as a road way, footpath, median or green space will be restored to the required standard of relevant road authorities.</p>
<b>Cable design</b>	<p>A small number of respondents asked how many cables will be installed.</p>	<p>There are two cable circuits which will be installed, each with three phases. Therefore a total of six cables will be installed.</p>
	<p>One respondent asked what size of the cables would be.</p>	<p>Underground cables are typically 225mm in diameter and a total of six cables will be installed.</p>
	<p>A number of respondents provided comments about sensitive areas along the route including Park Avenue which was noted as heritage listed. Information was also sought about how TransGrid</p>	<p>Commonwealth, State and heritage listings have been considered in the development of plans to date. Rigorous environmental assessments will be undertaken as part of the Project's environmental assessment.</p> <p>Impacts on any heritage listings or sensitive locations will be considered throughout the Project. TransGrid</p>

would consider any sensitive locations.	will work to minimise construction impacts as plans develop.
A small number of respondents asked commented about the potential impact to green space such as the one along Hawthorn Canal.	At this stage of the project the construction approach and locations have not yet been determined, however TransGrid will seek to minimise any construction impacts including those to green spaces. All impacts would be assessed during the Project's environmental assessment.

**Table 4 Key questions**

Question	TransGrid response
What is the difference between TransGrid and Ausgrid and how they are both managing this project?	<p>TransGrid is the operator and manager of the New South Wales and ACT high voltage transmission network. Ausgrid owns, maintains and operates the electrical distribution network in New South Wales. This is a joint planning project between both organisations.</p> <p>As part of typical network investigations Ausgrid has identified some existing cable assets are ageing. Assessments of electricity needs have also shown projected electricity demands are increasing. The solution to address these issues requires TransGrid to provide a network solution.</p> <p>In addition to the network solution, TransGrid is working with Ausgrid on a non-network solution which will assist in deferring the project by approximately one year. More information regarding non-network solutions is available here: <a href="https://www.transgrid.com.au/rit-t-psf">https://www.transgrid.com.au/rit-t-psf</a></p>
Is TransGrid affiliated with WestConnex?	<p>TransGrid is not affiliated with the WestConnex project or Sydney Motorway Corporation (SMC) that is managing the WestConnex works. However TransGrid looks to identify opportunities to coordinate works with other infrastructure projects in the area as this can minimise impacts on the surrounding community.</p>
How has, or will, TransGrid consider feedback provided about the Project?	<p>This early engagement phase provided an opportunity for stakeholders and members of the community to provide comments on areas of concern as outlined in this summary. TransGrid will use this feedback as part of the ongoing planning of the project to consider construction impacts, in the development of management strategies and to answer any questions people may have about the proposal. TransGrid will also use this information to plan the next stages of engagement.</p> <p>TransGrid will continue to work with impacted stakeholders throughout the life cycle of the Project.</p>
How can residents and consumers receive ongoing project updates?	<p>To receive updates from TransGrid, including key project milestones, subscribe to TransGrid's e-newsletter. Interested parties can subscribe to: <a href="mailto:psf@transgrid.com.au">psf@transgrid.com.au</a>.</p> <p>The Project website (<a href="http://www.transgrid.com.au/PSF">www.transgrid.com.au/PSF</a>) will continue to be updated regularly.</p>

<p>Was this Project underway before TransGrid was privatised?</p>	<p>This Project was initiated in 2012 however electricity demand assessments undertaken in 2014 indicated the project was not imminently required, therefore it was delayed. The project was included as a contingent project as part of TransGrid last revenue submission to the Australian Energy Regulator.</p> <p>Asset conditions and demand forecast have continued to be monitored. Based on recently information, a solution will now need to be delivered by 2022.</p> <p>Transmission projects typically have long lead times given the project planning required, therefore to deliver a solution by 2022 TransGrid is initiating planning approvals now and continuing the early engagement program.</p>
<p>Will there be an interruption to supply during construction?</p>	<p>There is no planned interruption to electricity supply due to construction.</p>

## 6. Next steps

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TransGrid thanks everyone who took the time to review the preferred route and provide feedback. The feedback and comments received will be considered by TransGrid and used to inform project planning as well as future engagement and communications as part of the project development and deliver.

TransGrid will continue to consult with the community as the projects progresses and commits to:

- Continue to provide more detail about preferred route, design, delivery timeframes and consultation as it becomes available.
- Continue communicate and engagement with community and stakeholders throughout the various stages of Powering Sydney's Future.
- Work with key stakeholders to plan the detailed design and construction approach for the project.
- Use the feedback provided to undertake a detailed assessment of potential sensitive stakeholders along the preferred route and undertake targeted engagement.
- Co-ordinate a meeting with Department of Education regarding preferred route and proximity to local schools.
- Co-ordinate a meeting with Transport for New South Wales regarding potential public transport impacts along the preferred route.