

Powering Sydney's Future

Community Guide to the Environmental Impact Statement (EIS)

Contents

About the project	1
Construction overview	3
Environmental Impact Statement (EIS)	4
Impacts of construction activities	6
Map of project area	11
Operations management	11
How to make a submission	13

Connect with us

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This document is a community guide to the Powering Sydney's Future Environmental Impact Statement (EIS). The EIS assesses environmental issues including noise and vibration, traffic and transport, and air quality. Strategies to avoid, mitigate and manage potential impacts have also been identified in the EIS.

To view the EIS, please visit the Department of Planning, Industry and Environment (DPIE) website:
<https://www.planningportal.nsw.gov.au/major-projects/project/9956>

About the project

Safe, reliable and affordable electricity for Sydney's future.

A new transmission cable will be installed from Potts Hill to Alexandria. The Powering Sydney's Future project will ensure a safe, reliable and affordable electricity supply for Sydney's CBD and surrounding areas.

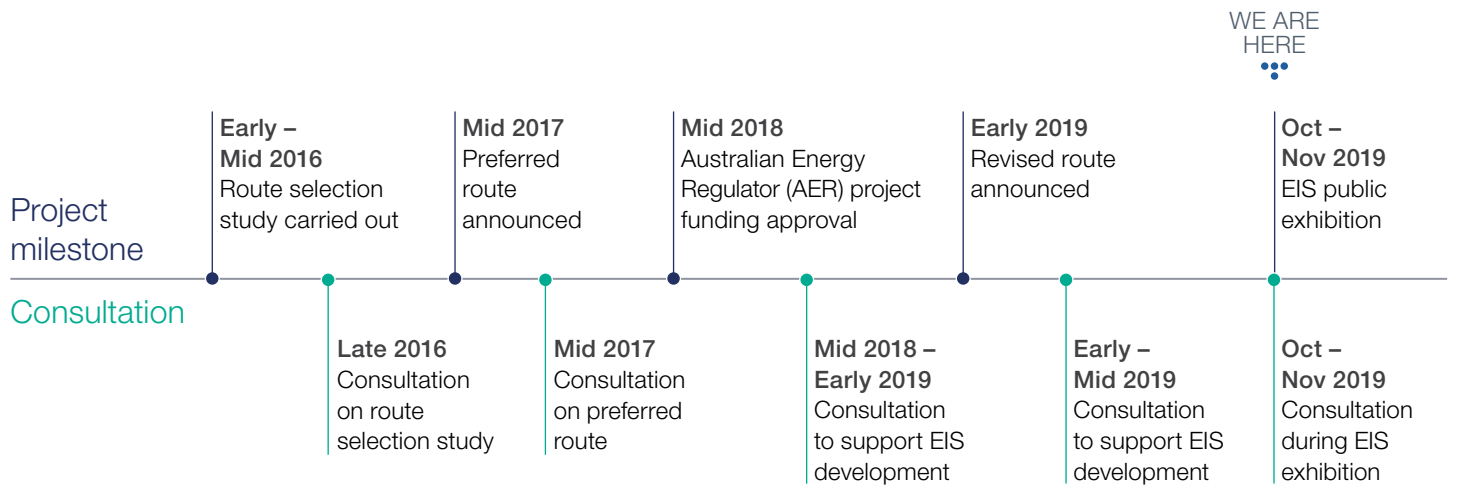
A reliable, affordable and sustainable electricity supply is essential to supporting Sydney's growth. Parts of the current transmission and electricity supply network were built in the 1960s and 1970s and are approaching the end of their serviceable life. Additionally, increased electricity demand means that residents and businesses in inner Sydney are becoming more vulnerable to blackouts or loss of electricity supply.

Inner Sydney is one of the most critical sections of the electricity network. Through the Powering Sydney's Future project, TransGrid is working to secure reliable electricity supply through economically viable solutions, with minimal community and environmental impacts.

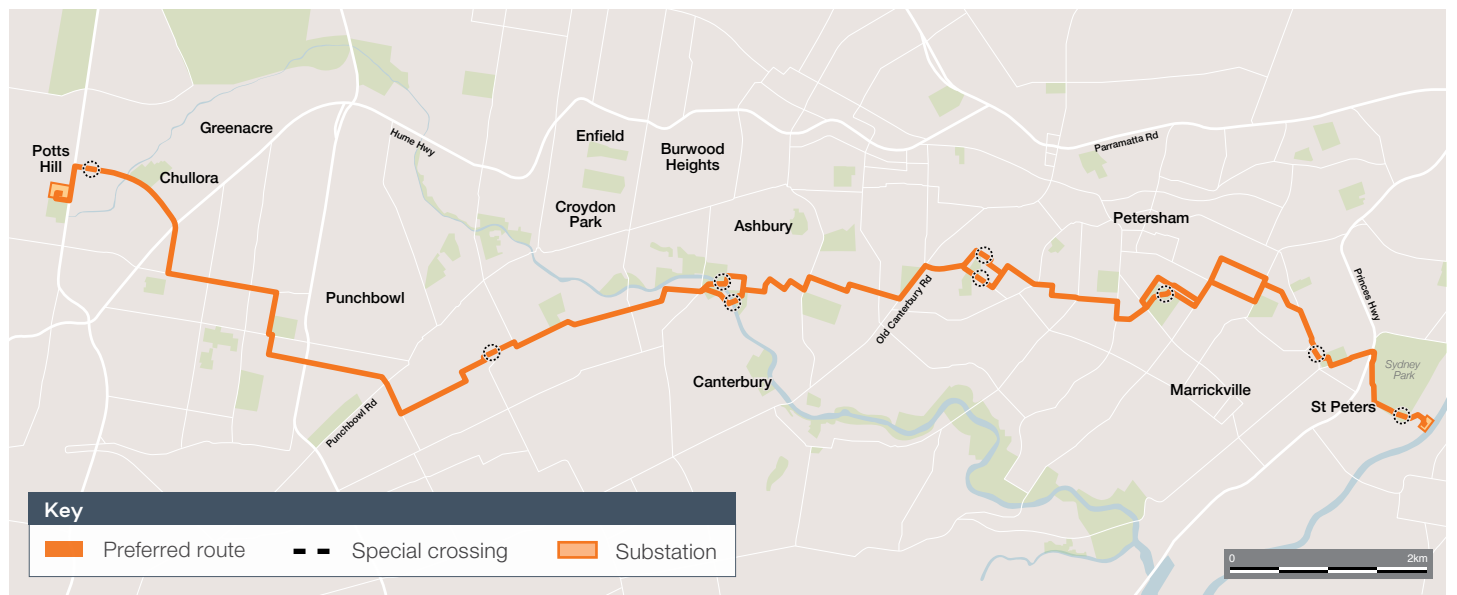
What does the project involve?

- > 20 kilometres of new 330kV underground transmission cable mainly installed under local roads and some main roads
- > Upgrading three substations:
 - > Rookwood Road
 - > Beaconsfield West
 - > Sydney South
- > The new cable will run from Rookwood Road Substation at Potts Hill, to Beaconsfield West Substation at Alexandria
- > Provision has been made for a second cable to be added in the future as demand increases, and to avoid further disruption to local communities
- > Installation of special crossings, such as cable bridges or underground crossings for the cable circuit to cross rail corridors, rivers or parks
- > Temporary use of some public spaces as site offices and 'laydown areas' during construction, for the storage and assembly of equipment
- > Construction is set to commence in mid-2020, subject to planning approval, and be completed by late-2022.

Project timeline



Proposed transmission cable route



Construction overview

The project includes the installation of a 330 kV underground transmission cable. The cable would be installed under roads, at existing electrical infrastructure sites, within public open spaces, and on previously disturbed areas.

Cable length	Around 20 km
Construction method	Trenching – up to 3m wide and up to 1.6m deep
Timing and duration	2020 to 2022
Construction hours	<p>Standard construction hours would be adopted where possible:</p> <ul style="list-style-type: none"> > Monday to Friday 7am to 6pm > Saturday 8am to 1pm > No work on Sundays and public holidays <p>Some work would occur outside of standard construction hours, including night work from 10pm. This would be required during certain construction activities and at locations where road or rail authorities require us to work at night.</p>

Construction activities	Expected duration of activity at a typical property
Construction laydown areas Construction laydown areas would be required to store materials, spoil and equipment, and provide space for other facilities such as site offices. Five laydown areas, at public open spaces and private property, have been investigated as part of the project.	Duration of project
Trenching and excavation Before trenching, the site would be prepared and traffic management would be implemented. Trenches would be up to 3m wide and up to 1.6m deep but could be deeper or shallower depending on the presence of underground utilities. Conduits would be installed in the trench and temporarily backfilled.	2 weeks
Excavating and establishing joint bays Joint bays are concrete lined pits, generally located every 600-800m along the transmission cable route, where sections of the transmission cable are connected. Joint bays are typically around 10m long, 3m wide and 2m deep.	5 weeks
Cable pulling Once the joint bays have been constructed, the cables would be pulled through the conduits.	2 weeks
Cable jointing Sections of cable are connected at the joint bays. Cable jointing must be carried out in clean and environmentally controlled working conditions (e.g. in a tent or demountable building) to avoid any exposure to dust and/or moisture.	3 weeks
Special crossing: underground To install conduits underground, a method called underboring would be used. This usually has less surface impacts than trenching and would avoid disturbing rail corridors, rivers and parks.	8 to 10 weeks
Special crossing: cable bridge Cable bridges may be installed to avoid disturbing rail corridors or rivers.	10 weeks
Substation upgrades TransGrid's Rookwood Road, Beaconsfield West and Sydney South substations would be upgraded to allow for the connection and operation of the transmission cable circuit.	4 to 9 months
Road restoration Restoration within the road reserve would be: <ul style="list-style-type: none"> > temporary, while trenching and cable pulling is underway > permanent, once cable pulling and cable testing is complete. 	2 weeks

Key impacts

Noise and vibration

- > There would be noise during the construction of the project
- > Work on main roads and special crossings may take place outside standard construction hours
- > An out-of-hours work protocol would be developed to ensure impacts on the community are minimised wherever possible.

Parking and access

- > Parking on local roads may be limited during construction
- > TransGrid would work towards minimising parking impacts to schools, child care centres, hospitals, businesses, community groups and religious institutions
- > Vehicle and pedestrian access to private properties will be maintained during construction, unless other arrangements are made in advance directly with the property owners
- > Access for emergency service vehicles will be maintained.

Traffic and transport

- > The cable route follows a number of main and local roads, and intersects freight, passenger rail and light rail corridors
- > The route also intersects bus routes, and pedestrian and cycle pathways
- > Traffic diversions will be in place in some locations during construction
- > TransGrid will work to ensure traffic and transport impacts are minimised to all road users.

Street trees

- > TransGrid will avoid the removal of trees, wherever feasible
- > No trees will be removed at:
 - > Within the parklands of Sydney Park, Alexandria;
 - > along Constitution Road; and
 - > at the Johnson Park Bushcare site, Dulwich Hill
- > Where avoidance is not possible, a tree replanting strategy will be developed in consultation with the relevant council and an independent and qualified arborist.

Environmental Impact Statement (EIS)

The EIS is informed by a number of studies on specific environmental considerations for the project. These studies identify potential impacts to the environment and communities, and propose management measures to avoid or minimise these impacts.

Environmental aspects for the project and key outcomes of the assessments are outlined below.

Noise and vibration

The noise and vibration assessment identified that some construction activities, such as excavation, have the potential to impact communities along the route, including at night. Residents would be notified at least seven days before the start of construction, and an out-of-hours protocol would be developed to reduce community impacts.

Noise impacts would be minimised by:

- > scheduling construction activities to avoid out-of-hours work, where feasible and reasonable
- > scheduling activities to minimise impacts to stakeholders, such as child care centres, schools, businesses and religious institutions
- > selecting and using low-noise generating equipment and positioning these away from stakeholders, where practicable.

Chapter 8 of the EIS contains more details on the noise and vibration assessment, including proposed management measures.

Air Quality

Air quality impacts relate mainly to construction activities, such as site preparation (establishment), trenching and excavation, and joint bay establishment, which have the potential to generate dust. Weather conditions, such as high winds, can increase dust generation when the soil is dry.

There is also the potential for odour from landfill gas disturbed during excavation at former landfill sites, such as Camdenville Park and Sydney Park.

Potential impacts to air quality have been assessed in **Chapter 9** of the EIS, which also contains proposed management measures, including:

- > rescheduling dust-generating activities during windy conditions
- > regular watering down of exposed surfaces at special crossings and construction laydown areas and covering trucks and stockpiles to reduce dust
- > developing site-specific landfill gas management plans.

Traffic

Chapter 7 of the EIS contains an assessment of potential impacts that the project may have on roads, public transport, pedestrian and cycling pathways and parking. Potential traffic impacts, such as disrupted access to private properties and reduced street parking, would mainly occur during construction in the road reserve.

A Construction Traffic Management Plan will be prepared in consultation with relevant road authorities to manage traffic around work sites and construction laydown areas. Traffic flow would be maintained where possible, or traffic diversion routes would be provided.

Access for emergency service vehicles will be maintained at all times. TransGrid would consult with public transport service providers to ensure that changes to public transport, such as temporary bus route diversions or bus stop relocations, are managed.

Biodiversity

Surveys were carried out to assess the ecological value of vegetation in the project area, and to identify potentially threatened species and their habitat. **Chapter 13** of the EIS outlines the potential biodiversity impacts and management measures. Potential impacts on biodiversity would be minimised by:

- > designing the project to avoid areas with high biodiversity value including threatened species' habitats
- > locating construction laydown areas or work sites within already disturbed areas to limit vegetation clearing
- > engaging an independent and qualified arborist to carry out surveys before construction starts
- > avoiding the removal of trees, wherever feasible and reasonable.

Heritage

Both Aboriginal and non-Aboriginal heritage impacts have been assessed for the project. **Chapter 14** of the EIS contains the assessment of potential impacts to Aboriginal archaeology and sites, as well as proposed management measures. The project was generally assessed as having low archaeological impacts due to there being an existing developed environment.

Potential impacts of the project on non-Aboriginal heritage have been assessed and can be found in **Chapter 15** of the EIS. Management measures to help minimise impacts to heritage buildings or items would include vibration monitoring and making sure work is carried out at a safe distance.

Standard protocols are available to manage any unexpected heritage items found during construction.

Surface water and flooding

Impacts to surface water and flooding could occur during special crossings of waterways, such as the Cooks River. Management measures for surface water and flooding (**Chapter 17** of the EIS) for the project include:

- > implementing suitable measures for erosion and sediment control
- > maintaining water quality of waterways in the project area throughout construction
- > limiting works in flood prone or flood affected areas
- > avoiding or minimising potential flooding impacts on nearby properties from works at the Cooks River crossing.

Groundwater

Potential impacts to groundwater from the project could include:

- > the accidental release of chemical drilling fluids reaching groundwater during underboring
- > the disturbance of contaminated material during excavation of trenches, joint bays or underbore pits.

Any groundwater collected in excavated areas will be disposed of appropriately. **Chapter 18** of the EIS assesses potential impacts to groundwater and proposed management measures.

Visual amenity

Potential landscape character and visual amenity impacts of the project have been assessed in **Chapter 12** of the EIS. During construction, there would be temporary visual impacts at work sites and construction laydown areas, due to the visibility of fencing, machinery and equipment.

Some trees within the project area may be impacted during construction. The number and location of trees to be impacted would be confirmed during detailed design and construction planning.

Permanent visual features of the project would include structures such as cable bridges. Visual simulations of cable bridges can be seen on page 11.

Night lighting would be used at work sites and at laydown areas during construction. Potential visual amenity impacts would be minimised by:

- > taking into consideration the landscape of the local environment when selecting fencing materials, hoardings and designing cable bridges
- > keeping light spill to a minimum when using night lighting near residential properties.

Soils and contamination

Management measures will be implemented during construction to manage potential historical and project-related contamination issues. This will include:

- > assessing the presence of contaminated materials at work sites and identifying suitable management measures
- > ensuring any waste material is transported in covered trucks
- > managing surface water runoff at work sites to avoid contamination of soils and waterways
- > developing site specific plans to manage excavation works in former landfill sites.

Chapter 16 of the EIS contains an assessment of potential soils and contamination impacts, and an outline of management measures.

Consultation

Community and stakeholder consultation is an important part of the project. TransGrid has been talking to the community, local businesses, government agencies and other stakeholders to inform the planning, environmental assessment, construction and operation of the project since late 2016. TransGrid has been consulting with the community and stakeholders about the project and seeking input for the development of the EIS since early 2018. During EIS preparation, consultation activities included:

- > distributing project updates within the project area
- > door knocking residences, businesses and religious institutions
- > hosting community information sessions
- > meeting with key stakeholders such as businesses, schools and child care centres
- > enabling the community and stakeholders to provide feedback via the online engagement tool *Social Pinpoint*.

TransGrid has taken community and stakeholder feedback on-board and, where possible, has made commitments to reduce project impacts such as preserving parklands within in Sydney Park in Alexandria, and at the Johnson Park Bushcare site in Dulwich Hill. TransGrid will continue to work closely with the community and stakeholders to understand any issues of concern.

During EIS preparation:

40,950

project update newsletters were distributed

669

properties were door knocked by the project team

73

community members attended information sessions

Impacts of construction activities

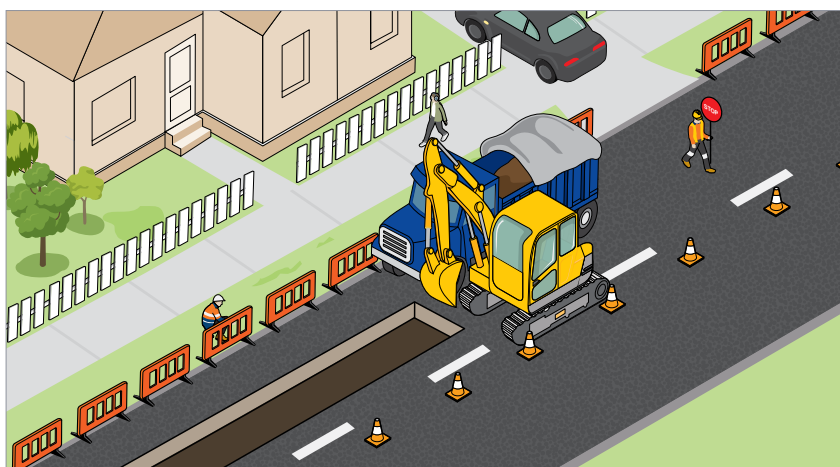
This section outlines the anticipated impacts of each construction activity.

Trenching and conduit installation

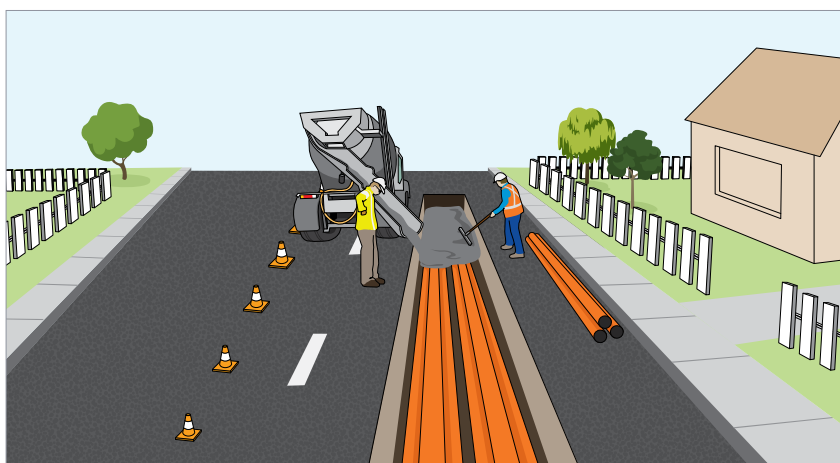
Trenching and excavation work is expected to progress at an average rate of around 20m per day. Individual properties are expected to experience impacts for about two weeks.

Noise	<ul style="list-style-type: none">> Some loud construction equipment would be used to dig a trench in the road reserve> Work would occur during standard construction hours on local roads, and outside of standard construction hours on major roads or at intersections.
Traffic and transport	<ul style="list-style-type: none">> Lane closures and road diversions may be required> Access to residences and businesses may be temporarily disrupted> Street parking would be temporarily reduced.
Dust	<ul style="list-style-type: none">> Trenching has a high potential to generate dust, particularly when soil is dry or during windy conditions.
Street trees	<ul style="list-style-type: none">> Trees may be removed if trenching impacts tree roots to the point where the tree is made unsafe or its health is compromised.

Trenching



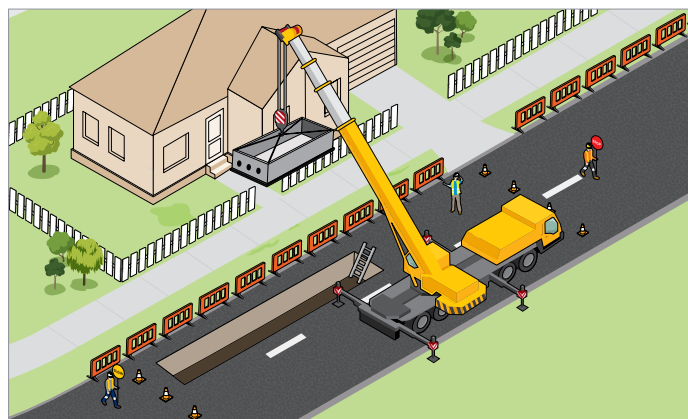
Conduit installation and temporary restoration



Joint bay construction

After the trenching process is complete, each individual joint bay would take up to five weeks to construct including excavation and establishment. Joint bays would be located every 600-800m along the cable route. Exact locations would be confirmed during detailed design and construction planning.

Noise	<ul style="list-style-type: none"> > Work would mainly occur during standard construction hours > Some loud construction equipment would be used.
Traffic and transport	<ul style="list-style-type: none"> > Temporary lane or road closures may be required. However, as the joint bays would be located every 600-800m, there would be less traffic impacts than trenching > Street parking may be temporarily reduced > Access to residences and businesses may be temporarily disrupted.
Dust	<ul style="list-style-type: none"> > There would be high potential to generate dust, particularly when soil is dry or during windy conditions.
Street trees	<ul style="list-style-type: none"> > Trees may be removed if the joint bay impacts tree roots to the point where the tree is made unsafe or its health is compromised.



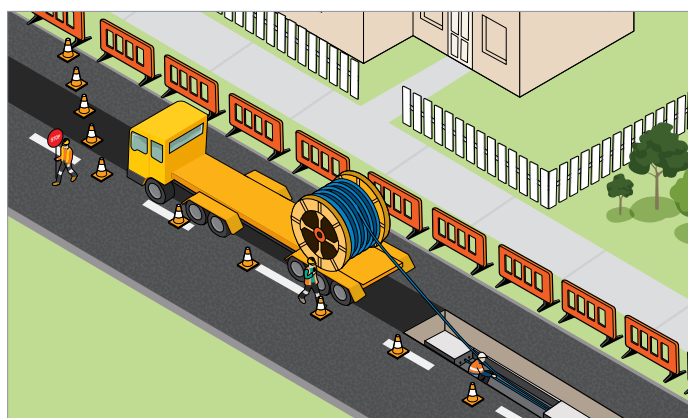
Managing impacts of trenching, conduit installation and joint bay construction

- > Vehicle access will be maintained where possible, including the use of steel plates to cover the trench
- > TransGrid will provide an alternative route wherever any diversions or temporary closures of pedestrian and cyclist pathways are required
- > Construction workers will avoid parking near schools or child care centres during peak periods
- > TransGrid will avoid the removal of trees wherever feasible. Where unavoidable, replacement trees will be replanted in consultation with the relevant council
- > On days where forecast weather conditions (eg. high winds) may result in high dust emissions, dust generating work activities may need to be rescheduled or modified.

Cable pulling

Cable pulling for each 600-800m cable section would occur at joint bays, and would typically take up to two weeks to complete.

Noise	<ul style="list-style-type: none"> > Work would occur during and outside of standard construction hours > Some loud construction equipment would be used.
Traffic and transport	<ul style="list-style-type: none"> > Lane closures and road diversions may be required. However, cable pulling occurs only at joint bays, so there would be less traffic impacts than trenching > Access to residences and businesses may be temporarily disrupted > Street parking would be temporarily reduced.
Dust	<ul style="list-style-type: none"> > Cable pulling does not typically generate dust.
Street trees	<ul style="list-style-type: none"> > Cable pulling does not typically impact street trees.



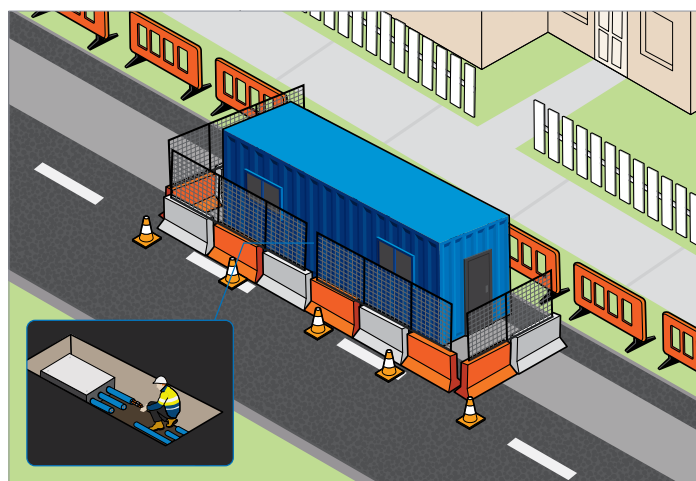
Managing impacts of cable pulling

- > Management measures will be used where practicable. This includes the use of non-tonal reverse beepers on trucks
- > Construction workers will avoid parking near schools or child care centres during peak periods
- > Vehicle access will be maintained where possible, including the use of steel plates to cover the trench
- > TransGrid will provide an alternative route wherever any diversions or temporary closures of pedestrian and cyclist pathways are required.

Cable jointing

Cable jointing would typically take up to three weeks to complete at each joint bay.

Noise	<ul style="list-style-type: none"> > Typically less noisy than trenching and excavation > Work would occur during and outside of standard construction hours as jointing needs to occur continuously > Night-time noise would be generated.
Traffic and transport	<ul style="list-style-type: none"> > Lane or road closures may be required. However, cable jointing occurs only at joint bays, so there would be fewer traffic impacts than trenching > Street parking may be temporarily reduced during cable jointing > If the worksite is directly in front of a driveway, access arrangements will be made in advance directly with the property owner.
Dust	<ul style="list-style-type: none"> > Cable jointing does not typically generate dust.
Street trees	<ul style="list-style-type: none"> > Cable jointing does not typically impact street trees.



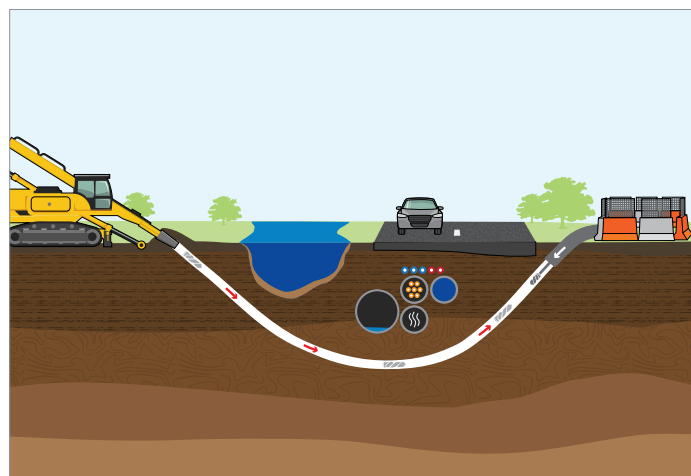
Managing impacts of cable jointing

- > Construction workers will avoid parking near schools or child care centres during peak periods
- > TransGrid will provide an alternative route wherever any diversions or temporary closures of pedestrian and cyclist pathways are required
- > Residents and businesses impacted by access restrictions will be consulted to determine a workable solution specific to their property.

Special crossing: underground

Conduits would be installed via underboring, approximately 4-10m underground. Each underbore is expected to take around eight to 10 weeks to complete. Work would be staged and not continuous over this period.

Noise	<ul style="list-style-type: none"> > Work would occur during and outside of standard construction hours > Some loud construction equipment would be used.
Traffic and transport	<ul style="list-style-type: none"> > Lane or road closures may be required > There may be impacts to rail and light rail services in accordance with rail shutdown periods undertaken by rail authorities > Street parking may be temporarily reduced. > Access to residences and businesses may be temporarily disrupted.
Dust	<ul style="list-style-type: none"> > Excavation of underboring pits has the potential to generate dust, particularly during dry or windy conditions.
Street trees	<ul style="list-style-type: none"> > Underboring does not typically impact street trees.



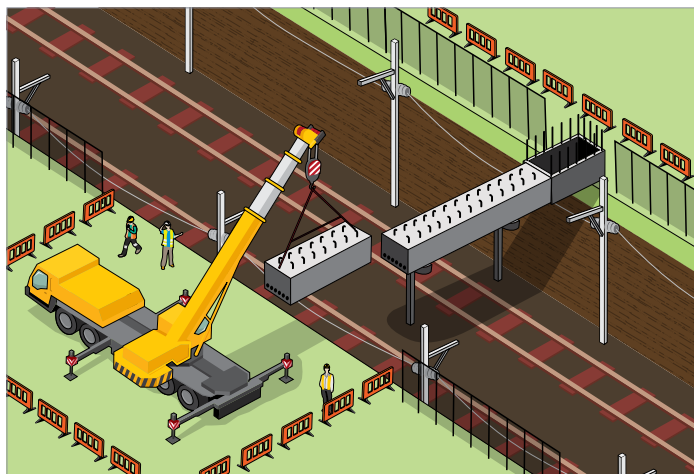
Managing impacts of underground construction

- > TransGrid will provide an alternative route wherever any diversions or temporary closures of pedestrian and cyclist pathways are required
- > Work sites will be restricted to the road reserve and public open space to limit the need for tree removal.

Special crossing: cable bridge

Each cable bridge crossing is expected to take around 10 weeks to complete. Work would be staged and not continuous over the 10 week period.

Noise	<ul style="list-style-type: none"> > Work would occur during and outside of standard construction hours > Earthworks and bridge installation would generate noise.
Traffic and transport	<ul style="list-style-type: none"> > May require lane or road closures > Access to residences and businesses may be temporarily disrupted > Street parking would be temporarily reduced.
Dust	<ul style="list-style-type: none"> > Earthworks and vegetation clearing have the potential to generate dust, particularly during dry or windy conditions.
Street trees	<ul style="list-style-type: none"> > Some tree removal may occur, including mangrove clearing at the Cooks River crossing.



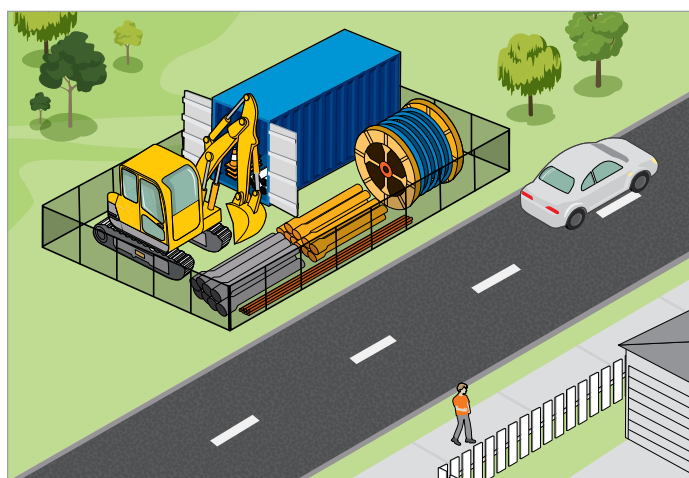
Managing impacts of cable bridge construction

- > Areas disturbed by construction will be restored, with special attention given to the rehabilitation of river banks.

Construction laydown areas

Five temporary construction laydown areas have been investigated, however not all of these may be used. These areas would be used to store materials and equipment, and provide space for other facilities such as site offices. Construction laydown areas would be in use for up to two years.

Noise	<ul style="list-style-type: none"> > Laydown areas would be used during and outside of standard construction hours > Vehicle movements in and out would generate noise.
Traffic and transport	<ul style="list-style-type: none"> > There would be no significant impacts to road traffic or public/active transport networks > There would be no impacts to street parking availability, as construction vehicles would be parked within the laydown area > Access to, and use of, public open space would be restricted.
Dust	<ul style="list-style-type: none"> > Spoil stockpiles have the potential to generate dust, particularly during dry or windy conditions.
Street trees	<ul style="list-style-type: none"> > Some trees may need to be removed to provide access to the laydown areas.



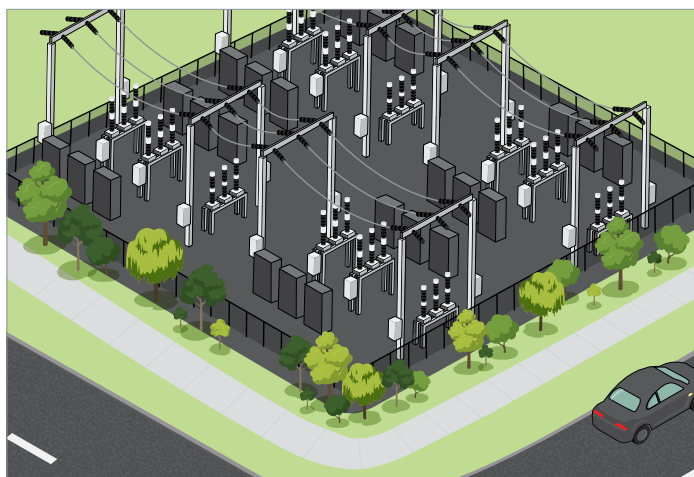
Managing impacts of construction laydown areas

- > Laydown areas will be fenced and will have lighting for security
- > Night lighting near residential properties will be reduced to avoid light spilling into properties
- > Any sections of grass disturbed during the project will be restored to match the existing grass areas, as closely as possible.

Substation upgrades

Construction works at the Rookwood Road substation are expected to take around four to six months. Works at the Beaconsfield West and Sydney South substations are expected to take around six to nine months per site.

Noise	<ul style="list-style-type: none">> Upgrade works are unlikely to generate high noise levels> Work would mainly occur during standard construction hours> Work outside of standard hours may be required to maintain power supply.
Traffic and transport	<ul style="list-style-type: none">> Substation upgrades are not expected to impact traffic or access> There would be no impact to street parking as construction vehicles would park at the substation.
Dust	<ul style="list-style-type: none">> Substation upgrades have the potential to generate dust, particularly during dry or windy conditions.
Street trees	<ul style="list-style-type: none">> Some trees may need to be removed.



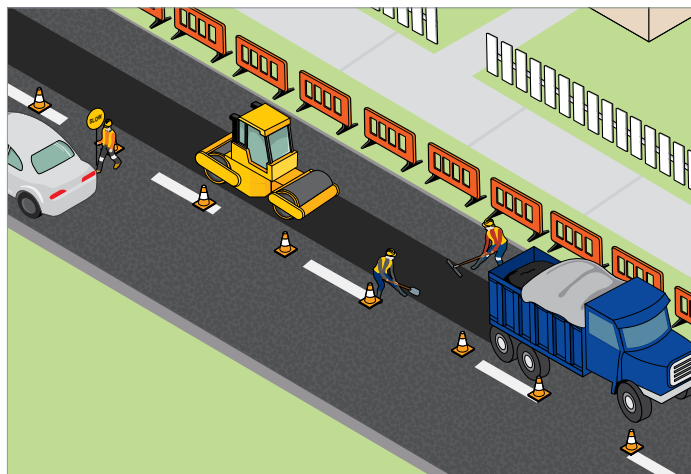
Managing impacts of substation upgrades

- > All construction work will be contained within the existing substation boundary.

Road restoration

Permanent road restoration work would involve reinstating the road surface, and areas such as footpaths or gutters.

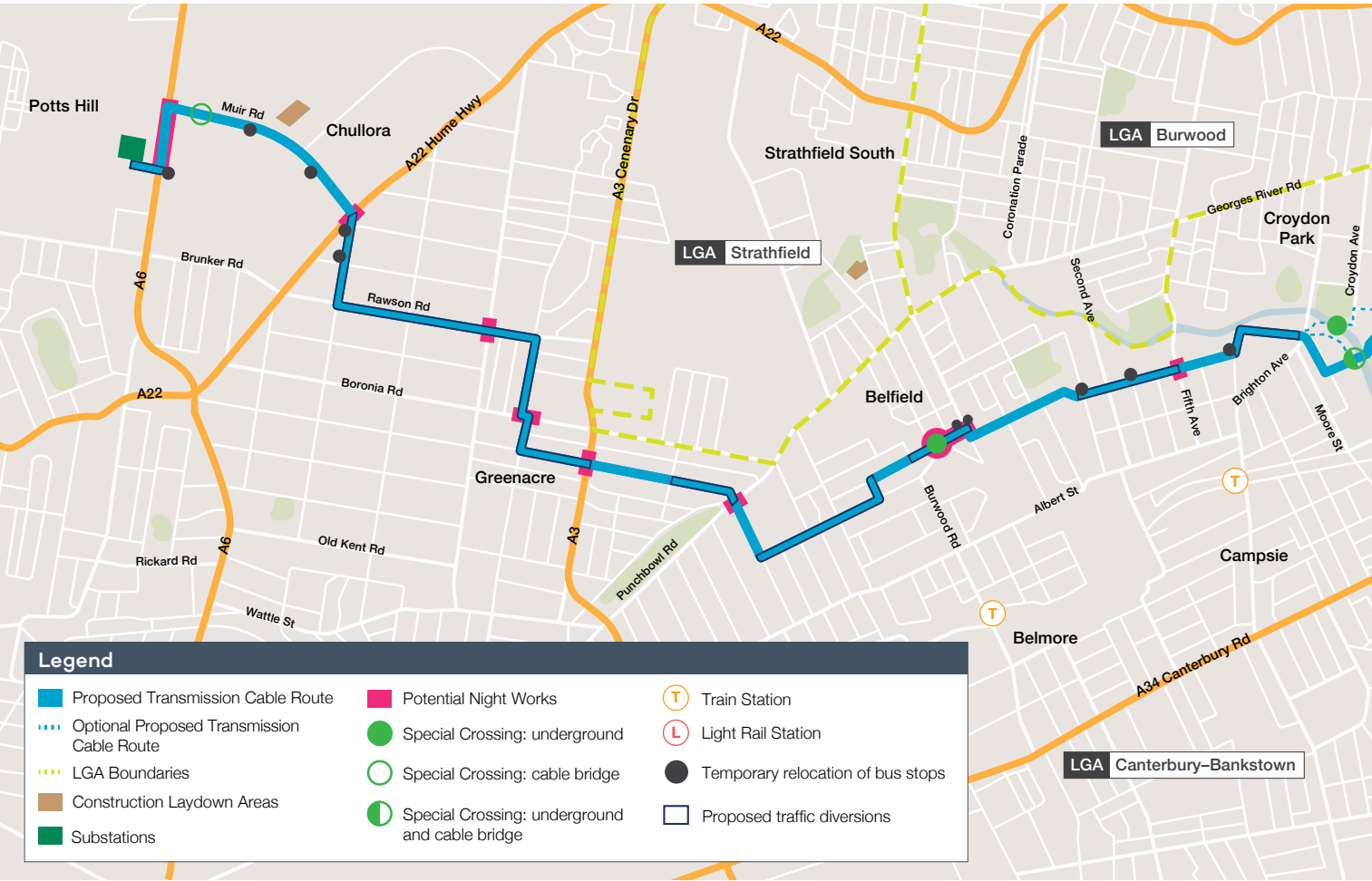
Noise	<ul style="list-style-type: none">> Work would be carried out during standard construction hours on local roads, and outside of standard hours on major roads or at intersections> Some loud construction equipment would be used outside of standard construction hours.
Traffic and transport	<ul style="list-style-type: none">> Lane or road closures may be required> Access to residences and businesses may be temporarily disrupted> Street parking would be temporarily reduced.
Dust	<ul style="list-style-type: none">> Road restoration does not typically generate dust.
Street trees	<ul style="list-style-type: none">> Road restoration does not typically impact street trees.



Managing impacts of permanent road restoration

- > The road surface will be restored to match the previous surface (i.e. asphalt or concrete roadway)
- > Reinstating an asphalt type surface could occur at an average rate of about 50 metres per day while reinstatement of a concrete road surface would be an average of around 30 metres per day
- > TransGrid will provide an alternative route wherever any diversions or temporary closures of pedestrian and cyclist pathways are required
- > TransGrid will work with relevant road authorities and local councils to ensure restoration requirements are met.

Map of project area



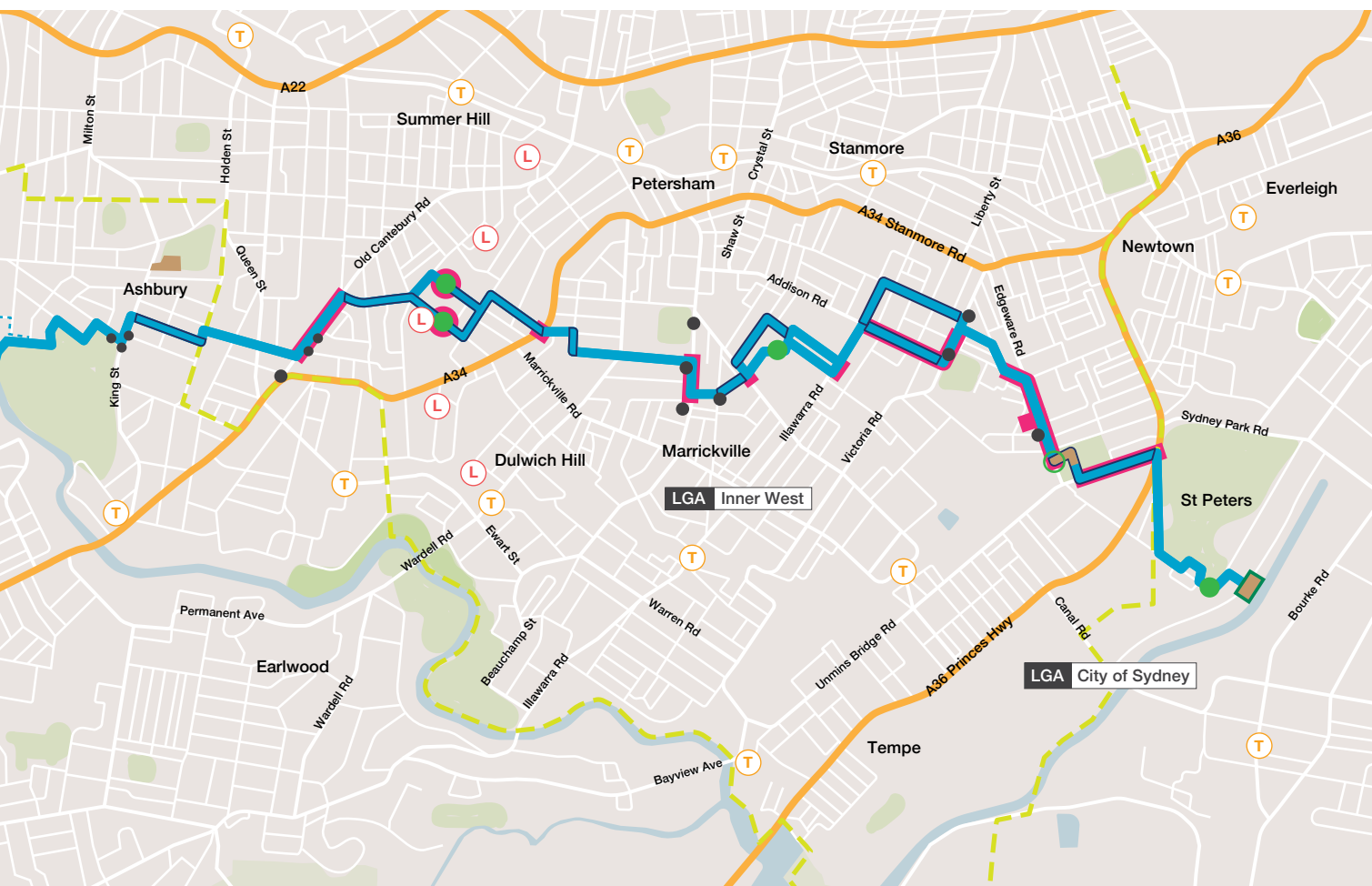
Operations management

Once the transmission cable circuit has been installed, generally only visual inspections would be needed to check for hazards or the condition of the underground cables or cable bridges. Ongoing physical access to the transmission cable circuit would not be required. Any routine maintenance would be carried out by accessing joint bays.

Visual

The transmission cable circuit would have minimal visual amenity impacts as all roads and parks would be restored after construction. Cable bridges would remain visible.





The existing view from the eastern kerb of Edgeware Road, looking back at the Bedwin Road rail bridge.



Visual simulation showing the proposed cable bridge crossing as viewed from the eastern kerb of Edgeware Road (subject to detailed design).

How to make a submission

Where to view the EIS

The EIS is on public exhibition from 11 October to 22 November 2019. The EIS can be viewed:

Online at the DPIE website:

<https://www.planningportal.nsw.gov.au/major-projects/project/9956>

In hard copy:

For a list of locations of where to view a hard copy of the EIS, please visit www.transgrid.com.au/psf

At a community information session, where you can also meet the Powering Sydney's Future project team and ask questions about the project or the EIS.

You can also contact the project team to discuss the EIS by:

Phone: 1800 222 537

Email: psf@transgrid.com.au

Community Information Sessions:

Date and time	Location
Thursday 24 October 2019 4pm – 7pm	Chullora Marketplace 355-357 Waterloo Rd, Chullora NSW 2190
Saturday 26 October 2019 10am – 1pm	Campsie Centre 20/14-28 Amy St, Campsie NSW 2194
Thursday 31 October 2019 4pm – 7pm	Woolworths, Canterbury Plaza, 2 Charles St, Canterbury NSW 2193
Saturday 2 November 2019 10am – 1pm	Emanuel Tsardoulis Community Library 362/372 New Canterbury Rd, Dulwich Hill NSW 2203
Sunday 3 November 2019 9am – 12pm	Marrickville Markets 142 Addison Rd, Marrickville NSW 2204

Making a submission

Making a submission is an important part of the EIS process and TransGrid encourages all community members, stakeholders and government agencies to have their say on the EIS. DPIE must receive your submission by 22 November 2019, and it must include:

1. Your name and address
2. The name of your application
3. The application number SSI 8583
4. A brief statement on whether you support or object to the proposal
5. The reasons why you support or object to the proposal

It is DPIE's policy to place a copy of your submission on its website. If you do not want your personal information made public, please state this clearly at the top of your submission.

Mark your submission for the attention of Director – Energy Assessments and send it via the:

> DPIE website:

Visit <https://www.planningportal.nsw.gov.au/major-projects/project/9956>

> Post:

Major Projects Assessment Department of Planning,
Industry and Environment
GPO Box 39, SYDNEY, NSW 2001

> In person:

Department of Planning, Industry and Environment at
320 Pitt Street, Sydney

> Phone:

1300 305 695

Disclosure

Anyone lodging submissions must declare reportable political donations (including donations of \$1,000 or more) made in the previous two years. For more details, and a disclosure form, go to www.planning.nsw.gov.au/donations.

Privacy

Under section 1152(5) of the *Environmental Planning and Assessment Act, 1979* (NSW), the Director-General may provide copies of submissions received during the exhibition period, or a summary of the submissions, to TransGrid. All submissions and information obtained during the public exhibition period will be used in accordance with the *Privacy Act 1988*. All submissions received will be regarded as public documents and any information contained in them can be published in subsequent assessment documents. Copies of the submissions received on the project may be issued to interested parties. If the author of a submission does not wish the information to be distributed, this needs to be clearly stated in the submission. For enquiries, please contact DPIE:

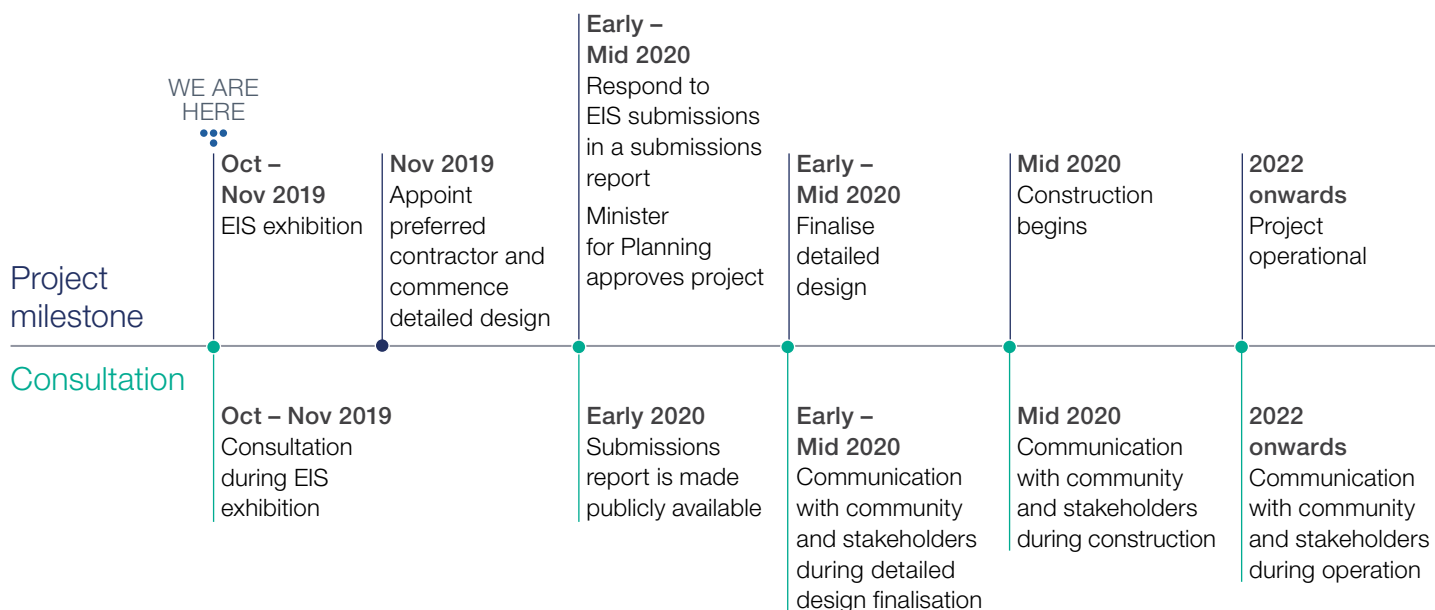
Phone: 1300 305 695 **Email:** information@planning.nsw.gov.au

Your feedback matters

Following exhibition of the EIS, issues raised will be summarised in a submissions report, which will be made publicly available in early 2020. TransGrid will consider any issues raised and provide a response. The Minister for Planning and Public Spaces will then make a decision about whether to approve the project.

If the project proceeds, TransGrid will continue to liaise with the community and stakeholders during the detailed design, construction and operation of the project. This ongoing communication will play an important role in mitigating the potential impacts and enhancing the benefits of the project for the community and stakeholders.

Project next steps



Connect with us

Toll-free phone number:
1800 222 537

Email:
psf@transgrid.com.au

Web:
www.transgrid.com.au/psf



131 450

For an interpreter, please call **131 450** and ask them to call TransGrid on **1800 222 537**. The interpreter will then assist you with translation.

Arabic

للاستعانة بمترجم، يرجى الاتصال بالرقم 131 450 ثم اطلب منهم الاتصال بـ TransGrid على الرقم 1800 222 537. سيساعد المترجم بعد ذلك بالترجمة لك.

Chinese Simplified

如需传译员服务，请致电131 450，要求他们为你接通TransGrid，电话：1800 222 537。传译员会为你做翻译。

Chinese Traditional

若需傳譯員服務，請致電131 450，要求他們為你接通TransGrid，電話：1800 222 537。傳譯員會為你做翻譯。

Greek

Για διερμηνέα, τηλεφωνήστε στο 131 450 και ζητήστε τους να καλέσουν την TransGrid στον αριθμό 1800 222 537. Ο διερμηνέας θα σας βοηθήσει στη συνέχεια με τη μετάφραση.

Italian

Se ti serve un interprete, telefona al numero 131 450 e chiedi a questo di chiamare TransGrid al numero 1800 222 537. L'interprete poi ti aiuterà a condurre la conversazione.

Vietnamese

Muốn có thông dịch viên, xin quý vị gọi số 131 450 và yêu cầu họ gọi cho TransGrid qua số 1800 222 537. Sau đó, thông dịch viên sẽ thông dịch giúp quý vị.

