

EIS Volume 2 Appendix H

Route Selection Feedback Report



Appendix H Route Selection Feedback

The objective of the route selection process and associated stakeholder engagement was to find an alignment that is broadly supported by, and acceptable to stakeholders. This was achieved through an extensive engagement programme that consulted on the route selection methodology, investigation corridor and multiple route options. Throughout the process, stakeholders were invited to submit feedback for consideration. This Appendix summarises the route selection feedback received to date.

An intensive consultation process took place between August 2018 and November 2020 in order to identify the optimal route that was assessed throughout this EIS, however ongoing engagement and associated feedback continues to take place and is being used to refine the route within the study corridor. At numerous stages of the consultation process, feedback has been received and where any concerns have been raised, all efforts have been made to assess these concerns and find alternative route alignments if appropriate.

Throughout the route selection engagement process, 33 unique instances of feedback were submitted from a range of individuals and stakeholders regarding route selection.

As presented in Chapter 6 of the EIS, a number of stakeholder groups have been engaged with at various stages of the Project to date including:

- Commonwealth government
- State government
- local government
- landholders
- Traditional Owners / Native Title Parties
- regulators
- special interest groups

Individuals and organisations that provided route specific feedback included those from local government (within the study area) (24%), landholders (22%), members of the community (16%), non-government organisations (16%), government departments (13%), politicians (3%), local businesses (3%) and media (3%). (Refer Figure 1).

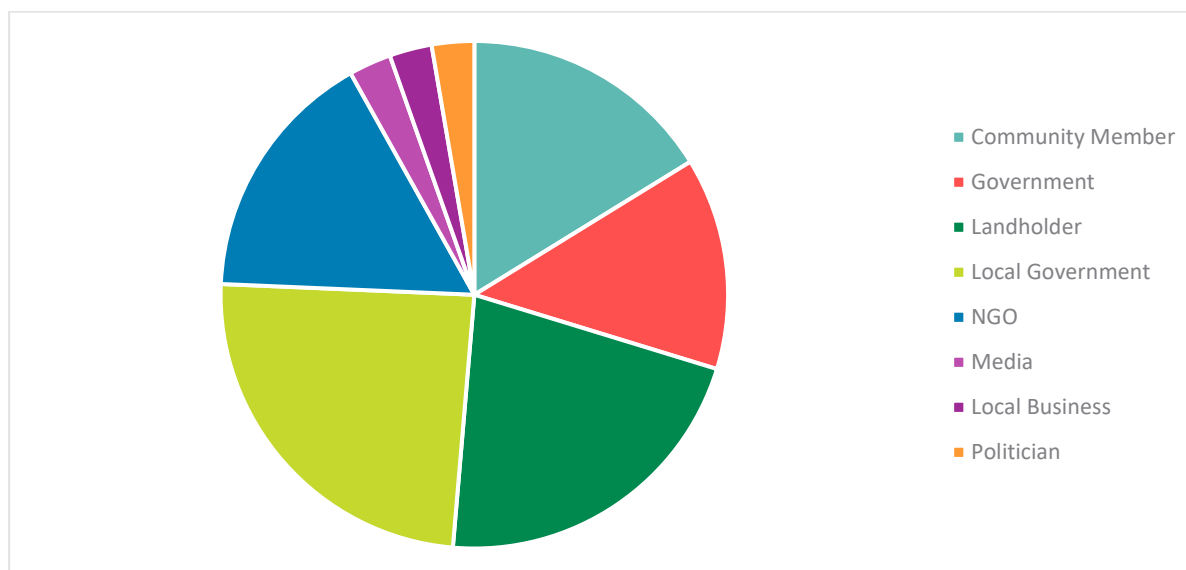


Figure 1: Route selection feedback from stakeholder groups

To ensure that the maximum numbers of stakeholders were reached and given the opportunity to provide feedback, the Project combined face to face engagement with a modern digital approach to engagement and sharing of Project information. This was done at multiple stages of the route selection process, throughout the environmental and social impact assessment and continues to take place.

The Project adopted a variety channels used to communicate the route selection process and to gather feedback. Broadly these included:

- Project Website (www.projectenergyconnect.com.au) feedback form
- face to face meetings
- telephone conversations
- interactive route selection feedback map
- online Engagement Room (Phase 1 – preliminary findings, and Phase 2 - EIS)

Of all route related feedback, 73% was received through face-to-face interactions, 40% during formal meetings, 18% at community events (i.e., Riverland field days, community information sessions) and 15% at private residences (typically at Landowners properties). Of the remaining interactions, phone calls accounted for 15%, emails accounted for 9% and digital feedback mechanisms (i.e., interactive route selection feedback map) accounted for 3%. (Refer Figure 2).

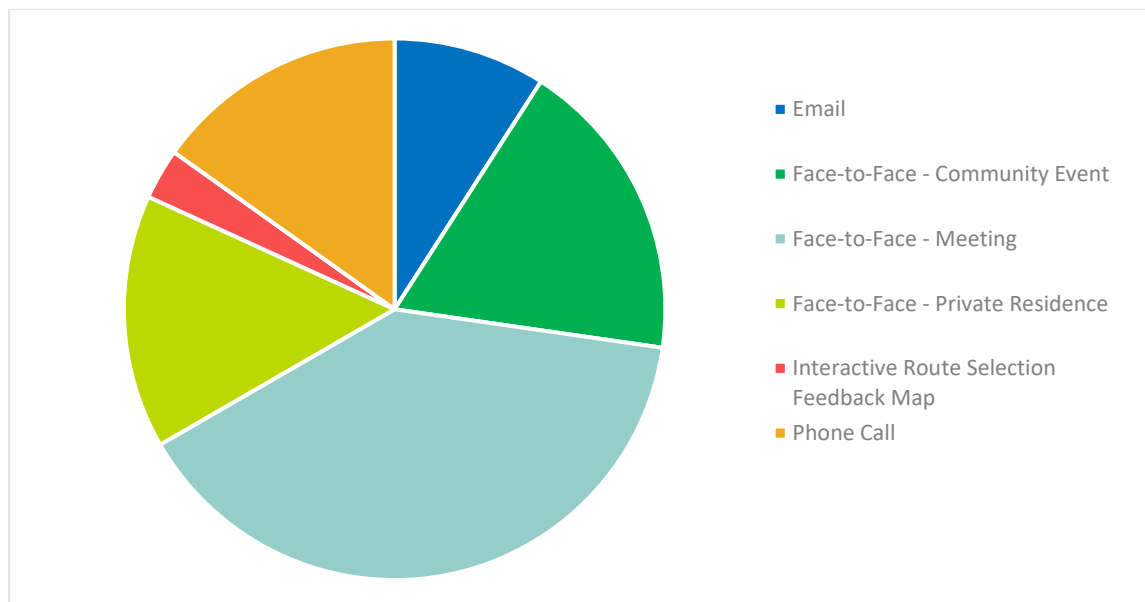


Figure 1: Route selection feedback channels

Feedback indicated a majority support for the proposed Project route. Approximately 82% of all route related feedback was general feedback and support for the Project, 9% of all route related feedback indicated strong support for a route north of the River Murray, 6% indicated strong opposition to a route south of the River Murray, and 3% was considered to be non-supportive feedback. General route discussions comprised of feedback that was not distinctly negative, or positive, and generally consisted of queries and feedback regarding the route alignment at a local scale.

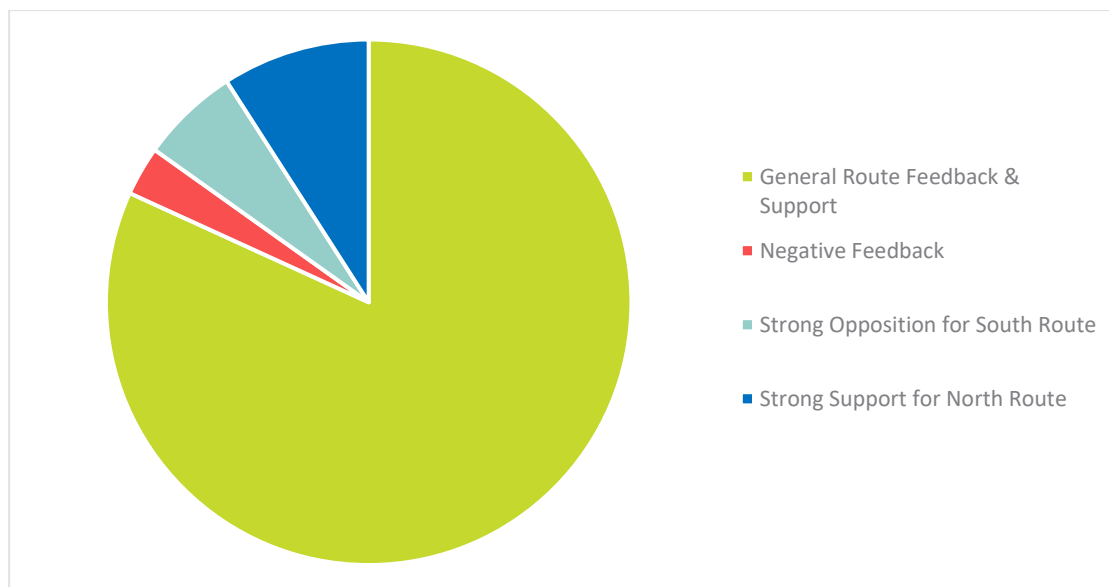


Figure 3: Route related feedback sentiment

The proposed route has broadly been supported by all stakeholders that have been engaged with and where any concerns have been raised, the Project has assessed these concerns and explored alternatives where appropriate. All feedback received has influenced the route carried forward and assessed in the EIS.