SOUTHLAND DISTRICT COUNCIL

Stewart Island Wind Power

Final pre-development report

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Document Revision

Date	Amendment	Amended by	Approved by	Approval date
25/03/2021	Draft for MBIE comment	Privacy of natural persons		29/03/2021
9/4/2021	Jobs created			9/4/2021

Final pre-development report

Land access agreement outcomes

Outcomes of land access agreements for turbines and turbine access track and electrical network connection.

Following Commercial Information, attention was directed to alternative viable wind turbine sites. Several turbine configurations on the Mamaku Headland were explored through multiple discussions with the relevant landowner. Ultimately, no configurations were acceptable to this landowner and access was unable to be secured. Subsequently, effort was directed to exploring Horseshoe Point as a potential site. After favourable responses from the three relevant landowners, work was undertaken to optimise turbine placement, location of access tracks and project economics in comparison with the other preferred sites. Following this, a draft agreement to grant access was prepared and issued to the landowner (trust) of the critical parcel. This proposal was ultimately rejected, primarily for reasons of Commercial Information, Privacy of natural persons

No other sites, beyond the three identified above, were identified as potentially viable for wind generation.

Ultimately, no land access agreements were able to be established.

Outcomes – Commercial Information

Outcomes of discussions with Commercial Information of possible turbines.

Several meetings were held with Commercial Information

Outcomes - resource consents/ DOC concession

Outcomes of resource consents and DOC concession for the installation and operation of the wind turbines and supporting infrastructure. This will require environmental effects studies and a planning report to be completed. It is considered the focus of these studies will be a planning report, landscape, ecology, noise, cultural and consultation.

The project did not advance to this phase due to failure to gain land access.

Wind monitoring

Information on the wind monitoring on the selected site, in order to reduce the uncertainty in the estimate of the cost of energy and specify the wind flow conditions. The wind monitoring would require some vegetation clearance for access and installation.

The project did not advance to this phase due to failure to gain land access.

Geotechnical investigation

Information on the geotechnical investigation at the selected turbine locations.

The project did not advance to this phase due to failure to gain land access.

System optimisation analysis

Information on the detailed system optimisation analysis to determine the optimum number of wind turbines, battery size and system control requirements to maximise diesel reduction and minimise capital cost.

The project did not complete this phase due to failure to gain land access. However, optimisation was considered in the development and analysis of the three site options explored.

Grid integration and stability

Completed grid integration and stability study.

The project did not advance to this phase due to failure to gain land access

Project viability

Information on the viability of the Project, including information pertaining to the total costs of the Project.

The project did not complete this phase due to failure to gain land access. However, viability was considered in the development and analysis of the three site options explored.

Additional project information

Any other reasonable information that is notified by the Ministry in writing to the Recipient.

Total jobs created (full-time and/or part-time) from this funding:

The project was abandoned and therefore no long term jobs were created. During the project itself, the funding contributed to the part-time employment of three consultants from Roaring 40s and a lawyer to review the proposed access agreement. Additionally, at least five Council staff had part-time involvement across a range hours (a few hours in total through to a few hours per week) on this project.

Attachments

Roaring 40s memorandum – Stewart Island wind power predevelopment close out report

Roaring 40s Stewart Island monthly report - January 2021

MEMO	Confidential	Roaring40s Wind Power
To: **Ashby Brown** **Commercial Infrastructure Manager** **Southland District Council**		
From: Roaring40s Wind Power Limited		
Stewart Island Wind Power Predevelopment Close Out		**3 March 2021**

1 Purpose

The purpose of this memo is to describe of the work undertaken to investigate potential sites of wind generation on Stewart Island in order to provide the reasons for the decision made by Southland District Council to abandon the project on 2 February 2021. The scope of works, original budget and programme associated with the Stewart Island Wind Power Predevelopment project (the "Predevelopment Project") is described in the Southland District Council Contract 20-21, dated 27 May 2020.

2 Background

In November 2019, SDC were granted $3.16M by the Provincial Growth Fund (PGF) to consent and construct a two-turbine wind farm on Stewart Island to help offset reliance on diesel. A previous study, undertaken by Roaring40s Wind Power Limited (R40s) in 2018 identified eight possible wind farm sites. These, along with the results of a wind modelling exercise undertaken to assist with the identification and economic modelling of possible sites is shown in Figure 1.

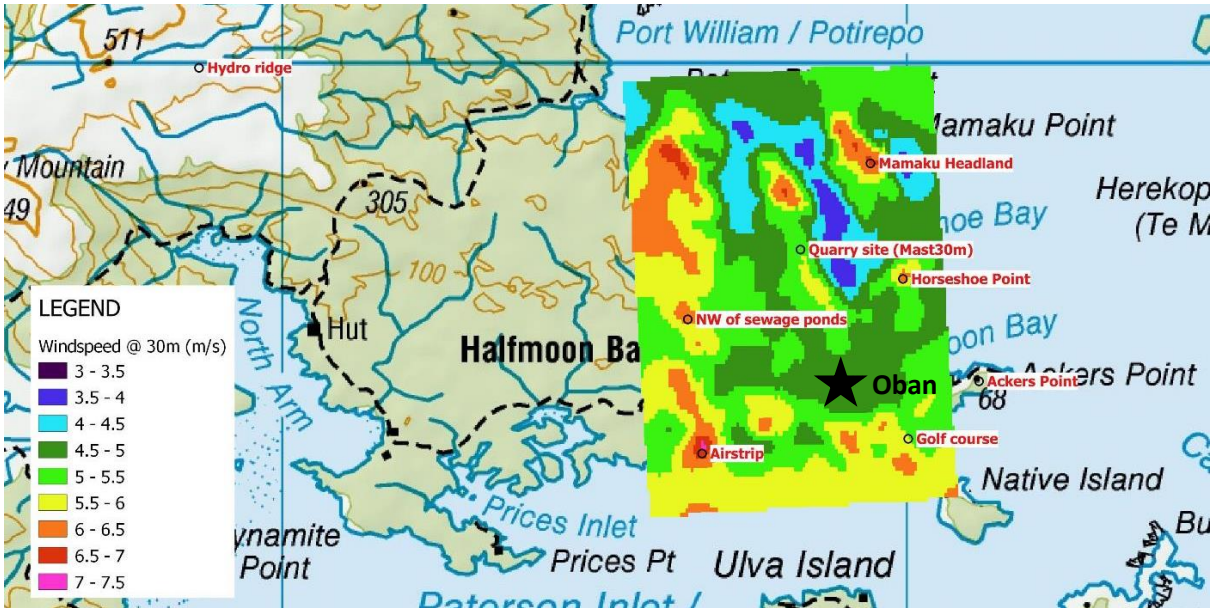


Figure 1 Location of possible wind farm sites and indicative wind resource in vicinity of Oban (R40s, 2018)

3 Predevelopment project concept

The allocated PGF funds was split into two phases - Predevelopment and Development. The Predevelopment phase was to complete all of the work associated with preliminary system optimisation, securing the necessary land access rights, completing a preliminary design at the secured wind farm site, undertaking the assessment of effects (AEE) studies, preparation of the resource consent application (and undertaking stakeholder engagement activities), and successfully obtaining resource consent approval for the development of the wind farm – for which a resource consent hearing was anticipated as being required.

The PGF grant had allocated $495,000 for the work associated with the Predevelopment phase. The remainder of the grant ($2.665M) was for the Development phase – this amount was based on the estimated costs associated with the procurement and installation of two wind turbines and the construction of the other wind farm infrastructure required for the wind farm (track access, electrical works etc).

Although the PGF funding was for the construction of just a two turbine wind farm, the Predevelopment project concept was to seek land access rights and resource consent approval that would allow the construction and operation of up to four wind turbines. This would provide the opportunity to increase the size of the wind farm at a later date, should this be desired by the Stewart Island Electrical Supply Authority (SIESA), and should an acceptable business case be approved - and the required funds being made available.

4 Wind turbine size

The project concept and in particular the appropriate wind turbine size and output was identified in consideration of a number of factors, including:

- The existing and forecast load in Oban.
- The existing infrastructure in Oban (wharf strength, barging options, existing electricity network, construction equipment etc).
- The ability of the wind turbines to integrate into the existing SIESA network without adversely affecting the operation of it.

The two preferred turbine models identified were the Northern Power Systems and the XANT. These turbines are relatively small is size and have similar outputs (95kW and 100kW respectively). The XANT turbine is available as both a free standing and guyed option – the guyed option being one that is erected using a ‘tilt-up’ method and thus does not require a crane during construction. This is a significant advantage as there is no crane of suitable size on Stewart Island and thus avoids the need of transporting a crane from mainland NZ – which attracts a cost premium.

In summary, and to ensure that flexibility would be possible during procurement to be able to consider all suitable wind turbine types available on the market at that time, the dimensions of the wind turbine that would be sought for approval in the resource consent application would have the following dimensions, as indicated in Figure 2:

- Hub height: up to 55m
- Rotor diameter: up to 33m
- Tip height: up to 65m

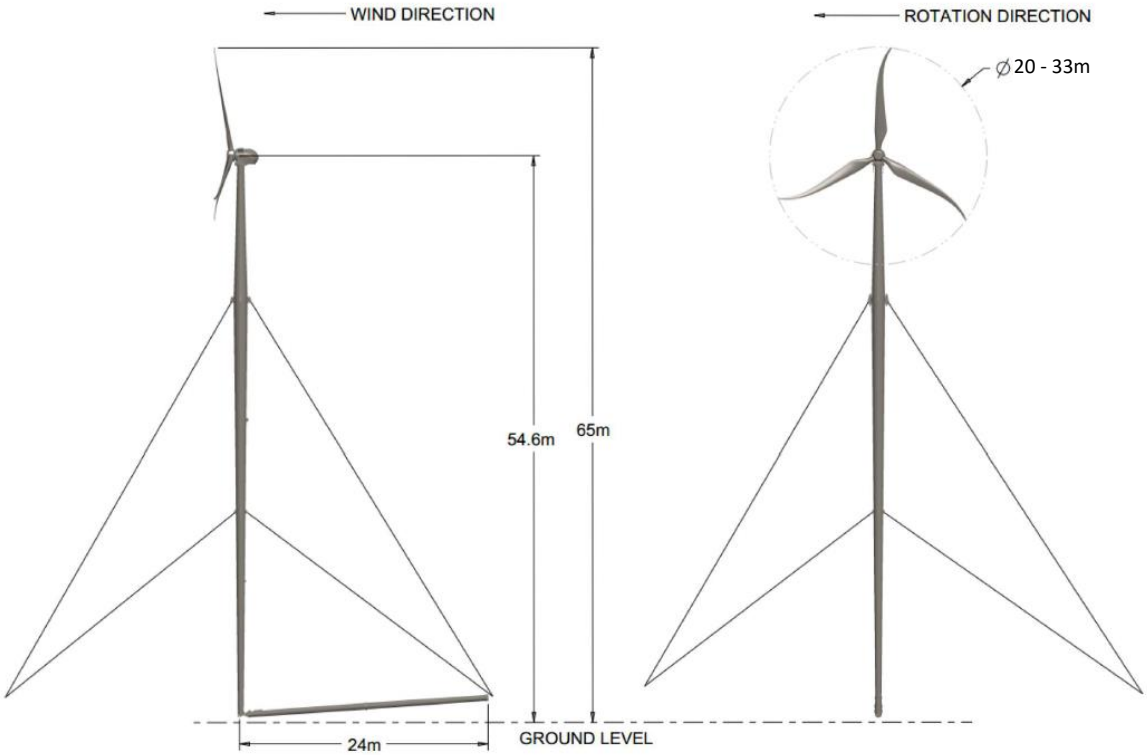


Figure 2 **Maximum size and dimensions of proposed wind turbines**

5 Land access negotiations

Of the sites identified by R40s in the 2018 study, the Airstrip and Mamaku sites were deemed the most attractive, given the modelled wind speed, relative ease of site access, area of land and proximity to the existing electricity network. Lower wind speeds and/or more difficult access meant the other sites were less attractive, but could still be options to consider should the Airstrip or Mamaku sites prove to be difficult to progress.

Subsequently, at the Stewart Island Wind Power Predevelopment Project planning workshop held on 24 June 2020 it was recommended that the landowners of the Airstrip and Mamaku sites would be approached as a priority with the intent of entering into an agreement that would enable the investigation, development and operation of a wind farm on the land. The Airstrip site was confirmed as being the preferred site, with Mamaku the next best. The following sections are essentially in chronological order, to assist with understanding the project development process.

5.1 Airstrip

The concept for the project at the Airstrip site was for four wind turbines located on two properties - a privately owned property (currently owned by Privacy of natural persons) and a property owned by the Department of Conservation (DoC), but which is not part of the Rakiura National Park. In addition to these properties, the easiest and least costly access route would require the agreement from the landowners between the proposed site and the public road – which is the same route as that used for access to the airstrip, and the use of the airstrip itself. Figure 3 shows the indicative positions of the four wind turbines at this site and the associated property boundaries.

Meetings and conversations with the some of the landowners and key affected stakeholder Stewart Island Flights had been undertaken as part of the R40s 2018 study. At this time all of the parties

expressed support for a wind farm in concept but noted that they would need to see further details. Commercial Information They also pointed out the restricted height zones around the airstrip, which are also described in the District Plan.

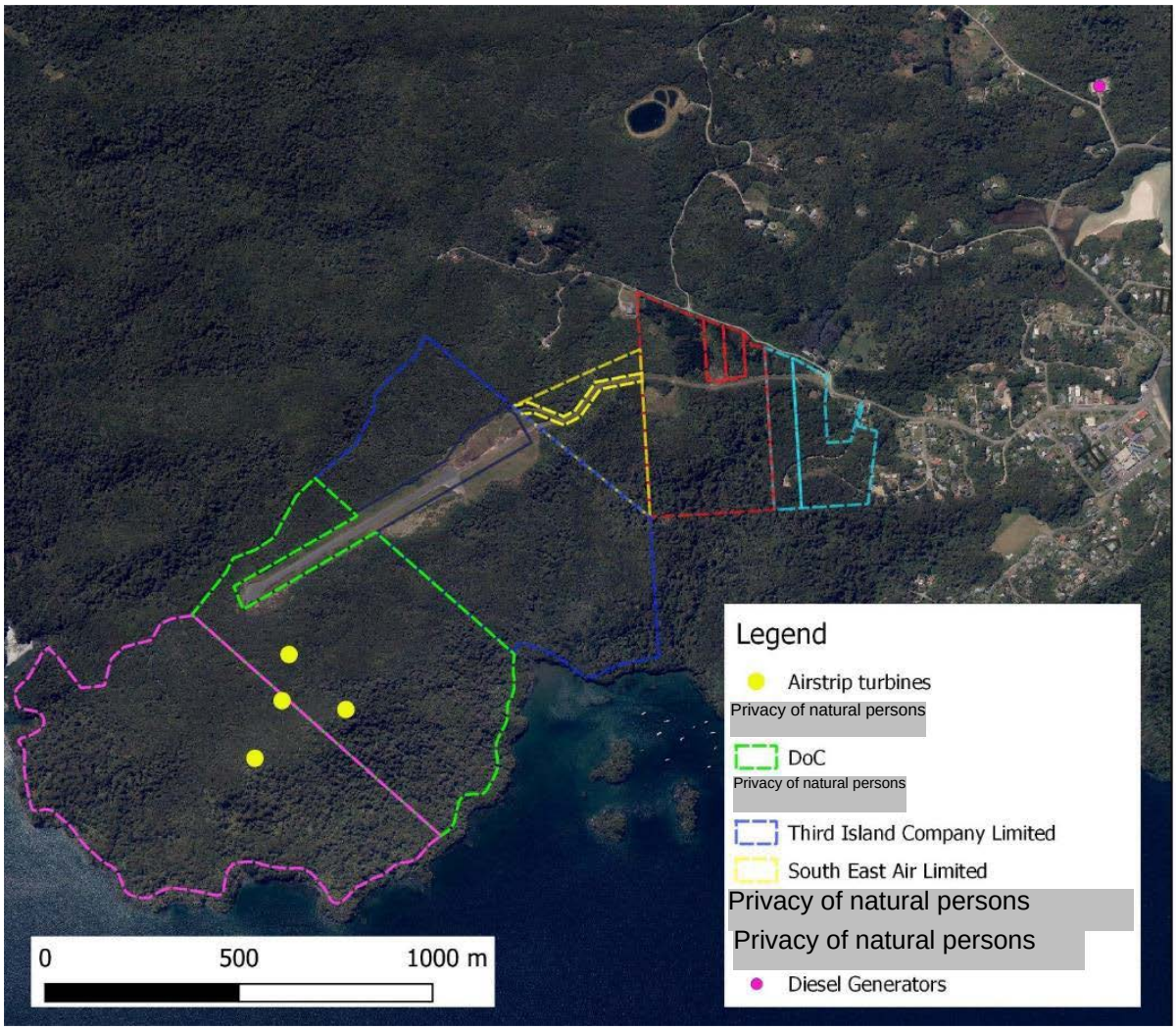


Figure 3 Airstrip site landowners and wind turbine layout

In late June 2020, after the Predevelopment project had begun, meetings were arranged with DoC, Stewart Island Flights and the owner of the airstrip property. Commercial Information

Free and frank opinions

R40s subsequently discussed this situation with Commercial Information, Free and frank opinions [redacted] As such, attention focussed on the other preferred site – Mamaku.

5.2 Mamaku

A wind farm on the Mamaku headland would have required the involvement of just one property. However, a development at this property was complicated by the fact that the majority of it was encompassed with a predator-proof fence and the landowner's intent was to rid the land of predators and improve the native flora and fauna within it. While enhancing the flora and fauna of the land is not necessarily in conflict with wind generation, especially considering the CO_2 reduction that would be offset by the integration of wind generation on Stewart Island, clearance of vegetation from the land would be required to make way for the wind turbine platforms and access tracks. This aspect made it difficult for the landowner to endorse the wind farm concept on Privacy of natural persons property – and this position was made clear during the preliminary discussions in 2018. However, it was agreed that this site could be retained as an option for further consideration and that the landowner would be able to make a decision after upon receiving further information, when this was available.

R40s met with the Mamaku site landowner again in late June 2020 after the Predevelopment project had begun. A site visit was undertaken to a vantage point which provided good views of the area of interest. The initial concept was for four turbines on the most top of the ridgeline – being the most elevated part and which had the best wind resource. This layout is identified as "Mamaku v1" in Figure 4. The landowner made it clear the location of turbines in this part of his property would not be acceptable because of the mature vegetation that would have to be removed to make way for the wind turbines and access tracks.

A revised layout was subsequently devised (Mamaku v2) but following further work to assess the visibility of layout from the beach at Lee Bay to the west of the site, this layout was also rejected. Three more alternative layouts were proposed by R40s to attempt to find a solution that would be acceptable to the landowner, but ultimately none were. Free and frank opinions [redacted]

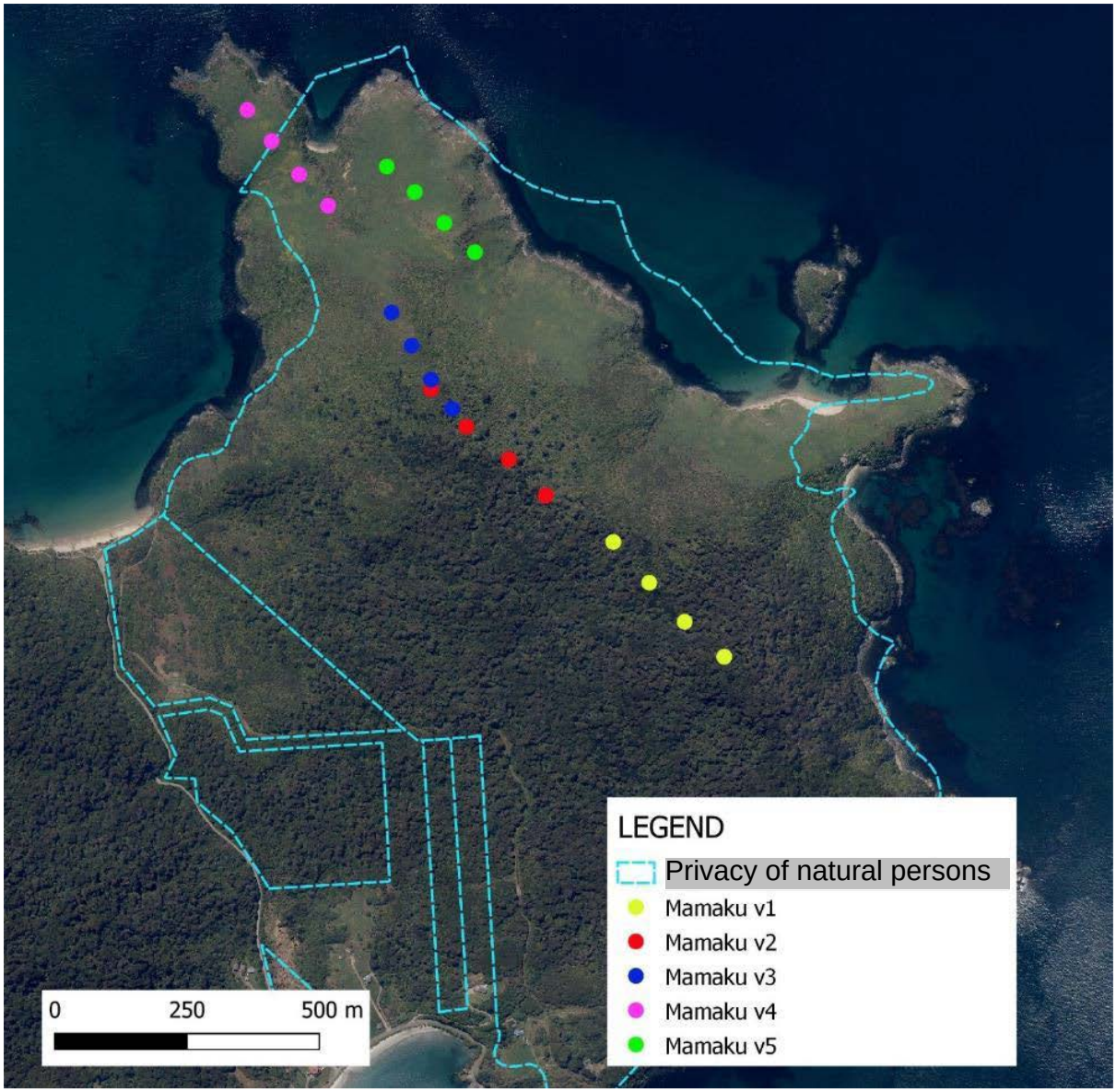


Figure 4 **Mamaku site showing the five wind turbine layouts proposed and the property boundary**

5.3 Other sites

A number of other sites were investigated by R40s following the failed attempts to secure access to the two preferred sites described above. These include Garden Mound, Sewage Ponds, Quarry Site, Native Island, Horseshoe Point and the Third Island Company site. These are described further below.

Garden Mound

This is a prominent hill located to the west of the Mamaku and site and to the north of the Quarry site. Although it has a good wind resource, it wasn't identified a feasible site in the 2018 report due to the limited area of flat land available at the top of the hill, the difficulty in site access - especially in regard to grade, and the amount of high value vegetation that would need to be cleared. The land is also owned by DoC, hosts a popular walking track and thus has a higher recreational value than other locations. Upon the request of Southland District Council, this site was formally assessed as part of the Predevelopment project. Following this assessment R40s came to the same conclusion as previous and confirmed that this site was not viable as a wind farm.

Sewage Ponds

The sewage ponds site is attractive as the land is owned by the Southland District Council and it has existing access track and electricity supply. However the wind resource is not good enough at this location to warrant construction of a wind farm here. A site further away from the ponds ("Northwest of sewage ponds") was previously identified in the 2018 report, which is viable from a wind resource perspective, but in consideration of the relatively long access track (and cabling route) required through native vegetation, half of which is owned by DoC, this site is also considered unviable as a wind farm.

Quarry Site

This location (inland from Horseshoe Bay) has been identified by R40s as possible site and a wind monitoring mast had previously been operational at this location. Following a more in-depth assessment as part of the Predevelopment project, this location was confirmed as being unviable due to close proximity of dwellings (which would constrain turbine placement) and the relatively poor wind resource.

Native Island

This location was suggested by a member of the Stewart Island community. It was subsequently assessed by R40s but was discarded from consideration due to the difficulty in access, distance and difficulty of the transmission route, anticipated poor wind resource, National Park status (for half of the island) and the elevated cultural value associated with the island.

Horseshoe Point

This site received a significant amount of attention during the Predevelopment project following the setbacks associated with the preferred sites. Although the wind modelling suggested this site would have a slightly poorer wind resource than the Airstrip and Mamaku sites an assessment was undertaken to compare the project economics of all three sites. This analysis suggested that a saving of approximately $[redacted]/year could have been possible at the Horseshoe point site. This is compared to savings that could have been possible at the Airstrip and Mamaku sites of $[redacted]/year and [redacted]/year respectively. This calculation was based on the calculated amount of diesel that could have been avoided by two wind turbines operating and for a diesel price of $1/litre. It also assumed that approximately $[redacted]/year would have been spent on maintenance of the wind farm, in addition to the operations and maintenance costs already faced for the diesel generators.

The initial layout at the Horseshoe Point site had four turbines spreads over three properties. All three landowners expressed support following initial contact. The layout was subsequently revised to try to fit all four wind turbines on one property in order to reduce land access costs, civil works costs and cabling costs so as to improve the project economics. These two layouts are identified as "Horseshoe Point v1" and "Horseshoe Point v2" respectively on Figure 6.

Different site access options were assessed, with a construction cost estimate provided b a civil contractor for the preferred route – which would have followed the "Brookland Road" paper road corridor. This would require vegetation removal for a length of approximately 1km, but the majority of the vegetation along this route was low value regenerating bush.

Legal documentation was prepared in order to secure the necessary access rights for the investigation, construction and operation of the wind farm regard in the form of an Agreement to

Grant Easement (AGE). This was issued to the landowner on 24 December 2020. Verbal feedback was received on 18th January 2021 that the landowner was no longer supportive. Key reasons provided were the length of the agreement and the size/visibility of the wind turbines which the landowner felt may upset some members of the local community. These reasons were confirmed by letter received on 12th February 2021.

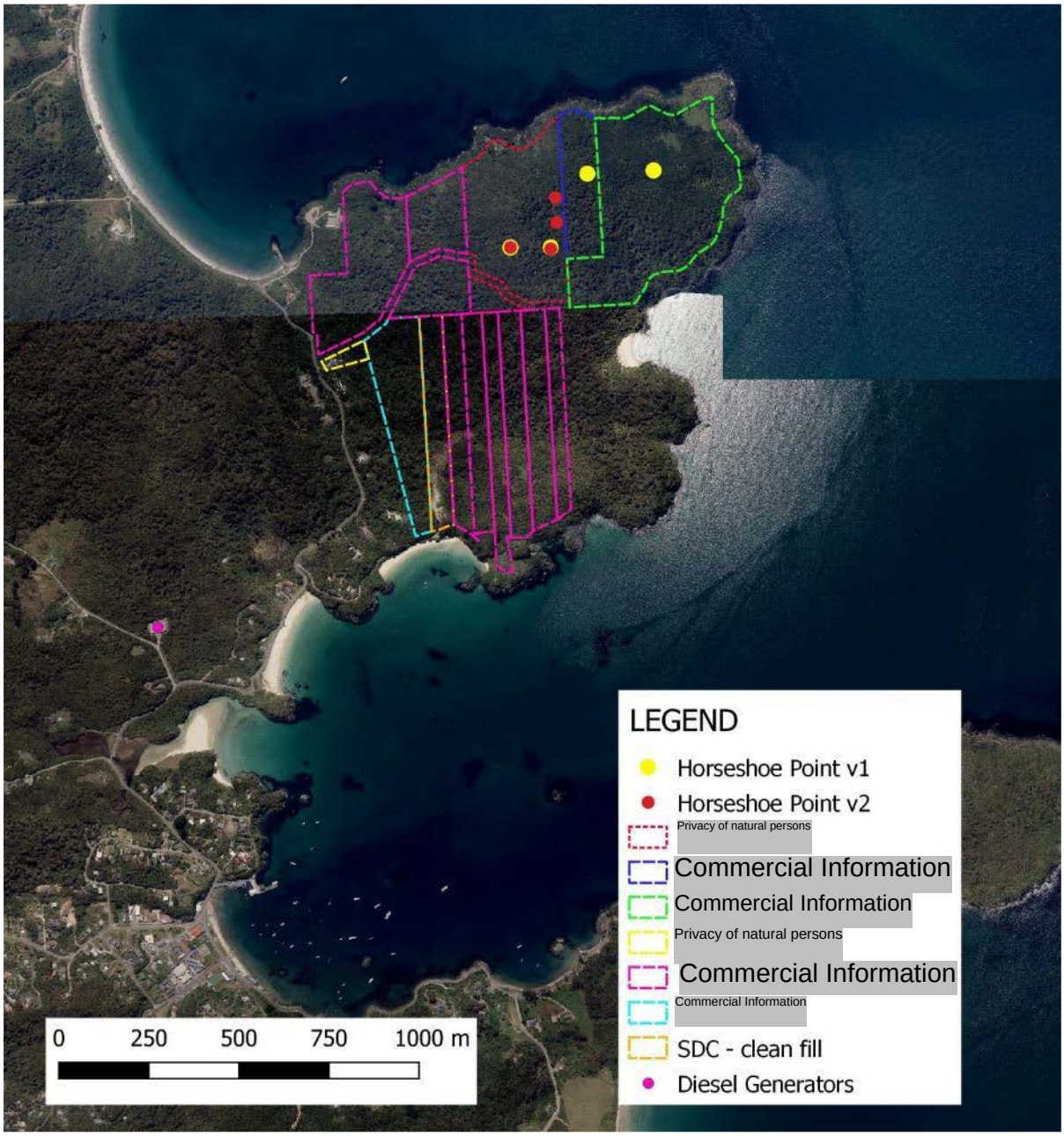


Figure 5 **Horseshoe Point site showing the two wind turbine layouts proposed and property boundaries**

Third Island Company

The Third Island Company property is located at the eastern end of the airstrip. A wind turbine layout on this property was possible and the wind resource was modelled as being comparable to the Horseshoe Point site. However the turbine spacing is very tight, the topography is not ideal and the suitability of the southern-most turbine would require geotechnical on site investigations and confirmation.

Access to the site would require crossing a gully which potentially could be problematic/costly and agreement from other landowners would also be required to access the site, as was the case for the Airstrip wind farm option. In addition, the turbines would be visible from houses located on the coast to the south (the closest turbine is 400m away) and would also be visible from a number of houses on the hills to the east of the site (about 800m away).

Commercial Information

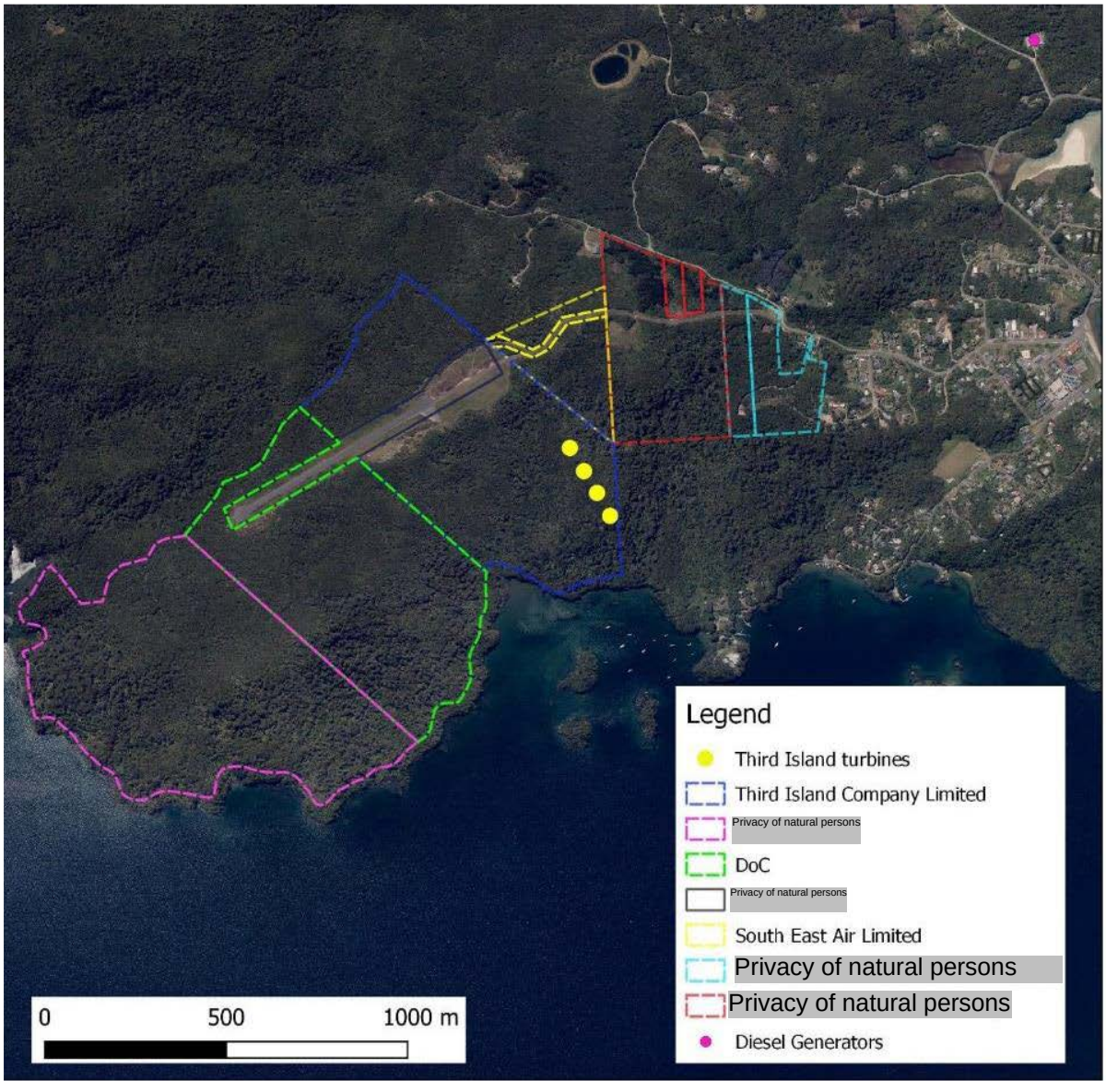


Figure 6 **Third Island Company site showing the wind turbine locations and property boundaries**

6 Decision to abandon the Predevelopment project

A project governance meeting was held on 2 February 2021. This meeting was attended by the following project stakeholders:

- Cr Bruce Ford; Mayor Gary Tong; Privacy of natural persons ; Ashby Brown; Privacy of natural persons ; Karen Purdue; Simon Moran; Nick Hamlin; Matt Russell [SDC]
- Mark Paterson [MBIE]
- Privacy of natural persons
- Privacy of natural persons [Roaring40s]

At this meeting an overview of all the work that R40s had progressed was given by R40s including details of the attempts at securing land access rights at the various sites investigated. Given the amount of effort that had gone into trying to secure the required land access rights for a wind farm and the absence of any obvious viable alternatives, the Southland District Council made the decision to abandon the Predevelopment project.

7 Project Expenditure

Following the decision to abandon the project, R40s ceased all work other than that required for reporting and the preparation of this close out report. The total cost of the Predevelopment project to the completion of all work is $Commercial Information (excluding GST). The total budget for the Predevelopment project was $495,000, of which $Commercial Information had been allocated for the phases concerned with the workstreams being undertaken on the project to date, namely;

- Project Planning and Preliminary Design
- Land Access
- Preliminary System Optimisation

PROJECT STATUS MONTHLY REPORT (JANUARY 2021)

PROJECT NAME	**Stewart Island Wind Pre-Development Project**

PROJECT MANAGER	DATE OF STATUS ENTRY	PERIOD COVERED	PROJECTED DATE OF PROJECT COMPLETION
Privacy of natural persons	3 February 2021	January 2021	N/A – Project abandoned on 2 February 2021

PROJECT STATUS THIS MONTH

OVERALL PROJECT STATUS	ROADBLOCK | POTENTIAL RISKS/DELAYS | ON TRACK

Project Status

SUMMARY

Land Access

- Horseshoe Point site landowner representative Privacy of natural persons advised (by phone on 18 January) that the Trust representing the Horseshoe Point property do not wish to host a wind farm on their property. The main reasons are the length of the agreement, the size of the wind turbines (which are much bigger than they anticipated) and the belief that there would be some members of the local community opposed to the wind farm due to the visibility of the wind turbines from parts of Oban. We are awaiting their formal response (by letter) but until then, must assume that the opportunity of a wind farm on the Privacy of natural persons property is no longer valid.
- An alternative layout for the Horseshoe Point site (using the other two properties previously identified at this location) has been devised but is deemed to be uneconomic due to the increased civil and electrical costs and a reduction in wind speed.
- A layout for the Third Island Company property near the airstrip has been devised but requires on site investigations to prove site access and turbine location suitability. This site also requires property rights from parties known to be opposed to wind turbines close to the airstrip. It is considered marginally economic and unlikely to obtain all property rights required for access.
- An alternative access to the original (preferred) Airstrip site has been assessed as a means of avoiding properties owned by parties known to be opposed to wind turbines close to the airstrip. This site access (which would follow Ryans Creek Road) requires the construction of a very long (~2km) access track, with an even longer electrical cable route. There are also portions of the Ryans Creek Road which are very steep and it is likely that the road would need to deviate from the legal boundary into adjoining land in order to reduce grade to an appropriate level. This would require obtaining additional property rights. The long access track and cable route have a negative impact on the project economics. In addition, the Airstrip site is known to have staunch opponents and so is expected to face opposition during a resource consent process.
- A Project Control Group meeting was held on 2 February 2021 to discuss the above issues and agree the way forward. The outcome of this meeting was to abandon the project. This decision and the reasons will be summarised in a separate ‘Close out’ report.

PROJECT STATUS MONTHLY REPORT (JANUARY 2021)

Roaring40s Wind Power

PROJECT BUDGET

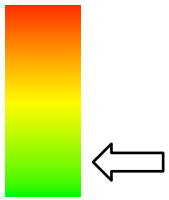
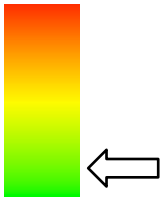
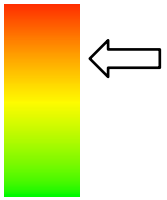
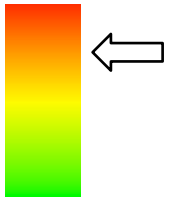
Code	PHASE/TASK (Stage 1)	Original Budget (June 2020)	Revised Budget (Nov 2020)	Forecast Expenditure	Forecast (Jan 2021)	Actual (Jan 2021)	Variance (Jan 2021)	Forecast (life to date)	Actual (life to date)	Variance (life to date)
1.00	**Project Planning and Preliminary Design [FF]**									
1.01	Project workshop (R40s)	$	Commercial Information							
1.02	Project Plan and Stakeholder Engagement Strategy (R40s)	$								
1.03	Preliminary design (R40s)	$								
1.04	Management, disbursements (R40s)	$								
1.05	**Subtotal**	**$**								
2.00	**Land Access [CP (max)]**									
2.01	Legal fees (applicant)	$								
2.02	Legal fees (landowner)	$								
2.03	Sign-on payments	$								
2.04	Annual payments (operations budget after first year)	$								
2.05	Negotiation time, management, disbursements (R40s)	$								
2.06	**Subtotal**	**$**								
3.00	**Wind monitoring and Site Access [FF]**									
3.01	Update wind model for Airport site or alternative (R40s)	$	Commercial Information							
3.02	Identify suitable mast location and site visit (R40s)	$								
3.03	Monitoring mast consent application	$								
3.04	Mast/LIDAR procurement and installation	$								
3.05	Management, disbursements (R40s)	$								
3.06	**Subtotal**	**$**								
4.00	**Consent studies and application (incl DoC concession) [CP (max)]**									
4.01	Planning assessment and consent application (incl DoC concession)	$	Commercial Information		$ -	$ -				
4.02	Civil and construction effects	$			$ -	$ -				
4.03	Landscape	$			$ -	$ -				
4.04	Ecology	$			$ -	$ -				
4.05	Traffic and Transportation	$			$ -	$ -				
4.06	Archaeology	$			$ -	$ -				
4.07	Cultural	$			$ -	$ -				
4.08	EMI/Communications interference (i.e. airport traffic control)	$			$ -	$ -				
4.09	Noise (R40s)	$			$ -	$ -				
4.10	Visual simulations (R40s)	$			$ -	$ -				
4.11	Legal	$			$ -	$ -				
4.12	Communications	$			$ -	$ -				
4.13	Stakeholder Engagement (R40s)	$			$ -	$ -				
4.14	Management, disbursements (R40s)	$			$ -	$ -				
4.15	**Subtotal**	**$**								
5.00	**Consent hearing [CP (max)]**									
5.01	Planning (incl submission analysis)	$	Commercial Information							
5.02	Civil and construction effects	$								
5.03	Landscape	$								
5.04	Ecology	$								
5.05	Traffic	$								
5.06	Archaeology	$								
5.07	Cultural	$								
5.08	EMI/Communications interference (i.e. airport traffic control)	$								
5.09	Noise (R40s)	$								
5.10	Visual Simulations and methodology (as Hearing Evidence)	$								
5.11	Legal	$								
5.12	Communications	$								
5.13	Council Costs	$								
5.14	Stakeholder Engagement (R40s)	$								
5.15	Management, disbursements (R40s)	$								
5.16	**Subtotal**	**$**								
6.00	**System Optimisation [FF] - preliminary design phase**									
6.01	Preliminary system optimisation	$	Commercial Information					$	Commercial Information	
6.02	Revise and update preliminary system optimisation	$						$		
6.03	Management, disbursements (R40s)	$						$		
6.04	**Subtotal**	**$**						**$**		
7.00	**Pre-tender design and Business Case [CP (max)]**									
7.01	Civil Design	$	Commercial Information					$ -	$ -	$ -
7.02	Electrical Design	$						$ -	$ -	$ -
7.03	Business Case preparation (R40s)	$						$ -	$ -	$ -
7.04	Management, disbursements (R40s)	$						$ -	$ -	$ -
7.05	**Subtotal**	**$**						**$ -**	**$ -**	**$ -**
	Total	**$**	Commercial Information							

PROJECT BUDGET NOTES

- The forecast expenditure for January 2021 was $Commercial Information Actual expenditure in January 2021 was $Commercial Information. This includes $Commercial Information (excluding GST) for Commercial Information for the drafting of the AGE which was not included in their Decmeber invoice.
- January 2021 variance was $Commercial Information Life to date variance is $Commercial Information.
- The main reasons for the variance in January 2021 is;
    - Phasing of expenditure – it was anticipated that the Project Plan and Stakeholder Engagement Strategy would have been completed in December however no further effort was expended on these while uncertainty in the project progressing remains. Also, it was envisaged that some external legal fees would have been incurred in January 2021 for the landowner review of the AGE.

PROJECT STATUS MONTHLY REPORT (JANUARY 2021)

PROJECT COMPONENTS

COMPONENT	STATUS	NOTES
BUDGET		• No longer applicable given decision to abandon the project. • However, at the end of January 2021, the budget was tracking well and expenditure was below forecast.
RESOURCES		• No longer applicable given decision to abandon the project. • However, at the end of January 2021, there were no issues in regard to project resources.
TIMELINE		• No longer applicable given decision to abandon the project. • However, at the end of January 2021, and given the negative response by the key Horseshoe Point landowner and the uncertainty regarding finding alternative attractive sites, the project programme would likely need to be pushed out.
SCOPE		• No longer applicable given decision to abandon the project. • However, at the end of January 2021, attempts to obtain access to the three best wind sites had proven unsuccessful. Other suitable (and economically attractive) sites would likely be difficult to identify.

WORK ACCOMPLISHED – THIS PERIOD (JANUARY 2021)

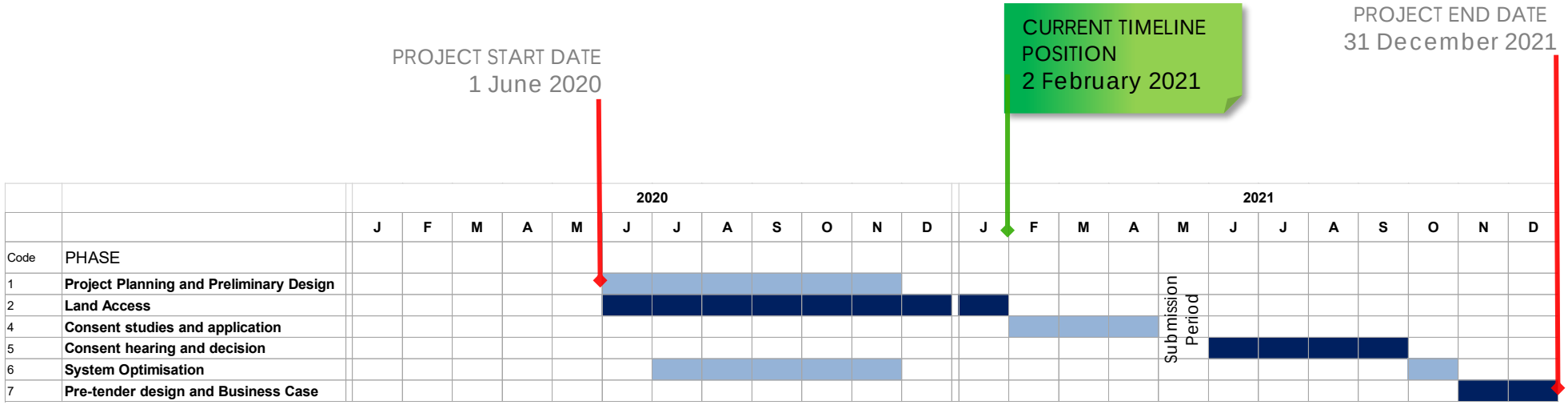
TASK/CODE	DESCRIPTION	OWNER (TEAM)	COMMENTS
1.03	Preliminary Design	PB (R40s)	Revision of Horseshoe Point layout to avoid turbine placement on the Privacy of natural persons property and identify access track and increase to civil and electrical works
1.03	Preliminary Design	PB (R40s)	Prepare a layout for the Third Island Company property and assess site access logistics
1.03	Preliminary Design	PB (R40s)	Assess the logistics of utilising the Ryans Creek Road as an alternative site access route in order to avoid known project opponents.

PROJECT TASKS – NEXT MONTH (FEBRUARY 2021)

TASK/CODE	STATUS	OWNER (TEAM)	DETAILS
N/A	New	SH (R40s)	Close out report and other documentation as directed by SDC in relation to the decision to abandon the project.

PROJECT STATUS MONTHLY REPORT (JANUARY 2021)

PROJECT TIMELINE (Revised 10 November 2020)



NOTES

- Assumes Council hearing decision given six weeks after hearing.
- Assumes no appeals to the Environment Court.

PROJECT STATUS MONTHLY REPORT (JANUARY 2021)

PROJECT REPORT CARD (ASSESSMENT FOR ACTIVE PHASES ONLY)

PROJECT REPORT CARD	BUDGET	RESOURCES	RISKS	QUALITY
Phase 1 - Project Planning and Preliminary Design				
Phase 2 - Land Access				
Phase 6 - System Optimisation - preliminary work				

Attachments:
None