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1.0 INTRODUCTION

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This report has been prepared on behalf of Delburn Wind Farm Pty Ltd, a member entity of OSMI Australia (OSMI) group of companies and accompanies an application for a planning permit for the development of a terminal station (utility installation) to facilitate connection of the proposed Delburn Wind Farm (DWF) to the Victorian transmission network, as well as associated native vegetation removal and business identification signage. This submission seeks approval across two alternate sites, noting that only one site will ultimately be developed:

- Option A: East of Varys Track;
- Option B: West of Varys Track.

Both sites are located north-east of DWF and immediately south of an existing 220kV transmission line into which the terminal station will be connected. The preferred site, Option A, is located on Crown Land held by the Department of Treasury and Finance, and Delburn Wind Farm Pty Ltd is currently exploring possibilities with the department to subdivide and convert approximately 6 hectares of land to freehold title to allow the terminal station assets to be held by a licensed Transmission Network Services Provider (TNSP) in Victoria.

In the event that cannot be achieved, Option B which is freehold land owned by Grand Ridge Plantations will be utilised. However, this option is less preferred due to increased impacts on native vegetation. It is noted that while the terminal station itself in Option A is only to be located on Crown Land (east of Varys Track), vegetation removal is required on the lot to the west of Varys Track (an area which overlaps the Option B footprint) for reticulation cabling.

A separate planning application has been submitted concurrently for the use and development of the proposed Delburn Wind Farm. The terminal station has not been included as part of the broader wind farm planning application as:

- the terminal station will be owned, operated and managed separately to the wind farm project, and will form part of the shared network assets in the Victorian transmission network, as opposed to the wind farm which is classified as a generation asset;
- the terminal station is required to be designed for a 50-year operation life, as compared to an expected operating life of 30 years for the wind farm; and
- notwithstanding the above matters, the terminal station also sits within the definition of 'utility installation' in the Planning Scheme and thus constitutes a separate use to a wind energy facility.

Both the Option A and B sites are located in the Special Use Zone – Schedule 1 'Brown Coal' (SUZ1) and are affected by the Bushfire Management Overlay (BMO). Having regard to the relevant planning controls, planning approval is required for the following:

- Buildings and works associated with the terminal station (utility installation) under Clause 37.01-4 (SUZ1);
- Removal of native vegetation under Clause 52.17; and
- Display of business identification signage under Clause 52.05.

This submission describes the sites and surrounding context in which they are located, the development proposals, identifies the relevant planning controls and policies set out in the Latrobe Planning Scheme and provides an assessment of the planning merits of the proposals against these policies and controls.

This submission should be read in conjunction with the following material:

- Biodiversity Assessment by Ecology and Heritage Partners Pty Ltd (February 2021);
- Desktop Assessment of potential geotechnical, contaminated land and hydrogeological impacts at proposed terminal stations prepared by Golder Associates (16 September 2020);
- Landscape and Visual Impact Assessment by Jacobs (16 October 2020);
- Clause 13.02 Assessment by Fire Risk Consultants (30 September 2020); and
- Traffic Impact Assessment prepared by AECOM (10 November 2020).

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2.0 THE SUBJECT SITE AND SURROUNDING CONTEXT

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This submission seeks approval of a terminal station (utility installation) across two alternate sites north-east of the proposed DWF (refer to Figure 2.1), noting that only one site will ultimately be developed. Both sites are immediately south of an existing 220kV transmission line into which the terminal station will be connected, thus no new transmission lines are required to be constructed other than the new line diversion and landing structures required for the line cut in works.

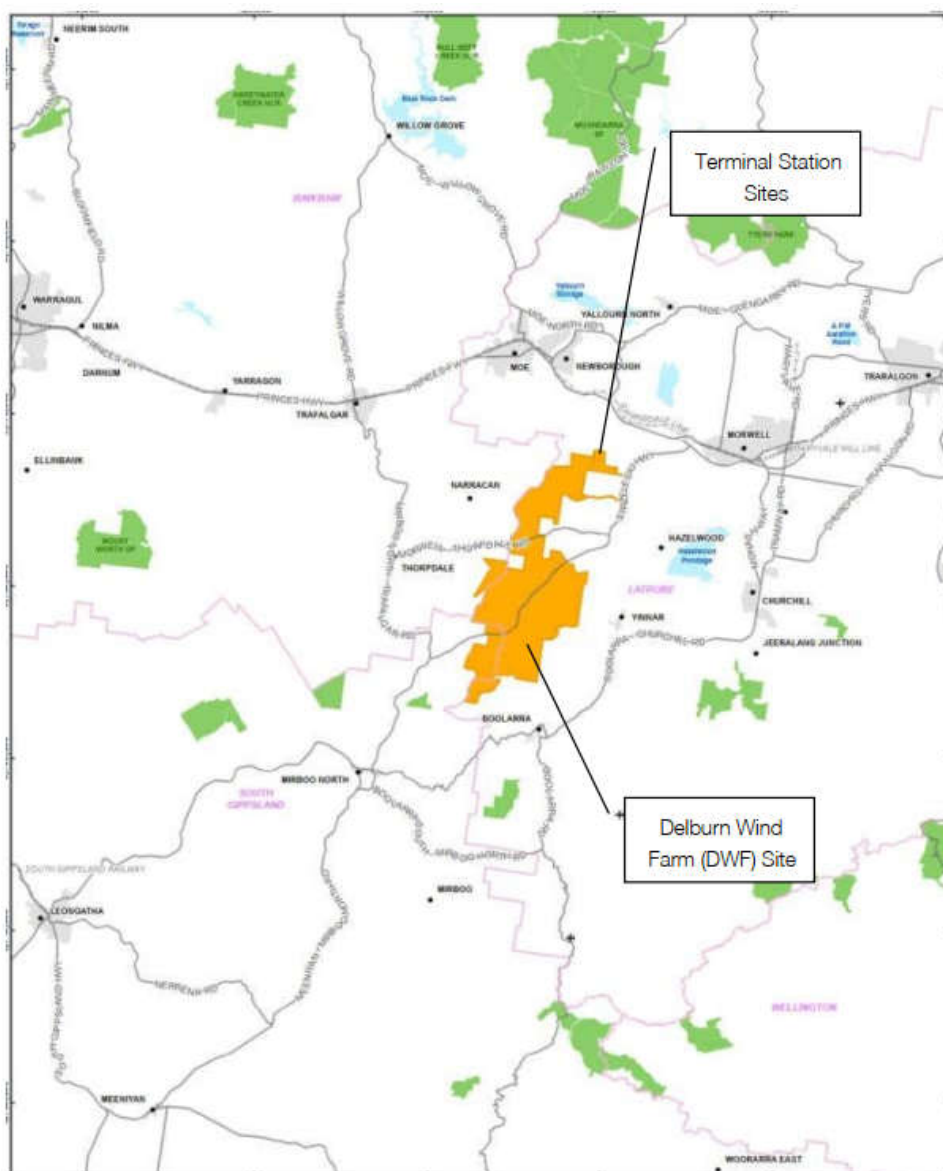


Figure 2.1: Locational Context Plan

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The two potential sites comprise:

- Option A: East of Varys Track;
- Option B: West of Varys Track.

The location of Options A and B is illustrated in Figure 2.2 and 2.3 below. Both sites are located in an area currently utilised for timber plantations.



Figure 2.2: Terminal Station Option A and Option B sites

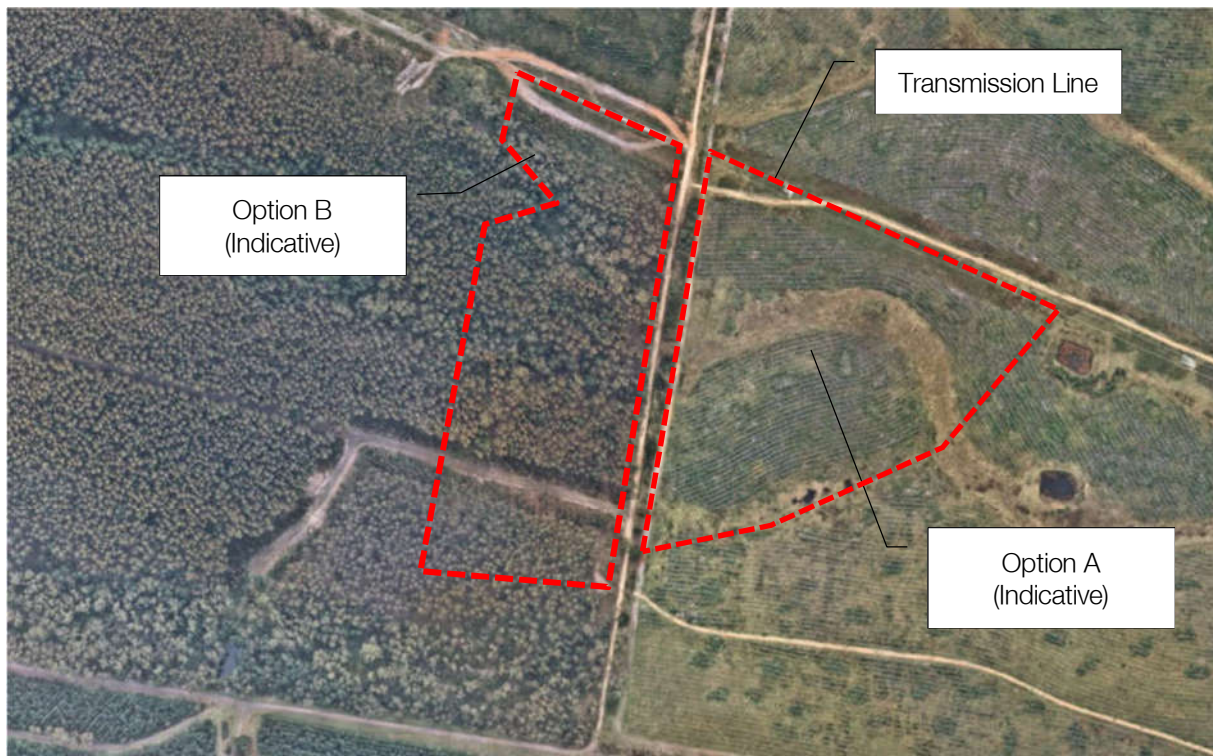


Figure 2.3: Aerial photograph of the proposed site options (source: nearmap)

Both sites have been identified as appropriate to facilitate connection of the wind farm to the existing transmission network based on the following considerations:

- efficient cut into the Hazelwood-Rowville (HWTS-ROTS) 220kV transmission line with minimal overhead transmission infrastructure;
- the ability to optimise construction earthworks within an area of complex terrain to allow for a level bench of up to approximately 80 m x 180 m to be constructed;
- the ability to maximise the setbacks from existing dwellings in the surrounding area;
- utilisation of the existing public road network for construction accessibility and equipment delivery; and
- the ability to optimise the transmission of electricity from the wind turbines to the electricity grid using underground cabling.

Each site option is described in further detail below.

2.1 Option A – East of Varys Track

The proposed Option A site area is 5.6 hectares and is located within a land parcel formally known as Crown Land Allotment 52B Section A in the Parish of Narracan. The site area is affected by a 40 metre wide electrical transmission easement along its northern boundary. It is not affected by any restrictive covenants and a copy of the relevant title is provided in Appendix 1. Delburn Wind Farm Pty Ltd is negotiating access and subdivision rights for the portion of land required for the terminal station with the Department of Treasury and Finance and VicForests (current Licensee).

The land at Option A currently consists primarily of blue gum plantations that have recently been cleared as part of standard plantation harvesting operations, as well as part of the 220kV transmission line along the northern boundary, as shown in Figures 2.4 and 2.5. There are several scattered trees present and small

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patches of mapped native vegetation, primarily along Varys Track. Option A is located approximately 5 to 10 metres lower in elevation than Option B.

It is noted that while the terminal station itself is only to be located on Crown Allotment 52B Section A Parish of Narracan (Vol 11761 Fol 52), vegetation removal is required on the lot to the west of Varys Track, for the reticulated cabling that then crosses Varys Track to the Option A site (an area which overlaps the Option B footprint). This approach was required by the ecologists to ensure there was no double counting in the options being sought when combined with the Wind Energy Facility.



Figure 2.4: Photograph of site Option A when viewed from Varys Track to the north-east



Figure 2.5: Photograph of site Option A when viewed from Varys Track to the south-east

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2.2 Option B – West of Varys Track

Option B site is located on the west site of Varys Track, as illustrated in Figures 2.6 and 2.7.

The proposed Option B site area is 5.3 hectares and is located within a land parcel formally known as Lot 77 PP3273. The proposed site is owned by Grand Ridge Plantations and is also affected by a 40-metre-wide electrical transmission easement along its northern boundary. It is not affected by any restrictive covenants and a copy of the relevant title is provided in Appendix A. The land has a slight fall to the east towards the Morwell River.

The land at Option B currently consists of plantations, with some areas recently cleared, as shown in Figure 2.6. Patches of mapped native vegetation (Swampy Woodland and Lowland Forest), including some Large Old Trees, occur along drainage lines in the north-west and south of the site, as well as along the roadside (Varys Track).

The potential for the presence of any additional flora and fauna, including significant species, is considered to be the same as for Option A.



Figure 2.6: Photograph of site option B when viewed towards the west from Varys Track

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Figure 2.7: Photograph of site Option B when viewed to the north

2.3 Site Context

More broadly, the sites are located in south-east Victoria, in the Strzelecki Ranges, and form part of the Latrobe Valley. The site is approximately 150 kilometres south-east of the Melbourne CBD, more than 5 kilometres south of Moe and approximately 6 kilometres south-west of Morwell. Moe and Morwell are the closest regional towns.

To the west are the elevated Strzelecki Ranges.

Directly east and north-east of the Project Site is an excavated landscape of open-cut mines, including coal fired power stations Hazelwood (approximately 2 kilometres to the east) and Yallourn (approximately 3 kilometres to the north-east). The Yallourn power station is currently operational; however, the Hazelwood power station was closed in March 2017 and is currently in the process of being decommissioned. To the south is gently undulating farmland.

Both sites are overlain by mining licence in MIN2256.

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3.0 THE PROPOSAL

It is proposed to construct a terminal station (utility installation) to connect the proposed Delburn Wind Farm (DWF) to the existing 220kV HWT-ROTS dual circuit transmission line, as well as associated native vegetation removal and business identification signage across each site option (refer to Figures 3.1 and 3.2 below for photos of a typical 220kV termination station). As previously noted, only one site Option will ultimately be constructed.



Figure 3.1: Aerial photo of a typical 220kV terminal station (source: Ausnet and Mondo)



Figure 3.2: Photo of a typical 220kV terminal station (source: Ausnet and Mondo)

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The terminal station will comprise the following components:

- 220kV landing gantries;
- 220kV switchyard containing the switchgear for the 220kV circuits;
- 220/33kV power transformer(s);
- 33kV switch rooms;
- control building;
- amenities building;
- water treatment and fire services;
- security fencing;
- lighting; and
- business identification signage.

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In addition, a temporary construction compound (approximately 1 hectare in area) will be provided adjacent to the terminal station to facilitate the construction of the works. The compound will include temporary offices, amenities, laydown areas, storage and parking.

The final footprint of the terminal station will be dependent on the final tie-in design (either single tie-in or dual tie-in). The tie-in solution, and number of transformers to be installed, will be determined in conjunction with the selected TNSP that will deliver and own the station, and any requirements of the grid connection operational standards or off-taker arrangements.

The dual tie-in, the larger of the two contemplated design options (comprising 98 x 180 metres in footprint area and up to six new high voltage towers), forms the basis of this assessment. Refer to Figure 3.3.

The terminal station will contain 220kV gantries of a height of approximately 25 metres, and all buildings will have a non-reflective finish. The twin strain poles will have a height of approximately 40 to 45 metres and will sit adjacent to the existing 220kV line, and in between the line and the landing gantries within the terminal station.

The siting of the terminal station within Option A and B sites is illustrated in Figures 3.4 and 3.5.

3.1 Access, Car Parking and Traffic

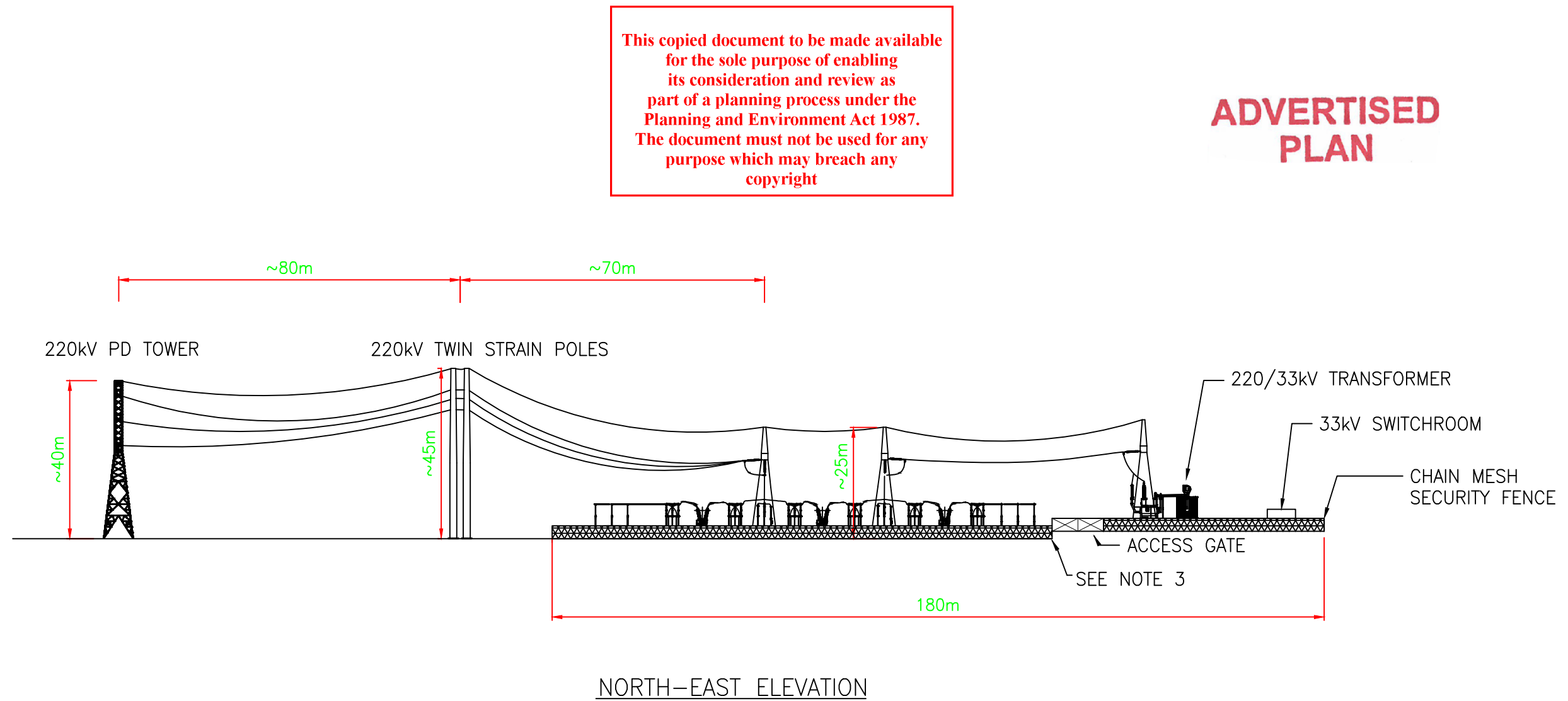
Vehicular access to both site options during construction is proposed to be via the Strzelecki Highway, Deans Road and Varys Track. Road improvement works (grading, re-sheeting and construction of overtaking bays) along Deans Road and Varys Track will be required. In addition, widening of the intersection of Deans Road and Varys Track to accommodate construction traffic flows will be required, as well as the clearing of some adjacent trees.

It is noted that a secondary access point is also required during construction via Smiths Road to enable access to the DWF batch plant and Driffield quarry.

During the operation of the terminal station, four to five car parking spaces will be provided on-site for staff. It is expected that up to two staff vehicles will commute per day to and from the site to undertake general maintenance activities, with some limited time periods of higher traffic flows during planned and unplanned maintenance works.

Please refer to the Traffic Impact Assessment prepared by AECOM for further detail.

Figure 3.3: Section view of the proposed terminal station



NOTES:

1. THIS DRAWING IS PROVIDED FOR PLANNING PURPOSES ONLY AND THIS INFORMATION SHOULD NOT BE RELIED UPON FOR DESIGN OR CONSTRUCTION.
2. DRAWING IS NOT TO SCALE.
3. TERMINAL STATION BENCH CONSISTS OF TWO LEVELS.
4. SITE TOPOGRAPHY OUTSIDE OF THE TERMINAL STATION IS NOT A TRUE REPRESENTATION OF SITE CONDITIONS. LOCAL GRADING AROUND 220kV LINES STRUCTURES EXPECTED.

| REFERENCE DRAWINGS | | | REVISION | | | BY | CONTRACTOR | <div><div><div>AusNet</div><div>services</div></div><div>DRAWN SR</div><div>ENDORSED REV 1</div></div> | | | DELBURN WIND FARM PROJECT OPTION 2 - DOUBLE CIRCUIT CUT-IN SECTION VIEW | | |
|--------------------|---------------|-------------|----------|----------|-----|----|------------|--|---------------|-----------------|---|---------------------|--|
| | DRAWING TITLE | DRAWING No. | | DATE | REV | | | | | | | | |
| | | | | 03.06.20 | 1 | | SR | AST | ENDORSED DATE | Spec No. | Order No. | AusNet services No | |
| | | | | | | | | | ISSUED | Contractors No. | | SKT-DELBURN-SEC-OP2 | |

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EASEMENT

CONSTRUCTION COMPOUND

VARYS TRACK

180.0m

90m

DILWATER


NO. 1 22KV BUS

SWITCH

CONTROL BUILDING

AMENITIES










TWIN STRAIN POLE




delburn
WIND FARM

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| | |
|---|--|
|  | Proposed Future Subdivision |
|  | Terminal Station Layout Option A(2) |
|  | Transmission Access Track Upgrade |
|  | Terminal Station Access |
|  | Construction Compound |
|  | Existing Easement |
|  | Underground Electrical Reticulation |
|  | Existing 220kV Powerline |
|  | Business identification signage location |



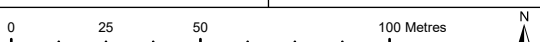
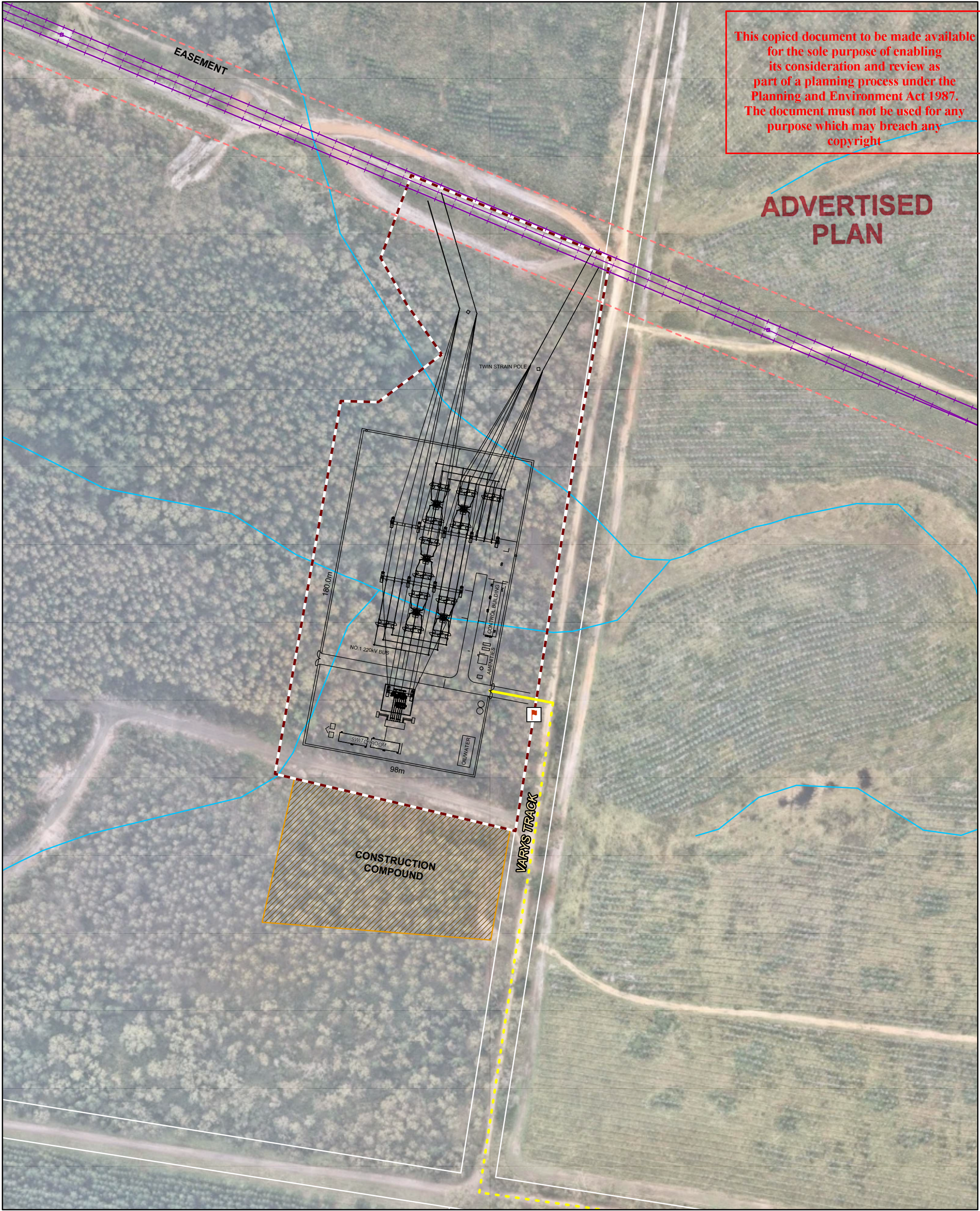

| | |
|---|---|
| Delburn Wind Farm | |
| Terminal Station Option A(2) | |
| <p>• DATE 28/06/2021</p> <p>• SCALE 1:2,000 @ A3</p> <p>• STATUS Draft</p> | <p>• PRODUCED I.Mackey</p> <p>• CHECKED I.Mackey</p> <p>• APPROVED P.Marriott</p> |
| <p>0 25 50 100 Metres</p>  | |
| <p>• DRAWING No. DWF_OVR_027A_04B TSA2</p> | |
| <p>• REV 04B</p> | |

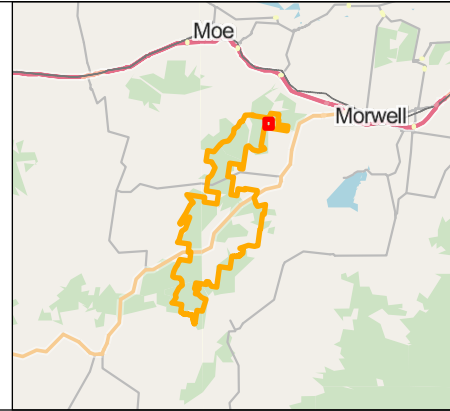
Figure 3.5: Plan of Proposed Terminal Station Option B





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- Terminal Station Works Area
- Construction Compound
- Terminal Station Layout B(2)
- Terminal Station Access
- Transmission Access Track Upgrade
- Existing 220kV Powerline
- Existing Easement
- Watercourse
- Business identification signage location



| | |
|-----------------------------------|--------------|
| PROJECT | |
| Delburn Wind Farm | |
| TITLE | |
| Terminal Station Option B(2) | |
| DATE | 28/06/2021 |
| SCALE | 1:2,000 @ A3 |
| STATUS | Draft |
| PRODUCED | A.Curtis |
| CHECKED | I.Mackey |
| APPROVED | P.Marriott |
| 0 25 50 100 Metres | |
| DRAWING No. DWF_OVR_027A_04B TSB2 | |
| REV 04B | |

3.2 Vegetation Removal

A total of 1,053 hectares of native vegetation and two scattered trees are proposed to be removed to facilitate Terminal Station Option A and 1,657 hectares of native vegetation and four scattered trees are proposed to be removed to facilitate Terminal Station Option B (refer to Table 3.1). As such, the permit application falls under a Detailed Assessment Pathway.

As noted previously, while the terminal station itself in Option A is only to be located on Crown Allotment 52B Section A Parish of Narracan (Vol 11761 Fol 52), vegetation removal is required on the lot to the west of Varys Track, for the reticulated cabling that then crosses Varys Track to the Option A site (an area which overlaps the Option B footprint). This approach was required by the ecologists to ensure there was no double counting in the options being sought when combined with the Wind Energy Facility.

Table 3.1: Removal of native vegetation (the guidelines) (Source: Ecology and Heritage Partners)

| | Terminal Station Option A | Terminal Station Option B |
|--|--|--|
| Assessment Pathway | Detailed | Detailed |
| Location Category | 1 | 1 |
| Total extent (past and proposed) (ha) | 1,053 | 1,657 |
| Extent of the past removal (ha) | 0 | 0 |
| Extent of the proposed removal (ha) | 1,053 | 1,657 |
| Large Trees (scattered and in patches) to be removed (no.) | 2 | 4 |
| EVC Conservation Status of vegetation to be removed | Endangered (Swampy Woodland) and Vulnerable (Lowland Forest) | Endangered (Swampy Woodland) and Vulnerable (Lowland Forest) |

The extent of native vegetation removal includes patches/trees along Deans Road (outside of the Option A and Option B site areas) to facilitate construction vehicle access. Typical cross-section drawings showing the road improvement works and vegetation removal required along Varys Track and Deans Road is provided in Figure 3.6.

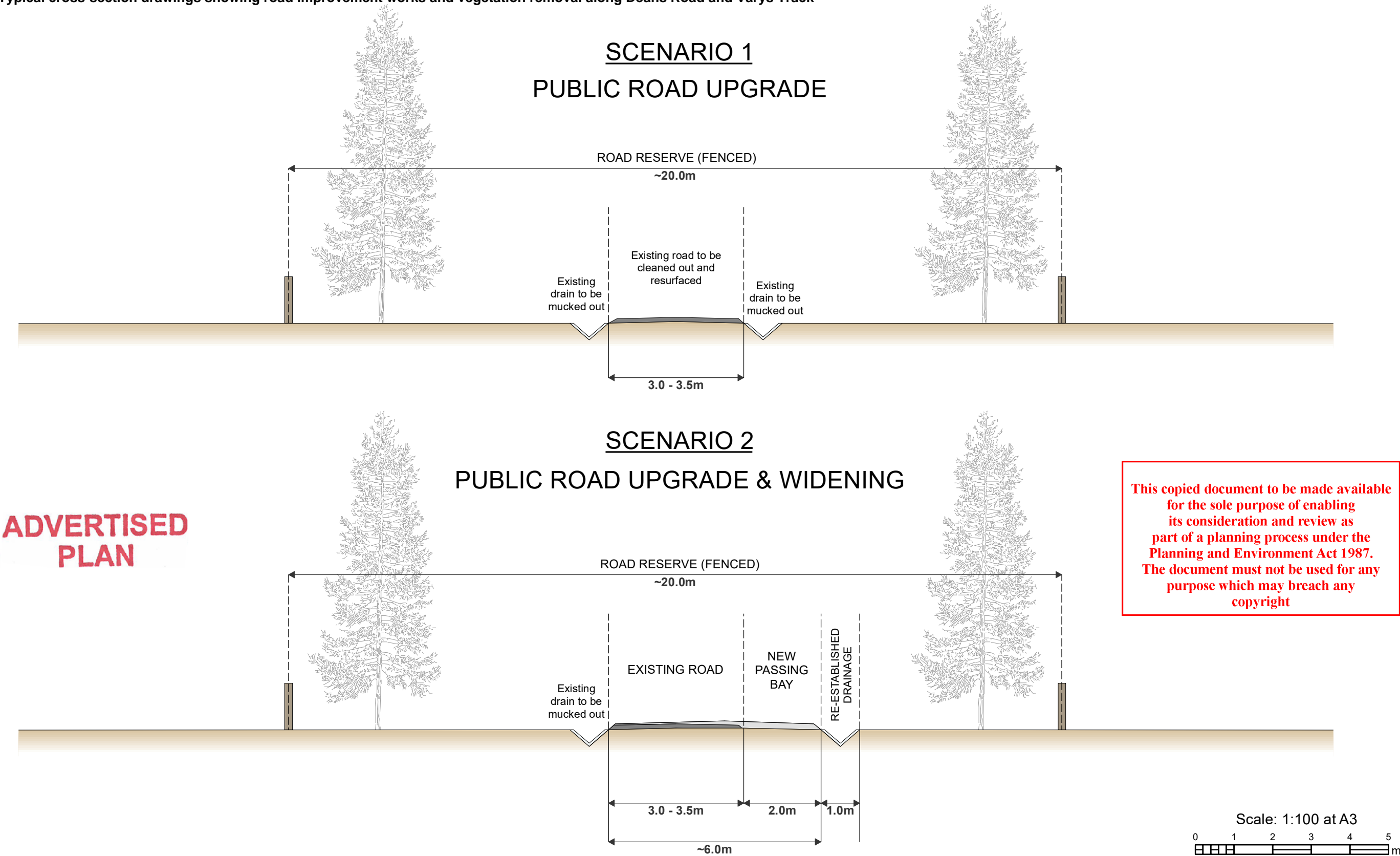
Vegetation removal for the project is outlined in detail in the accompanying Ecology and Heritage Partners report. Condition scores for vegetation proposed to be removed are provided within Appendix 1.2 of the report.

3.3 Signage

One 2.0 m x 1.5 m business identification sign is proposed (refer to Figure 3.7) at the entry to the terminal station sites, along Varys Track. The sign will not be internally or externally illuminated.

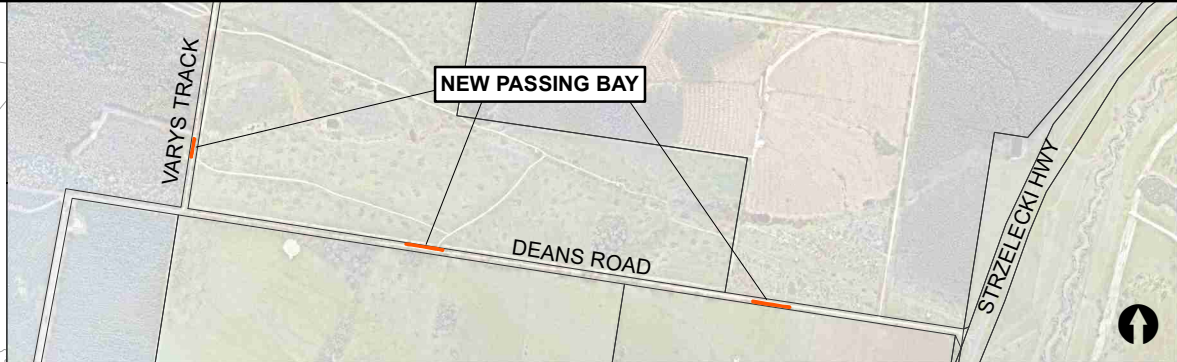
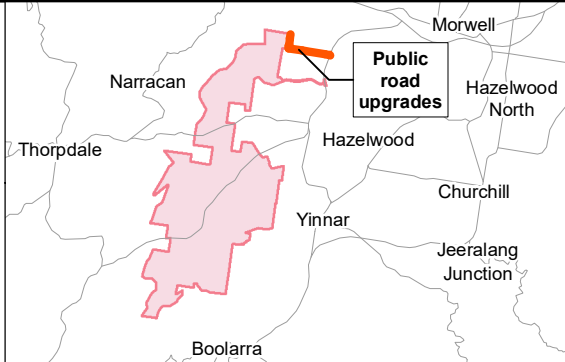
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Figure 3.6: Typical cross-section drawings showing road improvement works and vegetation removal along Deans Road and Varys Track



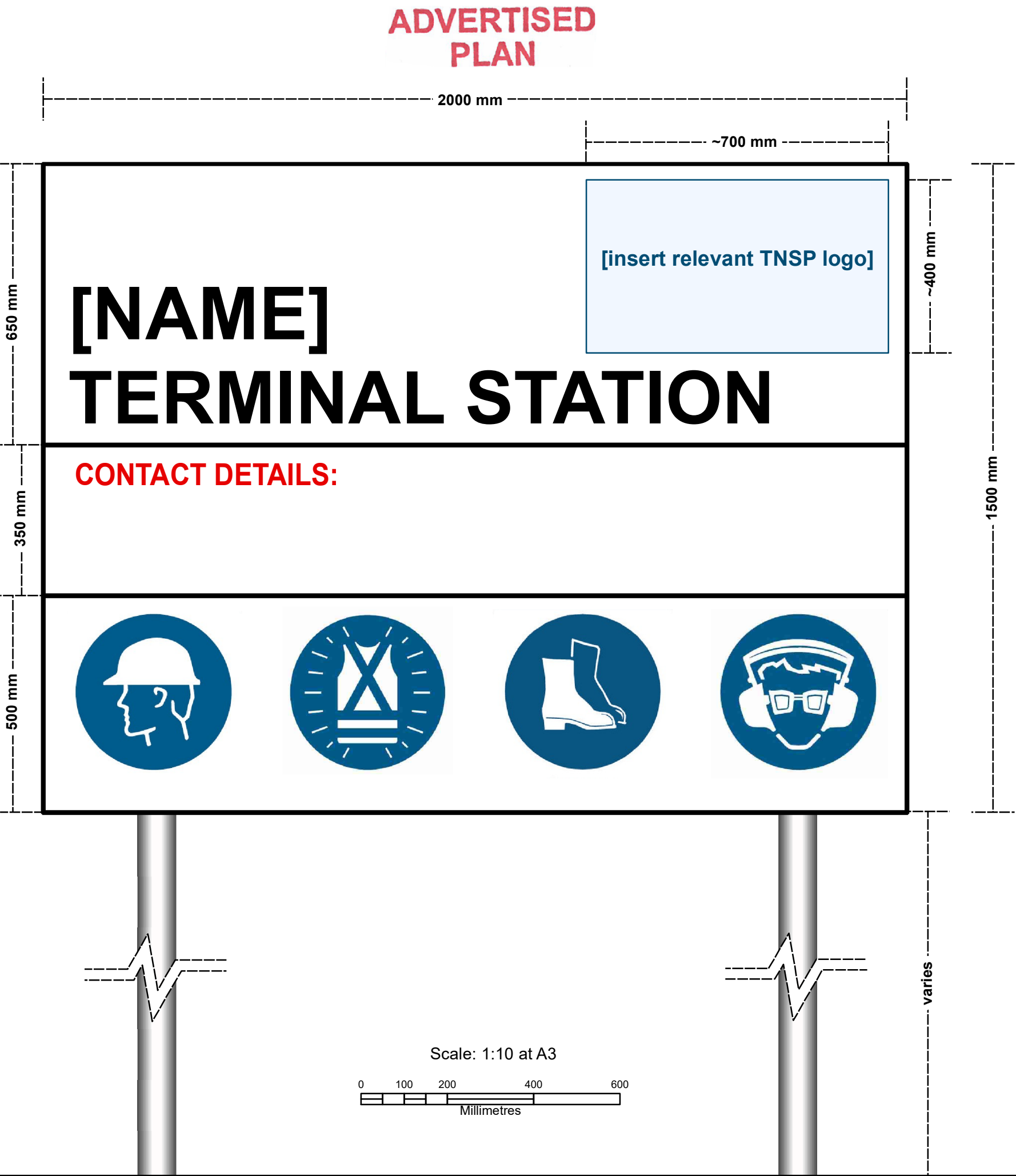
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| | | |
|-----------|--|--------------------------|
| • PROJECT | Delburn Wind Farm | |
| • TITLE | DEANS ROAD & VARYS TRACK UPGRADE SCENARIOS | |
| • DATE | 3/02/2021 | • PRODUCED A.Curtis |
| • CHECKED | I.Mackey | • APPROVED P.Marriott |
| • STATUS | Draft | • REV A |

Figure 3.7: Typical Business Identification Sign



| | | | |
|-----------|------------|--------------------------------------|------------|
| • PROJECT | | Delburn Wind Farm | |
| • TITLE | | TYPICAL BUSINESS IDENTIFICATION SIGN | |
| • DATE | 28/06/2021 | • PRODUCED | A.Curtis |
| • CHECKED | I.Mackey | • APPROVED | P.Marriott |
| • STATUS | Draft | • REV | B |

NOTE: Refer to Terminal Station Option A plan and Terminal Station Option B plan for location of the sign

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4.0 LATROBE PLANNING SCHEME

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4.1 Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) is set out in Clauses 10 to 19 of the Planning Scheme and contains state-wide and regional policies as well as local policies specific to the Latrobe municipality. The PPF contains a range of policies that are to be considered and balanced to achieve the overarching objective of 'net community benefit' and sustainable development.

As previously noted, the proposed terminal station will connect the proposed Delburn Wind Farm to the existing electrical infrastructure. As such, policies relating to renewable energy and climate change, including Clause 19.01-1S (Energy) and Clause 19.01-2 (Renewable Energy) are of notable relevance to this application.

Clause 19.01-1S is particularly relevant and seeks to facilitate the appropriate development of energy supply infrastructure. Strategies supporting this include the following:

- *Support the development of energy facilities in appropriate locations where they can take advantage of existing infrastructure and provide benefits to industry and community.*
- *Support the transition to a low carbon economy with renewable energy and greenhouse emissions reductions including geothermal, clean coal processing and carbon capture and storage.*
- *Facilitate local energy generation to help diversify the local economy and improve sustainability outcomes.*

Clause 19.01-2S (Renewable Energy) references *Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria* (March 2019) and is also relevant due to the role of the Terminal Station connecting the DWF into the Victorian transmissions network. Of relevance this clause seeks to do the following:

- *Facilitate renewable energy development in appropriate locations.*
- *Protect energy infrastructure against competing and incompatible uses.*
- *Develop appropriate infrastructure to meet community demand for energy services.*
- *Set aside suitable land for future energy infrastructure.*
- *Consider the economic and environmental benefits to the broader community of renewable energy generation while also considering the need to minimise the effect of a proposal on the local community and environment.*
- *Recognise that economically viable wind energy facilities are dependent on locations with consistently strong winds over the year.*

4.1.1 State and Regional Planning Policies

The following state-wide and regional Clauses are also of relevance to the proposal:

Clause 11 – Settlement

- Clause 11.01-1S (Settlement) seeks to ensure the sustainable growth and development of Victoria. Included as a policy document is the *Gippsland Regional Growth Plan* (Victorian Government, 2014).

- Clause 11.01-1R (Settlement – Gippsland) identifies Latrobe as Gippsland's regional city in addition to five other regional centres. The subject site is shown within the Gippsland Regional growth Plan as an area containing brown coal reserves.
- Clause 11.02-1S (Supply of Urban Land) seeks to maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

Clause 12 – Environmental and Landscape Values

- Clause 12.01-1S (Protection of Biodiversity) seeks to assist the protection and conservation of Victoria's biodiversity.
- Clause 12.01-2S (Native Vegetation Management) seeks to ensure there is no net loss of biodiversity as a result of the removal, destruction or lopping of native vegetation.
- Clause 12.03-1S (River corridors, Waterways, lakes and Wetlands) outlines the need to protect the environmental, cultural and landscape values of all water bodies and wetlands.
- Clause 12.05-2S (Landscapes) seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

Clause 13 – Environmental Risks and Amenity

- Clause 13.01-1S (Natural Hazards and Climate Change) seeks to identify at-risk areas and consider those risks in the planning and management decision-making process.
- Clause 13.02-1S (Bushfire Planning) implements risk-based planning that prioritises the protection of human life.
- Clause 13.03-1S (Floodplain Management) seeks to avoid intensifying the impact of flooding through inappropriately located use and development.
- Clause 13.04-2S (Erosion and Landslip) seeks to prevent inappropriate development in unstable areas or areas prone to erosion.
- Clause 13.04-3S (Salinity) seeks to minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance.
- Clause 13.05-1S (Noise Abatement) seeks to ensure that noise impacts on community amenity is managed through a range of techniques including land use separation as appropriate to the land use function and character of the area.
- Clause 13.07-1S (Land Use Compatibility) seeks to safeguard community amenity while facilitating appropriate commercial, industrial and other land uses with potential off-side effects.

Clause 14 – Natural Resource Management

- Clause 14.01-3S (Forestry and Timber Production) seeks to facilitate the establishment, management and harvesting of plantations and the harvesting of timber from native forests.
- Clause 14.02-1S (Catchment Planning and Management) seeks to assist the protection and restoration of catchments, water bodies, groundwater and the marine environment.
- Clause 14.02-2S (Water Quality) seeks to ensure that land use activities are sited and designed to minimise discharge to waterways and to protect the quality of surface water and groundwater.
- Clause 14.03-1S (Resource Exploration and Extraction) seeks (amongst a range of other strategies) to protect the brown coal resource in Central Gippsland by ensuring that changes in use and development of land overlying coal resources do not compromise the winning or processing of coal.
- Clause 14.03-1R (Resource exploration and extraction – Gippsland Coal Resources) seeks to protect the Gippsland brown coal resource and associated buffer areas via a range of strategies including ensuring that development in coal resource areas does not compromise the existing or future use of the resource.

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Clause 15 – Built Environment and Heritage

- Clause 15.01-6S (Design for Rural Areas) seeks to ensure that new development respects valued areas of rural character and minimises visual impacts on surrounding natural scenery.
- Clause 15.03-1S (Heritage Conservation) seeks to ensure the conservation of places of natural and cultural heritage.
- Clause 15.03-2S (Aboriginal Cultural Heritage) aims to protect and conserve places of Aboriginal cultural heritage in accordance with the requirements of the Aboriginal Heritage Act 2006.

Clause 17 – Economic Development

- Clause 17.01-1S (Diversified Economy) seeks to facilitate growth in a range of employment sectors and support rural economies to grow and diversify.

Clause 18 – Transport

- Clause 18.01-2S (Transport System) seeks to plan or regulate for new land uses to avoid detriment to – and where possible enhance – the service, safety and amenity desirable for that transport route (amongst a range of other strategies).

Clause 19 – Infrastructure

- As discussed previously.

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4.1.2 Municipal Planning Strategy (MPS)

There are a range of policy directions in the MSS and the Local Planning Policies of the Latrobe Planning Scheme that are relevant to the Project.

Of particular relevance is Clause 02.03-3 (Environmental Risks and Amenity - Climate Change). This clause seeks to reduce the effects of climate change including through supporting use and development proposals that can adapt to the impacts of climate change and minimise its negative impacts.

Other MPS clauses of relevance include the following.

Clause 02.03 – Strategic Directions

- Clause 02.03 (Strategic Directions) identifies nine key planning issues Council considers need addressing, with the strategic framework plan for the City provided in Clause 02.04 (Strategic Framework Plans). The Framework Plan (refer to Figure 4.1 following) identifies the subject site within the Strzelecki Ranges and within the broad location of the 'potential Strzelecki -Alpine Biolink'. To the east is the Morwell Open Cut Mine and Hazelwood Pondage and to the north is the Yallourn Open Cut Mine.

Clause 02.03-2 – Environmental and Landscape Values

- Clause 02.03-2 (Environmental and Landscape Values) seeks to enhance the municipality's native vegetation, biodiversity, habitats and natural ecosystems and balance development with the protection of the natural environment.

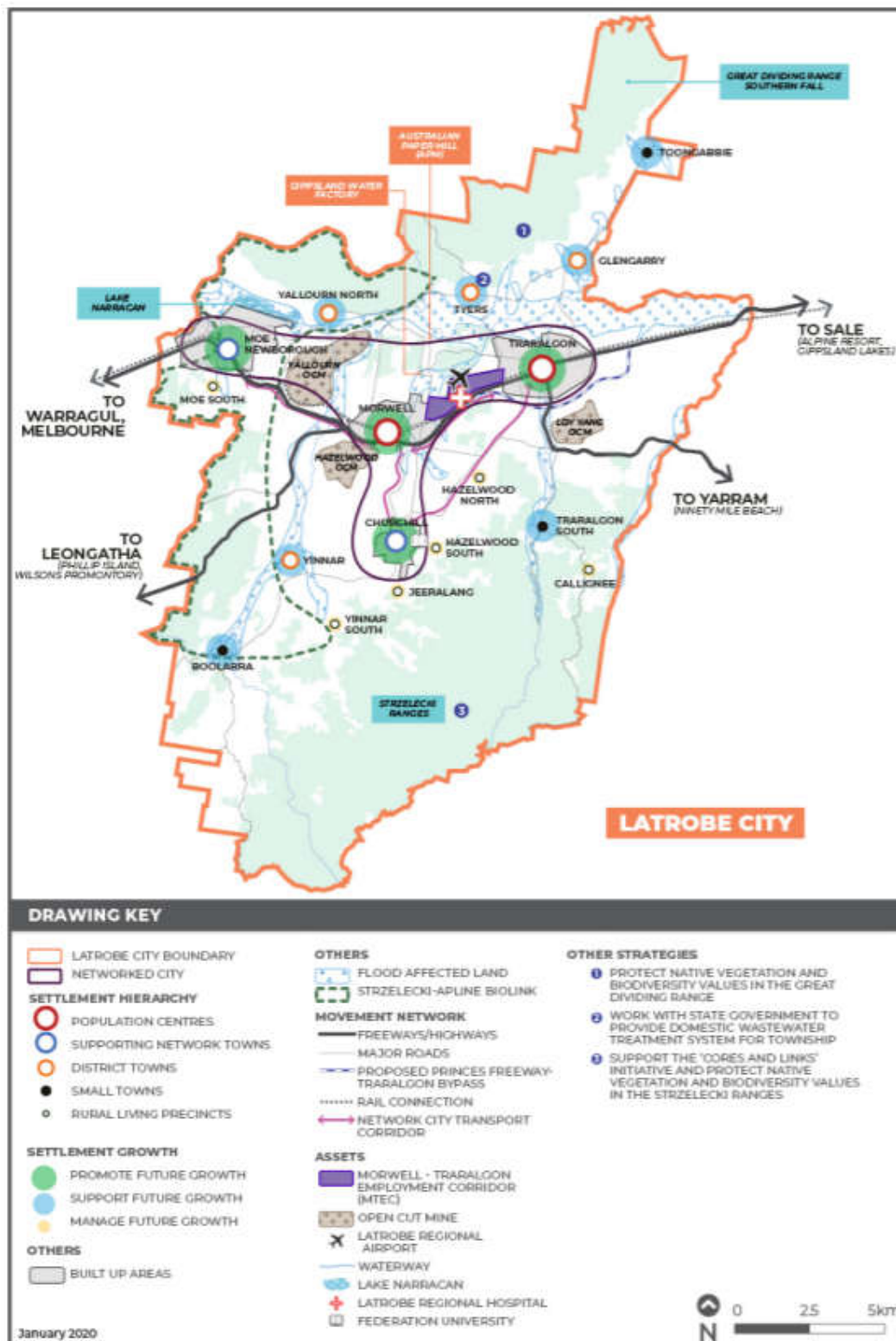


Figure 4.1: Excerpt of the Latrobe strategic land use framework plan (Source: Latrobe Planning Scheme)

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Clause 02.03-3 Environmental Risks and Amenity

- Clause 02.03-3 (Environmental Risks and Amenity – Climate Change) seeks to reduce the effects of climate change including through evaluating use and development proposals having regard to climate change implications.
- Clause 02.03-3 (Environmental Risks and Amenity – Floodplain Management) seeks to reduce the damage and costs associated with flood events.
- Clause 02.03-3 (Environmental Risks and Amenity – Bushfire) seeks to minimise risks to life, property and the environment from bushfire.

Clause 02.03-4 Natural Resource Management

- Clause 02.03-4 (Natural Resource Management – Water) seeks to protect and improve waterway health.
- Clause 02.03-4 (Natural Resource Management – Coal Resources) identifies the significance of the brown coal resource in the Latrobe Valley and its role in supplying over 90 per cent of Victoria's electricity. The Clause seeks to ensure that new use and development is not undertaken in such a way as to conflict with or compromise coal resource development.
- Clause 02.03-4 (Natural Resource Management – Timber) recognises the need to encourage sustainable timber production.
- Clause 02.03-4 (Natural Resource Management – Stone Resources) seeks to balance use and development with the protection of stone resources.

Clause 02.03-5 – Built Environment and Heritage

- Clause 02.03-5 (Built Environment and Heritage – Heritage) seeks to protect places of heritage, cultural and social significance.

Clause 02.03-7 – Economic Development

- Clause 02.03-7 (Economic Development – Economic Growth) includes policy support for the establishment of new and alternative energy related jobs growth and investments within Latrobe City, leveraging the advantages of existing energy infrastructure and distribution networks. Strategies to support this including promoting and encouraging investment in new energies, particularly in locations with good access to energy distribution infrastructure.

Clause 02.03-9 – Infrastructure

- Clause 02.03-9 (Infrastructure – Development Infrastructure) encourages a consistent approach to the design and construction of infrastructure across the municipality.

4.1.3 Local Planning Policies

The following LPP clauses is of relevance to the proposal:

Clause 12.01-1L - Protection of Biodiversity

- Clause 12.01-1L (Protection of Biodiversity) seeks to protect habitats that contain indigenous flora and fauna, retain native vegetation on roadsides and waterways to facilitate healthy biodiversity and the enhancement of biodiversity outcomes does not unacceptably increase bushfire risk to community and infrastructure.

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Clause 12.03-1L – River Corridors and Waterways

- Clause 12.03-1L (River Corridors and Waterways) seeks to enhance the health of waterway corridors by increasing vegetation along corridors.

Clause 14.01-3L – Forestry and Timber Production

- Clause 14.01-3L (Forestry and Timber Production) seeks to avoid non-agricultural uses from locating or developing in a manner that will inhibit the expansion or operation of forestry uses.

Clause 14.03-1L – Coal Resources

- Clause 14.03-1L (Coal Resources) seeks to prioritise extraction of coal and agricultural land use activity over timber production unless timber production is economically viable and to minimise fire risk from open cut mines through establishing buffers between open cut mines and timber plantations.

Clause 15.01-6L – Design for Rural Areas

- Clause 15.01-6L (Design for Rural Areas) encourages buildings to locate away from ridgelines and hilltops and be designed so that they blend into the landscape.

Clause 18.02-3L – Road Systems

- Clause 18.02-3L (Road Systems) seeks to facilitate functional, safe and efficient rural road networks that maintains the rural character and meets the demand of rural industry and residents.

4.2 Zoning

Both Option A and Option B sites are located within the Special Use Zone - Schedule 1 'Brown Coal' (SUZ1), as illustrated in Figure 4.2.

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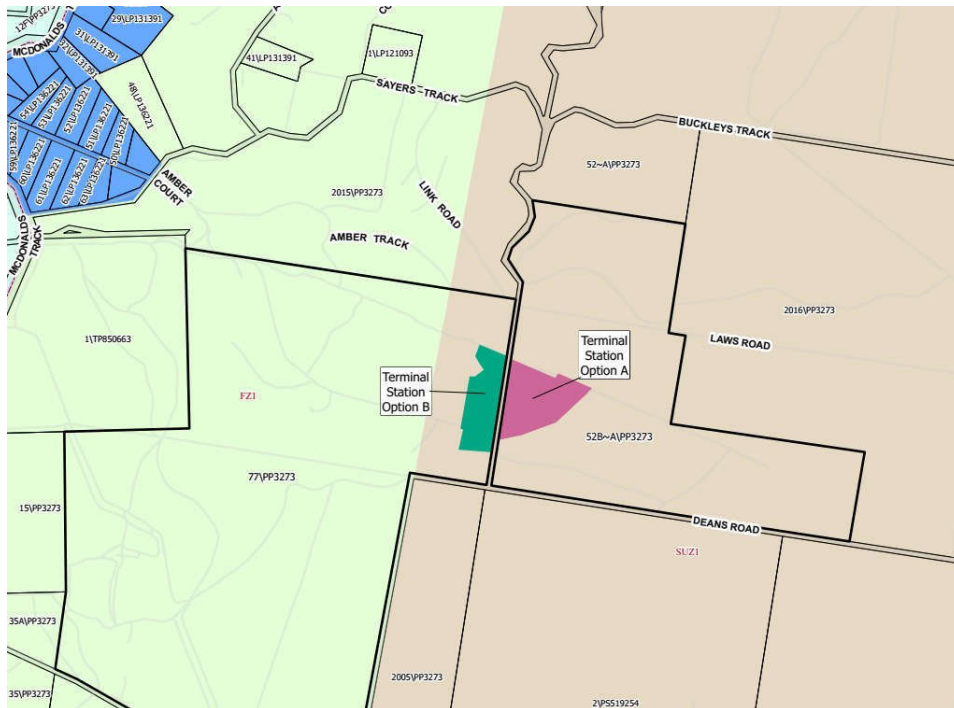


Figure 4.29: Zoning Map

The purpose of the zone, as relevant, is as follows:

- To provide for brown coal mining and associated uses;
- To provide for electricity generation and associated uses; and
- To provide for interim and non-urban uses which protect brown coal resources and to discourage the use or development of land incompatible with future brown coal mining and industry.

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Pursuant to Clause 37.07-1, the use of a 'utility installation' does not require planning permission subject to it meeting the following requirements:

- Must be directly associated with the mining, processing, or treatment of brown coal, or the generation, transmission, or distribution of electricity.
- All of the land must be at least 1000 metres from land (not a road) which is in a residential zone, business zone, land used for a hospital or school or land in a Public Acquisition Overlay for hospital or school.

The two sites meet those requirements and accordingly a use permit is not required for the terminal station.

Pursuant to Clause 37.01-4, a planning permit is required to construct a building or carry out works.

All applications under Schedule 1 to Clause 37.01 (SUZ1) must be referred to the Secretary to the Department administering the *Minerals Resources (Sustainable Development) Act 1990*.

Pursuant to Clause 37.01-4, an application for buildings and works is exempt from notice requirements and third party appeal rights if it is for use associated with electricity generation, transmission or distribution.

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4.3 Overlays

Both the Option A and Option B sites are affected by the Bushfire Management Overlay (BMO), as illustrated in Figure 4.3.

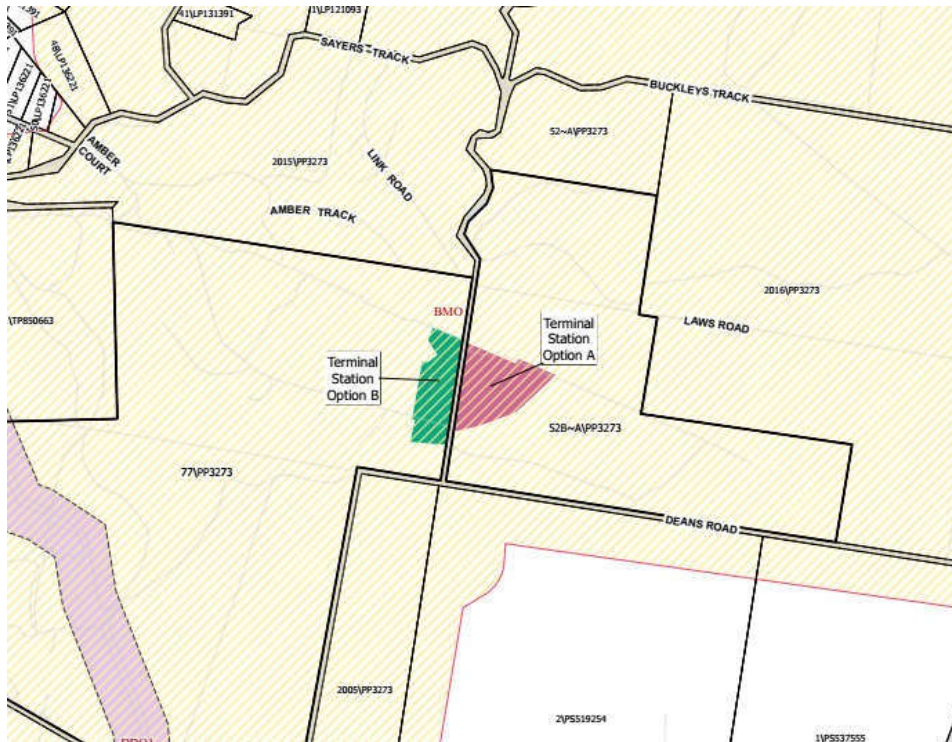


Figure 4.3: BMO Map

The purpose of the overlay is as follows:

- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

A planning permit is not required for buildings and works associated with the use of a 'utility installation'. Regardless, a bushfire risk assessment 'Clause 13.02 Assessment' has been prepared by Fire Risk Consultants and accompanies this application.

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4.4 Particular Provisions

The following particular provisions are relevant to the application.

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Clause 52.05 – Signs

The sites are located within 'Category 3 – High amenity areas' with respect to signage. The purpose of this Clause is to *'ensure that signs in high-amenity areas are orderly, of good design and do not detract from the appearance of the building on which a sign is displayed or the surrounding area.'*

Pursuant to clause 52.05-13, a planning permit is required for the display of business identification signage.

Clause 52.06- Car Parking

The purpose of this Clause includes to *'ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.'*

Under clause 52.06-6, the provision of car parking associated with the new use of 'utility installation' must be to the satisfaction of the Responsible Authority, as a car parking requirement for 'utility installation' is not specified in Table 1 of Clause 52.05-5.

Clause 52.17 – Native Vegetation

The purpose of this Clause is to *'ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.'*

It is proposed to remove a 1.053 hectares of native vegetation patches and 2 scattered trees if site Option A proceeds, or 1.657 hectares of native vegetation patches and 4 scattered trees if site Option B proceeds. The proposal removal of native vegetation requires planning permission pursuant to Clause 52.17.

An assessment against the application requirements and decision guidelines for each relevant Particular Provision is provided in Section 5.4. Further details relating to the impacts to existing flora and fauna is provided in the accompanying Biodiversity Assessment prepared by Ecology and Heritage Partners.

Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is to *'ensure that stormwater in Urban Development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.'*

As part of both site options, there is the opportunity for drainage to be provided to collect water runoff from pavements and direct it to a suitable point of discharge. The detailed approach will be addressed in the final design and development plans submitted prior to the commencement of construction. However, a broad discussion of the hydrogeological conditions of the sites is included in the Desktop Assessment of Potential Geotechnical, Contaminated Land and Hydrogeological Impacts at Proposed Terminal Station prepared by Golder Associates.

4.5 General Provisions

The following general provisions are relevant to the Project:

- Clause 65 (Decision Guidelines)

- Clause 66 (referral and Notice Provisions)

4.6 Operational Provisions

Clause 71.02-1 of the Planning Scheme states that:

'The Planning Policy Framework seeks to ensure that the objectives of planning in Victoria (as set out in section 4 of the Act) are fostered through appropriate land use and development planning policies and practices that integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.'

Clause 71.02-2 refers to the operation of the Planning Policy Framework of the Planning Schemes and states that the Responsible Authority must take into account relevant policy guidelines when it makes a decision.

Clause 72.02-3 Integrated Decision Making highlights the following:

'Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.'

Clause 72.01 of the Operating Provisions of the Planning Scheme identifies that the Minister for Planning is the responsible authority for Renewable energy facilities with an installed capacity of 1 megawatt or greater and for utility installations used to store, transmit or distribute electricity generated by a renewable energy facility with an installed capacity of 1 megawatt or greater.

4.7 Summary of Permit Triggers

In summary, a planning permit is required (for either site Options) pursuant to the Latrobe Planning Scheme for:

- Buildings and works associated with the utility installation under Clause 37.01-4 (SUZ1);
- Removal of native vegetation under Clause 52.17; and
- Display of business identification signage under Clause 52.05.

4.8 Aboriginal Cultural Heritage

There are artefact scatters across the land parcel comprising Option A and Option B sites. The artefact scatters will be appropriately managed in accordance with a complex Cultural Heritage Management Plan.

The Cultural Heritage Management Plan 16429 is currently being prepared in consultation with the Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) and is expected to be approved in Q1 2021.

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5.0 PLANNING ASSESSMENT

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The provisions of the Latrobe Planning Scheme require that Council decide whether a proposal will produce acceptable outcomes in terms of the Decision Guidelines of Clause 65 of the Planning Scheme.

Having regard to these Decision Guidelines, the key planning considerations raised by the proposed development are:

- Is the proposal consistent with the Planning Policy Framework?
- Are the proposed works consistent with the requirements of the SUZ1?
- Are the proposed works appropriate in the context of the BMO?
- Is the proposed extent of native vegetation removal acceptable?
- Is the proposed signage acceptable having regard to Clause 52.05?

These matters are considered in further detail in the following sections of this report.

5.1 Is the proposal consistent with the Planning Policy Framework?

Planning policy at a State level supports the facilitation of renewable energy development in appropriate locations to meet community demand for energy services, as well as to prioritise new and alternative clean energies and investments to reduce the effects of climate change. Policy states that its location should have regard to off-site amenity, bushfire, landscape and environmental impacts.

The proposal responds to the provisions of the Planning Policy Framework at a State, regional and local level in the following ways:

- The proposed terminal station (utility installation) utilises existing significant infrastructure whilst also facilitating the delivery of renewable energy by connecting the proposed Delburn Wind Farm to the Victorian transmission network (Clauses 13.1-1S, 19.01-1S, 19.02-2S and 02.03-3).
- The proposal takes advantage of existing energy infrastructure and distribution networks, thereby minimising the extent of additional works and infrastructure that are required (Clauses 02.03-9) This assists with minimising impacts on existing native vegetation and biodiversity (Clauses 12.01-1S, 12.01-2S, Clause 02.03-2 and 12.01-1L).
- The proposed development will contribute to and diversify the local economy through investments and creation of new alternative energy related employment (Clause 17.01-1S and 02.03-7).
- Impacts on native vegetation and biodiversity is minimised given that the sites and their surrounds currently comprise predominantly plantation land. Any loss resulting from the removal of native vegetation will be appropriately offset (Clause 12.01-1S, 12.01-2S, 02.03-2 and 12.01-1L). Please refer to Section 5.4 below for further discussion.
- The proposed development will not significantly impact the surrounding landscape character or viewlines, particularly given its context of transmission lines to the north, the mine areas to the east and north-east and the surrounding plantation areas (Clause 12.05-2S, Clause 15.01-6S and Clause 15.01-6L). A Landscape and Visual Impact Assessment prepared by Jacobs accompanies this application. Further discussion around the findings of the assessment is provided in Section 5.2.2 of this report.

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- Consistent with Clauses 13.03-1S, 13.04-2S and 13.04-3S, the geotechnical and hydrogeological impacts of the proposed works is considered to be very low, for the reasons set out in the accompanying Desktop Assessment of Potential Geotechnical, Contaminated Land and Hydrogeological Impacts at Proposed Terminal Stations. The Assessment acknowledges that if Option B is pursued for the terminal station, then a further study to address hydrological and ecological impacts of the option will be required, consistent with the considerations identified at Clauses 12.03-1L, 14.02-1S, 14.02-2S, and 02.03-3 and 02.03-4, and discussed further at Section 5.2.1.
- It is not expected that the proposal will have an additional detrimental impact on the community as the nearest residential dwellings are located 1.5 kilometres away and noting that a terminal station is not a significant noise generating use (Clauses 13.05-1S and 13.07-1S).
- Bushfire risks will be appropriately managed as identified in the accompanying Clause 13.02 Assessment prepared by Fire Risk Consultants (refer Clauses 13.02-1S and 02.03-3). The bushfire risk assessment concludes that provided the identified mitigation measures are implemented, the proposed terminal station meets the requirements of Clause 13.02-1S of the Latrobe Planning Scheme. Further discussion is provided in Section 5.3 of this report.
- The proposed development will not have any significant impact on the existing plantations with only a limited area of land being required for the terminal station site relative to the broader plantation areas (Clauses 14.01-3S, 02.03-4 and 14.01-3L).
- It is not anticipated that the proposed terminal station will compromise the use of the existing coal resources (Clauses 14.03-1S, 14.03-1R, 02.03-4 and 14.03-1L). The proposed terminal station is compatible with the surrounding brown coal areas, and is associated with electricity generation. This is discussed further in Sections 5.2.4 and 5.2.5 in relation to the SUZ1.
- The proposal will also not impact on stone resources in the area noting that the site is some distance from the Driffield quarry to the south (Clauses 02.03-4).
- Aboriginal cultural artefacts will be appropriately managed via complex Cultural Heritage Management Plan (CHMP) to be prepared by Archaeology at Tardis heritage advisors (Clauses 15.03-1S, 15.03-2S and 02.02-5).
- The proposal will provide safe and efficient vehicular access and transport routes, as described in the accompanying Traffic Impact Assessment prepared by AECOM (Clauses 18.01-2S and 18.02-3L). Further discussion with respect to the proposed traffic arrangement is provided in section 5.2.3 of this report.

Having regard to the above considerations, the proposed development will make a positive contribution to achieving the objectives of the Planning Policy Framework.

5.2 Are the proposed works consistent with the requirements of SUZ1?

It is considered that the proposed terminal station terminal stage (utility installation) is consistent with the purposes of SUZ1, in providing for electricity generation and is also compatible with the brown coal mining industry.

As noted in Section 4.1 of this report, planning permission is only required under the SUZ1 for the proposed buildings and works and not the proposed use. Before deciding on an application to construct a building or carry out works, the Responsible Authority must consider:

- Any natural or cultural values on or near the land;*
- Landscape treatment;*
- Parking and site access, loading and service areas, outdoor storage, fencing, lighting and stormwater discharge;*

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- The impact of the building and works on nearby existing or proposed brown coal mining and the sequential development of brown coal resources in the area, having regard to any comments or directions of referral authorities; and
- The impact of the buildings and works on nearby existing or proposed brown coal mining or electricity generation and any nearby agricultural uses.

Each of these matters is addressed in the sections below.

5.2.1 Any natural or cultural values on or near the land

Natural Values - Flora and Fauna

An assessment of the existing flora and fauna is provided in the accompanying Biodiversity Assessment prepared by Ecology and Heritage Partners.

The Biodiversity Assessment includes a desktop assessment of the relevant literature, online resources and databases, (including but not limited to) the DELWP NatureKit Map, the Victorian Biodiversity Atlas, Commonwealth Department of Agriculture, Water and Environment Protected Matters Search Tool, aerial photography and previous ecological assessments, as well as on-site ecological investigations across both site options as part of the broader wind farm investigations. An ecologist attended the site on 16 September 2020.

The Assessment found native vegetation representative of two EVCs across the study area (which includes the proposed impact area and road access) Lowland Forest (EVC16) and Swampy Woodland (EVC937), which is generally consistent with the modelled pre-1750s native vegetation mapping.

There are also seventeen (17) large trees in patches as well as twelve (12) scattered trees, predominantly comprising manna gums, swamp gums and messmates. Further discussion around the removal of native vegetation is provided in section 5.4.

Introduced and planted vegetation is also a frequent occurrence, predominantly comprising Radiata Pine (*Pinus Radiata*) and Tasmanian Blue Gum (*Eucalyptus globulus*), given the existing context of forestry operations and agriculture, although noxious weeds are also present throughout the study area. It is noted that the trees within both site options have recently been harvested and cleared.

There were several common 'protected' species of native flora (Slender Greenhood *Pterostylis foliata* Common Cassinia *Cassinia aculeata* and Snowy Daisy-bush *Olearia lirata*) observed on site during the ecological assessment. However, based on the modified nature of the landscape context, desktop review of historical records, and targeted surveys undertaken as part of the broader wind farm investigations, the Assessment considered that nationally- significant or state-significant flora is unlikely to occur within the study area.

Several common species of native fauna (including Australian Magpie *Cracticus tibicen*, Little Raven *Corvus mellori* and Wagtail *Rhipidura leucophrys*) are considered likely to utilise the plantation areas for foraging. However, due to the highly modified and fragmented nature of the vegetation on site, the ecological assessment determined there was not likely to be any significant species present due to lack of suitable or important habitat features.

There were also no nationally listed ecological communities present within the study area.

Accordingly, it is not expected that the proposed development will have an unreasonable detrimental impact on existing flora and fauna.

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It is noted that a permit is required under the Flora and Fauna Guarantee Act (1988) as there is suitable habitat for several species within publicly owned road reserves that are listed and protected under the Act. The permit will be applied separately from this application. A permit for the removal of native vegetation on private land does not require a permit under the FFG Act.

Natural Values - Geotechnical and Hydrology

An assessment of the existing geotechnical and hydrology conditions is provided in the accompanying Desktop Assessment of Potential Geotechnical, Contaminated Land and Hydrogeological Impacts prepared by Golder Associates. The Assessment concludes that the development impact associated with geotechnical, contaminated land and hydrogeological considerations is assessed to be very low, as summarised below.

- Infrastructure is not proposed in areas that are susceptible to natural hazards, including landslides.
- Excavation is not expected to extend to sufficient depth such that groundwater is encountered.
- The soils have a low susceptibility to erosion and the site has a shallow gradient. Erosion of exposed soils during construction is expected to be managed using standard construction techniques including dust suppression, silt fences and temporary drainage. Long term, crushed rock surfacing or pavement will be required on roads and hardstands to provide erosion protection. Provided erosion controls are in place and erosion is appropriately managed the impact to surface water is expected to be negligible.
- The area is not susceptible to salinity based on the groundwater level, quality and geological conditions.
- There are no potential acid sulphate soils expected to be encountered at locations where infrastructure is proposed.
- No contaminated land has been identified at the proposed development locations. Although there is some potential for contamination associated with past farming and logging activities, it is expected that contaminated land could be managed through off-site disposal to a facility licenced to receive the waste.
- The site is underlain between depths of about 19m and 38m by coal resources. Further discussion regarding the impact on coal resources is provided in Sections 5.2.4 and 5.2.5.
- There are no known stone resources underlying the proposed terminal station.

It is noted that site Option B will likely directly impact a minor tributary to the Morwell River which, subject to detailed hydrological studies, will require this drainage course to either be piped under or diverted around the terminal station, while the terminal station at site Option A could be oriented to avoid direct impact. Further consideration of hydrogeological and associated ecological impacts associated with diverting or piping the water may be required for Option B.

Cultural Values

Scattered artefacts have been found across the site Options A and B. Aboriginal cultural artefacts will be appropriately managed in accordance with the Cultural Heritage Management Plan (CHMP). Cultural Heritage Management Plan 16429 is currently being prepared in consultation with the Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) and is expected to be approved in Q1 2021.

5.2.2 Landscape Treatment

Both site options are located near the eastern edge of the HVP pine plantation, within an area that includes both mature planted trees and areas that have recently been cleared / harvested noting that plantations typically experience visual change through the harvesting and replanting of new timber. It is also noted that

site Option A is slightly lower in elevation relative to Option B, which assists in reducing the visibility of the proposed infrastructure.

The tallest component of the overall Project is the twin strain poles, with an overall height of 45 metres (refer to Figure 3.3). The twin strain poles connect the terminal station to the grid and are similar in height to the existing 220kV lattice supporting towers. The tallest component within the terminal station perimeter itself is the overhead gantry (25 metres). It is noted that lightning protection will be provided above this height, however these elements will not be visible from a distance due to their thin profile.

The accompanying Landscape and Visual Impact Assessment prepared by Jacobs finds that views to the Terminal Station locations would be filtered or screened by surrounding vegetation (a combination of plantation and native vegetation) as well as undulating topography. The Assessment uses Seen Area Analysis (SAA) to identify patterns of theoretical visibility and potential views towards this project.

In this instance, the SAA is based on key Project infrastructure (i.e.) the Twin Strain Poles which are the tallest component of the Project, and the topography of the surrounding landscape. The SAA does not include features such as vegetation, buildings or structures that will assist to screen or filter views.

The SAA demonstrates that residential areas to the west and north-west of the Project sites, including Coalville and Hernes Oak would not have theoretical visibility of the Project due to intervening topography, however dwellings to the south of the Project (particularly along Golden Gully Road and Morewell-Thorpdale Road) have demonstrated theoretical visibility of the Project (refer to Figure 5.1).

Areas that have theoretical visibility of both Twin Strain Pole options are shown in yellow, areas that have visibility of only Option A are shown in blue, and only Option B shown in purple. The Assessment notes that it is considered that dwellings with theoretical visibility of the proposed terminal station will be at a distance (approximately 3 kilometres) where the terminal station would not be a dominating element.

The Assessment highlights that views from publicly accessible locations are generally limited to the road network. The south and east of the Project sites, as views from the north and west are screened by the undulating topography. The overall visual impact from publicly accessible locations is subsequently assessed to be negligible or low, taking into account the distance from the site, existing vegetation, surrounding landscape quality and anticipated viewer numbers.

The Assessment also highlights that the proposed terminal station will be located in a visual setting that includes the taller towers of the existing 220kV transmission line.

The Assessment notes that for most terminal station developments, perimeter screen planting is typically proposed along edges adjacent to sensitive interfaces and adjacent to terminal station structures to ameliorate visual impacts. However, in this instance, screening will be provided by the existing timber plantations to both site options. If necessary, supplementary landscaping could be proposed to provide additional screening measures however, this would be subject to appropriate setbacks required to mitigate bushfire risk and vehicle access.

Taking into account the findings of the Landscape and Visual Impact Assessment, it is considered that the visual impact of both site option locations would not result in an unreasonable visual change.

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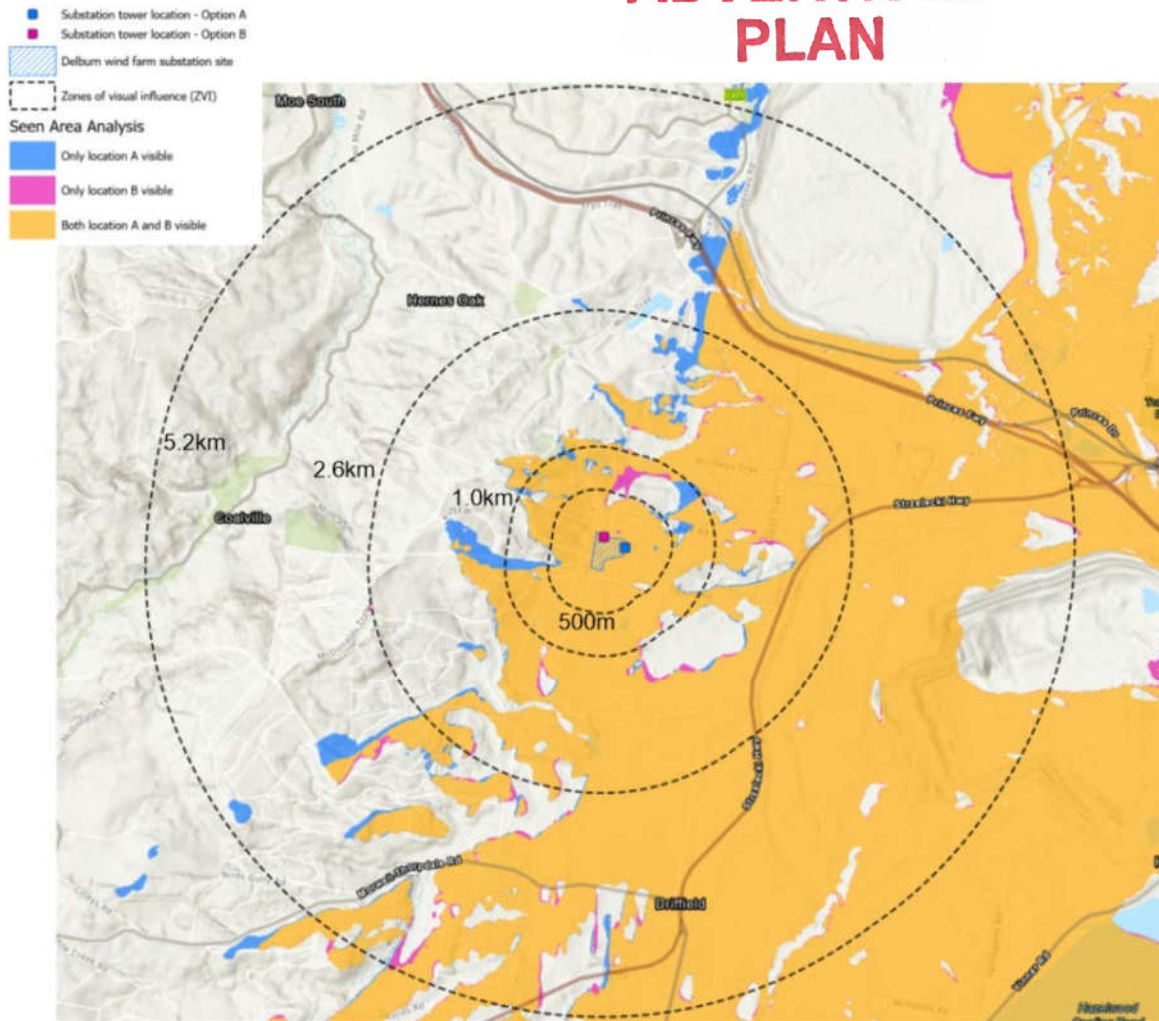


Figure 5.110: Areas of potential project visibility (Source: Landscape and Visual Impact Assessment, Jacobs 16 October 2020)

5.2.3 Parking and site access, loading and service areas, outdoor storage, fencing, lighting and stormwater discharge

the terminal station sites will be security fenced and will have appropriate identification signage. The sites will be appropriately lit during night hours (i.e.) light-sensored.

In relation to stormwater discharge, there is opportunity for drainage to be provided to collect water runoff from pavements and direct it to a suitable point of discharge. This will be addressed in final design and development plans submitted prior to the commencement of construction. For a broad discussion of the hydrogeological conditions of the sites, please refer to the Desktop Assessment of Potential Geotechnical, Contaminated Land and Hydrogeological Impacts at Proposed Terminal Station prepared by Golder Associates.

In relation to parking and site access, terminal station developments typically consists of three stages: construction, operation and either re-powering or de-commissioning. And outline of the traffic impacts within each stage is provided below:

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Construction

Primary vehicular access to both Options A and B will be via Deans Road, refer to Figure 5.2 following. The Deans Road access will require some clearing of adjacent trees and widening of the intersection with Varys Track to accommodate over-dimensional (OD) transformer delivery vehicles.

It is noted that vehicular access will also be required via Smiths Road to the Kennedy Quarry and batching plants to source construction material for the terminal station.

The construction stage is anticipated to generate a total of 8 Over Dimensional vehicles, 3,338 heavy vehicle and 5,940 light vehicle external one-way trips across 12 months, as well as a total of 2,023 heavy vehicle trips internally between the quarry/batching plant and terminal station site.

The following construction vehicle types are anticipated.

Table 5.1: Summary of vehicle types (Source: Traffic Impact Assessment, Aecom 10 November 2020)

| Vehicle type | Use |
|---|---|
| Over-dimensional (OD) vehicles (i.e.) extendable rear-steerable trailer delivery vehicles, low load trailer systems | Delivery of OD parts - transformers |
| Heavy vehicles, truck and dogs, rigid trucks and other heavy vehicles | Delivery of cement, concrete, sand and cable bedding, sand deliveries, water deliveries for dust suppression and concrete batching, support vehicles for cable laying etc |
| General traffic (i.e) vans, utility vehicles and cars | Construction staff transport |

The peak hour volumes have been calculated to represent a conservative estimate of the maximum traffic generated by the project's construction at any given point. Figure 5.3 provides a diagrammatic summary where vehicles are predicted to both arrive and depart from a site during the morning peak period. It is noted that peak traffic volumes may increase by up to 17 vehicles per hour on the day of the terminal station foundation pour.

As shown below, the predicted worst-case traffic impacts are predicted to be negligible given low existing rural traffic volumes. There is ample road operational capacity to facilitate up to 900 vehicles per hour one-way.

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The map illustrates the proposed foundation pour area and its impact on surrounding roads. Key roads shown include Deans Road, Smiths Road, and Strzelecki Highway. Traffic flow directions are indicated by blue arrows, and volume numbers are provided for various segments. A legend identifies the colors used for different traffic types: green for General Construction Traffic (LV+HV+OD), yellow for Existing Main Road Traffic + General Construction Traffic*, and red for Peak traffic volumes during a foundation pour^A.

^A Includes traffic generated by Delburn Wind Energy Facility project works
^A Note that when the foundation is being poured, traffic at related intersection may increase by up to 17 vehicles per hour during the peak period.

Figure 5.311: Morning peak traffic flow diagram estimated during the construction period (Source: Traffic Impact Assessment , Aecom 10 November 2020)

Operational

During the operational stage, the main operations and maintenance facility will be located at the Delburn Terminal Station site with car parking provided for permanent staff. It is estimated that approximately two (2) permanent staff will commute to and from the site every day.

Re-powering or de-commissioning

Access requirements and traffic generation for re-powering or de-commissioning are expected to be comparable, or less, to the construction stage of the project. This is not expected to occur for up to another 50 years given the designed operating life of the terminal station. An updated Traffic Assessment would be required at this time.

The Traffic Impact Assessment concludes that there is unlikely to be a material traffic capacity impact on the local road network during various project stages of the proposed construction of the Delburn Terminal Station.

Further discussion relating to site access is provided in the accompanying Traffic Impact Assessment prepared by AECOM. It is expected that a Traffic Management Plan will be required as a condition of permit prior to the commencement of construction.

5.2.4 The impact of the building and works on nearby existing or proposed brown coal mining and the sequential development of brown coal resources in the area, having regard to any comments or directions of referral authorities

The proposal is not anticipated to have a detrimental impact on nearby existing or proposed brown coal mining and future development of brown coal resources in the area, for the following reasons:

- The proposed works area forms only a small portion of the overall land zoned SUZ1. It does not significantly reduce the area available for future or sequential development of brown coal resources in the area.
- The proposed works area is adjacent to an existing electrical transmission infrastructure, which would be a potential constraint forming works.
- As both side options are overlain by mining licence MIN2256, the project team have been in discussion with the mining licence holder regarding this application. The licence holder has indicated a preference for Option B given it is likely to have a reduced impact on future access to coal resources.

5.2.5 The impact of the buildings and works on nearby existing or proposed brown coal mining or electricity generation and any nearby agricultural uses

The proposed buildings and works are not expected to have a detrimental impact on nearby existing or proposed brown coal mining (for the reasons set out in Section 5.2.4) electricity generation or nearby agricultural uses.

Notably, the proposed works are associated with electricity generation and takes advantage of existing energy infrastructure and distribution networks, thereby minimising the extent of additional works and infrastructure required to connect the DWF to the Victorian transmission network.

Further, no impacts are anticipated to agricultural uses as the surrounding area comprises pine plantations. The nearest agricultural land is approximately 150 metres to the south on the opposite side of Deans Road.

5.3 Are the proposed works appropriate in the context of the BMO?

As noted in Section 4.4, a planning permit is not required for buildings and works associated with the use of a 'utility installation' pursuant to the BMO. However, a bushfire risk assessment responding to Clause 13.02-1S of the Planning Scheme has been prepared by Fire Risk Consultants, given that both site options are located within a bushfire prone area.

The Assessment finds that the surrounding area has a history of bushfire activity in the broader area, (as illustrated in Figure 5.4). However, the area immediately surrounding the site shows a low level of ignition, which is generally consistent with HVP's activities to manage the plantation.

As previously noted, the site options are located within plantation land, however the vegetation on both sites has recently been cleared as part of standard plantation harvesting operations. The presence of plantations and native forest to the north-west and south-west of the proposed site increases the potential for uncontrollable bushfires to burn in the surrounding area. The Assessment finds that they likely scenarios are as follows:

- *A bushfire starting in the Hernes Oak and Moe South areas to the north west and under elevated fire danger conditions travelling towards the site. Once the bushfire enters the plantations it can burn uninterrupted for approximately 2 kilometres. Beyond this, the landscape is fragmented and will provide opportunities to suppress the bushfire or slow its spread. It can be assumed that once the bushfire enters the plantation to the north west of the site in and around Hernes Oak, it will travel unimpeded to the site.*
- *A bushfire burning towards the south west and under a south westerly wind change following a period of elevated fire danger conditions can travel approximately 8 kilometres uninterrupted towards the site. The risk of a bushfire starting in the private land to the south west of the site is low due to the nature of the farming areas including large areas that are irrigated.*

In order to offset the identified bushfire risk, the following mitigation measures have been proposed by Fire Risk Consultants:

- *The development of an Emergency Management Plan that implements a policy that only permits access to the site on Total Fire Ban days to critical works only. The policy also outlines that no person is to be at the site on Code Red days.*
- *Following the design of the terminal station, a detailed analysis is undertaken to identify potential ember ignition points and a design solution is implemented to reduce the potential for embers to start fires.*
- *The design of the terminal station includes the installation of radiant heat barriers that eliminates the potential for flame contact and radiant heat onto the infrastructure.*
- *The entire site is surfaced to eliminate all vegetation including grasses.*
- *A 100,000 litre firefighting water supply to be provided within the Varys Track area.*

The Assessment concludes that the design of the terminal station will be able to achieve the reduction of radiant heat onto the infrastructure to less than 12.5 kW/m² and that this will be via a mix of vegetation management on the site and the provision of radiant heat barriers surrounding the site. In addition, the Assessment highlights the implementation of an Emergency Management Plan that will restrict access to the site at various levels including reducing preventative maintenance and fault rectification on Total Fire Ban days to critical works only.

The Assessment notes that due to the nature of the use, terminal stations are often remotely monitored, with employees only attending the site when required to undertake maintenance or fault rectification, thereby

minimising risk to human life. The implementation of the Emergency Management Plan will provide additional precautionary measures.

On the basis that the mitigation measures are implemented, the Assessment concludes that the proposed terminal station would meet the requirements of Clause 13.02-1S of the Latrobe Planning Scheme. Please refer to the attached Clause 13.02 Assessment prepared by Fire Risk Consultants for further information.

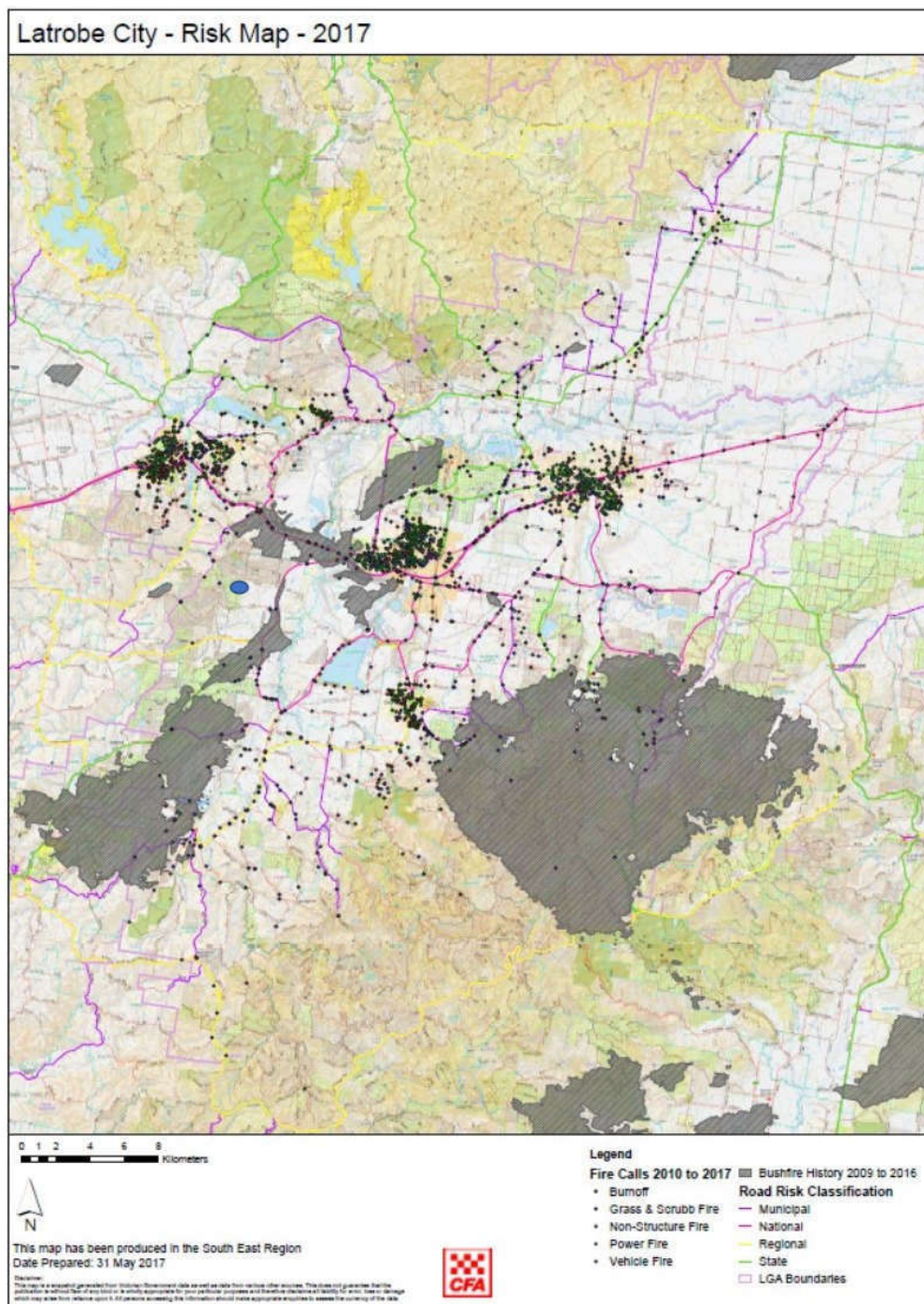


Figure 5.4: Fire Ignitions within Latrobe city between 2010-2017 (Source: Clause 13.02 Assessment, Fire Risk Consultants, 30 September 2020)

5.4 Is the proposed extent of native vegetation removal acceptable?

The majority of existing native vegetation is located along Deans Road and the impact area in site Option B. There is minimal existing native vegetation located within the impact area of site Option A. It is proposed to remove all native vegetation within a proposed impact area (depending on which site Option proceeds) and some sections of native vegetation along the access tracks to allow for road widening, as required by traffic engineering assessment (refer to discussion in Section 5.2.3).

The Assessment notes that in total, 1.053 hectares of native vegetation patches and 2 scattered trees will require removal if site Option A proceeds, or 1.657 hectares of native vegetation patches and 4 scattered trees if site Option B proceeds. A summary of the proposed extent of native vegetation removal including the number of scattered trees and EVC conservation status of vegetation was previously included in Table 3.1.

Based on the extent of native vegetation removal, the offsets calculated for each site Option is summarised in Table 5.2 below.

Table 5.2: Summary of offset targets (Source: Biodiversity Assessment, Ecology & Heritage Partners, February 2021)

| | Terminal Station Option A | Terminal Station Option B |
|--------------------------------------|---|---|
| General Offsets Required | 0.351 General Habitat Units | 0.683 General Habitat Units |
| Large Trees | 2 | 4 |
| Vicinity (catchment/council) | West Gippsland CMA/Latrobe City Council | West Gippsland CMA/Latrobe City Council |
| Minimum Strategic Biodiversity Value | 0.231 | 0.197 |

The Assessment highlights that according to DELWP's Native Vegetation Offset Register, there are 19 offset sites within the West Gippsland CMA or Latrobe City Council region that can be used to satisfy the General Habitat Unit and Large Tree offset requirements.

It is clear, from an ecological perspective, that site Option A is the preferred option as it requires the removal of less native vegetation. However, due to the land tenure rights, Option B may need to be pursued.

In the context of Clause 52.17, it is not possible to avoid all impacts on native vegetation due to engineering and road safety standards required to facilitate acceptable access and egress into the site, as well as bushfire risk management.

However, where possible, the removal of native vegetation associated with the necessary road upgrades have been minimised through strategically placed overtaking bays, located in specific locations to maximise line of sight and to minimise impacts on roadside native vegetation. An assessment has also been undertaken on the swept path turns to determine the minimum road works required.

In addition, a conservative 15 metres buffer has been applied to the proposed development footprints of both Terminal Station options, with opportunities for further avoidance and minimisation possible during the implementation of detailed design and construction.

Please refer to the Biodiversity Assessment prepared by Ecology & Heritage Partners for further details.

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5.5 Is the proposed signage acceptable having regard to Clause 52.05?

It is proposed to display only one business identification sign (approximately 1.5 x 2.0 metres) with the display area of no more than 3.0 square metres. The sign will be attached to the perimeter fencing of the terminal station, adjacent to its access from Varys Track. It is submitted that the proposed sign is appropriate, having regard to the 'host' structure and surrounding context:

- The size of the sign is based on other signage of this nature. The size of the sign is proportional to the site and terminal station structure.
- The sign is not expected to have additional impacts on views within the surrounding area. The sign will not obscure views from the public realm, dominate the skyline or impede views to existing signs.
- No additional native vegetation removal is required to display the proposed sign.
- The sign will not have a detrimental impact on road safety as it is located away from high traffic areas.

5.6 Site Options A and B

As noted previously, the proposal seeks approval of a terminal station (utility installation) across two alternate sites: Option A (east of Varys Track) and Option B (west of Vary's Track). However, only one site will ultimately be developed, with the preferred site being Option A from an ecological and hydrogeological perspective.

However, Option A is located on Crown Land held by the Department of Treasury and Finance and Delburn Wind Farm Pty Ltd is currently exploring possibilities with the department to subdivide and convert approximately 6 hectares of land to freehold title to allow the terminal station assets to be held by a licenced Transmission Network Services Provider (TNSP) in Victoria. In the event that cannot be achieved, Option B which is freehold land owned by Grand Ridge Plantations, will be utilised.

Given the alternate siting options, the Permit will need to be written such that only one location can ultimately be developed, with specific permit conditions drafted relating to each site. The same planning triggers will apply to both sites.

6.0 CONCLUSION

It is submitted with the proposed works associated with a terminal station (utility installation) are appropriate in the context of both site Options A and B, for the following reasons:

- The proposal is generally in accordance with the Planning Policy Framework. It will assist in the achievement of policies associated with energy supply and renewable energy diversification and climate change mitigation as the terminal station (utility installation) will facilitate the delivery of renewable energy by connecting the proposed Delburn Wind Farm to the existing transmission line. Notably, it takes advantage of existing energy infrastructure and distribution networks, thereby minimising the extent of additional works and infrastructure required to the surrounding area.
- The proposed buildings and works are consistent with the purposes of the Special Use Zone - Schedule 1 'Brown Coal' (SUZ1) which includes as an objective '*to provide for electricity generation and associated uses*'. The buildings and works are associated with electricity generation and will not significantly impact on the existing or future coal mining resource.
- The proposal seeks to minimise impacts on native vegetation through sighting and design, where possible. Where native vegetation must be removed, appropriate offsets will be provided. It is noted that from an ecological perspective, site Option A is preferred as less vegetation removal is required however, the ability to develop Option A is dependent on land tenure rights.
- Bushfire risk is able to be appropriately mitigated and managed.
- Car parking and vehicular access is able to be appropriately managed to provide safe and efficient traffic movements.

For the reasons above it is considered that the proposal represents an entirely appropriate planning outcome, consistent with orderly and proper planning and relevant scheme provisions. It is therefore respectfully requested that the Minister for Planning issues a planning permit for the proposed terminal station.

DB Consulting and SJB Planning
June 2021