Western Renewables Link

TECHNICAL REPORT

E Land Use and Planning Impact Assessment



Western Renewables Link

Land Use and Planning Impact Assessment

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This document is to be read in full. No excerpts are to be taken as representative of the findings without appropriate context.

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Glossary and abbreviations

Accommodation facilities	Temporary workforce accommodation facilities collocated with the construction laydown areas at Lexton and Ballan, accommodating the Project's construction workforce
AEMO	Australian Energy Market Operator
Agricultural production	Any form of primary production of renewable commodities. It does not include extractive industry, Mineral extraction, or timber production from native forest.
AusNet	AusNet Transmission Group Pty Ltd
BMO	Bushfire Management Overlay
CEMP	Construction Environmental Management Plan
Central Highlands region	The area covered by the Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees planning schemes.
CMA	Catchment Management Authority
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DDO	Design and Development Overlay
DEECA	Department of Energy, Environment and Climate Action
DELWP	Department of Environment, Land, Water and Planning
DJPR	Department of Jobs, Precincts and Regions
DTP	Department of Transport and Planning
Earthworks	Land forming, laser grading, levee banks, raised access roads and tracks, building pads, storage embankments, channel banks and drain banks and associated structures.
Environment Effects Act	*Environment Effects Act 1978*
EES	Environment Effects Statement
EIIAs	Extractive Industry Interest Areas
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPRs	Environmental Performance Requirements
EMO	Erosion Management Overlay
ESO	Environmental Significance Overlay
FFG Act	*Flora and Fauna Guarantee Act 1988 / Flora and Fauna Guarantee Amendment Act 2019*
FO	Floodway Overlay
FZ	Farming Zone
GC PSA	Group of Councils Planning Scheme Amendment
GED	General Environmental Duty
GRZ	General Residential Zone
GWZ	Green Wedge Zone
Heritage Act	*Heritage Act 2017*
HO	Heritage Overlay

kV	Kilovolt
LACA	*Land Acquisition and Compensation Act 1986*
LGA	Local Government Area
LSIO	Land Subject to Inundation Overlay
MAEO	Melbourne Airport Environs Overlay
Native vegetation	Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.
NEM	National Electricity Market
NRZ	Neighbourhood Residential Zone
OMR	Outer Metropolitan Ring Road
PAMP	Property Access Management Plan
PAO	Public Acquisition Overlay
PCRZ	Public Conservation and Resource Zone
Planning and Environment Act	*Planning and Environment Act 1987*
PPF	Planning Policy Framework
PPN	Planning Practice Notes
PPRZ	Public Park and Recreation Zone
Principal Contractor	During the construction stage, there will be multiple principal contractors and sub-contractors involved in the delivery of the different Project components. This EES refers to Principal Contractor as a catch all term for the contractor responsible for the works.
Project Area	The Project Area encompasses all areas that would be used to support the construction and operational components of the Project considered in the EES. The Project Area is contained within the Project Land and encompasses the following: ▪ Permanent infrastructure: - Transmission tower structures - Upgrade and connection to the Bulgana Terminal Station - Connection to the Sydenham Terminal Station - An upgrade of Elaine Terminal Station - The new 500kV terminal station near Bulgana - Access tracks required for operation - The Proposed Route, refer to definition below. ▪ Temporary construction areas and infrastructure: - Distribution line crossovers - Hurdles - Laydown areas - Stringing pads - Access tracks - Tower assembly areas - Workforce accommodation facilities.

Project Land	The Project Land encompasses all land parcels that could be used for the purpose of temporary Project construction and permanent operational components. The Project Land corresponds with the extent of the Specific Controls Overlay proposed in the draft Planning Scheme Amendment for the Project. This generally includes the entire land parcel intersected by a Project component.
Proposed Route	The Proposed Route is approximately 100 to 170m wide and encompasses the nominal future easement for the proposed new transmission line (including a buffer either side), and the terminal station areas. The Proposed Route is located within the Project Area.
PSP	Precinct Structure Plan
PUZ	Public Use Zone
RCZ	Rural Conservation Zone
RLZ	Rural Living Zone
RWP	Recycled Water Plant
RO	Restructure Overlay
SCO	Specific Controls Overlay
SLO	Significant Landscape Overlay
SPAR	Specific Property Access Requirements
SPI	Standard Parcel Identifier
Study area	The study area for the Land Use and Planning Impact Assessment encompasses the entire Project Land. The assessment has had regard to land uses outside of this area where it was considered appropriate for context.
TRZ	Transport Zone
UGZ	Urban Growth Zone
Unavoidable Works	Construction works that must be conducted outside of Normal Working Hours as they pose an unacceptable risk to life or property or a major traffic hazard and can be justified to occur out of hours. Includes an activity which has commenced but cannot be stopped.
VPP	Victoria Planning Provisions
VPO	Vegetation Protection Overlay
WORM	Western Outer Ring Main
220kV	220kV transmission line
500kV	500kV transmission line

Executive summary

The Western Renewables Link (the Project) proposes a new transmission line starting at Bulgana, near Stawell in Victoria's west, and extending approximately 190km to Sydenham in Melbourne's north-west. The Project will enable the connection of new renewable energy generated in western Victoria into the National Electricity Market and increase Victoria's transmission capacity. The Project is being delivered by AusNet Transmission Group Pty Ltd (AusNet).

This Land Use and Planning Impact Assessment forms part of the Environment Effects Statement (EES) prepared for the Project in accordance with the *Environment Effects Act 1978*, and responds to the relevant requirements set out in the *Scoping Requirements Western Renewables Link Environment Effects Statement, November 2023* (DTP, 2023). The report describes the existing conditions, assesses potential effects of the Project construction, operation and eventual decommissioning on land use, and defines the Environmental Performance Requirements (EPRs) necessary to avoid and minimise land use issues. The assessment also provides the information to identify and make informed decisions on the appropriate statutory approvals and planning controls that should be applied to the Project.

Overview

The Project comprises the construction and operation of an overhead double circuit 500kV transmission line between Bulgana and Sydenham and associated works, including the construction and operation of a new 500kV terminal station near Bulgana and a 220kV transmission line connection to the existing infrastructure at the Bulgana Terminal Station, expansion of the existing Bulgana Terminal Station, connection works at the Sydenham Terminal Station and upgrade of the existing Elaine Terminal Station.

The evaluation objective set out in the EES scoping requirements for land use and planning impacts is to:

> *Avoid, or minimise where avoidance is not possible, adverse effects on land use, social fabric of the community, businesses including farming and tourism, local and state infrastructure, aviation safety and to affected and neighbouring landholders during construction and operation of the Project.*

Existing conditions

An existing conditions assessment was undertaken to characterise the land use and planning context. The assessment comprised of a review of relevant land use policy and legislation, planning permits, proposed planning scheme amendments, land titles and available geospatial data, as well as site assessments and engagement with stakeholders.

The existing conditions within the study area are characterised as follows:

Agricultural land

The Rural Zones, which reflect the use of the land for farming, are the dominant zones across the study area. Approximately 90 per cent (90%) of land within the Project Area is located within one of the Rural Zones (most commonly the Farming Zone). Agricultural land includes land-dependent, production-based land uses such as grazing, horticulture, food and crop production, intensive animal husbandry, hobby farming and forestry.

Residential and community facilities

In regional Victoria, the Proposed Route is typically 2 to 25km from townships. As the Project approaches Melbourne, the proximity of nearby settlements reduces to 1 to 2km from the Proposed Route. The nearest settlements to the Proposed Route are the suburb of Hillside (Melton LGA) and the proposed Merrimu Precinct (Moorabool LGA).

There are 32 existing dwellings located within 150m of the outer edge of the Proposed Route. Of these 32 existing dwellings, there are 17 existing dwellings located within 150m of the centerline of the Proposed Route.

Two of the existing dwellings (SPI: 23~22\PP3095 and SPI: 209\PP2676) are located within the Proposed Route and one (SPI: 216L\PP2989) is on the boundary of the Proposed Route.

There are also three proposed dwellings (SPI: 1\LP96559, SPI: 1\TP953472 and SPI: 2\PS907847) that are at various stages of the planning approvals process, but where the construction of these dwellings has not yet commenced. These dwellings are located within the Proposed Route and the approved plans for the dwellings would need to be amended to relocate the dwellings on the land.

The Proposed Route is located away from community facilities, which are typically located in the townships. In the Melton LGA, the Proposed Route intersects with MacPherson Park and waterways where Melton City Council plans to improve pedestrian/cycling infrastructure along Djerriwarrh Creek, Toolern Creek and Kororoit Creek.

Industry, mining, aviation and infrastructure

This land use type is a broad category that includes land that is used for extractive industry (i.e. quarry), airports/aerodromes, as well as transport, water, gas and other energy infrastructure. This category makes up almost the remaining ten per cent of land within the Project Area.

The Project Area intersects with sand extractive industry located in Darley. The activity to extract sand is progressively moving northwards. The Project Area is located in an area where the sand resource is nearing depletion and the land is undergoing rehabilitation but where some of the land is still used for processing materials. There is no other extractive industry within the Project Area. There are several extractive industries operating and subject to approvals that are located within 1,000m of the Proposed Route. There are also several Extractive Industry Interest Areas that are bisected by the Proposed Route.

Both Melbourne Airport and Melton Aerodrome are located outside of the Project Area, however, their areas of operation overlap with Project Area.

There is no land within the Project Area that is used for industrial, commercial or retail land uses.

The Project Area intersects three operating windfarms (Crowlands, Waubra and Bulgana) and traverses land used as water reservoirs at Lake Merrimu, Pykes Creek, Dean Reservoir and Wilson Reservoir.

The Project Area is also in proximity to existing and planned infrastructure. Existing infrastructure includes water, gas, power and telecommunications services and mains, as well as major freeways, arterial roads and rail.

Major infrastructure crossing the Project Area includes the Western Outer Ring Main (WORM) pipeline, Ballarat to Horsham 220kV transmission line, Ballarat to Bendigo 220kV transmission line, two 500kV transmission lines connecting to Sydenham terminal station, Midland Highway, Sunraysia Highway, Pyrenees Highway, Mildura railway line and the Maryborough-Ararat railway. Planned infrastructure includes the Bacchus Marsh Eastern Link Road and the Outer Metropolitan Ring Road (OMR).

Natural environment

A key element of the design stage included the selection of the Proposed Route that would avoid the natural environment to the extent feasible. Areas of the natural environment cannot be completely avoided, and the Proposed Route will traverse land that has varying degrees of ecological, environmental and recreational value to the community. The Project Area avoids National and State Parks. Notable areas of natural environment within or in proximity to the Project Area include Lexton H5 Bushland Reserve in the Shire of Pyrenees, Bullarook Creek Streamside Reserve in the Shire of Hepburn, the future Wombat-Lerderderg National Park in the Shire of Moorabool, Mt Kororoit in the City of Melton, as well as major waterways such as the Wimmera River, Lerderderg River and Werribee River.

Impact assessment

The Land Use and Planning Impact Assessment identified potential impacts of the Project construction, operation, and decommissioning including the likely extent, magnitude and duration of changes to land use, access and amenity according to the impact ratings developed for land use.

The Land Use and Planning Impact Assessment considered the following potential land use impacts that may result from the Project's construction and operation stages, as well as a high-level consideration of the decommissioning stage:

- **Change of land use**: The acquisition of land or severance of properties due to the establishment of an easement and its conditions that limit use has the potential to change how the land or part of the land is used.
- **Change of access - disruptions to land use**: Occupation and access of land to undertake construction activities that restrict land use or limit access to land temporarily.
- **Change of amenity**: Construction activities and permanent infrastructure that potentially results in changes to the amenity of the land, including changes to amenity due to windblown dust, noise and visual impacts.

The process of assessment included the identification of potential direct impact to the land (e.g., occupation, severance, amenity), indirect impacts (e.g., changes that occur over time to how the land is used due to the direct impact) and cumulative impact (e.g., effects on land caused by the Project and other projects occurring in the location at the same time).

In assessing the significance of residual impacts on land use assets, consideration was also given to the likely effectiveness, timing, and associated uncertainties of proposed mitigation measures.

Construction impacts

The construction of the transmission line, based on the Project Area, would occur within approximately 2,407ha of land used for agriculture, forestry, extractive industry, reservoirs, conservation, public recreation, and 'lifestyle living'. The Project Area comprises the following approximate areas:

- 2,247ha of land used for farming (the majority of which comprises for 542ha grazing, 1,028ha cropping, 632ha of land used for horticulture (potatoes))[1]
- 104ha of land in Public Land Zones that is used for reservoirs, conservation and public recreation
- 43ha of land in the Special Use Zone that is used for extractive industry
- 13ha of land in the Transport Zones.

The Project Area includes the construction of the terminal station and use of land for the laydown areas and workforce accommodation facilities. Individually, these parts of the Project would affect:

- 63ha of land used for farming to construct the new terminal station at Bulgana.
- 36ha of land used for farming for the laydown area and workforce accommodation facilities.

The construction activities will have the following effects on land uses:

- Minor impacts to land use for agriculture, forestry, extractive industry, reservoirs, conservation, public recreation, and 'lifestyle living' as a result of limitations on the areas directly used for existing purposes while works are undertaken to access land, build towers and string transmission line.
- Minor impacts to residential and community facilities due to temporary occupation of land and impacts on amenity.
- Minor impacts to amenity of nearby residents from construction activities due to noise, odour and dust.
- Minor to moderate impacts to the use of the Melton Aerodrome while cranes construct nearby towers.
- Minor to negligible changes to how land is accessed while works are undertaken.

While construction may cause temporary disturbances for the dwelling located at SPI 216L\PP2989, it would not temporarily or permanently displace the residents. The dwelling located at SPI 209\PP2676 would need to be relocated to an area outside of the Proposed Route. The dwelling at 23~22\PP3095 is located within the Proposed Route but outside the proposed easement. The proposed tower locations avoid the dwelling on lot SPI

[1] The remainder is land used for plantations (26ha) and non-farming purposes (19ha) located within a Rural Zone.

23~22\PP3095 and vegetation to the south. The Proposed Route has been widened in this area to allow for ongoing consultation with the land title holder on a preferred alignment within the Proposed Route.

The Proposed Route intersects with two approved dwellings (SPI: 1\LP96559 and 1\TP953472) and one building envelope for a dwelling on a plan of subdivision (SPI: 2\PS907847) where construction has not yet commenced for any of the dwellings. The plans for the proposed dwellings would need to be amended to facilitate their relocation to an alternative location on the land.

The impacts on the land use are considered to be minor. While the impact on farming is large in terms of area (due to it being the dominant land use in the region), based on the footprint of the Project Area required to access land and undertake construction the area of farming that would be temporarily occupied is approximately 0.4% of all land used for farming in the region and 0.02% in Victoria. The impact to extractive industry is minor as plant and equipment is avoided, the resource in proximity to the Project is depleted but with some areas still used for processing materials and where the extractive area is moving northwards. While the Project affects proposed dwellings, the impacts to these can be mitigated as they have not been constructed.

Operation impacts

The Project's operation will permanently constrain how approximately 1,270ha of land within the proposed easement is used for agriculture, forestry, extractive industry, reservoirs, conservation, public recreation, and 'life-style living'.

While the land within the proposed easement will be constrained it can continue to be used for the underlying purpose within the restrictions set out in the *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b). Key constraints include a prohibition on the use of large gun-type irrigators and aerial crop spraying, the use of the land for buildings and dwellings, and the requirement for a safety assessment where vehicles or equipment are between 5m and 8.6m in height below the transmission line.

The transmission towers would displace approximately 11ha[2] of land used for agriculture, forestry, extractive industry, conservation and public recreation and another 63ha as a result of the new 500kV terminal station near Bulgana.

The Project would use 164km of existing and proposed access tracks for future onsite maintenance as may be required. The majority of the tracks would be located on land in a Rural Zone (158km).

The Project will have the following impacts during operation:

- Minor intermittent disruptions to land uses while maintenance activities to the Project infrastructure occurs
- Changes to visual amenity
- Restrictions within Extractive Industry Interest Areas (EIIAs)
- Limit the height of vegetation on conservation areas and prevent the re-establishment of forestry within the proposed easement.

These impacts are expected to be minimal as the substantive use of the land would continue, albeit with some modifications. It is considered changes to the visual environment would be mitigated by visual treatments (where required) rather than result in changes to land use.

Decommissioning impacts

The Project's transmission line is designed for a service life of 80 years, while the terminal station works have been designed for a minimum life of 45 years. The future impacts associated with decommissioning activities are anticipated to be minor due to the temporary nature of the works to remove assets, the predominantly agricultural land uses, the easement which protects the corridor from incompatible land uses, and with the understanding that the land would be reinstated to its original or otherwise agreed land use condition. At the end of the Project's life, consultation is recommended with landholders/land managers and owners/operators of

[2] Based on the proposal for 454 towers multiplied by the approximately area of 220sqm per tower.

public and private infrastructure, to agree on decommissioning requirements including preferences for site rehabilitation and scheduling.

Consistency with land use planning

Planning policy

Clause 71.02-3 (Integrated decision making) requires planning to assess a Project's consistency with planning policy and where there are conflicting objectives, it should prioritise the net community benefit and sustainable development for the benefit of present and future generations.

The Project develops land for a non-agricultural purpose which is permissible under the Rural Zones, but arguably conflicts with the purpose of Clause 14.01-1S which is to *'protect the state's agricultural base by preserving productive farmland'*. While the Project will have a minor effect on land used for agriculture, the extent of the impact is avoided and minimised to the extent feasible. In addition, the impact to agriculture is balanced in favour of avoiding and minimising impacts to settlements in accordance with Clause 11 Settlement; impacts to biodiversity, healthy waterways in accordance with Clause 12.01 Biodiversity, Clause 12.03 Water bodies and wetlands; and landscapes and conservation areas in accordance with Clause 12.05 Significant environments and landscapes.

The technical reports also demonstrate that the Project can be developed in accordance with Clause 13.02 Bushfire, Clause 13.03 Floodplains, Clause 13.04 Soil degradation, Clause 13.05 Noise, Clause 13.06 Air quality and Clause 13.01 Land use and transport.

Statutory planning approvals

The construction and operation of the Project will occur across six municipalities - Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool and Melton. Planning approval is proposed to be sought via a Group of Councils Planning Scheme Amendment (GC PSA) under Part 3 of the *Planning and Environment Act 1987* (Planning and Environment Act), which will apply the Specific Controls Overlay and an Incorporated Document. The draft planning scheme amendment GC209 has been prepared and published concurrently with the EES exhibition (see EES Attachment III: Draft Planning Scheme Amendment). The Incorporated Document will set out how the land may be used and developed.

Environmental Performance Requirements

To the extent feasible, the Project has made modifications to the design to avoid and minimise impacts to the environment to the extent practicable. Where impacts cannot be avoided or minimised through siting and design, EPRs have been developed to provide measures to mitigate and/or manage residual impacts. These are recommended to meet the relevant Project evaluation objectives contained in the EES scoping requirements.

EPRs LU1 and LU2 are the recommended mitigation measures to address land use impacts (Table ES-1). EPR LU1 requires the development and implementation of a plan in consultation with landholders to minimise the construction footprint, so far as reasonably practicable. The plan would be informed by the Property Access and Management Plan (PAMP) (EPR EM3) and Specific Property Access Requirements (SPAR) (EPR EM4). EPR LU2 requires that the Project design is modified to avoid and minimise land use impacts to approved but yet to be constructed dwellings located within the Proposed Route or compensate the affected land title holders to modify their approved planning permit. It also requires that the Project design is modified to avoid and minimise impacts, so far as reasonably practicable, to transport, utility and service infrastructure in consultation with the asset owners and managers.

Given the broad spectrum of environmental issues considered in land use planning, from air quality through to visual impacts, the EPRs recommended in the other impact assessments will also address the residual impacts to the environment that land use planning policy and controls of the affected planning schemes seeks to regulate and manage.

Table ES-1. Land use and planning Environmental Performance Requirements (EPRs)

EPR Code	Environmental Performance Requirements
LU1	**Develop and implement a plan to minimise land use impacts during construction** 1. Prior to commencement of construction, develop and implement a plan to minimise the construction footprint so far as reasonably practicable. The plan must be informed by consultation with landholders, the Property Access and Management Plan (PAMP) (EPR EM3) and Specific Property Access Requirements (SPAR) (EPR EM4). 2. The plan must consider, but not be limited to: a. Use of existing roads and tracks for access b. Avoiding areas of vegetation and cultural heritage sensitivity c. Existing terrain and reducing areas of excavation where practical.
LU2	**Minimise land use impacts through design** 1. Develop the Project design to avoid and minimise impacts to approved dwellings not yet constructed and other infrastructure as follows: a. Avoid and minimise impacts to approved, but yet to be constructed dwellings located within the Proposed Route, or compensate the affected land title holders to modify their approved planning permit (approved prior to AusNet issuing the Proposed Route) for an alternative dwelling location outside of the Proposed Route b. Avoid and minimise impacts, so far as reasonably practicable, to transport, utility and service infrastructure in consultation with the asset owners and managers.

Conclusion

This report demonstrates that the Project has avoided and minimised impacts to land use to the extent feasible and that it demonstrates a high level of consistency with planning policies. While the Project will have an impact on the use of land both temporarily during construction and permanently during operation, the impacts are minor as they would not, with the exception of the new terminal station (63ha) and area of land directly affected by a tower location (11ha), displace the underlying use of the land. While the Project's infrastructure may alter the visual amenity of an area, which may influence where some people chose to live, work and recreate, it would not change the underlying use of the land.

In accordance with Clause 71.02-3 (Integrated decision making), while the Project will have residual impacts on the receiving environment and land uses, these impacts can be mitigated and managed in accordance with the relevant EPRs. The Project will have a significant net community benefit as it will make a major contribution towards the transition of Victoria's energy supply to renewable sources.

1. Introduction

Jacobs has been engaged by AusNet Transmission Group Pty Ltd (AusNet) to prepare the Western Renewables Link Land Use and Planning Impact Assessment (EES Technical Report E). This report assesses the effects of the Project on land use in accordance with the *Scoping Requirements Western Renewables Link Environment Effects Statement, November 2023* (DTP, 2023).

1.1 Background

The Western Renewables Link (the Project) proposes a new transmission line starting at Bulgana, near Stawell in Victoria's west, and extending approximately 190km to Sydenham in Melbourne's north-west. The Project will enable the connection of new renewable energy generated in western Victoria into the National Electricity Market and increase the Victorian transmission capacity. The Project is being delivered by AusNet Transmission Group Pty Ltd (AusNet).

The Project was originally referred to the former Minister for Planning under the *Environment Effects Act 1978* (Environment Effects Act) on 9 June 2020 by AusNet and it was determined that an Environment Effects Statement (EES) was required. On 22 August 2023, the Minister for Planning determined that the Project has the potential to cause significant environmental effects and that an EES was required to inform decision-makers in the granting of key approvals for the Project. In summary the key changes in the new proposed Project scope are:

- The urgent Sydenham Terminal Station Rebuild will be assessed and approved separately. A connection into the Sydenham Terminal Station forms part of Western Renewables Link scope
- The 220kV portion of the transmission line is proposed to be uprated to 500kV
- The new terminal station north of Ballarat will no longer be required
- A new 500kV terminal station near Bulgana will be required, including a new 220kV connection to the existing Bulgana Terminal Station.

The Commonwealth Government's Department of Agriculture, Water and the Environment (DAWE) — now Department of Climate Change, Energy, the Environment and Water (DCCEEW) — has also confirmed that the Project is a 'controlled action' and will require assessment and approval under the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* (EPBC Act). The Commonwealth has determined that it will use the bilateral assessment agreement and rely on the Victorian Government's assessment process (EES) to inform an approval decision under the EPBC Act.

1.2 Purpose of this report

The purpose of this report is to assess the potential land use and planning impacts associated with the Project on existing and planned land use and development and to define any Environmental Performance Requirements (EPRs) necessary to determine the environmental outcomes that the Project must meet, to be achieved through the implementation of mitigation measures during construction, operation and decommissioning, and address the EES evaluation objectives. The assessment also provides the information to identify and make informed decisions on the appropriate statutory approvals and planning controls that should be applied to the Project.

The specific objectives of the Impact Assessment are to:

- Characterise and describe the land use existing conditions within the study area, including:
  - Current and proposed land uses
  - The location of public and private land
  - Current planning policy framework and planning scheme controls
- Assess possible effects of the Project on current and proposed land use to understand potential impacts and the requirement for mitigation and management measures

- Assess residual impacts of the Project (including cumulative impact)
- Assess the consistency of the Project with land use planning policy and strategies
- Identify mitigation and management measures.

This report should be read in conjunction with the suite of impact assessments prepared for the Project.

1.3 Structure of the report

The report is structured in the following way:

- **Introduction** (this section) which provides background details for the Project and outlines the purpose and structure of the Land Use and Planning Impact Assessment
- **EES scoping requirements** (Section 2) where the EES scoping requirements relevant to land use and planning are set out, and an indication of where each component of the EES scoping requirements has been considered and addressed in the Land Use and Planning Impact Assessment
- **Project description** (Section 3), where Project components and activities relevant to the assessment are explained including the locations and activities with the highest associated land use and planning impacts
- **Legislation, policy and guidelines** (Section 4) which lists the Commonwealth, state and other documents relevant to the assessment
- **Method** (Section 5) where the approach applied to assess potential land use impacts associated with the Project is explained
- **Existing conditions** (Section 6) which identifies background conditions, the current and planned land use within the study area and provides the basis for the assessment of potential land use impacts
- **Impact assessment** (Section 7 to Section 9 and Section 11), where initial and residual land use impacts during the construction, operation and decommissioning of the Project, including potential cumulative impacts from other nearby developments and projects are evaluated. Measures to mitigate or otherwise effectively manage the potential impacts are also presented here
- **Assessment of consistency with land use planning policy** (Section 10), which provides an assessment of the Project against relevant planning policies contained in the six planning schemes and outlines the planning scheme zone, overlay and particular provision planning permit triggers
- **Environmental Performance Requirements** (Section 12), which set out the environmental outcomes to be achieved through the implementation of mitigation measures during construction, operation and decommissioning. While some EPRs are performance based to allow flexibility in how they will be achieved, others include more prescriptive measures that must be implemented. Compliance with the EPRs will be required as a condition of the Project's approval.
- **Conclusion** (Section 13) where the objectives, methods, outcomes and recommendations of the assessment are presented.

1.4 Related Technical Reports

This report should be read in conjunction with the following related technical reports, from which this report draws specific information. All of the following technical reports have a relationship to the land upon which the Project is to be developed and / or respond to planning policies and controls contained in the six planning schemes.

- **Technical Report A: Biodiversity Impact Assessment** describes terrestrial and aquatic habitats which are interconnected with landscape processes. The Project will result in the removal of terrestrial habitats and/or threatened species and will affect associated biodiversity values

- **Technical Report B: Aboriginal Cultural Heritage Impact Assessment** describes the patterns of Indigenous occupation within the landscape within the Project Area; and assesses the potential impact on Aboriginal cultural heritage, sites and artefacts
- **Technical Report C: Historical Heritage Impact Assessment** describes the existing historical heritage conditions for the Project, and identifies the potential direct and indirect impacts to places of historical heritage significance
- **Technical Report D: Landscape and Visual Impact Assessment** describes the existing landscape conditions within the Project Area and assesses potential impacts on landscapes and visual amenity in the public and private domain
- **Technical Report F: Social Impact Assessment** describes the key community characteristics, social values and features within the Project Area and assesses the social impacts of the Project on local communities and social values
- **Technical Report G: Economic Impact Assessment** describes the potential economic impacts and benefits of the Project in the study area, and proposes management measures to avoid adverse economic impacts, or minimise these impacts (to the degree practical), where avoidance is not possible
- **Technical Report H: Agriculture and Forestry Impact Assessment** describes the type of agriculture, forestry and other forms of farming present within the study area and the impacts associated with the construction and operation of the Project on those enterprises
- **Technical Report I: Air Quality Impact Assessment** assesses potential impacts associated with dust and other Project emissions during construction and operation. Dust generated by construction activities has the potential to impact on community amenity and liveability, and community perceptions about health impacts
- **Technical Report J: Aviation Impact Assessment** describes the nature of aviation operations relevant to the Project and potential impacts of the Project, including potential land use impacts associated with the Melton Aerodrome, Melbourne Airport and other aviation activities
- **Technical Report K: Bushfire Impact Assessment** assesses policies and planning controls relating to bushfire and how the Project has responded to manage bushfire risk
- **Technical Report N: Climate Change Assessment** describes historical climate conditions, how they may change with projected climate change and how the Project has responded to manage risks
- **Technical Report O: Noise and Vibration Impact Assessment** assesses potential noise impacts from the construction and operation of the Project. Noise generated by construction activities has the potential to impact on amenity and liveability for residents and communities near the Project
- **Technical Report P: Transport Impact Assessment** describes the road transport and traffic conditions relevant to the Project, assesses the extent to which traffic is disrupted and roads may be damaged during Project construction and outlines how any potential effects may be mitigated
- **Technical Report R: Contaminated Land Impact Assessment** describes the potential for contaminated land in the Project Area and the implications for the proposed development and land use management
- **Technical Report S: Groundwater Impact Assessment** identifies and describes groundwater conditions and users, and interactions with surface water environments including groundwater drawdown or dewatering affecting surface water, and groundwater dependent ecosystems
- **Technical Report T: Surface Water Impact Assessment** identifies and describes existing waterway characteristics and values, water quality and flooding conditions and assesses the effects of the Project on nearby and downstream water environments due to changed water quality or impacts on groundwater or waterway conditions.

This report should also be considered in conjunction with the Project's draft Planning Scheme Amendment.

2. EES scoping requirements

The Scoping Requirements – Western Renewables Link Environment Effects Statement (DTP, 2023) set out in detail the matters to be investigated, assessed and documented in the EES for the Project and are referred to in this report as the EES scoping requirements.

2.1 EES evaluation objectives

The EES scoping requirements specify evaluation objectives which provide a framework to guide an integrated assessment of environmental effects of the Project, in accordance with the *Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978, Eighth edition, 2023* (DTP, 2023b). The evaluation objectives identify desired outcomes in the context of key legislative and statutory policies, as well as the principles and objectives of ecologically sustainable development and environmental protection, including net community benefit.

The evaluation objective relevant to the land use and planning assessment is set out in Section 4.4 (Land use and socioeconomic) of the EES scoping requirements:

> *Avoid, or minimise where avoidance is not possible, adverse effects on land use, social fabric of the community, businesses including farming and tourism, local and state infrastructure, aviation safety and to affected and neighbouring landholders during construction and operation of the Project.*

In order to meet the evaluation objective, it is necessary to understand the potential impact of the Project on functions and values of land use and planning so that impacts can be appropriately avoided or mitigated. Understanding potential impacts requires an Impact Assessment, for which the starting point is a clear understanding of the existing conditions.

2.2 Assessment of specific environmental effects

The scoping requirements set out the key issues that the Project poses to the achievement of the evaluation objective, together with the features and values of the existing environment that are to be characterised – these are referred to as the 'existing conditions'. The scoping requirements also list potential effects of the Project and identify where mitigation measures may be required.

The scoping requirements pertaining to land use and planning are set out in Section 4.4 (Land use and socioeconomic) of the scoping requirements. These are reproduced in Table 2-1, together with directions to the reader as to where these items have been addressed in this report (and other reports as applicable).

Table 2-1. Land use and planning scoping requirements

Aspect	Scoping requirement	Section in this report	Also refer to the following technical reports
Key issues	Potential significant disruption to existing and/or proposed land uses, with associated economic and social effects.	Sections 7, 8 and 9	Agriculture and Forestry Impact Assessment Aviation Impact Assessment Economic Impact Assessment Social Impact Assessment
	Potential adverse impacts on agriculture or other forms of farming, including constraints on cropping or grazing, spread of weeds or pathogens and restrictions on farming practices.	Sections 7, 8 and 9	Agriculture and Forestry Impact Assessment
	Potential adverse effects of overhead transmission infrastructure on aviation, especially with respect to use of aircraft for farming work and firefighting.	Sections 7, 8 and 9	Aviation Impact Assessment
	Potential for impacts on reasonably foreseeable upgrades to public infrastructure.	Sections 7, 8 and 9	Social Impact Assessment Transport Impact Assessment
	Potential adverse economic and social effects, both direct and indirect.	Not applicable	Economic Impact Assessment Social Impact Assessment
	Need to provide adequate information to inform required statutory planning approvals decisions.	Sections 4, 6, 7, 8, 9 and 10	Aboriginal Cultural Heritage Impact Assessment Agriculture and Forestry Impact Assessment Air Quality Impact Assessment Aviation Impact Assessment Biodiversity Impact Assessment Bushfire Impact Assessment Climate Change Assessment Contaminated Land Impact Assessment Economic Impact Assessment Groundwater Impact Assessment Historical Heritage Impact Assessment Landscape and Visual Impact Assessment Noise and Vibration Impact Assessment Social Impact Assessment Surface Water Impact Assessment Transport Impact Assessment
Existing environment	Describe the project area of interest and its environs in terms of land use (existing and proposed), land classification and suitability for specific purposes, development, urban areas, townships, residences, farming and other economic activities, forestry, tourism and conservation reserves.	Section 6	Agriculture and Forestry Impact Assessment Biodiversity Impact Assessment Social Impact Assessment
	Describe zoning and overlays and public infrastructure within the project area of interest that support current and strategic patterns of economic and social activity.	Sections 4 and 6	Economic Impact Assessment Social Impact Assessment Transport Impact Assessment

Aspect	Scoping requirement	Section in this report	Also refer to the following technical reports
	Identify relevant local regional and state policies.	Sections 4, 6 and 10	Aboriginal Cultural Heritage Impact Assessment Agriculture and Forestry Impact Assessment Air Quality Impact Assessment Aviation Impact Assessment Biodiversity Impact Assessment Bushfire Impact Assessment Climate Change Assessment Contaminated Land Impact Assessment Economic Impact Assessment Groundwater Impact Assessment Historical Heritage Impact Assessment Landscape and Visual Impact Assessment Noise and Vibration Impact Assessment Social Impact Assessment Surface Water Impact Assessment Transport Impact Assessment
	Describe the community and social setting of the project area of interest.	Section 6	Social Impact Assessment
	Identify and describe aerodromes, air navigation and air traffic management services, transiting air routes, and designated airspaces in or adjacent to the project area of interest.	Section 6	Aviation Impact Assessment
	Characterise current use of aerial spraying and aerial firefighting that could be affected by the project (including any significant water resource that may be used for aerial firefighting in the vicinity of the area of interest).	Section 6	Aviation Impact Assessment Bushfire Impact Assessment
	Characterise recreational usage within the project area of interest and its surroundings, including water bodies, national parks and reserves.	Section 6	Biodiversity Impact Assessment Social Impact Assessment Surface Water Impact Assessment
	Identify locations, values and prescribed management priorities for public land and council land in or adjacent to the project area of interest.	Section 4 and 6	Biodiversity Impact Assessment Bushfire Impact Assessment

Aspect	Scoping requirement	Section in this report	Also refer to the following technical reports
Mitigation Measures	Demonstrate whether the project is consistent with relevant planning scheme provisions and other relevant policies (including approved management plans for adjacent public land).	Sections 7, 8, 9 and 10	Not applicable
	Outline measures to avoid or minimise potential adverse effects of the project and enhance benefits to the community and businesses in or near the project area of interest.	Sections 7, 8 and 9	Social Impact Assessment Economic Impact Assessment
	Describe measures to prevent establishment or spread of agricultural weeds or pathogens.	Not applicable	Biodiversity Impact Assessment Agriculture and Forestry Impact Assessment
	Describe proposed mitigation or management measures to reduce potential effects on aviation operations and safety with regard to advice from Civil Aviation Safety Authority and emergency services.	Not applicable	Aviation Impact Assessment
Likely Effects	Identify potential long and short-term effects of the project on existing and planned land uses, public infrastructure and fire and emergency management.	Sections 7, 8 and 9	Bushfire Impact Assessment Transport Impact Assessment
	Identify potential economic effects of the project, considering direct and indirect consequences on land use, farming and agriculture, other businesses, employment and local and regional economy.	Not applicable	Economic Impact Assessment
	Identify potential social impacts arising from the project.	Not applicable	Social Impact Assessment
	Identify potential impact on tourism attractions and recreation within and around the project area of interest.	Not applicable	Social Impact Assessment Economic Impact Assessment
	Identify the potential effects and risks to aviation operations and safety from the project.	Not applicable	Aviation Impact Assessment
Performance Criteria	Outline measures to monitor the success of commitments to mitigate or manage effects on land use and socioeconomic values during all stages of the project.	Sections 7, 8, 9 and 12	Economic Impact Assessment Social Impact Assessment
	Describe and evaluate proposed measures to monitor potential residual social, land use and economic impacts and describe contingency measures for responding to unexpected impacts.	Sections 7, 8, 9 and 12	Economic Impact Assessment Social Impact Assessment

3. Project description

3.1 Project overview

The Project aims to address the current constraints of the western Victorian transmission network by providing the additional capacity, reliability and security needed to drive the development of further renewable electricity generation in western Victoria. By doing so, the Project supports the transition from coal-generated electricity to renewables and the efficient connection of renewable electricity into the National Electricity Market.

The Project comprises the construction and operation of a new approximately 190km overhead double circuit 500kV transmission line between Bulgana in Victoria's west and Sydenham in Melbourne's north-west. To support the connection of the new transmission line, the following works are proposed:

- The construction and operation of a new 500kV terminal station near Bulgana and a 220kV transmission line connection to the existing Bulgana Terminal Station
- Expansion of the existing Bulgana Terminal Station
- Connection works at the Sydenham Terminal Station including the modification of a bay and a bay extension with associated infrastructure
- Upgrade of the existing Elaine Terminal Station, through the diversion of an existing line.
- Protection system upgrades at connected terminal stations.

The Project's main features are summarised in Figure 3-1 and the location is shown in Figure 3-2. A set of maps outlining the Project design is provided in EES Attachment VI Map Book.

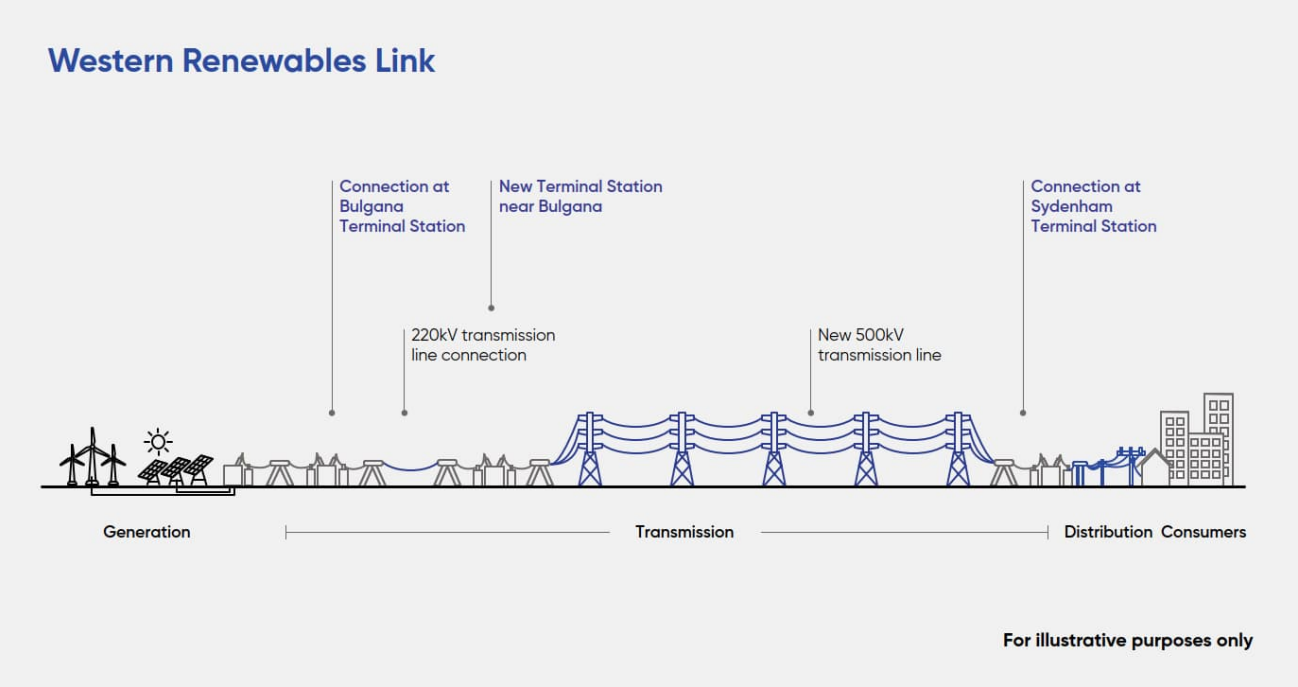


Figure 3-1. Western Renewables Link (Source: AusNet, 2024)

The Project can be described by the following key terms:

- **Project Land:** The Project Land encompasses all land parcels that could be used for the purpose of temporary Project construction and permanent operational components. The Project Land corresponds with the extent of the Specific Controls Overlay proposed in the draft Planning Scheme Amendment for the

Project. This generally includes the entire land parcel intersected by a Project component. The Project Land is shown in Figure 3-2.

- **Project Area:** The Project Area is contained within the Project Land and encompasses all areas that would be used to support the construction and operation of the Project. The Project Area is shown in Figure 3-2.
- **Proposed Route:** The Proposed Route is approximately 100 to 170m wide and encompasses the nominal future easement for the proposed new transmission line (including a buffer either side), and the terminal station areas. The Proposed Route is located within the Project Area.

The Proposed Route commences at the existing Bulgana Terminal Station with a 220kV transmission line connection to the new 500kV terminal station approximately 2.3km to the north-east. The Proposed Route then runs from the new 500kV terminal station to the north of the existing Ballarat to Horsham transmission line, where it runs parallel to the existing transmission line for approximately 60km. East of Lexton, the Proposed Route deviates from the Ballarat to Horsham transmission line, passing through the northern section of the Waubra Wind Farm between Mount Bolton and Mount Beckworth. Continuing east, the Proposed Route passes south of the Berry Deep Lead gold mining precinct and north of Allendale and Kingston. North of Kingston the Proposed Route turns south-east to Mount Prospect. From Mount Prospect to near Dean, the Proposed Route is adjacent to the existing Ballarat to Bendigo transmission line. Near Dean, the Proposed Route deviates from the existing transmission line to run south, then east through Bolwarrah, Bunding and Myrniong to Darley. The Proposed Route then continues eastward crossing Merrimu Reservoir north of Long Forest and along the northern boundary of MacPherson Park at Melton, connecting to the existing electricity network at the Sydenham Terminal Station.

The Project crosses six Local Government Areas (LGAs), namely:

- Shire of Northern Grampians
- Shire of Pyrenees
- City of Ballarat
- Shire of Hepburn
- Shire of Moorabool
- City of Melton.

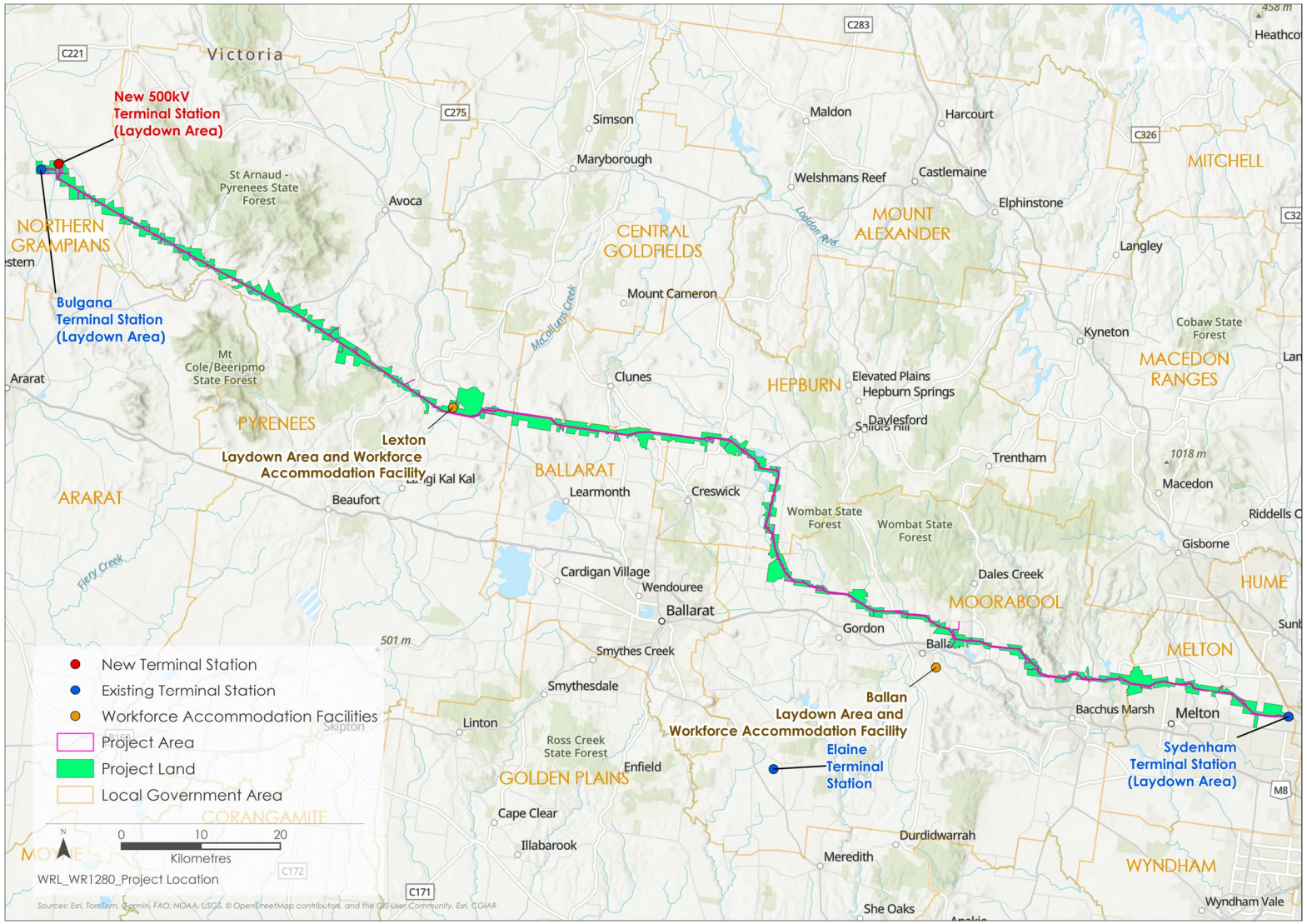


Figure 3-2. Project location and Proposed Route (Source: Jacobs, 2025)

3.2 Project infrastructure

The Project includes both permanent and temporary infrastructure, as described in Sections 3.2.1 and 3.2.2. The Project has been progressively refined from an initial broad area of interest as described in **EES Chapter 5: Project development.**

3.2.1 Permanent infrastructure

The proposed Project includes the construction of infrastructure listed in Table 3-1. Further detail is provided in **EES Chapter 6: Project description**.

Table 3-1. Project infrastructure – key components*

Double circuit lattice towers	418 double circuit towers.
Single circuit lattice towers	36 single circuit towers (18 sets of two side-by-side).
Approximate length of 500kV transmission line route	Approximately 190km, between Bulgana in Victoria's west to Sydenham in Melbourne's north-west.
Approximate length of 220kV transmission line route	Approximately 2.5km, between the existing Bulgana Terminal Station to the new terminal station
Terminal Stations	A new 500kV terminal station and associated infrastructure near Bulgana Terminal Station via a 220kV connection.
	Expansion of the existing Bulgana Terminal Station to support connection of the new 500kV terminal station near Bulgana.
	A connection to the Sydenham Terminal Station, including the modification of a 500kV bay and a new 500kV bay extension with associated infrastructure
	Relocation and diversion of existing 220kV transmission lines at Elaine Terminal Station.

* These figures are approximate and subject to final detailed design, which will consider further landholder consultation and geotechnical, site and other investigations.

For the safe and reliable operation of the transmission line, an easement is needed for the operation of the transmission line, and other related infrastructure to protect public safety and to provide access for maintenance and repair purposes. The transmission line easement will be typically between 70 and 100m wide for the Project.

The transmission line design requirements are specified by the Australian standard AS/NZS 7000:2016 Overhead Line Design and AusNet's Electricity Safety Management Scheme. Key assumptions and considerations of the transmission towers that will form part of the Project and have been used as the basis of this report are described below.

- Transmission towers (towers) support the overhead conductors (wires or lines) at the required height above the ground to meet regulations and safety requirements. The preferred tower configuration will be a galvanised steel lattice structure similar to those found elsewhere across Victoria and within the national network. The typical tower height for the Project is between approximately 60 to 80m.
- Each tower has four footings which will typically be 1.8m in diameter and 9m deep. The four footings base width will be between 10 to 17m wide. During construction, ground disturbance around each tower will typically be no greater than 50 by 70m.
- The spacing or span length between each tower is determined by the height from the ground that the conductors need to be to achieve the required ground clearance in the middle of the span. Typical span length is between 450 to 550m for the transmission line. Longer span lengths are possible over sensitive areas or to avoid impacts, however longer spans require taller towers to provide safe ground clearances and wider easements to allow for greater sway of the conductors. Similarly, where it is difficult to achieve the

required ground clearance in the middle of the span, due to topography or obstacles, the tower span may be reduced.

- Each span comprises 26 conductors, made up of 12 conductors on each side of the tower cross arms and two ground conductors across the top of the tower. Each conductor is approximately 32mm thick and made of aluminium wire strands with a steel core.

As part of the Project, the existing Bulgana Terminal Station will be upgraded to support the connection of the new 500kV terminal station into the existing 220kV switchyard. The new 500kV terminal station will support the connection of the Project transmission line and future connections. The new terminal station will require additional land to the north-east of the existing Bulgana Terminal Station.

Upgrades required at Elaine Terminal Station will involve the relocation of existing 220kV transmission lines and diversion of an existing 220kV line into the terminal station. The footprint of the terminal station will not change, and all new equipment will be approximately the same height and scale as existing structures and equipment at the Elaine Terminal Station.

Connection works are proposed at Sydenham Terminal Station. The existing Sydenham Terminal Station will be re-built through the Sydenham Terminal Station Rebuild Project, prior to the Project works. The Project will connect into Sydenham through the modification of a 500kV bay and new 500kV bay extension.

3.2.2 Temporary infrastructure

During construction there will be additional work areas, including vehicle access tracks, temporary tower stringing pads, distribution line crossover points, potential hurdle locations, temporary laydown areas and workforce accommodation facilities.

Temporary laydown areas associated with the terminal stations and the transmission line will be used to sort materials, pre-assemble Project components and store equipment, vehicles and other supplies that support construction activities. Temporary fencing, gates, security systems and lighting will also be installed at the laydown areas. The Project will establish five laydown areas; two of which will be located at existing terminal station sites (Bulgana and Sydenham), one at the new 500kV terminal station near Bulgana, and an additional two sites at intermediate locations between the stations south-east of Lexton and south-east of Ballan. The two intermediate laydown areas are required for the construction of the transmission line. The size of each site (including workforce accommodation facilities) will vary depending on storage requirements. The site south-east of Lexton will be up to approximately 12ha and the site south-east of Ballan will be up to approximately 24ha.

AusNet proposes to utilise temporary construction workforce accommodation facilities to accommodate construction workforce personnel. Two facilities are proposed; one in each of the western and eastern portions of the Project, co-located with each of the intermediate laydown areas near Lexton and Ballan. Each facility will have capacity for up to 350 personnel and will provide individual accommodation units, a communal kitchen and meals area, laundry, gym facilities, mobile and Wi-Fi boosters and serviced cleaning. The layouts of the proposed workforce accommodation facilities will be determined by the Principal Contractor.

3.3 Summary of key Project activities

3.3.1 Construction

Construction of the Project will include preparatory activities (e.g., site investigations, establishment of laydown areas etc.), establishment of temporary infrastructure (such as water and wastewater infrastructure and power supplies), construction of towers and transmission line stringing works; construction works at terminal stations; site rehabilitation works; and pre-commissioning activities.

The overall construction duration of the Project is approximately two years. This schedule is dependent on adjustments required to deliver the Project and the granting of approvals within certain timeframes. For tower assembly and transmission line stringing, work will not be constant, with specialist crews following each other along the route doing specific jobs (clearing, site preparation, tower construction, conductor stringing, site

rehabilitation, etc). As each work crew leaves a site (or property) there may be days, weeks, or possibly months of inactivity until the next crew arrives. The cumulative duration of construction work at each tower (i.e., time on each property) will be approximately 9 to 22 weeks (over a two-year period). Once construction is complete, site rehabilitation will occur and commissioning activities will include final inspections and other safety and pre-operational checks. Construction of the Project is anticipated to commence in late 2026 and be completed by late 2028.

Key activities associated with the construction of towers include:

- Site preparations, including necessary vegetation clearance
- Construction of vehicle access tracks and minor upgrades to existing roads and tracks
- Tower foundation construction
- Tower structure assembly and erection
- Transmission line stringing works
- Commissioning
- Site rehabilitation.

The works proposed at the new 500kV terminal station near Bulgana, the existing Bulgana Terminal Station and Sydenham Terminal Station will be constructed over a period of approximately 20 months, with key activities including:

- Site preparations, access and necessary vegetation clearance
- Earthworks
- Construction of footings, foundations and drainage systems
- Installation of structures and equipment
- Commissioning
- Landscaping and rehabilitation.

The proposed siting, heights and materials of the proposed towers and materials of track works are shown in the Development Plan exhibited with the proposed draft amendment.

Where helicopters are used for the construction of towers or line-stringing, they will use existing designated landing sites (heliports/helipads). No new helicopter landing sites are proposed for the Project.

3.3.2 Operations

The operation and maintenance of transmission line are subject to stringent regulatory controls to facilitate public safety and the uninterrupted supply of electricity. All transmission line operators are required to comply with these controls and provide regular reports to the relevant authorities, including Energy Safe Victoria.

The key operation stage activities for the transmission line include:

- Scheduled inspections of the transmission line and easement (either by vehicle patrols or LiDAR/aerial surveys)
- Ongoing vegetation management to maintain safety clearances under the transmission line
- Tower maintenance inspections
- Repairs and maintenance to address issues found in above inspections.

While the terminal stations are operated remotely, staff are present at stations for inspections or maintenance. Routine inspections will occur bi-monthly, with personnel checking the overall condition of the terminal station's assets.

3.3.3 Decommissioning

The Project's transmission line is designed for a service life of 80 years, while the terminal station works have been designed for a minimum life of 45 years. The terminal station works will be maintained and upgraded to enable the terminal stations to remain operational for the service life of the transmission line. At the end of the service life of the transmission line, the infrastructure will either be decommissioned or upgraded to extend its service life to maintain the security and reliability of the transmission network as determined by the network planner at that time. In the event of decommissioning, the key activities may involve:

- Lowering the overhead transmission line and ground conductors to the ground and cutting them into manageable lengths to roll onto drums or reels for disposal as scrap metal
- Removing insulators and line hardware from structures at the site and disposal at an approved waste facility
- Dismantling towers in manageable sections, removing from the site and selling steel as scrap
- Excavation of footings below finish surface level
- Decommissioning and removal of terminal stations
- Easement restoration and rehabilitation, where required.

3.3.4 Route selection and refinement

The potential for impact on land use and existing and planned development has been considered extensively in designing the route of the Project. Specific selection criteria were developed based on the avoidance of public land, ability to continue current land use, and to protect land access and level of amenity (refer to EES Attachment I: Project development and assessment of alternatives).

High level criteria included, where practicable:

- Aligning the transmission line in relation to existing terminal station sites and existing transmission lines, where possible, to facilitate efficient connections and utilise existing easements
- Avoiding towns and residential areas
- Maximising distance to dwellings and other sensitive facilities
- Maximising setback of infrastructure from sensitive land uses where impacts cannot be avoided. This was applied to the route selection process as indicated in EES Attachment I: Project development and assessment of alternatives
- Avoiding areas in the Public Conservation and Resource Zone, Environmental Significance Overlay, Significant Landscape Overlay or Heritage Overlay
- Avoiding severing or separating large areas of properties that could impact on the existing land use, including agriculture
- Avoiding land reserved for conservation purposes, particularly national parks, state parks and other parks or reserves under the *National Parks Act 1975*.

Site specific criteria included:

- Siting the transmission line route at least 200m away from habitable dwellings where possible
- Siting of the transmission line route in response to landholder preferences where known and feasible
- Siting of the towers in alignment with existing transmission towers where possible
- Aligning the transmission line route at the back/rear of properties to reduce impacts on land use, including agriculture and land access
- Using existing access points and tracks to minimise disturbances to landholders. If upgrades are required, this will be done in consultation with landholders. If existing access tracks are not available, new all-weather tracks will be built

- Placing towers and transmission line within farms where it is anticipated that they will minimise constraints on the land's use
- Increased clearance heights (5m as compared to the typical 3m) under transmission line to minimise conflicts with the operation of vehicles and equipment.

Consideration of these criteria during the planning and design of the Proposed Route already undertaken for the Project has contributed to the avoidance or minimisation of land use impacts during construction and operation of the Project.

This report assesses the potential for land use and planning impacts associated with the Project considering the above avoid and minimise measures have already been adopted as far as practicable and considers the need to implement additional measures to further avoid, minimise or manage land use impacts through the development of EPRs.

For example, through the planning and design development process undertaken to date, the Project's tower locations have been determined taking into consideration safety requirements and the need to avoid obstacles and environmentally or culturally sensitive areas, and to minimise impacts on land use.

3.3.5 Easement

The process to establish an easement for the Project is described in Western Renewables Link *Landholder guide: Option for easement process and compensation* (AusNet, 2024a) and *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b). Easement would be registered on the title of affected land. Parties affected by an easement, whether or not acquired by agreement or compulsorily, would be compensated.

Transmission line easements are needed to:

- Protect public safety – transmission line easement terms only promote activities which are compatible and safe can occur within the easement
- Provide access to infrastructure to help maintain a reliable transmission network – an easement allows AusNet to efficiently access its infrastructure for maintenance and to confirm it is operating as it should, including in emergencies.

Easements place some restrictions on the use of the land. However, a range of permitted activities may be included in the easement terms. AusNet will work with landholders to agree on the easement terms.

Buildings and structures, including dwellings, are not permitted to be located within the proposed easement. Uses and activities that are not permitted within the easement for safety of property and people includes:

- Aerial crop spraying
- Rain gun irrigators (large water spray irrigators)
- Vehicles that exceed 5m in height without prior permission*
- Electrical detonation or storage of explosives
- Metal pipes (including reinforced concrete), power conductors and other electrically conductive materials where within 30m of any tower steelwork.

*The 500kV double circuit transmission line will be designed with a minimum clearance of 15m, from the height of the conductors to the ground or a road traversable by vehicles. Based on a minimum 15m ground clearance and the No Go Zone guidelines published by Energy Safe Victoria (ESV), vehicles and equipment of up to 5m in height will be permitted to travel and operate under the 500kV transmission line without permission from AusNet. Vehicles and equipment between 5 to 8.6m in height may be permitted to operate subject to an AusNet safety assessment.

The following may occur within the easement as a 'permitted use/activity':

- Grazing and agriculture
- Market gardens, orchards and horticultural nurseries (excluding buildings)
- Water storage dams (subject to sufficient clearances)
- Operation of irrigation equipment (with some restrictions)
- Trees and shrubs with a mature growth height not exceeding 3m provided other criteria in the guidelines are met
- Non-metallic fences up to 3m in height
- Ground-level sporting activities, playground equipment, goals and lights subject to the design and heights
- Landscaping and paving (subject to sufficient clearances)
- Sewerage, drainage and water pipes constructed of earthenware or plastic materials, but no closer than 20m to towers.

A more extensive list is provided in the *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b)[3].

Some activities require a safety assessment, which are provided to landholders free of charge by AusNet.

Access to the transmission line's easement would be required annually for inspection and to maintain vegetation within the specified limits (i.e., height and proximity to structures), with the asset monitored remotely on a day-to-day basis. Access to the proposed new terminal station would be via public roads and access over third-party land would not be required.

3.3.6 Rezoning

As part of the draft planning scheme amendment for the Project, AusNet proposes to rezone the land associated with the existing Bulgana Terminal Station (approximately 6ha) and the new terminal station (approximately 63ha) near the Bulgana Terminal Station. The land would be rezoned from the Farming Zone to Special Use Zone in the Northern Grampians Planning Scheme. The land to be rezoned includes all parcels supporting existing terminal station infrastructure and any additional land for the 500kV switchyard as part of the Project.

The rezoning of the land to Special Use Zone is of importance to allow the land use to be easily identifiable in the planning scheme as State significant infrastructure critical to Victoria's transition to renewable energy, with a planning framework that supports its long-term operation.

[3] In accordance with AusNet's (2024b) *Landholder guide: Easement safety and permitted activities*, prohibited uses of transmission line easements includes the operation of large gun-type irrigators, aerial crop spraying, use of vehicles and equipment exceeding 8.6m in height, buildings and dwellings, and storage / stockpiling of materials (including hay and silage), industrial waste and flammable liquids / gases. Any vehicles or equipment between 5m and 8.6m in height will require a safety assessment before use in the easement. The full list of prohibited and permitted uses is provided in the *Landholder guide: Easement safety and permitted activities*, available here: https://www.westernrenewableslink.com.au/assets/resources/Landholder-guide-Easement-safety-and-permitted-activities.pdf.

4. Legislation, policy and guidelines

This section provides an overview of key Commonwealth and state legislation, policy, guidelines and strategies relevant to land use and planning matters, including identifying primary and likely secondary approval requirements for the Project. For a full list of primary and secondary approvals, refer to **EES Chapter 3: Legislative framework and approval requirements**.

4.1 Commonwealth legislation

Table 4-1 identifies the principal Commonwealth legislation of relevance to land use and planning for the Project.

Table 4-1. Key Commonwealth legislation relevant to land use and planning

Legislation	Relevance to this Project
Environment Protection and Biodiversity Conservation Act 1999	
The *Environment Protection and Biodiversity Act 1999* (EPBC Act) provides the legal framework to protect and manage impacts to matters of national environmental significance (MNES), which include: world heritage properties; national heritage places; wetlands of international importance (Ramsar); listed threatened species and communities; listed migratory species; Commonwealth marine areas; the Great Barrier Reef marine Park; nuclear actions and water resources, in relation to coal seam as and large coal mining development. Any project that is likely to have a significant impact on MNES, must be referred to the Commonwealth Minister for Environment via the Department of Climate Change, Energy, the Environment and Water (DCCEEW) for a decision on whether the project is a 'controlled action' requiring assessment and approval under the EPBC Act.	The Project was referred to the Commonwealth Minister for the Environment, who determined that the Project is a 'controlled action' requiring assessment and approval under the EPBC Act before it can proceed. The Minister's referral decision (EPBC 2020/8741), issued on 2 September 2020 determined that the Project is a 'controlled action' due to its potential to have a significant impact on listed threatened species and communities, and further stipulates that the Project will be assessed under the assessment bilateral agreement between the Commonwealth and Victorian Governments. The proposed action referred was varied on 20 November 2024 to reflect the Project description. Under the Victorian *Environment Effects Act 1978*, the EES process is an accredited assessment process under the bilateral (assessment) agreement.

4.2 State legislation

The Project requires consideration under primary and secondary State legislation. Table 4-2 identifies the principal assessments and approvals required under Victorian legislation relevant to land use and planning.

Table 4-2. Key State legislation relevant to land use and planning

Legislation	Relevance to this Project
Planning and Environment Act 1987	
The *Planning and Environment Act 1987* (Planning and Environment Act) regulates the use and development of land in Victoria. The Planning and Environment Act sets out the framework and procedures for preparing and amending planning schemes, obtaining planning permits, settling disputes, enforcing compliance with planning schemes, and other administrative procedures.	The construction and operation of the Project will occur across six municipalities - Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool and Melton - and is subject to the provisions of their respective planning schemes. The use and development of land for the Project triggers the need for planning approval under the six planning schemes. The permit triggers for the Project are identified in Section 10.2. Due to the state significance of the Project, the number of permit triggers under each planning scheme, and the number of affected properties and stakeholders, planning approval is proposed to be sought via a Group of Councils Planning Scheme Amendment (GC PSA) under Part 3 of the Planning and Environment Act. A GC PSA streamlines the planning

Legislation	Relevance to this Project
	approval process and facilitates a consistency of approach across multiple municipalities. Draft Amendment GC209 has been prepared for the Project and seeks to: ▪ Apply a Specific Controls Overlay to the Project Land through Clause 45.12 (Specific Controls Overlay) in each of the six planning schemes. ▪ Insert a Project-specific Incorporated Document into each of the six planning schemes. ▪ Rezone the land supporting the existing Bulgana Terminal Station and the proposed new 500KV terminal station near Bulgana from Farming Zone to Special Use Zone, by amending relevant zone maps and inserting a new Schedule 3 – Terminal Stations to Clause 37.01 (Special Use Zone) of the Northern Grampians Planning Scheme. ▪ Amend the existing Special Use Zone schedule of the Melton Planning Scheme that applies to the Sydenham Terminal Station to undertake corrections to the schedule and to facilitate consistency in the schedule with the new schedules that will apply to the existing Bulgana Terminal Station and the new 500kV terminal station near Bulgana. ▪ Use the provisions of Clause 72.01 to make the Minister for Planning the responsible authority for administering and enforcing the Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool and Melton Planning Schemes as they apply to the use and development of land for the Project. Draft Amendment GC209 has been prepared and published concurrently with the EES exhibition (see EES Attachment III: Draft Planning Scheme Amendment).

The legislation in Table 4-3 is also relevant to the Land Use Planning Impact Assessment.

Table 4-3. State legislation – other

Legislation	Relevance to this Project
Environment Effects Act 1978	
The *Environment Effects Act 1978* (Environment Effects Act) provides for the assessment of projects that are capable of having a significant effect on the environment by enabling the Minister administering the Act to decide that an EES should be prepared. An EES may be required where: ▪ There is a likelihood of regionally or State significant adverse environmental effects. ▪ There is a need for an integrated assessment of potential environmental effects (including social and economic effects of a project or relevant alternatives), and ▪ Normal statutory processes would not provide a sufficiently comprehensive, integrated and transparent assessment. The process under the Environment Effects Act is not an approval process, rather it is a mechanism under which statutory decision makers (Ministers, local government and statutory authorities) can be informed about whether a project with potentially significant effects should proceed.	On 22 August 2023, the Minister for Planning determined that the Project requires assessment through an EES under the Environment Effects Act due to the following matters as set out in the Statement of Decision on Referral No. 2023R-04, and summarised below: ▪ The area of interest for the Project supports significant environmental values and other social values, potential aggregate impacts on which are of at least regional significance. ▪ Multiple alignment and design alternatives for the Project within the area of interest require rigorous and transparent assessment and refinement. ▪ An EES responds to community interest in Project siting, alignment and design alternatives by providing appropriate opportunities for public input. The Minister for Planning issued the EES scoping requirements in November 2023 (Section 2), which have informed this assessment.

Legislation	Relevance to this Project
Electricity Industry Act 2000	
The main purpose of the *Electricity Industry Act 2000* (Electricity Industry Act) is to regulate the electricity supply industry. The Electricity Industry Act applies to any person, and any distribution company, transmission company, retailer and generation company.	In accordance with the Electricity Industry, AusNet may be required to obtain a new or updated licence to transmit and supply electricity though the Project's transmission system from the Essential Services Commission of Victoria. Further, the Electricity Industry Act provides AusNet with powers to access land for certain purposes (for example, for environmental investigations associated with the Project) and to acquire the transmission line easements required for the Project, where access and tenure cannot be secured by negotiation. Information on the process for creating transmission line easements for the Project along with likely permissions and restrictions on land use and development within the easement, can be found in AusNet Services' '*Landholder Guide: Option for easement process and compensation* (AusNet, 2024a). A summary of this information as relevant to this Land Use and Planning Impact Assessment is provided in Section 3.3.5.
Crown Land (Reserves) Act 1978	
The *Crown Land (Reserves) Act 1978* (CLRA) provides for the reservation of Crown land for a variety of public purposes and governs the management of reserved Crown land. The Minister for Environment administers the CLRA in most cases and the land manager, depending on the land in question, will be specially appointed trustees or committees of management, i.e., Department of Energy, Environment and Climate Action (DEECA) or Parks Victoria. The Victorian government is developing proposals to renew Victoria's public land legislation, proposing to replace the CLRA, *Forests Act 1958* and *Land Act 1958* with a new Public Land Act. Public consultation on the proposed new legislation ended on 14 May 2021 and feedback is being considered to inform the development of the legislation. At the time of writing, the new Public Land Act was not yet gazetted or in force.	The Project will directly affect reserved Crown land governed by the CLRA. Leases, licences or agreements under the CLRA will need to be secured for the construction and ongoing operation and maintenance of the Project. AusNet is working with the relevant Crown land managers to obtain the appropriate approvals required for the Project under the CLRA. A review of Crown land parcels directly affected by the Project has been undertaken. AusNet's Project planning of the Crown land licence with DEECA has to date not encountered any foreseen inconsistencies or incompatibility with permanent reservations on Crown land proposed to host the Project.
National Parks Act 1975	
The *National Parks Act 1975* (Vic) (National Parks Act) establishes the statutory basis for the protection, use and management of an outstanding system of national and other parks covering nearly 3.45 million hectares. Section 27A of the National Parks Act provides for agreements to be made with an electricity company to manage, control and to carry out duties, functions and powers related to the electricity company within land declared under the National Parks Act.	The Project does not directly traverse land declared under the National Parks Act. Lerderderg State Park is declared under Schedule 2B – State Parks of the National Parks Act. The Proposed Route has been designed to avoid the Lerderderg National Park. The Victorian Government has proposed to create a new Wombat-Lerderderg National Park[4] encompassing the Lerderderg State Park and the majority of the existing Wombat State Forest (located to the north-west of the Lerderderg State Park). The Proposed Route has been designed to avoid the area proposed for the National Park.

[4] Victorian Environmental Assessment Council's Central West Investigation Final Report (June 2019) (Victorian Environment Assessment Council, 2019)

Legislation	Relevance to this Project
Land Act 1958	
The *Land Act 1958* (Land Act) governs unreserved Crown land, which is Crown land that has not been set aside for a particular public use. The Land Act is administered by the Minister for Environment. The unreserved Crown land manager, depending on the land in question, will be Parks Victoria or the Secretary to the DEECA.	The Project will directly affect parcels of unreserved Crown land governed by the Land Act. Leases, licences or agreements under the Land Act will need to be secured for the construction and ongoing operation and maintenance of the Project. AusNet is working with the relevant Crown land managers to obtain the appropriate approvals required for the Project under the Land Act. A review of unreserved Crown land parcels directly affected by the Project has also been undertaken. AusNet's Project planning of the Crown land licence with DEECA has to date not encountered any foreseen inconsistencies or incompatibility with permanent reservations on Crown land proposed to host the Project.
Land Acquisition and Compensation Act 1986	
The *Land Acquisition and Compensation Act 1986* (LACA) establishes a procedure for the acquisition of land for public purposes and provides for the determination of the compensation payable in respect of land so acquired. The LACA sets out the circumstances in which an 'Authority' may acquire land where it is empowered to do so under a 'special Act'. Section 5(1) of the LACA provides that an 'Authority' must not commence to acquire any interest in land under the provisions of a 'special Act' unless the land has been first reserved by or under a planning instrument for a public purpose except as provided for in sections 5(2) to 5(5).	AusNet intends to negotiate transmission line easements with landholders for all land required for the purposes of the Project. However, some easements may need to be compulsorily acquired. AusNet is empowered by the Electricity Industry Act, which is a 'special Act' for the purposes of the LACA, to compulsorily acquire easements for the purposes of erecting and/or laying and maintaining power conductors. Prior to commencing to compulsorily acquire easements for the Project (if necessary), AusNet would require certification by the Governor in Council, on the recommendation of the Minister for Energy, that the land to be acquired is land for which reservation is unnecessary, undesirable or contrary to the public interest (LACA Section 5(3)). Any compulsory acquisition of land by AusNet must be undertaken in accordance with the requirements of the LACA.
Forests Act 1958	
The *Forests Act 1958* (Forests Act) provides for the management of State forests. The Forests Act also provides for the development of working plans (currently represented by Forest Management Plans (FMPs)) to maintain and improve State forests and creates certain obligations with respect to fire management activities within State forests, parks managed under the National Parks Act and protected public land. The Forests Act is administered by the Minister for Environment and managed by DEECA.	Within the Project Area, the Forest Act 1958 applies to Lexton H5 Bushland Reserve and Bullarook Creek Streamside Reserve. These two areas are subject to the Midlands Forest Management Plan and the West Regional Forest Agreement within the Midlands Forest Management Area (FMA). The plan and agreement aim to balance the long-term stability of forests and forest industries. DELWP (now DEECA) are currently reviewing the FMPs, with updated FMPs to be prepared by December 2023. At the time of writing, the Midlands FMP (Victorian Department of Natural Resources and Environment, 1996) was not yet updated.

4.3 Planning policy, strategies and plans

This section provides an overview of state, regional and local planning policy, strategies and plans as they inform how land is or is planned to be used.

4.3.1 State

Victoria's Climate Change Strategy 2021

Victoria's Climate Change Strategy (DELWP, 2021a) is a policy document at Clause 19.01-2S (Renewable energy) of the PPF. The strategy is primarily concerned with securing progress towards the State's 2050 net zero emission target. The Project aligns with this strategy, proposing the development of new, long-lived infrastructure that is critical for the function of the State's and nation's energy grid, harnessing Victoria's renewable energy resources and connecting new Renewable Energy Zones to the State's electricity grid.

Victoria's Infrastructure Strategy 2021-2051

Victoria's Infrastructure Strategy 2021-2051 (Infrastructure Victoria, 2021) provides a roadmap for infrastructure development for the next 30 years in the policy areas of housing, energy, transport and social infrastructure. The strategy supports the energy transition to renewables and the augmentation of critical electricity transmission infrastructure and inter connectivity with inter-state networks. The Project supports this roadmap, providing the much-needed infrastructure to direct renewable energy produced in western Victoria into the NEM, including connecting the VNI West Project into the Project at the new 500kV terminal station near Bulgana, to help increase the capacity to share electricity between Victoria and NSW.

Of relevance to the Project are the following directions:

- Recommendation 1.1 seeks for Victoria be able to "navigate" this energy transition from coal power to renewables and includes the need to support augmentation of critical electricity transmission infrastructure by 2027-28 (Recommendation 1.1.3). The Project supports this recommendation by providing the much-needed infrastructure to direct renewable energy produced in western Victoria into the NEM.
- Recommendation 1.1.3 seeks to improve network resilience and reliability through interconnection with other states. The Project will provide a future link for the VNI West Project to Victoria's energy grid. Interconnection between NSW and Victoria will significantly strengthen the reliability and security of the declared transmission system by providing access to replacement dispatchable capacity across the NEM as coal retires.

Victorian Renewable Energy Zones Development Plan

The Victorian Government, through its Climate Change Strategy (DELWP, 2021b), has committed to the development of Renewable Energy Zones across the state that will allow new renewable energy projects to be connected in a timely manner and achieve better energy affordability and reliability outcomes for consumers. The initial Renewable Energy Zones Development Plan presented in the Directions Paper identifies six Renewable Energy Zones (Figure 4-1). The Plan states that these zones are areas where clusters of large-scale renewable energy can develop alongside a coordinated investment in electricity transmission and generation, including network investments that could be delivered immediately.

The Project, referenced in the Plan as the Western Victoria Transmission Network Project, is identified as a Stage 1, Category 2 network augmentation project for the Western Renewable Energy Zone. The Project (as included in the Plan) involves increasing the rating from 220kV to 500kV from North Ballarat to Bulgana, to enable the connection of up to 1,200MW of renewable energy projects. As proposed, the Project will help prevent generator curtailment during high levels of renewable generation due to network capacity limitations, thereby supporting unconstrained operation of generators in the area.

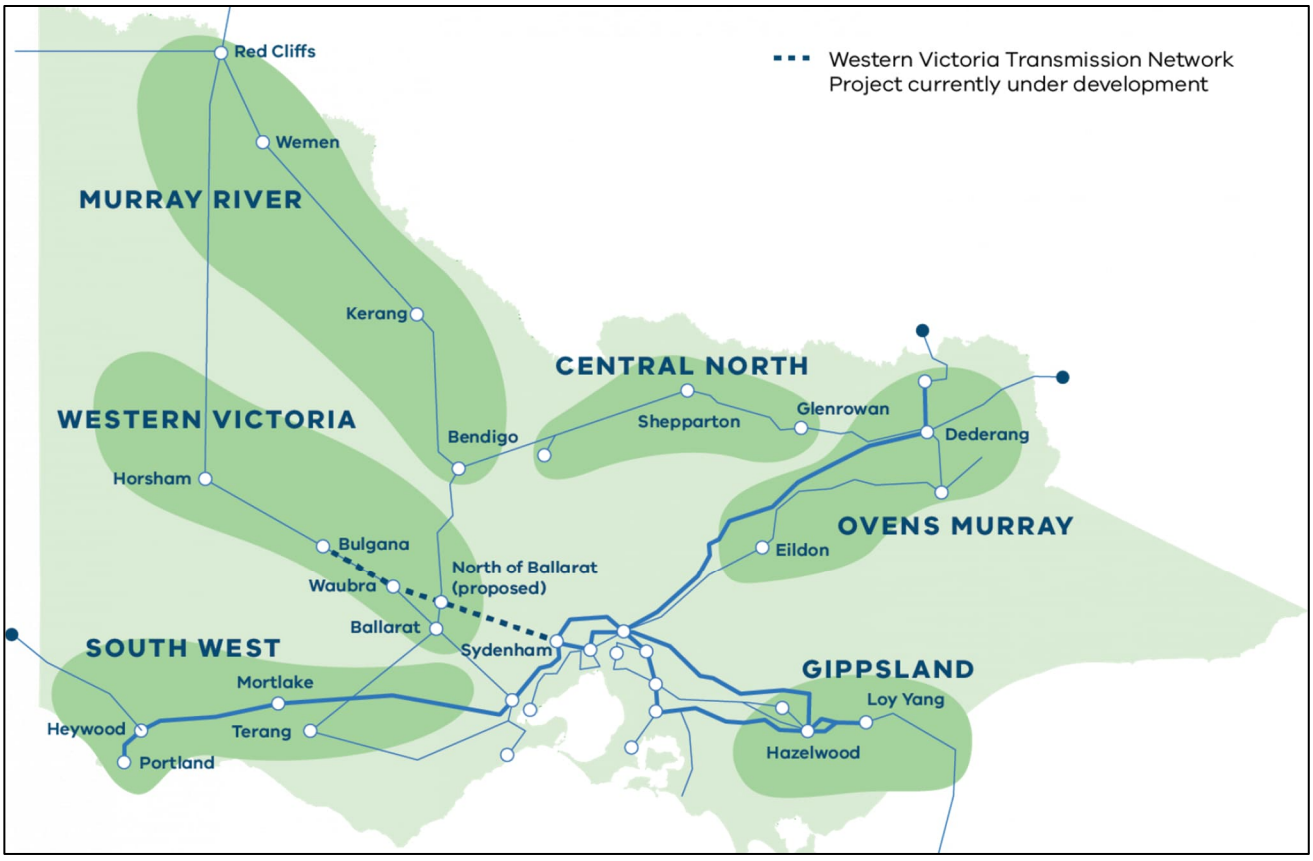


Figure 4-1. Renewable Energy Zone map (Source: DELWP, 2021b)

Victorian Infrastructure Plan, 2021

The *Victorian Infrastructure Plan 2021* (Department of Treasury and Finance, 2021) outlines the current investment directions of the Victorian Government. The Plan supports actions to *'augment electricity transmission for renewable energy and resilience'* and calls out the need to work with energy market bodies to deliver major transmission projects, including those identified in the AEMO Integrated System Plan (AEMO, 2024), which includes the Project. The Plan also contains responses to the 94 recommendations set out in Victoria's 30-year Infrastructure Strategy (Infrastructure Victoria, 2021).

Of relevance to the Project are the following directions:

- The Plan supports the delivery of the Project and confirms the Government's support of Recommendation 1.1.3 of Victoria's 30-year Infrastructure Strategy to 'augment electricity transmission for renewable energy and resilience'.
- The rationale for supporting Recommendation 1.1.3 calls out the need to work with energy market bodies to deliver major transmission projects, including those identified in the AEMO Integrated System Plan (AEMO, 2024) (including the Project).

Plan Melbourne 2017-2050 & Plan Melbourne 2017-2050: Addendum 2019 (Plan Melbourne)

Plan Melbourne (DELWP, 2017a) and the accompanying Plan Melbourne 2017-2050: Addendum 2019 (DELWP, 2019) provides the vision for Melbourne to 2050 (refer to Figure 4-2, annotated to show the approximate location of the Project).

Plan Melbourne seeks to integrate long-term land use, infrastructure and transport planning to meet Melbourne's future needs as it continues to grow (DELWP, 2017a). This includes land in Melbourne's west that will be used homes, jobs, retail and community infrastructure, as well as land that forms part of the Green Wedge

to be used for agriculture and a range of uses that are needed to support Melbourne, but which cannot be located in the urban areas.

Plan Melbourne provides strong policy directions to support the uptake of renewable energy generation, Direction 6.1 supports the 'transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050'. Action 84 (of the Plan Melbourne 2017-2050 Five-year Implementation Plan (DELWP, 2017b)) that 'Renewable energy technologies to achieve Victorian renewable energy targets of 25 per cent by 2020 and 40 per cent by 2025'.

The objectives of Plan Melbourne are reflected in Clause 11 (Settlement) of the Planning Policy Framework (PPF). As shown in Figure 4-2, the Project is located outside of areas identified for the growth of Melbourne's Settlements.

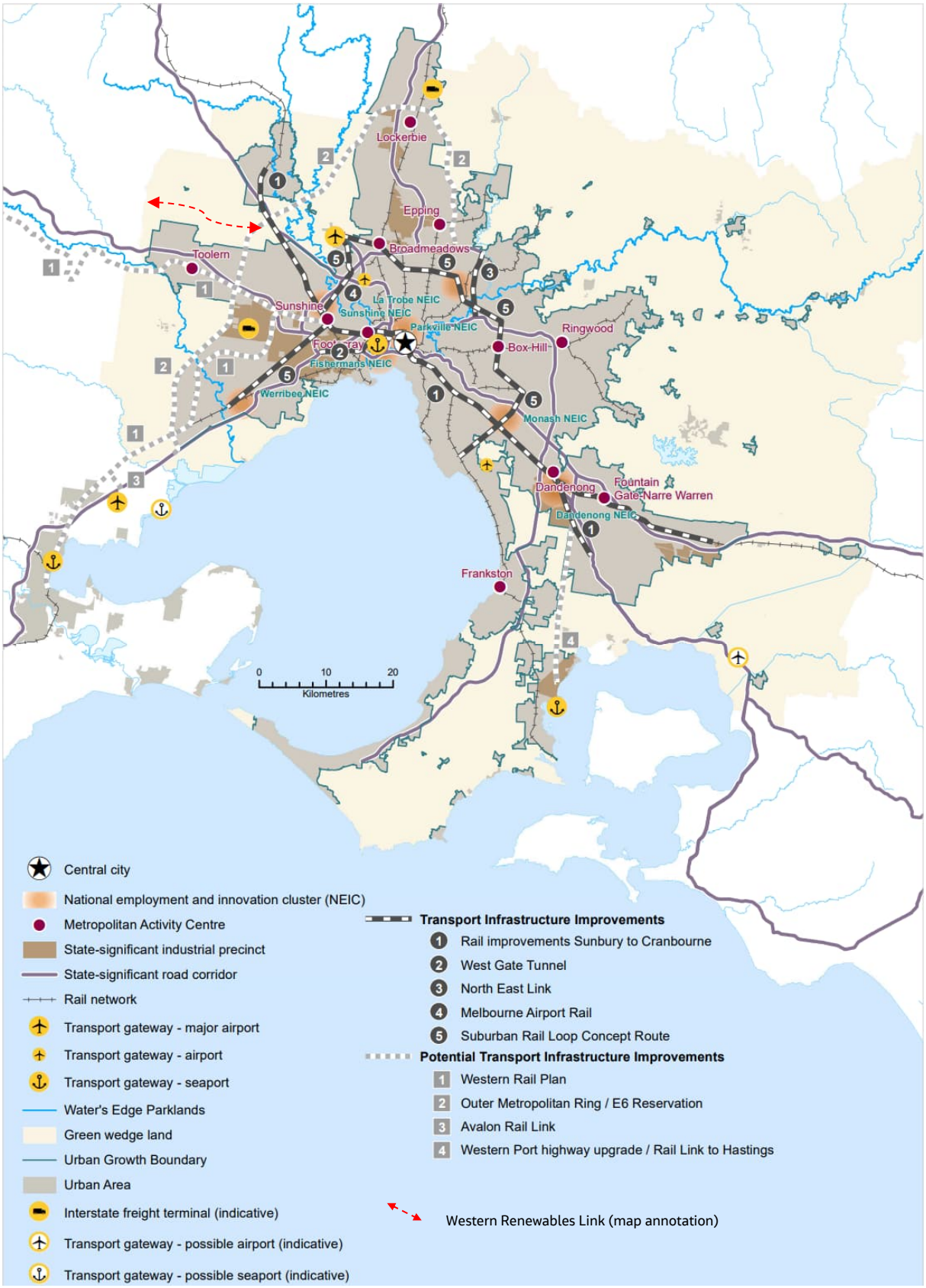


Figure 4-2. Melbourne 2050 Spatial Framework (Source: DELWP, 2019) (annotated to show approximate location of the Project within the Urban Growth Boundary)

West Growth Corridor Plan 2012

The West Growth Corridor Plan is referenced in Clause 11 (Settlement) of the PPF. The *West Growth Corridor Plan* (Growth Areas Authority, 2012) is a high-level integrated land use and transport plan. The Western Growth Corridor Plan focuses on land use features within the West Growth Area, including the landscape, environment and open space; community; employment; transport; and other infrastructure.

As shown in Figure 4-3 (annotated to show the approximate location of the Project), the Project interfaces with, but does not intersect, land identified as part of Melbourne's western growth area within the City of Melton.

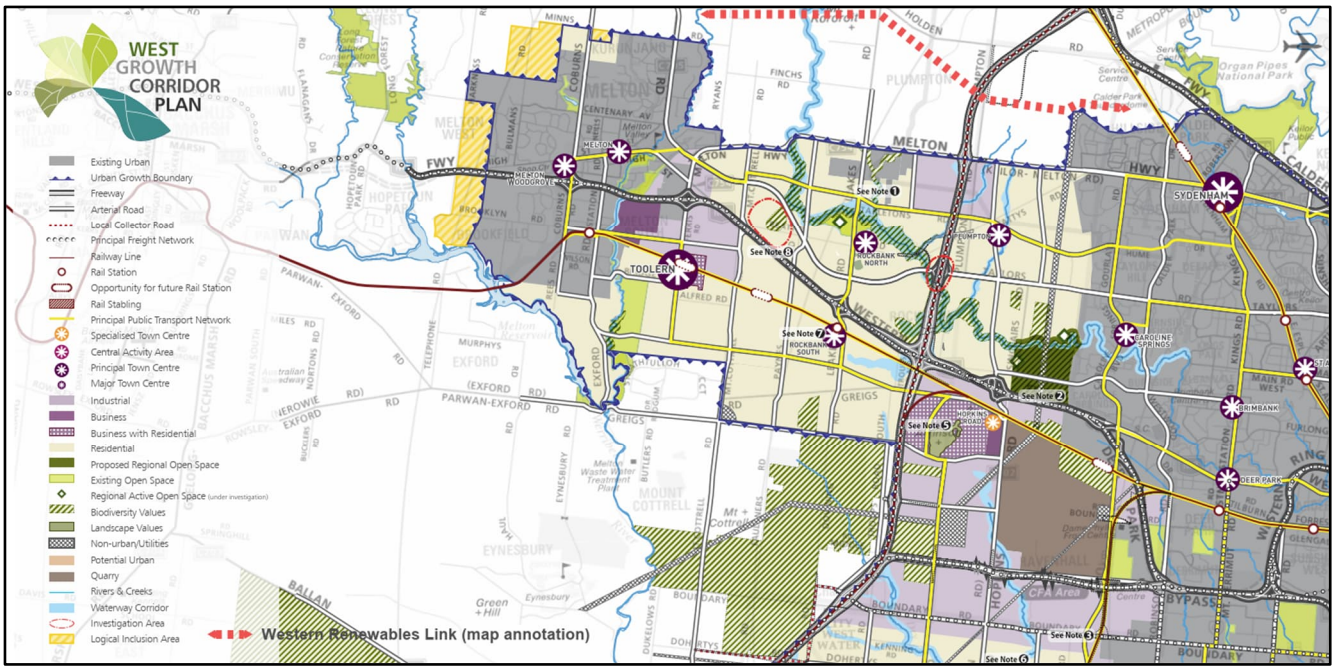


Figure 4-3. West Growth Corridor Plan (Source: GAA, 2012) (modified and annotated)

Melbourne's Future Planning Framework – Draft Western Metro Land Use Framework Plan, 2021

DELWP (now DTP) worked with local Councils to develop Melbourne's Future Planning Framework which will include six draft land use framework plans for the Melbourne Metropolitan regions, guiding how growth in jobs, housing, infrastructure, major transport improvements and open space is managed within the western metropolitan area over the next 30 years. The plans will guide the application of Plan Melbourne (DELWP, 2017a) and will provide a means for aligning state and local planning strategies. The *Draft Western Metro Land Use Framework Plan* is of relevance to the Project (DELWP, 2021d). The Project interfaces with, however does not intersect with any of the urban area identified in the Plan and is located in the depicted Green Wedge area. The Project does not impact on any planned Major Activity Centres, agricultural clusters, regional parks or industrial precincts identified in the Plan.

Melbourne Industrial and Commercial Land Use Plan, 2020

The Melbourne Industrial and Commercial Land Use Plan (DELWP, 2020b) builds on policies and actions from the metropolitan planning strategy, Plan Melbourne 2017-2050 and its 5-year implementation plan. The Plan assesses current and future needs for industrial and commercial land across metropolitan Melbourne, putting in place a planning framework to support state and local government to more effectively plan for future employment and industry needs. The Plan is referenced in Clause 11.02-1S (Supply of urban land) of the PPF. The Project does not intersect with any land in the Commercial or Industrial Zones.

Planning for Melbourne's Green Wedges and Agricultural Land – Action Plan, 2024

The Project is located within the Western Plains North Green Wedge. The Department of Transport and Planning (formerly part of DELWP) led an assessment of productive agricultural land in the green wedge and peri-urban areas within 100km of central Melbourne. These areas have been identified as potentially critical to the state's economic prosperity and support significant features that require specific planning controls to enable their protection from competing (primarily urban) land uses, and thereby to prioritise the land for agriculture and other important non-urban uses that cannot be located in urban areas. The assessment recognises the importance of green wedge and peri-urban land for energy and utilities infrastructure, with the potential for this infrastructure often competing with land use for agriculture an increasingly rare and finite resource around Melbourne.

The assessment encourages the refinement of planning controls to protect Melbourne's green wedges and agricultural land, including:

- Respond to the high demand for 'rural lifestyle' living and the desire to use green wedges and agricultural land for urban activities
- Retain land for agriculture and other important non-urban uses and prevent the incremental loss of this asset – an increasingly rare and finite resource around Melbourne
- Allow the planning system to continue to support our farmers to grow, adapt and innovate
- Protect their significant features and assets to improve environmental, economic, cultural and health and wellbeing outcomes
- Provide greater certainty and consistency across the study area and support local government decision-making, robust planning controls and strategies to realise a sustainable growing city and state.

Biodiversity Conservation Strategy for Melbourne's Growth Corridors, 2013

The *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013) was prepared as part of the Melbourne Strategic Assessment. The Strategy stems from the Melbourne Strategic Assessment which evaluated the impacts of Urban Growth Areas on matters of national environmental significance in accordance with the EPBC Act. The resulting program provided for urban development and the implementation of the commitment to prepare the Biodiversity Conservation Strategy.

The Strategy is referenced at Clause 12.01-1S (Protection of biodiversity) of the PPF.

The Strategy identifies 36 conservation areas within Melbourne's growth corridors that will be protected and managed in perpetuity. As shown in Figure 4-4, the Project is located outside of conservation areas.

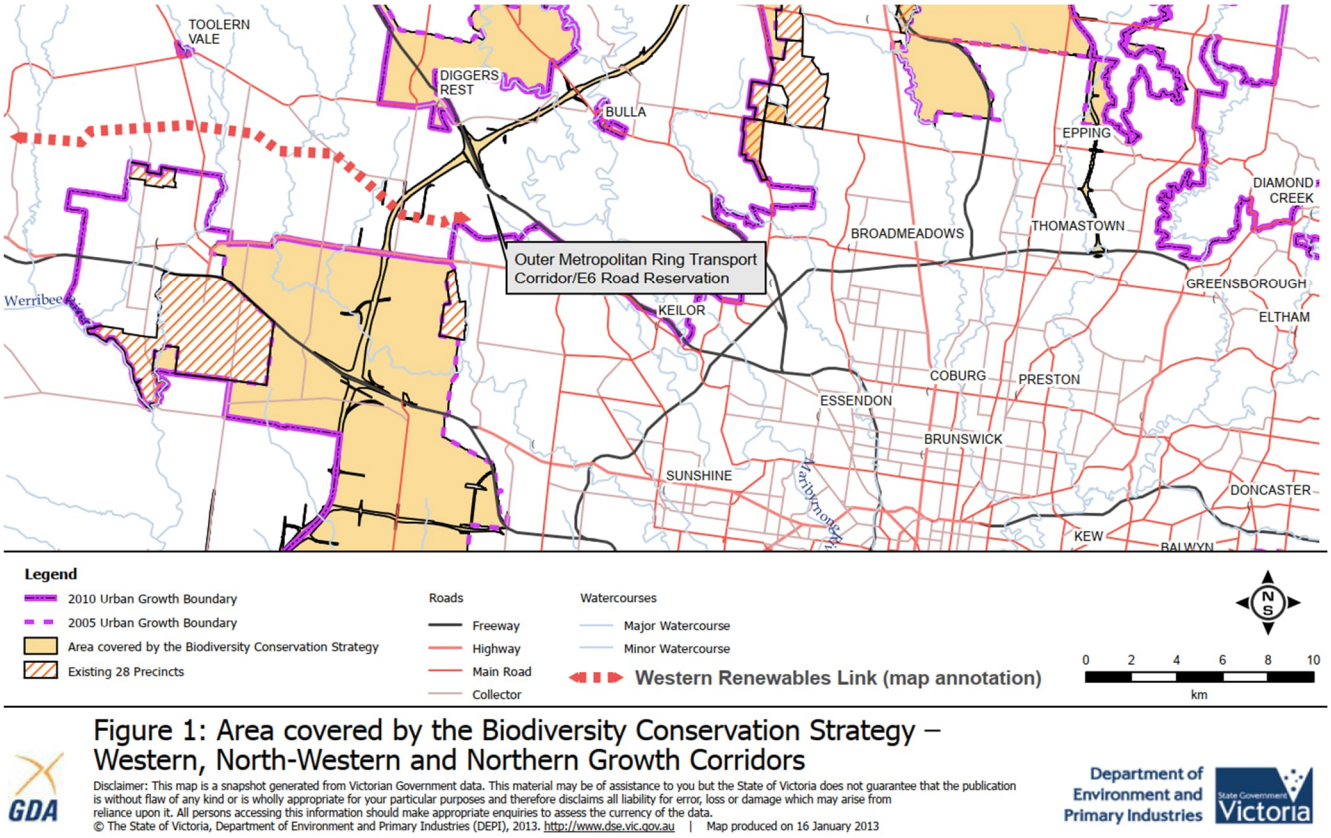


Figure 4-4. Biodiversity Conservation Strategy (Source: Department of Environment and Primary Industries, 2013) (modified and annotated)

Melbourne Supply Area - Extractive Industry Interest Areas Review

The *Melbourne Supply Area - Extractive Industry Interest Areas Review* (Department of Primary Industries, 2003) provides information and makes recommendations to assist municipal Councils, government agencies and the community in strategic planning for extractive industry and resource protection located within the Melbourne Supply Area. The document is referenced at Clause 14.03-1S (Resource exploration and extraction) of the PPF.

As shown in Figure 4-5, the Melbourne Supply Area intersects basalt resources within the eastern extent of the study area in Melton and Moorabool. Designation of areas enables the consideration of the impact of proposed land use on sand and stone resources and extractive industry operations.

Extractive Resources Supply and Demand Study 2022-2030 (DEECA, August 2023) analyses the extractive industry sector. It identified the need for additional quarries, including sand materials is needed to meet Melbourne's building projects. It identified that sand is more localized to certain areas of the State, with the vast majority supplied by Lang Lang (east of Melbourne). Modelling showed the importance of maintaining a supply of sand to the west of Melbourne, such as Bacchus Marsh. The Study (DEECA, August 2023) states that Victoria produced approximately 16.1 million tonnes of sand and gravel in 2020-21. The combined area of land used to quarry sand in Victoria is not available.

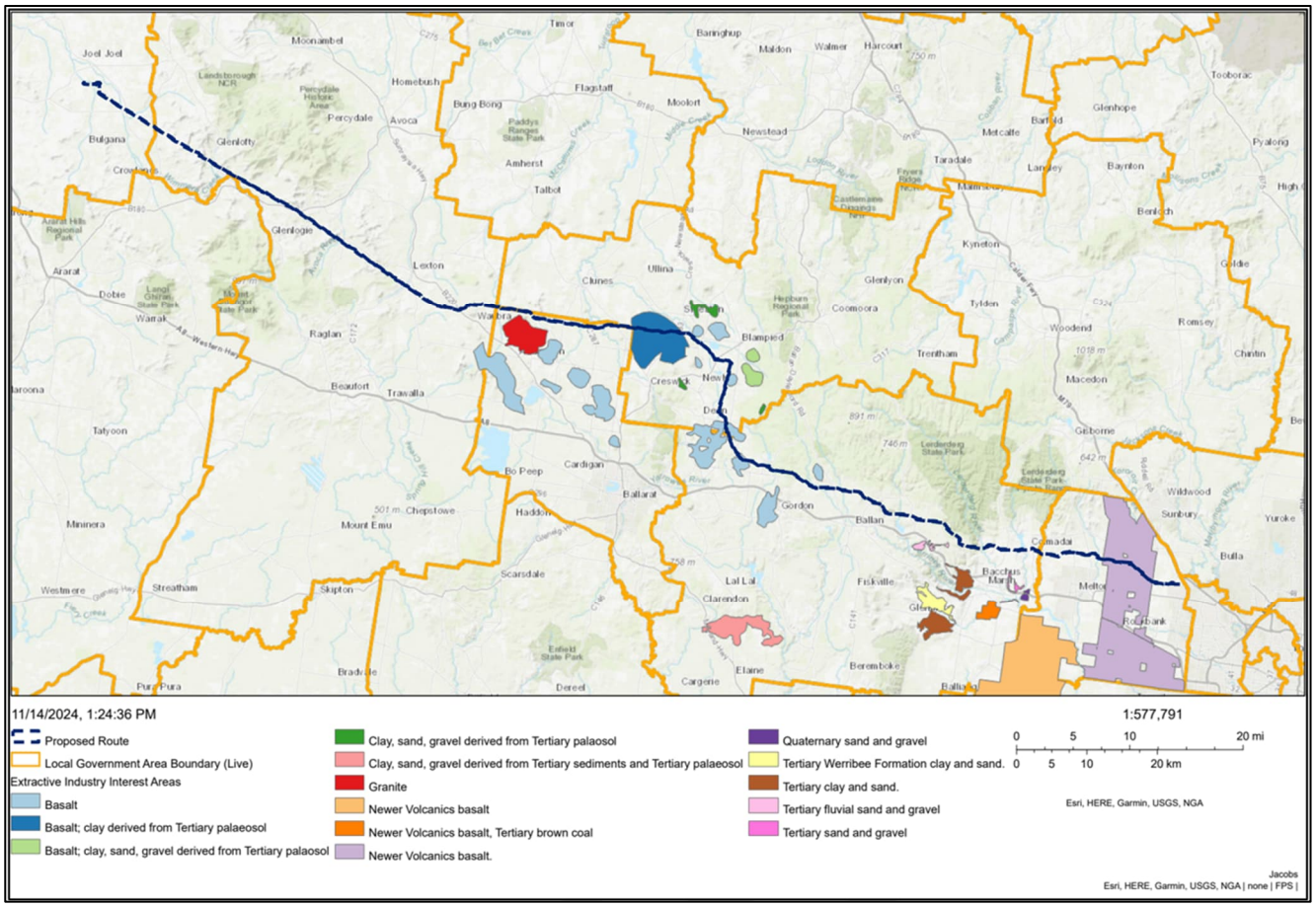


Figure 4-5. Extractive Industry Interest Areas (Original source data: Department of Jobs, Skills, Industry and Regions, as extracted from Vicdata in 2024)

Ballarat Supply Area - Extractive Industry Interest Areas

The *Ballarat Supply Area - Extractive Industry Interest Areas review* (Olshina & Jiricek, 1997) provides information and makes recommendations to assist municipal Councils, government agencies and the community in strategic planning for extractive industry and resource protection located within the Ballarat Supply Area. The document is referenced at Clause 14.03-1S (Resource exploration and extraction) of the PPF.

The Ballarat Supply Area intersects with the study area in Ballarat, in Hepburn and Moorabool. Designation of these areas enables the consideration of the impact of proposed land use on sand and stone resources and extractive industry operations.

Strategic Extractive Resource Areas Pilot Project Report

The *Strategic Extractive Resource Areas Pilot Project Report* (Victorian Government, 2020) is investigating the use of mechanisms available in the Victorian planning system to provide greater visibility, recognition and protection of known or potential strategic resources in two local government areas. The tests areas are in Wyndham and South Gippsland and does not intersect with the Project Land.

Forest Management Plan for the Midlands Forest Management Area (Victorian Department of Natural Resources and Environment, 1996)

The *Forests Act 1958* provides the framework to manage of State forests, including Forest Management Plans to maintain and improve State forests. The Project does not intersect with any State Forests. The Project Area interfaces with, but does not traverse, the Ben Major State Forest and the Lerderderg State Forest.

Planning Permit Applications in Open, Potable Water Supply Catchment Areas (Department of Sustainability and Environment, 2012)

The policy and planning control, implemented through the Environment Significance Overlay in relevant planning schemes, protects the quality of potable water supplies, using a risk based approach, whilst facilitating appropriate development within all open potable water supply catchments declared to be special water supply catchment areas under Division 2 of Part 4 of the *Catchment and Land Protection Act 1994* (Catchment and Land Protection Act). Land east of Lexton is located within a Water Supply Protection Area and is protected by an Environmental Significance Overlay – Schedule 1 in the Pyrenees and Hepburn planning schemes.

4.3.2 Regional

Regional growth plans provide broad direction for land use and development across regional Victoria and provide detailed planning frameworks for key regional centres. The plans are referenced in Clause 11.01 (Victoria), Clause 11.01-1R (Settlement – Central Highlands) and Clause 11.01-1R (Settlement – Wimmera Southern Mallee) of the PPF in the Victoria Planning Provisions and each of the six Planning Schemes relevant to assessment of the Project. Each regional growth plan identifies anticipated changes and priorities, where future development will be supported, and regionally significant resources and environs to be retained.

Central Highlands Regional Growth Plan 2014

The Central Highlands Regional Growth Plan 2014 (Victorian Government, 2014a) guides regional growth over the next 30 years. The Plan recognises the economic opportunity for the region to capitalise on renewable energy projects. The Plan encourages projects to respond to the amenity, landscape and environmental assets found within the region. Figure 4-6 shows the approximate location of the Proposed Route relative to existing townships, significant landscapes and highly valued conservation areas.

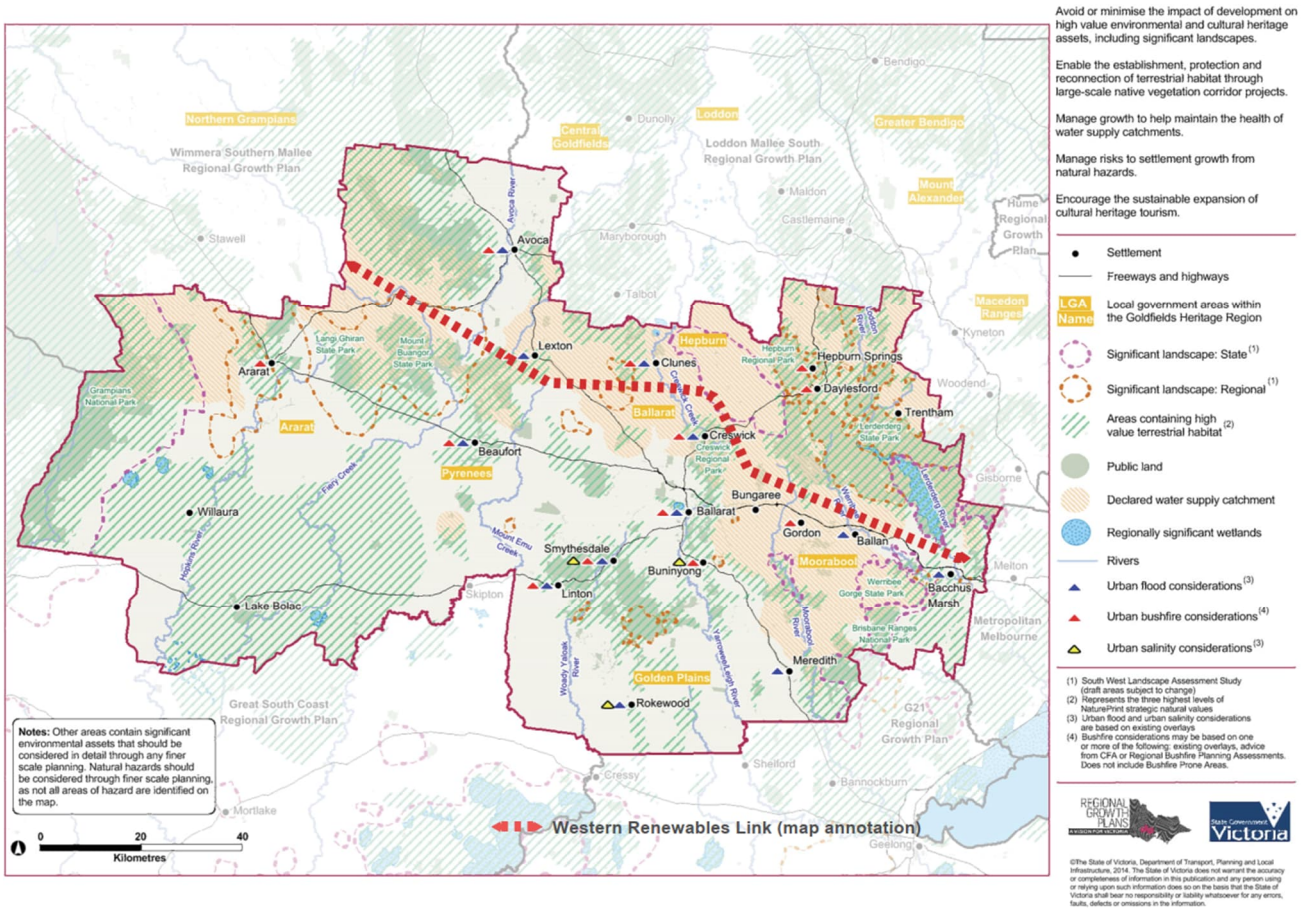


Figure 4-6. Strategic Environment Framework Plan (Source: Central Highlands Regional Growth Plan, Victorian Government, 2014) (modified and annotated)

Wimmera Southern Mallee Regional Growth Plan 2014

The Wimmera Southern Mallee Regional Growth Plan 2014 (Victorian Government, 2014b) guides regional growth over the next 30 years. The Plan recognises the economic opportunity for the region to capitalise on renewable energy projects, with the sparse population distribution and solar and wind energy generation potential as key drivers to support renewable energy within the region. The Plan encourages projects to respond to the amenity, landscape and environmental assets found within the region. Figure 4-7 shows the approximate location of the Proposed Route relative to existing townships, significant landscapes and highly valued conservation areas.

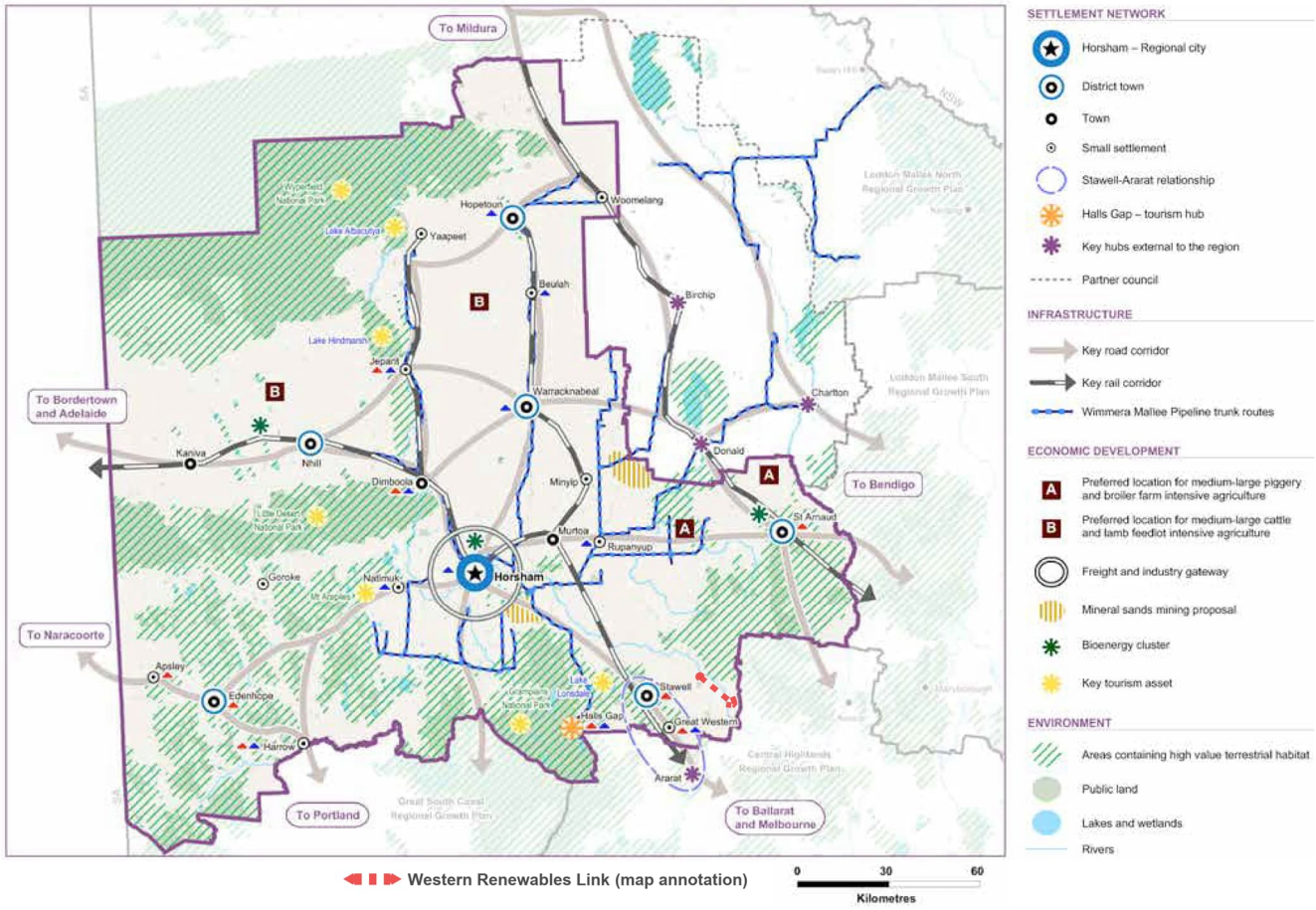


Figure 4-7. Regional Growth Plan (Source: Wimmera Mallee South Regional Growth Plan, Victorian Government, 2014b) (modified and annotated)

Lerderderg State Park and Werribee Gorge State Park Management Plan (Parks Victoria, 2018)

The Lerderderg State Park and Werribee Gorge State Park Management Plan (Parks Victoria, 2018) establishes a long-term management framework to protect the values of the Lerderderg and Werribee State Parks, while still ensuring that they play an important role in nature-based tourism in the Macedon Ranges and Spa Country region. The Park is values for its sites of national and international geological significance, heritage river values, environmental conservation, scenic drives, and visitor facilities for walking, camping and picnicking. The Project Area does not intersect with the State Park.

Regional catchment strategies

Five Catchment Management Authorities (CMAs) manage the land, water and biodiversity resources across the study area: Wimmera, North Central, Glenelg Hopkins, Corangamite and Melbourne Water (as CMA for the Port Phillip and Western Port catchment area). Each of the CMAs has prepared a regional catchment strategy, as required under Part 4 of the Catchment and Land Protection Act, to provide an overarching and integrated planning framework to manage land, water and biodiversity resources within its catchment area.

The strategies are:

- Wimmera Regional Catchment Strategy 2021-27
- North Central Regional Catchment Strategy 2021-27
- Glenelg Hopkins Regional Catchment Strategy 2021-27
- Corangamite Regional Catchment Strategy 2021-27
- Port Phillip and Westernport Regional Catchment Strategy 2021-27.

4.3.3 Ballarat LGA

Today, Tomorrow, Together: The Ballarat Strategy 2040 (Ballarat City Council, 2015)

The Ballarat Strategy 2040(Ballarat City Council, 2015) outlines a plan for managing growth and change within the municipality. The Project Area intersects with the Mount Bolton Range and Creswick Creek Plains character areas. The Mount Bolton Range is known for its historical, landscape, views, bushland, native flora and fauna values. Similarly, the Creswick Creek Plains is known for its history, landscape, rural feel and views. Included in the policies is the direction to Identify community values, landscape values and levels of change for sensitive neighbourhoods, to provide certainty to residents and developers as to what types of developments to attract and support.

Ballarat Rural Land Use Strategy 2010 (Ballarat City Council, 2010)

The Ballarat Rural Land Use Strategy (Ballarat City Council, 2010) provides a strategy and recommended planning scheme changes for managing land use and development in Ballarat's rural areas. The Strategy outlines the significance of agricultural land and rural based economy within Ballarat, delivering a strategy to manage land use and development in rural areas. The Strategy is referenced in Clause 78.08 (Background Documents) of the Ballarat Planning Scheme.

The Proposed Route is located in Precinct 1: North-West of the Strategy. The farmland in this part of the municipality is identified to be some of the most productive in the State, with significant areas of land rates as very high and high productivity. The productivity of this area is enhanced by good access to groundwater, with extractive industry also present (that produces aggregate and crushed rock material).

Comprehensive Koala Plan of Management (Ballarat City Council, 2006)

The purpose of the Comprehensive Koala Plan of Management is to provide for the long-term survival of koala populations within the municipality through the implementation of actions aimed at safeguarding the koala within its natural range within the city. The Plan lists objectives and actions including to protect Koala Habitat under the Planning Scheme through application of the Environmental Significance Overlays that define, rank and map koala habitat. Land subject to the Environmental Significance Overlay (Schedule 5 - Koala and Koala Habitat Protection) is within the study area in Ballarat (Figure 4-8), which maintains koala habitat and allows new development to minimise any adverse impacts on koala movements.

Figure 4-8 shows the Project in proximity to the Koala habitat areas, and how it was designed to avoid impacts to the Koala habitat.

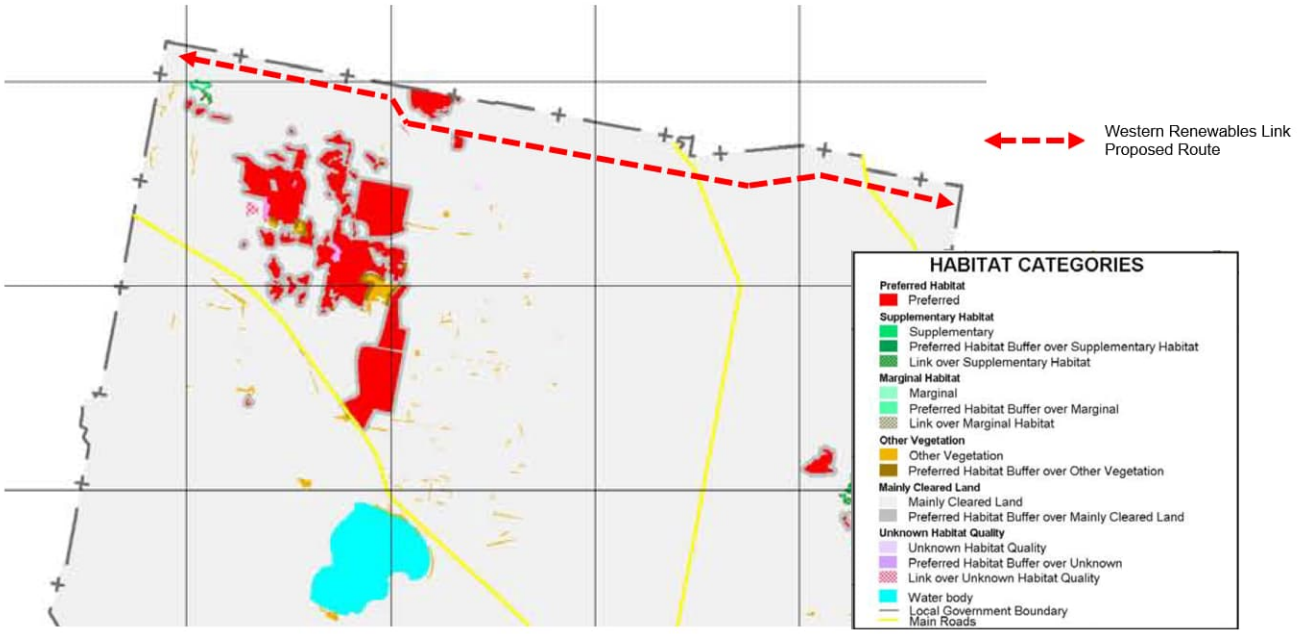


Figure 4-8. Koala Management Plan (Source: Ballarat City Council, 2006) (modified and annotated)

4.3.4 Hepburn LGA

Dean, Mollongghip and Newlyn Community Plan 2017 (Hepburn Shire Council, 2017)

The Dean, Mollongghip and Newlyn Community Plan (Hepburn Shire Council, 2017) identifies the individual and combined values and prioritised projects of the three townships within Hepburn. The Community Plan identifies opportunities to improve infrastructure within the townships. The Proposed Route does not intersect with the townships, but is located in farmland between the townships of Dean, Mollongghip and Newlyn.

Recreation and Open Space Strategy 2016-2021 (Hepburn Shire Council, 2016)

The Recreation and Open Space Strategy (Hepburn Shire Council, 2016) provides a vision for recreation and open space in Hepburn Shire. The Strategy does not identify any existing or planned areas of open space intersecting or interfacing the Proposed Route. The Proposed Route intersects with one area of public open space, the Bullarook Creek Streamside Reserve, which is managed by Parks Victoria.

4.3.5 Moorabool LGA

Bacchus Marsh District Urban Growth Framework 2018 (VPA and Moorabool Shire Council, 2018)

The Bacchus Marsh District Urban Growth Framework provides a long-term vision for urban growth. The Framework recognises the environmental and land use constraints that have informed the vision. Of relevance to the Project, the placement of sensitive land uses (e.g., dwellings) in the Merrimu Precinct is likely to be constrained by the buffer from the Darley Sand Quarry; as quarry resources are exhausted there may be opportunities for the quarry to transition towards other land uses; and the Camerons Road area is to be retained as a rural residential area, with a portion constrained by the buffer from the Darley Sand Quarry.

Figure 4-9 shows the Project relative to the Council planned growth framework.

The Framework is referenced in Clause 11.01-1L-02 (Bacchus Marsh) of the Moorabool Planning Scheme.

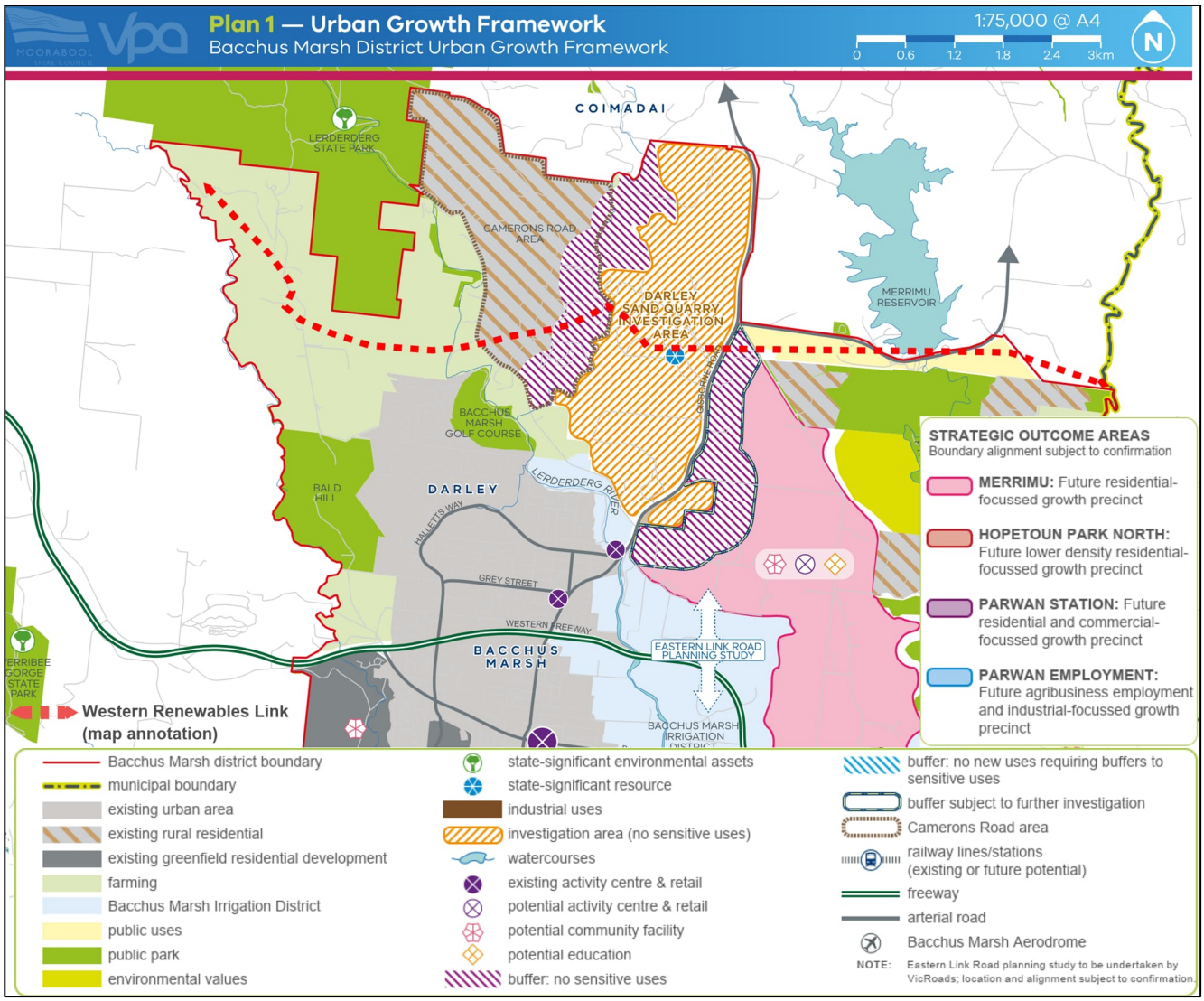


Figure 4-9. Bacchus Marsh District Urban Growth Framework (Source: VPA and Moorabool Shire Council, 2018) (modified and annotated)

Merrimu Precinct Structure Plan

The Victorian Planning Authority (VPA) in partnership with Moorabool Shire Council is preparing the Merrimu Precinct Structure Plan (PSP). The extents of the Merrimu Precinct and the indicative footprint of the Project are shown in Figure 4-10. The Merrimu PSP (once completed) will guide the use and development of the new community. A draft Precinct Structure Plan (PSP) has not been exhibited for public comment.

The VPA and Council have undertaken background investigations to identify issues and opportunities. The Merrimu PSP Issues & Opportunities Report (July 2022) encourages AusNet to consider the visual amenity of the future precinct, and also states that the PSP should consider:

- *'appropriate land uses within/around future easements'*
- *'how future dwellings are designed to minimise the visual impact of the transmission line'.*

Figure 4-10 shows the approximate location of the Proposed Route through the periphery of the Merrimu precinct.



Figure 4-10. Merrimu PSP: Key Issues & Opportunities (Source: VPA, 2022) (map modified to show northern extents)

Bacchus Marsh Eastern Link Road Planning Study (Regional Roads Victoria, 2021)

Transport Victoria has investigated designs for an 'Eastern Link Road' in Bacchus Marsh. The preferred concept (Option B Alternative) (Option B Alternative) includes a new roundabout at the intersection of Gisborne Road and Lerderderg Park Road, directly beneath the Proposed Route. An extract of the preferred concept is shown in Figure 4-11, and it shows that the new sections of road do not conflict with the proposed location of the transmission towers in this area. The intersection is located in the northern tip of the Merrimu Precinct shown in Figure 4-11. While Option B Alternative is the preferred alignment, the decision is not final and may change during the roads planning approval process.



Figure 4-11. Bacchus Marsh Eastern Link Road, Concept Design, Option B (Parwan Alternative), 2023

Moorabool Rural Land Use Strategy (Hansen Partnership & Ag-Challenge Consulting, 2024)

The Moorabool Rural Land Use Strategy (Hansen Partnership & Ag-Challenge Consulting, 2024) provides strategic framework and planning policy recommendations to inform and guide the use and development of rural land within the Shire. The Strategy recognises the Victorian Government's preparation of the VicGrid Victorian Transmission Plan, establishment of Renewable Energy Zone Priority Areas and the need for new transmission infrastructure to move high 'volumes of energy'. It also takes the position, however, that *'renewable energy projects are not located where they impact agricultural land, sensitive landscape or biodiversity in the Shire'.*

The Proposed Route intersects with Precinct Policy Area 1 and Precinct Policy Area 4 in the Strategy (Figure 4-12). The former seeks to protect high-quality agricultural land by retaining large lot sizes, and to protect water supply catchments. The latter supports non-agricultural uses on a case-by-case basis having regard to minimising the loss of agricultural land, impacts to biodiversity and environmental protection including water catchments.

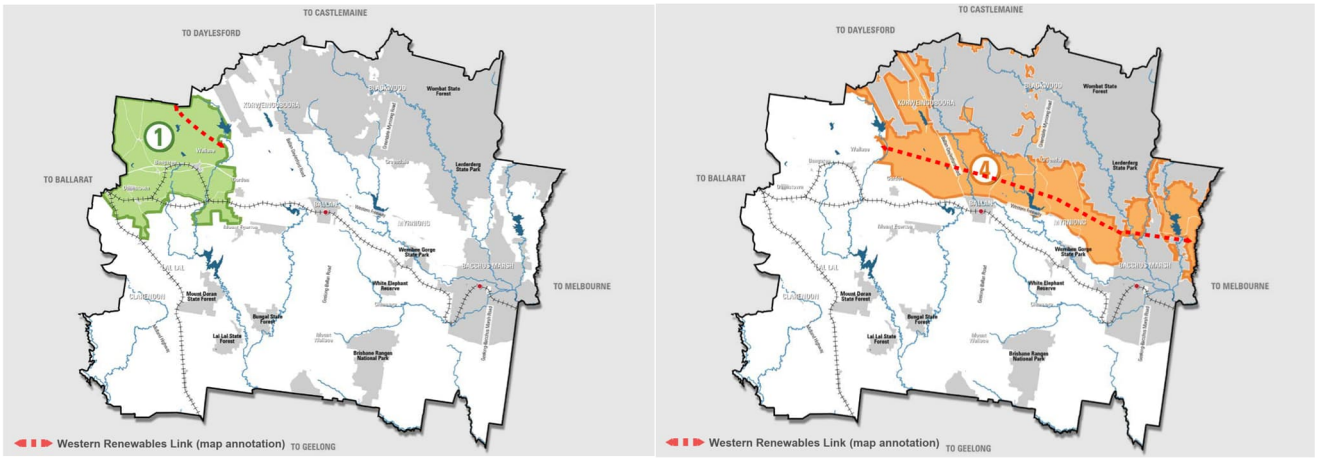


Figure 4-12. Moorabool Rural Land Use Strategy Policy Areas (Source: Moorabool Shire Council, 2024) (modified and annotated)

High Voltage Transmission Line Setback Policy (Moorabool Shire Council, 2021)

The Policy (Moorabool Shire Council, 2021) recommends setback distances where high-voltage transmission lines are proposed in proximity to dwellings and roads. The policy recommends that transmission lines should be setback 100m for a 66-220 kV circuit and 300m for a 220-500kV circuit, and should be setback 20m from public roads.

While the policy was adopted by Council, it is not a 'seriously entertained' planning policy as it is neither included in the Moorabool Planning Scheme, nor part of a planning scheme amendment that has been through a public consultation process, adopted in its final form by Council and submitted to the Minister for Planning for consideration.

4.3.6 Melton LGA

Western Plains North Green Wedge Management Plan 2014 and Background Report 2013 (Melton City Council, 2014)

The Western Plains North Green Wedge Management Plan (Melton City Council, 2014) provides a framework for land use, development and land management in the Western Plains North Green Wedge. The Plan seeks to create an area defined by '*a beautiful, well-managed, expansive rural landscape…biodiversity, rural lifestyle, farming, equestrian, tourism, recreation, entertainment, improved land management and connectivity*'. The Plan also recognises that the role of the green wedges includes *'providing and safeguarding sites for infrastructure that supports urban areas',* and this would include transmission infrastructure. The Management Plan is referenced in Clause 18.01-3L (Sustainable personal transport) of the Melton Planning Scheme. The Plan sets

the vision to maintain agricultural land uses in the green wedge and measures to enhance environmental outcomes and places.

The Plan seeks to create environmental links and off-roads shared trails for recreation along waterways (e.g., Toolern Creek and Kororoit Creek), conservation, grassland reserves and wetlands, and other landscapes and features in the area (e.g., Mount Kororoit and MacPherson Park). It also seeks to elevate the importance of a dry-stone wall driving trail along Leakes Road and Ryans Lane. Figure 4-13 shows the key environmental features and connections that Council is seeking to establish within the Green Wedge.

The Plan states that Mount Kororoit is a significant landform of note in what is otherwise a relatively flat grassy plain. Melton City Council's vision is to create Mount Kororoit, the nearby wetland on Holden Road and Holden Road Streamside Reserve into a destination within the Green Wedge. The three sites form a triangle that are separated by approximately 1,200-1,500m respectively. The Plan recognises a challenge to realise the vision is that Mount Kororoit, the Holden Road wetland and other environmental features within the Green Wedge are located on private land. The Plan identifies a key view line to Mount Kororoit is from Holden Road, when travelling from east to west.

The Plan includes the creation of environmental links along waterways and key roads. These environmental links would form the on and off-road trails that connect key destinations within the Green Wedge.



Figure 4-13. The Environmental in the Green Wedge (Melton City Council, 2013) (modified and annotated)

Melton Landscapes – Significant Landscape Features Strategy (Planisphere, 2016)

The Significant Landscape Features Strategy analysed the significant landscapes within the City of Melton and recommended measures to protect and manage them. The Strategy is referenced in Clause 12.05-2L (Rural landscape character) of the Melton Planning Scheme, which seeks to facilitate development in rural areas and viewing corridors to be sympathetic to the rural landscape character and significant landscape features of the

area. Pursuant to Clause 12.05-2L, the recommendations of the Significant Landscape Features Strategy (Planisphere, 2016) are to be considered when assessing applications to develop land.

Figure 4-14 shows the location of the Proposed Route relative to the significant landscapes in the area. The map identifies that the Proposed Route will interface with Mount Kororoit to which the Significant Landscape Overlay is applied, and to waterways to which the Environmental Significance Overlay - Schedule 1 is applied to protect remnant woodlands and grassland, and the Environmental Significance Overlay - Schedule 2 which seeks to protect riparian areas along the waterways of Kororoit Creek and Toolern Creek.

The Strategy states that the aesthetic contribution of the volcanic cones (including Mount Kororoit) is of local significance as it provides contrast with the surrounding flat landscape, and that the forested hills and waterways are also of local significance. The report states that the volcanic cones (including Mount Kororoit) are of geological State significance as it contributes to the understanding of the region's prehistoric environment. As stated above, the Project is located outside of the Significant Landscape Overlay – Schedule 1 (SLO1). The Strategy seeks to preserve and enhance key views to significant landscape features and seeks to discourage infrastructure visible in the foreground of views to volcanic cones or which is obtrusive to prominent views. Where infrastructure does occur in such areas then they should be designed to minimise visibility from significant viewing corridors, minimise the use of contrasting materials and finishes, and use vegetation to screen infrastructure from views along main roads and viewing locations.

The Strategy identified a 'Core Environs Area' around Mount Kororoit that is larger than the area to which the SLO1 is applied, and it recommended that the extent of the SLO1 be expanded. The Strategy was implemented into the Melton Planning Scheme via Amendment C173, which was gazetted in June 2020. The amendment did not modify the SLO1 as outlined in the Strategy, but instead made only minor modifications to its extent so that it better reflected the 180m AHD contour line. The Panel Report Melton Planning Scheme Amendment C173, Melton Landscapes - Significant Landscape Features Strategy 2016 explains the decision to not expand the SLO1. The Panel Report stated that the SLO1 was retained as, although the features are only of local significance and could otherwise be managed through local policy as was concluded by similar amendments, they are iconic and scarce in the municipality, and have geological and geomorphological significance.

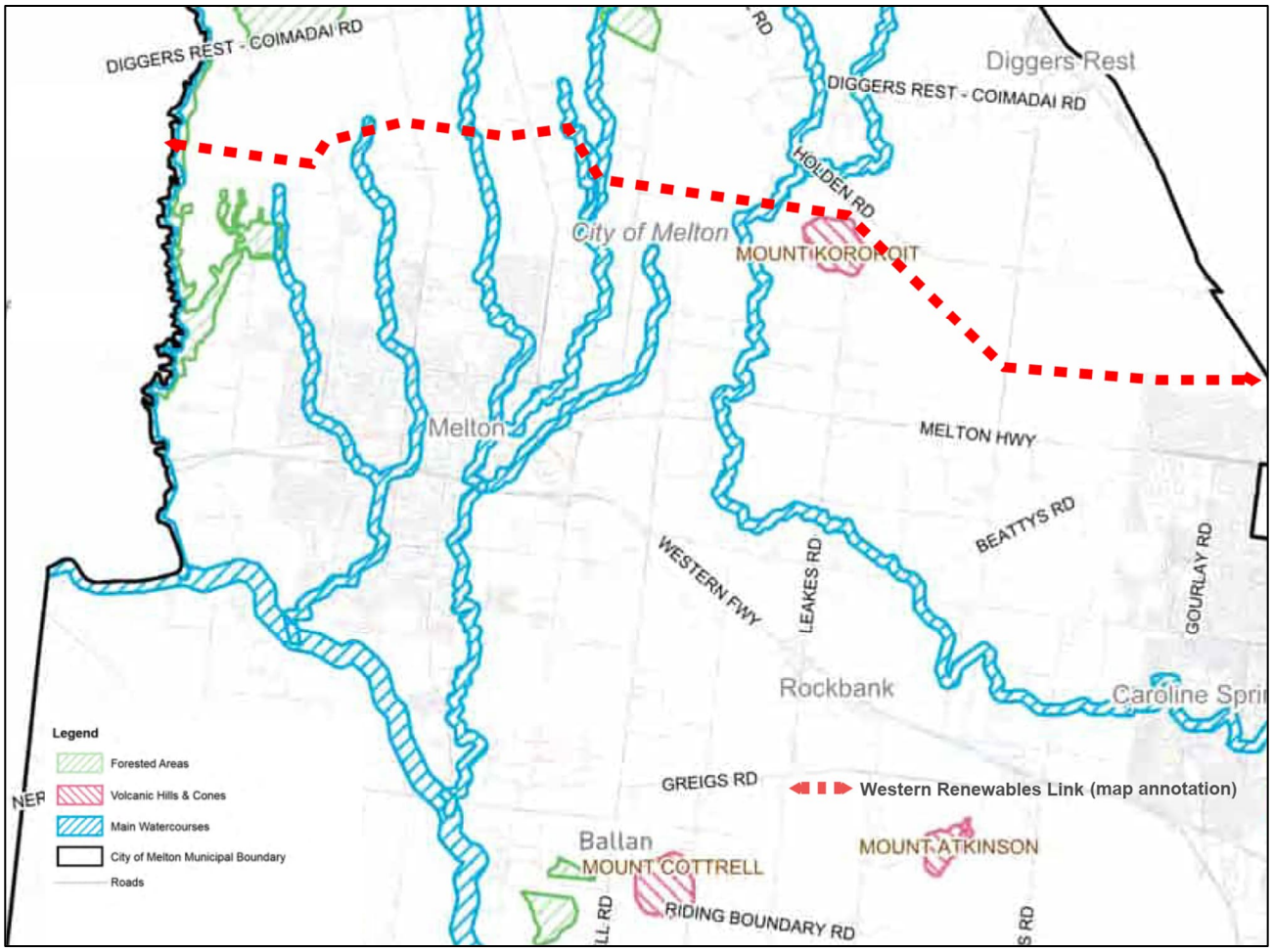


Figure 4-14. Significant Landscapes in the Green Wedge (Planisphere, 2016) (modified and annotated)

Rural Lifestyle Land Supply and Demand Assessment 2018 (Melton City Council, 2018)

The Rural Lifestyle Land Supply and Demand Assessment (Melton City Council, 2018) was undertaken to assess the demand for 'rural-lifestyle lots' and to identify opportunities to increase supply. The study proposed four areas where the supply of rural lifestyle lots could potentially be increased. One of the proposed areas is in proximity, but outside of the Proposed Route as shown in Figure 4-15.

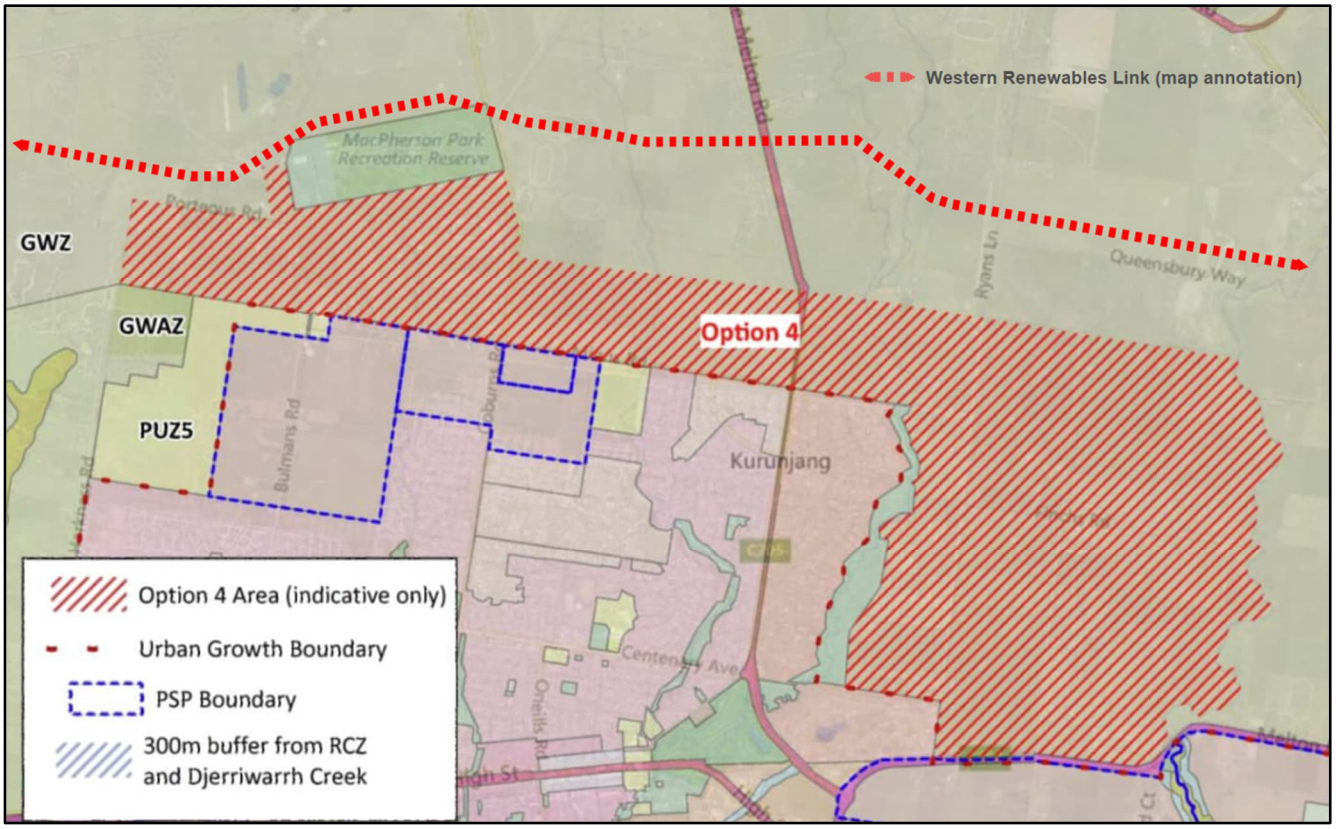


Figure 4-15. Option 4: Melton Township Interface Precinct (Source: Melton City Council, 2018) (modified and annotated)

MacPherson Park Recreation Reserve Future Directions Paper (Melton City Council, 2017)

MacPherson Park accommodates a wide range of sport facilities including football, cricket, soccer, rugby union/league, gridiron, baseball, netball, pigeon racing, go-karting, greyhound racing and equestrian activities. The vision for the park is to be a regional destination for sport. The Directions Paper makes recommendations for its ongoing use, development and activation. Of relevance to the Proposed Route, the western area in Figure 4-16 is used for equestrian events and ID30 is to be developed for car and float parking on large event days, ID31 is an existing Dam that is to be retained, ID32 is to be retained as a dam and used as a water source for irrigation of the park, ID33a is to provide secondary access from Coburns Road in addition to the main access at ID40, the use of indigenous trees and landscaping is to be expanded around playing field, roads, car parking areas and along the northern and southern boundaries.



Figure 4-16. MacPherson Park Concept Plan (Source: Melton Shire Council, 2017c)

City of Melton Open Space Plan 2016-2026 (Ross Planning, 2016)

The Open Space Plan (Ross Planning, 2016) identifies trends in open space development, analyses current and planned open space supply and provides clear direction for the provision of open space and recreation facilities to meet the needs of existing and future communities. The Plan is referenced in Clause 19.02-6L (Open space) of the Melton Planning Scheme. Apart from MacPherson Park, there is no other open space shown in the Plan that is intersected by the Proposed Route.

Kororoit Creek Regional Strategy 2005-2030 (DSE, 2005)

The Kororoit Creek Regional Strategy (DSE, 2005) recommend a shared trail along Kororoit Creek with links to other existing and planned trails and destinations in the area. The Proposed Route will intersect with Kororoit Creek.

4.4 Planning schemes

The Planning and Environment Act provides the framework for land use and development in Victoria. Each municipality within Victoria prepares and administers a planning scheme in accordance with the Planning and Environment Act.

The Project is proposed on land within six municipalities (Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool and Melton) and is subject to the provisions of the respective planning schemes. The study area also extends into the Shire of Ararat and City of Brimbank. No Project components are located on land under the control of these schemes. As such, this report does not assess the Project against the Ararat Planning Scheme or Brimbank Planning Scheme.

Each planning scheme is prepared in accordance with the Victoria Planning Provisions (VPP). The VPP are a state-wide document which frame the structure and content of all Victorian planning schemes and include the following policy guidance and controls:

- Planning Policy Framework (PPF) (including policy documents)
- Definitions
- Zones and Overlays
- Particular provisions (applicable to specified categories of use and development)
- General provisions (such as referral and notice provisions)
- Operational provisions (such as incorporated documents)
- Planning scheme maps.

The implementation of planning schemes is also supported by the following:

- Planning Practice Notes that provide advice about the operation of the VPP, planning schemes and a range of planning processes
- Ministerial Directions that provide guidance about decision making in relation to a range of matters.

4.4.1 Policy

For each of the six planning schemes, State-wide, regional and local planning policy is set out in the PPF. State policy is consistent across Victoria, regional policy applies to specific regions, and local policy is specific to a local government area (LGA). Within the PPF, State policy is denoted with an 'S', regional policy is denoted as 'R', and local policy is denoted as 'L'.

For this Project, regional policy applies as follows:

- Wimmera Southern Mallee Region – Northern Grampians Planning Scheme
- Central Highlands Region – Pyrenees, Ballarat, Hepburn, Moorabool Planning Schemes
- Metropolitan Melbourne – Melton Planning Scheme.

The relevant planning policies are listed in Table 4-4 along with a combined summary of the policy intent. Of these policies, Clause 19.01–1S (Energy supply) and Clause 19.01-2S (Renewable energy) directly relate to the proposed use and development of renewable energy transmissions infrastructure.

Table 4-4. Planning Policy Framework

Planning Policy Framework		
Policy	**Clause 11 Settlement**	
State policies	▪ Clause 11.01-1S (Settlement) ▪ Clause 11.02-1S (Supply of urban land) ▪ Clause 11.03-2S (Growth areas) ▪ Clause 11.03-3S (Peri-urban areas) ▪ Clause 11.03-5S (Distinctive areas and landscapes) ▪ Clause 11.03-6S (Regional and local places)	
Regional policies	▪ Clause 11.01-1R (Settlement – Wimmera Southern Mallee) ▪ Clause 11.01-1R (Settlement – Central Highlands) ▪ Clause 11.01-1R (Settlement – Metropolitan Melbourne) ▪ Clause 11.01-1R (Green wedges – Metropolitan Melbourne)	
Local policies	▪ Clause 11.01-1L (Settlement – Northern Grampians) ▪ Clause 11.01-1L (Settlement in Pyrenees Shire) ▪ Clause 11.01-1L (Township and settlements) ▪ Clause 11.01-1L-01 (Settlement in Moorabool) ▪ Clause 11.01-1L-02 (Bacchus Marsh) Applies to land identified on the Bacchus Marsh Urban Growth Framework Plan to this clause. ▪ Clause 11.01-1L-03 (Ballan) Applies to land identified on the Ballan Framework Plan to this clause. ▪ Clause 11.01-1L-04 (Small towns and settlements) ▪ Clause 11.01-1L-01 (Non-urban land) ▪ Clause 11.02-2L (Structure planning for growth areas) ▪ Clause 11.01-1L (Settlement)	Northern Grampians Pyrenees Shire Hepburn Moorabool Moorabool Moorabool Moorabool Melton Melton Ballarat
Summary of policy intent	The purpose of Clause 11 Settlement is to provide a vision for settlements throughout Victoria. In accordance with this policy, Planning should: ▪ Anticipate and respond to the needs of existing and future communities through provision of appropriately zoned land. ▪ Prevent land use conflicts by separating incompatible land uses. ▪ Facilitate sustainable development by responding to existing settlement patterns and planned investment development and community infrastructure and services. ▪ Facilitate the fair, orderly, economic and sustainable use and development of urban and peri-urban areas in accordance with strategic planning. ▪ Recognise the importance of distinctive areas and landscapes for their contribution to a sense of place. ▪ Support development in the green wedge that provides for environmental, economic and social benefits.	
Policy	**Clause 12 Environmental and Landscape Values**	
State	▪ Clause 12.01-1S (Protection of biodiversity) ▪ Clause 12.01-2S (Native vegetation management) ▪ Clause 12.03-1S (River and riparian corridors, waterways, lakes, wetlands and billabongs) ▪ Clause 12.05-1S (Environmentally sensitive areas) ▪ Clause 12.05-2S (Landscapes)	
Regional	▪ Clause 12.01-1R (Protection of biodiversity – Wimmera Southern Mallee) ▪ Clause 12.03-1R (Rivers of the Barwon) ▪ Clause 12.03-1R (Waterways of the West) ▪ Clause 12.05-2R (Landscapes – Central Highlands)	

Planning Policy Framework		
Local	▪ Clause 12.01-1L (Biodiversity)	Pyrenees Shire
	▪ Clause 12.03-1L (Waterways)	Pyrenees Shire
	▪ Clause 12.01-1L (Native vegetation and habitat protection)	Hepburn
	▪ Clause 12.05-2L (Landscape management)	Hepburn
	▪ Clause 12.01-1L (Biodiversity)	Moorabool
	▪ Clause 12.05-2L (Landscapes in Moorabool)	Moorabool
	▪ Clause 12.01-1L (Protection of biodiversity)	Melton
	▪ Clause 12.03-1L (River corridors, waterways, lakes and wetlands)	Melton
	▪ Clause 12.05-2L (Rural landscape character)	Melton
	▪ Clause 12.01-1L (Protection of biodiversity)	Ballarat
	▪ Clause 12.05-2L (Landscapes)	Ballarat
Summary of policy intent	The purpose of Clause 12 Environmental and Landscape Values is to provide direction for the protection, conservation and sustainable management of Victoria's environmental and landscape assets. In accordance with this policy, Planning should: ▪ Support the protection and health of ecological systems and biodiversity, and conserve areas with identified environmental and landscape values. ▪ Protect and enhance waterways systems. ▪ Ensure decisions that involve the removal of native vegetation, apply the three-step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017c). ▪ To promote development that is sympathetic to the rural landscape character and significant landscape features, and sets development back from view corridors and roads to minimise visual intrusion.	
Policy	**Clause 13 Environmental Risks and Amenity**	
State policies	▪ Clause 13.01-1S (Natural hazards and climate change) ▪ Clause 13.02-1S (Bushfire planning) ▪ Clause 13.03-1S (Floodplain management) ▪ Clause 13.04-1S (Contaminated and potentially contaminated land) ▪ Clause 13.04-2S (Erosion and landslip) ▪ Clause 13.04-3S (Salinity) ▪ Clause 13.05-1S (Noise management) ▪ Clause 13.06-1S (Air quality management) ▪ Clause 13.07-1S (Land use compatibility)	
Local policies	▪ Clause 13.03-1L (Floodplain management – Nth Grampians)	Northern Grampians
	▪ Clause 13.04-2L (Erosion and landslip in Pyrenees Shire)	Pyrenees
	▪ Clause 13.04-3L (Salinity in Pyrenees Shire)	Pyrenees
	▪ Clause 13.02-1L (Bushfire planning)	Moorabool
	▪ Clause 13.07-1L (Land use compatibility in Moorabool)	Moorabool
	▪ Clause 13.01-1L (Natural hazards and climate change)	Melton
	▪ Clause 13.02-1L (Bushfire planning).	Melton

Planning Policy Framework		
Summary of policy intent	The purpose of Clause 13 Environmental Risks and Amenity is to provide direction for the management of environmental risks – both man-made and naturally occurring. In accordance with this policy, Planning should: ▪ Identify, prevent and minimise the risk of harm to the environment, human health, and amenity. ▪ Identify and manage potential economic, social and environmental impacts. ▪ Avoid outcomes where development and risk mitigation do not detrimentally interfere with important natural process. ▪ Anticipate and respond to changes to the climate. ▪ Strengthen the resilience communities to bushfire through risk-based planning that prioritises the protection of human life. ▪ Avoid intensifying the impact of flooding through inappropriately located use and development. ▪ Ensure that site conditions are responded to the development, including potentially contaminated land erosion and salinity. ▪ Manage the effects of noise and air quality on nearby sensitive land uses in accordance with the *Environment Protection Act 2017*.	
Policy	**Clause 14 Natural Resource Management**	
State policies	▪ Clause 14.01-1S (Protection of agricultural land) ▪ Clause 14.01-3S (Forestry and timber production) ▪ Clause 14.02-1S (Catchment planning and management) ▪ Clause 14.02-2S (Water quality) ▪ Clause 14.02-3S (Protection of declared irrigation districts) ▪ Clause 14.03-1S (Resource exploration and extraction)	
Regional policies	▪ Clause 14.01-1R (Protection of agricultural land – Metropolitan Melbourne)	
Local policies	▪ Clause 14.01-1L (Protection of agricultural land)	Melton
	▪ Clause 14.01-1L (Agriculture in Pyrenees Shire)	Pyrenees
	▪ Clause 14.02-1L (Catchment management in Pyrenees Shire)	Pyrenees
	▪ Clause 14.01-1L (Protection of agricultural land)	Hepburn
	▪ Clause 14.02-1L (Catchment and land protection)	Hepburn
	▪ Clause 14.01-1L (Agriculture, rural dwellings and subdivision)	Moorabool
	▪ Clause 14.02-1L (Declared special water supply catchments)	Moorabool
	▪ Clause 14.01-1L-1 (Protection of agricultural land)	Ballarat
	▪ Clause 14.01-1L-2 (Rural dwellings in the Farming Zone)	Ballarat
	▪ Clause 14.01-2L (Sustainable agricultural land use)	Ballarat
Summary of policy intent	The purpose of Clause 14 Natural Resource Management is to provide direction on the sustainable use and management of natural resources which support economic growth. In accordance with this policy, Planning should: ▪ Support the conservation and wise use of natural resources including energy, water, land, stone and minerals. ▪ Avoid permanent removal of productive agricultural land from the state's agricultural base without consideration of its economic importance. ▪ Protect farmland from incompatible land uses where it is of strategic significance to the State, region or locality. ▪ Balance the potential effects and benefits of proposals. ▪ Facilitate the establishment, management and harvesting of plantations and the harvesting of timber from native forests. ▪ Protect catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment. ▪ Protect water quality of reservoirs, water mains and local storage facilities from potential contamination. ▪ Retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway.	

Planning Policy Framework		
	▪ Support development at or near waterways that provides for the protection and enhancement of the environmental qualities of waterways and their instream uses. ▪ Support non-agricultural land use that does not undermine the integrity of irrigation infrastructure and complements existing and future agricultural production.	
Policy	**Clause 15 Built Environment and Heritage**	
State policies	▪ Clause 15.01-2S (Building design) ▪ Clause 15.01-5S (Neighbourhood character) ▪ Clause 15.03-1S (Heritage conservation) ▪ Clause 15.03-2S (Aboriginal cultural heritage)	
Local policies	▪ Clause 15.01-5L (Neighbourhood character – Northern Grampians) ▪ Clause 15.03-1L (Heritage conservation in Pyrenees Shire) ▪ Clause 15.03-1L (Heritage) ▪ Clause 15.03-2L (Aboriginal cultural heritage) ▪ Clause 15.01-1L (Urban design) ▪ Clause 15.01-2L-01 (Building design) ▪ Clause 15.01-5L (Landscape and neighbourhood character) ▪ Clause 15.03-1L (Heritage) ▪ Clause 15.03-1L-01 (Heritage conservation) ▪ Clause 15.03-1L-02 (Dry stone walls) ▪ Clause 15.03-1L (Heritage Conservation)	Northern Grampians Pyrenees Hepburn Hepburn Moorabool Moorabool Moorabool Melton Melton Melton Ballarat
Summary of policy intent	The purpose of Clause 15 Natural Resource Management is to provide direction on the sustainable use and management of natural resources which support economic growth. In accordance with this policy, Planning should: ▪ Enable all land use and development to appropriately respond to its surrounding landscape and character, valued built form and cultural context. ▪ Protect places and sites with significant heritage, architectural, aesthetic, natural, scientific and cultural value. ▪ Facilitate development that supports the transition to net zero greenhouse gas emissions. ▪ Conserve and enhance places of aesthetic, archaeological, architectural, cultural, scientific or social significance. ▪ Protect and conserve Aboriginal cultural heritage places.	
Policy	**Clause 16 Housing**	
State	▪ Clause 16.01-1S (Housing Supply)	
Regional	▪ Clause 16.01-1R (Housing Supply – Metropolitan Melbourne)	
Summary of policy intent	The purpose of Clause 16 Housing is to provide direction to the provision and diversity of housing. In accordance with this policy, Planning should: ▪ Facilitate well-located, integrated and diverse housing that meets community needs. ▪ Ensure land supply continues to be sufficient to meet demand.	
Policy	**Clause 17 Economic Development**	
State	▪ Clause 17.01-1S (Diversified economy) ▪ Clause 17.02-1S (Business) ▪ Clause 17.03-1S (Industrial land supply) ▪ Clause 17.04-1S (Facilitating tourism)	
Regional	▪ Clause 17.01-1R (Diversified economy – Wimmera Southern Mallee) ▪ Clause 17.01-1R (Diversified economy – Central Highlands) ▪ Clause 17.01-1R (Diversified economy – Metropolitan Melbourne) ▪ Clause 17.03-1R (Industrial land supply – Wimmera Southern Mallee) ▪ Clause 17.03-3R (Regionally significant industrial land – Metropolitan Melbourne)	

Planning Policy Framework		
	▪ Clause 17.03-3R (Regionally significant industrial land – Metro Melbourne – Western Metro Region) ▪ Clause 17.04-1R (Tourism – Wimmera Southern Mallee) ▪ Clause 17.04-1R (Tourism in Metropolitan Melbourne)	
Local	▪ Clause 17.01-1L Diversified economy ▪ Clause 17.04-1L Tourism ▪ Clause 17.01-1L Diversified economy ▪ Clause 17.04-1L Facilitating tourism ▪ Clause 17.04-1L (Facilitating tourism)	Hepburn Moorabool Melton Melton Ballarat
Summary of policy intent	The purpose of Clause 17 Economic Development is to provide direction to the planning and development of economic activity. In accordance with this policy, Planning should: ▪ Provide for a strong and innovative economy, where all sectors are critical to economic prosperity. ▪ Facilitate the economic wellbeing of Victoria and foster economic growth that builds on the strengths of each region. ▪ Ensure there is sufficient appropriately zoned land for industry, business and other employment land uses. ▪ Support tourism for its economic, social and cultural benefits to the State and region.	
Policy	**Clause 18 Transport**	
State	▪ Clause 18.01-1S (Land use and transport integration) ▪ Clause 18.01-2S (Transport system) ▪ Clause 18.02-4S (Roads) ▪ Clause 18.02-5S (Freight) ▪ Clause 18.02-7S (Airports and airfields)	
Regional	▪ Clause 18.01-2R (Transport system – Central Highlands) ▪ Clause 18.02-3R (Principal Public Transport Network) ▪ Clause 18.02-5R (Freight links – Wimmera Southern Mallee) ▪ Clause 18.02-5R (Freight links – Metropolitan Melbourne) ▪ Clause 18.02-7R (Melbourne Airport)	
Local	▪ Clause 18.01-3L (Sustainable personal transport – Northern Grampians) ▪ Clause 18.02-7L (Stawell Aerodrome) ▪ Clause 18.02-4L (Road system) ▪ Clause 18.01-3L (Sustainable personal transport) ▪ Clause 18.01-2L (Transport system – Ballarat)	Northern Grampians Northern Grampians Moorabool Melton Ballarat
Summary of policy intent	The purpose of Clause 18 Transport is to provide direction for transport planning and development. In accordance with this policy, Planning should: ▪ Facilitate community access and economic well-being. ▪ Facilitate the reliable movement of people and goods across the network. ▪ Protect existing, in-delivery, planned and potential transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.	
Policy	**Clause 19 Infrastructure**	
State	▪ Clause 19.01–1S (Energy supply) ▪ Clause 19.01-2S (Renewable energy) ▪ Clause 19.02-4S (Social and cultural infrastructure) ▪ Clause 19.02-5S Emergency services)	
Regional	▪ Clause 19.01-2R (Renewable energy – Wimmera Southern Mallee) ▪ Clause 19.01-2R (Renewable energy – Metropolitan Melbourne) ▪ Clause 19.02-4R (Social and cultural infrastructure – Wimmera Southern Mallee) ▪ Clause 19.02-6S (Open space)	

Planning Policy Framework		
	▪ Clause 19.02-6R (Open space – Metropolitan Melbourne)	
Local	▪ Clause 19.02-6L (Open space – Northern Grampians)	Northern Grampians
	▪ Clause 19.03-2L (Infrastructure design and provision)	Hepburn
	▪ Clause 19.03-2L (Infrastructure design and provision)	Moorabool
	▪ Clause 19.03-3L-02 (Integrated water management)	Moorabool
	▪ Clause 19.02-6L (Open space)	Melton
	▪ Clause 19.03-3L (Integrated water management)	Melton
	▪ Clause 19.03-3L (Ballarat integrated water management)	Ballarat
Summary of policy intent	The purpose of Clause 19 Infrastructure is to provide direction for the planning and development of social and physical infrastructure. In accordance with this policy, Planning should: ▪ Provide land for a range of accessible community resources, such as education, cultural, health, community support, education, open space and emergency services. ▪ Minimise the impact of use and development on the operation of major infrastructure of national, state and regional significance, including communication networks and energy generation and distribution systems. ▪ Avoid, minimise and offset environmental impacts, and incorporate resilience to natural hazards, including future climate change risks. ▪ Support the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy. ▪ Ensure energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change. ▪ Support energy infrastructure projects in locations that minimise land use conflicts and that take advantage of existing resources and infrastructure networks. ▪ Facilitate energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes. ▪ Protect renewable energy infrastructure against competing and incompatible uses. ▪ Set aside suitable land for future renewable energy infrastructure. ▪ Consider the economic, social and environmental benefits to the broader community of renewable energy generation while also considering the need to minimise the effects of a proposal on the local community and environment.	

Table 4-5 summarises relevant planning policy statements contained in the Municipal Planning Strategies that have spatial descriptions and are potentially located within proximity to the Project. Where general policy statements embody the same intent as the Planning Policy Framework summarised above, they have not been repeated in the summary below to avoid the duplication of the same policy intent.

Table 4-5. Municipal Planning Strategy

Municipal Planning Strategy	
Policy	**Clause 02.01 Context**
Northern Grampians	▪ Northern Grampians Shire is located in the Wimmera Southern Mallee Region of Victoria. ▪ The shire covers 5,918km^2 of land and contains a number of natural features, including the Grampian Ranges in the south, the foothills of the Pyrenees Mountains in the north-east and the Wimmera Plains in the north-west. The Grampians are a mountainous landscape of national significance consisting of rugged landscape ridges and escarpments. ▪ Other major environmental assets of the shire include Lake Lonsdale, Lake Fyans, Teddington Reservoir, Lake Batyo Catyo and the Kara Kara State Forest.

Municipal Planning Strategy	
Pyrenees	▪ Pyrenees Shire is located in central Victoria. Despite its large size, the Shire has only a small population of 7350 people (Victoria in Future 2019), the majority of whom reside in the towns of Beaufort and Avoca. There is likely to be little change in the profile of the Shire over the foreseeable future.
Ballarat	▪ Ballarat is a city of communities, home to many diverse peoples. ▪ Today Ballarat exemplifies the natural, cultural and historical values of the Central Victorian Goldfields region. ▪ As a regional centre, Ballarat's service catchment extends beyond its borders and encompasses major retail, health and education facilities. ▪ Ballarat encompasses an urban core, outlying townships and a large agricultural base across approximately 740km^2.
Hepburn	▪ Hepburn Shire is located in Victoria's Central Highlands. The Shire's population is not predicted to grow significantly. The character of settlements within the Shire reflects the varied historical patterns of development. ▪ Hepburn is located within a number of designated water supply catchments for drinking water, and in some cases irrigation water. ▪ Hepburn is renowned for its mineral springs, as a key tourist destination, bushland and cultural landscapes, natural resources and environmental features, biodiversity and landscape values. ▪ The area constrains significant areas of high-quality agricultural land and provides opportunities in important horticultural activities including vegetables, viticulture and seed production and is known as a prime potato producing area.
Moorabool	▪ Moorabool Shire is a fast-growing peri-urban municipality. The municipality will undergo significant growth and change, particularly in Bacchus Marsh and Ballan. There are opportunities for further growth in Gordon, and some small towns and settlements, including Bungaree and Wallace. ▪ Moorabool Shire is characterised by small towns and settlements in distinctive rural landscapes which comprise a diversity of vast ranges, plains, ancient gorges, and areas of horticulture. More than 74 per cent of the Shire. ▪ comprises of water catchments, state forests and national parks. ▪ Agriculture is a major part of the economy and is predominantly broad acre cropping and grazing, with horticulture on irrigated land around Bacchus Marsh. ▪ Residential, construction, retail and service industries, light manufacturing and tourism are emerging areas.
Melton	▪ The City of Melton (the City) is a key part of Melbourne's western growth corridor and is one of Australia's fastest growing local government areas. ▪ The City comprises three distinct areas: existing urban areas known as the 'established areas', new urban areas known as the 'growth areas', and 'non-urban land' comprising the rural areas that lie outside the Urban Growth Boundary and are part of the 'green wedge' forming a ring around Melbourne. ▪ Development is dispersing to the smaller townships of Eynesbury and Diggers Rest, and within the growth. ▪ The area comprises of the Victorian Volcanic Plain which supports native flora and fauna, significant natural sites including the volcanic hills. ▪ The key drivers of the economy are retail trade, education and training, construction, health care, manufacturing and public administration. The agriculture sector plays an important role across the economy although it is not a large employer in the region. ▪ The City's industrial/commercial areas contain a wide variety of industries, including construction, transport and warehousing. State significant industrial land is located in the municipality.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-1 (Settlement)**
Northern Grampians	▪ Encourage residential development in town boundaries of key townships - Stawell, St Arnaud, Halls Gap and Great Western.
Pyrenees	▪ Develop Beaufort and Avoca as the municipality's major towns, and encourage consolidation of rural lots into larger holdings to minimise rural land fragmentation.
Ballarat	▪ To support a pattern of growth which reinforces the '10 Minute City'. ▪ To facilitate development in township areas in accordance with local area planning and the long-term aspirations of the community.

Municipal Planning Strategy	
Hepburn	▪ Concentrate development within existing township boundaries and settlements.
Moorabool	▪ Direct the majority of growth to Bacchus Marsh and Ballan, and provide for sustainable development in the small towns and settlements of Bungaree, Wallace, Dunnstown and Myrniong.
Melton	▪ To support urban growth in accordance with the West Growth Corridor Plan.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-2 (Environmental and landscape values)**
Northern Grampians	▪ Protect habitats for local flora and fauna, protect the Grampians National Park, and conserve and enhance wildlife corridors.
Pyrenees	▪ Section is omitted from planning scheme (ordinances are inconsistently numbered).
Ballarat	▪ Minimise the environmental impact of infrastructure development and utility services, especially on native vegetation. ▪ Protect remnant vegetation, particularly in road reserves and along waterways. ▪ Important vistas, natural features and areas of high natural biodiversity value include Mount Bolton, native grasslands, waterways and wetlands.
Hepburn	▪ Protect and enhance state significant landscapes such as volcanic outcrops, cones and goldfields. ▪ Large panoramic views of Lalgambook (Mt. Franklin) and the whole groups of volcanic hills are valued for their landscape. The peaks and plains of the Victorian Volcanic Plains bioregion, the ridges and forests of the Central Victorian Uplands and the unique mineral springs area, form landscapes that are significant.
Moorabool	▪ The Brisbane Ranges National Park, Wombat-Lerderderg National Park, Werribee Gorge State Park, Wombat State Forest, Long Forest Flora and Fauna Reserve and other bushland areas in the Shire are highly significant natural resources with nationally important flora and fauna habitat values. These values are also valuable attractors of recreation and tourism.
Melton	▪ The Western Volcanic Plain contains volcanic cones, grasslands, remnant forests and waterways that are some of the most important geological areas in Victoria. As little as 1 per cent of the grasslands and grassy woodlands of the Victorian Volcanic Plains surviving.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-3 (Environmental risks and amenity)**
Northern Grampians	▪ Appropriately response to bushfire risk, salinity risk, landslide risk, and flood risk. ▪ Active riverine flooding occurs along the Avoca, Avon, Richardson and Wimmera systems and further sheet flooding also occurs throughout parts of the shire creating overland flow paths.
Pyrenees	▪ Discouraging development on floodplains, including the floodplains of the Yam Holes, Ding Dong, Cemetery and Cumberland Creeks at Beaufort. (ordinances are inconsistently numbered). ▪ There are extensive areas of land within the environs of the Pyrenees Range and Great Dividing Range. that are geologically unstable or subject to severe land management constraints.
Ballarat	▪ Avoid inappropriate development and works within flood prone areas that will impact on flood flow, water quality and river health. ▪ Promote developments and subdivision that demonstrate how the risks associated with flooding and inundation are addressed.
Hepburn	▪ No specific policies with a spatial connection to the Project Area.
Moorabool	▪ The Shire is prone to flooding as the Moorabool, Werribee, and Lerderderg Rivers.
Melton	▪ No specific policies with a spatial connection to the Project Area.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-4 (Natural resource management)**
Northern Grampians	▪ Support sustainable agriculture and horticultural industries, including sheep farming, cattle farming and crop raising as the dominant agricultural activities. Also encourage continued growth of intensive agricultural industry, such as viticulture, poultry farming and pig farming.

Municipal Planning Strategy	
Pyrenees	▪ Protecting land of high suitability for viticulture from incompatible development (ordinances are inconsistently numbered). Mountain Creek Valley (located approximately 18km north of the Project) is an important area of vineyard, winery and related tourism development.
Ballarat	▪ Prevent the encroachment of urban land use and development into areas of productive agricultural land. ▪ Require measures on development sites to intercept stormwater, runoff and pollutants before they enter the drainage system. ▪ Minimise the impact on water catchments.
Hepburn	▪ Hepburn Shire Council and community groups have committed to a target of 100 per cent renewable electricity supply, zero-net energy by 2025 and zero-net emissions by 2030. ▪ The whole of the Shire is within proclaimed water supply catchment. ▪ Hepburn Shire is known as the Spa Centre of Australia. Mineral springs are a major tourist attraction and economic asset for the Shire and wider region. Maintaining groundwater quantity, quality and management is an important issue for Council and the Catchment Management Authorities. ▪ The Shire's high quality agricultural land is part of a region supplying important horticulture including vegetables, vines, seeds and potatoes, and a foundation for emerging rural industries.
Moorabool	▪ Protect the quality and quantity of water produced within Declared Special Water Supply Catchments. ▪ The Shire's horticultural land resources are important economically in supporting tourism and the lifestyle appeal of the area. The Bacchus Marsh Irrigation District and other highly productive areas in the west of the Shire need to be protected from the encroachment of residential development.
Melton	▪ No specific policies with a spatial connection to the Project Area
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-5 (Built environment and heritage)**
Northern Grampians	▪ Protect the neighbourhood character and heritage values of the shire's towns, and ensure development respects vistas to and from the Grampians National Park.
Pyrenees	▪ Retain the established character of existing townships. (ordinances are inconsistently numbered)
Ballarat	▪ Ensure that the scale, bulk and quality of new development contributes to the character and amenity of the built environment. ▪ Conserve, protect, and enhance the fabric of identified heritage places and precincts. ▪ Require that new development interprets culturally significant places and respects heritage and cultural boundaries. ▪ Protect pre and post contact Aboriginal cultural heritage.
Hepburn	▪ Protect local heritage for its contribution to tourism, and promote development that avoids obstructing significant views to prominent hilltops, ridgelines and landmarks. ▪ The Shire's 19th Century gold mining landscapes are of state, national and potentially international significance in demonstrating the progression of the gold rush era within Australia, including landscapes regarded as the most intact gold rush landscapes in the world. ▪ Natural and 'semi' natural features within townships and settlements are also important to their character. These include significant native and exotic vegetation, creeks, main drainage lines and man-made lakes and reserves. In these environments, the quality of the built form and view lines from, and to, these environments is especially important.
Moorabool	▪ No specific policies with a spatial connection to the Project Area.
Melton	▪ The City was first settled by European pastoralists in the 1830s. Homesteads and outbuildings, dry stone walls, dams, historic roads, fords and bridges were left by pastoral holdings and settlers. Urban settlement is encroaching on the dry-stone wall landscape of the City, which represents the natural and cultural history of the area.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-7 (Economic Development)**
Northern Grampians	▪ Support the development of the shire's tourism industry based on the Grampians National Park, historic buildings and places, the ironbark forests, the lakes, events such as the Stawell Easter Gift, and the wine and food industry.

Municipal Planning Strategy	
Pyrenees	▪ No specific policies with a spatial connection to the Project Area.
Ballarat	▪ Providing sufficient land supply for economic growth.
Hepburn	▪ Protect the Shire's quality mineral water resources. ▪ Hepburn Shire is a significant agricultural region and part of Melbourne's 'food bowl'. ▪ Tourism in the Shire is founded on the attractions of mineral springs, historic townships, natural resources and environmental features, and value-added products from agriculture.
Moorabool	▪ Protect existing and future industrial and agribusiness land uses from the encroachment of sensitive land uses (particularly Maddingley Waste and Resource Recovery Hub, Darley/Coimadai sand quarries, South Maddingley industrial precinct south of Kerrs Road, Parwan Employment Precinct, Bacchus Marsh Aerodrome and Bacchus Marsh Recycled Water Plant). ▪ Reinforce the role of Bacchus Marsh and Ballan as regional centres for employment, shopping, tourism, industry, business, and cultural services. ▪ Retain the industrial precinct of Ballan as a significant employer within the town while also providing a range of light industrial uses. ▪ Protect the long-term potential of stone and mineral resources. ▪ There are a number of state-significant natural resources and export-based industries that make significant employment and economic contributions to Bacchus Marsh, including Bacchus Marsh Irrigation District, Darley/Coimadai sand quarries, and Maddingley Waste and Resource Recovery Hub (including coal mine).
Melton	▪ No specific policies with a spatial connection to the Project Area.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-8 (Transport)**
Northern Grampians	▪ Grampians Road, Stawell-Avoca Road, Sunraysia Highway and St Arnaud-Ararat Road are crucial connections amongst the more rural areas of the shire. ▪ Rail infrastructure is important to the success of the region's economy, including the transportation of a majority of produce grown in the region. The shire has two main rail lines, with Stawell and Glenorchy located on the interstate rail corridor (which connects Melbourne to Adelaide) and St Arnaud on the freight line (which connects Maryborough to Mildura). These lines allow convenient access from the region to the ports of Portland, Geelong and Melbourne.
Pyrenees	▪ Section is omitted from planning scheme.
Ballarat	▪ No specific policies with a spatial connection to the Project Area.
Hepburn	▪ No specific policies with a spatial connection to the Project Area.
Moorabool	▪ Road infrastructure in a number of towns and settlements in the Shire, particularly Bacchus Marsh and Ballan, has limited capacity to service the growing community without further upgrading. ▪ Develop a north-south Eastern Link Road to the east of Bacchus Marsh, including connections to Gisborne Road, Western Freeway and Geelong-Bacchus Marsh Road.
Melton	▪ Major proposed infrastructure investments, such as the Outer Metropolitan Ring, Western Intermodal Freight Terminal and the Melton Railway Line, will further expand local economic opportunities. ▪ Planning for Melbourne Airport seeks to manage sensitive land uses and development affected by the Melbourne Airport Environs Overlays to protect airport operations and maintain amenity for the community.
Policy	**Clause 02.03 (Strategic Directions)**
Sub-clause	**Clause 02.03-9 (Infrastructure)**
Northern Grampians	▪ Concentrate development around existing community infrastructure.
Pyrenees	▪ Section is omitted from planning scheme.
Ballarat (Municipal Strategic Statement)	▪ No specific policies with a spatial connection to the Project Area.

Municipal Planning Strategy	
Hepburn	▪ Support the sensitive location of transmission infrastructure to support decarbonisation within the municipality that provides a net community benefit.
Moorabool	▪ No specific policies with a spatial connection to the Project Area.
Melton	▪ Support for the development and protection of infrastructure, including Melton Reservoir, high pressure gas transmission pipelines, high voltage electricity transmission easements, landfill sites and water tanks. ▪ Council plans to expand open space, including unfinished trails and linkages, and the integration of open space with surrounding land uses and natural landscapes and features. ▪ Council plans to expand services and infrastructure in the LGA. ▪ New development must protect existing infrastructure, including High pressure gas transmission pipelines, High voltage electricity transmission easements, and water tanks. ▪ Existing trails include Toolern Creek, Kororoit Creek and the Wellness Trail. Proposed trails include the Werribee River Shared Trail, the continuation of the Kororoit Creek Trail, the Outer Metropolitan Ring Trail, the Regional Rail Link Trail and the Western Highway Trail.

4.4.2 Definitions

Clause 73 (Meaning of Terms) of each planning scheme contains definitions for general terms (words commonly used in planning matters) and particular land use terms (words to describe land use). These definitions are standard across all Victorian planning schemes.

AusNet is defined under Clause 73.01 (General Terms) of all planning schemes as a 'utility service provider', that is:

> *A person, other than a public authority or municipal council, having responsibility under an Act for the generation, transmission, distribution or supply of electricity, gas, power, telecommunications, water supply, drainage or sewerage services.*

The relevant land use definitions for the Project are listed in Table 4-6.

Table 4-6. Land use definitions

Project component	Land use term	Definition
500kV transmission line Terminal stations	Utility installation	As defined in Clause 73.03 (Land use terms), a 'utility installation' includes: *Land used:* *c) to transmit, distribute or store power, including battery storage;*
Transmission lines which operate at less than 220kV (existing Powercor assets which need to be relocated – 'Distribution Lines')	Minor utility installation	As defined in Clause 73.03 (Land use terms), a 'minor utility installation' includes: *Land used for a utility installation comprising any of the following:* *h) power lines designed to operate at less than 220,000 volts but excluding any power lines directly associated with an Energy generation facility or Geothermal energy extraction; or* *i) an electrical sub-station designed to operate at no more than 66,000 volts but excluding any sub-station directly associated with an Energy generation facility or Geothermal energy extraction.*
Laydown areas	Not a defined land use term.	The laydown area is an area for the storage of tools, materials, equipment, plant (including a mobile concrete batching plant), vehicles, portable site offices and meeting rooms, lunchrooms, toilet blocks and workshop spaces etc, and where the land is used to prepare and assemble Project components.
Workforce accommodation facility	Group accommodation	Group accommodation is defined as land, in one ownership, containing a number of dwellings used to accommodate persons away from their normal place of residence. The communal facilities would be ancillary to the group accommodation.

4.4.3 Zones and overlays

Planning zones are the primary tool for managing land uses in Victoria. Zones set expectations about the land use and development activity that is or may be appropriate and control development by requiring a planning permit for specified types of development. Overlays are a complementary planning control to the zone that generally seek to control a specific aspect of the development of land.

Table 4-7 identifies the zones and overlays within the Project Area that are intersected by a Project component. Section 10.2 identifies the approvals that would be required in accordance with the respective planning schemes.

Maps of the zones and overlays are provided in Appendix C and Appendix D, respectively.

Table 4-7. Zones and overlays

Zones and overlays	
Northern Grampians Planning Scheme	
Zones	▪ Farming Zone ▪ Public Conservation and Resource Zone ▪ Rural Conservation Zone
Overlays	▪ Floodway Overlay (Schedule 1 - Glenorchy, Upper Wimmera, Mt William Creek, and Concongella Floodway) ▪ Land Subject to Inundation Overlay (Schedule 1 - Glenorchy, Upper Wimmera, Mt William Creek, Concongella Overland Flow Areas, Halls Gap) ▪ Specific Controls Overlay 2 (East Grampians Rural Pipeline Project Incorporated Document, December 2021)
Pyrenees Planning Scheme	
Zones	▪ Farming Zone ▪ Public Conservation and Resource Zone ▪ Rural Conservation Zone ▪ Transport Zone 1 – State Transport Infrastructure ▪ Transport Zone 2 – Principal Road Network
Overlays	▪ Bushfire Management Overlay ▪ Design and Development Overlay (Schedule 1 - Potentially Flood-Prone Areas) ▪ Environmental Significance Overlay (Schedule 1 - Designated Water Supply Areas) ▪ Environmental Significance Overlay (Schedule 2 - Watercourse Protection) ▪ Restructure Overlay (Schedule 14 - Amphitheatre Township Environs, including land in proximity to the Avoca River and Glenlogie Creek) ▪ Restructure Overlay (Schedule 17 - Lexton Township Environs) ▪ Restructure Overlay (Schedule 8 - Glenpatrick and Nowhere Creek Environs, north-east of Elmhurst) ▪ Specific Controls Overlay 1 (East Grampians Rural Pipeline Project Incorporated Document, December 2021) ▪ Vegetation Protection Overlay (Schedule 1 - Roadside Grassland Protection and Conservation)
Ballarat Planning Scheme	
Zones	▪ Farming Zone ▪ Transport Zone 2 – Principal Road Network
Overlays	▪ Bushfire Management Overlay ▪ Erosion Management Overlay ▪ Environmental Significance Overlay (Schedule 2 - Streamside and Watercourse Protection) ▪ Environmental Significance Overlay (Schedule 3 – Water Catchment Areas) ▪ Significant Landscape Overlay (Schedule 1 - Mount Bolton)
Hepburn Planning Scheme	

Zones and overlays	
Zones	▪ Farming Zone (Schedule 1 to Clause 35.07 Farming Zone) ▪ Public Conservation and Resource Zone ▪ Public Use Zone 1 (Service and Utility) ▪ Transport Zone 2 – Principal Road Network ▪ Transport Zone 3 - Significant Municipal Road
Overlays	▪ Bushfire Management Overlay ▪ Erosion Management Overlay ▪ Environmental Significance Overlay (Schedule 1 – Special Water Supply Catchment Protection) ▪ Heritage Overlay (H0107 – Site of Hepburn's Mill, off Werona-Kingston Road, Kingston) ▪ Heritage Overlay (HO109 – Kerrins Bridge, Werona-Kingston Road, Smeaton) ▪ Heritage Overlay (HO915 – Lone Hand 2 Mine Site, CA pt74, Parish of Spring Hill, Allendale) ▪ Heritage Overlay (HO916 – Lone Hand 1 Mine Site, CA pt69, Parish of Spring Hill, Allendale) ▪ Heritage Overlay (HO962 – West Ristori 1 Mine Site, CA pt 73, Parish of Spring Hill, Allendale) ▪ Significant Landscape Overlay (Schedule 1 - Volcanic Peaks Landscape Area and Ridges and Escarpments Area) ▪ Vegetation Protection Overlay
Moorabool Planning Scheme	
Zones	▪ Farming Zone ▪ Public Use Zone 1 (Service and Utility) ▪ Rural Conservation Zone ▪ Rural Conservation Zone (Schedule 2 – Conservation Values) ▪ Rural Living Zone ▪ Special Use Zone (Schedule 2 – Earth and Energy Resources Industry) ▪ Transport Zone 1 – State Transport Infrastructure ▪ Transport Zone 2 – Principal Road Network ▪ Transport Zone 3 – Significant Municipal Road
Overlays	▪ Bushfire Management Overlay ▪ Bushfire Management Overlay (Schedule 1 – Camerons Road Area) ▪ Design and Development Overlay (Schedule 1 – Bences Road Area) ▪ Design and Development Overlay (Schedule 2 – Visual Amenity and Building Design) ▪ Design and Development Overlay (Schedule 14 – Camerons Road Area) (see Figure 4-17) ▪ Environmental Significance Overlay (Schedule 1 – Proclaimed Water Catchment Areas) ▪ Environmental Significance Overlay (Schedule 2 - Waterway Protection) ▪ Environmental Significance Overlay (Schedule 3 - Long Forest and Werribee Gorge) ▪ Environmental Significance Overlay (Schedule 5 – Ballan Sewage Treatment Plant Buffer Area) ▪ Land Subject to Inundation Overlay ▪ Significant Landscape Overlay (Schedule 1 – Scenic Hilltops and Ridge Line Areas).
Melton Planning Scheme	
Zones	▪ Green Wedge Zone ▪ Public Park and Recreation Zone ▪ Rural Conservation Zone ▪ Special Use Zone (Schedule 3 – Terminal Stations) ▪ Transport Zone 2 – Principal Road Network

Zones and overlays	
Overlays	▪ Bushfire Management Overlay ▪ Environmental Significance Overlay (Schedule 1 - Remnant Woodlands, Open Forests and Grasslands) ▪ Environmental Significance Overlay (Schedule 2 – Wetlands, Waterways and Riparian Strips) ▪ Heritage Overlay (HO206 - Plumpton Road Wall) ▪ Heritage Overlay (HO53 - Holden Road Dam) ▪ Melbourne Airport Environs Overlay (Schedule 1 to Clause 45.08 Melbourne Airport Environs Overlay) ▪ Melbourne Airport Environs Overlay (Schedule 2 to Clause 45.08 Melbourne Airport Environs Overlay) ▪ Public Acquisition Overlay 3 (Roads Corporation – Outer Metropolitan Ring/E6 Transport Corridor) ▪ Specific Controls Overlay 2 (Calder Park Train Stabling and Maintenance Yards Incorporated Document, September 2012) ▪ Specific Controls Overlay 4 (Melton Renewable Energy Hub (MREH) – 77 – 347 Holden Road and 67 & 77 Victoria Road, Plumpton – Incorporated Document – April 2021) ▪ Significant Landscape Overlay (Schedule 1 – Volcanic Hills and Cones)

Figure 4-17 shows an extract of the Dwelling Envelope Plan sourced from Map 1 to Schedule 14 of Clause 43.02 Design and Development Overlay of the Moorabool Planning Scheme. The Plan is included as it is relevant to the consideration of impacts associated to land at SPI: 1\PS907847, 2\PS907847, 3\PS324526. In accordance with DDO14, proposed dwellings are to be sited generally in accordance with the blue squares shown in Map 1 (Figure 4-17).

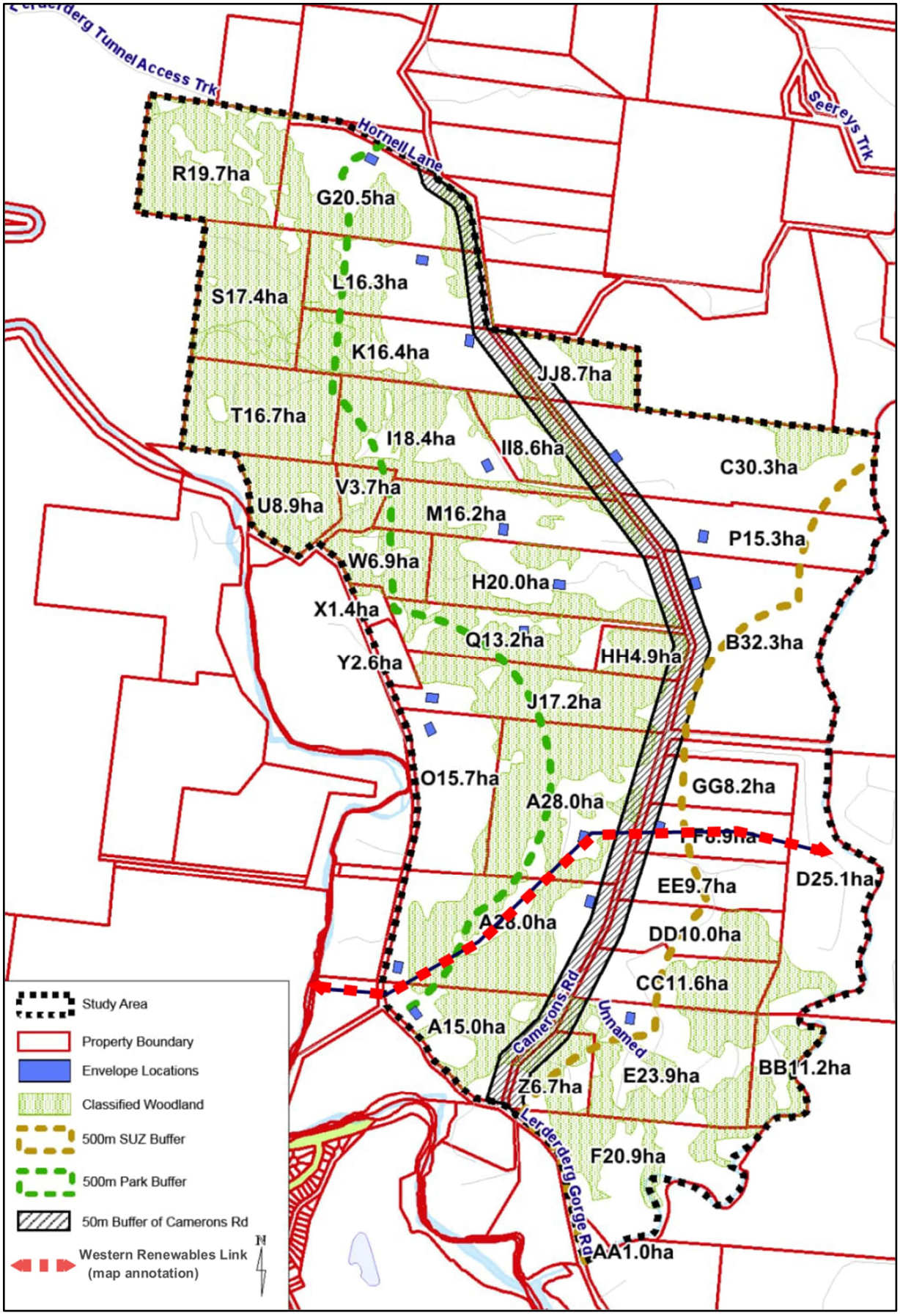


Figure 4-17. Design and Development Overlay Schedule 14 of the Moorabool Planning Scheme

4.4.4 Particular provisions

Particular provisions are issue-based planning controls listed in Clause 50 (Particular Provisions) of the planning schemes that apply only to certain uses and development or to particular aspects of certain uses and development. Particular provisions apply in addition to zone and overlay requirements, and may include permit requirements, permit exemptions, prohibitions or development standards.

The following Particular Provisions have been considered where they intersect with the Project.

- Clause 51.02 (Metropolitan Green Wedge Land: Core Planning Provisions)
- Clause 51.04 (Melbourne Airport Environs Strategy Plan)
- Clause 52.02 (Easements, Restrictions and Reserves)
- Clause 52.05 (Signs)
- Clause 52.06 (Car Parking)
- Clause 52.09 (Extractive Industry and Extractive Industry Interest Areas)
- Clause 52.12 (Bushfire Protection Exemptions)
- Clause 52.17 (Native Vegetation)
- Clause 52.29 (Land Adjacent to the Principal Road Network)
- Clause 52.33 (Post Boxes and Dry Stone Walls)
- Clause 53.02 (Bushfire Planning)
- Clause 53.10 (Uses and Activities with Potential Adverse Impacts)*
- Clause 53.15 (Statement of Underlying Provisions)
- Clause 53.18 (Stormwater Management in Urban Development).

*Also refer to the EPA Publication (Separation distance guideline (EPA, 2024) which recommends minimum separation distances between potentially amenity impacting land uses and sensitive land uses. The EPA Publication is referenced in Clause 13.07-1S (Land use compatibility) of the PPF. The guidelines apply to industries which have the potential to impact on off-site residual, human health and wellbeing, local amenity and aesthetic enjoyment. Refer to the Air Quality Impact Assessment for further information.

4.4.5 General provisions

General provisions set out standard provisions about matters that benefit from a consistent treatment across all land. The general provisions include the following:

- General exemptions from planning control for specific classes of use and development
- Existing use provisions
- Decision guidelines that apply to all applications
- Referral and notice of application requirements and applications under section 96 of the Planning and Environment Act.

Clause 62 (General exemptions)

General exemptions apply to the Project under the following planning scheme clauses:

- Clause 62.01 (Uses not requiring a permit)
- Clause 62.02 (Buildings and works).

Clause 62.01 (Uses not requiring a permit, except within the Public Conservation and Resource Zone) exempts the use of land for '*minor utility installations*' from requiring a planning permit.

Clause 62.02 (Buildings and works except within the Public Conservation and Resource Zone) exempts buildings and works associated with '*a temporary shed or temporary structure for construction purposes*' and '*minor utility installations*' from requiring a planning permit. This exemption is relevant to the temporary structures required at the construction laydown area and workforce accommodation facilities, including portable site offices and meeting rooms, lunchrooms, toilet blocks and workshop spaces.

Works associated with the relocation of existing utility services are defined as a *minor utility installation*. Pursuant to Clause 62.01 (Uses not requiring a permit) and Clause 62.02 (Buildings and works), '*minor utility installations'* are exempt from requiring a planning permit (except within the Public Conservation and Resource Zone).

Clause 66 (Referral and notice provisions)

Clauses 66.01 (Subdivision Referrals), 66.02 (Use and Development Referrals), 66.03 (Referral of Permit Applications Under Other State Standard Provisions) and 66.04 (Referral of Permit Applications under Local Provisions) of the planning schemes list the types of applications that must be referred to the person or body specified as a referral authority in accordance with section 55 of the Planning and Environment Act.

Clauses 66.05 (Notice of Permit Applications Under State Standard Provisions) and 66.06 (Notice of Permit Applications Under Local Provisions) of the planning schemes list the types of applications for which notice must be given to the person or body specified.

Although permit applications are not the proposed planning approval pathway for the Project, the referral and notice requirements have been identified and considered to ensure consultation with relevant authorities is undertaken during the development of the Draft Planning Scheme Amendment GC209. It is noted that a number of these authorities are TRG members and have had opportunities to respond to the Project as part of the EES process.

The relevant referral and notice authorities, in accordance with Clause 66 (Referral and notice provisions), are outlined in Table 4-8.

Table 4-8. Relevant referral and notice authorities

Clause	LGA	Referral or notice to be given to	Type of referral authority
66.03 USE AND DEVELOPMENT REFERRALS			
66.02-2 Native Vegetation	All	Secretary to DEECA (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987)	Recommending referral authority
66.02-4 Major electricity line or easement	▪ Melton ▪ Hepburn ▪ Pyrenees	The relevant electricity transmission authority is AusNet Services for the following existing high voltage transmission easements which are within 60 metres of the Proposed Route: ▪ 500 kV Moorabool Terminal to Sydenham Terminal ▪ 220 kV Bendigo Terminal to Ballarat Terminal ▪ 220 kV Waubra Terminal to Ballarat Terminal.	Determining referral authority

Clause	LGA	Referral or notice to be given to	Type of referral authority
66.02-5 Special water supply catchment area	▪ Northern Grampians ▪ Pyrenees ▪ Hepburn ▪ Ballarat ▪ Moorabool	The relevant water board or water supply authorities are: ▪ Wimmera Catchment Management Authority ▪ North Central Catchment Management Authority ▪ Corangamite Catchment Management Authority ▪ Melbourne Water Catchment Management Authority ▪ Grampians Wimmera Mallee Water ▪ Goulburn Murray Water ▪ Southern Rural Water.	Determining referral authority
66.03 REFERRAL OF PERMIT APPLICATIONS UNDER OTHER STATE STANDARD PROVISIONS			
44.03-6 FO	▪ Northern Grampians	Wimmera Catchment Management Authority	Recommending referral authority
44.04-7 LSIO	▪ Melton	Melbourne Water Corporation	Determining referral authority
	▪ Northern Grampians	Wimmera Catchment Management Authority	Recommending referral authority
45.01-3 PAO	▪ Melton	The acquiring authority specified in the schedule to the overlay is: ▪ Roads Corporation (PAO3 for the Outer Metropolitan Ring /E6 Transport Corridor).	Determining referral authority
52.29-4	▪ Pyrenees ▪ Hepburn ▪ Ballarat ▪ Moorabool ▪ Melton	Head, Transport for Victoria to create/modify access to: ▪ Gisborne-Melton Road ▪ Diggers Rest – Coimadai Road ▪ Gisborne Road ▪ Ballan-Daylesford Road ▪ Midland Highway ▪ Kingston Road ▪ Creswick-Newstaed Road ▪ Creswick Road ▪ Ballarat-Maryborough Road ▪ Sunraysia Highway ▪ Beaufort – Lexton Road ▪ Lexton – Ararat Road ▪ Amphitheatre Road ▪ Pyrenees Highway.	Determining referral authority
66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS			
ESO1	▪ Pyrenees	The relevant water authorities, which are: ▪ Central Highlands Water ▪ Goulburn Murray Water.	Determining referral authority
ESO1	▪ Hepburn	The relevant water authorities, which are: ▪ Central Highlands Water ▪ Goulburn Murray Water.	Determining referral authority
ESO1	▪ Moorabool	The relevant water authorities, which are: ▪ Central Highlands Water ▪ Goulburn Murray Water.	Determining referral authority
66.05 NOTICE OF PERMIT APPLICATIONS UNDER STATE STANDARD PROVISIONS			

Clause	LGA	Referral or notice to be given to	Type of referral authority
35.07	▪ Pyrenees	An application to use or develop land for accommodation within 1km from the nearest title boundary of the Waubra Windfarm.	Not applicable

4.4.6 Operational Provisions

Clause 72.01 (Responsible authority for this planning scheme)

Pursuant to Clause 72.01-1 (Minister is responsible authority) in each of the six planning schemes, the Minister for Planning is the responsible authority for matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Planning and Environment Act (i.e., assessment and administration of planning permit applications), and matters required by a permit or the scheme to be endorsed, approved or done to the satisfaction of the responsible authority, in relation to use and development of the land for a

Utility installation used to:
Transmit or distribute electricity.
Store electricity if the installed capacity is 1 megawatt or greater.

It is proposed that planning approval for the Project will be sought via a planning scheme amendment (refer to EES Attachment III: Draft Planning Scheme Amendment).

Clause 72.04 (Incorporated documents)

Incorporated documents are listed in Clause 72.04 (Incorporated documents) of the planning schemes and form part of the planning schemes. The incorporated documents contained in the respective planning schemes, which facilitate use and development of land for their respective projects do not create additional planning approval requirements for the Project (Western Renewables Link). The Existing conditions (Section 6) identifies where these uses occur within the Project Area and the impact assessment (Section 7-10) assesses direct affects where they may occur.

Incorporated Documents of note are summarised in Table 4-9.

Table 4-9. Relevant incorporated documents

LGA	Incorporated document	Relevance
All	Code of Practice for Bushfire Management on Public Land (Department of Sustainability and Environment, June 2012)	The Code sets out bushfire management on public land. Refer to the Bushfire Impact Assessment.
	Code of Practice for Timber Production 2014 (as amended 2022) (Department of Environment, Land, Water and Planning, 2022)	The Code describes the management of State Forests and operation of forestry activity. Refer to the Agriculture and Forestry Impact Assessment.
	Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning 2017)	The Guidelines outline how native vegetation removal is to be assessed. Refer to the A: Biodiversity Impact Assessment.
Pyrenees	Restructure Plan No 8 (Glenpatrick Creek and Nowhere Creek Environs), October 2007	Shows land where subdivisions are to be restructured to consolidate lots and to prevent inappropriate development.
	Restructure Plan No 14 (Amphitheatre Environs), October 2007	Shows land where subdivisions are to be restructured to consolidate lots and to prevent inappropriate development.

LGA	Incorporated document	Relevance
	Restructure Plan No 17 (Lexton Environs), October 2007	Shows land where subdivisions are to be restructured to consolidate lots and to prevent inappropriate development.
Ballarat	Koala Plan of Management - koala planning map 2006 (Ballarat City Council, 2006)	Shows land where koala conservation is encouraged. Refer to Section 4.3.3.
Melton	Calder Park Train Stabling and Maintenance Yards – September 2012 (Melton City Council, 2012)	The incorporated document provided for the development of the now constructed stabling and maintenance yard.
	Melton Renewable Energy Hub (MREH) – 77–347 Holden Road and 67 & 77 Victoria Road, Plumpton – Incorporated Document – April 2021 (Melton City Council, 2021)	The incorporated document provides for the future development of the energy hub, which would be located to the north of the Proposed Route. A transmission corridor would be located parallel, but to the north of the Proposed Route, from the hub to the Sydenham Terminal Station.
	Melton Dry Stone Wall Study (Volume 3 – Statements of Significance 2016) (Melton City Council, 2016)	The incorporated document provides for the protection of significant dry stone walls. Refer to the Historical Heritage Impact Assessment.

4.5 Planning practice notes, advisory notes and ministerial direction

The suite of Impact Assessments has had regard to Ministerial Directions and relevant planning guidance contained in planning practice and advisory Notes.

In accordance with *Ministerial Direction 1 – Potentially Contaminated Land* (DELWP, 2021c), an assessment of potential contaminated land impacts has been undertaken and is presented in the Contaminated Land Impact Assessment.

The Project is consistent with *Ministerial Direction 9 – Metropolitan Planning Strategy* (DELWP, 2002), which encourages *'transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050',* and to achieve Victoria's renewable energy targets of 25 per cent by 2020 and 40 per cent by 2025.

Consistent with *Ministerial Direction 11 - Strategic Assessment of Amendments* (DELWP, 2013), a strategic assessment and an explanatory report for the Project have been prepared as part of the suite of planning scheme amendment document (refer to Attachment III: Draft Planning Scheme Amendment).

Consistent with Ministerial Direction 19 Part A and Part B (DELWP, 2018), the following suite of Technical Reports were prepared for the Project - Groundwater Impact Assessment, Surface Water Impact Assessment, Noise and Vibration Impact Assessment, Air Quality Impact Assessment and Contaminated Land Impact Assessment.

Planning Practice Note 89 (PPN89): Extractive industry and resources (DELWP, 2022) provides guidance on the approvals process for extractive industry and outlines measures to protect extractive operations and resources. PPN89 defined an Extractive Industry Interest Area (EIIA) as an area identified as containing or potentially containing stone, sand and clay resources of sufficient quantity and quality to support commercial extractive industry operations. EIIA operate alongside planning policy to protect resources and manage buffers, and they are included in Clause 52.09 of all planning schemes. Where the use and/or development of land is proposed within an EIIA or within specified proximity to existing quarries then the planning system seeks to ensure that such new use/development would not unreasonably restrict quarrying, and/or would not be excessively affected by quarrying.

4.6 Recent planning amendments and permits

While the PPF, zone, overlay and other provisions of the planning schemes provide an indication of land use and development that occurs or is intended to occur within the study area, consideration has also been given to proposed planning scheme amendments and planning permits that may influence future land use activity in the study area. There were no planning scheme amendments (as of 6 March 2025) within the study area of relevance to the assessment of land use impacts associated with the Project. Amendment C240 (Ballarat) and Amendment C231 (Melton) were identified, but the amendments to heritage controls occur outside of the study area. Appendix B provides a list of recent Council and Ministerial planning permits (lodged/approved between the commencement of the EES to 12 November 2024) that are relevant to the study area. Applications are typically for rural-residential dwellings and agricultural activities.

Planning permit applications and approvals were sourced from the six Councils and the Minister for Planning (see Appendix B). The applications/approvals relate to use and development on land both within and outside the Project Area. The following parcels have proposed dwellings within the Proposed Route:

- SPI 1\LP96559, Darley, Moorabool LGA
- SPI 1\TP953472, Korobeit, Moorabool LGA
- SPI 1\PS907847 and 2\PS907847, Darley, Moorabool LGA.

These parcels are further discussed below. and the impacts to these from construction are discussed at Section 7.1.1.2. The following dates are relevant to the discussion below:

- The Western Renewable Link Interest Area was publicly notified on 18 October 2020 and the community was able to view the webmap until 30 October 2020
- A Proposed Route was publicly notified in November 2021[5]
- An updated Proposed Route was released in August 2024.

SPI 1\LP96559

Construction of Project infrastructure will directly affect an approved, but yet to be developed, dwelling inside the Project Area and Proposed Route at SPI: 1\LP96559. The planning permit application (PA2021095) for the use and development of a dwelling and ancillary shed was submitted for on 3 May 2021, and the permit was issued on 19 August 2022.

In the Moorabool Shire Council Development Assessment Committee Meeting Minutes, dated Wednesday 20 July 2022, there is a record of the permit application associated with this property and Council's decision to amend the existing planning permit (PA2021095) for a proposed dwelling and ancillary shed. Moorabool Shire Council approved the amendment, which relocated the dwelling and shed shown on the right hand side of Figure 4-18.

The planning permit requires the subsequent submission of plans for endorsement, and also requires the owner to enter into a Section 173 Agreement to undertake revegetation of two areas within the property and with the primary use of the land to be for land management rather than farming. The permit would expire within 2 years of the permit date if not commenced, or four years if not completed. An extension of time to commence the use and development was granted on 28 May 2024.

Aerial images show that as at 21 November 2024 the development of the land had not commenced[6].

[5] Western Renewables Link, Proposed Route Overview, AusNet, November 2021
[6] MetroMap (as sourced on 12 March 2025).

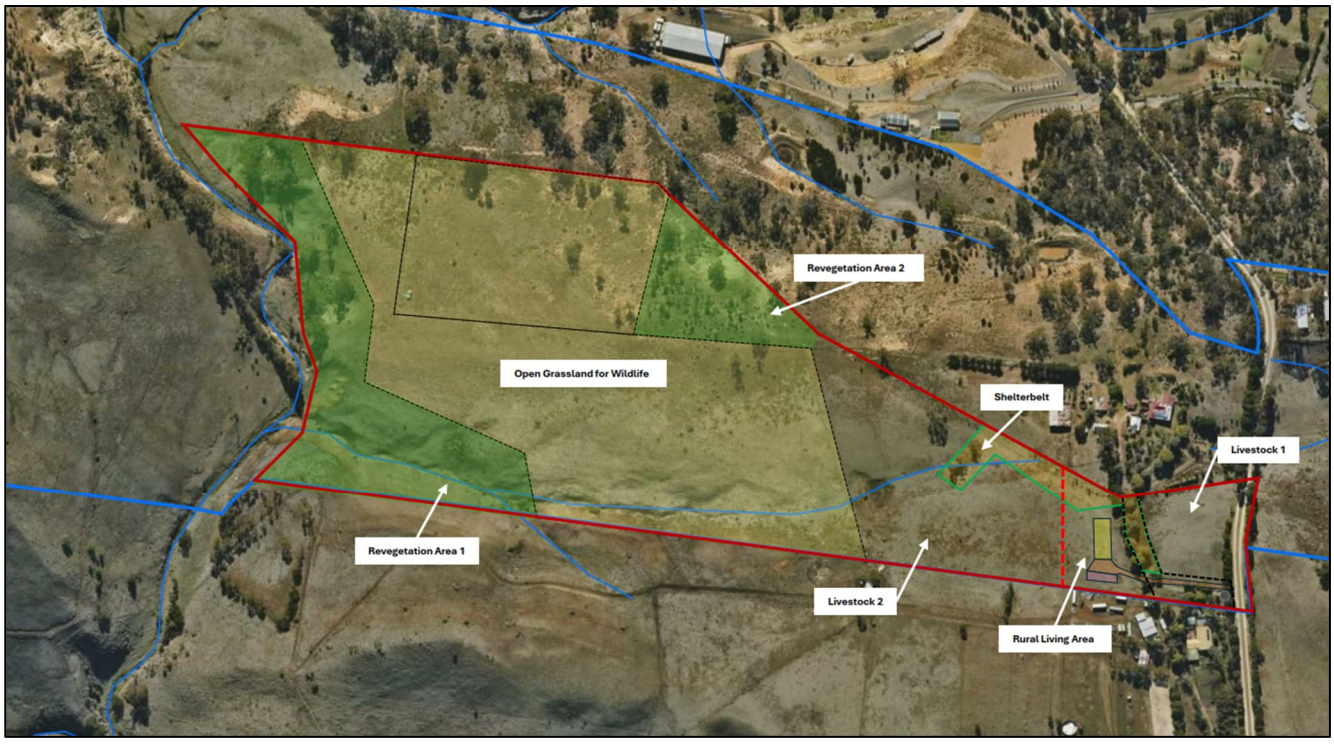


Figure 4-18. Permitted dwelling at SPI: 1\LP96559

SPI 1\TP953472

The Proposed Route intersects with SPI: 1\TP953472 The planning permit application (PA2022016) for the use and development of a dwelling, animal grazing and domestic animal husbandry (keeping and breeding of dogs) was applied for on 18 January 2022, and the permit was issued on 16 August 2023. The development plan was endorsed on 12 June 2024.

The Moorabool Shire Council Development Assessment Committee Meeting Minutes, dated 16 August 2023, outlines the Council officer's recommendations to the Development Assessment Committee to refuse the planning permit application as it is inconsistent with the objectives of the Moorabool Planning Scheme. The Development Assessment Committee, however, approved the permit application and development plans were endorsed approximately 10 months later.

The meeting minutes state that the application was advertised on the land, and while the Council officer's report recognised that the Western Renewable Link proposed to traverse the land, AusNet was not given notice of the planning permit application.

Aerial images show that as at 21 November 2024 the development of the land had not commenced[7].

[7] MetroMap (as sourced on 12 March 2025).

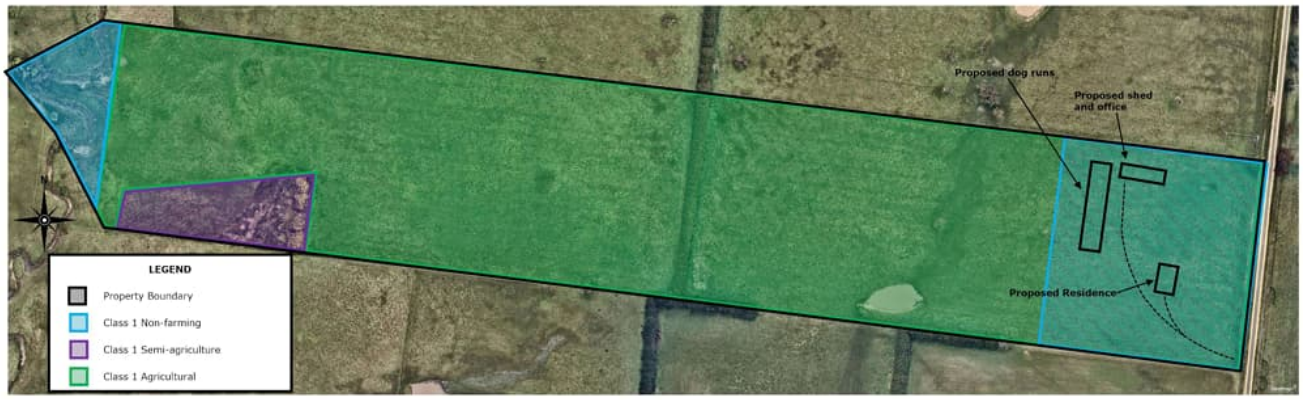


Figure 4-19. Permitted dwelling and domestic animal husbandry at SPI: 1\TP953472



Figure 4-20. Revegetation Zones and other vegetation at SPI: 1\LP96559

SPI 1\PS907847 and 2\PS907847

The Proposed Route intersects with SPI: 1\PS907847 and 2\PS907847. The planning permit application (PA2021241) for a two lot subdivision[8] was applied for on 13 October 2021, and the permit was issued on 18 May 2022. The plan of subdivision was endorsed by Council on 4 April 2023.

The Moorabool Shire Council Development Assessment Committee Meeting Minutes, dated 18 May 2022, confirms the Council officer's report recommendations to the Development Assessment Committee to refuse the two lot subdivision as it contradicted the objectives of the Design and Development Overlay Schedule 14 of the Moorabool Planning Scheme. The Committee however approved the subdivision (shown in Figure 4-21). The meeting minutes state that the application was advertised on the land only and the Council officer's report did not acknowledge the proposal for the Western Renewable Link to traverse the land. AusNet was not given notice of the planning permit application.

The proposed plan of subdivision also shows the intent for a single dwelling to be located on each property. The plan shows a proposed building that has been set back 146m on SPI 2\PS907847 and 90m on SPI 1\PS907847. A separate planning permit application and approval would be required for the use and development of a dwelling on each parcel. There is no record of a planning permit application being lodged with Council.

Aerial images show that as at 21 November 2024 the development of the land had not commenced[9].

[8] At the time of the application for PA2021241 the SPI of the property was 1\TP066538.
[9] MetroMap (as sourced on 12 March 2025).

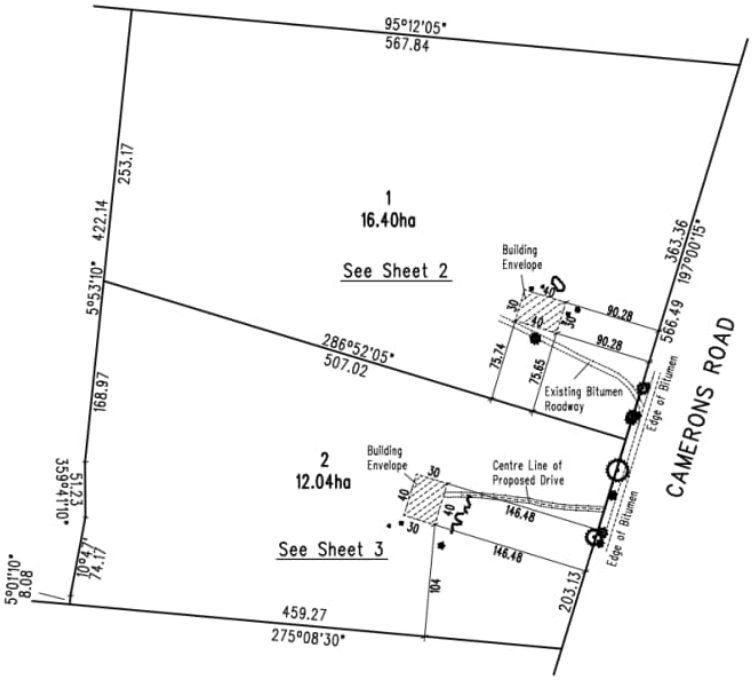


Figure 4-21. Two lot subdivision at 1\PS907847 and 2\PS907847

5. Method

5.1 Overview

This section describes the method used to assess the potential impacts of the Project. Risk screening was applied to prioritise the key issues for impact assessment. Measures to avoid, minimise and manage potential effects have then been developed to address these impacts. The following sections outline the method adopted for the Land Use and Planning Impact Assessment.

5.2 Study area

The study area for this report is the Project Land (Figure 5-1). The assessment has had regard to land uses outside of this area where it was considered appropriate for context.

While the Project Land interfaces with the Shire of Ararat and City of Brimbank, there would be no infrastructure or works undertaken in these two LGAs and therefore they do not form part of this impact assessment.

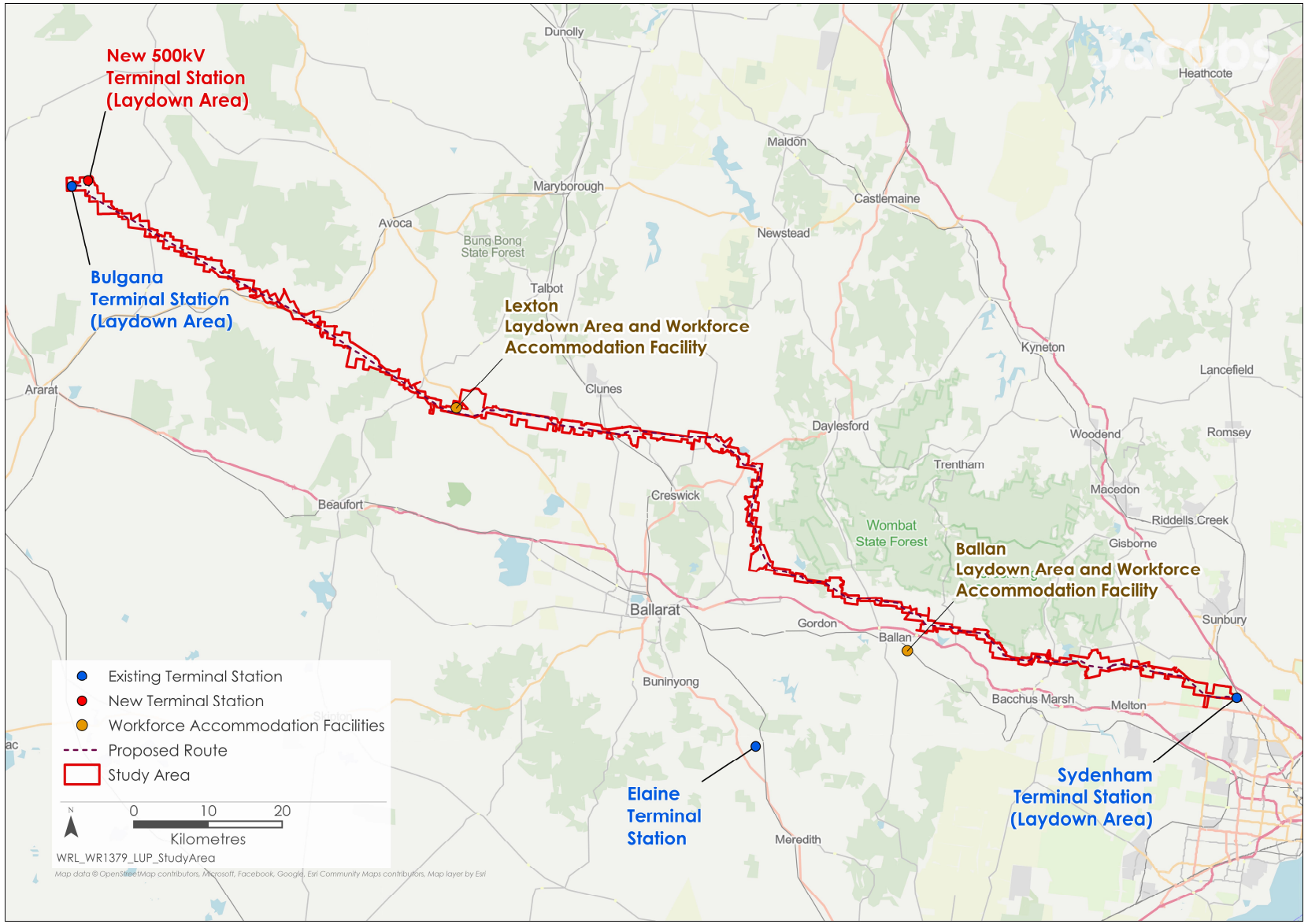


Figure 5-1. Land use and planning study area

5.3 Existing conditions

The existing conditions assessment was used to characterise the current condition and values of the physical, biological and social environment. The study of the existing land use and planning conditions comprised desktop research, site assessments, a review of available geospatial data, and engagement with the community and stakeholders.

Consistent with Section 4.4 of the EES scoping requirements, the study of existing conditions for land use and planning entailed the following:

- The review of relevant land use policy and legislation, including:
  - Planning Policy Framework, Local Planning Policy Framework and Municipal Planning Strategy in the six planning schemes (as of 23 August 2024)
  - Existing State and local government strategic planning policy, as well as key studies which are currently underway (as of 23 August 2024)
  - Other strategic and land use plans identified by the Councils (as of August 2024)
  - Zones, overlays and other planning provisions in the six planning schemes (as of 23 August 2024).
- The review of planning permits submitted/approved between the commencement of the EES to 12 November 2024 for all six councils and the Minister for Planning within the study area. The assessment focused on planning permits associated with land use change or built development, with a potential to be impacted by the Project or vice versa. Review was conducted using the Council publicly available planning permit registers, data provided by the Pyrenees, Ballarat, Moorabool and Melton Councils, as well as information from the Department of Transport and Planning (DTP) online database.
- The review of proposed planning scheme amendments, available on and prior to 6 March 2025, for the six planning schemes and within the study area. Assessment focused on planning scheme amendments associated with land use change or built development, with a potential to be impacted by or vice versa. Relevant planning scheme amendments have been reviewed via the DTP database, Planning Matters notifications and engagement with the councils.
- The review of land titles that would be affected by the construction and operational components of the Project (Project Area) (as of 1 December 2022, and updated on 15 January 2024 and 15 August 2024 to reflect Project modifications).
- The review of aerial imagery and Geographic Information System (GIS) to identify land use and land use features within the study area, including (but not limited to) public and private land, environmental and recreational reserves, utility, energy and transport infrastructure, extractive industry tenements and works authorities, watercourses and water features, Precinct Structure Plans (PSPs), urban areas and townships, health, educational and community facilities, agriculture and forestry, and industrial land (as of 30 November 2023).
- Community and stakeholder consultation, conducted on and prior to 30 November 2023.
- Review of publicly available data to identify land uses, and three drive-by site visits to confirm land uses and development within the study area, completed August 2021, December 2021 and October 2023. Photographs that reflect existing transmission corridors in the landscape are shown in Appendix F.
- The identification of projects outside the study area that need to be considered as part of the cumulative impact assessment (as of 20 November 2024).

5.4 Risk screening

A risk screening process was undertaken to identify the land use and planning related risks associated with the design, construction, operation and decommissioning of the Project, and to provide for the appropriate level of investigation. The outcomes of the risk assessment identified the key issues that were taken forward into the impact assessment stage (see Sections 7.1, 8.1 and 9.1).

The potential risks identified in the assessment were:

- Potential changes in land use
- Potential disruption of access, including construction activities, that affect the use of land
- Potential impacts to the amenity of nearby land uses where sensitive to visual changes and changes to the rural character
- Potential inconsistences with planning policy.

5.5 Impact assessment method

The method for the Land Use and Planning impact assessment included:

- Identifying key issues (as described in Section 0) to be addressed in the impact assessment
- Identifying potential impacts of Project construction, operation, and decommissioning including the likely extent, magnitude and duration of changes to land use, access and amenity according to the impact ratings developed for land use summarised in Table 5-1.
- Potential impacts of the Project were measured against the existing land use conditions by assessing the significance of the impacts, taking into consideration mitigation measures. Mitigation measures to reduce the potential impacts have been recommended in accordance with the mitigation hierarchy (avoid, minimise, manage, rehabilitate and offset) and these have then informed the development of Environmental Performance Requirements (EPRs).
- Identifying any other potential developments that could lead to cumulative impacts when considered together with the Project.
- Prepare EPRs to define the environmental outcomes to be achieved through the implementation of mitigation measures during construction, operation and decommissioning. While some EPRs are performance based to allow flexibility in how they will be achieved, others include more prescriptive measures that must be implemented. Compliance with EPRs will be required as a condition of the Project's approval.
- Apply the relevant workforce accommodation facilities conditions from the draft Incorporated Document, to avoid, minimise and manage impacts associated with these sites.
- Determining the residual impacts associated with the construction, operation, and decommissioning of the Project, and evaluating their significance in accordance with the criteria described above.

Table 5-1 shows the ratings applied when assessing relevant aspects of potential land use and planning impacts. These criteria were used to assess the overall residual impact of Project activities on land use and planning.

Table 5-1. Discipline specific impact ratings for and use and planning

Rating	Land use and planning impact ratings
Severe	May have state-wide effects, typically would involve permanent significant impacts on values of state or national significance.
Major	May have regional effects, likely to be long term, impacts on values of regional or state significance, limited impacts on values of national significance.
Moderate	May affect a local government area, short-medium term, may impact values of regional significance or impacts are within normal range of change for other values.
Minor	Typically, an effect that would be limited to receptors within or adjacent to the Project Area, short term and reversible, impacts are on values of local significance or within normal range of change for other values.
Negligible	Typically, an effect that is localised, limited to the Project Area, readily reversible or no detectable impact on asset/value/use, impacts are on values of low significance.

The impact assessment method undertaken for this Land Use and Planning impact assessment is further detailed in the subsequent sections.

5.5.1 Overview

An impact is defined as any change to the physical, biological or social environment, whether adverse or beneficial, wholly or partially resulting from any or all Project components and activities as part of each stage of the Project. The Project components and activities can have an effect on the identified values of the receiving environment both directly and indirectly. This results in an impact (the outcome of an event if it occurs) that can be short and/or long term and either positive or negative to the receiving environment.

This assessment follows a systems approach to identifying, assessing and mitigating and managing potential environmental issues that make change to the environmental values of the receiving environment. It is based on an initial risk-screening approach to facilitate adequate identification of the potential issues and an assessment that is proportionate to the potential for effect and level of impact.

The relationship between issues, values and potential effects and therefore level of impact associated with each stage of the Project is the focus of the Impact Assessment.

The Impact Assessment involved the review of the Project description and activities (Section 3), the legislation and policy (Section 4), the findings of the study area existing conditions (Section 5.3), the relevant Technical Reports (Section 1.4) that effect land use impacts and planning policy, and Project maps and photographs (refer to the attached Appendices). Together these have informed the assessment of the effects, cumulative effects, and alignment with policy and were used to develop recommended mitigation and management measures to avoid, minimise or mitigate the land use planning related effects, as well as developing the EPRs.

5.5.2 Process of assessment

The process of assessment includes identification of potential direct impact to the land (e.g., occupation, severance, amenity), indirect impacts (e.g., changes that occur over time to how the land is used due to the direct impact) and cumulative impact (e.g., effects on land caused by the Project and other projects occurring in the location at the same time).

The Land Use and Planning Impact Assessment has considered:

- The value (significance) of the land use as described in legislation, policy and via stakeholder consultation
- The magnitude of change (e.g., temporary/permanent, constrained/unconstrained)
- The extent of change (e.g., the site, local area, municipality, region or State)

- The duration of change (intermittent (e.g., dust) or temporary (e.g., laydown area) during construction, permanent or continuous (e.g., new terminal station or easement), or seasonal (e.g., harvesting))
- The reversibility of the change (capacity to return to former land activity)
- The potential for interactions between different Project effects that combined potentially exacerbate the magnitude, extent or duration of effects on land use (e.g., the combined effect of changes to access, occupation and amenity)
- Land use planning policy.

In assessing the significance of residual impacts on land use assets, in addition to the above, consideration was also given to the likely effectiveness, timing and associated uncertainties of proposed mitigation measures.

5.5.3 Assessment of impacts

The impact assessment has assessed the following potential land use impacts that are likely to result from the Project's construction and operation stages, as well as a high-level consideration of the decommissioning stage:

- Change of land use:

  The acquisition of land or severance of properties due to the establishment of an easement and its conditions that limit use has the potential to change how the land or part of the land is used.

- Change of access - disruptions to land use:

  Occupation and access of land to undertake construction activities that restrict land use or limit access to land temporarily.

- Change of amenity:

  Construction activities and permanent infrastructure that potentially results in changes to the amenity of the land, including changes to amenity due to windblown dust, noise and visual impacts.

5.6 Stakeholder engagement

Stakeholders were consulted to confirm an understanding of the existing conditions and to inform the assessment of the potential impacts. The key stakeholders consulted include representatives of the six impacted Councils and relevant fire authorities and water authorities. We note a number of these stakeholders are members of the TRG. Throughout the engagement process, stakeholders were briefed on the status of the Impact Assessments and provided with the opportunity to raise or discuss any relevant information for consideration in the assessment.

The key matters discussed throughout stakeholder engagement include:

- Land use and infrastructure that occur within the study area, and potential impacts that may occur
- Stakeholder views of land use strategies and policies, Council planning projects, strategic projects, planning permits and permit applications and planning scheme amendments
- The likely planning and approval mechanisms for the Project, including the proposed planning approval framework for the Project, Planning Scheme Amendment, Environmental Management Framework and EPRs
- Status of the Project as it progressed at key milestones, further consultation and TRG input.

On the 21 July 2022, the Australian Energy Infrastructure Commissioner (AEIC) released the 2021 Annual Report of the Office of the Australian Energy Infrastructure Commissioner. The AEIC annual report recommended the easement for 500kV transmission line should be setback 300m from dwellings and to negotiate with the affected residents where not achievable. The recommendations do not form part of any legislative requirement, Australian Standard, guideline or policy in the relevant planning schemes.

The recommendations are aspirational and the proponent has sought to identify a route that maximises the separation distance from residents in settlements. The recommendations are not workable and are not feasible given the design constraints for transmission infrastructure and the spread of dwellings in regional Victoria, let along the peri-urban and urban areas of Melbourne. Where landholders form part of the Project Land, and are directly affected by the Project Area they would be compensated in accordance with either voluntary agreements or via the processes outlined under the Land Acquisition and Compensation Act.

5.7 Community feedback

In addition to consultation undertaken with specific stakeholders, consultation has been ongoing with the community throughout the design development and the EES process. Feedback received during community consultation sessions, as relevant to the Land Use and Planning Impact Assessment is summarised in Table 5-2, along with where and how these topics are addressed in this report. Further information on community consultation, feedback received and how it informed the design development is provided in **EES Chapter 7: Community and stakeholder engagement**.

Table 5-2. Community consultation feedback (land use and planning)

Key themes	Matters raised	Specific locations of matter raised	Where matter has been addressed
Impacts to private property	Visual and physical impacts to the use of private property, including farming for self-benefit or farming for commercial (agricultural – animal and crop) production. Enjoyment of home and land. Ability to continue using land. Impacts to properties and productivity. Potential for noise emission from the construction and operation of transmission infrastructure.	Glendaruel, Bunding/Lilyvale, Oaklands, Mt Prospect, Darley, Myrniong, Mollongghip, Sydenham West, Newlyn North, Mount Prospect, Mollongghip, Melton Aerodrome, Ballarat Potato District.	Addressed in Sections 7, 8 and 9 of this assessment and the Landscape and Visual Impact Assessment, Agriculture and Forestry Impact Assessment, and Noise and Vibration Impact Assessment.
Impacts to public land	Visual and physical impacts to use of public land and its attributes, including for various and numerous recreational uses (passive to active), community events and gathering places.	Views of Mt Beckworth, Kingston stone bridge, Blampied-Mollongghip Road, Strathalbyn/Rosebank. Impacts to Hepburn Lagoon, MacPherson Park, Pykes Reservoir/Creek. Views of volcanic cones from Allendale, Newlyn North, Mount Prospect. Views of Wombat State Forest from Tulvar Park and surrounding areas.	Addressed in Sections 7, 8 and 9 of this assessment and the Landscape and Visual Impact Assessment, and Social Impact Assessment.
Impacts to natural environment	Enjoyment of the natural environment – including the vegetation and the wildlife that people anticipate being in and go to see in the area.	Glenlofty Creek, Birch Creek, Moorabool Reservoir, Glendaruel, Gordon, Newlyn, Wombat State Forest, Mt Beckworth, Bunding/Lilyvale, Tulvar Park, Greendale, Rocklyn, Pykes Reservoir/Creek, Myrinong, Darley, Bolwarrah.	Addressed in Sections 7, 8 and 9 of this assessment and the Social Impact Assessment and Biodiversity Impact Assessment.
Impacts to cultural heritage	Concerns of the transmission infrastructure's impact on culturally significant Aboriginal Places and existing historic heritage sites.	Allendale, Kingston, Newlyn North, Moorabool River/Reservoir, Myrniong, Coimadai Avenue of Honour, Djerriwarrh Creek, Creighton.	Addressed in Sections 7, 8 and 9 of this assessment and the Aboriginal Cultural Heritage Impact Assessment and Historical Heritage Impact Assessment.

Key themes	Matters raised	Specific locations of matter raised	Where matter has been addressed
Easement	Whether land acquisition is required and compensation available. Impacts on property values and decline in land value. Compensation for disruption and loss of income due to impacts. Concerns from surrounding landholders about the lack of compensation available for near neighbours that are negatively affected by changes in visual amenity and views.	Myrniong	Addressed in Section 7 of this assessment, and the Agriculture and Forestry Impact Assessment, Economic Impact Assessment and Social Impact Assessment
Underground transmission lines	Change current design to consider undergrounding transmission lines	General	Addressed in EES, Attachment I: Project development and assessment of alternatives and EES, Attachment II: Assessment of feasibility for an underground 500kV transmission line for Western Renewables Link
Bushfire	Concerns relating to bushfire management and aerial firefighting practices for properties in proximity to transmission infrastructure. Questions and concerns relating to the risk for potential fire ignition resulting from the transmission line operation and impact the transmission line may have on efforts to fight fire in the region.	General	Addressed in Section 10 of this assessment and the Bushfire Impact Assessment
Health and amenity impact of transmission infrastructure	Matters have been raised relating to the impacts of EMI and EMF on human health, livestock and animal health and mobile agricultural equipment which may utilise Global Positioning Systems. Potential impacts on noise and air quality during construction have also been raised.	General	Addressed in the EMI and EMF Impact Assessment

5.8 Assumptions, limitations and uncertainties

The following assumptions, limitations and uncertainties apply to this impact assessment:

- The report has been written at a point in time and is based on information provided by AusNet on the Project (Project components and location of components), information provided by DTP and Councils, as well as publicly available information. Information and data used within the report is dynamic and evolving. The information is presumed accurate at the time of writing.
- Certificates of titles were sourced by AusNet for the affected land on 1 December 2022, and additional titles were sourced between 15 January 2024 and 15 August 2024 where route modifications affected additional land. Covenant, Caveat and Section 173 Agreements on title were reviewed to determine potential constraints for the Project.

- The assessment of future land use is based on the identification of reasonably foreseeable land uses (i.e., the planned land use). Foreseeable future is not representative of the operational life span of the transmission line and terminal stations.
- Project impacts may occur beyond the study area. Such impacts fall outside the scope of the report, including those within the Shire of Ararat and City of Brimbank which are outside of the Project Land.
- During engagement with all six (6) Councils in October and November 2023, Northern Grampians Shire Council confirmed that further meetings relating to land use planning were not required.
- The layout of the laydown area and workforce accommodation facilities will be determined in consultation with the Principal Contractor once appointed and the draft Incorporated Document includes a condition for the submission of the layout plans prior to construction.
- The approach to wastewater disposal (e.g., sewer/septic system/cartage) at workforce accommodation facilities will be determined in consultation with the Principal Contractor once appointed and a separate assessment and approval sought (if required). As such, this report has not considered the treatment, handling and disposal of wastewater at the workforce accommodation facilities.

6. Existing conditions

The existing conditions describes the current and planned land use within the study area and provides the basis for the assessment of potential land use impacts.

6.1 Land tenure

A review of land tenure was completed to identify land tenure types and registered restrictions. Appendix A provides a list of freehold land parcels with restrictions that are located within the Project Area.

The Project Area comprises land that is Crown land, freehold land and government roads. These types of land tenure are:

- Crown land – This is land held by the State of Victoria or Commonwealth Government. Crown land can be reserved for a particular public use, or unreserved that has not been set aside for a particular public use.
- Freehold – This is land which has been granted by or alienated from the Crown and transferred to a person, persons or another legal entity. Freehold land is typically owned by a private individual/s or a company. Government departments and public authorities can own freehold land, including water corporations, and VicTrack (railway).
- Government Road – This is land that has been set aside for public access now or in the future, which is maintained by the Vic government or an institute of local government or another local authority. It includes an unused road, which is defined as a government road that was officially set aside for public traffic but never constructed or used.

Transmission line

Table 6-1 provides a count of the number and type of land parcels that are intersected by the Project Land (as defined in Section 3); by the Proposed Route; by land that is occupied or accessed for construction and potentially operation purposes (these parcels are inside the Project Land, but outside of the Proposed Route); and how many host a transmission tower. In summary:

- There are 827 parcels within the Project Land, of which 537 are freehold, 82 are Crown, 11 are freehold owned by VicTrack (railway) and 197 are made and un-made government roads.
- There are 651 parcels within the Proposed Route, of which 440 are freehold, 60 are Crown, six (6) are freehold owned by VicTrack (railway) and 145 are made and un-made government roads. There are no towers in railway land or made government roads.
- There are 282 parcels that would host a proposed tower, of which 272 parcels are freehold and 10 are Crown. Some parcels would host more than one tower.
- There are 176 parcels that are outside of the Proposed Route, but inside of the Project Land. These parcels would host temporary construction areas, distribution lines (Powercor assets), access tracks and intermediate laydown areas and workforce accommodation facilities. Of the 176 parcels, 97 are freehold, 22 are Crown, five (5) are railway and 52 are made and unnamed government roads. These areas include the Wimmera River Water Frontage, Bullarook Creek Streamside Reserve, Wilson Reservoir, Mount Steiglitz Scenic Reserve, Lerderderg River Water Frontage, Djerriwarrh Creek, Toolern Creek, Sandy Creek Elmhurst Streamside Reserve, Birch Creek, Myrniong Creek and made/unmade roads.

The Crown land is managed by DEECA, with a number of parcels delegated to Parks Victoria, Central Highlands Region Water Corporation and Southern Rural Water Corporation.

Access tracks would be predominantly located on freehold land, with access created from existing government road reserves as required.

Table 6-1. Count of parcels by land tenure type (transmission line)

Intersected parcels	Project Land	Proposed Route	Land occupied and accessed	Tower*
Crown land	82	60	22	10
Freehold land	537	440	97	272
Railway land	11	6	5	0
Government road	197	145	52	0
Total	**827**	**651**	**176**	**282**

*More than one tower may be on a parcel of land.

Terminal stations

The terminal stations are all located on freehold land. AusNet owns the land and terminal stations at Bulgana and Sydenham, and the land for the new 500kV terminal station near Bulgana. The land at the Elaine Terminal Station is owned by Transmission Operations Australia Pty Ltd.

The relevant land titles are:

- Bulgana Terminal Station: 1\PS737890
- Proposed 500kV terminal station near Bulgana: 135\PP2806
- Elaine Terminal Station: 1\PS630660 and 2\PS630660
- Sydenham Terminal Station: 1\TP78358

Restrictions on title

Land titles and Crown plans were reviewed to check whether there may be restrictions on title that may affect or be affected by the Project. Appendix A provides a list of freehold land parcels with restrictions that are located within the Project Area.

Of the Crown land, there are reservations which designated that the land is to be permanently reserved for public purposes, as conservation areas of natural interest, and for water supply. The type of reservation may affect timeframes to assemble land for the Project, but they are unlikely to prevent the use and development of the land for transmission infrastructure.

Of the freehold land, there are multiple s173 Agreements that relate to the use and development of approved windfarms, transmission, water infrastructure, dwellings and subdivision. The s173 agreements and covenants typically prevent further land subdivision, or control the use and development on the land, for example, by restricting dwellings to specified building envelopes, specifying building materials or specifying requirements for maintenance of on-site wastewater treatment facilities. None of the s173 agreements and covenants seek to secure the land for conservation or native vegetation offset purposes. The s173 are unlikely to be of a type that would limit the use and development of the land for the Project.

There are several parcels within the Project Area with covenants to protect a gas pipeline. The covenant limits digging and excavation deeper than 1 foot. It is likely that the covenant would not affect the Project provided that below ground infrastructure (e.g., footings for the towers) is suitably located away from the covenant area.

Pursuant to provisions of the *Crown Land (Reserves) Act 1978*, *Forests Act 1958*, and *Land Act 1958* the Minister can grant a licence over the relevant land to AusNet to enable access to Crown land to maintain, repair operate and decommission Project infrastructure. No change in reservation status is currently required on any land. AusNet's project planning of the Crown land licence with DEECA has to date not encountered any foreseen inconsistencies or incompatibility with permanent reservations on Crown land proposed to host the Project.

6.2 Land use zones

Table 6-2 lists the zone categories that apply to land in the study area. The tables shows that the study area is predominantly located within a Rural Zone and this is representative of the agricultural land uses throughout the corridor. Public Land Zones make up nearly the balance of the study area and is reflective of the water resources located and interface with conservation areas and reserves. The Special Purpose Zones (in Moorabool) is reflective of the extractive industries. The urban zones comprising of residential, industrial and commercial make up a very small part of the study area.

Table 6-2. Zones (area)

Planning Zone	Approximate % of land within study area
Rural Zones	93%
Public Land Zones	5%
Special Purpose Zones	<2%
Residential Zones	<1%
Industrial Zones	N/A
Commercial Zones	N/A
Total	**100%**

6.3 Land use categories

Land uses within the study area have been grouped based on their characteristics into the following four types:

- **Agricultural land:** This is the dominant land use and includes land-dependent production-based agricultural land uses such as grazing, horticulture, food and crop production, intensive animal husbandry, hobby farms and plantations (forestry).
- **Residential and community facilities:** This includes land used for dwellings and other types of accommodation, and community facilities (e.g., active/passive open space, emergency services, and community centres). It includes planned growth areas with approved/pending Precinct Structure Plans. Dwellings identified within agricultural land are generally characterised as low-density single detached dwellings on larger rural lots and are associated with the agricultural activity on the land.
- **Industry, mining, aviation and infrastructure:** This land use type includes employment land (e.g., industrial, commercial and retail), utility infrastructure (e.g., water, gas, power, treatment plants and water storage[10]), transport infrastructure (e.g., roads and rail), extractive industry (e.g., quarries), and aerodromes, airstrips and helipads.
- **Natural environment:** This includes areas used primarily for conservation purposes. These areas typically have high value landscapes and are used by the community for recreation and enjoyment of the scenic qualities. This land use type includes National Parks, State Parks and other types of Crown land that are reserved for a public purpose (e.g., nature reserves, water frontages and other public open space). These areas are typically accessible to the public.

The land uses within the study area are further described in the sections below.

[10] Water storage areas are not grouped under the natural environment as, unlike parks, they do not generally provide public access.

6.4 Transmission line

6.4.1 Agricultural land

As shown in Table 6-3, approximately 93 per cent of the Project in the study area is within 'rural zones', comprising the Farming Zone, Rural Conservation Zone, Rural Living Zone, Green Wedge Zone and Rural Conservation Zone.

Land in the study area is predominantly made up of large private land holdings due to land use planning regulations on lot sizes (predominately lot sizes >40ha, with lot sizes of >15ha or >100ha in the Shire of Moorabool subject to the land's location). Parcels intersected by the study area in the Green Wedge Zone are typically larger than 40ha, except where the Melton Planning Scheme Green Wedge Zone applies as it includes formula to permit the subdivision of land into smaller lot sizes, with at least one large primary lot and secondary lots between 1 to 5ha.

Agricultural uses within the study area include wool, broad acre grazing, potato growing, cereal cropping, olive growing and meat production. Farms supply product to rural industries in the broader region associated with food processing, abattoirs, shearing, and stock feed producers, and also rely on product and services in the region such as farm equipment and irrigation supplies. Potato farming is identified as the highest intensity broad-scale use in the study area in Hepburn LGA, with potato production in the region considered to be of State significance as it produces 36% of the State's potato crop. Tourism-related land uses such as wineries, direct produce sales and short stay accommodation area also permissible and common uses in rural zones.

The study area does not intersect with the Bacchus Marsh Irrigation District, or areas used for intensive horticultural fruit and vegetables crops. Agricultural uses in the vicinity of Bacchus Marsh are located in areas of mixed farming and grazing.

Table 6-3 is sourced from tables and information in the Agriculture and Forestry Impact Assessment, and summaries the agricultural activities in the region based on regional production data (2020-21 ABS Agricultural Survey). It shows, for example, that there is 2,396ha of land used for potato production. The data shows that potato production is 1% of all farming types in the region, makes up 36% of the State's potato production, and also shows that 9% of the State's potato growing would be intersected by the Project.

Table 6-3. Agricultural Production

Land Use	Region (Hectares & %)	Victoria (Hectares & %)	Region as a % of Victoria	Hectares within Proposed Route
Grazing	**359,162 (55%)**	**9,378,904 (58%)**	**4%**	**542**
Livestock products (excl. wool)	11,350 (2%)	3,084,341 (19%)	<1%	
Livestock slaughtered and other disposals (excl. sheep and lambs)	94,988 (15%)	3,678,326 (23%)	3%	
Sheep and lambs	177,980 (27%)	1,899,180 (12%)	9%	
Wool	74,844 (12%)	717,057 (4%)	10%	
Cropping	**202,528 (31%)**	**4,223,960 (26%)**	**5%**	**1,028**
Broadacre crops (excl. cereal crops)	64,121 (10%)	1,299,769 (8%)	5%	
Cereal crops	103,194 (16%)	2,247,818 (14%)	5%	
Hay and silage	35,213 (5%)	676,373 (4%)	5%	

Land Use	Region (Hectares & %)	Victoria (Hectares & %)	Region as a % of Victoria	Hectares within Proposed Route
Horticulture	**86,179 (13%)**	**2,524,558 (16%)**	**3%**	**632**
Fruits and nuts	9,494 (1%)	1,572,745 (10%)	1%	
Potatoes	60,877 (9%)	143,969 (1%)	42%	
Vegetables (excl. potatoes & mushrooms)	723 (<1%)	30,550 (<1%)	2%	
Forestry (incl. plantation and native forestry)	**4,505 (1%)**	**57,302 (1%)**	**8%**	**26**
TOTAL (agriculture and forestry land)	**647,869 (100%)**	**16,127,421 (100%)**	**4%**	**2,228**

Refer to Agriculture and Forestry Impact Assessment for more information on existing agricultural uses within the study area.

6.4.2 Residential and community facilities

The study area does not traverse through cities, towns, neighbourhoods or small settlements. In the study area, the nearest residential areas, as defined by an urban zone[11] and township boundaries[12] are:

- Larger regional settlements:
  - Ararat (24km)
  - Ballarat (22km)
  - Beaufort (18km)
  - Avoca (17km)
  - Creswick (5km)
- Smaller townships or residential areas in regional Victoria:
  - Within 5km of the study area: Bungaree and Evansford
  - Within 4km of the study area: Clunes and Gordon
  - Within 3km of the study area: Amphitheatre, Rocklyn and Wallace
  - Within 2km of the study area: Myrniong, Ballan, Broomfield, Newlyn and Waubra
  - Adjoining the study area: Allendale, Elmhurst, Kingston, Lexton, Newlyn North and Smeaton
- Peri-urban areas:
  - Bacchus Marsh (2km)
  - Darley (1km)
  - Proposed Merrimu (residential) Precinct (adjoining the study area).
- Melbourne's Urban Growth Boundary:
  - Melton (1km)
  - Unprogrammed Warrensbrook Precinct Structure Plan (500m)
  - Hillside (adjoining the study area)
  - Approved Plumpton Precinct Structure Plan area (adjoining the study area).

[11] A full list of urban zones is available at https://www.sro.vic.gov.au/greater-melbourne-map-and-urban-zones#urban-zones
[12] Townships boundaries are visible at www.vicplan.vic.gov.au

The Social Impact Assessment identifies the nearby towns of Clunes, Creswick, Blampied and Dean as tourism destinations.

The Merrimu Precinct Structure Plan *Key Issues & Opportunities Report* (VPA, 2022) recognises the Project. It states that the Precinct Structure Plan should respond by locating appropriate land uses within and adjacent to the Project, and by the appropriate design of the Precinct. It encourages the Project to consider how potential visual impacts of the transmission infrastructure could be mitigated. Although transmission line intersects the northern periphery of the Merrimu Precinct, there are no towers proposed within it.

Rural-residential land uses and small lots in rural areas

Table 6-4 lists the existing and proposed rural-lifestyle residential land uses and small lots in rural areas. Table 6-4 is a compilation of properties with existing and proposed residential land uses that are intersected by the Proposed Route. It also includes small lots in rural areas where it needed to be investigated whether the lots have the potential to be developed. These parcels/properties were investigated to confirm what is the potential impact on the property. The table is repeated in Section 7.1.1.2 where it is used to identify whether mitigation is required and if so then what is the recommended mitigation for the existing and future dwellings in rural areas. It is repeated again in Section 8.1.1.2 where it is used to discuss the impacts to small lots in rural areas.

In considering the impacts to residential land uses, it is noted that new dwellings are a permissible use in the rural zones, but that planning policies and controls seek to maintain one dwelling per parcel. This is to avoid the re-subdivision of land into smaller land parcels which would be incompatible with the use of the land for farming.

Table 6-4. Residential land uses and small lots in rural areas

SPI	Suburb and Local Government Area	Existing dwellings	Future dwellings
Existing dwellings in rural areas			
216L\PP2989	Lexton, Pyrenees	Yes	None proposed
20~22\PP3095	Long Forest, Moorabool	Yes, on lot 23~22\PP33095	None proposed
23~22\PP3095			
209\PP2676	Townsing, Pyrenees	Yes	None proposed
Future dwellings in rural areas			
1\LP96559	Darley, Moorabool	No	Dwelling approved, but not constructed
1\TP953472	Korobeit, Moorabool	No	Dwelling approved, but not constructed
1\PS907847	Darley, Moorabool	No	Subdivision and building envelope, but dwelling not yet approved
2\PS907847		No	Subdivision and building envelope, but dwelling not yet approved
Small lots on rural land			
3\PS324526	Darley, Moorabool	No	None proposed
3\LP208556	Ballan Darley, Moorabool	No	None proposed
11B~15\PP3167	Gordon, Moorabool	No	None proposed
1\TP515635	Ballan, Moorabool	No	None proposed
2\TP329449	Smeaton, Hepburn	No	None proposed

Existing community facilities

The only community facility within the Project Area or the wider Project Land is MacPherson Park, a well-used sport and recreational facility, located on land in the Public Park and Recreation Zone in the Melton LGA. Community facilities located nearby to the Project Land include:

- Mt Mitchell Homestead and Stables, an accommodation and private events venue, located in Lexton (Pyrenees LGA)
- Glendaruel Mt Beckworth Fire Station in the Ballarat LGA
- Creswick and District Motorcycle Club in the Hepburn LGA

Existing trails that cross the Project Area include those along existing roads and tracks, such as the Goldfields Track (a walking and cycling trail), the Great Dividing Trail Network (shared use track for mountain bikers and walkers) and the proposed Lerderderg River Nature Trail in Moorabool which would cross under the Proposed Route.

Planned community facilities

Further to the City of Melton's vision (as per the Western Plains North Green Wedge Management Plan 2014 and related plans) for the creation of a destination at Mount Kororoit, Holden Street wetland and the Kororoit Streamside Reserve, it is noted that apart from the reserve, the remainder for the land is in private ownership, is used for farming and is not publicly accessible. The banks of the waterways, that are part of the vision to connect destinations across the Green Wedge via active transport, are also located on private land.

6.4.3 Industry, mining, aviation and infrastructure

There is no land within the Industrial Zone or Rural Activity Zone within the study area. A review of aerial imagery and site visits did not identify rural industries[13] operating within the study area.

Extractive industries are included in the 'Industry, mining, aviation and infrastructure' category. Extractive Industry Interest Areas (EIIAs) within the study area (refer to Appendix E) are:

- Granite (EIIA 884068) and basalt (EIIA 884069)
- Winnable resources for basalt (EIIA 884058, 884062, 884067 and 884025).

Extractive industry within the study area includes the Hanson Construction Materials (Hanson) and Boral Resources (Boral) sand quarries at Darley and other nearby quarries operated by Barro Properties and Excel Quarries as shown in Figure 6-1. The quarries are within the Special Use Zone – Schedule 2 (Earth and Energy Resources Industry) of the Moorabool Planning Scheme. The extractive industry comprises <2% of land within the study area. Figure 6-1 shows the Extractive Work Authority Areas (e.g. WA92), and also annotates where in WA92 and WA377 that the land is undergoing rehabilitation, and where it is still being used for processing of materials.

The Merrimu Precinct Structure Plan *Key Issues & Opportunities Report* (VPA, 2022) states that the Boral and Hanson sand quarries are of State Significance.[14] The report states that the rehabilitation of the Hanson sand quarries is in progress while the processing of materials continues on the land. Figure 6-1, shows the approximate areas where (based on publicly available historical aerial images) the quarries have either been rehabilitated or rehabilitation is in progress with parts still used for the processing of materials. Operations at Boral and other quarries continue to be developed to the north. The report indicates that blasting may occur at the Boral quarry.

[13] Refer to land use definition in the Victoria Planning Provisions.
[14] As identified by the Department of Jobs, Premier and Cabinet

The VPAs approach to the quarries in its planning for the Merrimu Precinct has been to apply a 500m buffer from the approved Extractive Work Areas into the Merrimu Precinct to provide a suitable buffer for sensitive land uses (dwellings) in accordance with EPA Publication *Separation distance guideline* (EPA, 2024), but notes that with further investigation the buffer into Merrimu may be reduced. In addition to the VPAs report, aerial images show one existing residential dwelling within WA92, as well as several outside of WA92 that are within approximately 300m of the eastern boundary of WA92.

Six basalt (and newer Basalt) EIIAs apply to land in the study area, as well as one Tertiary Fluvial Sand and Gravel EIIA.

Crowlands Terminal Station and Ararat Terminal Station are also located within the study area. These are further discussed in Section 6.5.5.

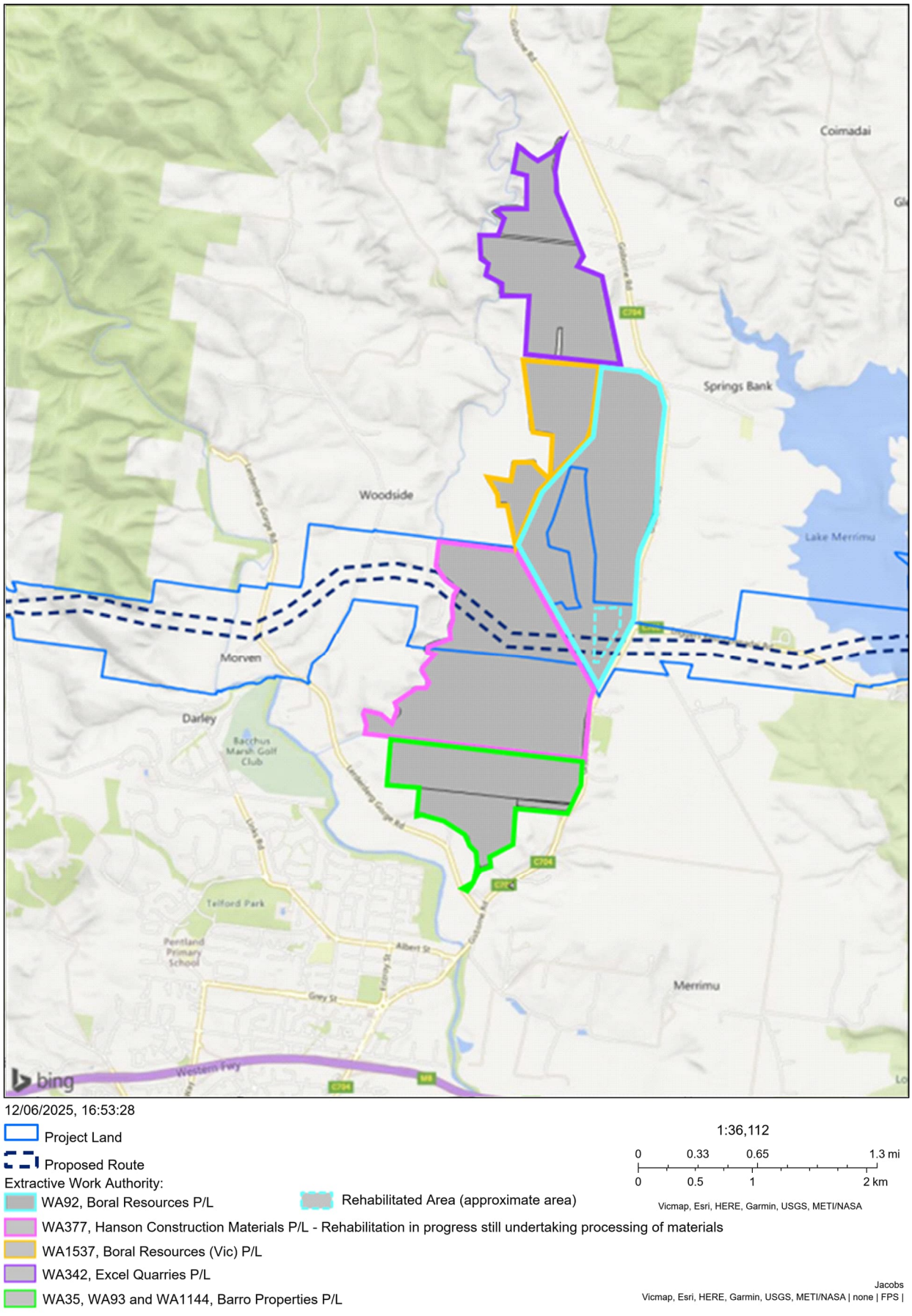


Figure 6-1. Extractive Industry at Darley

Energy generation and major utility infrastructure that is parallel to or extends into or across the study area includes:

- Three operating wind farms at Bulgana, Crowlands and Waubra, and one proposed windfarm at Nyaninyuk
- Horsham to Ballarat 220kV transmission line
- Carisbrook to Horsham gas pipeline which is traversed (near Amphitheatre)
- Bulgana Terminal Station
- Proposed Western Irrigation Network Scheme (Sunbury Recycled Water Plant (RWP) to Melton RWP Interconnector Pipeline Options A and B)
- A Central Highlands Water pipeline
- The Western Outer Ring Main Gas Pipeline Project (WORM)
- The Sydenham Terminal Station
- Other existing terminal stations (Elaine terminal station) and transmission lines
- Water reservoirs - Bolwarrah Weir, Dean Reservoir, Newlyn Reservoir, Moorabool Reservoir, Wilson Reservoir, Pykes Creek Reservoir and Merrimu Reservoir (refer to the Surface Water Impact Assessment for further information).

Transport infrastructure within the study area includes 13 crossing points of major arterial roads (Transport Zone 2) and three crossing points of a railway (Transport Zone 1) (see zone maps in Appendix C). The study area also interfaces land within the Calder Park Train Stabling Facility (SCO2) (see overlay maps in Appendix D).

The study area intersects with land reserved for a major arterial road, including the Outer Metropolitan Ring Road (OMR) where the Public Acquisition Overlay is applied to the land, and Bacchus Marsh Eastern Link Road where the Public Acquisition Overlay is yet to be applied but where a decision by Regional Roads Victoria confirms that the alignment will traverse through the Merrimu Precinct and converge with Gisborne Road in the vicinity of the study area[15].

Melbourne Airport is located to the east of the Project (8km). The Melbourne Airport Environs Overlay (introduced to limit the impact of aircraft noise on land uses) applies to land in the Project Area. The Melton Aerodrome is located directly to the north of the Project (800m). The Melton Aerodrome is located within the Green Wedge Zone and there are no planning controls that limit the use and development of surrounding land.

6.4.4 Natural environment

A number of natural environment land uses are within or within proximity of the study area (Table 6-5.) including public reserves, reservoirs, waterways, conservation areas and volcanic peaks. These areas are valued for their contribution to conservation, waterway protection, water supply, landscapes, for the enjoyment of the public, public recreation and tourism. Public uses of these spaces range from no-to-limited access around water reservoirs, walking and picnicking, through to camping, water sports and active recreation.

These places have been identified by either the application of the Public Conservation and Resource, Environmental Significance Overlay (other than where the ESO is applied for protected water catchments[16]), Significant Landscape Overlay and Vegetation Protection Overlay.

There are no National Parks, State Parks or State Forests located within the study area, however the Ben Major State Forest, the Wombat State Forest and the Lerderderg State Park interface the study area.

[15] The Department of Transport and Planning (DTP) has selected Option B Alternative as its preferred road alignment for the proposed Bacchus Marsh Eastern Link Road, Regional Roads Victoria, Media Release, 22 August 2023

[16] There is in excess of 1-million hectares of protected water catchments area in the western region of Victoria, of which approximately 1,500 hectares of the Proposed Route is located within a protected water catchment.

Water frontages and major waterways are also Crown land but are typically in one of the rural zones. Minor waterways, roads and tracks, which also contain native and non-native vegetation are also located within the rural zones and transport zones.

The study area crosses and/or interfaces with a number of landscape features that are recognisable including areas of volcanic cones, peaks and focal points in an otherwise flat landscape that surrounds these peaks, ridges, escarpments and sites of geological significance. These peaks are typically located on private land and used for farming, and in several instances includes structures and infrastructure on the foothills, hillside and/or peak.

Table 6-5. Natural Environment - Places

Place name	Purpose	Activities	Managed by	LGA	Distance (m): Project Land	Distance (m): Project Area	Area (Ha) of place	Description of area intersected by Project Area	Zone	ESO	SLO	VPO
Waterways, waterbodies												
Six Mile Creek	Waterway	Waterway	Crown land	Pyrenees	Intersects	Intersects	Linear	Overhead easement	PCRZ	NA	NA	NA
Wimmera River (Joel Joel Road)	Waterway	Waterway	Crown land	Pyrenees	Intersects	Intersects	Linear	Overhead easement	PCRZ	NA	NA	NA
Wimmera River (Elmhurst Road)	Waterway	Waterway protection, landscape	Crown land	Pyrenees	Intersects	Intersects	Linear	Overhead easement	RCZ	ESO2		
Avoca River (Black Mount Lonarch Road)	Waterway	Waterway protection, landscape	Crown land	Pyrenees	Intersects	Intersects	Linear	Overhead easement	FZ	ESO2	NA	NA
Beckworth Creek	Waterway	Waterway protection, landscape	Crown land	Ballarat	Intersects	Intersects	Linear	Overhead easement	FZ	ESO2	NA	NA
Werribee River	Waterway	Waterway protection, landscape	Crown land	Moorabool	Intersects	Intersects	Linear	Overhead easement	FZ	ESO2	NA	NA
Korkuperrimul Creek	Waterway	Waterway protection, landscape	Crown land	Moorabool	Intersects	Intersects	Linear	Overhead easement	FZ	ESO2	NA	NA
Lerderderg Creek	Waterway	Waterway protection, landscape	Crown land	Moorabool	Intersects	Intersects	Linear	Overhead easement	FZ	ESO2	NA	NA
Goodman Creek	Waterway	Waterway protection, landscape	Crown land	Moorabool	Intersects	Intersects	Linear	Overhead easement	RLZ	ESO2	NA	NA
Djerriwarrh Creek	Waterway	Waterway protection, landscape, remnant woodlands, forest and grasslands	Private	Melton	Intersects	Intersects	Linear	Overhead easement	RCZ	ESO1, ESO2	NA	NA
Toolern Creek	Waterway	Water protection	Crown land	Melton	Intersects	Intersects	Linear	Overhead easement	GWZ	ESO2	NA	NA
Kororoit Creek	Waterway	Water protection	Crown land	Melton	Intersects	Intersects	Linear	Overhead easement	GWZ	ESO2	NA	NA

Place name	Purpose	Activities	Managed by	LGA	Distance (m): Project Land	Distance (m): Project Area	Area (Ha) of place	Description of area intersected by Project Area	Zone	ESO	SLO	VPO
Hepburn Lagoon	Waterbody	Regulates Langdon's Creek flows for irrigation and domestic and stock supplies	Goulburn Murray Water	Hepburn	25	350	100	None	FZ	NA	NA	NA
Newlyn Reservoir	Reservoir	Water supply for farming, fishing, picnicking	Goulburn Murray Water	Hepburn	Interfaces	700	72	None	PCRZ	NA	NA	NA
Pykes Creek Reservoir	Reservoir, restricted public recreation	Water supply for farming, boating, kayaking, fishing, swimming and picnicking	Southern Rural Water	Moorabool	Intersects	Intersects	203	Overhead easement of 7.6ha	PUZ1	NA	NA	NA
Lake Merrimu	Reservoir, restricted public recreation	Drinking water to local towns and irrigation water and picnicking	Southern Rural Water	Moorabool	Intersects	Intersects	420	Overhead easement of 6.5ha	PUZ1	NA	NA	NA
Conservation with or without public recreation												
Lexton H5 Bushland Reserve	Koala conservation	Conservation	Parks Victoria	Pyrenees	0	0	18	2.83ha, including one tower assembly area	FZ	ESO5	NA	NA
Ben Major State Forest	Conservation	Conservation, hiking, birdwatching, and nature photography	Parks Victoria	Pyrenees	Intersects	Intersects	2409	None	PCRZ	ESO	NA	NA
Koala and Koala Habitat Protection	Koala conservation	Conservation		Ballarat	0	40	33	None	FZ	ESO5	NA	NA
None applicable	Remnant vegetation	Areas affected used for farming and void of remnant vegetation	Private	Hepburn	Intersects	Intersects	Linear, patches	None as land is used for cropping	FZ	NA	NA	VPO1

Place name	Purpose	Activities	Managed by	LGA	Distance (m): Project Land	Distance (m): Project Area	Area (Ha) of place	Description of area intersected by Project Area	Zone	ESO	SLO	VPO
Bullarook Creek Streamside Reserve	Conservation, public recreation	Conservation, hiking, birdwatching, and nature photography	Crown land	Hepburn	Intersects	Intersects	5.3	2.2ha, 1 tower assembly area	PCRZ	NA	NA	NA
Wombat State Forest	Conservation reserve, public recreation, landscapes, habitat	Four wheel driving, picnicking, bush walking, cycling and bird watching.	Parks Victoria	Moorabool	980	1080	70,000	None	PCRZ	NA	NA	NA
Lerderderg State Park	Conservation, public recreation, Aboriginal cultural landscape	Camping, hiking and landscape	Parks Victoria	Moorabool	0	40	14250	None	PCRZ	ESO	SLO	NA
Long Forest Flora and Fauna Reserve	Flora and fauna reserve	Conservation, Aboriginal cultural landscape, walking	Parks Victoria	Moorabool	0	190	600	None	PCRZ	ESO3	NA	NA
Banchory Grove Grassland Nature Conservation Reserve	Conservation reserve	Conservation	Crown land	Melton	0	850	21	None	GRZ, GWZ	NA	NA	NA
Public recreation												
Mount Beckworth Scenic Reserve	Scenic Reserve	Camping, hiking and landscape	Parks Victoria	Hepburn	20	670	360	None	PCRZ	NA	NA	NA
Roads with vegetation/habitat connectivity												
Mile Creek Road	Road	Transport, vegetation/habitat connectivity	Council	Pyrenees	Intersects	Intersects	Linear	Overhead easement	FZ	NA	NA	VPO1
Black Bottle Road	Road	Transport, vegetation/habitat connectivity	Council	Pyrenees	Intersects	Intersects	Linear	Overhead easement	FZ	NA	NA	VPO1

Place name	Purpose	Activities	Managed by	LGA	Distance (m): Project Land	Distance (m): Project Area	Area (Ha) of place	Description of area intersected by Project Area	Zone	ESO	SLO	VPO
Forest Road (x4 crossings)	Road	Transport, vegetation/habitat connectivity	Council	Pyrenees	Intersects	Intersects	Linear	Overhead easement	FZ	NA	NA	VPO1
Volcanic peaks												
Birch Hill	Volcanic peak	Farming	Private	Hepburn	Intersects	81	70	None	FZ	NA	SLO1	NA
None applicable	Volcanic peak	Farming, communications tower	Private	Hepburn	Intersects	Intersects	48	10ha, 3 tower assembly areas	FZ	NA	SLO1	NA
Langdon Hill	Volcanic peak	Farming	Private	Hepburn	Intersects	Intersects	114	4ha, 1 tower assembly area	FZ	NA	SLO1	NA
Mount Steiglitz	Hill	Farming	Private	Moorabool	Intersects	Intersects	25	5ha, 1 tower assembly area, 1 stringing pad	FZ	NA	NA	NA
Pykes Hill	Hill	Farming	Private	Moorabool	Intersects	500	34	None	FZ	NA	NA	NA
Mount Kororoit	Volcanic peak	Farming	Private	Melton	Intersects	Intersects	95	0.01ha, easement	GWZ	NA	SLO1	NA

6.5 Terminal stations

6.5.1 New 500kV terminal station near Bulgana

The new 500kV terminal station near Bulgana will be located east of the existing Bulgana Terminal Station at Joel Joel in the Northern Grampians LGA (SPI: 135\PP2806). The subject land is used for agriculture and is also zoned Farming Zone. The north-east section of the land is affected by the Floodway Overlay and the Land Subject to Inundation Overlay (neither of which intersect the proposed location of the new terminal station). A laydown area will also be located within the terminal station.

6.5.2 Existing Bulgana Terminal Station

The existing Bulgana Terminal Station (separately titled and owned by AusNet, SPI: 1\PS737890) is 6.33ha. The closest dwelling is located approximately 1.8km south-east of the site (SPI: PC353622). The site is within a Bushfire Prone Area and within the Farming Zone (FZ), which seeks to provide for agriculture. A utility installation (Terminal Station) is a permissible use. A laydown area will also be located within the terminal station.

The land north and east of the existing Bulgana Terminal Station is subject to the Land Subject to Inundation Overlay - Schedule 1 (LSIO1) and the Floodway Overlay (FO), which seek to regulate use and development within flood prone land and allow for appropriate flood hazard protection for the land.

6.5.3 Elaine Terminal Station

The Elaine Terminal Station is located off Midland Highway at Elaine-Blue Bridge Road, Elaine within the Shire of Moorabool, and is owned by the Australian Energy Market Operator (SPI: 1\PS630660 and 2\PS630660). The Terminal Station site is located on land in the Farming Zone and is subject to the Design and Development Overlay (Schedule 2 – Visual Amenity and Building Design) (DDO2) under the Moorabool Planning Scheme. The DDO2 aims to enhance visual amenity in the area by discouraging the use of materials which could have a detrimental effect on amenity.

6.5.4 Sydenham Terminal Station

The Project will connect into the existing Sydenham Terminal Station located at 67 Victoria Road, Plumpton in the Shire of Melton (SPI: 1\TP78358), which is owned by AusNet. Works within the Terminal Station will comprise of a connection to the Sydenham Terminal Station, including the modification of a 500kV bay and a new 500kV bay extension with associated infrastructure equipment. A laydown area will also be located within the terminal station.

The land is within the Special Use Zone (Schedule 3 - Terminal Station) (SUZ3) of the Melton Planning Scheme. The SUZ3 specifically provides for the use and development of the land for a terminal station. The site is surrounded by an established landscaped buffer, with access provided via Victoria Road off Calder Park Drive from the Calder Freeway.

The land required for the Sydenham Terminal Station connection is subject to the following overlays that regulate development (see maps in Appendix D):

- Melbourne Airport Environs Overlay (Schedule 1 and Schedule 2) (MAEO1 and MAEO2) both apply to the land required for the connection works. Unlike most overlays, the MAEO regulates the use of land in addition to development. The MAEO seeks to limit sensitive uses, such as dwellings, accommodation, hospital and education so as to avoid land use conflicts with Melbourne Airport's flight paths. The terminal station is neither a sensitive land use, nor a regulated use or development under the MAEO.
- Specific Controls Overlay (Schedule 2 – Calder Park Train Stabling and Maintenance Yards Incorporated Document (Melton City Council, 2012)) (SCO2) applies to land directly adjacent of the land required for the

connection works. The SCO2 does not apply to the SUZ land for the terminal station. The train stabling facility is directly adjacent to the Sunbury train line. The incorporated document refers to the Wider Project Area, which was likely used for construction, but is not planned to contain stabling yard infrastructure.

- Specific Controls Overlay (Schedule 4 – Melton Renewable Energy Hub (MREH) – 77–347 Holden Road and 67 & 77 Victoria Road, Plumpton – Incorporated Document – April 2021) (SCO4) applies to land to the north-west of the Sydenham Terminal Station. The incorporated document facilities the development of a 12MW solar farm, battery storage and transmission infrastructure (via a parallel corridor to the Project) to the Sydenham Terminal Station site.

The land surrounding the Sydenham Terminal Station site to the north and west is within the Green Wedge Zone (GWZ) under the Melton Planning Scheme. The Western Plains North Green Wedge Management Plan (Melton City Council, 2014) identifies green wedge land as an area where intense urban development is precluded and provides a buffer between urban development and the rural landscape on the periphery of metropolitan Melbourne. To the east, the site is bound by the Sunbury Rail line and the Calder Park Raceway beyond this. To the south is an area of vacant land in the GWZ that acts as a buffer to the established suburb of Hillside, which is in the General Residential Zone (GRZ1).

The Banchory Grove Grassland Nature Conservation Reserve is located to the south-east of the Sydenham Terminal Station. Part of the reserve is in the Western Plains North Green Wedge. While not mentioned specifically in the Management Plan, grasslands are regarded as an important land conservation value for the area.

6.5.5 Connected terminal stations

Crowlands Terminal Station (SPI 1\PS811585) and Ararat Terminal Station (SPI 2\PS702370) are located within the study area in the Shire of Pyrenees. These terminal stations are both within the Rural Conservation Zone, and the Crowlands Terminal Station is partially affected by the Bushfire Management Overlay. To facilitate successful integration and operation of the Project, minor system upgrades are required these terminal stations within existing buildings to modify the existing protection and control software and hardware. However, the upgrades do not require ground disturbance or environmental or planning approval.

Minor system upgrades will also be completed at Ballarat Terminal Station, Horsham Terminal Station, Moorabool Terminal Station and Waubra Terminal Station. However, these terminal stations are outside the study area and, as per the Crowlands Terminal Station and Ararat Terminal Station, proposed works do not require ground disturbance or environmental or planning approval.

6.6 Temporary laydown areas and workforce accommodation facilities

6.6.1 Lexton temporary laydown area and workforce accommodation facility

The proposed Lexton laydown area and workforce accommodation facility is located on Sunraysia Highway, Lexton (SPI: 60\PP2989 and 61\PP2989) within the Shire of Pyrenees adjacent to the Proposed Route (Figure 6-2). The temporary laydown area and workforce accommodation facility would require use of approximately 12ha. The nearest dwelling is approximately 1.5km south of the proposed laydown area and proposed workforce accommodation facility. The surrounding area is used for farming.

The site is located within the Farming Zone and is subject to the Environmental Significance Overlay (Schedule 1 – Designated Water Supply Areas) (ESO1) which seeks to protect the water supply catchment. This site is not located within the Bushfire Management Overlay (BMO).

The laydown area and workforce accommodation site will be accessed via Sunraysia Highway (B220).



Figure 6-2. Temporary laydown area and workforce accommodation facility near Lexton

6.6.2 Ballan temporary laydown area and workforce accommodation facility

The Ballan laydown area and workforce accommodation facility is on Ingliston Road, Ballan within the Shire of Moorabool (Figure 6-3). The land parcel (SPI: 1\LP147408) has a total area of approximately 24ha. The entire area of the land parcel may be required for laydown area and accommodation facility. The land is currently used for agriculture, with farming infrastructure and a dam located on the land. The laydown area and workforce accommodation facility site will be accessed via Ingliston Road.

The site is located on land within the Farming Zone and is subject to the Design and Development Overlay (Schedule 2 – Visual Amenity and Building Design) (DDO2). The Environmental Significance Overlay (Schedule 1 – Designated Water Supply Areas) (ESO1) applies to a portion of the required land parcel.

The Ballan township is located to the north-west of the site. The nearest dwellings to the laydown area and workforce accommodation facility are:

- 550m to the west, which is located in a Residential Zone
- 500m to the west, which is located in a Rural Zone
- 470m to the west, which is located in an Industrial Zone.

An industrial area is located approximately 400m west of the site. Also to the west of the site is the CFA Victorian Emergency Management Training Centre at Central Highlands. The facility is used to provide realistic training scenarios for CFA volunteers and emergency personnel. The facility uses gas flames and theatrical smoke to simulate scenarios and practice for fire-fighting.

The remaining land surrounding the facility is used for agriculture.



Figure 6-3. Temporary laydown area and workforce accommodation facility near Ballan

7. Construction impact assessment

This section assesses the impact of constructing the Project infrastructure and components that are described in Section 3.2.2 of this report and **EES Chapter 6: Project description**, and in accordance with the construction methodology described in Section 3.3.1. The assessment has been undertaken with regard to the risk screening in Section 5.4 and in accordance with the assessment methodology described in Section 5.5.

7.1 Transmission line

During construction of the transmission line, temporary land use impacts would generally be confined to the proposed easement, although impacts may also occur where Project components occur outside the proposed easement (i.e., access tracks, stringing pads, distribution crossovers, hurdles, laydown areas and workforce accommodation facilities). Impacts may also occur on adjoining or adjacent land to these Project components. The following sections describe the impacts on land use during the construction stage of the Project.

Based on the footprint of the Project Area which is required to access land and undertake construction, the area (ha) of land to be temporarily[17] occupied for the following land uses are:

- Agricultural production in the Farming Zone, Rural Conservation Zone and Green Wedge Zone. This is likely to affect up to 2,247ha of farming land, which includes 542ha of land used for grazing, 1,028ha used for cropping and 632ha used for horticulture (potatoes)[18]. The area temporarily occupied is approximately 0.4% of all land used for farming in the region and 0.02% in Victoria.
- Forestry in the Farming Zone. This is likely to affect 26ha of land used for plantations and local roads (7ha) located within a Rural Zone. The area temporarily occupied is approximately 0.6% of all land used for plantations in the region and 0.04% in Victoria.
- ‘Life-style living’ in the Rural Living Zone. This will affect 8ha of one property that is vacant and undeveloped, and 4ha of another property that has an existing dwelling (outside of the Proposed Route) and where the land is also used for horticulture (partially within the proposed Route). Three properties where planning permits have been issued for the use and development of dwellings and other uses, and the subdivision of land with a building envelope for a dwelling.
- Extractive industry in the Special Use Zone. This is likely to affect 20ha of land within the Special Use Zone that was previously used for the extraction of sand and is now undergoing rehabilitation, with some areas still used for the processing of materials. The area to be temporarily occupied is approximately 3% of the area that is zoned for sand extraction in Darley.
- Conservation in the Public Conservation and Resource Zone. This is likely to affect approximately 7ha of land at the Lexton Bushland Reserve and Bullarook Creek Streamside Reserve.
- Public recreation in the Public Park and Recreation Zone. This is likely to affect approximately 8ha of MacPherson Park, primarily along the northern periphery of the Park.
- Water reservoirs in the Public Use Zone 1. This is likely to affect 89ha, of which 9ha is a water body, 55ha is concurrently used for farming and the balance is used for water management where public access is restricted.
- Roads and rail in the Transport Zones. This is likely to require the management of the interface with 13ha of trafficable major arterial roads, freeways and rail. The majority of the works in the road and rail reserves are the hurdles which are required to protect passing traffic while conductors are strung between the towers. All towers are setback from the road carriageway of major arterial roads, freeways and rail corridors by at least 20m, and most commonly 50 to 100m.

[17] A portion of the land to be temporarily occupied will also be permanently occupied (i.e. host towers). Refer to Section 8 for a discussion of the long-term impacts of permanently occupied land.
[18] The remainder is land used for plantations (26ha) and non-farming purposes (19ha) located within a Rural Zone.

Table 7-1 compares the Project Land (the study area), Project Area, Proposed Route, and the specific areas for tower assembly, stringing pads and access tracks. Although the Project will temporarily occupy and access 2,407ha of land during construction, the combined areas for construction of the tower assembly areas, hurdles, stringing pads and access tracks is 334ha (or 13% of the Project Area).

Table 7-1. Area affected by construction

Zone Grouping	Hectares within Project Land	Hectares within Project Area	Hectares within Proposed Route	Hectares within combined area of tower assembly areas, hurdles, stringing pads and access tracks
Public Land Zones	1,125	104	102	11
Residential Zones	0	0	0	0
Rural Zones	19,502	2,247	2,044	318
Special Purpose Zones	171	43	19	3
Transport Zones	179	13	12	2
All zones	**20,977**	**2,407**	**2,177**	**334**

7.1.1 Change of land use

There will be no significant change of land use as a direct result of construction activities within the Project Area. Land needed for tower assembly areas, hurdles, stringing pads and access tracks would be temporarily occupied and diverted from its existing use for the duration of the construction stage.

Existing land uses within the Project Area can generally continue but are subject to certain restrictions required to be implemented for safety purposes. For example, the easement places limits on the construction of buildings and activities which impede on clearance under the transmission line (i.e. vehicles exceeding 5m in height without prior permission[19] and tall vegetation), and aerial crop dusting is prohibited within the easement. All other land within the Project Area, but outside of the proposed easement, could return to its former land use after construction is completed.

7.1.1.1 Agricultural land

The Agriculture and Forestry Impact Assessment identifies that potential impacts to agriculture and forestry associated with changes to land use include the loss of land for production (e.g., growth of pasture / fodder crops and/or plantation), interruption at optimal times for sowing, spraying and harvesting, and restriction on the use of aerial spraying. The construction stage is identified in the Agriculture and Forestry Impact Assessment as the most intense stage of the Project for landholders as any required short term, long term, or (effectively) permanent changes to farm design, equipment, land management and production activity would be implemented during this stage.

The construction of towers and stringing of conductors will restrict movement and use of irrigators and large machinery. Isolated areas of agricultural land may temporarily be removed from production (or have reduced production) during construction. There are also existing buildings and structures located within the Proposed Route that would need to be relocated and these properties are of sufficient size to accommodate the relocated farm infrastructure.

The isolation and redundancy of productive land and relocation of farm infrastructure will have a minor impact during construction as many isolated areas and the farm infrastructure will be reinstated as construction

[19] Vehicles taller than 5m and less than 8.6m may be permitted following a safety assessment undertaken by AusNet.

progresses along the transmission line. However, access for large machinery and irrigators may still be restricted in some parts of the farm. While the Agricultural and Forestry Impact Assessment identified that the construction of the Project would likely restrict aerial spraying, the Aviation Impact Assessment confirms that the expected impact on aerial spraying would be minor as given the range of tall obstacles in the existing environment; the addition of the Project infrastructure would not be significant. The Pilot in Command of aerial agricultural operations would plan their flight with information obtained from Airservices Australia. The Agriculture and Forestry Business Mitigation and Support Strategy (EPR AF1) would identify practical mitigation measures and provide information on the compensation available for individual properties or businesses.

For most cases, the Agriculture and Forestry Impact Assessment identified that for agricultural enterprises, the area affected (relative to the whole property) is small, and there are feasible mitigations and compensation available that will minimise or avoid production loss. The regional impact of construction on production is minor, being less than one per cent of total regional gross value of production from grazing and cropping and just over three per cent of the gross value of potato production. Although a relatively small percentage of the total cropping activities in the region, the potato and other vegetation industry is considered an important industry for the state of Victoria.

The Agricultural and Forestry Impact Assessment indicates that construction activities will remove 26ha of commercial plantation forestry along the Proposed Route, which represents less than one per cent of regional production (based on a regional forestry resource of 4,505ha). Due to vegetation clearance requirements as part of construction, with heights of trees exceeding the maximum heights allowed within the easement, all trees within the easement will be removed from the beginning of the construction stage and not replanted for the life of the Project. However, given less than one per cent of regional forestry production is estimated to be impacted by Project construction, and with implementation of mitigations and appropriate compensation (in accordance with EPR AF1), the Agriculture and Forestry Impact Assessment considered the residual impact of excluding some plantation areas from production to be minor.

Given the small area of impact and the availability of nearby farming land that could be used for plantations, the impact on the forestry sector from a land use perspective is minor.

7.1.1.2 Residential and community facilities

To minimise the impact on residents, the transmission line has been located to maximise its distance from habitable dwellings. This supports safety of the construction crew and occupants of dwellings and community facilities during the construction stage.

The Project Area does not intersect any townships and the potential impact on existing residents is therefore considered to be minor. The Proposed Route passes through the 'rural-living' part of Darley, and is located approximately 2km north of Bacchus Marsh. Impacts to these residential areas during construction will be mostly associated with amenity (refer to Section 7.1.3). Impacts are considered to be minor. The potential impact on existing residents is considered to be minor given the distance from the tower assembly areas to dwellings.

The Proposed Route intersects the northern periphery of the Merrimu Precinct. Although the Precinct Structure Plan has not commenced, strategic plans for the Bacchus Marsh Eastern Link Road Planning Study (Regional Roads Victoria, 2021) show that the Proposed Route is likely to be located above a large roundabout as shown in Figure 7-1. The potential impacts on future residents in the event that the Merrimu PSP is prepared, approved and the land developed before the Project is considered to be minor given the distance from the tower assembly areas to the future dwellings.

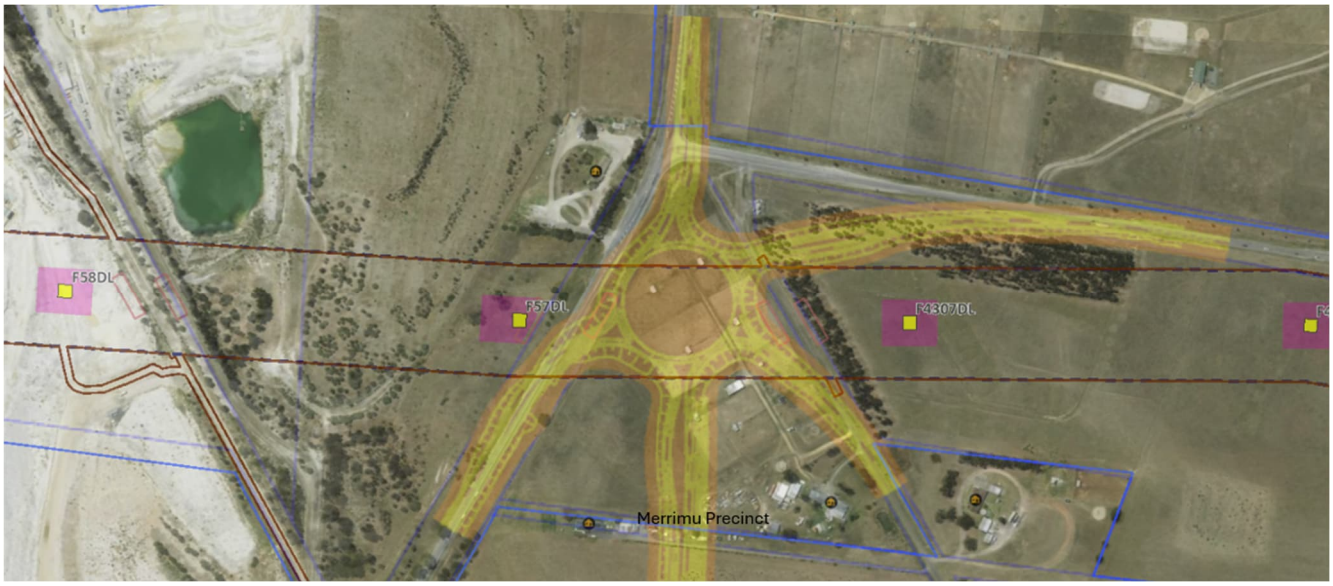


Figure 7-1. Bacchus Marsh Eastern Link Road Roundabout and the Merrimu Precinct

Residential land uses and small lots in rural areas

- There are 32 existing dwellings located within 150m of the outer edge of the Proposed Route.
- Of the 32 dwellings, 17 are located within 150m of the centreline of the Proposed Route.
- Of the 17 dwellings:
  - One is located on the boundary of the Proposed Route (SPI: 216L\PP2989).
  - Two are located within the Proposed Route (SPI: 23~22\PP3095 and SPI: 209\PP2676).

The construction of the Project will require the permanent relocation of the dwelling at SPI: 209\PP2676 to an area outside of the easement. The dwelling at 23~22\PP3095 is located within the Proposed Route but outside the proposed easement. The proposed tower locations avoid the dwelling on lot SPI 23~22\PP3095 and vegetation to the south. The Proposed Route has been widened in this area to allow for ongoing consultation with the land title holder on a preferred alignment within the Proposed Route. The dwelling at SPI: 216L\PP2989 is outside of the future easement and would not be temporarily or permanently displaced.

The construction of the Project may cause temporary disturbances but would not temporarily or permanently displace the residents of the 32 dwellings, other than the two dwellings noted above.

Table 7-2 lists the existing and proposed residential land uses and small lots in rural areas that are intersected by the Proposed Route. Table 7-2 summarises the parcels/properties that were investigated, the potential impact, and what, if any, mitigation is recommended. A more detailed description of the assessment is provided after the table.

Table 7-2. Assessment of residential land uses in rural areas

SPI	Suburb, Local Government Area	Existing dwellings	Future dwellings	Proposed Route	Mitigation
Existing dwellings in rural areas					
209\PP2676	Townsing, Pyrenees	Yes	Not applicable	Dwelling cannot be located within the proposed easement.	Relocate dwelling to an area outside of the Proposed Route in consultation with the land title holder.
216L\PP2989	Lexton, Pyrenees	Yes	Not applicable	Dwelling within the Proposed Route, but will be outside of the proposed easement.	Mitigation is not required
20~22\PP3095	Long Forest, Moorabool	Yes, on lot 23~22\PP3 3095	Expressed to AusNet an intent to redevelop, which would entail the removal of the existing dwelling	Dwelling within the Proposed Route, but will be outside of the proposed easement.	Confirm land title holder's preference of easement alignment and modify the easement accordingly within the Proposed Route
23~22\PP3095					
Future dwellings in rural areas					
1\LP96559	Darley, Moorabool	No	Dwelling approved, but not constructed	Approved dwelling is located within the proposed route.	Locate dwelling outside of the Proposed Route. Amend permit and endorsed plans.
1\TP953472	Korobeit, Moorabool	No	Dwelling approved, but not constructed	Proposed dwelling, office, dog breeding is located within the proposed route.	Locate dwelling, office and dog breeding outside of the Proposed Route. Amend permit and endorsed plans.
1\PS907847	Darley, Moorabool	No	Subdivision and building envelope, but dwelling not yet approved	Building envelope outside of Proposed Route.	Mitigation is not required
2\PS907847		No	Subdivision and building envelope, but dwelling not yet approved	Building envelope is located within the Proposed Route.	Amend building envelope on plan of subdivision.

Impacts to proposed/approved dwellings located within the Proposed Route are discussed below.

Existing dwellings within the Proposed Route

The dwelling at SPI: 209\PP2676 is located within the Proposed Route, and within the proposed easement (Figure 7-2).

The alignment of the Proposed Route is constrained by the existing high voltage transmission route and it has been located as far to the south as feasibly possible. The construction of the Project will require the existing dwelling to be relocated in consultation with the land title holder. Relocating the alignment to the south is not feasible as a separation distance to the existing transmission infrastructure is required.



Figure 7-2. Dwelling at SPI: 209\PP2676

The dwelling at SPI: 216L\PP2989 straddles the boundary of the Proposed Route, and the property parcel is intersected by an existing 220kV transmission line and associated proposed easement (Figure 7-3). The Proposed Route has been located as far to the south as feasibly possible, while following the existing transmission line. There are no proposed towers on the property, with the two nearest towers being 165m and 335m away. The only works to occur on the land are the temporary installation of hurdles while work to string the transmission conduits is undertaken. While the property straddles the Proposed Route (which allows for design modifications), the dwelling would be located outside of the anticipated easement. Construction may cause temporary disturbances through construction noise and dust, however, would not temporarily or permanently displace residents.

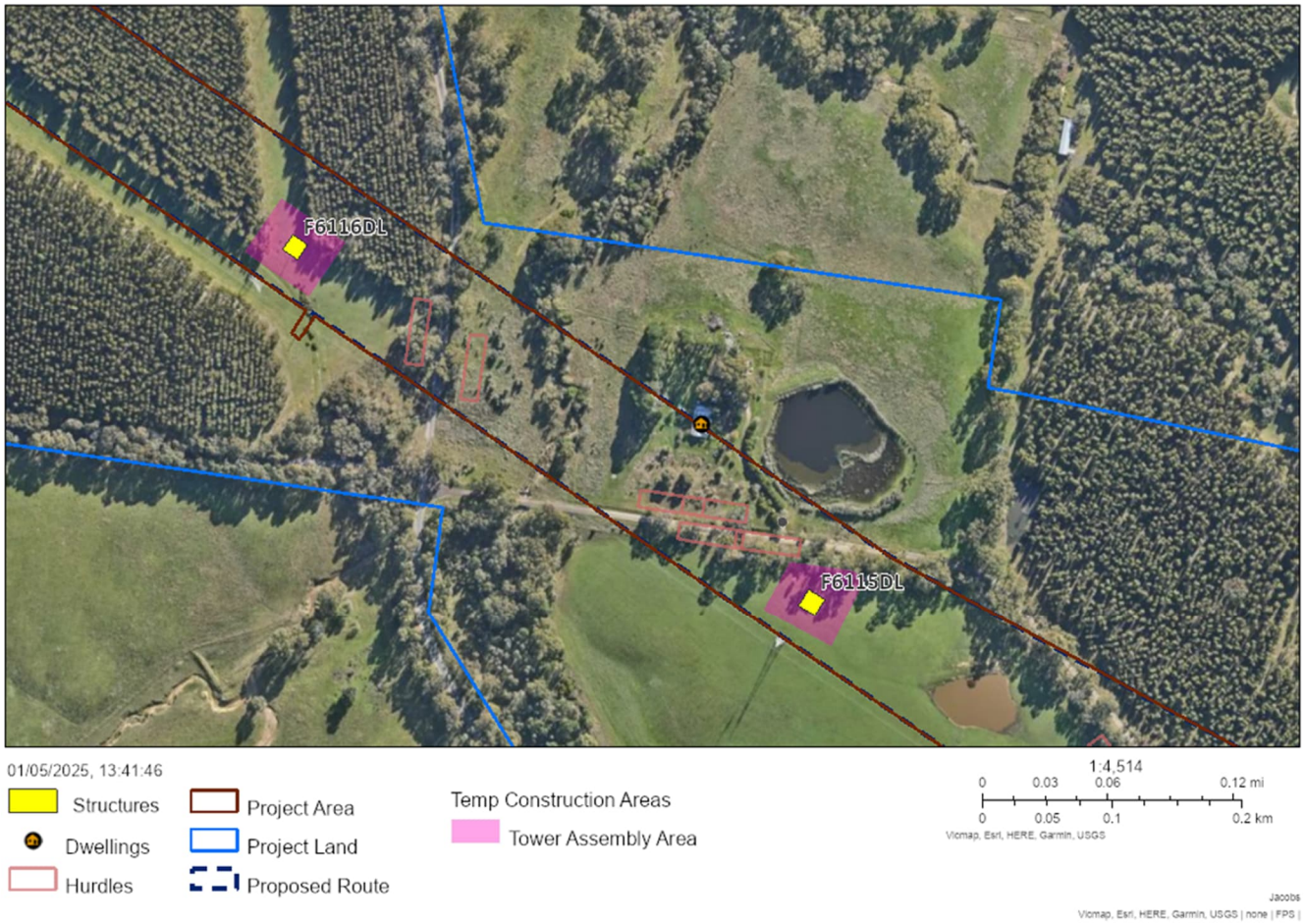


Figure 7-3. Dwelling at SPI: 216L\PP2989

The Proposed Route traverses the land at SPI 23~22\PP3095 and SPI 20~22\PP3095 (Figure 7-4). Both parcels are owned by the same land titleholder. Three transmission towers are proposed to be constructed on SPI 23~22\PP3095 and one Project tower is proposed to be constructed on SPI 20~22\PP3095. The placement of these towers helps the Project's proposed easement to avoid the dwelling on SPI 23~22\PP3095 as well as the densely vegetated area to the south of the dwelling.

The Project Area is wider on this landholding and includes additional land south of the Proposed Route, as shown in Figure 7-4, including Dwelling SPI 23~22\PP3095. The enlarged Project Area is a result of consultation with the land title holders who indicated a preference for a more southerly alignment which would involve Dwelling SPI 23~22\PP3095 being located within the Project's proposed easement. The land title holders preferred this alternative route, despite the impact on Dwelling SPI 23~22\PP3095, because it would have less impact on the land title holders' future redevelopment plans for the landholding. Because consultation with the land title holder is ongoing in relation to this matter, the Proposed Route has been widened at this location to allow either the proposed easement or a more southerly alternative within the Proposed Route to proceed.

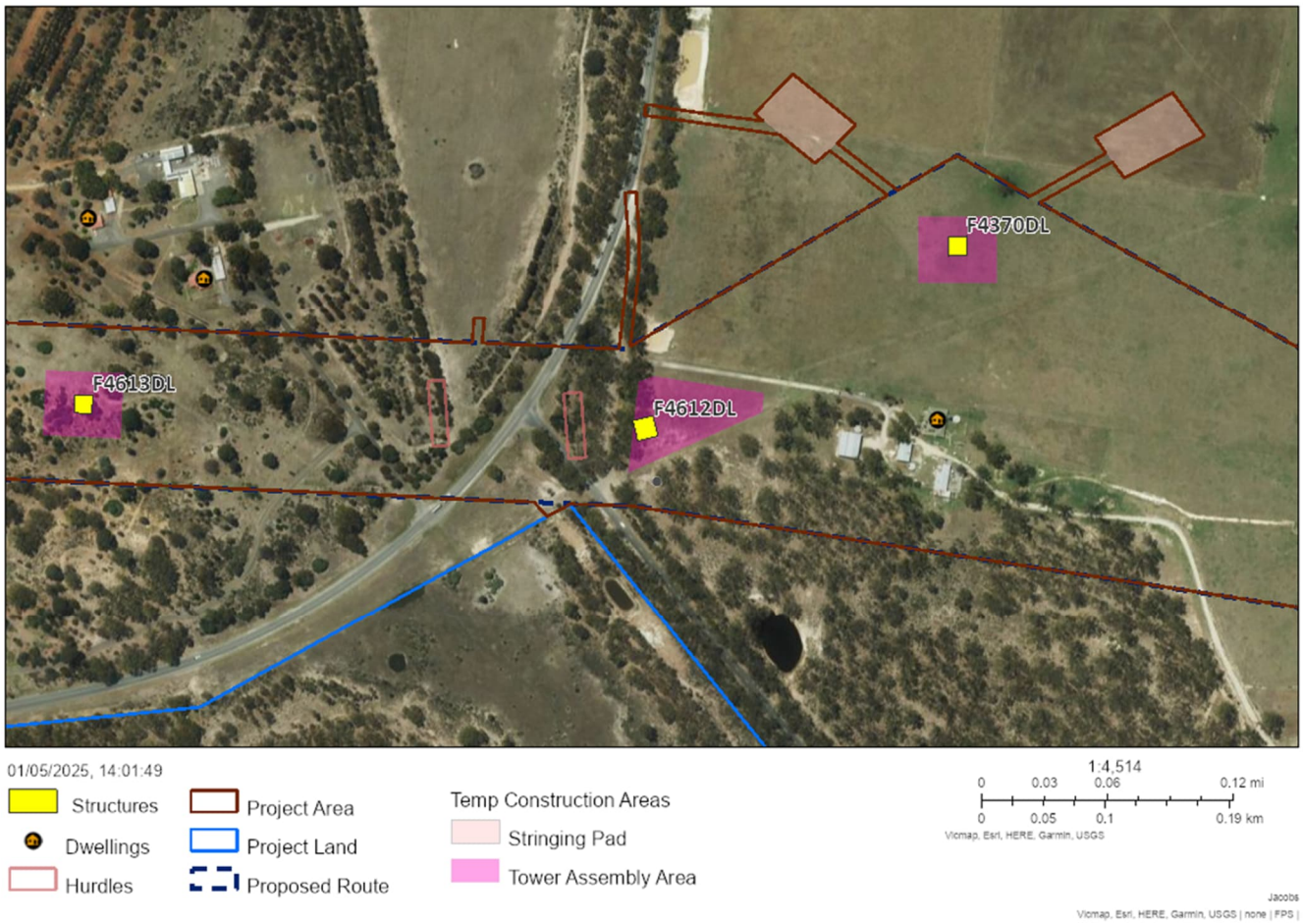


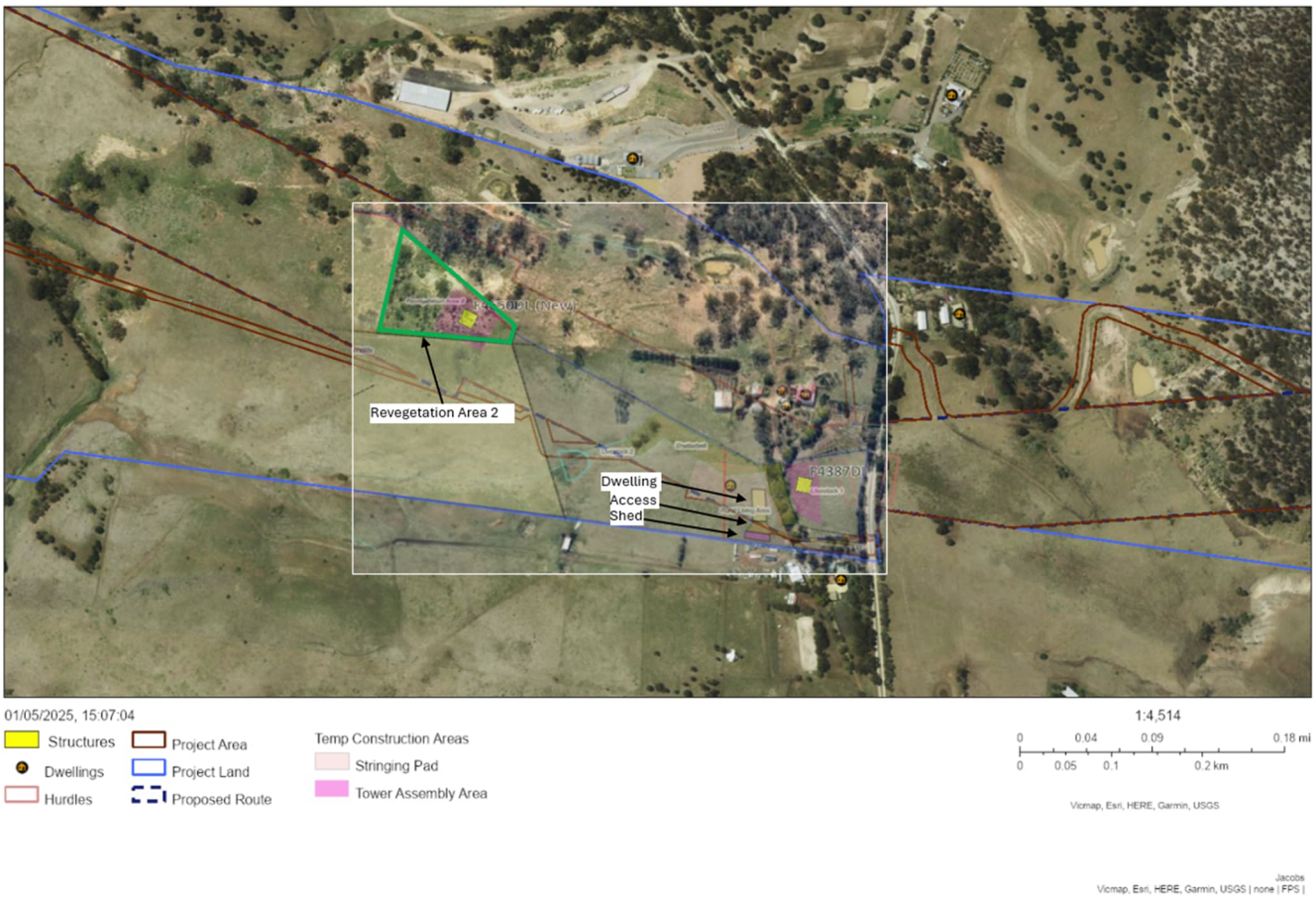
Figure 7-4. Dwelling at SPI 23~22\PP3095

Proposed or potential dwellings within the Proposed Route

The permitted but yet to be developed dwelling at SPI: 1\LP96559 is located within the Proposed Route (Figure 7-5). There are two proposed towers on the property, one stringing pad, and access. The permitted dwelling[20] is located within the Proposed Route and would be inside the future proposed easement. The dwelling would also be inside the footprint of the temporary Stringing Pad. One tower (F4650DL) would be located within the extents of Revegetation Area 2 where the permit requires a Section 173 Agreement to permanently improve land and environmental conditions.

To mitigate the impacts of construction the alternatives are to relocate or reorientate the dwelling outside the Proposed Route, or alternatively to modify the location of the two towers within SPI: 1\LP96559 (F4650DL and F4837DL) such that the proposed easement avoids the dwelling and the tower avoids Revegetation Area 2. If the proposed easement is unable to avoid the dwelling and the dwelling needs to be redesigned/relocated then the landholder should be compensated in accordance with the *Landholder guide: Option for easement process and compensation* (AusNet, 2024a) or pursuant to the *Land Acquisition and Compensation Act 1986*. If the tower is unable to avoid Revegetation Area 2 then AusNet should seek to have the planning permit amended to modify the purpose and extents of the two Revegetation Areas with the intent to achieve the equivalent environmental outcomes on the land to the extent feasible.

[20] Refer to Development Assessment Committee Meetings Minutes, Moorabool Shire Council, Wednesday 20 July 2022

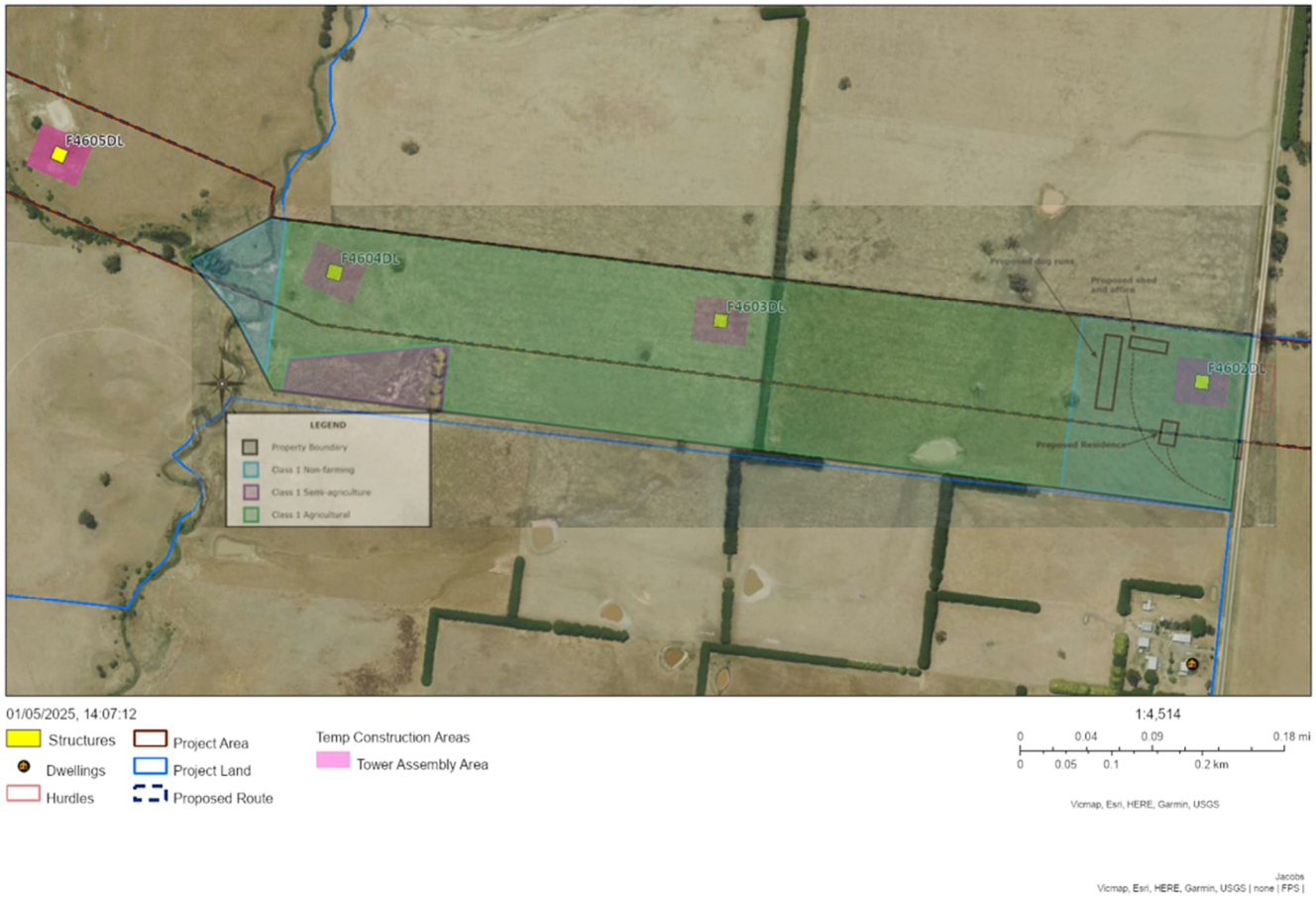


Source: Development Assessment Committee Meetings Minutes, Moorabool Shire Council, 20 July 2022

Figure 7-5. Approved dwelling at SPI: 1\LP96559

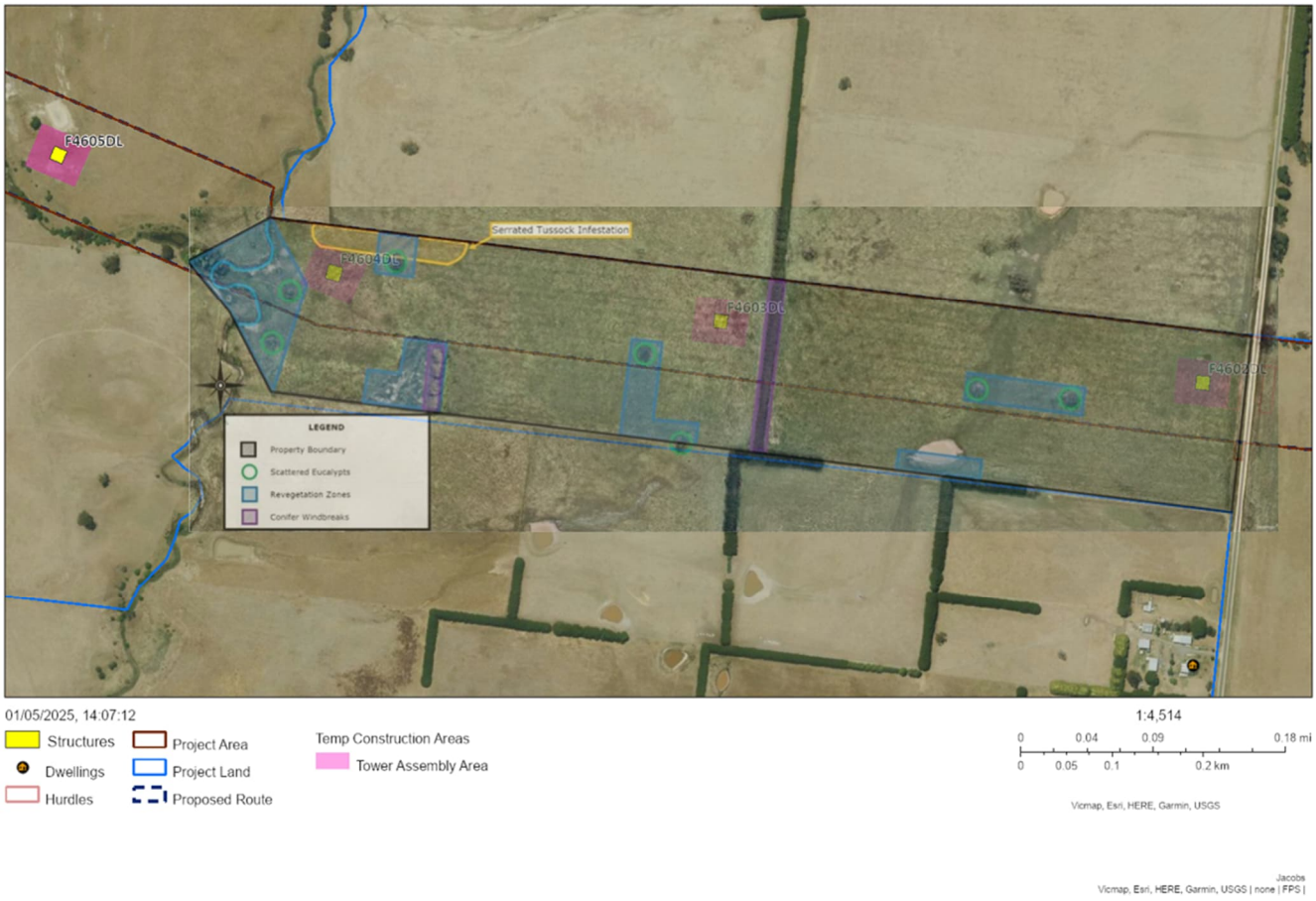
Figure 7-6 shows the approved dwelling and domestic animal husbandry on SPI: 1\TP953472. The Plan (sourced from the Moorabool Shire Council Development Assessment Committee Meeting Minutes, dated 16 August 2023) shows the location of the proposed dwelling, dog shed, office, and dog-run. Detailed development plans were subsequently endorsed by Council in June 2024 in line with the layout in Figure 7-6. The proposed dwelling is located outside the Project's proposed easement but within the Proposed Route. The recommended mitigation is to relocate the dwelling and shed to an area outside of the Proposed Route along the southern boundary. This would avoid further impacts in the event that the towers are shifted within the property, as well as maximise the separation distance between the dwelling and the towers. Figure 7-7 shows the proposed towers are located outside the revegetation zones of the development plans, however, trees within the proposed easement would need to be maintained[21] in accordance with the *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b).

[21] Mature tree and shrub growth of up to 3m in height will be allowed up to 30m from the centre of the tower steelwork. For vegetation above 3m in height, an AusNet safety assessment will be required to ensure that minimum clearances and fuel load densities are maintained. Planting trees and shrubs should be scattered or clumped with no more than 10% density of cover over the easement area.



Source: Development Assessment Committee Meetings Minutes, Moorabool Shire Council, 16 August 2023

Figure 7-6. Approved dwelling and domestic animal husbandry at SPI: 1\TP953472



Source: Development Assessment Committee Meetings Minutes, Moorabool Shire Council, 18 May 2022

Figure 7-7. Approved vegetation plan at SPI: 1\TP953472

Figure 7-8 shows the approved two lot subdivision to create SPI: 1\PS907847 and 2\PS907847. The Plan (sourced from the Moorabool Shire Council Development Assessment Committee Meeting Minutes, dated 18 May 2022) shows the intent for a dwelling on each parcel. The proposed plan of subdivision also shows the intent for a single dwelling to be located on each property, which would be setback 146m on SPI 2\PS907847 and 90m on SPI 1\PS907847.

A separate planning permit application and approval would be required for the use and development of a dwelling on each parcel. There is no record of a planning permit application being lodged with Council. The 146m setback of the dwelling on SPI 2\PS907847 is based on the indicative building envelopes in the Design and Development Overlay Schedule 14 of the Moorabool Planning Scheme. As demonstrated by the approval of the two-lot subdivision, Council can and has approved alternative building envelope locations.

If an application was lodged and approved as per the plan of subdivision, then it would locate the dwelling on SPI 2\PS907847 within the Project's proposed easement and transmission tower structure.

To mitigate the impacts of Project construction, either the location of at least three towers would need to be modified or the building envelope (as shown on the plan of subdivision) should be relocated outside the proposed easement. Subject to detailed investigations, it is likely that there is sufficient cleared and developable land located along the south-eastern boundary of the parcel that meets the siting requirements of Condition 1 of planning permit PA20211241, which state:

> *The dwelling envelope must:*
>
> *(a) Be at least 500m from the extractive industries to the east as defined by the Special Use Zone Schedule 2. A permit cannot be granted to vary this setback requirement.*

(b) Be located generally in accordance with Map 1 in Design and Development Overlay, Schedule 14 in the Moorabool Planning Scheme.
(c) Avoid significant native vegetation.
(d) Avoid slopes of greater than 20% (11 degrees) where possible.
(e) Be at least 100m from Goodmans Creek or the Lerderderg River.
(f) Be at least 500m from the Lerderderg State Park.
(g) Be capable of accommodating a defendable space area in accordance with Clause 53.02 and, where applicable, Schedule 1 to Clause 44.06 (BMO1) in the Moorabool Planning Scheme.

A potential dwelling on SPI 1\PS907847 as shown in the plan of subdivision would not be directly affected.



Source: Development Assessment Committee Meetings Minutes, Moorabool Shire Council, 18 May 2022

Figure 7-8. Approved two lot subdivision that created SPI: 1\PS907847 and 2\PS907847

Community facilities within Project Area and Proposed Route

With regard to community facilities, the Proposed Route passes over Pykes Creek Reservoir at its northern edge, and would be around 185m from the Merrimu Picnic area, 730m from Bolwarrah Weir, 450m from Hepburn Lagoon, and 50-100m of playing fields at MacPherson Park (Figure 7-9). One tower and tower assembly area is proposed in the equestrian centre of MacPhersons Park, on the northern side of the area proposed for overflow car and float parking on large event days at the Park. The amenity at these community facilities during construction may be affected by construction activity and noise, albeit for a limited period. The impact to residential and community facilities is expected to be minor.



Figure 7-9. Works within and interfacing MacPherson Park

Figure 7-10 shows Council's vision for environmental and active transport links between Mount Kororoit, the nearby wetland and Kororoit Creek Streamside Reserve. The construction of the Project would not preclude the realisation of the vision.

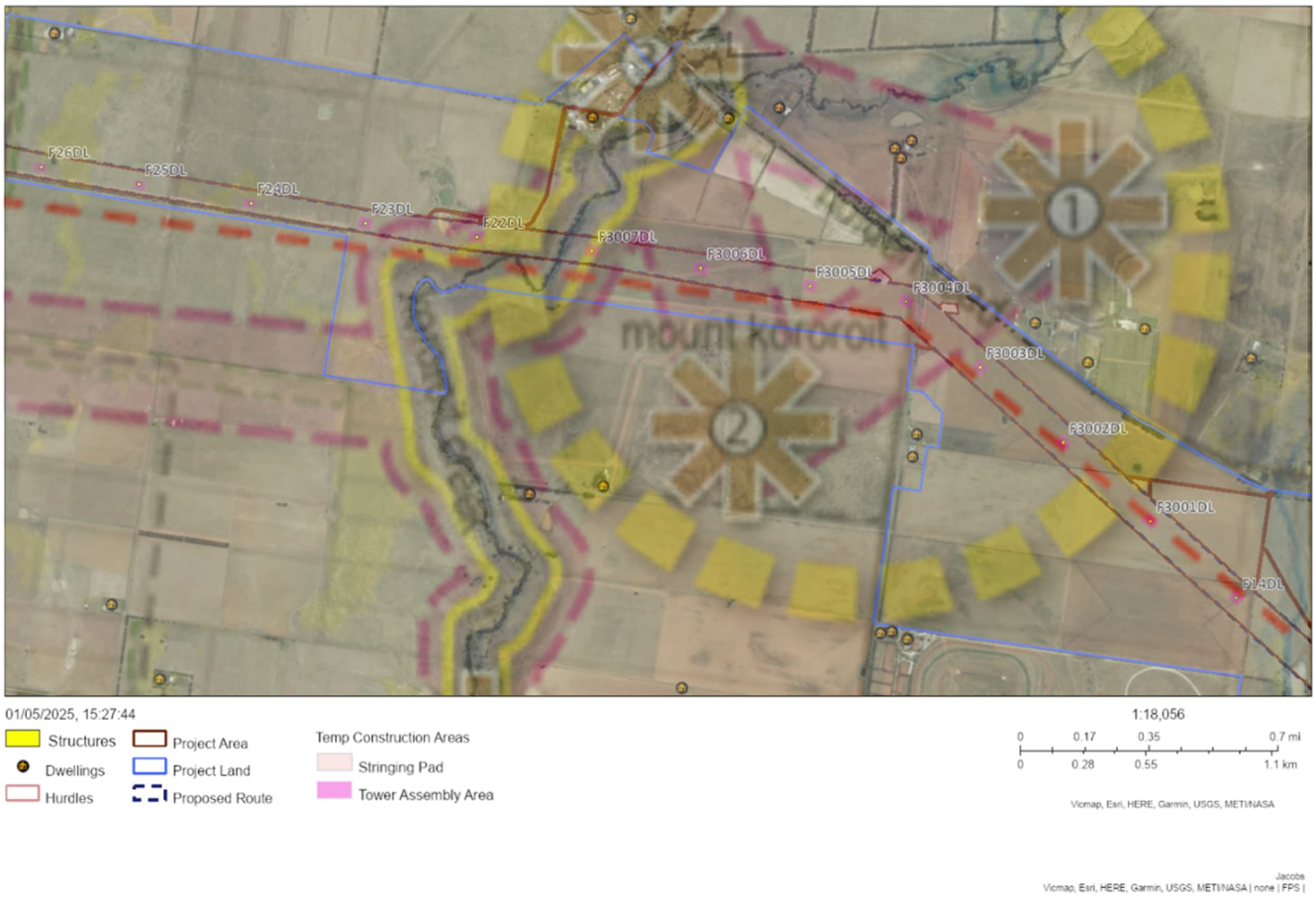


Figure 7-10. Vision for environmental and active transport links between Mount Kororoit, wetland and Kororoit Creek Streamside Reserve

7.1.1.3 Industry, mining, aviation and infrastructure

The Project Area does not intersect with land used for industry or rural industry. There would therefore be no impact to industry.

The Project Area intersects with two sand quarries located at Darley, these are Boral's Work Authority 92 and Hanson's Work Authority 377. The Project Area is located in an area where the sand resource is undergoing rehabilitation but is still used for processing materials, and quarry operations are moving to the north, away from the Project Area. Plant and equipment associated with the quarries are located outside of the Project Area as shown in Figure 7-11. Accordingly, the impact on the extraction of resources is likely to be minor. The impact on the processing of materials is likely to be minor.



Figure 7-11. Proposed Construction at Sand Quarries in Darley

The Project Area passes between the turbines located within the Waubra windfarm as shown in Appendix E. The nearest wind turbine to a tower assembly area or a stringing pad is approximately 175m and therefore construction of the Project would not affect the operation of the windfarm. Similarly, the Project Area passes through the proposed (but yet to be assessed) Nyaninyuk Windfarm and turbines would be separated from the transmission towers by a similar distance and therefore would not be affected. In the event that windfarm turbines need to be prevented from rotating while line is strung by a helicopter, the pause would be temporary and would have a negligible impact on the use of the land for a windfarm.

The Project Area intersects with the following (other) existing major infrastructure (refer to Appendix E):

- Gas pipelines: Carisbrook to Horsham, Ballan-Bendigo, Truganina-Plumpton and the Western Outer Ring Main (WORM)
- Water pipelines: East Grampians Rural Pipeline (existing sections only), the Western Irrigation Network Scheme (Sunbury-Melton), a Central Highlands Water pipeline
- High voltage transmission: Ballarat-Horsham, and Ballarat-Bendigo
- Reservoirs: Bolwarrah Weir, Dean Reservoir, Newlyn Reservoir, Moorabool Reservoir, Wilson Reservoir, Pykes Creek Reservoir and Merrimu Reservoir.

The construction of the Project would not affect the operation of any major infrastructure, with the possible exception of the Melton Aerodrome while cranes are in operation, however with the implementation of mitigation measures, impacts would be reduced from moderate to minor with the implementation of EPR AV1, which requires that Airservices Australia would be provided with relevant details of Project infrastructure to ensure pilots are aware of features that may pose a hazard to aircraft operations, and EPR AV2, which requires the marking of transmission line towers.

The Project's temporary construction works would intersect with major road and rail transport corridors, likely impacting road and rail users during the construction stage. However, the primary use of the land would continue. With the implementation of Traffic Management Plan(s) in accordance with EPR T1 to minimise disruption to affected local land uses, traffic, public transport, pedestrian and bicycle movements, the likely impact to transport infrastructure is considered to be minor (refer to the Transport Impact Assessment for further discussion).

There are approximately 70 existing distribution lines (Powercor assets) that intersect the Proposed Route (refer to Appendix E). Crossover services will need to be modified. The use and development of land for a minor utility does not require planning approvals, generally with the exception to remove vegetation. The works may result in the minor relocation of services within the affected land, and these are unlikely to result in a constraint on how the land is used and therefore the impact is likely to be minor.

The Proposed Route will be sufficiently located away from major services, including the major water pipelines, transmission lines and gas pipes. The exact location and construction practices for the transmission line through this area will require further detailed investigation as part of the preparatory works to verify the position of services and separation requirements to facilitate the protection of both intersected assets and the Project. This will include consultation with relevant authority to verify their construction requirements and practices. The potential impact to water and energy infrastructure is minor.

7.1.1.4 Natural environment

The Proposed Route has been designed to avoid large contiguous areas of native vegetation and habitat and prevent the creation of easements fragmenting national, state and regional parks, and state forests. The Proposed Route has sought to avoid and minimise impacts on the use of land for conservation and other public purposes, and the removal of vegetation. While extensive efforts have been taken to avoid and minimise impacts on the natural environment through an iterative design process, some impacts are unavoidable.

The Proposed Route has been designed to avoid existing and planned National Parks, State Parks and State Forests which are valued for their contribution to conservation, for the enjoyment of the public, and public recreation. The Proposed Route will impact areas of the natural environment within farmland, reserves, and along waterways and public roads. The construction of the Project will result in a ground disturbance area of approximately 561ha associated with the Vegetation Clearance Construction Footprint[22]. Within this area, the complete removal of any vegetation or habitat, if present, will be required. Approximately 238.6ha of native vegetation, assessable under the Guidelines, will be lost as a result of the Project. This native vegetation loss is comprised of around 229.7ha of native vegetation in patches, 844 large canopy trees within patches and 213 scattered trees (comprising of 8.9 ha). In addition, and partially overlapping the removal of vegetation under the guidelines, the Project will remove:

- 37.7ha of vegetation within the ESO and 1.6ha of vegetation within the VPO of the Pyrenees Planning Scheme
- 0.47ha of vegetation within the ESO in the Ballarat Planning Scheme
- 9.6ha of vegetation within the ESO and 0.01ha of vegetation within the VPO of the Hepburn Planning Scheme
- 48ha of vegetation within the ESO and 1.2ha of vegetation within the SLO of the Moorabool Planning Scheme
- 1.7ha of vegetation within the ESO of the Melton Planning Scheme.

To the extent required, Technical Report A: Biodiversity Impact Assessment will establish requirements to offset the removal of the affected native vegetation and make provisions for long-term protection of the off-set area.

[22] As defined in the Biodiversity Impact Assessment, the Vegetation Clearance Construction Footprint comprises areas of permanent infrastructure (e.g., transmission tower structures, access tracks, new 500kV terminal station near Bulgana) and temporary infrastructure (e.g., tower assembly areas, stringing pads, laydown areas).

The Proposed Route will double the existing transmission easement in the Lexton H5 Bushland Reserve and create new areas of fragmentation in the Hayden's Hill Bushland and to the south of Lerderderg State Park and in the Merrimu vicinity.

Waterways will not be impacted by the Project, and the Proposed Route generally avoids direct impact to wetlands with only very limited loss to the extent of wetland habitat for fauna species.

The construction of the towers, overhead line and removal of vegetation may alter the landscape and may affect the use of the land (also see the assessment of operation impacts in Section 8). However, at the Lexton H5 Bushland Reserve and the Wimmera River Water Frontage, the Project sought to mitigate visual impacts on the surrounding area by aligning the new transmission towers next to the existing transmission towers.

The transmission line is located within Proclaimed Water Catchment Areas under the relevant planning schemes and crosses the path of water supply infrastructure. Land east of Lexton (including Hepburn Lagoon) is almost entirely within a Water Supply Protection Area and is protected by an Environmental Significance Overlay – Schedule 1 in the Pyrenees and Hepburn planning schemes. Unmitigated runoff from construction activities in the vicinity of surface water catchments may impact on water quality of these reservoirs. The surface water quality monitoring program (EPR SW3), implemented as part of the Surface Water Management Plan (EPR SW2) to monitor water quality of designated waterways prior to and during Project construction, would be developed in consultation with EPA Victoria, the relevant CMAs and Melbourne Water (refer to Surface Water Impact Assessment for further discussion). It is expected that industry standards and avoidance measures enforced under environmental management mechanisms will prevent impacts on water quality.

Land within the Public Use Zone associated with the Dean Reservoir, Wilson Reservoir, Pykes Creek Reservoir and Merrimu Reservoir is also traversed by the Proposed Route. Water quality and supply associated with these assets is to be protected as identified in state planning policy (Clause 14.02-2S Water Quality) with the key objective being to secure long-term water supplies for urban and agricultural use. Potential impacts during construction to these proclaimed water catchment areas and waterways such as the Moorabool River, Werribee River, Toolern Creek and Kororoit Creek are considered negligible to minor. The Project is not expected to result in significant adverse impacts on surface water quality, flow regime or waterway or floodplain function (refer to Surface Water Impact Assessment).

The Proposed Route follows an existing 220kV easement between Bulgana and Waubra, which covers around 30% of the Project Area. The expansion of an existing easement rather than the establishment of a new easement results in less impacts on the landscape than would occur with the establishment of a new easement. The Proposed Route avoids the township of Lexton to the north and the Granite Hill Scenic Reserve to the south. The Proposed Route through this reserve was discussed with Parks Victoria and it was determined that any alternate routes through this area were likely to further fragment areas of higher quality vegetation. Where possible, mitigation measures, such as the maintenance of understorey in habitat areas (EPR BD1 and EPR BD4), will be adopted to minimise impact on flora and fauna (Biodiversity Impact Assessment).

Impacts on use of the land associated with the natural environment will largely be related to visual amenity from the construction of infrastructure and removal of vegetation. Vegetation protection measures to be implemented during construction include the development and implementation of a Vegetation Management Plan (EPR BD1), which sets out the requirements for the protection of native vegetation and other biodiversity values in the areas identified for retention in the Project Area and Threatened Flora Management Plan/s (EPR BD4), which seek to minimise impacts to threatened flora in identified or potential habitat areas. These measures, detailed in Biodiversity Impact Assessment, will help reduce land use impacts in natural environment areas and residual impacts are anticipated to be minor. Figure 7-12 is an example of the approach to avoid highly sensitive conservation areas.

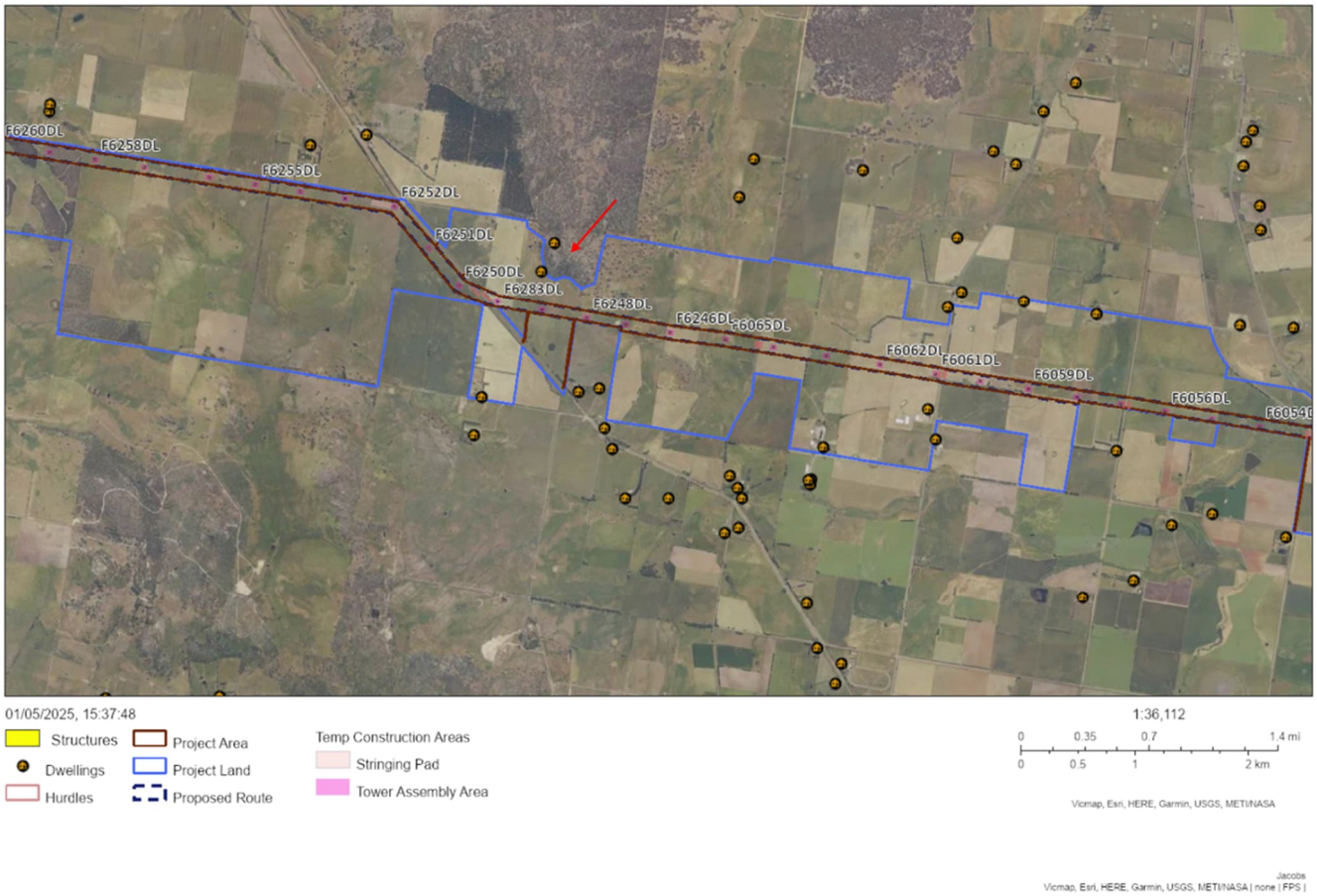


Figure 7-12. Deviation to Avoid Koala Conservation Area

7.1.2 Change of access - disruptions to land use

7.1.2.1 Agricultural Land

In the case of grazing activities, access to land may be affected by construction activities which may change daily movement of stock and access to market when required. Existing farming infrastructure such as gates and fences may also be altered or taken away during construction affecting farming of livestock.

While construction activities may result in some disruptions in land use, the limited duration for each construction activity along with the limitations of extent of disturbance at any one time, will serve to minimise the overall disruption to existing land use. The impact to land uses is likely to be minor-negligible.

7.1.2.2 Residential and community facilities

The Proposed Route is located along the northern boundary of MacPherson Park. The proposed easement would be applied to the north-east and north-west edge of the park. Access to the park may be temporarily affected while the transmission line is strung. To the extent required, there are alternative secondary access points to the park in the event that the primary access is affected.

The impact to residential uses and community facilities is likely to be minor-negligible.

7.1.2.3 Industry, mining, aviation and infrastructure

The Transport Impact Assessment identifies the arterial and local road network that will be used for construction traffic for the development of the Project. Impacts from construction traffic generated from the Project are expected to be relatively minor due to the geographic spread of the Project and the wide distribution of traffic.

As such, the proposed construction is not expected to result in additional land use impacts for those who depend on these roads to access homes, jobs, education, retail, community facilities and recreation in areas interfacing construction zones.

Melton Aerodrome operates three runways which support recreational and chartered flying, generally in light aircraft, and a flying training school. During Project construction the Melton Aerodrome will be impacted temporarily by the use of cranes and/or helicopters for construction within 4 kilometres of it. This may result in aircraft operations from affected runways ceasing temporarily (four to seven weeks per tower), restricting aviation activity at the aerodrome over this period. The Project will undertake direct consultation with stakeholders during the detailed design phase, including the Melton Aerodrome operator. This will include engagement around the timing, scheduling and duration of Project construction works to minimise the extent and duration of impacts to aircraft operations. Through early and regular consultation with the Melton Aerodrome operator, the Aviation Impact Assessment noted the residual impact is likely to be moderate.

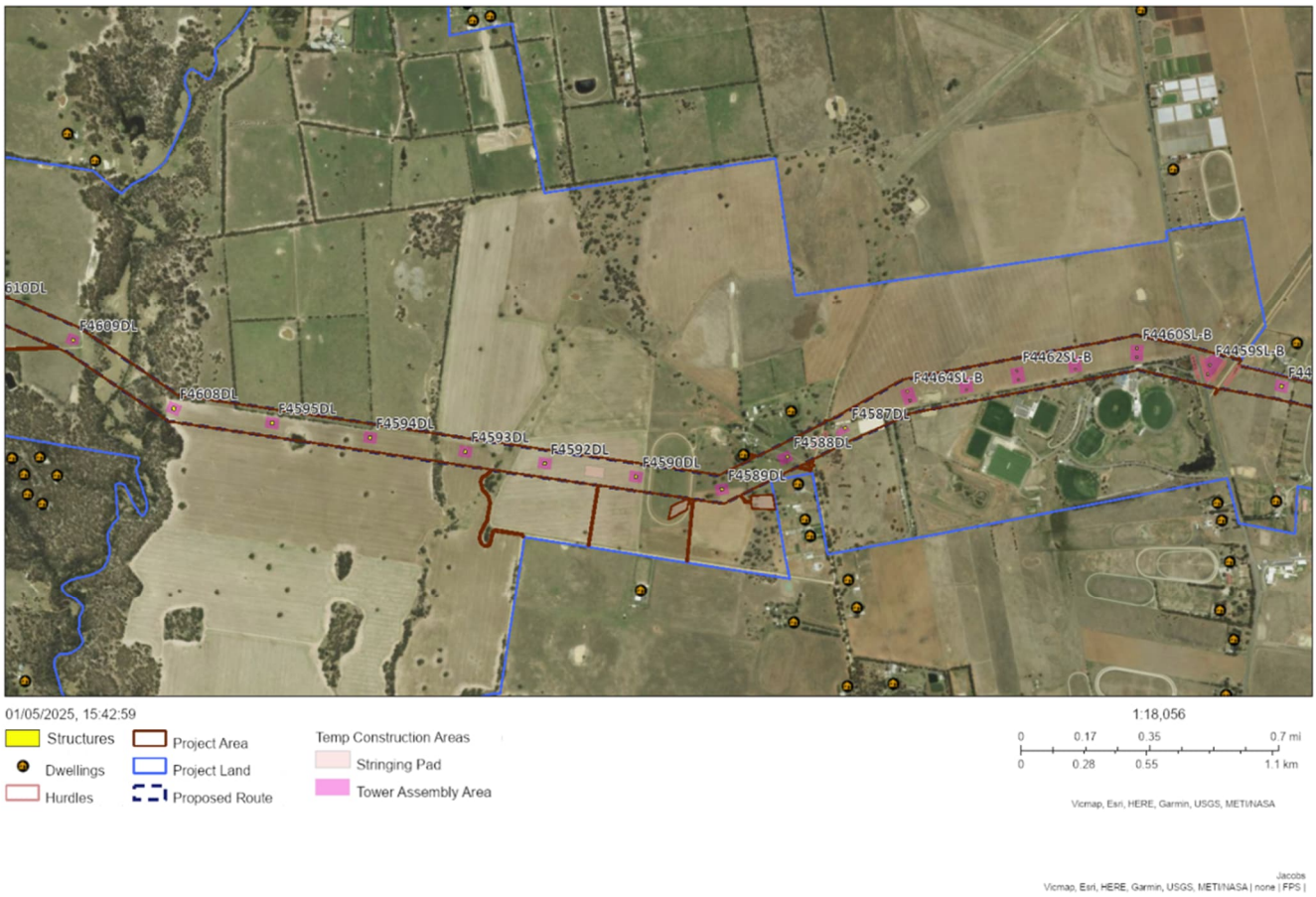


Figure 7-13. Works in proximity to Melton Aerodrome

The Sydenham terminal station is within the protected airspace[23] of Melbourne Airport, consisting of four gazetted runways (two existing runways and two additional future runways) (Aviation Impact Assessment). As discussed in the Aviation Impact Assessment the height of towers would not impact on the operations of Melbourne Airport.

As shown in Figure 7-14 the Proposed Route is located outside of the proposed design for the proposed Bacchus Marsh Eastern Link Road.[24] The Project's construction is not anticipated to impact on the construction/operation of the future road, and would therefore not affect access to nearby land uses.

[23] The protected airspace for Melbourne Airport includes OLS (Obstacle Limitation Surface) and PANS-OPS (Procedures for Air Navigation Services – Aircraft Operations).

[24] The roundabout is part of the preferred alignment for the Bacchus Marsh Eastern Link Road, but is subject to the outcomes of the planning approvals process for the road.

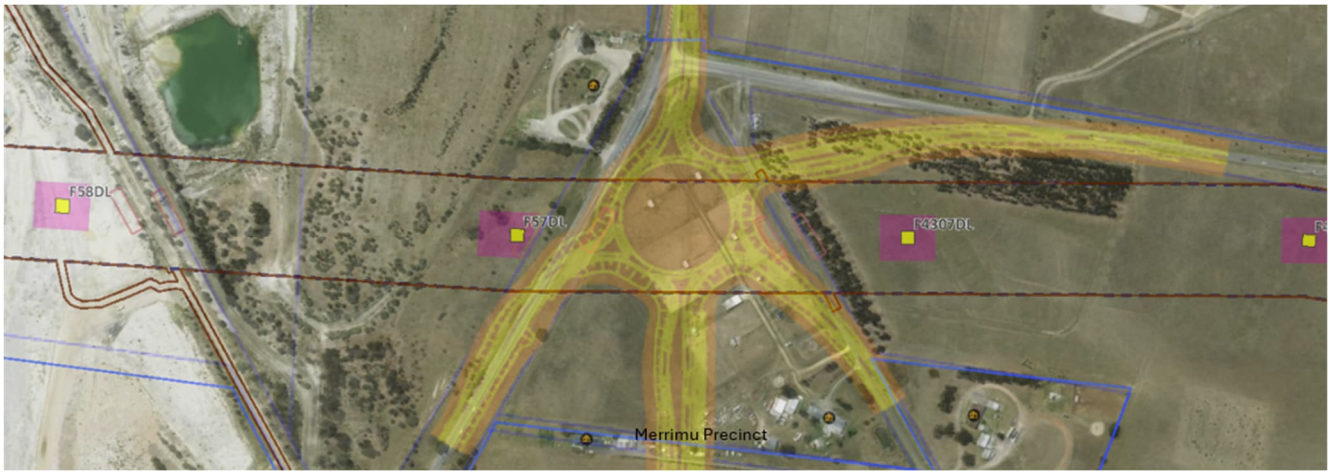


Figure 7-14. Proposed Route relative to Bacchus Marsh Eastern Link Road Roundabout and the Merrimu Precinct

The indicative tower locations for the Project are located outside the Public Acquisition Overlay for the Outer Metropolitan Ring (OMR/E6), with the exception tower F4350DL which would need to be relocated during the detailed design stage to the proposed road as shown in Figure 7-15. AusNet has advised that the Development Plan will be modified prior to its submission to the Minister for Planning.

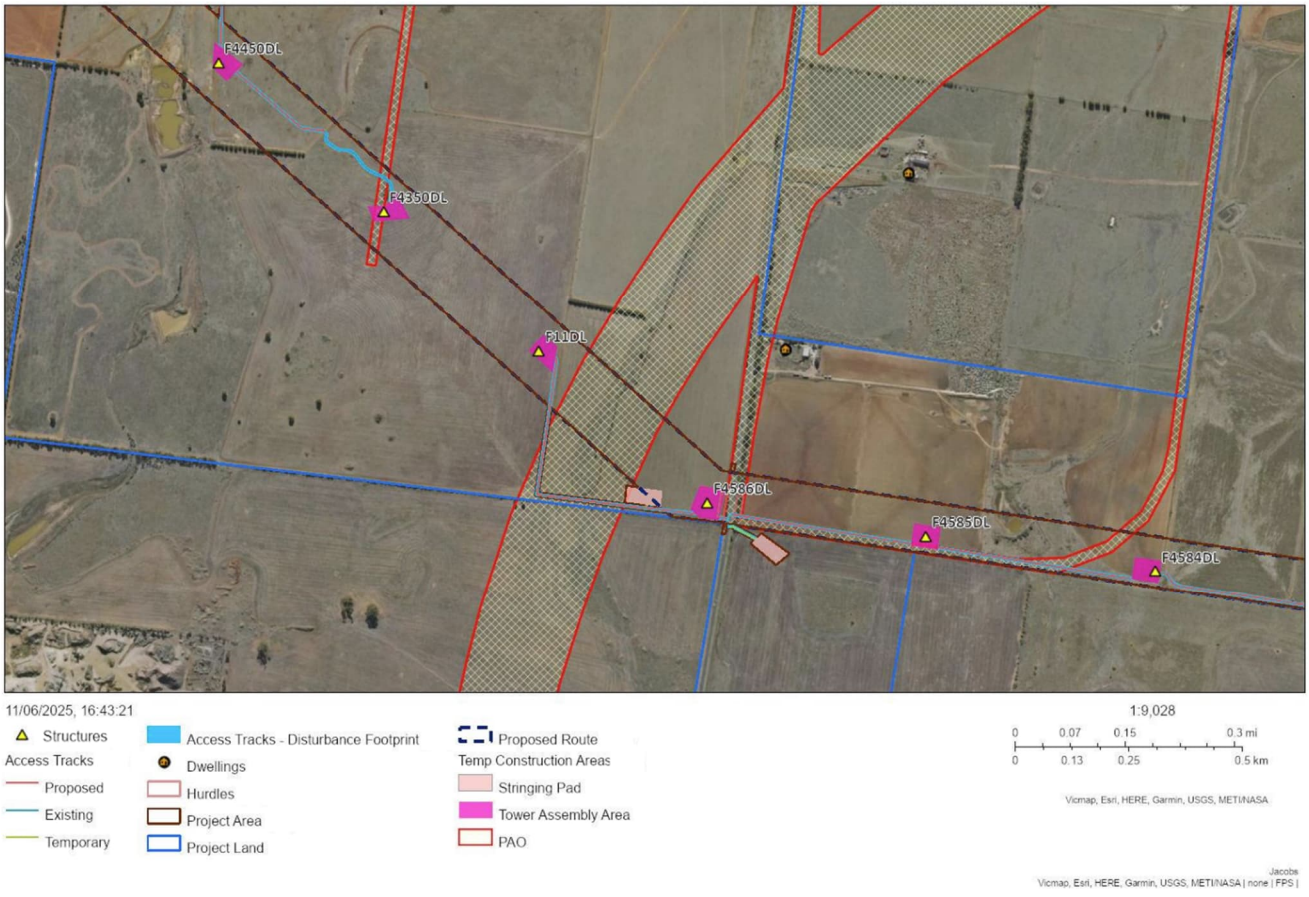


Figure 7-15. Proposed Route relative to OMR/E6 Public Acquisition Overlay

7.1.2.4 Natural environment

Access to the natural environment would be maintained. Access may be affected temporarily while works across nearby access roads, such as the stringing of transmission conductors across roads. The temporary impact on access to reserves and waterways that may be used by the community for recreation is minor-negligible.

7.1.3 Change of amenity

The Air Quality Impact Assessment concluded that unmitigated dust from construction of the Project would be its highest (categorised as medium impact) at sensitive receivers around the Allendale to Sydenham portion of the transmission line and associated activities. For these locations there was a higher density of and /or more proximal nearby sensitive receivers, with many located downwind of the Project for the prevailing local winds. However, with the implementation of measures outlined in the Air Quality Management Plan (EPR AQ1), and with consideration to the guidance from the EPAs Publication 1943, it was determined that residual impact would be minor (i.e., dust impacts are very unlikely).

The Noise and Vibration Impact Assessment concluded that although construction noise would be audible at sensitive receivers near transmission line at times, this would be limited to relatively short durations occurring over days or weeks rather than continuously over months for noise sensitive receivers near the transmission line. Works would generally be scheduled to occur during the daytime. Vibration from construction is not expected to be perceptible beyond 50 to 100m from the works. In the very limited areas of the Project Area where residences exist within 100m, vibration could be managed by using alternative equipment that produces a lower vibration level or, where this is not reasonably practicable, scheduling works to Normal Working Hours and notifying residents in advance of the works. No risk of building damage arising from vibration was predicted. EPR NV1 requires the Principal Contractor to develop and implement a Construction Noise and Vibration Management Plan that would include requirements to manage vibration from works. This plan would include processes for advance notification of works where perceptible vibration may occur at residential areas and to avoid and minimise, so far as reasonably practicable, noise and vibration impacts at sensitive receivers.

The tower assembly areas and access tracks have been located to avoid works within and crossings directly over parks, reserves and waterways[25] to the extent feasible. The proximity of the works to parks, reserves and waterways would temporarily affect their environs due to noise, dust and vegetation removal. As the majority of parks, reserves and waterways that are affected are not publicly accessible, the impact on the amenity and enjoyment of these places due to the works is limited to the publicly accessible areas of Pykes Creek Reservoir (motor boating and kayaking), Lake Merrimu (picnicking), Lexton H5 Bushland Reserve (restricted public access) and Bullarook Creek Streamside Reserve (areas for recreation and fishing). The impact to the use of these areas for public recreation is minor given their limited public access. The underlying use of the land would not be altered as a result of the works.

The consideration of planning policies and controls relating to landscapes is separately discussed in Section 10.

7.2 Terminal stations

The Project will require the construction of a new 500kV terminal station, near the existing Bulgana Terminal Station, together with an expansion of the existing Bulgana Terminal Station and connection works to the Sydenham Terminal Station. Construction activities at the terminal station sites will be confined to a construction period of approximately 20 months. Each terminal station will utilise a laydown area for the construction stage, within the boundaries of the terminal station site. Potential impacts from laydown area will therefore be minimal. In addition, there will be construction works associated with the upgrade of the Elaine Terminal Station. The significance of impact varies between each terminal station site and is described in detail below.

7.2.1 New 500kV terminal station

7.2.1.1 Change of land use

The use of the land for the new 500kV terminal station near Bulgana is consistent with development of the area to support the renewable energy generation projects in Bulgana, Crowlands and Watta Wella.

[25] Waterways intersected by the Project are: Six Mile Creek, Wimmera River (near Joel Joel Road), Wimmera River (near Elmhurst Road), Avoca River (near Black Mount Lonarch Road), Beckworth Creek, Werribee River, Korkuperrimul Creek, Lerderderg Creek, Goodman Creek, Djerriwarrh Creek, Toolern Creek, Kororoit Creek.

The new 500kV terminal station near Bulgana would be located on a parcel of land (135\PP2806) that is owned by AusNet. AusNet is proposing to rezone the parcel of land from the Farming Zone to the Special Use Zone. The Special Use Zone would be tailored to the purpose of a terminal station and would be similar to the planning control for the Sydenham Terminal Station.

The recent acquisition of 135\PP2806 would remove approximately 63ha of cropping land from agricultural production (Farming Zone) and change its land use to a utility installation (Special Use Zone) for the life of the Project. This represents approximately half-of-one-per cent of agricultural land within the Farming Zone in the Parish of Joel Joel, and just over six per cent of the total area of cropping land impacted by the Project. As such, the impact to land use is negligible.

7.2.1.2 Change of access - disruptions to land use

Vances Crossing Road will be upgraded to an appropriate standard for use by construction vehicles, and native vegetation within the road reserve may require removal to provide adequate clearance to construction vehicles. All roads used for Over Size Over Mass vehicle movements from the Port of Melbourne to the Bulgana Terminal Station require approval from DTP and the National Heavy Vehicle Regulator.

While construction activities may result in some disruptions in the access to nearby land use which may affect farming activities and transport to markets, the limited duration for each construction activity along with the limitations of extent of disturbance at any one time, will serve to minimise the overall disruption to existing land use. The impact to land uses is likely to be minor-negligible.

The implementation of Traffic Management Plan(s) in accordance with EPR T1 which seek to minimise disruption to affected local land uses, will manage impacts associated with increased traffic during construction. Disruptions to land use are considered to be negligible. Further discussion on access impacts associated with transport is presented in the Transport Impact Assessment.

7.2.1.3 Change of amenity

Given the lack of sensitive uses within the immediate surrounds, there will be limited change in the amenity experienced by residents. The nearest dwelling to the terminal station is located 1,800m to the south-east of the new 500kV terminal station near Bulgana. The isolated dwelling is located in the Farming Zone. As concluded in the Air Quality Impact Assessment, residual dust impacts associated with construction activities for the new terminal station are expected to be minor. As concluded in the Noise and Vibration Impact Assessment, construction works would extend over a period of months at the terminal station, but noise levels at noise sensitive receivers are not expected to be significantly higher than the existing ambient environment. Works would be scheduled to normal working hours, unless classified as unavoidable works or unless they meet EPA Victoria guidelines for works conducted during the weekend/evening or night periods. This will be managed in accordance with the CEMP (EPR EM2). Vibration from the works is not expected to be perceptible beyond 50m from the works.

Based on the above, the new 500kV terminal station near Bulgana, transmission towers and construction activities are unlikely to impact on amenity and would not be visually conspicuous. The impact to amenity is negligible.

7.2.2 Existing Bulgana Terminal Station

7.2.2.1 Change of land use

The expansion works are wholly contained within the existing terminal station which is owned by AusNet. There would be no change in land use.

7.2.2.2 Change of access - disruptions to land use

The expansion works would be contained within AusNet's land and would not affect neighbouring properties.

7.2.2.3 Change of amenity

The Air Quality Impact Assessment concluded that proposed works associated with the existing Bulgana Terminal Station would not impact on air quality of the surrounding environment. The Noise and Vibration Impact Assessment concluded noise impacts would be below applicable noise limits.

The impact to amenity for surrounding properties is negligible.

7.2.3 Elaine Terminal Station

7.2.3.1 Change of land use

The works are wholly contained within the existing terminal station. There would be no change in land use. The impact to land use is negligible.

7.2.3.2 Change of access - disruptions to land use

The works would be contained within the terminal station and would not affect neighbouring properties. The impact to land use is negligible.

7.2.3.3 Change of amenity

The Air Quality Impact Assessment concluded that the proposed works associated with the Elaine Terminal Station would not impact on air quality of the surrounding environment. Given the scope of the works, an assessment of construction noise was not required for the Elaine Terminal Station.

The impact to amenity for surrounding properties is negligible.

7.2.4 Sydenham Terminal Station

The works to modify a 500kV bay and install a new bay extension with associated infrastructure would be wholly contained within the existing terminal station. There would be no change in land use. The impact to land use is negligible.

7.2.4.1 Change of land use

The works are wholly contained within the existing terminal station. There would be no change in land use to the existing terminal station.

7.2.4.2 Change of access – disruptions to land use

The site is currently accessed from Calder Park Drive and Victoria Road and the works would be contained within AusNet's land and would not affect neighbouring properties. The Melbourne Renewable Energy Hub transmission corridor will also connect into Sydenham Terminal Station. AusNet would need to coordinate works to avoid and minimise potential conflicts between the projects should they occur at the same time. Any disruptions to land use would relate to construction traffic and would be negligible.

7.2.4.3 Change of amenity

Subject to certain weather conditions such as high winds, the nearby suburb of Hillside may be subject to moderate noise and dust impacts during construction of the connection to the Sydenham Terminal Station, including the modification of a 500kV bay and a new 500kV bay extension with associated infrastructure, as well as use of the site for a laydown area. Potential impacts will be temporary and reduced through appropriate mitigation, including the development and implementation of an Air Quality Management Plan (EPR AQ1) and Construction Noise and Vibration Management Plan (EPR NV1). These plans would implement measures to

minimise, so far as reasonably practicable, air quality and noise and vibration impacts at surrounding sensitive receivers during construction (refer to the Air Quality Impact Assessment and Noise and Vibration Impact Assessment for further discussion). Works will occur during normal working hours where possible as defined by the EPA Victoria, which will limit works during night hours and/or weekends. This will be managed in accordance with the CEMP (EPR EM2) and impacts are considered to be negligible.

7.3 Distribution lines

The Project will require the relocation of Powercor distribution lines. A distribution line is a lower voltage line from the transmission network to individual homes and businesses. These are referred to as a Minor Utility Installation in planning schemes, and planning permits are not required for the use and development of land for a Minor Utility Installation. A planning permit may otherwise be required (if not for the proposed draft Incorporated Document) to remove vegetation where exemptions do not apply.

The Project will require works to convert 62 existing above ground distribution lines to underground generally within the same alignment; divert 13 overhead distribution lines; and modify three overhead distribution line crossings that are associated with the Crowlands windfarm. Of the 78 distribution lines to be modified, 24 will be in road and rail reserves, 33 will be in existing easements/deemed easements under the *Electricity Easement (Residual Provisions) Act 1993*, and 13 will require new easements/alignments. Sections to be modified range from 71m to 1,323m. The vast majority (75%) of the distribution line modifications cover a distance that is less than 200m. The final number and location of the works is to be determined by Powercor during the detailed design phase.

The undergrounding of easements could affect land used for agriculture. In Victoria, the minimum depth of a distribution line is 600mm, but may be up to 1,000mm. The ploughing of fields is typically 200 to 250mm, and up to 500mm for deep ploughing.

The constraint of undergrounding distribution lines on agriculture and other land uses is considered to be minor. During the detailed design stage, the Project should engage with agricultural land managers to confirm whether deep ploughing occurs on the land and implement measures to avoid damage to people, property and the distribution line.

7.4 Laydown areas and workforce accommodation facilities

7.4.1 Lexton

7.4.1.1 Change of land use

During the construction stage at the Lexton laydown area and workforce accommodation facility site, the introduction of pest animals and plants to site is a possibility with the movement of vehicles and construction workforce personnel, excavation of soil as part of construction, and the movement / introduction of new soil on the site. This has the potential to result in indirect impacts to agricultural and nature conservation land uses. The Technical Report A: Biodiversity Impact Assessment and Technical Report H: Agriculture and Forestry Impact Assessment have recommended the preparation of a Biosecurity Management Plan (EPR EM8) to address the potential indirect impacts to biodiversity and farming.

Once construction is completed, all Project facilities, infrastructure and materials will be removed, and it is anticipated that the land would return to an agricultural use. The Project would not have a negative impact on the re-commencement of agricultural uses on the land. As stated in the Contaminated Land Impact Assessment, adherence with the CEMP will significantly reduce the likelihood of ground contamination during the construction stage of the Project to a negligible residual impact level, therefore allowing the land to be reinstated for farming.

The impact of the temporary laydown area and workforce accommodation facility to the use of land for farming is minor.

7.4.1.2 Change of access – disruptions to land use

Access to adjoining land may be affected by construction traffic which may change daily movement of stock and access to market when required. While construction activities may result in some disruptions in land use, the limited duration for each construction activity along with the limitations of extent of disturbance at any one time, will serve to minimise the overall disruption to existing land use. The impact to land uses is likely to be minor-negligible.

7.4.1.3 Change of amenity

The laydown area and workforce accommodation facility includes a mobile concrete batching plant. The batching plant meets the recommended separation distances as set out in:

- Clause 53.10 Uses and activities with potential adverse impacts of the six planning scheme, which specifies a separation distance of 300m for a concrete batching plant with a production rate exceeding 5,000 tonnes per year
- The Publication 1949 Separation Distance Guideline (EPA, August 2024), which specifies a separation distance of 100m for the production of concrete that is greater than 5,000 tonnes per year.

As stated in Section 6.6.2, the Lexton laydown area and accommodation facility is located away from sensitive land uses (dwellings, schools and hospitals). The nearest dwelling to the laydown area and workforce accommodation facility is approximately 1.5km.

The Air Quality Impact Assessment has identified measures to manage windblown dust, which would be implemented through the CEMP. The Noise and Vibration did not identify noise impacts to nearby dwellings. Given the separation distance and mitigation measures, the laydown area and workforce accommodation facility is not expected to impact on local amenity.

The site is largely cleared agricultural land used for cropping with low biodiversity values.

7.4.2 Ballan

7.4.2.1 Change of land use

The Ballan temporary construction laydown area and workforce accommodation facility would be located at 1\LP147408, approximately 5km south of the Proposed Route. While the land is in the Farming Zone, it is close to an existing industrial area and within Council's area of interest for future industrial expansion[26]. The land, which is currently used for agriculture would be temporarily occupied for the Ballan laydown area and workforce accommodation facility.

The site is located on the south-eastern fringe of the Ballan township, approximately 800m from the nearest residential zone and 500m to the nearest dwelling in the Farming Zone. The laydown area and workforce accommodation facility would not change the use of land on the site or its surrounds. Following completion of the Project, all Project facilities, infrastructure and materials will be removed and the land would be reinstated. The landholder could continue to use the land for agricultural use in the short-medium term, until there is sufficient demand to develop the land for industrial purposes in the medium-long term (subject to Council's strategic planning for the area).

The Project would not have a negative impact on the re-commencement of agricultural uses on the land or future industrial land use. As stated in the Contaminated Land Impact Assessment, adherence with the CEMP will manage and mitigate the risk of ground contamination during the construction stage of the Project to a negligible residual impact level, therefore allowing the land to be reinstated for farming in the short-term.

The impact to the agricultural land use and the strategic vision to expand the industrial area in the long-term would be negligible.

[26] Ballan Structure Plan, Moorabool Shire Council, 2015

7.4.2.2 Change of access – disruptions to land use

Access to adjoining land may be affected by construction traffic which may change daily movement of goods and services and access to market when required. While construction activities may result in some disruptions in land use, the limited duration of construction movements at any one time will serve to minimise the overall disruption to existing nearby land uses. The impact to land uses is negligible.

7.4.2.3 Change of amenity

Impacts from the laydown area and workforce accommodation facility on the local amenity

The laydown area and workforce accommodation facility includes a mobile concrete batching plant. The batching plant meets the recommended separation distances as set out in:

- Clause 53.10 Uses and activities with potential adverse impacts of the six planning scheme, which specifies a separation distance of 300m for a concrete batching plant with a production rate exceeding 5,000 tonnes per year
- The Publication 1949 Separation Distance Guideline (EPA, August 2024), which specifies a separation distance of 100m for the production of concrete that is greater than 5,000 tonnes per year.

As stated in Section 6.6.2, the Ballan laydown area and accommodation facility is located away from sensitive land uses (dwellings, schools and hospitals). The nearest dwellings to the laydown area and workforce accommodation facility are approximately 470 to 550m.

The Air Quality Impact Assessment has identified measures to manage windblown dust, which would be implemented through the CEMP. The Noise and Vibration did not identify noise impacts to nearby dwellings. Given the separation distance and mitigation measures, the laydown area and workforce accommodation facility is not expected to impact on local amenity.

The site is largely cleared agricultural land used for cropping with low biodiversity values.

Impacts from existing land uses on the laydown area and workforce accommodation facility

The laydown area and workforce accommodation facility is located directly to the east of the CFA Victorian Emergency Management Training Centre. Clause 53.10 of the six planning schemes and Publication 1949 Separation Distance Guideline (EPA, August 2024) do not specify a recommended separation distance for a CFA training facility from a sensitive land use.

Information about the centre is available on the CFA website[27]. In the FAQ page about the centre, the following question is posted under the heading *'What about the safety of the neighbouring environment'- 'The site is designed for full compliance with current standards for environmental impact, emission control and water management. It is environmentally safe and will have water treatment and management systems on-site with regular testing monitoring and testing programs in place'*. The neighbouring land is therefore deemed to be safe.

The level of amenity for a temporary accommodation facility associated with the construction of WRL is not akin to the level of amenity expected for a residential dwelling. Although there may be a lower level of amenity, this is not unreasonable given the purpose of the site for laydown and accommodation. The Air Quality Impact Assessment has not identified the centre as an emission source that would impact on the amenity of the facility.

7.5 Indirect impacts

Introduction of pest animals and plants to site is a possibility with the movement of vehicles and workers and excavation of soil as part of construction, and the movement / introduction of new soil on the site. This can result in impacts to use of the land, particularly if agriculture or nature conservation are the key (long term) land uses. The Biodiversity Impact Assessment recommends the preparation of a Biosecurity Management Plan (EPR EM8)

[27] VEMTC Central Highlands | CFA (Country Fire Authority) https://www.cfa.vic.gov.au/about-us/what-we-do/training-centres/vemtc-central-highlands

to address the potential indirect impacts to biodiversity through the implementation of hygiene controls and measures regarding local noxious and environmental weeds, Chytrid Fungus infections, and *Phytophthora cinnamomi* and *Phytophthora*-infected gravel from infected sites. The Agriculture and Forestry Impact Assessment also recommends measures for biosecurity management, such as sanitising footwear, vehicles and plant and equipment, and identifying properties that have specific areas with a known biosecurity risk or issue.

7.6 Mitigation of impacts

Considerable effort has been applied to the Project's design and standard controls to avoid, so far as reasonably practicable, impacts to land uses, through the selection of the Proposed Route, siting of transmission towers and access tracks, heights of towers, and location of the works.

In addition to the measures already applied in Project design and standard controls, the following mitigation measures are recommended for the construction stage to address the specific impacts assessed in Section 7:

- Undertake a baseline assessment of all affected land within the Project Area
- Minimise the construction footprint
- Maintain landholder access and use of the affected land while the works are undertaken to the extent feasible
- Give due notice to landholders and land managers of works, to facilitate forward planning by all parties
- Minimise impacts to the amenity (e.g. dust, noise and vibration) of land by implementing construction environmental management plans
- Minimise impacts by implementing construction environmental management plans, including for the operation of cranes or helicopters located within four kilometres of Melton Aerodrome (as per the Aviation Impact Assessment), traffic management for road and rail crossings, and works in proximity to existing utility infrastructure
- Avoid and minimise the removal of native and non-native vegetation
- Reinstate land conditions in accordance with the baseline assessment (or as otherwise agreed with the landholder) following completion of the works
- Check the final alignment and dimensions of the Bacchus Marsh Eastern Link Road roundabout (which might be resolved after the approval of the Project and if required resolve the location of the transmission towers F57DL and F4307DL in consultation with the Head, Transport for Victoria
- Compensate the land title holder to modify their approved plans for the use and development of dwellings (and associated land uses) which are yet to be constructed, or alternatively modify the design of the Proposed Route to avoid and minimise impacts to the proposed dwellings at the following three properties - SPI: 1\LP96559, SPI: 1\TP953472 and SPI: 2\PS907847
- Compensate the land title holder to relocate their existing dwelling to an area outside of the Proposed Route at SPI: 209\PP2676
- Modify the location of tower F4350DL to outside of the Public Acquisition Overlay. (AusNet has advised that the Development Plan will be modified prior to its submission to the Minister for Planning).

7.7 Residual impacts

With the temporary nature of the construction stage and the sequencing of works, the residual impact to land uses is minor to negligible. Despite the implementation of mitigation measures during design and construction there will be some unavoidable residual impacts. Impacts to the use of the land will include:

- The temporary reduction and isolation of land used for farming and forestry, with the affected land representing only a very small proportion (0.4%) of the land used for production in the region

- The temporary change to access to and from land within the Project Area, as well as constraints on the access for plant and machinery on land used for farming, forestry and extractive industry within the Project Area during the construction program
- Temporary obstacles and obstruction associated with construction equipment (e.g., cranes, towers and helicopter), which may temporarily disrupt land used for aviation at Melton Aerodrome
- The temporary change to the amenity of the affected land during the construction program.

8. Operations impact assessment

This section assesses the impact of the Project operation, described in Section 3.3.2 and **EES Chapter 6: Project description**, and in accordance with the operational activities described in Section 3.3.2, on land use within the study area. The assessment has been undertaken with regards to the limitations that the easement may place on the land as described (Section 3.3.5), the risk screening (Section 0) and in accordance with the methodology described in Section 5.5.

8.1 Transmission line

Impacts during the operations stage will be associated with the limitations on land use activities, the effect of the Project's built form and the requirements for maintenance of the transmission towers, easements, terminal stations, and access tracks. Laydown areas, workforce accommodation facilities, and stringing pads will no longer be required and works associated with assembly areas and distribution line crossovers will be complete.

The area (ha) to be permanently[28] occupied by the Project is described below. Calculations provided are based on the Proposed Route, proposed easement and towers and access track:

- Agricultural and forestry production in the Rural Zones:
  - The Proposed Route affects approximately 2,044ha.
  - The proposed easement for the above ground transmission line affects approximately 1,193ha.
  - The towers at ground level would affect approximately 9ha (412 towers at approximately 220m^2 per tower).
  - The Project would use 158km of tracks in the Rural Zones, of which 26km are existing tracks.
- Reservoirs, conservation and public recreation in the Public Land Zones:
  - The Proposed Route affects approximately 102ha.
  - The proposed easement for the above ground transmission line affects approximately 58ha of land, comprising of 51ha of land used for reservoirs and would be limited to areas located outside of the waterbody; Lexton Bushland Reserve and Bullarook Creek Streamside Reserve (7ha), and MacPherson Park (8ha).
  - The towers at ground level would affect 1ha of land comprising of land within the reservoirs (17 towers); Lexton Bushland Reserve and Bullarook Creek Streamside Reserve (2 towers) and MacPherson Park (1 tower).
  - The Project would use 3.4km of tracks in the Public Land Zones, of which 0.4km are existing tracks.
- Extractive industry in the Special Use Zone.
  - The Proposed Route affects approximately 19ha.
  - The proposed easement for the above ground transmission line affects approximately 11ha of land used for the extraction of sand that is now undergoing rehabilitation with some areas continuing to be used for the processing of materials.
  - The towers at ground level would affect less than 0.88ha (4 towers).
  - The proposed access tracks affect approximately 1.7km, of which 1.2km are existing tracks.
- The Project will require access from the Project Area into the Transport Zone, which in total equates to 1km.
- The operation of the Project would not constrain the use of land for wind energy generation, roads, rail and other utility services.

[28] Where Section 7.1 measured the land to be temporarily occupied to access land and undertake works, Section 8.1 assess the land that is permanently occupied by the easement for the above ground transmission line, and the structures which are situated on the ground.

Table 8-1 compares the Project Route, proposed easement and towers, as well as the existing and new tracks that will be used by the project for future access.

Table 8-1. Area affected by operation

Zone Grouping	Proposed Route	Proposed Easement (ha)	Towers (ha*)	Existing tracks (km)	New tracks (km)
Public Land Zones	102	58	1	0.4	3.0
Residential Zones	0	0	0	0	0
Rural Zones	2,044	1,193	9	26	132
Special Purpose Zones	19	11	1	1.2	0.5
Transport Zones^	12	7	0	0.4	0.6
All zones	2,177	1,270	11	28	136

^ Transport Zones are a category within the Public Land Zones. For this Project they have been counted separately.

* The hectares for the transmission towers during the construction stage was calculated based on an average area of 220m^2 per tower multiplied by the number of towers in the zone group.

8.1.1 Change of land use

It is proposed that planning approval for the Project will be sought via a planning scheme amendment (refer to EES Attachment III: Draft Planning Scheme Amendment) via a Specific Controls Overlay which will allow for the development and use. The transmission line and carriageway easements will also give AusNet the rights to access and maintain the land for the ongoing operation of the transmission line. The transmission line will co-exist with the primary purpose of the land within the proposed easement. As described in Section 3.3.5, the proposed easement will restrict certain activities within proximity of the transmission line and towers, and these restrictions will remain in effect throughout the operational stage. These restrictions control the construction of buildings/structures, earthworks, and activities which impede on clearance under the transmission line (i.e. tall vehicles and plantings), and aerial crop dusting is prohibited within the proposed easement. Additionally, blasting in granite resource identified by EIIAs that may be mined in the future could be restricted. Impacts on land use types from this change of land use are discussed below.

8.1.1.1 Agricultural land

Cropping and grazing, market gardens, orchards and horticultural nurseries, water storage (subject to land clearance) and the operation of irrigation equipment can continue within the proposed easement and around the transmission towers. Ground growing crops can grow within 5m of the towers subject to AusNet permission and provided access for maintenance works is maintained.

There are restrictions, however on some of the practices associated with agricultural use that may impact farming but not prevent this land use from continuing if other alternatives are supported.

Some agricultural operations rely on aerial crop spraying and the use of rain gun irrigators, particularly in the farming of potatoes which is very labour intensive and requires considerable amounts of water. Of note is cropping and horticultural land use north of and east of Ballarat and around Darley/Bacchus Marsh where horticultural cropping is well established and recognised in policy because of fertile soils and good access to water supply in these areas.

Restrictions on the use of highly efficient equipment such as aerial spraying and rain gun irrigators, and large equipment for seeding and harvesting may also impact on the resources and time required to deliver a productive crop within the optimal time period. The restriction of use around towers may also result in changes

to farm layouts. This may impact on the economic potential of these farms. Many of the potato industry and horticultural crops around Ballarat and Darley/Bacchus Marsh use this equipment as part of their operations.

Despite these limitations on use, in general, the use of land for a utility installation is considered a compatible use with farming land under state, regional and local planning policy. The development of the transmission line towers on large parcels of agricultural land has been a preference for route design to allow greatest flexibility if needed to address any potential impacts. The Proposed Route has been located along property boundaries where possible to minimise any disruption to the current use of the land and to prevent the severing or separation of large agricultural land parcels that support extensive farming operations. There are a significant number of farm businesses that operate across multiple land parcels (refer to Agriculture and Forestry Impact Assessment). Given the substantive use of the land is retained, and restrictions will only impact particular activities associated with agricultural land use within the proposed easement, the impacts are considered minor.

8.1.1.2 Residential and community facilities

The operation of the Project would not result in the change of land use as the transmission line and terminal stations do not intersect with any urban land zoned for residential land uses. The closest residential land use in an urban zone is the suburb of Hillside (Melton LGA), which interfaces the Sydenham Terminal Station and which was developed after the terminal. The operation of the Project would not result in the change of land use for residential uses in rural areas, or for small lots in rural areas. Table 8-2 lists the existing small lots in rural areas that are intersected by the Proposed Route. Table 8-2 summarises the parcels/properties that were investigated, the potential impact, and what, if any, mitigation is recommended. A more detailed description of the assessment is provided after the table.

Table 8-2. Residential land uses and small lots in rural areas

SPI	Suburb and Local Government Area	Existing dwellings	Future dwellings	Proposed Route	Mitigation
Small lots on rural land					
3\PS324526	Darley, Moorabool	No	None proposed	Proposed Route occupies majority of the land.	Sufficient land outside of the Proposed Route for a future dwelling but would not align with DDO14 of Moorabool Planning Scheme.
3\LP208556	Ballan, Moorabool	No	None proposed	Proposed Route occupies majority of the parcel.	Part of larger property, parcel is not separately saleable. Balance of property could be developed. Mitigation is not required.
11B~15\PP3167	Gordon, Moorabool	No	None proposed	Proposed Route occupies majority of the parcel.	Part of larger property, parcel is not separately saleable. Balance of property could be developed. Mitigation is not required.
1\TP515635	Ballan, Moorabool	No	None proposed	Proposed Route occupies majority of the parcel.	Part of larger property, parcel is not separately saleable. Balance of property could be developed. Mitigation is not required.

SPI	Suburb and Local Government Area	Existing dwellings	Future dwellings	Proposed Route	Mitigation
2\TP329449	Smeaton, Hepburn	No	None proposed	Proposed Route occupies majority of the parcel.	Part of larger property, parcel is not separately saleable. Balance of property could be developed. Mitigation is not required.

There is one vacant 'life-style living' property in the Rural Living Zone (SPI: 3\PS324526). The proposed easement occupies 70% of the undeveloped property. The remaining 30% of the land is divided into two portions by the proposed easement, 18,450m^2 to the south and 4,850m^2 to the north. The portions of the land are of a sufficient size to accommodate a dwelling outside of the proposed easement, and the land within the proposed easement could continue to be used in accordance with the *Landholder guide: Option for easement process and compensation* (AusNet, 2024a) and *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b). It is noted, however, that Design and Development Overlay Schedule 14 of the Moorabool Planning Scheme identifies an indicative building envelope within the property that is within the Proposed Route. A dwelling outside of the Proposed Route would therefore not align with the Design and Development Overlay Schedule 14. As demonstrated by the two-lot subdivision for 1\PS907847 and 2\PS907847, Council has approved alternative locations for a building envelope.

There are four vacant rural parcels SPI: 3\LP208556, 11B~15\PP3167, 1\TP515635, and 2\TP329449. The size of the parcel may indicate (at some point in the past) use of the land or an intent to develop the land for a purpose other than farming, such as a dwelling. The Proposed Route occupies the majority if not all of the affected parcels, such that the potential development of the land may be constrained. Each of the affected parcels is, however, part of a larger property and the land titles for those properties are structured such that each parcel is not separately saleable without applying for a planning permit. As such, any development (such as a dwelling or farm building) could be established on the adjoining parcels. In summary:

- SPI 3\LP208556 is an undeveloped lot owned by Moorabool Shire Council. The land is on the periphery of a farm and there is no existing access to the land. While this parcel is within the Proposed Route, the vast majority is outside the proposed easement.
- SPI 11B~15\PP3167 is part of a larger property with two similar sized lots to the north and south, and there is no dwelling within any of the three lots.
- SPI 1\TP515635 is part of a larger property with three lots, with one lot developed for a dwelling.
- SPI 2\TP329449 is an unusually shaped and located parcel within a larger property such that it is unlikely to have been developed for a dwelling in the past and would not be in the future.

In all cases, the use of the land for a dwelling would require a permit and owing to planning policies that discourage the development of dwellings on small lots in the Farming Zone, such applications would be discouraged. The ongoing use of the land for farming within these properties can continue. Should the landholders seek to develop their land, such as for a dwelling or other farm buildings, then these could be located within the unaffected parcels that make up the larger properties.

While the impact to individual property owners is significant, the impact to residential land use is minor in the context of providing sufficient zoned land for residential purposes. The impact to individual properties can be mitigated in accordance with the recommendations in Section 7.6 and Section 8.4.

8.1.1.3 Industry, mining, aviation, and infrastructure

The transmission line and proposed easement will traverse the existing Hanson quarry that operates within Darley under Work Authority WA377. It is proposed that three transmission towers will be located in the footprint of the current sand quarry. The affected area is undergoing rehabilitation with parts still used for processing materials, and mining activity is moving to the north and away from the Project and has been considered as part of tower placement. Consultation with Hanson has also been undertaken. Blasting is not conducted for sand and gravel extraction. In areas of the easement, the use of machinery over height limits as part of operations will require AusNet approval.

The siting of the Proposed Route has, where possible, avoided EIIAs due to their significance as a key resource for Victoria. However, the transmission line traverses four EIIAs (EIIA 884069, 884058, 884062 and 884067). All of the EIIAs are identified for the Basalt resource, including one large area of EIIA within the City of Melton which cannot be avoided as the Proposed Route must connect to Sydenham Terminal Station. Basalt extraction requires blasting which may restrict resource extraction in proximity to the towers. The combined mapped area of the basalt EIIA exceeds 7,600ha (not including additional basalt resources in the broader region). The Proposed Route has a footprint of less approximately than 200ha (that is 2%) through the combined interest area EIIAs and as such, the impact is minor.

The Department of Jobs, Precincts and Regions - Earth Resources Regulation (now Resources Victoria in DEECA) has advised that granite resources are of most significance to the extractive industry in Victoria and should be avoided where possible. There is no granite resource intersected by the Proposed Route. The nearest EIIA area for granite is approximately 650m from the Proposed Route. Two granite extractive areas currently operate in the EIIA, and these are approximately 2,500m from the Proposed Route.

There is one existing extractive industry within 1,000m of the Proposed Route (WA716 near Allendale) and another three applications for extractive industry within 1,000m of the Proposed Route (WA6784 near Darley, and WA6784 and WA507 in Melton). The resource in Melton is basalt and it is noted that AusNet's (2024b) *Landholder guide: Easement safety and permitted activities* excludes the use of explosives in the easement, but does not specify a recommended separation distance from transmission towers and instead requests that it be notified of any planned detonation of explosives in vicinity to the easement. The proximity of towers to the basalt may limit activities associated with future extraction in some areas. Given the abundance of the basalt resource in Melton, the impact is likely to be minor.

The Proposed Route is to the south of Melton Aerodrome. The Project infrastructure has been designed with reduced tower heights (single circuit towers) to reduce the risk to aviation operations. As detailed in the Aviation Impact Assessment, this will reduce the risk to aircraft activity from moderate to minor. In accordance with EPR AV1, Airservices Australia would be provided with relevant details of Project infrastructure to ensure pilots are aware of its existence, location and features that may pose a hazard to aircraft operations. While constrained, operations at the Melton Aerodrome do not become unsafe as a result of the Project. The Aviation Impact Assessment determined that, with the implementation of recommended management measures (e.g., marking of transmission line towers (EPR AV2)), there would be a minor residual impact on safe aviation operations at Melton Aerodrome.

The operational stage of the Project is expected to have negligible impact on the transport network, especially when compared to the construction stage (Transport Impact Assessment).

Based on the above, the substantive purpose of all industry, mining, aviation and infrastructure land uses can continue but may be subject to some restrictions from being within proximity to the Proposed Route. The impact is assessed as minor.

8.1.1.4 Natural Environment

The maintenance of the easement with the limitations on the height of vegetation will be the main impact on areas of natural environment during the operations stage. In areas of public land, this activity will be managed with and subject to consultation with the land manager (Parks Victoria/DELWP (now DTP), as well as DEECA for

some areas of Crown Land) to limit any vegetation clearance whilst adhering to the required safety standards. The land managers will not be responsible for management of vegetation within Crown land impacted and occupied by the Project. AusNet would be responsible for the management of vegetation within the licence/lease area for the Project on Crown land.

During the Project's operation, activities undertaken within easements will mainly be vegetation management to provide for the safe and reliable operation of the transmission line. These activities will be undertaken in accordance with AusNet's Vegetation Management Plan, which complies with the Code of Practice for Electric Line Clearance under the Electricity Safety (Electric Line Clearance) Regulations 2020 and is subject to a range of internal and external review and audit processes annually. The 500kV transmission line will be designed with a minimum above ground line clearance of 15m, which is based on the No Go Zone guidelines published by Energy Safe Victoria (ESV). All vegetation clearance within the transmission line easement will comply with the Code of Practice for Electric Line Clearance under the Electricity Safety (Electric Line Clearance) Regulations 2020.

The Proposed Route will traverse the Lexton H5 Bushland Reserve (18ha) and will include one tower and an access track. Approximately 3ha of vegetation within the reserve will be removed and could not be re-established during operation. This will split the reserve into two areas, with the northern part to be approximately 11ha and the southern part 4ha. The operation of the Project would not alter the underlying use of the land for conservation.

The Proposed Route will also traverse the Bullarook Creek Streamside Reserve (5.3ha) and will include one tower and an access track. The reserve is already bisected by a road and will also be bisected by the Proposed Route. Approximately 2.2ha of vegetation would be removed and it could not be re-established during operation. The reserve would be retained in its current size and the underlying use of the land would continue.

8.1.2 Change of access – disruptions to land use

Application of the easement associated with the Proposed Route will provide AusNet with ongoing access to the land during operations.

The frequency of required access for inspections and maintenance will be at scheduled intervals and will occur at a minimum annually unless issues are identified. Inspections may also be by LiDAR/aerial survey where possible, thereby further reducing the use of on-ground access to site. Additional maintenance inspections may be scheduled once every three years for the towers. Given the nominal inspection and maintenance intervals, impacts on land access during operations will be negligible.

Within the Green Wedge (Melton LGA), the Project would not limit the implementation of off-road shared trails as shown in the Western Plains North Green Wedge Management Plan.

8.1.3 Change of amenity

The towers and transmission line will be visible from farms, dwellings and areas of the publicly accessible areas. Although the transmission line will be visible within the landscape from nearby dwellings, roads and other public spaces, including views of the infrastructure in the foreground of volcanic hills and rising over ridgelines, the existing underlying use of the land (which is commonly for farming) will not be altered.

The change to the visual amenity within private land (e.g. from the dwellings of nearby residents) may influence how people perceive their environs. The change to their landscape and visual amenity may alter where they choose to live. Similarly, changes to the visual amenity within the public domain may influence how people perceive their environs and may also influence where they choose to recreate within public spaces and the natural environment. As demonstrated by similar interfaces throughout Melbourne and regional Victoria, changes to visual amenity from a transmission line in the private and public domains does not change the underlying use of the land from farming and residential uses.

The consideration of planning policies and controls relating to landscapes is separately discussed in Section 10.

8.2 Terminal stations

8.2.1 Change of land use

The change of land use for the new 500kV terminal station near Bulgana would have occurred at the construction stage. There would be no change in land use at the other terminal stations, and there are no additional impacts for the operation stage.

8.2.2 Change of access – disruptions to land use

Access to the terminal stations will be required to inspect equipment bi-monthly and to ensure security and undertake general maintenance. Internal access tracks and drainage systems will be inspected every six months. As these inspections will be confined to the site and access will be via public roads and terminal station access tracks, it is not expected there will be disruptions to land use.

8.2.3 Change of amenity

The Landscape and Visual Impact Assessment assessed the visual impact of the new 500kV terminal station near Bulgana and noted that while new towers would be visible, the visual impact would be negligible.

There is a growing accumulation of terminal stations, transmission towers and high voltage powerlines in the new vicinity of the suburb of Hillside. The Project and planned future projects will further add to the visual clutter against the horizon. Existing screen plantings along the northern edge of Hillside serves to mitigate the views from dwellings and parkland. Visual clutter in the interface between dwellings, open space and transmission infrastructure in the vicinity of Hillside should be monitored and contributions by the Project to Melton City Council to undertake further screen planting on public land may need to be considered.

Section 10.1 discusses the planning policy and the assessment of visual amenity, including landscapes that are protected via the Environmental Significant Overlay, Significant Landscape Overlay and Vegetation Protection Overlay.

8.3 Indirect impacts

Indirect impacts are expected to be minimal if not negligible because of the limited activity expected on site during operations. The Agricultural and Forestry Impact Assessment also includes measures around biosecurity and pest management.

8.4 Mitigation of impacts

As detailed in section 7.4, considerable effort has been applied to the Project's design and standard controls to avoid, so far as reasonably practicable, impacts to land uses, through the selection of the Proposed Route, siting of transmission towers and access tracks, heights of towers, and location of the works.

- In addition to the mitigations already applied in Project design and standard controls, the following mitigation measures are recommended for the operation stage, to address the specific impacts assessed in Section 8: Manage the easement and transmission infrastructure in accordance with the:
  - Electricity Safety Act and subordinate regulations
  - Australian Standard for Electricity Network Safety Management Systems (AS 5577:2013)
  - Landholder guide: Option for easement process and compensation (AusNet, 2024a)
  - Landholder guide: Easement safety and permitted activities (AusNet, 2024b).

8.5 Residual impacts

Despite the implementation of mitigation measures during operation stage there will be some unavoidable residual impacts. The residual impact to land uses is expected to be minor to negligible. Impacts to the use of the land will include:

- How land may be used and developed within the easement, and requirements to refer planning applications where they are within 60m of the easement.
- The permanent reduction of land used for farming and forestry where the use might not be re-instated during operation due to conflicts with infrastructure (with the affected land representing less than 0.4% of land used for production in the region).
- The permanent change to internal access across the easement for plant and machinery that exceeds height limitations on land used for farming, forestry, extractive industry and water authorities.
- Permanent changes to the amenity of the affected land, primarily resulting in changes to landscape views from private property (residents) and publicly accessible areas (e.g., roads).

There will also be limitations on the ongoing use of the land within the transmission line easement in accordance with AusNet's (2024b) *Landholder guide: Easement safety and permitted activities*[29]. Activities and land uses prohibited within the easement includes:

- Operation of large gun-type irrigators
- Aerial crop spraying
- Use of vehicles and equipment exceeding 8.6m in height
- Buildings and dwellings
- Storage / stockpiling of materials (including hay and silage), industrial waste and flammable liquids / gases.

[29] The full list of prohibited and permitted uses is provided in the *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b), available here: https://www.westernrenewableslink.com.au/assets/resources/Landholder-guide-Easement-safety-and-permitted-activities.pdf.

9. Decommissioning impact assessment

This section assesses the impact of Project decommissioning activities, which are described in Section 3.3.3 of this report and in **EES Chapter 6: Project description**. All infrastructure would be decommissioned at the end of its service.

9.1 Transmission line and terminal stations

The significance of the impacts that are described below are likely to be minor due to the temporary nature of the works to remove assets, and the final reinstatement of original land use and site conditions.

9.1.1 Change of land use

For the transmission line, the use of the land would revert to the underlying zone as set out in the relevant planning scheme. The land may revert to an alternative land use subject to relevant planning controls at the time.

For the terminal stations, it is likely that in rural areas the land would revert to a zone that supports agricultural land use (e.g., equivalent to the Farming Zone). In urban and other areas subjected to a greater degree of change, then the land would likely be rezoned in accordance with a strategic land use assessment prepared at that time.

9.1.2 Change of access – disruptions to land use

For the transmission line, access routes would likely be retained/removed following discussions with the landholder and would revert to their original condition unless otherwise agreed. The limitations created by the easement would be removed. Landholders' access to land within the easement may be temporarily affected while works to remove infrastructure are undertaken.

For the Terminal Stations, the sites are accessed via public roads. Access to the properties is likely be retained unless otherwise agreed with the responsible authority at the time.

9.1.3 Change of amenity

For the transmission line and terminal stations, the removal of the infrastructure and reinstatement of the land may temporarily affect the amenity of the land due to noise and dust emissions.

9.2 Indirect impacts

Introduction of weeds, pests, pathogens, and diseases to a site is a possibility with the introduction of vehicles and workers as part of decommissioning and the movement / introduction of new soil on the site. This can result in impacts to use of the land, particularly if agriculture or nature conservation are the key land uses.

9.3 Mitigation of impacts

The mitigation measures outlined in Section 7.6 would generally be relevant to the decommissioning stage as well.

9.4 Residual impacts

It is anticipated that the land would be reinstated to its former land use and condition, or another land use and condition as agreed. The residual impact to land uses is expected to be minor to negligible. Reinstatement would not necessarily make it suitable for any other land use types (e.g., residential, where the land was previously used for farming), and it would be incumbent on any future proposal to use and develop land to ensure that further amelioration is not required prior to its use, development and occupation.

The contractor appointed at the time of decommissioning would be required to prepare a Decommissioning Management Plan (EPR EM11), which would include management and mitigations measures to minimise the risk of environmental impacts associated with decommissioning activities. These measures would include communications and stakeholder engagement, and minimising disturbance to agriculture, recreation and other enterprises.

10. Assessment of consistency with land use planning policy

10.1 Planning policy

This section assesses the Project against relevant planning policies contained in the six planning schemes in accordance with the scoping requirements, which requires the identification of relevant planning policies and provisions, an assessment of consistency with those policies and provisions, and adequate information to inform decision-making for statutory planning approvals.

Clause 71.02-3 (Integrated decision making) is of relevance when assessing a Project's consistency with state, regional and local policy. It states that when considering conflicting objectives "*net community benefit and sustainable development for the benefit of present and future generations*" should be prioritised. However, in bushfire affected areas, protection of human life over all other policy considerations should be prioritised.

The overarching policy driver for the Project is Clauses 19.01-1S (Energy supply), 19.01-2S (Renewable Energy) and 19.01-2R (Renewable energy – Wimmera Southern Mallee). These polices seek to facilitate the delivery of transmission infrastructure to increase electricity transmission capacity and enable further development of renewable energy generation.

The Project has a very high alignment with Clause 19. Delivery of the Project will not just facilitate the transmission of renewable energy from western Victoria to Greater Melbourne, but also underpin existing and planned investment into the renewable energy generation in the regional Victoria. The Economic Impact Assessment notes that 30 per cent of Victoria's wind energy projects and 12 per cent of Victoria's solar energy projects operate or are approved, planned or under construction are located within the study area. The transmission infrastructure will unlock the investment into the region.

Consistent with Clause 17 Economic Development, the Project would support the economic well-being of Australia, Victoria, Greater Melbourne and western Victoria. The Economic Impact Assessment states that the Project would increase Australia's Gross Domestic Product (GDP) by $4.5 billion and Gross Regional Product (GRP) of the study area by $0.9 billion; it would see an additional $2 billion invested in Victoria; increase economic activity in the consumption of goods and services by $3.7 billion and $1.4 billion respectively; and increase living standards by $4.7 billion. Consistent with Clause 17, the Project will foster economic growth and new employment in study area. The Economic Impact Assessment states the Project would create 346 new jobs during the Project's peak construction period. Additional jobs are expected in other areas of Victoria, with the creation of 2,089 new jobs.

Provided below in Table 10-1 is an assessment against the planning policies and provisions contained in the Planning Policy Framework of the six planning schemes. A consolidated assessment against the State, regional and local planning policies is provided.

Table 10-1. Planning policy assessment

Planning Policy	**Clause 11 Settlement** **Clause 02.03-1 Settlement**
Assessment	The Project demonstrates a high level of consistency with the purpose of Clause 11 Settlement. Clause 11 seeks to provide a vision for settlements throughout Victoria, including the supply of appropriately zoned land; avoiding land use conflicts; facilitating the orderly development of land; providing timely community and development infrastructure; and to create a sense of place that responds to the distinctives areas and landscapes. The Project is consistent with Clause 11.02-1S (Supply of urban land) by locating the Project away from existing and planned settlements in both the regions and Melbourne growth areas. The Project avoids all existing towns and planned urban growth areas, with the exception of Merrimu Precinct where options for a Proposed Route through the Bacchus Marsh / Darley area are constrained. Consistent with the recommendations in the Merrimu Precinct Key Issues and Opportunities Report (VPA, 2022), transmission towers would be located outside of the Precinct which minimised visual impacts; and guidelines can be included in the Precinct Structure Plan to create an urban framework and subdivision layout that appropriately responds to the transmission line.

	The Project does not affect the supply of appropriately zoned land for settlements, create land use conflicts that cannot be resolved through the implementation of the EPRs set out in this assessment, or conflict with the orderly development of land. The Project does introduce transmission towers in proximity to settlements and their interfaces to distinctive areas and landscapes that contribute to the sense of place of the local communities. The Project is consistent with Green Wedge policies that support the planning and protection of major state infrastructure that support urban areas. The Green Wedge Zone provides opportunity for land uses essential for urban development that cannot be located in urban areas. As such, the development of the Project within the Green Wedge is consistent with the purpose of the Green Wedge Zone and objectives of the Western Plains North Green Wedge Management Plan. Within the Green Wedge (Melton LGA), the Project would not significantly detract from the visual amenity of the trail. The following is noted: ▪ The Project avoids the acquisition of dwellings and businesses. ▪ The Project is located away from key townships in the region, including Stawell, St Arnaud, Halls Gap and Great Western, Beaufort, Avoca, Bungaree, Wallace, Dunnstown and Myrniong. ▪ The Project is located in proximity to Bacchus Marsh and Darley. Due to geographic, landscape and existing land use constraints, the Project cannot avoid the use of land on the fringe of these settlements, including the planned Merrimu Precinct. ▪ The Project proposes to use land located within Ballan for construction laydown area and workforce accommodation facilities. The preferred site is located in proximity to appropriately zoned industrial land, and away from other urban zones where sensitive land use is located. ▪ The Project does not affect the fragmentation of rural land and policies to consolidate rural lots. ▪ The Project is neither located in the Urban Growth Zone in the western growth areas, nor the existing urban areas of Melbourne.
Planning Policy	**Clause 12 Environmental and Landscape Values** **Clause 02.03-2 Environmental and landscape values**
Assessment	The Project is consistent with Clause 12 Environmental and Landscape Values, which seeks to protect and conserve of Victoria's environment and landscape. In accordance with the policy, the Project has undertaken a suite of impact assessments to identify, avoid and mitigate impacts to the environment. The Project has actively applied a process to modify the design where feasible to avoid and minimise impacts and has applied the three-step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017c). The Project has located the proposed infrastructure in modified landscapes where possible, such as cleared agricultural land that is significantly disturbed from an ecological perspective. The Proposed Route follows an existing 220kV transmission line easement between Bulgana in the west and Waubra in the east, which requires an expansion of an existing easement rather than the establishment of a new easement over approximately 30 per cent of the Project Area, resulting in less impacts on the landscape than had a new easement been required. With the consideration of avoidance and minimisation applied throughout the design stage, the Biodiversity Impact Assessment determined that approximately 11% of native vegetation present in the Project Area is expected to be impacted. With respect to the size of the Project, this represents a proportionally reasonable impact, with significant effort applied to the avoidance and minimisation of impacts to native vegetation through Project design. The Project is required to offset the loss of the native vegetation in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017c). EPRs have been developed to manage the identified potential impacts to biodiversity during the construction, operation and decommissioning of the Project. The Proposed Route will impact areas of the natural environment within farmland, reserves, and along waterways and public roads. The construction of the Project will result in a ground disturbance area of approximately 561ha (26% of the Project Area), associated with the Vegetation Clearance Construction Footprint[30], within which the complete removal of any vegetation or habitat, if present, will be required. Of this area, approximately 238.6ha of native vegetation assessable under the Guidelines will be lost as a result of the Project. This native vegetation loss is comprised of around 229.7ha of native vegetation in patches, 844 large canopy trees within patches and 213 scattered trees (comprising of 8.9ha). Offsets are to be made in accordance with Section 10 of the Biodiversity Impact Assessment.

[30] As defined in the Biodiversity Impact Assessment, the Vegetation Clearance Construction Footprint comprises areas of permanent infrastructure (e.g., transmission tower structures, access tracks, new 500kV terminal station near Bulgana) and temporary infrastructure (e.g., tower assembly areas, stringing pads, laydown areas).

	Native vegetation that is projected to be cleared to satisfy electrical safety requirements will be cleared by the following amounts in these planning scheme overlays: ▪ Erosion Management Overlay: 0.2ha ▪ Environmental Significance Overlay: 63.5ha ▪ Significant Landscape Overlay: 0.6ha ▪ Vegetation Protection Overlay: 1.6ha. Vegetation management is one of the key bushfire mitigations for electricity network assets. AusNet's Vegetation Management Plan (AusNet Services, 2021) describes actions by which transmission network operations conform with the Electricity Safety (Electric Line Clearance) Regulations 2020 and its Code of Practice for Electric Line Clearance. While grasses and other ground layer native vegetation, as well as (in some cases) low woody shrubs (up to 3m height) may be retained within the easement, trees and taller shrubs typically need to be removed from the easement to comply with the regulatory framework for bushfire safety near electricity infrastructure. This requirement would not prejudice strategies to protect biodiversity on a broader scale including within Green Wedge areas, through establishing biodiversity links between remnant native vegetation and open space including along creeklines. The new 500kV terminal station near Bulgana and transmission towers along the Proposed Route have been located away from waterways to the extent feasible. The Surface Water Impact Assessment demonstrates that the Project would not have a significant adverse effect on waterways. The Project is not located within the Grampians National Park, Lalgambook (Mt. Franklin), Brisbane Ranges National Park, Wombat-Lerderderg National Park, Werribee Gorge State Park, Wombat State Forest, Long Forest Flora and Fauna Reserve, or areas subject to the acquisition of land for the Western Volcanic Plain, and volcanic outcrops, cones and goldfields. While the Project is located outside of these areas, they contribute to a sense of place and planning overlays seek to protect their values. The Landscape and Visual Impact Assessment demonstrates that the overall visual impact for views of significant landscapes from townships, dwellings, roads will be minor to negligible. It does, however, also state the impact on views within Merrimu Reservoir will be high and within Newlyn Reservoir it will be moderate. Planning schemes apply the Significant Landscape Overlay (SLO) to land to conserve the visual character of an area. The planning assessment of the likely visual impacts to the amenity of land has been informed by the findings of the Landscape and Visual Impact Assessment, which assessed the potential visual impacts. Schedule 1 (Mount Bolton) to the SLO of the Ballarat Planning Scheme seeks to protect the unique granite outcrop containing, remnant mature forest and habitat. The Landscape and Visual Impact Assessment found that the overall visual impact would be moderate. Schedule 1 (Volcanic Peaks Landscape Area and Ridges and Escarpments Area) to the SLO of the Hepburn Planning Scheme seeks to protect volcanic peaks that are prominent and important visual elements in the rural landscape. The overlay is applied to several separate areas. Two sets of towers would be located within the extents of the overlay (near tower F4425DL) and one tower would be located in the extents of another (near towers (F1052DL). Schedule 1 (Scenic Hilltops and Ridge Line Areas) to the SLO of the Moorabool Planning Scheme seeks to protect the hilltops and ridge lines around Bacchus Marsh for its unique landscape of valleys that provide a backdrop landscape to the town. The Landscape and Visual Impact Assessment found the overall visual impact would be minor to moderate. The Proposed Route is constrained through this area due to the township to the south and Lerderderg National Park to the north. On balance, the alignment minimises the visual impact on the SLO1, existing community of Darley/Bacchus Marsh and the adjoining proposed Wombat – Lerderderg National Park. Clause 12.05-2L and Schedule 1 (Volcanic hills and cones) to the SLO of the Melton Planning Scheme seeks to protect Mount Kororoit's landscape and surrounding views from inappropriate development on the volcanic cone, with the view from Holden Road being of particular note in the City of Melton's strategies. The Western Plains North Green Wedge Management Plan also seeks to establish Mount Kororoit and the nearby wetland and Mount Kororoit Streamside Reserve as a local destination. The towers and transmission line are located outside of the SLO1. The transmission line would be located on the northern side of Mount Kororoit Road and would be visible from Holden Road. There are many locations along the local road network where Project features will be viewed in front of Mount Kororoit. The Landscape and Visual Impact Assessment found the overall visual impact on views to Mount Kororoit from the assessed viewpoint along Holden Road would be moderate to high depending on the viewing location. Photomontages show that the towers would not alter the landform of Mount Kororoit or reduce the prominence of the volcanic cone in the rural landscape. However, from the informal roadside stop at the intersection of Holden Road and Leakes Road the towers would be highly visible and dominant in the view. As such, the Landscape and Visual Impact Assessment found the overall visual impact at this location to be high. The visual impact has partly been minimised through structure placement and the inclusion of double-circuit towers, which reduce the number of towers that will be visible and elevates transmission line to a height where they would not directly impede views of Mount Kororoit.

	The Landscape and Visual Impact Assessment also assessed the likely impacts to landscapes throughout the corridor, including National and State Parks, waterways, heritage places, and areas of public open space. The assessment found the Project's impact on these areas would vary from negligible to high depending on the location, with the existing picnic facilities and visitor areas associated with Merrimu Reservoir to experience the greatest impact. The visual impact on townships would be nil to negligible. The impacts to dwellings would increase the closer they are to the Proposed Route, and more-so where the dwellings are new, and screening vegetation is not established. The most significant landscape and visual impact on the private domain are from nearby dwellings in farming areas that are immediately adjacent to the Project, and dwellings in the elevated areas in Darley to the west of Links Road. The Project has been designed to reduce the visual impact in views from major roads through increased setbacks and crossing roadways at right angles to reduce the duration in which Project features may be visible. Impacts on communities and residents have been reduced by directly avoiding areas where the primary purpose is stated as residential, maximising setbacks to areas within the Township and Rural Living Zones, and micro-siting towers in key views. Landscape screening is proposed at Merrimu Reservoir and War Memorial, Bald Hill Activation Area and Bolwarrah Weir (EPR LV1) and for landowners of eligible dwellings (EPR LV2). This can assist in lessening visual impacts from specific locations and dwellings and can be designed to retain desirable elements of a view while screening or filtering individual towers or screening larger sections of a view. The Economic Impact Assessment also indicates that the visual impact of the Project on the natural values of this area may have an economic impact on tourism from a regional economy perspective. However, this is difficult to quantify as there has already been visual intrusion in the natural environment with the development of roads, farms, quarries and other urban infrastructure through much of this area.
Planning Policy	**Clause 13 Environmental Risks and Amenity** **Clause 02.03-3 Environmental Risks and Amenity**
Assessment	The Project is consistent with Clause 13 Environmental Risks and Amenity, which seeks to manage environmental risks. In accordance with this policy, the Project has undertaken a suite of impact assessments to identify potential risks to the environment, human health, and amenity; modified the Project where required to avoid and minimise potential impacts, and developed EPRs that will inform the development of an environmental management framework to manage potential residual impacts and risks to the environment. The siting of the terminal station and transmission line is consistent with Bushfire planning policies. The infrastructure has avoided areas of Bushfire Management Overlay (BMO) to minimise activity and location of Project infrastructure within high-risk areas. The Bushfire Impact Assessment concludes that planned design and operational measures that will be undertaken in planning, design, construction and decommissioning of the Project will be effective in mitigating the potential residual impacts. Bushfire risk in the landscape surrounding the Project is and will remain high. However, it will not be materially increased by the Project. Ongoing bushfire safety for the Project will be governed in accordance with the *Electrical Safety Act 1998* and subordinate regulations, and as approved by Energy Safe Victoria. As stated in Bushfire Impact Assessment, key elements of the Project's response to the objectives set out in Clause 13.02-1S include: ▪ While the Project will largely be undertaken on land that presents relatively low bushfire hazard, the Project's proposed easement intersects 25 distinct segments of the BMO, with a total of 283ha of the Proposed Route within it ~13% of the Proposed Route, compared with 27% of the study area. Approximately one third of this is parallel to the route of the existing 220kV transmission line between Bulgana and Waubra. ▪ The Project avoids all densely developed residential areas. Of the 110 gazetted townships and other residential areas within the Bushfire Impact Assessment's study area, only 10 are located within 1km of the Proposed Route and a further 20 are located within 5km. ▪ During its operation, the Project will not include habitable buildings or encourage the congregation of people. The Project does not propose any changes to planning provisions that would allow for additional permanent habitable buildings where they are currently not permitted. ▪ The locations at which temporary workforce accommodation is proposed to be developed (laydown areas at Lexton and Ballan) are on bushfire prone land that is not within the BMO. ▪ On completion of construction, visitation to the Project will be limited to routine monitoring and maintenance activities, some of which would be undertaken from the ground. Terminal stations are operated remotely, and personnel will only be present at stations for inspections or maintenance bi-monthly. The Air Quality Impact Assessment states that with the implementation of the recommended controls the Project would not have a significant impact on the amenity of sensitive receptors resulting from dust, odours, fumes and airborne hazards.

	The Groundwater Impact Assessment states that the Project is not expected to result in significant adverse effects on groundwater levels, flow, quality, and yield. The potential impacts are considered minor to negligible. The Surface Water Impact Assessment states that the Project is not expected to result in significant adverse effects on surface water quality, flow regime or waterway or floodplain function. It is also noted that Project has been designed so that development is a minimum of 30m from Designated Waterways, with all High and Medium value waterways avoided. The potential impacts are considered minor to negligible. The Noise and Vibration Impact Assessment states that construction works would generally occur during normal working hours, but notes that there may be unavoidable occasions where works would need to occur outside of these hours. Works along the transmission line route are expected to result in noise levels at the majority of identified dwellings no higher than 65 dB LAeq,30min, with the exception of a small number of dwellings where noise levels of up to 79 dB LAeq,30min are expected. Noise would be temporary and intermittent. Predicted noise levels at laydown areas are generally below 45 dB LAeq at dwellings, with one dwelling up to 50 dB LAeq. Works at the terminal stations are expected to produce noise levels below 50 dB LAeq,30min. Vibration from construction works is not expected to be perceptible beyond 50 to 100m from the work site. Noise from the terminal stations and transmission lines is predicted to be able to comply with the applicable noise limits for all times of day. The Project siting and design has been developed to avoid placement of infrastructure on land prone to erosion, landslip or instability, and natural floodplains where possible, and to minimise interference of flows by utilising existing access tracks for waterway crossings. A Geology and Soils Impact Assessment has been undertaken as part of the EES and states that after appropriate mitigation measure are applied, the significance of construction, operation and decommissioning impacts are negligible, because impacts can be managed effectively through avoidance, engineering and administrative controls. A Contaminated Land Impact Assessment was undertaken as part of the EES which found that, following the implementation of EPRs, the potential for residual impact from contamination on land are considered to be negligible. Noise and air quality assessments have been undertaken in accordance with the General Environmental Duty under the *Environment Protection Act 2017* using measures consistent with guidance in EPA publications and standard practice. The assessments demonstrate that the Project would not have a significant impact on sensitive land use. The Climate Change Impact Assessment states that the design and construction of the Project are expected to effectively mitigate most resulting potential impacts, and any impacts will likely be material for a few hours at a time on a few days per year. Effects of extreme heat on the capacity of transmission line to conduct electricity are most difficult to avoid but will be partly mitigated by design features and inherent climate conditions. This will assist with heat dissipation and mean that heat effects only persist for hours on extremely hot days and not continuously. An Electromagnetic Interference and Electric and Magnetic Fields Impact Assessment has been undertaken for the construction, operation and decommissioning of the Project. Mitigation measures have been identified in response to the EES evaluation objective to minimise/avoid adverse effects on community health and safety. The impact assessment states that the electric and magnetic fields from the Project infrastructure will have a negligible impact on human health, agriculture, sensitive receivers, and additional mitigation is not required. The assessment concluded that it will not be necessary to contain electromagnetic radiation emissions from the Project or to shield or buffer nearby sensitive receptors from such emissions.
Planning Policy	**Clause 14 Natural Resource Management** **Clause 02.03-4 Natural Resource Management**
Assessment	The Project is consistent with Clause 14 Natural Resource Management, which encourages the sustainable use and management of natural resources which support economic growth. In accordance with this policy, the Project has undertaken a Land Use and Planning Impact Assessment, Agriculture and Forestry Impact Assessment, an Economic Impact Assessment and Social Impact Assessment. Although agricultural land is the dominant land use type within the Project Area, the design of the transmission line effectively minimises the permanent removal of productive agricultural land from the state's agricultural base. The Project has assessed the agricultural base that is potentially impacted, as well as its importance to the economy and community. Measures during siting and design minimised impact on agricultural land where possible by aligning the Proposed Route along property boundaries, avoiding key irrigation areas and minimising impact on significant agricultural enterprises of the region such as potatoes. Noting that majority of agricultural land uses can continue to operate under the transmission lines, EPRs identify the need to protect, conserve and rehabilitate the natural assets such as vegetation, water and soil that support the agricultural industry, and negotiate with landholders and operators to help maintain baseline conditions. The Project siting and design has involved consultation with various stakeholders, including the Department of Jobs, Precincts and Regions – Earth Resources Regulation (now Resources Victoria in DEECA) and current work authority holders, to avoid or minimise potential impacts on existing and future extractive industry and extractive industry interest areas

	(EIIA). The Project traverses the boundary of seven EIIAs, one of which is a Granite resource considered a high priority for resource protection (DJPR, 2020) and one large area within the City of Melton which is a Basalt resource and cannot be avoided as the Proposed Route extends east into the Sydenham Terminal Station. The transmission line and easement will also traverse the existing Hanson quarry that operates within Darley under Work Authority WA377, where the affected area is undergoing rehabilitation with parts still used for processing materials, and mining activity is moving to the north and away from the Project. The Project avoids the Mountain Creek Valley (located approximately 18km north of the Project) is an important area of vineyard, winery and related tourism development; Hepburn's area of mineral springs and spa-based tourism; areas of intensive agricultural industry, such as viticulture, poultry farming and pig farming.
Planning Policy	**Clause 15 Built Environment and Heritage** **Clause 02.03-5 Built environment and heritage**
Assessment	The Project is consistent with the purpose of Clause 15 Natural Resource Management, which is to conserve buildings and places cultural heritage value. In accordance with this policy, the Project has undertaken a Historical Heritage Impact Assessment and an Aboriginal Cultural Heritage Impact Assessment. Extensive fieldwork and consultation with Registered Aboriginal Parties and Heritage Victoria has occurred as part of these assessments, to allow for heritage values to be captured and recognised in the design development process of the Project. The Aboriginal Cultural Heritage Impact Assessment concluded that the Project would have a moderate impact on Aboriginal cultural heritage values within the Project Land and the broader region. The results of this assessment will also have a positive impact on enabling future protection of Aboriginal Places, contributing to the archaeological knowledge base of western Victoria and informing future planning to prevent harm to Aboriginal Places. Some negative impacts to Aboriginal cultural heritage values are unavoidable if the Project is to proceed, given that construction will involve widespread ground disturbing activities, and that the distribution of Aboriginal cultural heritage is also widespread. However, these impacts will be managed in accordance with the CHMPs. The Historical Heritage Impact Assessment states that the Project has been designed to largely avoid direct physical impact on known heritage places. Where impacts have been identified, mitigation measures have been proposed. It is assessed that most, if not all, physical impacts can be managed without causing detriment to fabric, significance or setting. While the transmission line will remain a highly visible addition to the landscapes in which it is located, it is not expected to have a detrimental visual impact on the historical relationship between a heritage place and its setting to the degree that the understanding of the relationship is comprised. The visual impact on the heritage significance of places inside the study area is therefore considered negligible to minor. Dry stone walls contribute to the sense of place (local amenity) and are recognised under the Mt Kororoit Dry Stone Wall Precinct Heritage Overlay (HO201) and Plumpton Road Wall Heritage Overlay (HO206) of the Melton Planning Scheme. HO201 covers walls along Leakes Road, Finchs Road, Ryans Road, Mt Kororoit Road and Holden Road, while HO206 applies to the dry-stone wall situated on the west side of Plumpton Road. There will be no physical impact to HO201 from the Project, as the planned access track is north of Queensbury Way (at its intersection with Ryans Lane). However, two access tracks are proposed to be cut directly through the wall and cypress plantings associated with HO206, which will physically impact this heritage place. There are also likely to be physical impacts to the dry-stone wall and cypress trees from the construction and installation of the road hurdles and associated distribution line crossing. The assembly area for a tower is also proposed to abut the wall, which has the potential to cause damage to the wall during construction or destabilise it. Refer to the Historical Heritage Impact Assessment for further discussion. Given the small area of disturbance, the impact to amenity is minor. The implementation of the EPRs would respond to the protection and management of heritage values consistent with Clause 15.03-1S (Heritage conservation) and Clause 15.03-2S (Aboriginal cultural heritage). This includes development and implementation of seven Cultural Heritage Management Plans for the Project under the *Aboriginal Heritage Act 2006*, and undertaking further significance and impact assessment for identified historical heritage places.
Planning Policy	**Clause 16 Housing**
Assessment	The Project is consistent with Clause 16 Housing, which is to provide direction to the provision and diversity of housing. In accordance with this policy, the Project proposes to provide workforce accommodation facilities in Ballan and Lexton. The workforce accommodation facilities will alleviate impacts on the supply of housing due to a large temporary workforce in the area during the construction period. The workforce accommodation facilities are to be suitably located, designed and serviced to meet the needs of the temporary workers, including waste management.

Planning Policy	**Clause 17 Economic Development** **Clause 02.03-7 Economic Development**
Assessment	The Project is consistent with Clause 17 Economic Development, which is to support economic activity. In accordance with this policy, the Project has undertaken an Economic Impact Assessment. The assessments demonstrates that the Project will make a very significant contribution to the economic welling-being of Victoria, the region and local communities as a result of investment and job creating. It also demonstrates that the Project will unlock the energy generation projects within the region and support continued investment in this sector where approvals for additional wind/solar farms have been granted, but where development is yet to commence. The Project will increase Gross Regional Product (GRP) of the study area by $0.9 billion; increase economic activity in the consumption of goods and services by $3.7 billion and $1.4 billion respectively; create 346 new direct jobs during the Project's peak construction period and an additional 2,089 new indirect. The Economic Impact Assessment found that the Project has the potential for negative impacts to businesses within a 2km radius of the Project, within the Accommodation and Food Services and Arts and Recreation Services industries during construction and operation if they are negatively impacted by reduced visitation in the area. However, this needs to be balanced with the Visual and Landscape Impact Assessment, which found that the visual change of significant landscapes overall is minor to negligible. The Project has been developed in consultation with affected landholders to the extent feasible. The Project has developed EPRs to address impacts to land uses.
Planning Policy	**Clause 18 Transport** **Clause 02.03-8 Transport**
Assessment	The Project is consistent with Clause 18 Transport, which is to provide and maintain a transport network that supports the movement of people and goods. In accordance with this policy, the Project has undertaken a Traffic Impact Assessment. It demonstrates that the Project would not have a significant impact on the existing or planned transport network. The Transport Impact Assessment states that impacts of construction traffic generated from the Project are expected to be relatively minor due to the size of the Project and the wide distribution of traffic. Conflict points between public and active transport users are infrequent and can be managed through EPRs (i.e., EPR T1 (Traffic Management Plans)). Impacts of the Project during operation are expected to have little to no impact on the surrounding transport network. While there may be temporary disruptions from construction of the Project on transport networks, the implementation of EPRs (i.e., EPR T1 (Traffic Management Plans)) would effectively manage impacts on transport infrastructure. The Project does not impact on aviation. Towers have been designed in proximity to Melton Aerodrome to avoid impacts on the airfield to the extent that is reasonably practicable. During Project construction the Melton Aerodrome may be temporarily impacted by the use of cranes for the construction of nearby towers. Future runway operations at Melbourne Airport are not affected. The following roads are unlikely to be significantly affected: ▪ Grampians Road, Stawell-Avoca Road, Sunraysia Highway and St Arnaud-Ararat Road which are not as crucial connections amongst rural areas of the shire ▪ A north-south Eastern Link Road to the east of Bacchus Marsh, including connections to Gisborne Road, Western Freeway and Geelong-Bacchus Marsh Road ▪ Outer Metropolitan Ring. ▪ The Project would not impact upon the viability of creating and upgrading active transport links throughout the Project Area.
Planning Policy	**Clause 19 Infrastructure** **Clause 02.03-9 Infrastructure**
Assessment	The Project is consistent with Clause 19 Infrastructure, which provide for the planning and development of social and physical infrastructure. In accordance with this policy, the Project has avoided land that is used for education, cultural, health, community support, education, open space and emergency services. It has also avoided potential impacts to major infrastructure through careful siting of towers, although some minor utilities are likely to require modifications along the route. The Project is consistent with the policy to support the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy. The Project has undertaken a suite of impact assessment to avoid, minimise and offset environmental impacts, and to incorporate resilience to natural hazards, including future climate change risks.

	The transmission infrastructure and terminal stations have been located to support energy generation and the location of existing terminal stations. The Project will support the diversification of jobs in the local economy as the State and western region transitions to a low carbon economy.

10.2 Statutory planning approvals

The following tables list the planning permit triggers based on the planning scheme zones (Table 10-2 and Table 10-4), overlays (Table 10-3 and Table 10-5), and particular provisions Table 10-6.

The Project proposes to apply the Specific Controls Overlay and an Incorporated Document, which will act as the primary approval mechanism for the Project under the *Planning and Environment Act 1987*. This is consistent with the planning approach undertaken for major infrastructure projects in Victoria.

The amendment also rezones the Project Land at the site of a new terminal station near the Bulgana Terminal Station and the existing Bulgana Terminal Station from the Farming Zone to the Special Use Zone, inserting a specific terminal station schedule into the Northern Grampians Planning Scheme. Additionally, it introduces multiple schedules into the Specific Controls Overlay and amends the planning scheme maps in the Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool, and Melton Planning Schemes.

These changes will enable AusNet to operate, maintain, and upgrade the terminal stations as required in the future.

Table 10-2. Zone permit triggers (utility installation)

Zone	LGA	Use	Buildings and works
Farming Zone	Hepburn, Ballarat, Moorabool, Northern Grampians, Pyrenees	Y	Y
Green Wedge Zone (GWZ)	Melton	Y	Y
Public Conservation and Resource Zone (PCRZ)	Hepburn, Northern Grampians, Pyrenees	Y	Y
Public Park and Recreation Zone (PPRZ)	Melton	Y	Y
Public Use Zone 1 – Service and Utility (PUZ1)	Hepburn, Moorabool	Y	Y
Rural Conservation Zone (RCZ)	Moorabool, Melton, Northern Grampians, Pyrenees	Y	Y
Rural Living Zone (RLZ)	Moorabool	Y	Y
Special Use Zone 2 – Earth and Energy Resources Industry (SUZ2)	Moorabool	Y	Y
Special Use Zone 3 – Terminal Stations (SUZ3)	Melton	Y	Y
Transport Zone 1 – State Transport Infrastructure (TRZ1)	Pyrenees, Moorabool	Y	Y
Transport Zone 2 – Principal Road Network (TRZ2)	Ballarat, Hepburn, Melton, Moorabool, Pyrenees	Y	Y
Transport Zone 3 – Significant Municipal Road (TRZ3)	Hepburn, Moorabool	Y	Y

Y: Yes, N: No, - (dash): Not Applicable

Table 10-3. Overlay permit triggers (utility installation)

Overlay	LGA	Buildings and works	Vegetation removal
Land Subject to Inundation Overlay – Schedule 1 (Glenorchy, Upper Wimmera, Mt William Creek, Concongella Overland Flow Areas, Halls Gap) (LSIO1)	Northern Grampians	Y	-
Specific Controls Overlay – Schedule 2 (East Grampians Rural Pipeline Project Incorporated Document, December 2021) (SCO2)	Northern Grampians	-	-
Bushfire Management Overlay (BMO)	Pyrenees	N	-
Design and Development Overlay – Schedule 1 (Potentially Flood-prone Areas) (DDO1)	Pyrenees	Y	-
Environmental Significance Overlay – Schedule 1 (Designated Water Supply Areas) (ESO1)	Pyrenees	Y	Y
Environmental Significance Overlay – Schedule 2 (Watercourse Protection) (ESO2)	Pyrenees	Y	Y
Restructure Overlay – Schedule 1414 – Amphitheatre township environs, including land in proximity to the Avoca River and Glenlogie Creek (RO14)	Pyrenees	-	-
Restructure Overlay – Schedule 1717 – Lexton township environs (RO17)	Pyrenees	-	-
Restructure Overlay – Schedule 88 – Glenpatrick and Nowhere Creek Environs, north-east of Elmhurst (RO8)	Pyrenees	-	-
Specific Controls Overlay – Schedule 1 (East Grampians Rural Pipeline Project Incorporated Document, December 2021) (SCO1)	Pyrenees	-	-
Vegetation Protection Overlay – Schedule 1 (Roadside Grassland Protection and Conservation) (VPO1)	Pyrenees	-	Y
Bushfire Management Overlay (BMO)	Ballarat	N	-
Erosion Management Overlay (EMO)	Ballarat	Y	Y
Environmental Significance Overlay – Schedule 2 (Streamside and Watercourse Protection) (ESO2)	Ballarat	Y	Y
Environmental Significance Overlay – Schedule 3 (Water Catchment Areas) (ESO3)	Ballarat	Y	Y
Significant Landscape Overlay (SLO)	Ballarat	Y	Y
Bushfire Management Overlay (BMO)	Hepburn	N	-
Erosion Management Overlay (EMO)	Hepburn	Y	Y
Environmental Significance Overlay – Schedule 1 (Special Water Supply Catchment Protection) (ESO1)	Hepburn	Y	Y
Heritage Overlay (HO107, HO109, HO915, HO916, HO962)	Hepburn	Y	Y
Significant Landscape Overlay – Schedule 1 (Volcanic Peaks Landscape Area and Ridges and Escarpments Area) (SLO1)	Hepburn	Y	Y
Vegetation Protection Overlay (VPO)	Hepburn	-	Y
Bushfire Management Overlay (BMO)	Moorabool	N	-
Bushfire Management Overlay – Schedule 1 (Camerons Road Area) (BMO1)	Moorabool	N	-
Design and Development Overlay – Schedule 1 (Bences Road Area) (DDO1)	Moorabool	Y	N

Overlay	LGA	Buildings and works	Vegetation removal
Design and Development Overlay – Schedule 2 (Visual Amenity and Building Design) (DDO2)	Moorabool	Y	N
Design and Development Overlay – Schedule 14 (Camerons Road Area) (DDO14)	Moorabool	Y	N
Environmental Significance Overlay – Schedule 1 (Proclaimed Water Catchment Areas) (ESO1)	Moorabool	Y	Y
Environmental Significance Overlay – Schedule 2 (Waterway Protection) (ESO2)	Moorabool	Y	Y
Environmental Significance Overlay – Schedule 3 (Long Forest and Werribee Gorge) (ESO3)	Moorabool	Y	Y
Land Subject to Inundation Overlay (LSIO)	Moorabool	Y	-
Significant Landscape Overlay – Schedule 1 (Scenic Hilltops and Ridge Line Areas) (SLO1)	Moorabool	Y	Y
Bushfire Management Overlay (BMO)	Melton	N	-
Environmental Significance Overlay – Schedule 1 (Remnant Woodlands, Open Forests and Grasslands) (ESO1)	Melton	Y	Y
Environmental Significance Overlay – Schedule 2 (Wetlands, Waterways and Riparian Strips) (ESO2)	Melton	Y	Y
Heritage Overlay (HO206, HO53)	Melton	Y	N
Melbourne Airport Environs Overlay – Schedule 1 (MAEO1)	Melton	N	-
Melbourne Airport Environs Overlay – Schedule 2 (MAEO2)	Melton	N	-
Public Acquisition Overlay 3 (Outer Metropolitan Ring / E6 Transport Corridor) (PAO3)	Melton	Y	Y
Specific Controls Overlay – Schedule 2 (Calder Park Train Stabling and Maintenance Yards Incorporated Document, September 2012) (SCO2)	Melton	-	-
Specific Controls Overlay 4 (Melton Renewable Energy Hub (MREH) – 77–347 Holden Road and 67 & 77 Victoria Road, Plumpton – Incorporated Document – April 2021) (SCO4)	Melton	-	-
Significant Landscape Overlay – Schedule 1 (Volcanic Hills and Cones) (SLO1)	Melton	Y	Y

Y: Yes, N: No, - (dash): Not Applicable

Table 10-4. Zone permit triggers (laydown area and group accommodation)

Zone	LGA	Use	Buildings and works
Farming Zone (FZ)	Pyrenees	Y	Y
Farming Zone (FZ)	Moorabool	Y	Y
Transport Zone 1 – State Transport Infrastructure (TRZ1)	Moorabool	Y	Y

Y: Yes, N: No

Table 10-5. Overlay permit requirements (laydown area and group accommodation)

Overlay	LGA	Buildings and works	Vegetation removal
Environmental Significance Overlay – Schedule 1 (Designated Water Supply Areas) (ESO1)	Pyrenees	Y	Y
Design and Development Overlay – Schedule 2 (Visual Amenity and Building Design) (DDO2)	Moorabool	Y	N
Environmental Significance Overlay – Schedule 1 (Proclaimed Water Catchment Areas) (ESO1)	Moorabool	Y	Y

Y: Yes, N: No

Table 10-6. Other permit requirements (utility installation, temporary laydown area and group accommodation)

Particular Provisions	LGA	Permit requirement
Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions	Melton	No appliable requirements
Clause 52.17 Native vegetation	All	A permit to remove native vegetation
Clause 52.29 Land Adjacent to the Principal Road Network	All	A permit to create, modify or alter access to Gisborne-Melton Road, Gisborne Road, Midland Highway, Creswick-Newstead Road, Creswick Road, Sunraysia Highway, Pyrenees Highway
Clause 52.33 Post Boxes and Dry Stone Walls	Melton	A permit to remove a section of dry-stone wall

11. Cumulative impacts

A cumulative impact assessment considers the impacts of a project together with the impacts of other relevant projects that may interact spatially and temporally to change the level of impact on environmental, social or cultural values. **EES Chapter 4: EES assessment framework and approach** identifies relevant future projects that are proportionate to the scale and potential significance of the impacts of Western Renewables Link Project (WRL); that have sufficient information publicly available in an EES or an environmental approvals application; and that have a spatial and temporal relationship to the Western Renewables Link. Cumulative impacts may occur when incremental, successive and combined effects of actions or projects are added to other proposed actions or projects.

Cumulative land use and planning impacts may arise from the interaction of construction, operational and decommissioning activities of the WRL, and other developments, activities, land uses and projects in the area, both current and future. When considered in isolation, specific WRL impacts may be considered manageable. These manageable impacts may, however, be more substantial, when the impact of multiple projects on the same receptors are considered.

Of the 23 shortlisted projects identified in **EES Chapter 4: EES assessment framework and approach**, 14 projects were assessed for potential cumulative impacts as potentially relevant to land use and planning. The projects were identified on the basis of their proximity to the Project, likely timeframes for development, and the likelihood that the nature of their impacts would be similar to the Project.

Although the potential for cumulative land use and planning impacts would depend on the timing and sequencing of the Project and the relevant future projects listed in Table 11-1, it is considered unlikely that their impacts would be significant enough to influence the outcomes of this assessment. Proposed mitigation measures for amenity and access impacts would likely reduce the impact as far as is practicable. Care and co-ordination should be applied to avoid circumstances where the same private or public land uses or infrastructure are affected by the Project, as well as these surrounding projects.

Table 11-1. Relevant future projects with the potential for cumulative land use and planning impacts

Project	Reason Project presents the potential for cumulative land use and planning impacts
Navarre Green Power Hub	Similar to existing renewable energy projects already in the area, the current land use can generally continue in conjunction with the proposed wind and battery land uses. Further, renewable energy development and investment is generally consistent with current planning policy and strategies in these areas. The renewable energy projects are expected to have a minimal land use and planning cumulative impact with the Western Renewables Link Project, with impacts expected to be limited to private and public land use and infrastructure disruptions during construction. The Melbourne Renewable Energy Hub transmission corridor will also connect into Sydenham Terminal Station. AusNet would need to coordinate works to avoid and minimise potential conflicts between the projects should they occur at the same time. Any disruptions to land use would relate to construction traffic and would be negligible.
Watta Wella Renewable Energy Project	
Brewster Wind Farm	
Nyaninyuk Wind Farm	
Melbourne Renewable Energy Hub	
Merrimu Precinct Structure Plan / Bacchus Marsh Urban Growth Framework	The Merrimu PSP project will result in a change of land use from Rural Conservation Zone to residential and mixed-use zones. However, land associated with the Merrimu PSP is identified as a key development area to support the ongoing growth at Bacchus Marsh and is generally supported in planning policy and strategic documents for the area. If the construction stage for the Eastern Link Road, Merrimu PSP and the Project overlay, then they may have a cumulative disruption impact on surrounding public and private land uses and infrastructure.
Coimadai Sand Quarry	The site already has a current Work Authority (WA342) and is a part of the existing group of extractive industries in the Darley area. Further, the site is already within the Special Use Zone (Earth and Energy Resources Industry). Cumulative land use impacts are expected to be limited to the disruption of private and public land uses and infrastructure during construction.

Project	Reason Project presents the potential for cumulative land use and planning impacts
Western Irrigation Network Scheme	Cumulative land use impacts are expected to be limited to the disruption of private and public land uses and infrastructure during construction. The Western Irrigation Network Scheme will not result in land use change in the area, with existing land uses able to continue in conjunction with the Project.
Bacchus Marsh Residential Development	Cumulative land use impacts are expected to be limited to the disruption of private and public land uses and infrastructure during construction. Even though the project will result in a change of land use from agricultural to residential, Bacchus Marsh and the surrounding Merrimu Precinct are identified as future growth areas in relevant planning policy and strategies. The project is expected to have a minimal land use and planning cumulative impact with the Western Renewables Link Project. Impacts are expected to be limited to the construction stage of both projects, and the possible disruption to surrounding land uses. Refer to the Air Quality Impact Assessment, Noise and Vibration Impact Assessment and Transport Impact Assessment for amenity and access cumulative impacts.
2022 Melbourne Airport Masterplan	It is unlikely that the construction of the Western Renewables Link would overlap geographically with the construction of the third runway. The operation of the airport's current and third runway would not have a cumulative land use and planning impact. This is because the purpose of the Melbourne Airport Environs Overlays (MAEOs) relates to limiting land uses such as dwellings that are sensitive to aircraft noise. The proximity of the transmission infrastructure does not alter the operation of the MAEO, or vice versa.
Sydenham Terminal Station Rebuild	Cumulative land use and planning impacts are expected to be limited to the disruption of private and public land uses and infrastructure during construction, as the project will not result in a change of land use (as it is proposed within the boundary of existing terminal station and within the Special Use Zone 3 (Terminal Stations)).
Victoria to New South Wales Interconnector (VNI) West	The VNI West project is of very similar nature to the Western Renewables Link and is located across similar land uses. Cumulative land use and planning impacts are expected including disruption to private and public land use (particularly agricultural land), disruption to private and public infrastructure (primarily during construction) and changes of land use at the terminal stations for both projects. Cumulative impacts where they may occur would be localised to Bulgana where the projects intersect.
Outer Metropolitan Ring Road/E6 (OMR)	It is unlikely that the timing of construction of the Western Renewables Link would overlap with the construction of the OMR/E6. The former is schedules to be completed prior to 2028 and the latter is mooted by Infrastructure Victoria to commence in stages post 2029. The road and transmission infrastructure together are unlikely to transform the visual amenity of the intersecting area and would be consistent with other similar infrastructure through-out Melbourne.
Sunbury Line Level Crossing Removals	The project has the potential to affect access to undertake construction of the Western Renewables Link. Where this was to occur, then the intersection of Victoria and Calder Park Drive could be modified to accommodate the movement of vehicles to the site via Melton Freeway instead of Calder Freeway.
Akaysha (Elaine) BESS	This project is adjacent to Elaine Terminal Station which will be upgraded as part of the Project. The area of works and timing of the works may overlap with. Cumulative impacts where they may occur would be localised to the site.

12. Environmental Performance Requirements

Further to the impact assessment above, it is recommended that the Project develop and implement processes and procedures to access and temporarily occupy landholders' property for site investigations, construction, operation and decommissioning of the Project. The process and procedures should reflect relevant land uses, development and activities that could arise during the construction and operation of the Project. It is expected that the measures will define no-go areas and safety requirements normally applied to any construction site during the construction and operation period.

The measures should also seek to avoid and minimise disruptions to current land uses and should not prevent their continued access around areas of disturbance where safe to do so over the periods of construction and operation. AusNet should work with landholders to agree on the access terms for each property during construction and operation that minimise disruptions during the respective periods.

Environmental Performance Requirements (EPRs) set out the environmental outcomes to be achieved through the implementation of mitigation measures during construction, operation and decommissioning. While some EPRs are performance based to allow flexibility in how they will be achieved, others include more prescriptive measures that must be implemented. Compliance with the EPRs will be required as a condition of the Project's approval.

The EPRs in Table 12-1 have been developed to manage the Project's impacts on land use and planning, and inter-related impacts to agricultural activities. The EPRs contained in other impact assessments address the broad array of land use and planning issues identified in the affected planning schemes, and those reports and EPRs should be read in conjunction with this report. **EES Chapter 29: Environmental Management Framework** presents complete list of recommended EPRs for the Project. The EPRs are over and above the standard mitigation measures that would be applied to the construction and operation of the Project.

An easement will be created to protect the transmission on private land, and leases/licences will protect it on public land. Easements provide the AusNet with the right to maintain and repair assets to ensure electricity supply. Landholders will retain ownership of the land but must allow AusNet to access the land. The ongoing use of the land within the easement by the landholder or others (e.g. utility service providers) must have regard to the purpose of the easement, with any proposed use or development that requires a planning permit to be referred to AusNet via the responsible authority (i.e. Council or the Minister for Planning) for consideration by AusNet as a determining referral authority. When assessing planning permit applications, providing guidance to landholders about activities within the easement, and/or undertaking its own works within the easement, AusNet will have regard to the Electricity Safety Act, subordinate regulations, Australian Standard for Electricity Network Safety Management Systems (AS 5577:2013), the *Landholder guide: Option for easement process and compensation* (AusNet, 2024a) and the *Landholder guide: Easement safety and permitted activities* (AusNet, 2024b). As such, there is an existing framework to manage the operational impacts of the Project, and these do not need to be reiterated as an Environmental Performance Requirement.

In addition to the EPRs in Table 12-1, the following Technical Reports also contain EPRs that will address impacts to land and the environment in accordance with the planning policies contained in the six planning schemes:

- Technical Report A: Biodiversity Impact Assessment contains EPRs to manage impacts to terrestrial and aquatic habitats and the removal of vegetation.
- Technical Report C: Historical Heritage Impact Assessment contains EPRs to manage impacts to existing places of historical heritage in accordance with the Heritage Overlays in the planning schemes.
- Technical Report D: Landscape and Visual Impact Assessment contains EPRs to minimise impacts to landscapes and visual amenity in the public and private domain.
- Technical Report F: Social Impact Assessment contains EPRs to manage the workforce accommodation facilities and workforce code of conduct, and the profiling of community facilities and events to sequence construction.

- Technical Report H: Agriculture and Forestry Impact Assessment contains EPRs to manage impacts to agriculture and forestry.
- Technical Report I: Air Quality Impact Assessment contains EPRs to manage the impacts of dust and airborne pollutants on amenity.
- Technical Report J: Aviation Impact Assessment contains EPRs to update publicly accessible records that notify pilots of obstacles and for specific towers not to exceed maximum heights.
- Technical Report K: Bushfire Impact Assessment contains EPRs to manage bushfire risks associated with construction activities and the laydown areas and workforce accommodation facilities.
- Technical Report O: Noise and Vibration Impact Assessment contains EPRs to manage the time of day for works, and how works are to be undertaken and monitored to manage noise and vibration impacts on local amenity.
- Technical Report P: Transport Impact Assessment contains EPRs to develop traffic management plans to manage disruptions to transport, and dilapidation survey to facilitate the maintenance of road conditions.
- Technical Report T: Surface Water Impact Assessment contains EPRs to appropriate site works to reduce potential surface water impacts to land and the proposed development, to manage water quality and monitor discharges to water, and to respond to modelled changes to flooding a result of climate change.

Table 12-1. Land use and planning Environmental Performance Requirements (EPRs)

EPR code	Environmental Performance Requirements	Project component	Stage
LU1	**Develop and implement a plan to minimise land use impacts during construction** 1. Prior to commencement of construction, develop and implement a plan to minimise the construction footprint so far as reasonably practicable. The plan must be informed by consultation with landholders, the Property Access and Management Plan (PAMP) (EPR EM3) and Specific Property Access Requirements (SPAR) (EPR EM4). 2. The plan must consider, but not be limited to: a. Use of existing roads and tracks for access b. Avoiding areas of vegetation and cultural heritage sensitivity c. Existing terrain and reducing areas of excavation where practical	Towers Access tracks Stringing pads Easement	Design Construction
LU2	**Minimise land use impacts through design** 1. Develop the Project design to avoid and minimise impacts to approved dwellings not yet constructed and other infrastructure as follows: a. Avoid and minimise impacts to approved, but yet to be constructed dwellings located within the Proposed Route, or compensate the affected land title holders to modify their approved planning permit (approved prior to AusNet issuing the Proposed Route) for an alternative dwelling location outside of the Proposed Route. b. Avoid and minimise impacts, so far as reasonably practicable, to transport, utility and service infrastructure in consultation with the asset owners and managers.	Towers Easement	Design

13. Conclusion

This report provides an assessment of potential land use and planning impacts associated with the construction, operation and eventual decommissioning of the Project, in accordance with the relevant evaluation objective and key issues contained within the scoping requirements. As part of this assessment, a review of the consistency of the Project against relevant provisions of the Northern Grampians, Pyrenees, Hepburn, Moorabool Ballarat and Melton Planning Schemes, and identification of planning permit triggers has also been undertaken.

In accordance with the evaluation objective relevant to land use planning, the Project has undertaken a suite of impact assessments to avoid and minimise adverse effects on land use, social fabric of the community, businesses including farming and tourism, local and state infrastructure, aviation safety, and to affected and neighbouring landholders during construction and operation of the Project. A summary of the Project effects to land use as they relate to the Project's scoping requirements are summarised below.

Key issue: *Potential significant disruption to existing and/or proposed land uses.*

The Proposed Route was designed to avoid potentially conflicting land uses to the extent feasible, and as such it avoids settlements comprising of residential, industrial, commercial, community facilities and public reserves of high conservation and landscape value. As a result, approximately 90 per cent of all land within the Project Area is located within a Rural Zone where the land is used for agricultural production, and to a small degree is also used for dwellings associated with farms, and other non-farming activities such as extractive industry. The remaining 10 per cent of all land is located within a Public Land Zone reflecting its use as public reserves, water reservoirs, terminal stations, roads and other public uses.

Potential impacts to land use are:

- Agriculture and forestry: The Project Area will disrupt approximately 2,247ha of land that is used for farming and forestry during construction. Then during operation there will be a permanent loss of 9ha as a result of the towers, and another 1,193ha in the proposed easement that would be subject to restrictions.
- Extractive Industry: The Project Area will disrupt approximately 43ha of land that was previously used for sand extraction but where the resource is now depleted. This area is progressively being rehabilitated, but some of the land is still used for processing materials. Ultimately the proposed easement will affect 11ha of land within the extractive industry area, and towers will occupy approximately 1ha.
- Public land: The Project Area will disrupt approximately 104ha of land that is used for reservoirs, public open space and recreation. Then during operation it will constrain approximately 58ha of land that would be in the proposed easement and towers would occupy approximately 1ha.
- Residential land use: The Project does not result in the acquisition or displacement of residential land uses. While the Proposed Route intersects two rural-residential properties with existing dwellings and three rural properties with approved dwellings, and one rural-residential property with a building envelope for a future dwelling subject to separate Council approval, with the implementation of recommended EPRs (to compensate land title holders to relocate dwellings and associated buildings outside the proposed easement), the residual impacts will be minor.
- Residential amenity: The impacts to residents will be as a result of temporary and permanent changes to amenity. Some residents may experience elevated noise, dust and exhaust emission during periods of construction. During operation some residents will experience changes to their visual amenity as a result of the towers.
- Residential precinct structure planning: The Project does not directly impact on the Merrimu (residential) Precinct as the directly affected portion of the Precinct is likely to be a roundabout.
- Small lot development potential: The Project will not cause a material impact to the potential development of individual small lots on the basis that such development is already constrained, the parcels are not separately saleable, and there is sufficient land within the broader property for such development to occur.

- Community infrastructure: One transmission tower will be located within the MacPherson Park land and the transmission line will be located along the northern boundary away from sport-fields. The impact to the park is anticipated to be limited to visual changes, which would be partially screened by the vegetation that is to be planted in accordance with the park's master plan.
- Extractive Industry Interest Areas: The Proposed Route traverses Extractive Industry Interest Areas and while the Project may limit the winnable resource, the constrained area is small compared to the resource supply.
- Natural environment: The Project has avoided significant areas of public open space, conservation and places that are major contributions to the landscape. The Project will however, disturb and modify the aesthetics of small conservation reserves, streamside reserves, waterways crossings and reservoirs. The vast majority of these areas are on private land and are therefore not publicly accessible, and as such the impacts to publicly accessible open space is minimal.
- Air quality and amenity: Dust from construction was identified as a key issue that would need to be managed in accordance with the Air Quality Management Plan and EPAs Publication 1943 for the area between Allendale and Sydenham where there is a higher density and /or more proximal nearby sensitive receivers.
- Noise, vibration and amenity: Construction noise would at times be audible at sensitive receivers near transmission line. Noise would be limited to relatively short durations occurring over days or weeks rather than continuously over months. Works would generally be scheduled to occur during the daytime. Vibration from construction is not expected to be perceptible beyond 50 to 100m from the works. Where residences exist within 100m, then vibration could be managed by using alternative equipment that produces a lower vibration level or, where not reasonably practicable, scheduling works to Normal Working Hours and notifying residents in advance of the works.
- Visual amenity: From a land use planning perspective, the change to visual amenity during operation may influence how people perceive an area. Change to the landscape may alter choices of existing community members about where they choose to live and recreate within the natural environment. However, it is unlikely that the changes to landscapes would alter amenity such that it would alter existing land uses.

A suite of impact assessments have been undertaken to identify the likely impacts of the Project and to modify the design where feasible to avoid and minimise impacts. Residual impacts would be managed in accordance with the recommended EPRs which will form the basis of the Project's Environmental Management Framework. Accordingly, with the implementation of the recommended EPRs, it is unlikely that the Project would result in a significant disruption to existing and/or proposed land uses.

Key issue: *Potential adverse impacts on agriculture or other forms of farming.*

The purpose of Clause 14.01-1S is to protect agriculture land from inappropriate development. The Proposed Route will potentially restrict farm operations compared to existing conditions. This policy has been balanced in favour of Clause 13.01-1S (Natural hazards and climate change) to improve the sustainability of Victoria and support the development of renewable energy and Clause 19.01-1S (Energy supply) to support the transition to a low-carbon economy to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050.

The majority of Proposed Route intersects rural land, with agriculture the dominant use. Use of land for utility installations is considered a compatible use with agricultural land under state, regional and local planning policy.

While the substantive use of the land for agriculture purpose can continue through both construction and operation of the Project, the easement will restrict certain activities. For instance, the easement places limits on the construction of buildings/structures, and activities which impede on clearance under the transmission line (i.e. tall vehicles and plantings), and aerial crop dusting is prohibited within the easement. These impacts are confined to the easement and are considered to be a minor impact.

As stated above, the Project Area will disrupt approximately 2,247ha of land used for farming and forestry during construction. Then during operation there will be a permanent loss of 9ha as a result of the towers and another 1,193ha constrained by the proposed easement.

Key issue: *Potential adverse effects of overhead transmission infrastructure on aviation.*

During Project construction the Melton Aerodrome may be temporarily impacted by the use of cranes for the construction of nearby towers. This may result in aircraft operations from affected runways ceasing temporarily (four to seven weeks per tower) and restricting aviation activity at the aerodrome over this period. Through early and regular consultation with the Melton Aerodrome operator regarding the timing, scheduling and duration of works, the Aviation Impact Assessment noted the residual impact is likely to be moderate.

The Project does not affect Melbourne Airport's flight paths.

Key issue: *Potential for impacts on reasonably foreseeable upgrades to public infrastructure.*

It is anticipated that the Project will intersect with the OMR/E6, the Bacchus Marsh Eastern Link Road and the Merrimu Precinct. The Proposed Route has been designed to avoid conflicts with these projects by locating infrastructure outside of the known project boundaries.

Environmental Performance Requirements

The key mitigation and performance criteria for land use planning is to develop and implement processes and procedures to access and occupy landholders' property for site investigations and construction of the Project. These should reflect relevant land use, development and activities that could arise during the construction of the Project. It is expected that the measures will define no-go areas and safety requirements normally applied to any construction site during the construction period. The measures should also seek to avoid and minimise disruptions to current land uses and should not prevent their continued access around areas of disturbance where safe to do so over the periods of construction. AusNet should work with landholders to agree on the access terms for each property during construction that minimise disruptions. These measures are summarised in the EPRs for the LUPIA, which will be further developed and implemented as part of the Project's Environmental Management Framework.

In accordance with the scoping requirements, the Project demonstrates a high level of consistency with planning policy and provisions.

Residual impacts

The residual impact to land use during construction, operation and decommissioning is anticipated to be minor to negligible. However, despite the implementation of mitigation measures, there will be some unavoidable residual impacts. Impacts to the use of the land may include:

- Construction:
  - The temporary reduction and isolation of land used for farming and forestry, with the affected land representing only a very small proportion (0.4%) of the land used for production in the region.
  - The temporary change to access to and from land within the Project Area, as well as constraints on the access for plant and machinery on land used for farming, forestry and extractive industry within the Project Area during the construction program.
  - Temporary obstacles and obstruction associated with construction equipment (e.g., cranes, towers and helicopter), which may temporarily disrupt land used for aviation at Melton Aerodrome.
  - The temporary change to the amenity of the affected land during the construction program.

- Operation:
  - How land may be used and developed within the easement, and requirements to refer planning applications where they are within 60m of the easement.
  - The permanent reduction of land used for farming and forestry where the use might not be re-instated during operation due to conflicts with infrastructure (with the affected land representing less than 0.4% of land used for production in the region).
  - The permanent change to internal access across the easement for plant and machinery that exceeds height limitations on land used for farming, forestry, extractive industry and water authorities.
  - Permanent changes to the amenity of the affected land, primarily resulting in changes to landscape views from private property (residents) and publicly accessible areas (e.g., roads).

Planning policy

The Project is consistent with policy in Clauses 19 Infrastructure, which seeks to facilitate the delivery of transmission infrastructure to support renewable energy generation. In accordance with the policy, the Project will deliver the key transmission infrastructure to transmit renewable energy from western Victoria to Greater Melbourne, and it will provide a signal to the market for further investment into renewable energy generation in the regional Victoria.

The Project also demonstrates a high consistency with Clause 17 Economic Development as it would spur significant economic investment ($2 billion) and job creation (2,435 direct and indirect jobs) in Victoria.

The impact assessment for the Project demonstrate that it achieves a high level of consistency with planning policies that seek to wisely use Victoria's natural resources, maintain the liveability of our communities, and to conserve our places of environmental, cultural and landscape significance. The impact assessments have informed the refinement of the Project to avoid and minimise impacts to the environment, and they have also informed the recommendation of mitigation and management measures where residual impacts could not be avoided (refer to EES Chapter 29 Environmental Management Framework for the complete list of recommended management measures, presented as EPRs).

Clause 71.02-3 (Integrated decision making) requires planning to assess a Project's consistency with planning policy and where there are conflicting objectives, it should prioritise the net community benefit and sustainable development for the benefit of present and future generations. While the Project will have residual impacts on the receiving environment and land uses, and these impacts can be mitigated and managed in accordance with the relevant EPRs. The Project will have a significant net community benefit as it will make a major contribution towards the transition of Victoria's energy supply to renewable sources.

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Appendix A. Freehold land (with restrictions on title)

Freehold land parcels with restrictions on title are listed in Table A-1 where they intersect with the Project Land. The table does not list other types of freehold land parcels that are intersected by the Project.

Table A-1. Freehold land (with restrictions on title) within the Project Land

SPI	Relevant registered restrictions and interests
1\PS737890	Section 173 Agreement (AT490601X) between Bulgana Wind Farm Pty Ltd, Northern Grampians Shire Council and the registered proprietor Note: land is owned by AusNet
2\PS737890	Section 173 Agreement (AT490601X) between Bulgana Wind Farm Pty Ltd, Northern Grampians Shire Council and the registered proprietor
123\PP2806	Section 173 Agreement (AT490601X) between Bulgana Wind Farm Pty Ltd, Northern Grampians Shire Council and the registered proprietor
124\PP2806	Section 173 Agreement (AT490601X) between Bulgana Wind Farm Pty Ltd, Northern Grampians Shire Council and the registered proprietor
126\PP2806	Section 173 Agreement (AT490601X) between Bulgana Wind Farm Pty Ltd, Northern Grampians Shire Council and the registered proprietor
1\TP133476	No easement exists on this parcel for the existing BATS_HOTS 220kv line. However, AusNet has confirmed it is in occupation of the land under the provisions of the Electricity Industry Residual Provisions Act, which stipulates that where the former SEC was in occupation, an easement is in existence.
1\TP868615	Notice (D103354) under Section 57 (Notice to compulsorily acquire land) of the Transfer of Land Act 1958 registered by State Electricity Commission.
1\PS600829	Section 173 Agreement (AF217557Y) between Pyrenees Shire Council and the registered proprietor which prohibits further subdivision.
2\PS811585	Caveat (AT078029A) - Agreement for interest in an easement between AusNet Transmission Group and the registered proprietor.
2\PS600829	Section 173 Agreement (AF217557Y) between Pyrenees Shire Council and the registered proprietor which prohibits further subdivision
37\LP4975	Section 173 Agreement between Pyrenees Shire Council and Transmission General Holdings (AL828747J) which requires all further development of the land to comply with endorsed plans of Utility Installation Permit PA1937/11B (terminal station associated with Ararat Wind Energy Facility).
3D~B\PP2989	Notice (D123293) under Section 57 (Notice to compulsorily acquire land) of the Transfer of Land Act 1958 registered by State Electricity Commission.
1\PS702370	Covenant (AM967796H) for transfer of easements from Ararat Wind Farm Pty Ltd to Transmission Operations (Australia) Pty Ltd. Section 173 Agreement between Pyrenees Shire Council and Transmission General Holdings (AL828747J) which requires all further development of the land to comply with endorsed plans of Utility Installation Permit PA1937/11B (terminal station associated with Ararat Wind Energy Facility).
2\PS744348	Section 173 Agreement (AM814154H) between Hepburn Shire Council, Central Highlands Region Water Corporation and the registered proprietor, which prevents further subdivision of land
19\PP2261	Section 173 Agreement (AM814154H) between Hepburn Shire Council, Central Highlands Region Water Corporation and the registered proprietor, which prevents further subdivision of land
2\PS533652	Section 173 Agreement (AE973621F) between Hepburn Shire Council and the registered proprietor, which prevents further subdivision of land
11A~18\PP3167	Rights for Victorian Railways to use and maintain water supply pipe)
PC373722	Section 173 Agreement (AL745038B) between Moorabool Shire Council, Barwon Region Water Corporation and the registered proprietor, which relates to the installation and maintenance of an on-site wastewater treatment facility on the land
2D~38\PP2279	Section 173 Agreement (W011238K) between Moorabool Shire Council, Central Highlands Region Water Authority and the registered proprietor, which relates to installation and maintenance of an on-site wastewater treatment facility on the land
2\PS533928	Section 173 Agreement (AE041835J) between Moorabool Shire Council, Central Highlands Water and the registered proprietor, which prevents development of a dwelling on the land.

SPI	Relevant registered restrictions and interests
2\PS640099	Section 173 Agreement (AH672080R) between Moorabool Shire Council and the registered proprietor, which prevents further subdivision of the land except for a public utility for the purpose of a utility installation or if the zoning changes to residential or low density residential
20A~12\PP3167	Covenant (E793503) over Easement E-1 (Gas and Fuel) by Gas and Fuel Corporation of Victoria, relating to installation and maintenance of pipeline infrastructure, and imposing restrictions on digging and excavating deeper than one foot within the tenement without the prior written consent of the covenantor.
1\TP14146	Covenant (Y008655G) over Easement E-1 (Gas Pipeline) by Gas and Fuel Corporation of Victoria – Covenant not to dig or excavate or erect any building or structures or plant any trees or shrubs or use explosives within the covenanted land without the consent of the grantee (Gas and Fuel Corporation of Victoria).
2\TP957404	Section 173 Agreement (AW375185C) between Moorabool Shire Council and the registered proprietor, which requires any dwelling to be used in conjunction with the primary Agriculture use of the land and for the use and development to be undertaken in accordance with the approved Farm Management Plan.
CP165877	Section 173 Agreement (X522574W) between Moorabool Shire Council and the registered proprietor, which relates to road maintenance matters associated with quarrying operations
3\PS640099	Section 173 Agreement (AH672080R) between Moorabool Shire Council and the registered proprietor, which prevents further subdivision of the land except for a public utility for the purpose of a utility installation or if the zoning changes to residential or low density residential
1\PS640099	Section 173 Agreement (AH672080R) between Moorabool Shire Council and the registered proprietor, which prevents further subdivision of the land except for a public utility for the purpose of a utility installation or if the zoning changes to residential or low density residential
2\PS907847	Section 173 Agreement (AW830508U) between Moorabool Shire Council and the registered proprietor, which prevents further subdivision of the land except as approved under the permit.
1\PS907847	Section 173 Agreement (AW830508U) between Moorabool Shire Council and the registered proprietor, which prevents further subdivision of the land except as approved under the permit.
1\PS514042	Section 173 Agreement (AC177615G) between Moorabool Shire Council and the registered proprietor, which relates to the installation and maintenance of an on-site wastewater treatment facility on the land.
1\PS419532	Section 173 Agreement (W014020G) between Melton City Council and the registered proprietor which prohibits further subdivision, and requires development to comply with the approved Development Plan and Environmental Management Plan, which specifies building envelopes and landscape / conservation buffers around the lot perimeter and along Toolern Creek.
1\PS736444	Section 173 Agreement (AQ328720A) between Melton City Council and the registered proprietor, which prohibits further subdivision while in Green Wedge Zone, specifies a building envelope for dwellings, and requirements to implement an Environmental Management Plan and install an on-site wastewater treatment and disposal facility.
2\PS437412	Section 173 Agreement (X098135J) between Melton City Council and the registered proprietor which prohibits further subdivision, and requires development to comply with the approved Development Plan and Environmental Management Plan, which specifies building envelopes and landscape / conservation area buffer requirements on the property.
1\TP945588	Section 173 Agreement (AD587109C) between Melton City Council, the applicant (planning permit PA 2004/263) and the registered proprietor, which prohibits further subdivision.
5\PS517412	Section 173 Agreement (AE646374W) between Melton City Council and the registered proprietor, which prohibits further subdivision and requires the approved Environmental Management Plan to be implemented.

Appendix B. Recent planning permit approvals

Table B-1 provides a summary of the relevant planning permit applications to the Minister for Planning and under the Northern Grampians, Pyrenees, Ballarat, Hepburn, Moorabool and Melton Planning Schemes within the study area up to November 2024.

Table B-1. Relevant planning permit applications (submitted/approved between the commencement of the EES to 12 November 2024)

LGA	Permit Number	Address	Proposal	Permit Issue Date
Located within the Project Land				
Ministerial Permits	PA2402945	Vances Crossing Road Joel Joel VIC 3384	Use and development of utility installation (350 MW battery energy storage system and ancillary infrastructure), removal of native vegetation.	08/08/2024
State Projects	Goldfields Track Project	Between Mt Buninyong, South of Ballarat and Bendigo	New facilities to improve the visitor experience along the 210km Goldfields Track including signage.	01/05/2024
Hepburn	PLN24/0117	21 Lone Hand Road, Allendale	Development of an outbuilding	14/06/2024 (no permit required)
Northern Grampians	005.2020.00000050.001	142 Shays Flat Road, Shays Flat (1\TP248672)	Dwelling	17/09/2020
Northern Grampians	VS2023008	142 Shays Flat Road, Shays Flat (2\TP248672)	Agricultural shed	12/12/2023
Moorabool	PA2021095	337 Swans Road, Darley	Dwelling and shed.	19/08/2022
	PA2022016	1\TP953472 , Myrniong-Korobeit Road, Korobeit	Dwelling, animal grazing and kennel	16/08/2023
	PA2021241	151 Camerons Road, Darley	Two (2) lot subdivision.	18/05/2022
	PA2024081	81 Camerons Road, Darley	Development and Use of a Dwelling	23/08/2024
	PA2024083	449 Greendale-Myrniong Road, Myrniong	Development of an Ancillary Shed (Retrospective)	29/08/2024
	PA2024054	202 Mount Blackwood Road, Myrniong	Retrospective Works on Waterway (creek crossing)	Lodged 19/03/2024
Melton	8459/2023	2389 Diggers Rest-Coimadai Road, Toolern Vale	Section 97N Compliance - animal husbandry agistment/stables, accommodation, dwellings, caretakers houses, outbuildings, buildings, dam, vehicles, removal of native vegetation.	Lodged 15/08/2023
Melton	8554/2023	1241-1247 Holden Road, Toolern Vale	Development of the land with a rural store.	10/11/2023
Pyrenees	PA24040	Lot 2 325 Waubra-Talbot Road Waubra	Two (2) lot subdivision.	Lodged 04/07/2024

LGA	Permit Number	Address	Proposal	Permit Issue Date
Located outside of the Project Land, but within broader study area				
Ministerial Permits	PA2101154	674-740 Coburns Road, Toolern Vale	Melton Christian College – use and development of a primary school	29/10/2021
	PA2101154-1		Permit Amendment - Change to Condition 7	09/02/2022
Pyrenees	PA21053	Gladstone Street, Lexton (2\PS529679J)	Dwelling, associated outbuildings	27/07/2021
	PA21091	354 Rifle Range Road, Lexton (32~B1\PP298)	Dwelling and associated outbuilding.	21/10/2021
	PA24053	1896 Black Bottom Road, Lexton	Use and Development of the land for a Function Centre and Use of the land for a Licensed Premises.	Lodged 20/08/2024
Hepburn	PLN22/0270	3720 Creswick-Newstead Road, Smeaton	Rural Industry being an Oat Milk Concentrate Plant.	22/12/2022
	PLA23/0044	80 Lone Hand Road, Allendale	Alterations to a single dwelling or structure.	Lodged 19/12/2023
	PLA24/0014	80 Lone Hand Road, Allendale	Alterations to a single dwelling or structure	Withdrawn 28/06/2024
	PLN24/0238	97 Birchs Creek Road, Kingston	Construction of a dwelling and shed in the Farming Zone.	Lodged 22/10/2024
	PLN24/0243	358 Dean-Newlyn Road, Dean	Two Lot Subdivision (Boundary realignment).	Lodged 29/10/2024
Moorabool	PA2021097	Lot 1 Kennedys Lane, Bunding	Dwelling.	14/10/2021
	PA2022210	369 Myrniong-Korobeit Road, Korobeit	Four (4) lot subdivision.	20/09/2023
	PA2023043	179 Camerons Road, Coimadai	Two (2) lot subdivision.	06/06/2023
	PA2021241	151 Camerons Road, Darley	Two (2) lot subdivision.	18/05/2022
	PA2023057	400 Mount Blackwood Road, Myrniong	Dwelling.	22/06/2023
	PA2022091	420 Developmental Road, Bolwarrah	Dwelling.	11/07/2022
	PA2023140	182 Camerons Road, Coimadai	Two (2) lot subdivision. Notice given 06/12/2023.	13/03/2024
	PA2023148	2\PS636058, Developmental Road, Bolwarrah	Dwelling and ancillary shed.	22/05/2024
	PA2024169	36 Connor Court, Ballan	Development of a Shed Ancillary to an Existing Dwelling	Lodged 21/10/2024
	PA2024138	28 Connor Street, Ballan	Development of a Shed Ancillary to an Existing Dwelling	28/10/2024
	PA2024077	431 Diggers Rest Road, Coimadai	Development of a Shed and Pool House Ancillary to an Existing Dwelling	07/08/2024
	PA2024046	194 Kanes Lane, Claretown	Development of a Replacement Dwelling and Change of Use of an Existing Dwelling to Rural Workers Accommodation	09/08/2024

LGA	Permit Number	Address	Proposal	Permit Issue Date
	PA2024012-1	377 Lerderderg Gorge Road, Darley	Two (2) Lot Subdivision	10/04/2024
Melton	7835/2022	637 Bulmans Road, Toolern Vale	Dwelling.	05/07/2022
	7960/2022	1288 Melton Highway, Plumpton	Place of Worship with associated dining hall and car parking.	11/11/2022
	8012/2022	2-60 Holden Road, Diggers Rest	Dwelling.	12/04/2023

Appendix C. Planning scheme map - zones

Planning Zones

Western Renewables Link

FZ

PCRZ

JOEL JOEL ROAD

NORTHERN GRAMPIANS SHIRE

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Existing Terminal Station
- Proposed Terminal Station Site

Planning Zones

- FZ - Farming Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ3 - Significant Municipal Road

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Metres

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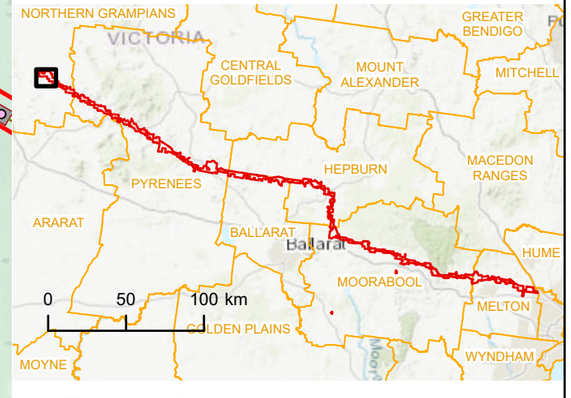

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Planning Zones

Western Renewables Link

PCRZ

NORTHERN GRAMPIANS SHIRE

RCZ

JOEL SOUTH ROAD

JOEL SOUTH

JOEL JOEL ROAD

FZ

PCRZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone

RCZ

NORTHERN GRAMPIANS SHIRE

RCZ

PYRENEES SHIRE

RCZ

FZ

JOEL JOEL ROAD

FZ

ARARAT-ST ARNAUD ROAD

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Metres

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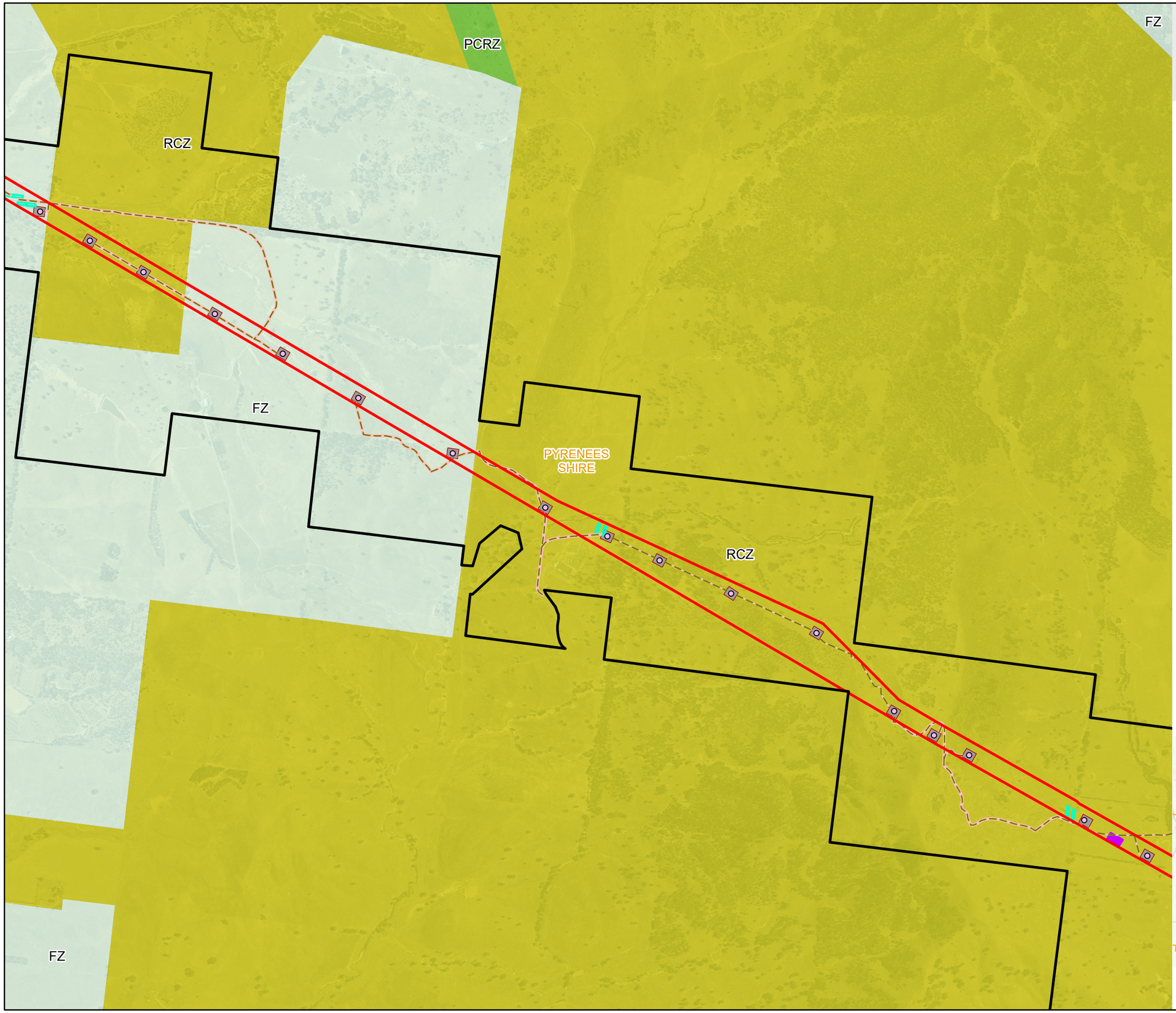
Planning Zones

Western Renewables Link



- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone

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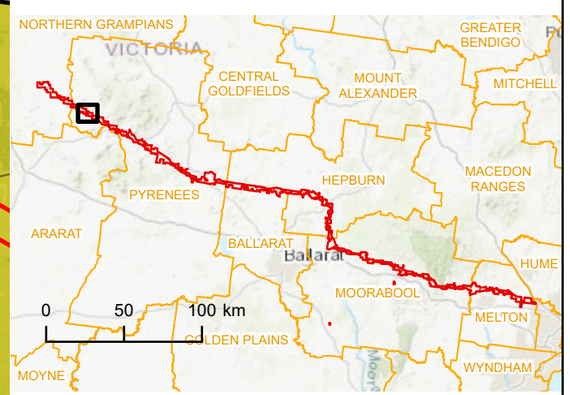

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Planning Zones

Western Renewables Link

PCRZ

RCZ

PYRENEES SHIRE

LANDSBOROUGH-ELMHURST ROAD

ARARAT RURAL CITY

FZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone

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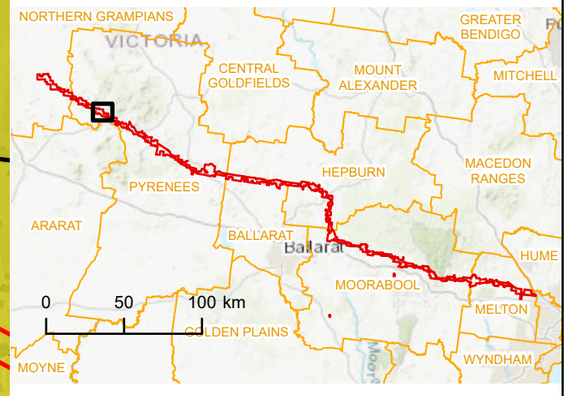

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Planning Zones

Western Renewables Link

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PUZ2 - Public Use Zone Education
- PUZ3 - Public Use Zone Health and Community
- PUZ6 - Public Use Zone Local Government
- TRZ1 - State Transport
- TRZ2 - Principal Road Network
- TZ - Township Zone

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Planning Zones

Western Renewables Link

RCZ
PCRZ
ELMHURST-CLENPATRICK ROAD
FZ
RCZ
PYRENEES SHIRE
FZ
TRZ1
TRZ2
FZ
TRZ1
PYRENEES HIGHWAY
RCZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ1 - State Transport
- TRZ2 - Principal Road Network

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Planning Zones

Western Renewables Link

RCZ
TRZ2
RCZ
TRZ1
FZ
FZ
FZ
FZ
FZ
FZ
RCZ
PYRENEES HIGHWAY
EGANS LANE
LEXTON-ARARAT ROAD
AMPHITHEATRE ROAD
PYRENEES SHIRE

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- TRZ1 - State Transport
- TRZ2 - Principal Road Network

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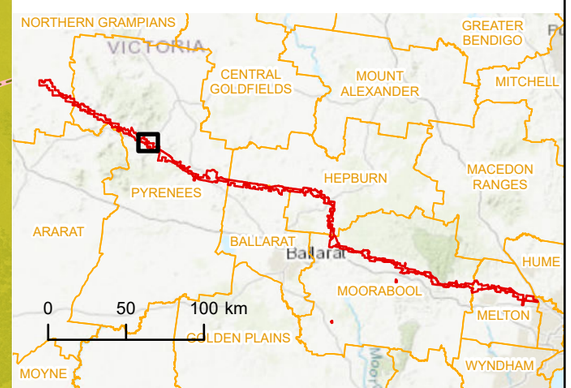

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ2 - Principal Road Network

FZ
FZ
PCRZ
RCZ
RCZ
LEXTON-ARARAT ROAD
PYRENEES SHIRE
FZ
FZ
MOUNT LONARCH
RCZ
AMPHITHEATRE ROAD
RCZ

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ2 - Principal Road Network

RCZ
FZ
FZ
PYRENEES SHIRE
FZ
RCZ
TRZ2
LEXTON-ARARAT ROAD
PCRZ
RCZ

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Metres

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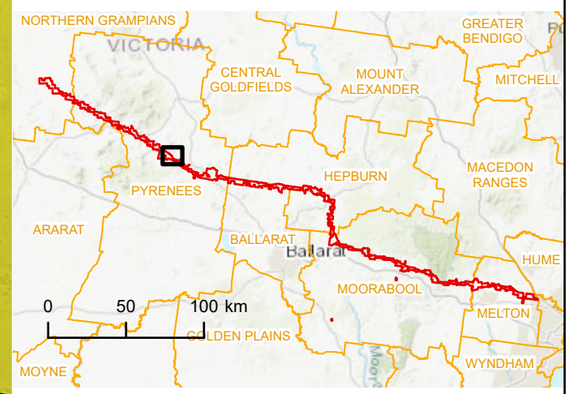

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- LDRZ - Low Density Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- TRZ2 - Principal Road Network
- TZ - Township Zone

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PPRZ - Public Park and Recreation Zone
- TRZ2 - Principal Road Network

FZ
PPRZ
RCZ
TRZ2
SUNRAYSIA HIGHWAY
BLACK BOTTOM ROAD
PYRENEES SHIRE
Lexton Laydown Area and Workforce Accommodation Facility

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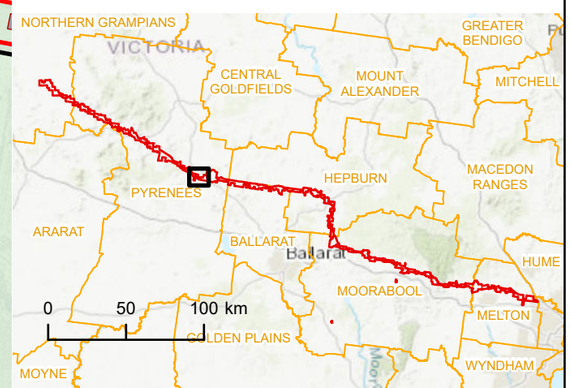

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Planning Zones

- FZ - Farming Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

SUNRAYSIA HIGHWAY

FZ

PYRENEES SHIRE

STUD FARM ROAD

Lexton Laydown Area and Workforce Accommodation Facility

FZ

PUZ1

WRL_WR1416_LUP_Plan_Zones_EasternWestern IS311800

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0 500 1,000

Metres

N

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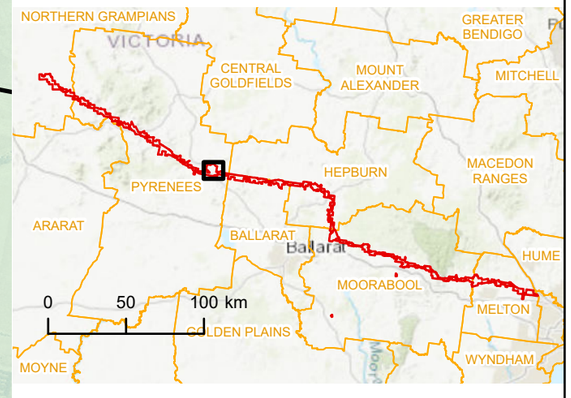

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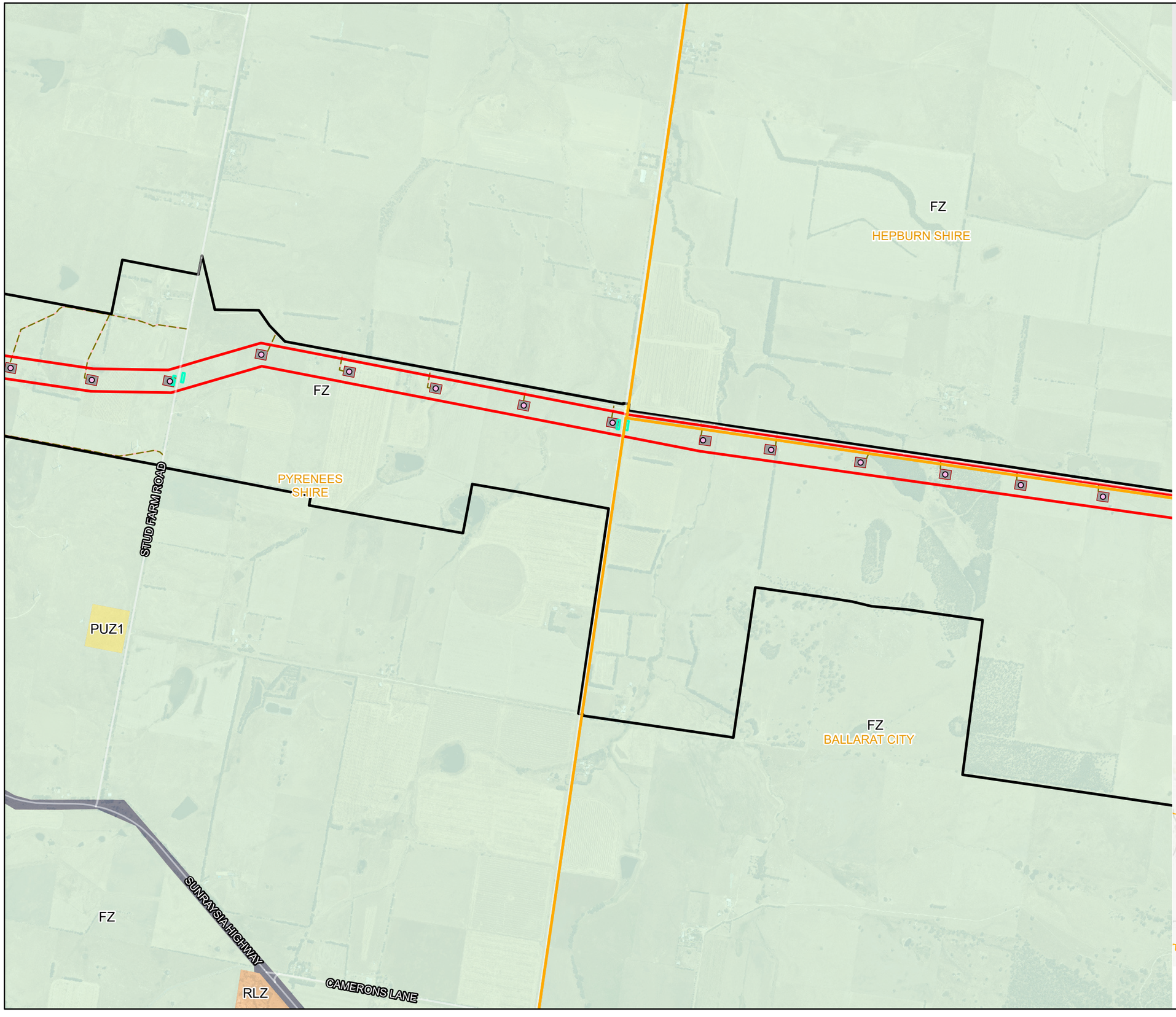
Planning Zones

Western Renewables Link



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Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

WRL_WR1416_LUP_Plan_Zones_EasternWestern
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IS311800

0 500 1,000
Metres

N

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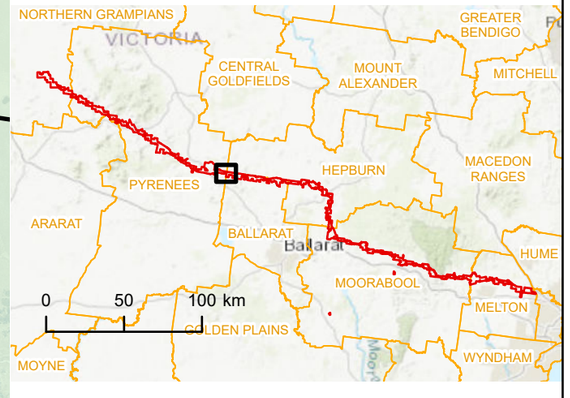

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Planning Zones

Western Renewables Link

MOUNT BECKWORTH

FZ

PCRZ

HEPBURN SHIRE

BALLARAT CITY

FZ

GLENDARUEL

COCHILLS CREEK ROAD

- Project Land
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- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- PCRZ - Public Conservation and Resource Zone

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0 500 1,000

Metres

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Planning Zones

Western Renewables Link

PCRZ
GLENDARUEL ROAD
FZ HEPBURN SHIRE
LEARMONTH ROAD
TRZ1
FZ
TRZ2
RLZ
BALLARAT MARYBOROUGH ROAD
FENTONS ROAD
BALLARAT CITY
COGHILLS CREEK ROAD
FZ
PICKFORDS ROAD
TOURELLO

- Project Land
- Proposed Route
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Project Components

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- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- PCRZ - Public Conservation and Resource Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ1 - State Transport
- TRZ2 - Principal Road Network

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0 500 1,000
Metres

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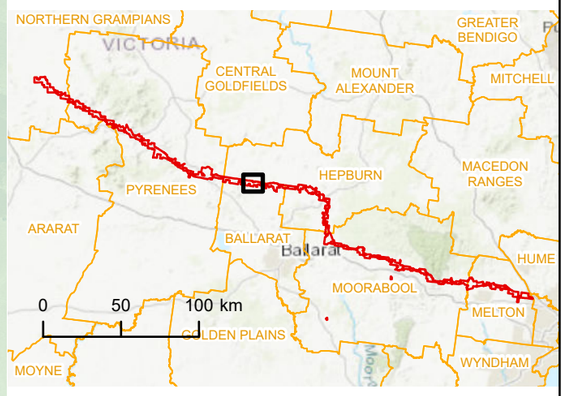

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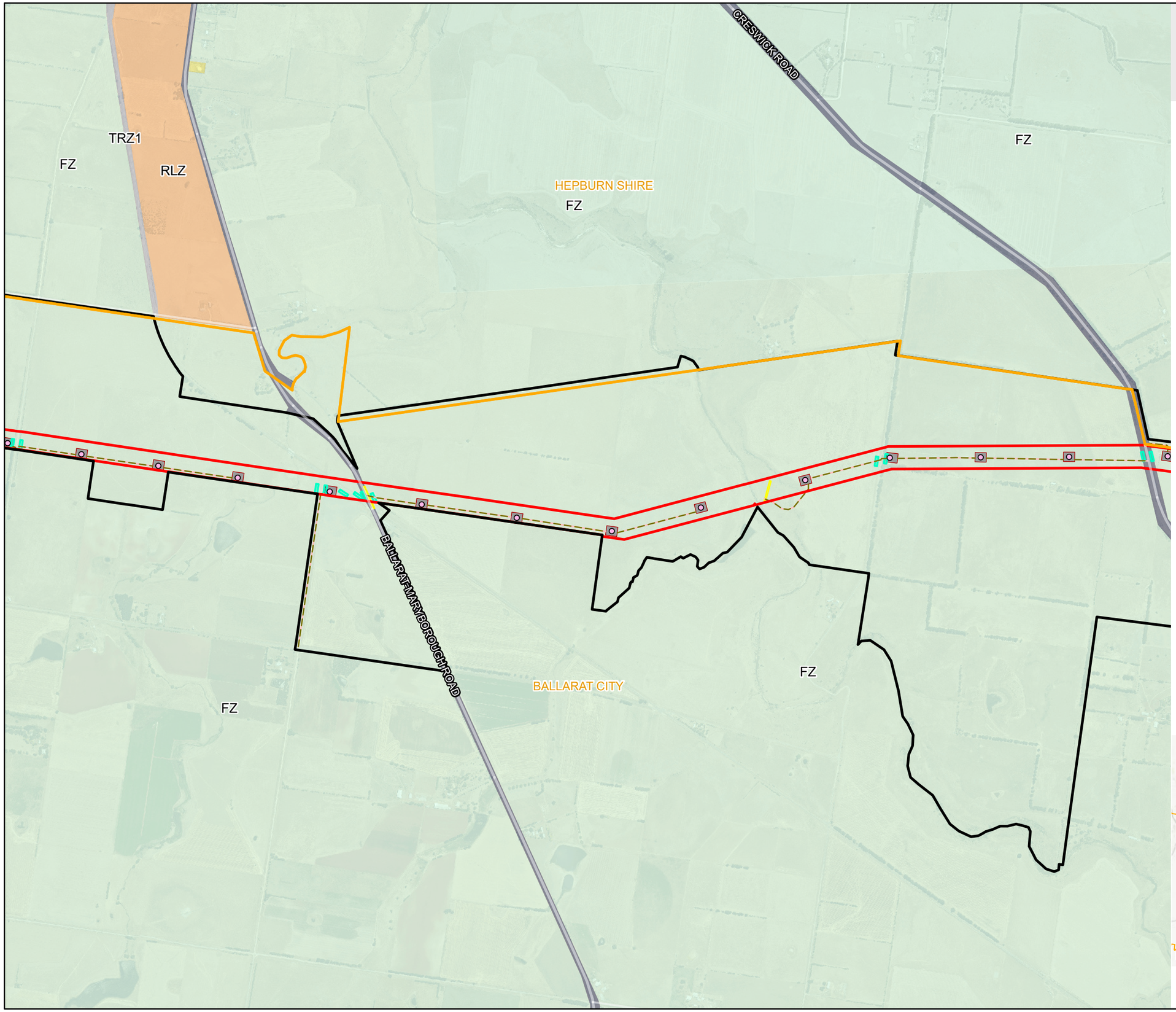
Planning Zones

Western Renewables Link



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- TRZ1 - State Transport
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0 500 1,000

Metres

N

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Planning Zones

Western Renewables Link

FZ

FZ

HEPBURN SHIRE

FZ

FZ

BALLARAT CITY

CRESWICK ROAD

CLUNES-CRESWICK ROAD

WEST BERRY ROAD

BEACONSFIELD ROAD

CRESWICK-LAWRENCE ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

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- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- TRZ2 - Principal Road Network

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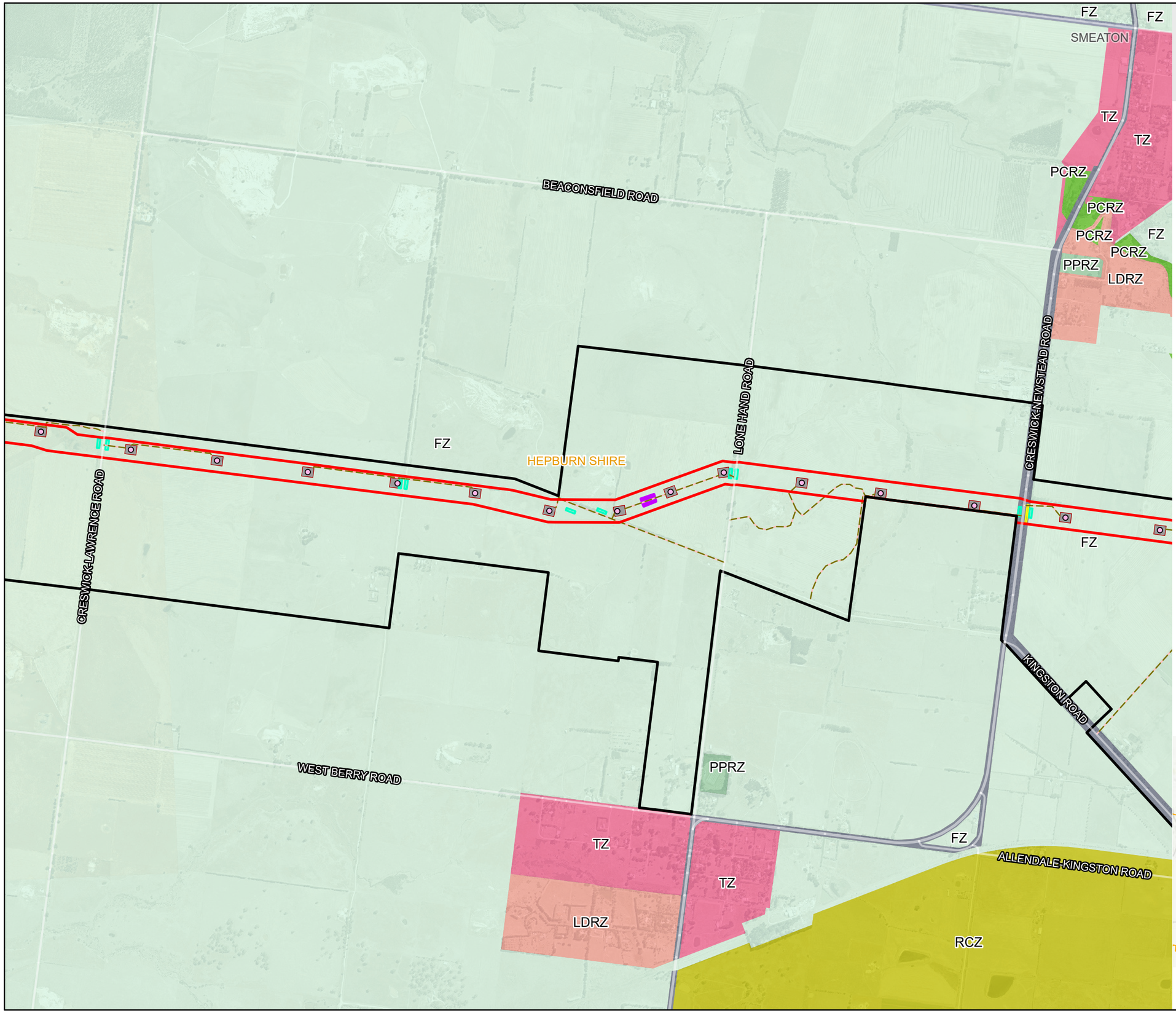
Planning Zones

Western Renewables Link



Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- LDRZ - Low Density Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road
- TZ - Township Zone

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0 500 1,000

Metres

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Planning Zones

Western Renewables Link

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Project Components

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- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- LDRZ - Low Density Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road
- TZ - Township Zone

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0 500 1,000
Metres

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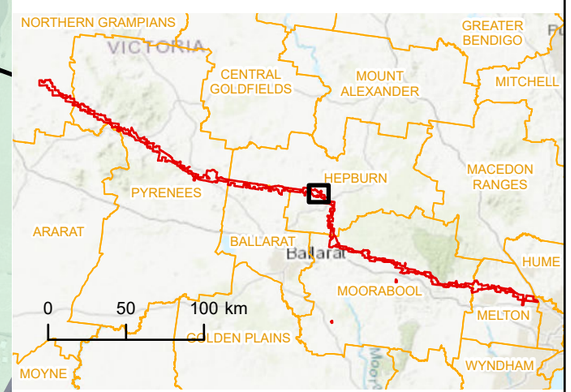

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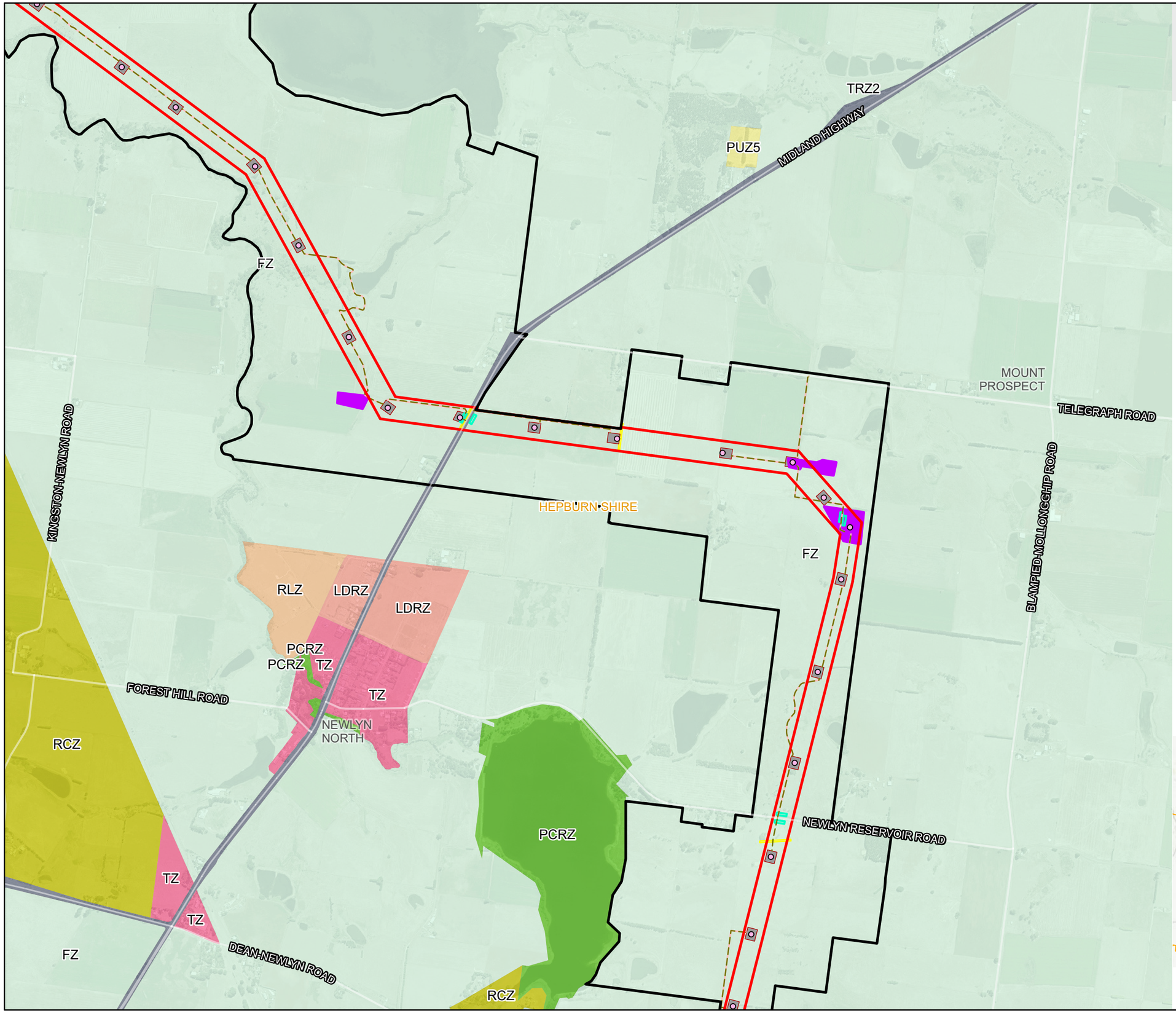
Planning Zones

Western Renewables Link



Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- RLZ - Rural Living Zone
- LDRZ - Low Density Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PUZ5 - Public Use Zone Cemetery/ crematorium
- TRZ2 - Principal Road Network
- TZ - Township Zone

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0 500 1,000

Metres

N

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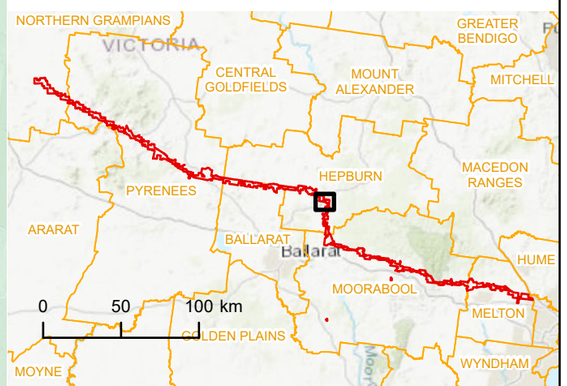

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ2 - Principal Road Network
- TZ - Township Zone

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Planning Zones

- FZ - Farming Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

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Planning Zones

- FZ - Farming Zone
- PUZ1 - Public Use Zone Service and Utility

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Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- PCRZ - Public Conservation and Resource Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

FZ
PUZ1
FZ
PUZ1
PCRZ
BOLWARRAH
SPARGO CREEK ROAD
MOORABOOL SHIRE
ORMOND ROAD
FZ
SPRINGBANK ROAD
OLD CORBETTS ROAD
RLZ

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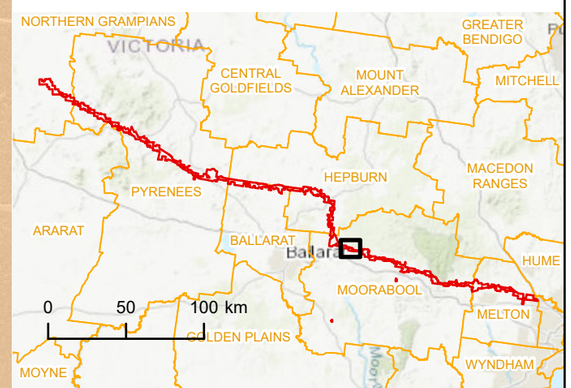

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Planning Zones

Western Renewables Link

PUZ1
PCRZ
PCRZ
PCRZ
FZ
BALLAN-DAYLESFORD ROAD
MOORABOOL SHIRE
FZ
RLZ
MOORABOOL WEST ROAD
DEHNERTS ROAD
CARTONS ROAD

- Project Land
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Planning Zones

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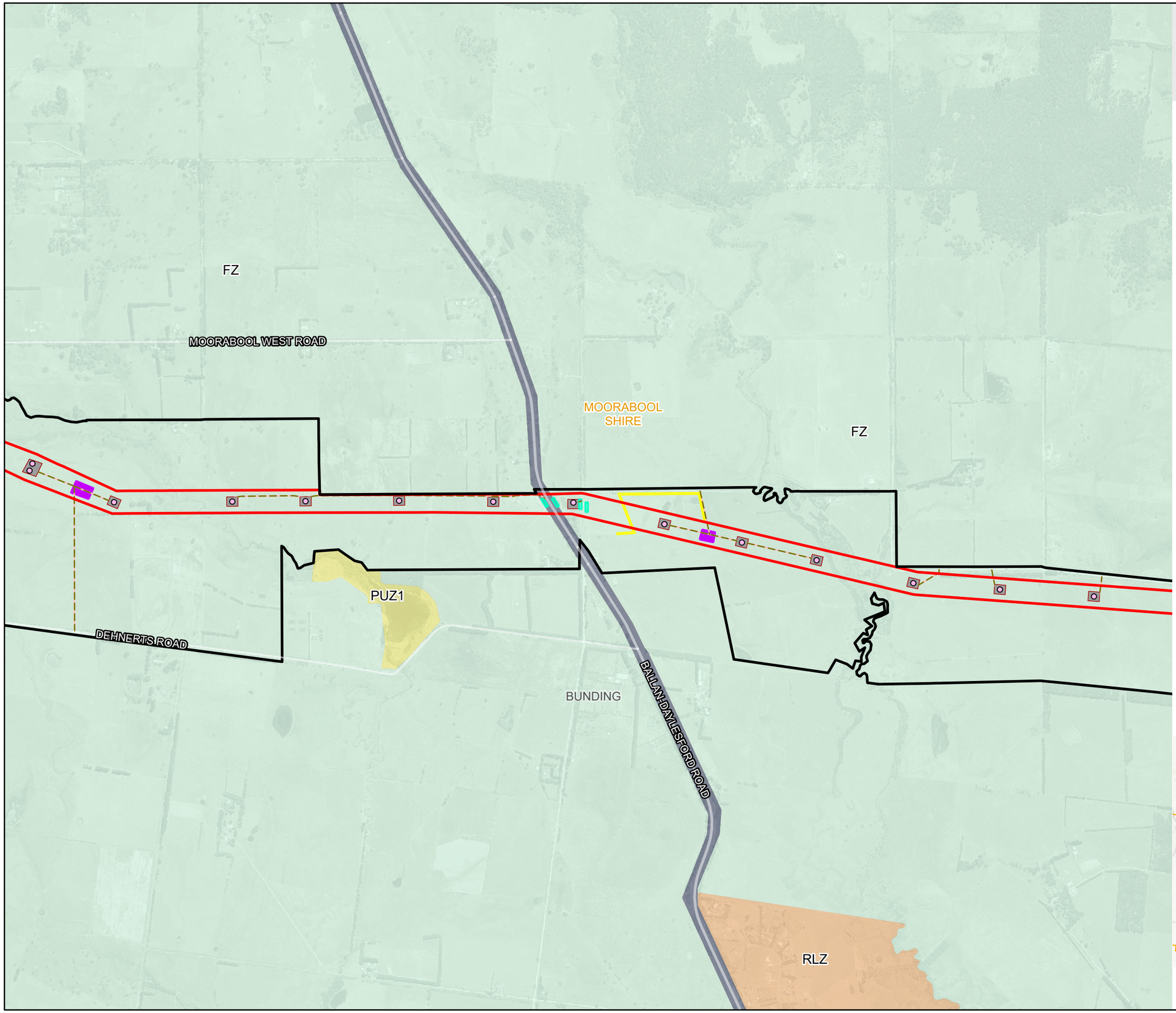

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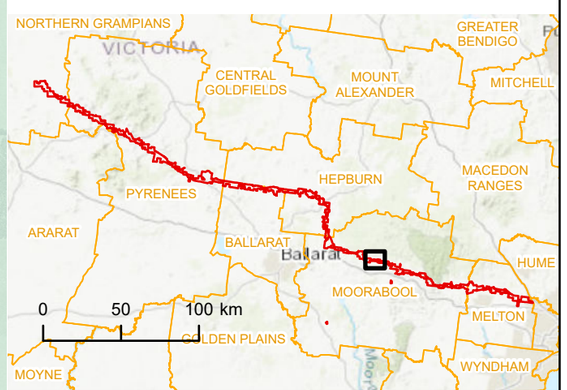

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Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- SUZ - Special Use Zone
- NRZ - Neighbourhood Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road

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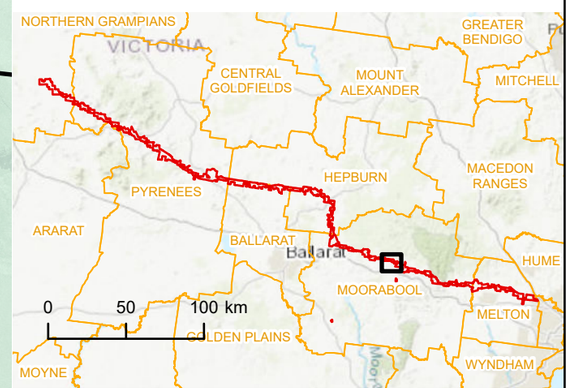

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ5 - Public Use Zone Cemetery/ crematorium
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road

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0 500 1,000
Metres

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Planning Zones

Western Renewables Link

KOROBEIT
MYRNIONG-KOROBEIT ROAD
MT BLACKWOOD ROAD
GREENDALE-MYRNIONG ROAD
OLD WESTERN HIGHWAY
MAIN STREET
MYRNIONG
MOORABOOL SHIRE
FZ
PCRZ
PUZ1
RLZ
TRZ2
SUZ
PPRZ
TZ
PUZ2
TRZ3

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RLZ - Rural Living Zone
- SUZ - Special Use Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ2 - Public Use Zone Education
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road
- TZ - Township Zone

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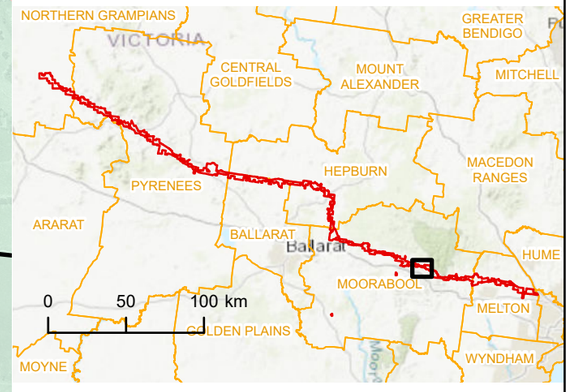

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- RLZ - Rural Living Zone
- NRZ - Neighbourhood Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road

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Planning Zones

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- C1Z - Commercial 1 Zone
- FZ - Farming Zone
- RCZ - Rural Conservation Zone
- RLZ - Rural Living Zone
- SUZ - Special Use Zone
- GRZ - General Residential Zone
- LDRZ - Low Density Residential Zone
- NRZ - Neighbourhood Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ2 - Public Use Zone Education
- PUZ6 - Public Use Zone Local Government
- TRZ2 - Principal Road Network
- TRZ3 - Significant Municipal Road

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0 500 1,000

Metres

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Planning Zones

Western Renewables Link

RLZ
PUZ1
COIMADAI
PUZ2
SUZ
FZ
PUZ1
FZ
RCZ
PUZ1
GISBORNE ROAD
DIGGERS REST COIMADAI ROAD
TRZ2
PUZ1
PUZ1
MOORABOOL SHIRE
LONG FOREST ROAD
GWZ
MELTON CITY
RCZ
PCRZ
PCRZ
RLZ
RCZ
FZ
RLZ
GWAZ
RCZ
RLZ
FZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- GWAZ - Green Wedge A Zone
- GWZ - Green Wedge Zone
- RCZ - Rural Conservation Zone
- RLZ - Rural Living Zone
- SUZ - Special Use Zone
- PCRZ - Public Conservation and Resource Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ2 - Public Use Zone Education
- PUZ5 - Public Use Zone Cemetery/ crematorium
- TRZ2 - Principal Road Network

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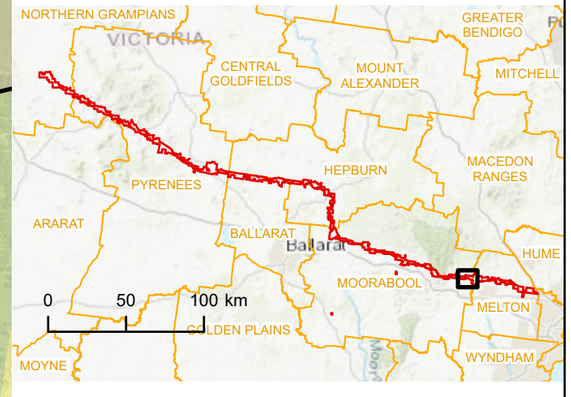

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Planning Zones

Western Renewables Link

FZ
RCZ
GWZ
TRZ2
DIGGERS REST-COIMADAI ROAD
MOORABOOL SHIRE
FZ
PUZ1
RCZ
GWZ
MELTON CITY
PPRZ
COBURNS ROAD
PUZ1
GWAZ
RCZ
RCZ
PUZ5
UGZ
UGZ
UGZ
PUZ1
GRZ
GRZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- FZ - Farming Zone
- GWAZ - Green Wedge A Zone
- GWZ - Green Wedge Zone
- RCZ - Rural Conservation Zone
- UGZ - Urban Growth Zone
- GRZ - General Residential Zone
- NRZ - Neighbourhood Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ5 - Public Use Zone Cemetery/ crematorium
- TRZ2 - Principal Road Network

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Planning Zones

Western Renewables Link

RCZ
GWZ
SUZ
DIGGERS REST-COIMADAI ROAD
MELTON CITY
GISBORNE-MELTON ROAD
COBURNS ROAD
GWZ
GWZ
UGZ
UGZ
PUZ1
NRZ
GRZ
LDRZ
PPRZ
NRZ
NRZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- GWZ - Green Wedge Zone
- RCZ - Rural Conservation Zone
- SUZ - Special Use Zone
- UGZ - Urban Growth Zone
- GRZ - General Residential Zone
- LDRZ - Low Density Residential Zone
- NRZ - Neighbourhood Residential Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

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Planning Zones

Western Renewables Link

DIGGERS REST-COIMADAI ROAD
GWZ
UGZ
PPRZ
PPRZ
MELTON CITY
GWZ
PUZ1
LEAKES ROAD
HOLDEN ROAD

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- GWZ - Green Wedge Zone
- UGZ - Urban Growth Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- TRZ2 - Principal Road Network

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Metres

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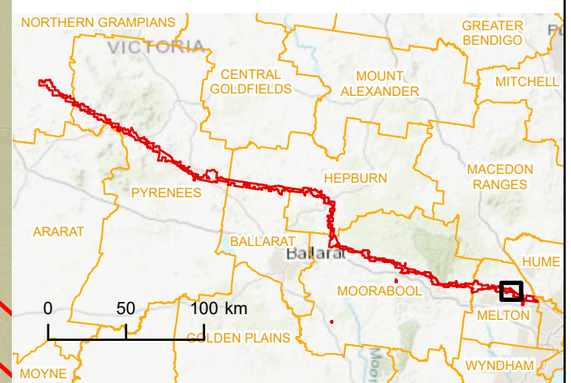

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Planning Zones

Western Renewables Link

HOLDEN ROAD
PLUMPTON ROAD
MELTON HIGHWAY
HUME CITY
CALDER FREEWAY
MELTON CITY
GWAZ
GWZ
TRZ1
SUZ
FZ
UGZ
TRZ2
PUZ1
PUZ2
GRZ
UFZ
PPRZ
C1Z
NRZ

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Planning Zones

- C1Z - Commercial 1 Zone
- FZ - Farming Zone
- GWAZ - Green Wedge A Zone
- GWZ - Green Wedge Zone
- SUZ - Special Use Zone
- UFZ - Urban Floodway Zone
- UGZ - Urban Growth Zone
- GRZ - General Residential Zone
- NRZ - Neighbourhood Residential Zone
- PPRZ - Public Park and Recreation Zone
- PUZ1 - Public Use Zone Service and Utility
- PUZ2 - Public Use Zone Education
- TRZ1 - State Transport
- TRZ2 - Principal Road Network

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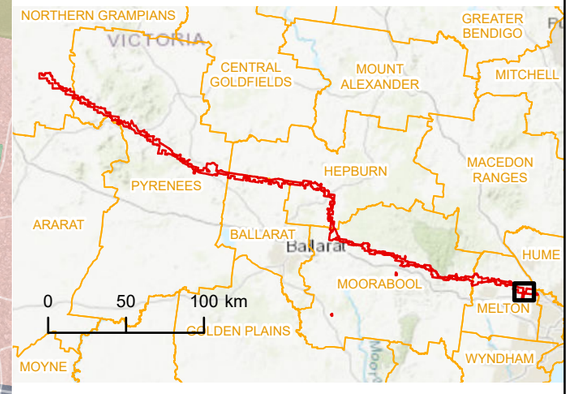

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Planning Zones

Western Renewables Link

Project Land
Proposed Route
Local Government Area

Project Components

Indicative Tower Location
Indicative Access Track
Indicative Access Tracks Disturbance Footprint
Indicative Tower Assembly Area
Existing Terminal Station

Planning Zones

C1Z - Commercial 1 Zone
IN3Z - Industrial 3 Zone
FZ - Farming Zone
GWAZ - Green Wedge A Zone
GWZ - Green Wedge Zone
CDZ - Comprehensive Development Zone
SUZ - Special Use Zone
UFZ - Urban Floodway Zone
UGZ - Urban Growth Zone
GRZ - General Residential Zone
MUZ - Mixed Use Zone
NRZ - Neighbourhood Residential Zone
PCRZ - Public Conservation and Resource Zone
PPRZ - Public Park and Recreation Zone
PUZ1 - Public Use Zone Service and Utility
PUZ2 - Public Use Zone Education
RGZ - Residential Growth Zone
TRZ1 - State Transport
TRZ2 - Principal Road Network

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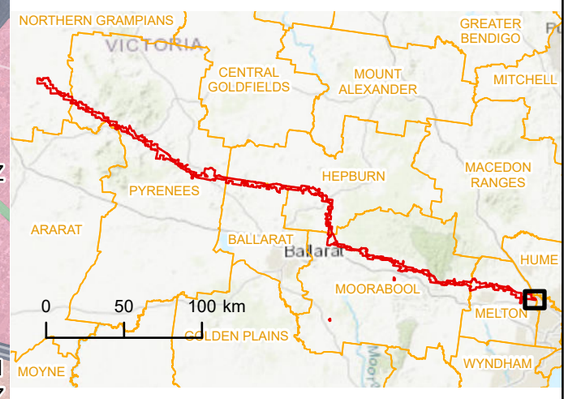

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Planning Zones

Western Renewables Link

Project Land
Local Government Area

Project Components

Workforce Accommodation Facilities

Planning Zones

C1Z - Commercial 1 Zone
IN1Z - Industrial 1 Zone
FZ - Farming Zone
RLZ - Rural Living Zone
SUZ - Special Use Zone
GRZ - General Residential Zone
LDRZ - Low Density Residential Zone
NRZ - Neighbourhood Residential Zone
PPRZ - Public Park and Recreation Zone
PUZ1 - Public Use Zone Service and Utility
PUZ2 - Public Use Zone Education
PUZ3 - Public Use Zone Health and Community
PUZ5 - Public Use Zone Cemetery/ crematorium
PUZ6 - Public Use Zone Local Government
TRZ1 - State Transport
TRZ2 - Principal Road Network
TRZ3 - Significant Municipal Road

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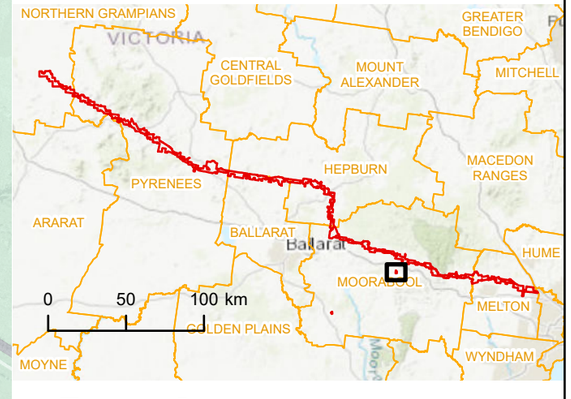

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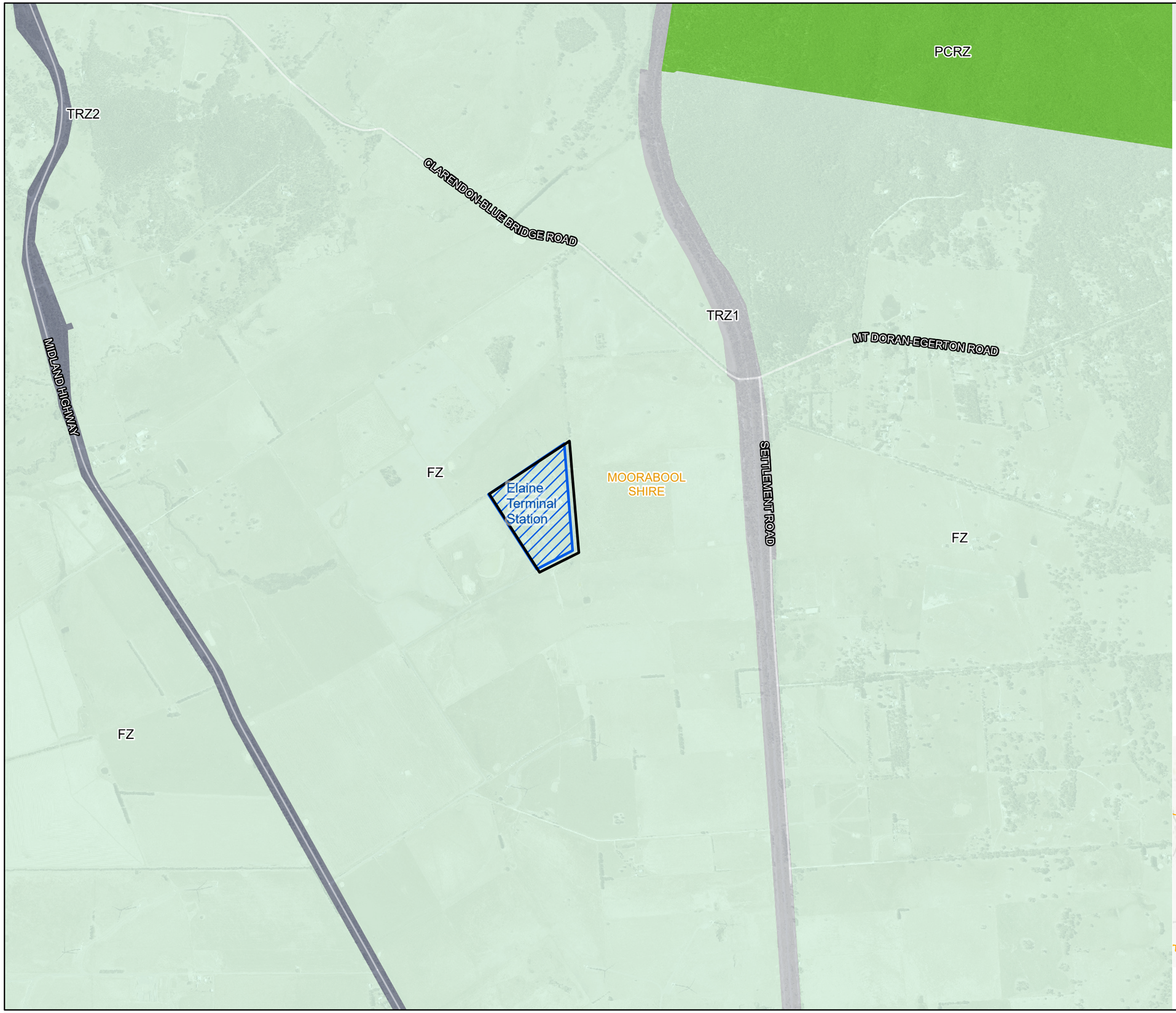
Planning Zones

Western Renewables Link



- Project Land
- Local Government Area

Project Components

- Existing Terminal Station

Planning Zones

- FZ - Farming Zone
- PCRZ - Public Conservation and Resource Zone
- TRZ1 - State Transport
- TRZ2 - Principal Road Network

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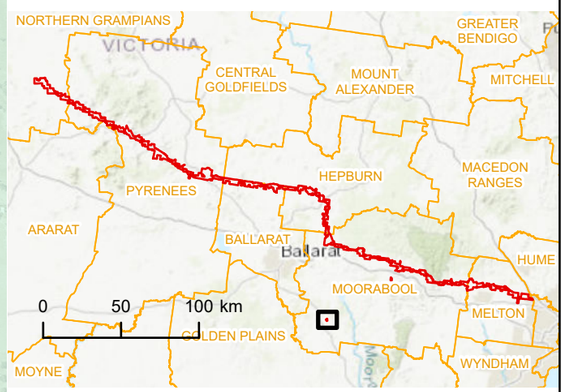

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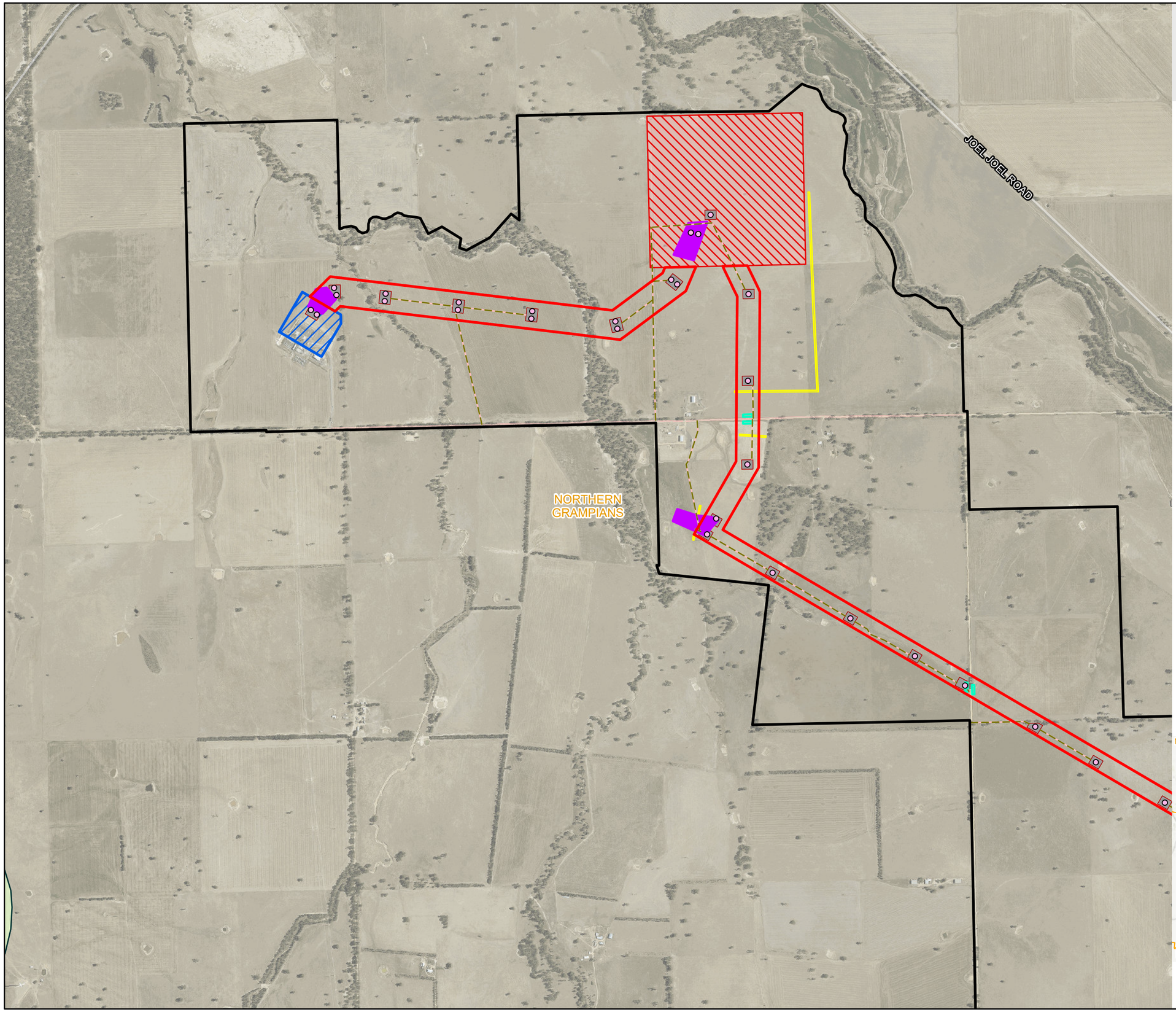
Appendix D. Planning scheme map - overlays

Environmental and Landscape Overlays

Western Renewables Link



- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Existing Terminal Station
- Proposed Terminal Station Site

Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

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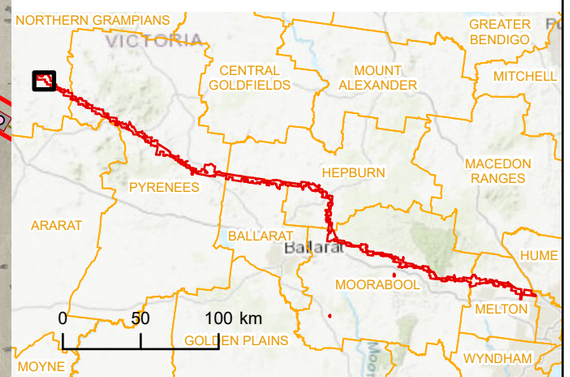

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

JOEL JOEL ROAD

NORTHERN GRAMPIANS

JOEL SOUTH ROAD

JOEL SOUTH

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Metres

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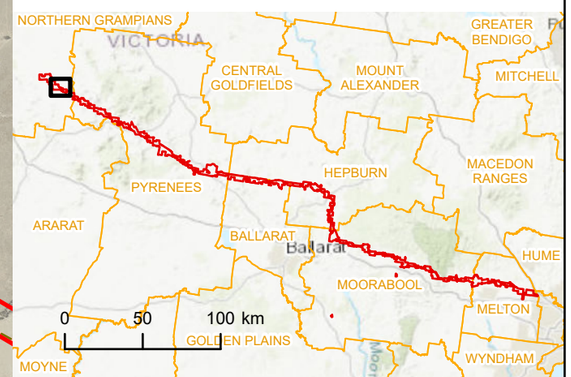

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

NORTHERN GRAMPIANS

PYRENEES

JOEL JOEL ROAD

ARARAT-ST ARNAUD ROAD

WRL_WR1416_LUP_Plan_Overlay_Environmental_and_Landscape_EasternWestern

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IS311800

0 500 1,000

Metres

N

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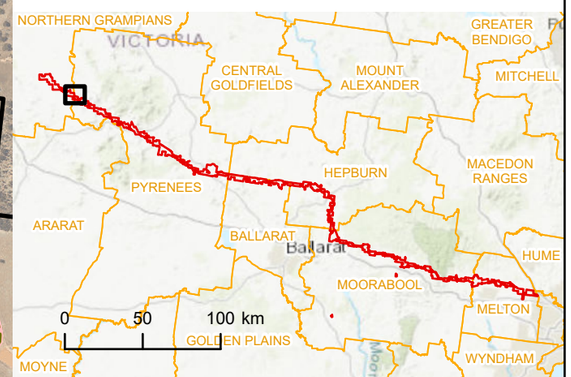

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
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PYRENEES

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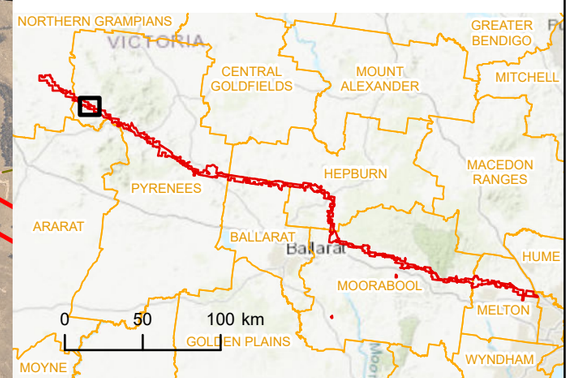

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Environmental and Landscape Overlays

Western Renewables Link

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- Indicative Hurdles

Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay
- ESO - Environmental Significance Overlay

PYRENEES

LANDSBOROUGH-ELMHURST ROAD

ESO2

ESO2

ARARAT

VPO1

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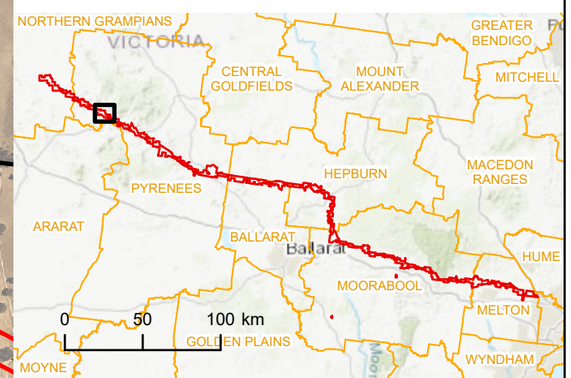

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Environmental and Landscape Overlays

Western Renewables Link

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Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay
- ESO - Environmental Significance Overlay

PYRENEES
ARARAT
ELMHURST
ESO2
VPO1
VPO2
ELMHURST-GLENPATRICK ROAD
HIGH STREET
BLIND CREEK ROAD
PYRENEES HIGHWAY

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Metres

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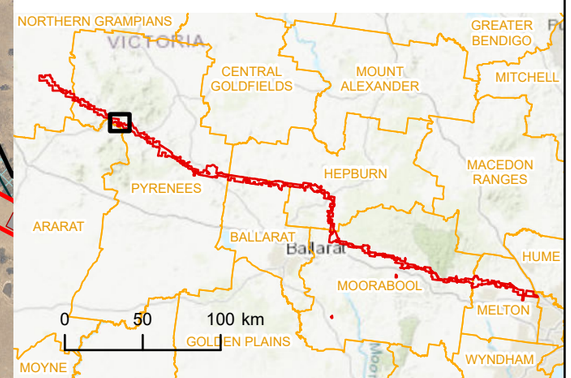

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Environmental and Landscape Overlays

Western Renewables Link

ELMHURST-GLENPATRICK ROAD

VPO1

PYRENEES

PYRENEES HIGHWAY

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
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- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay

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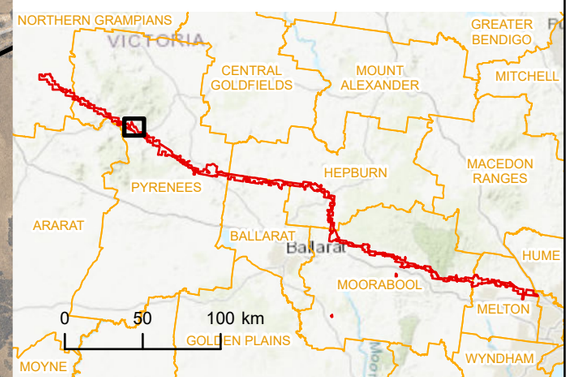

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Environmental and Landscape Overlays

Western Renewables Link

PYRENEES HIGHWAY

EGANS LANE

LEXTON-ARARAT ROAD

AMPHITHEATRE ROAD

ESO2

PYRENEES

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
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- Indicative Hurdles

Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

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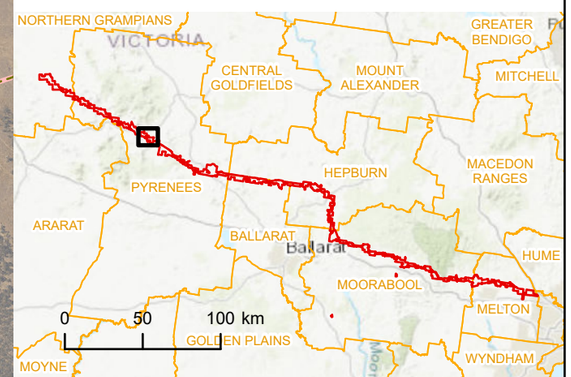

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

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- Indicative Hurdles

Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

ESO2

PYRENEES

LEXTON-ARARAT ROAD

MOUNT LONARCH

AMPHITHEATRE ROAD

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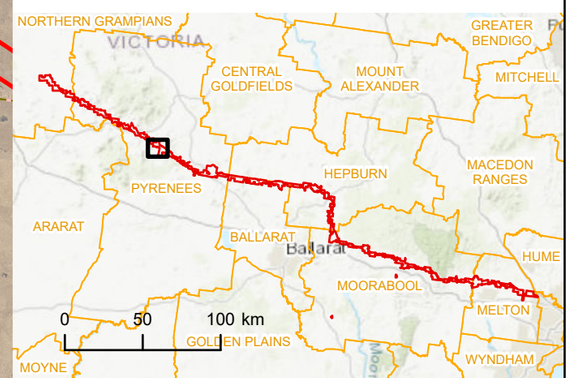

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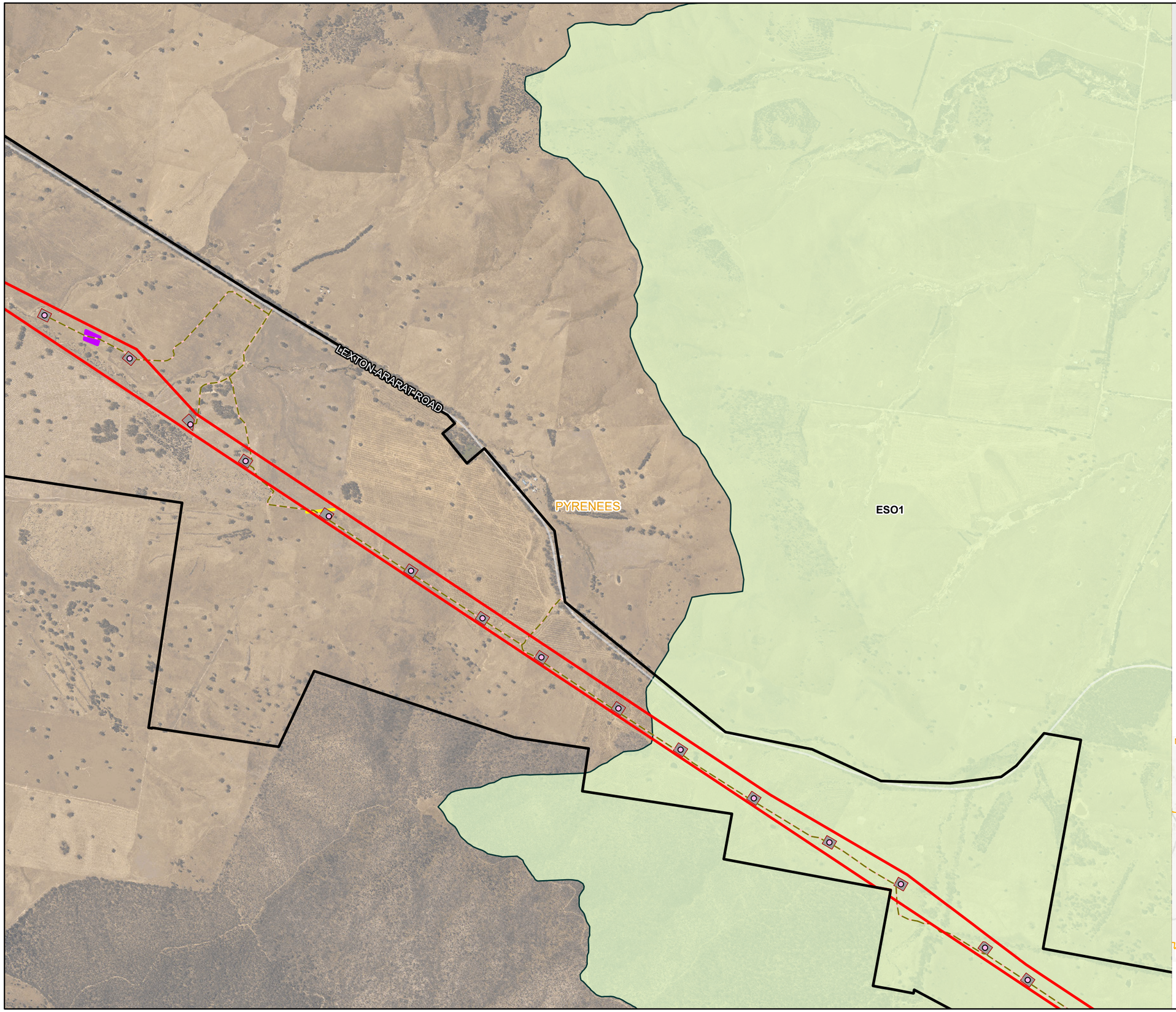
Environmental and Landscape Overlays

Western Renewables Link



- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
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Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

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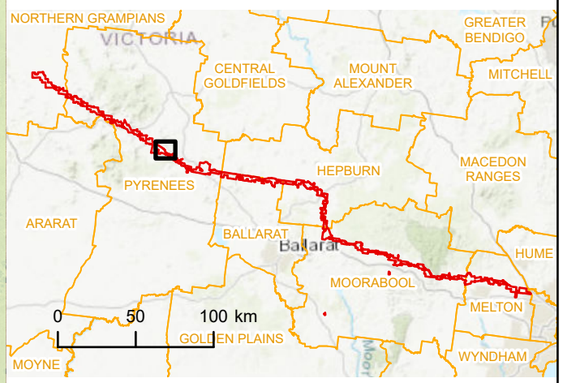

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Environmental and Landscape Overlays

Western Renewables Link

LEXTON-ARARAT ROAD

LEXTON-TALBOT ROAD

VPO1

VPO1

LEXTON

WILLIAMSON STREET

ESO1

PYRENEES

SUNRAYSIA HIGHWAY

VPO1

BEAUFORT-LEXTON ROAD

BLACKBOTTOM ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay
- ESO - Environmental Significance Overlay

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Metres

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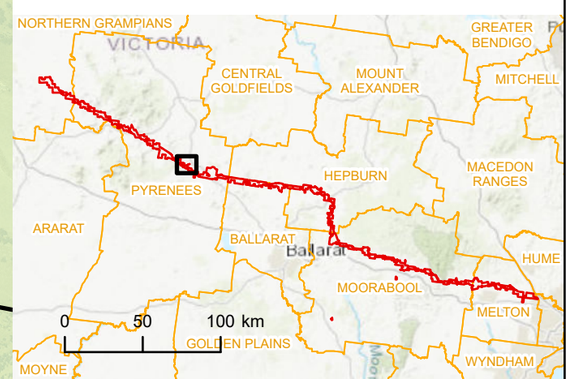

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Environmental and Landscape Overlays

Western Renewables Link

SUNRAYSIA HIGHWAY

ESO1

Lexton Laydown Area and Workforce Accommodation Facility

PYRENEES

BLACKBOTTOM ROAD

VPO1

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay
- ESO - Environmental Significance Overlay

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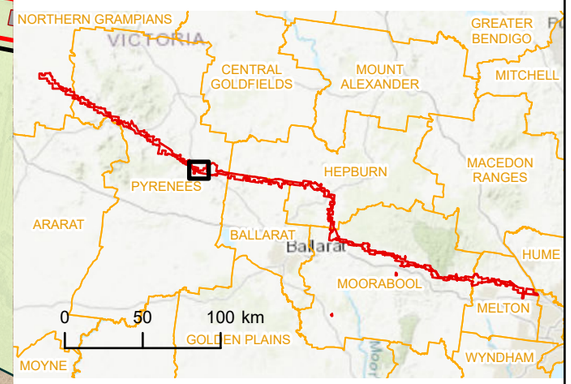

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
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- Indicative Hurdles
- Workforce Accommodation Facilities

Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

ESO1

STUD FARM ROAD

Lexton Laydown Area and Workforce Accommodation Facility

PYRENEES

SUNRAYSIA HIGHWAY

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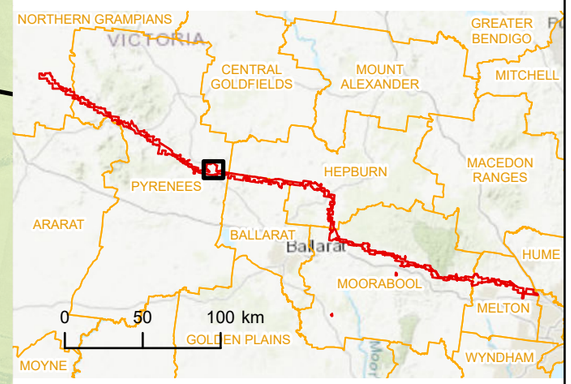

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Environmental and Landscape Overlays

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Environmental and Landscape Overlays

- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

SLO1
ESO1
HEPBURN
ESO1
PYRENEES
STUD FARM ROAD
ESO5
ESO5
ESO2
ESO5
ESO3
ESO5
BALLARAT
SLO
ESO5
ESO5
SUNRAYSIA HIGHWAY
CAMERONS LANE

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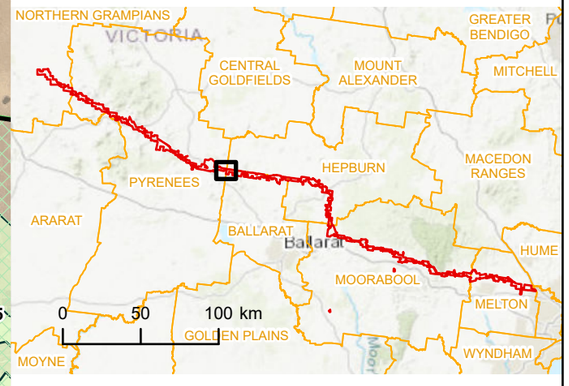

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Environmental and Landscape Overlays

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Environmental and Landscape Overlays

- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

MOUNT BECKWORTH
HEPBURN
BALLARAT
GLENDARUEL
COGHILLS CREEK ROAD
SLO1
ESO1
SLO
ESO2
ESO3
ESO5

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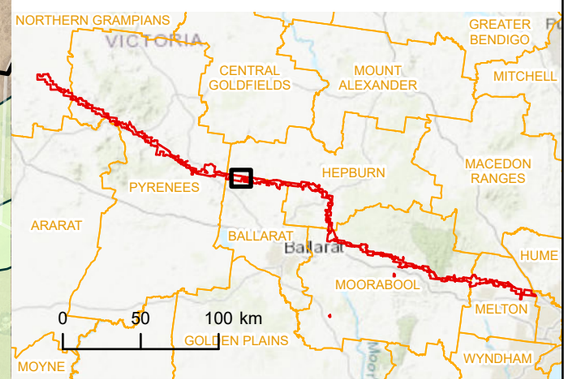

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Environmental and Landscape Overlays

Western Renewables Link

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- Indicative Hurdles

Environmental and Landscape Overlays

- VPO - Vegetation Protection Overlay
- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

VPO2
GLENDARUEL ROAD
ESO1
HEPBURN
LEARMONTH ROAD
SLO1
BALLARAT MARYBOROUGH ROAD
ESO5
ESO5
ESO5
ESO2
BALLARAT
GLENDARUEL
FENTONS ROAD
PICKFORDS ROAD
ESO3
COGHILLS CREEK ROAD
TOURELLO
ESO2

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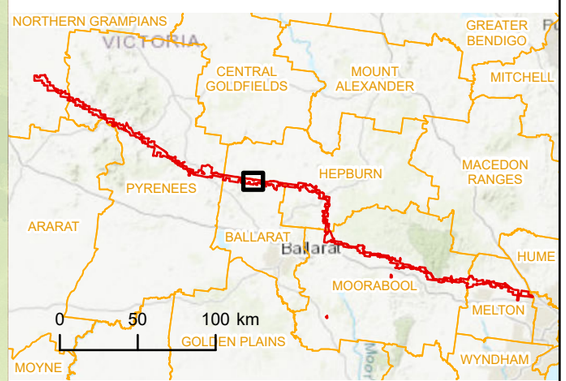

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Environmental and Landscape Overlays

Western Renewables Link

SLO1

ESO1

HEPBURN

CRESWICK ROAD

BALLARAT-MARYBOROUGH ROAD

ESO3

BALLARAT

ESO2

ESO2

- Project Land
- Proposed Route
- Local Government Area

Project Components

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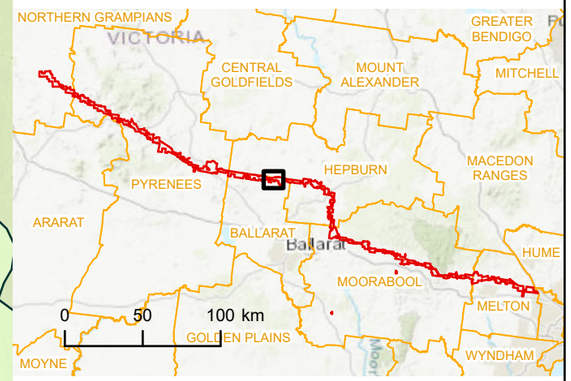

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Environmental and Landscape Overlays

Western Renewables Link

CRESWICK ROAD

CRESWICK-LAWRENCE ROAD

BEACONSFIELD ROAD

ESO1

HEPBURN

ESO3

BALLARAT

SLO

ESO2

WEST BERRY ROAD

CLUNES-CRESWICK ROAD

SLO

SLO

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Environmental and Landscape Overlays

- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

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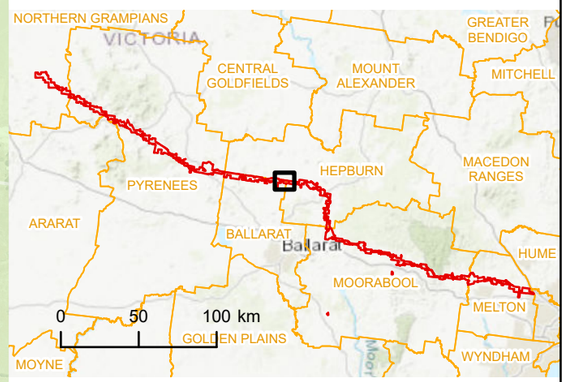

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Environmental and Landscape Overlays

Western Renewables Link

SMEATON

BEACONSFIELD ROAD

SLO1

LONE HAND ROAD

HEPBURN

ESO1

CRESWICK-LAWRENCE ROAD

WEST BERRY ROAD

ALLENDALE

CRESWICK-NEWSTEAD ROAD

ALLENDALE-KINGSTON ROAD

KINGSTON ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

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- VPO - Vegetation Protection Overlay
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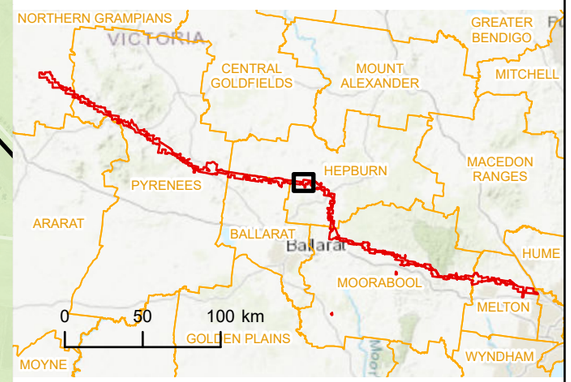

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Environmental and Landscape Overlays

Western Renewables Link

BEACONSFIELD ROAD
CRESWICK-NEWSTEAD ROAD
DAYLESFORD-CLUNES ROAD
KANGAROO HILLS ROAD
WERONA-KINGSTON ROAD
SLO1
SLO1
HEPBURN
ESO1
KINGSTON ROAD
ALLENDALE-KINGSTON ROAD
KINGSTON
CHURCH PARADE
KINGSTON-NEWLYN ROAD
VICTORIA ROAD

- Project Land
- Proposed Route
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Project Components

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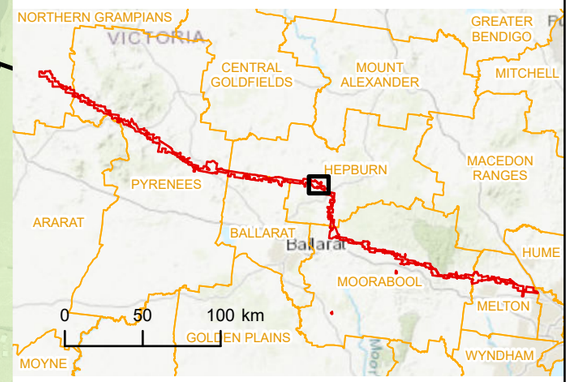

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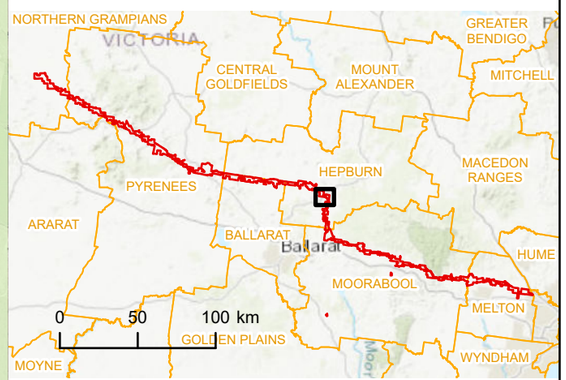

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MOUNT PROSPECT

TELEGRAPH ROAD

BLAMPIED-MOLLONGHIP ROAD

ESO1

HEPBURN

SLO1

NEWLYN RESERVOIR ROAD

SLO1

KINGSTON-NEWLYN ROAD

FOREST HILL ROAD

NEWLYN NORTH

MIDLAND HIGHWAY

NEWLYN

DEAN-NEWLYN ROAD

Environmental and Landscape Overlays

Western Renewables Link

MIDLAND HIGHWAY
NEWLYN
DEAN-NEWLYN ROAD
RYRIES ROAD
SLO1
DEAN-BARKSTEAD ROAD
ROCKLYN
ESO1
HEPBURN
LONG SWAMP ROAD
BLAMPIED-MOLLONGGHIP ROAD
BALLARAT-DAYLESFORD ROAD
VPO1
VPO1
VPO1
VPO1
VPO1
VPO1
VPO1

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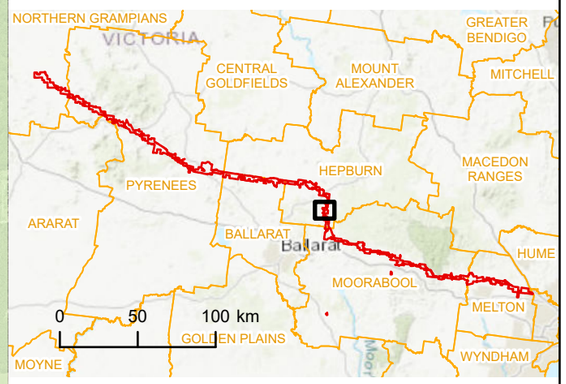

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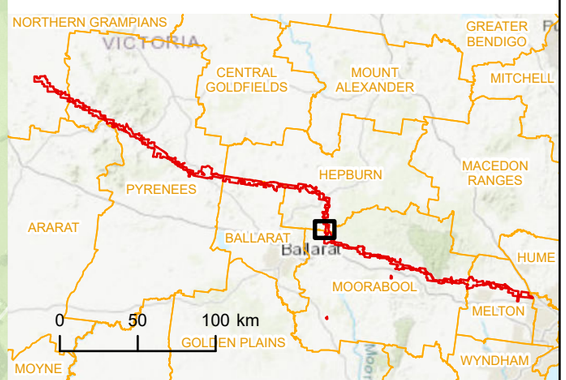

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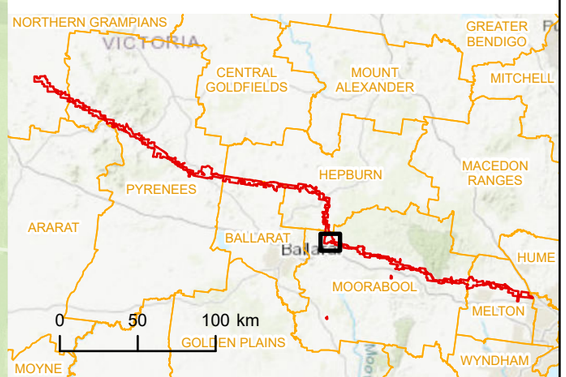

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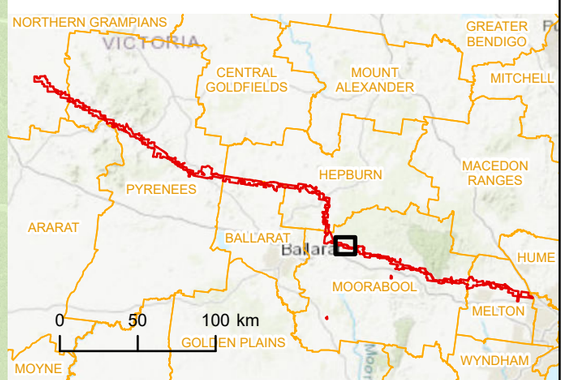

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ESO1

MOORABOOL

BOLWARRAH

SPARGO CREEK ROAD

ORMOND ROAD

SPRINGBANK

SPRINGBANK ROAD

OLD CORBETTS ROAD

Environmental and Landscape Overlays

Western Renewables Link

MOORABOOL

BALLAN-DAYLESFORD ROAD

ESO1

MOORABOOL WEST ROAD

CARTONS ROAD

DEHNERTS ROAD

- Project Land
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Environmental and Landscape Overlays

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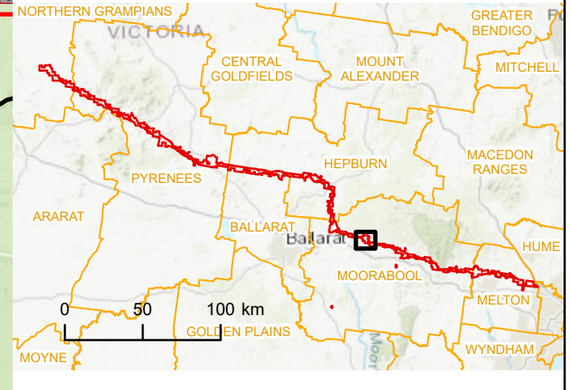

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Environmental and Landscape Overlays

Western Renewables Link

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Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

BALLAN-DAYLESFORD ROAD

MOORABOOL WEST ROAD

MOORABOOL

ESO1

ESO2

ESO1

DEHNERTS ROAD

BUNDING

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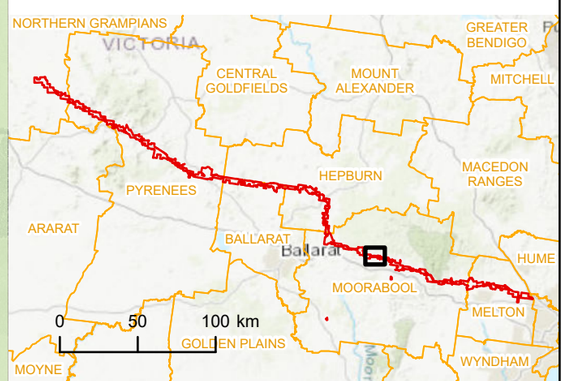

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Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

BLAKEVILLE ROAD
ESO1
ESO2
MOORABOOL
ESO1
BALLAN-DAYLESFORD ROAD
WESTERN FREEWAY
BALLAN-GREENDALE ROAD

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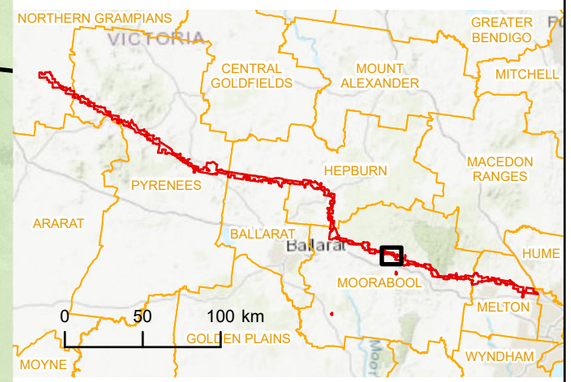

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Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

GREENDALE

GREENDALE-MYRNIONG ROAD

ESO1

OLD MELBOURNE ROAD

WESTERN FREEWAY

ESO2

ESO1

MOORABOOL

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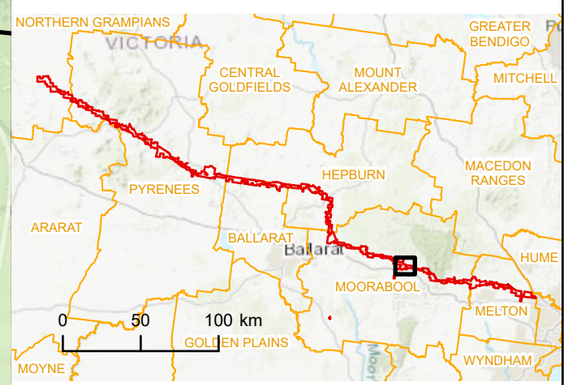

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Environmental and Landscape Overlays

Western Renewables Link

KOROBEIT

MOORABOOL

MYRNIONG

ESO1

ESO2

GREENDALE-MYRNIONG ROAD

MYRNIONG-KOROBEIT ROAD

OLD WESTERN HIGHWAY

WESTERN FREEWAY

MAIN STREET

MT BLACKWOOD ROAD

Project Components

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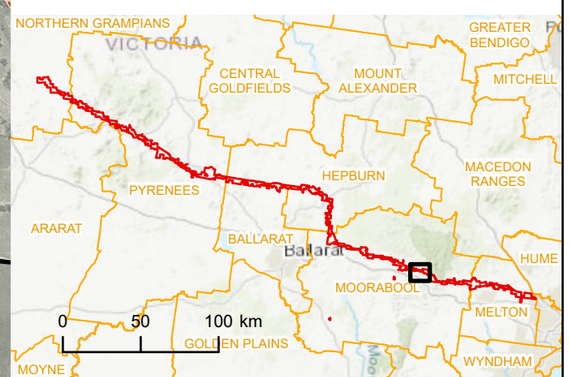

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Environmental and Landscape Overlays

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ESO2
ESO2
MOORABOOL
MT BLACKWOOD ROAD
OLD WESTERN HIGHWAY
THE HIGHLANDS
SLO1
ESO2

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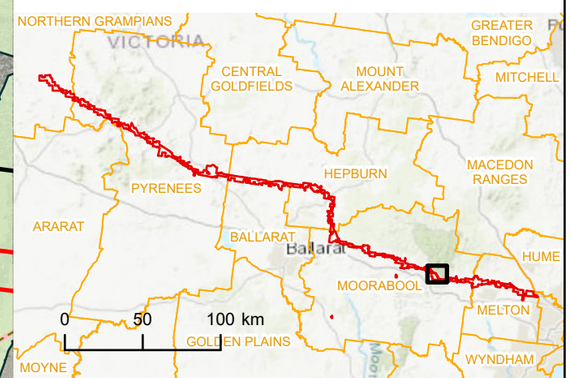

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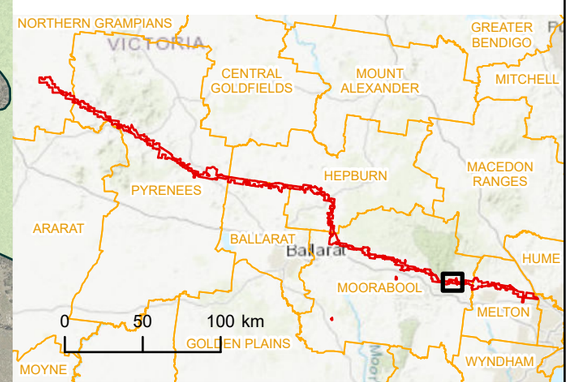

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Environmental and Landscape Overlays

- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

WRL_WR1416_LUP_Plan_Overlay_Environmental_and_Landscape_EasternWestern

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IS311800

0 500 1,000

Metres

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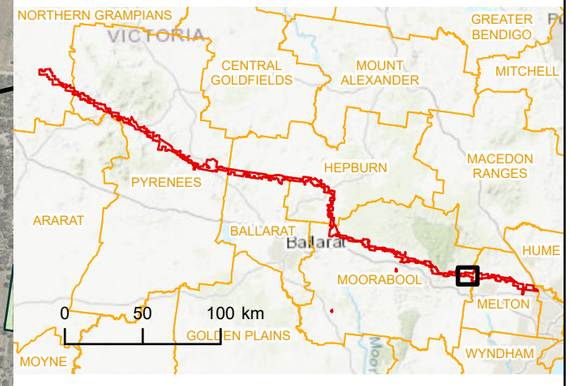

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Environmental and Landscape Overlays

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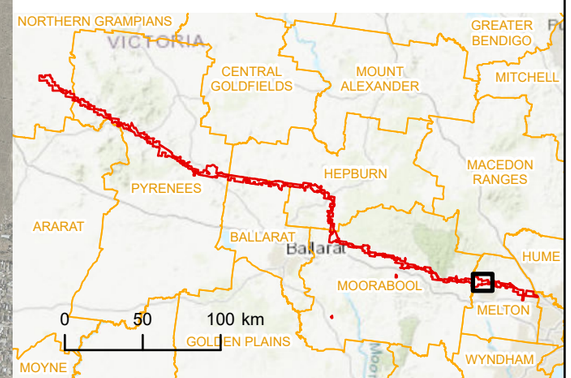

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Environmental and Landscape Overlays

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Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

ESO1
ESO2
MELTON
DIGGERS REST-COIMADAI ROAD
COBURNS ROAD
GISBORNE-MELTON ROAD

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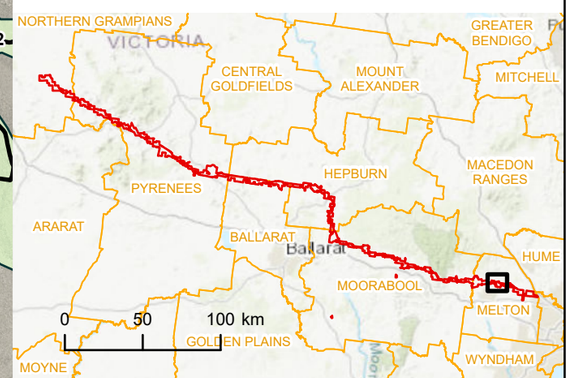

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Environmental and Landscape Overlays

Western Renewables Link

ESO1

DIGGERS REST-COIMADAI ROAD

ESO2

MELTON

SLO1

HOLDEN ROAD

LEAKES ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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- Indicative Tower Assembly Area
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Environmental and Landscape Overlays

- SLO - SignificantLandscape Overlay
- ESO - Environmental Significance Overlay

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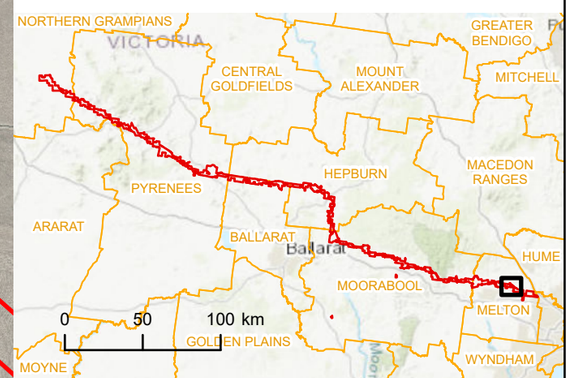

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Environmental and Landscape Overlays

Western Renewables Link

HOLDEN ROAD
PLUMPTON ROAD
MELTON
MELTON HIGHWAY
HUME
CALDER FREEWAY
ESO1
THE REGENCY
WATTLE VALLEY DRIVE
ROYAL CRESCENT

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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Environmental and Landscape Overlays

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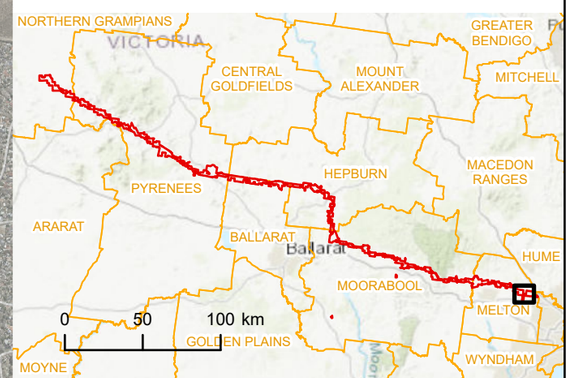

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Environmental and Landscape Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Existing Terminal Station

Environmental and Landscape Overlays

- ESO - Environmental Significance Overlay

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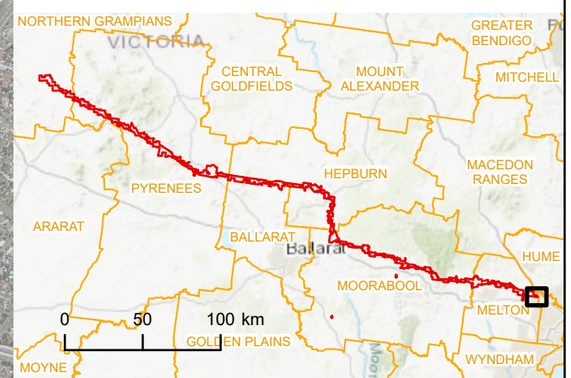

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Environmental and Landscape Overlays

Western Renewables Link

Project Land

Local Government Area

Project Components

Workforce Accommodation Facilities

Environmental and Landscape Overlays

ESO - Environmental Significance Overlay

BLACKWOOD STREET

INGLIS STREET

OLD GEELONG ROAD

GILLESPIES LANE

OLD MELBOURNE ROAD

WESTERN FREEWAY

ESO2

ESO1

ESO5

Ballan Laydown Area and Workforce Accommodation Facility

MOORABOOL

INGLISTON ROAD

GEELONG-BALLAN ROAD

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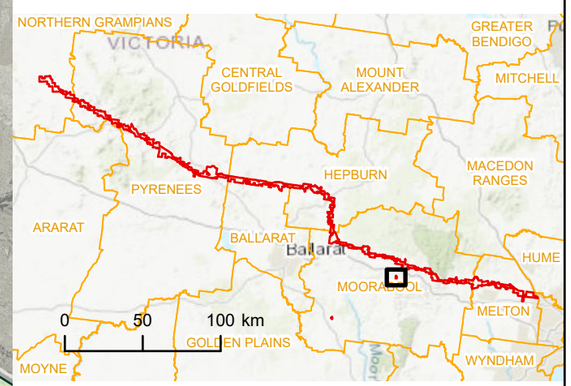

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Environmental and Landscape Overlays

Western Renewables Link

Project Land

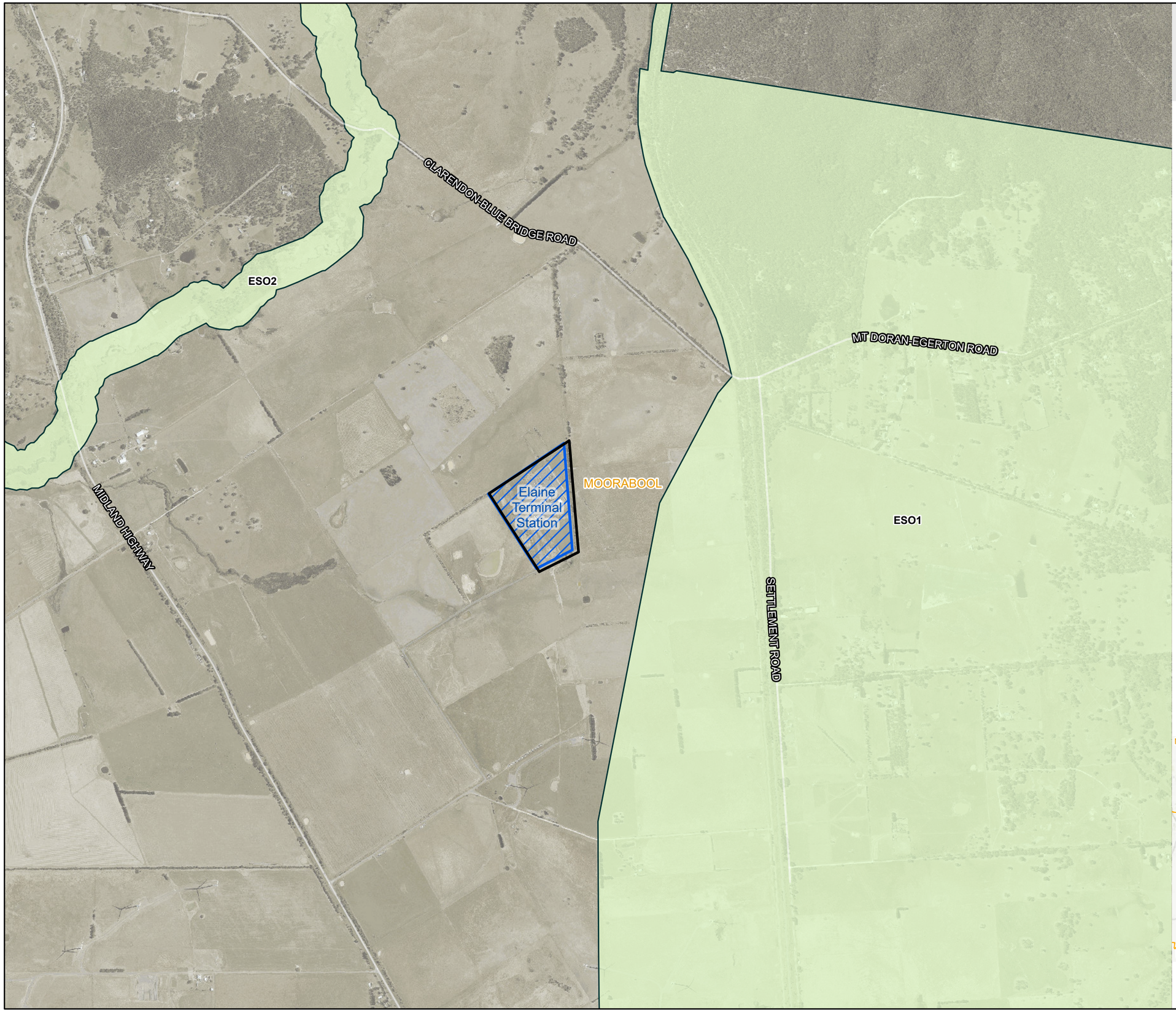
Local Government Area

Project Components

Existing Terminal Station

Environmental and Landscape Overlays

ESO - Environmental Significance Overlay



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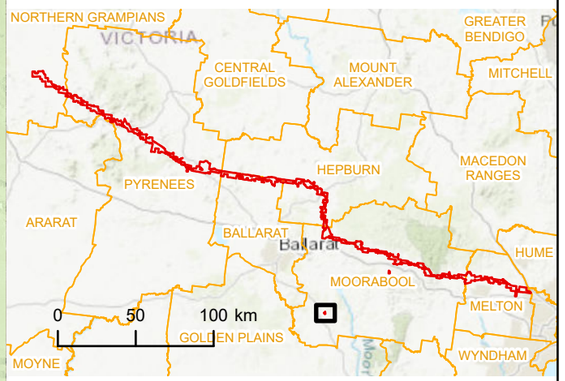

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Heritage and Built Form Overlays

Western Renewables Link

JOEL JOEL ROAD

NORTHERN GRAMPIANS

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Existing Terminal Station
- Proposed Terminal Station Site

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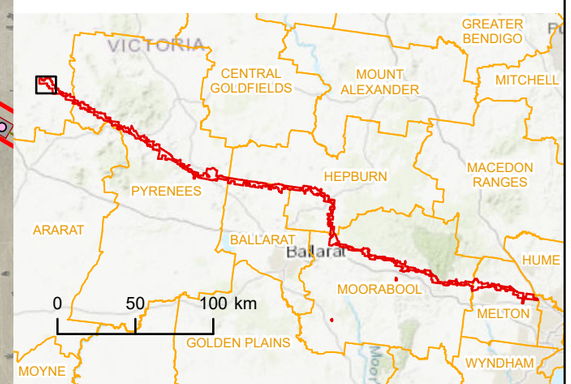

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
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- Local Government Area

Project Components

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- Indicative Hurdles

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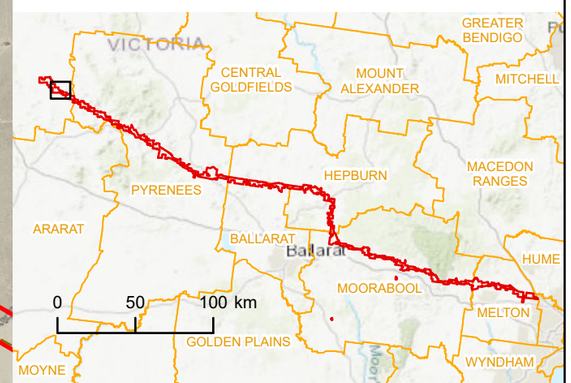

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Heritage and Built Form Overlays

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- Indicative Hurdles

NORTHERN GRAMPIANS

PYRENEES

JOEL JOEL ROAD

ARARAT-ST ARNAUD ROAD

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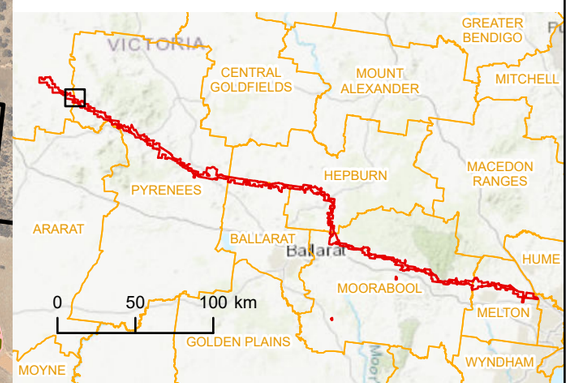

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Heritage and Built Form Overlays

Western Renewables Link

PYRENEES

DDO1

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
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- Indicative Hurdles

Heritage and Built Form Overlays

- DDO - Design and Development Overlay

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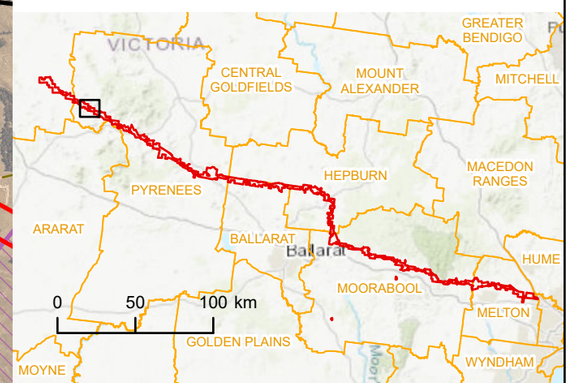

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Heritage and Built Form Overlays

Western Renewables Link

PYRENEES

LANDSBOROUGH-ELMHURST ROAD

DDO1

HO135

ARARAT

Project Land

Proposed Route

Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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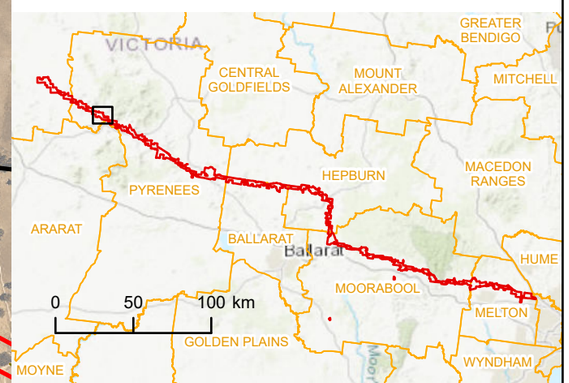

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Heritage and Built Form Overlays

Western Renewables Link

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Heritage and Built Form Overlays

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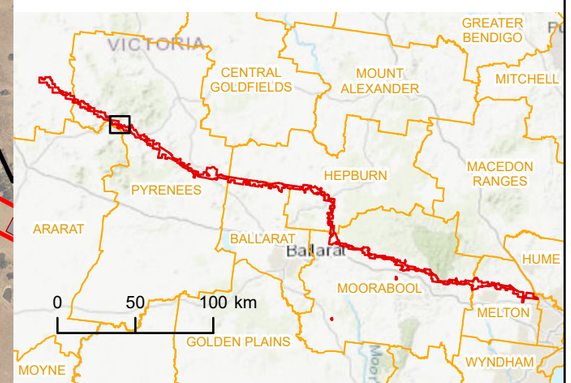

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Heritage and Built Form Overlays

Western Renewables Link

DDO1

ELMHURST-GLENPATRICK ROAD

PYRENEES

PYRENEES HIGHWAY

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
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Heritage and Built Form Overlays

- DDO - Design and Development Overlay

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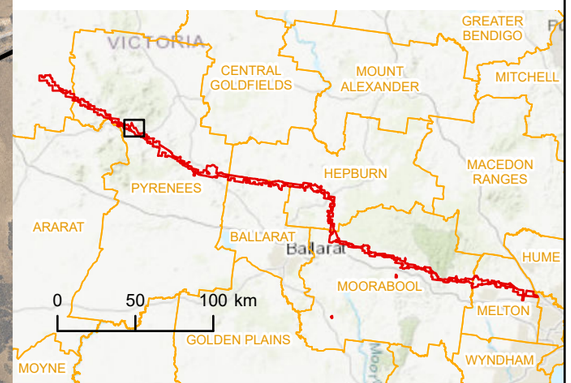

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Heritage and Built Form Overlays

Western Renewables Link

PYRENEES HIGHWAY

EGANS LANE

LEXTON-ARARAT ROAD

AMPHITHEATRE ROAD

PYRENEES

- Project Land
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- Local Government Area

Project Components

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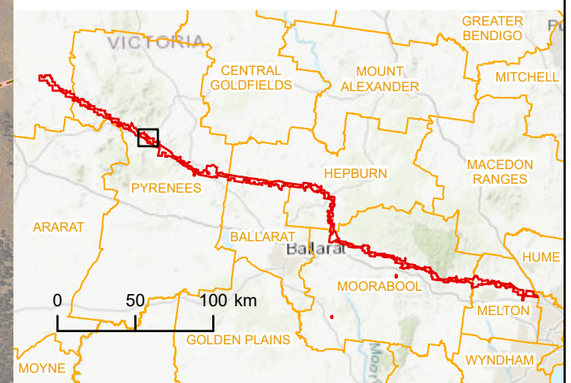

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

LEXTON-ARARAT ROAD

PYRENEES

MOUNT LONARCH

AMPHITHEATRE ROAD

WRL_WR1416_LUP_Plan_Overlay_Heritage_and_Built_EasternWestern IS311800

Created 12 June by KH

0 500 1,000

Metres

N

GDA2020 Vicgrid

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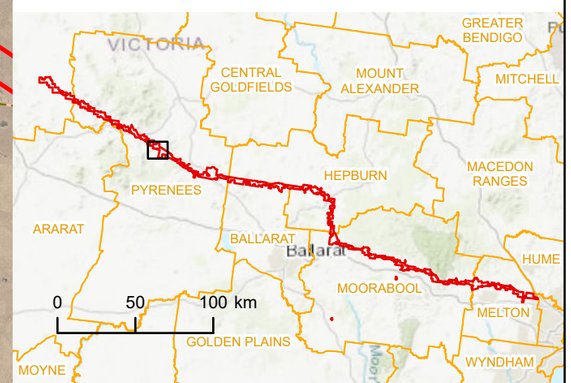

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
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Project Components

- Indicative Tower Location
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- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area

PYRENEES

LEXTON-ARARAT ROAD

WRL_WR1416_LUP_Plan_Overlay_Heritage_and_Built_EasternWestern IS311800

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0 500 1,000

Metres

N

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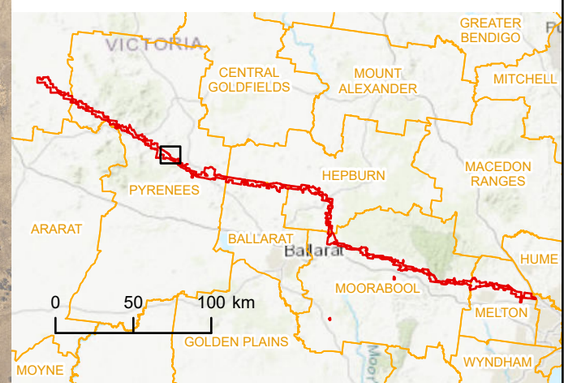

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Heritage and Built Form Overlays

Western Renewables Link

LEXTON-ARARAT ROAD
LEXTON-TALBOT ROAD
LEXTON
WILLIAMSON STREET
PYRENEES
SUNRAYSIA HIGHWAY
BEAUFORT-LEXTON ROAD
BLACKBOTTOM ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

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0 500 1,000

Metres

N

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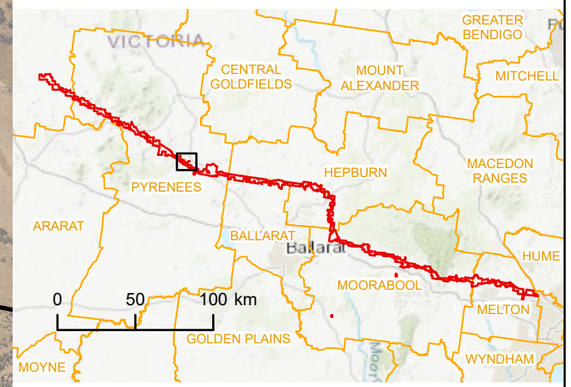

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Heritage and Built Form Overlays

Western Renewables Link

SUNRAYSIA HIGHWAY

HO24

BLACKBOTTOM ROAD

PYRENEES

Lexton Laydown Area and Workforce Accommodation Facility

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Heritage and Built Form Overlays

- HO - Heritage Overlay

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0 500 1,000

Metres

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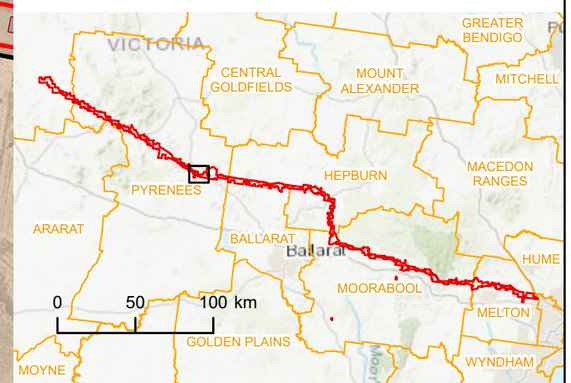

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Heritage and Built Form Overlays

Western Renewables Link

HO24

PYRENEES

STUD FARM ROAD

Lexton Laydown Area and Workforce Accommodation Facility

SUNRAYSIA HIGHWAY

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Heritage and Built Form Overlays

- HO - Heritage Overlay

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0 500 1,000

Metres

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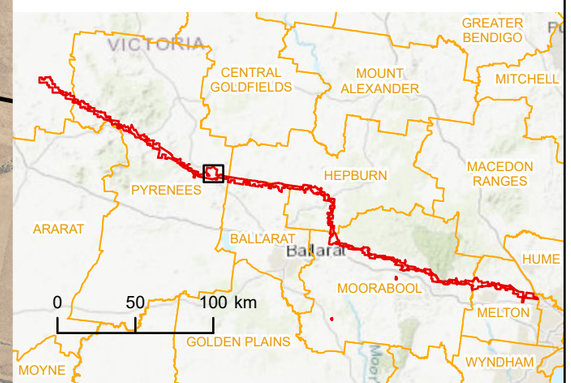

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

HEPBURN

PYRENEES

BALLARAT

STUD FARM ROAD

SUNRAYSIA HIGHWAY

CAMERONS LANE

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0 500 1,000

Metres

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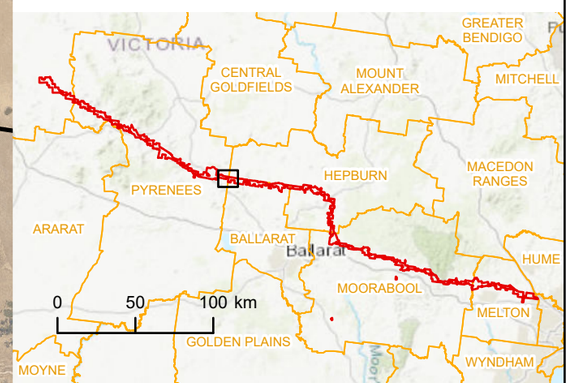

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Heritage and Built Form Overlays

Western Renewables Link

MOUNT BECKWORTH

HEPBURN

HO895

BALLARAT

GLENDARUEL

COGHILLS CREEK ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay

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Metres

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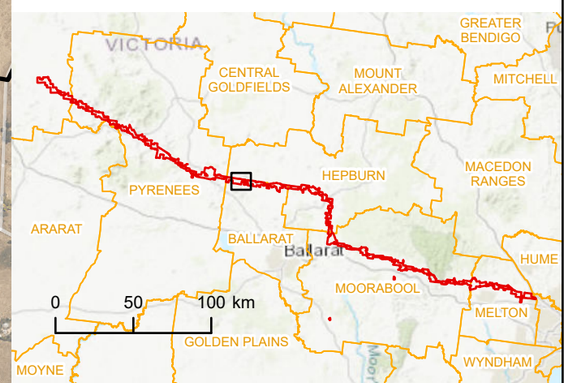

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Heritage and Built Form Overlays

Western Renewables Link

HO895
GLENDARUEL ROAD
HEPBURN
LEARMONTH ROAD
BALLARAT-MARYBOROUGH ROAD
GLENDARUEL
FENTONS ROAD
COCHILLS CREEK ROAD
BALLARAT
PICKFORDS ROAD
TOURELLO

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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Heritage and Built Form Overlays

- HO - Heritage Overlay

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Metres

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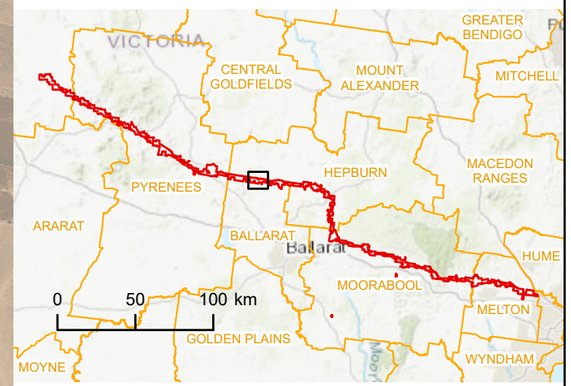

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Heritage and Built Form Overlays

Western Renewables Link

HEPBURN

CRESWICK ROAD

BALLARAT MARYBOROUGH ROAD

BALLARAT

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
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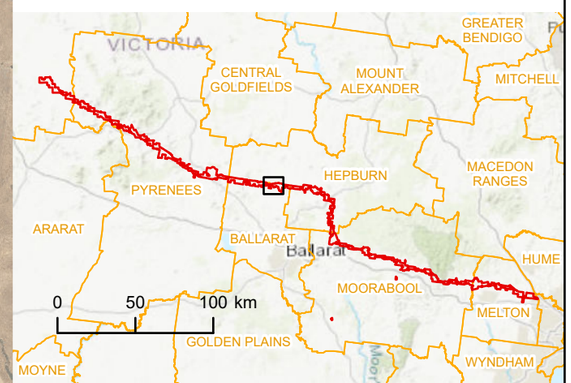

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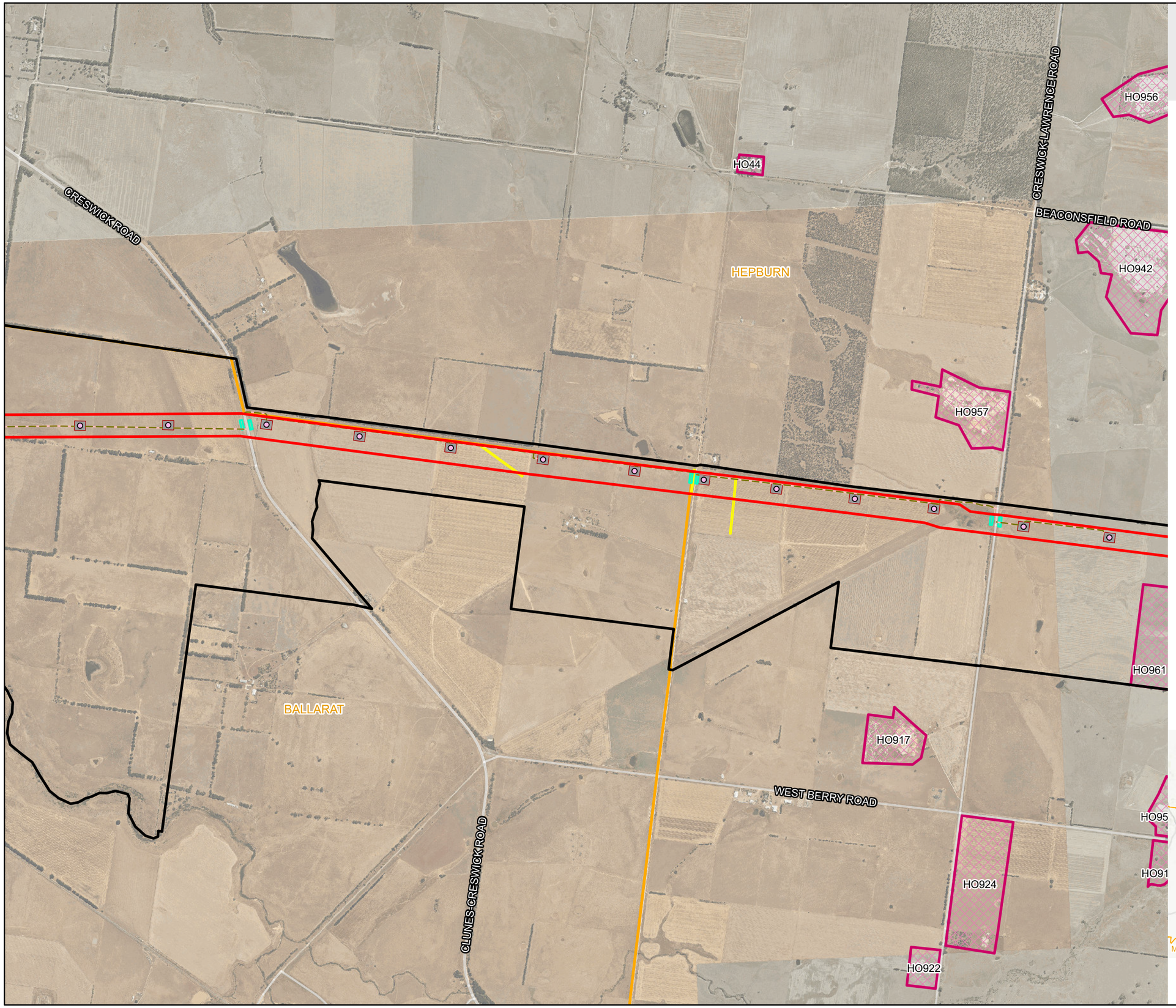
Heritage and Built Form Overlays

Western Renewables Link



- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
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- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay

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0 500 1,000

Metres

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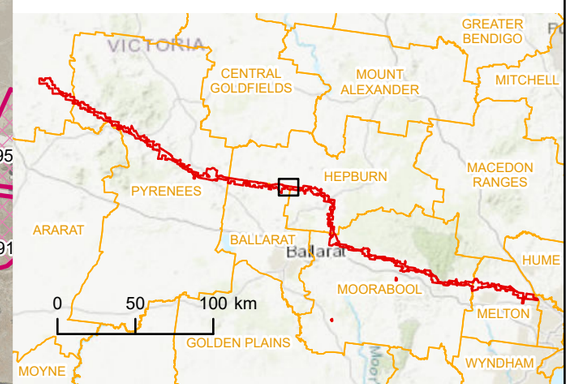

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Heritage and Built Form Overlays

Western Renewables Link

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Heritage and Built Form Overlays

- HO - Heritage Overlay

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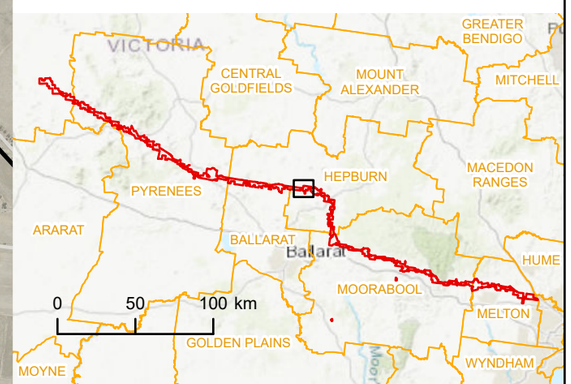

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
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Heritage and Built Form Overlays

- HO - Heritage Overlay

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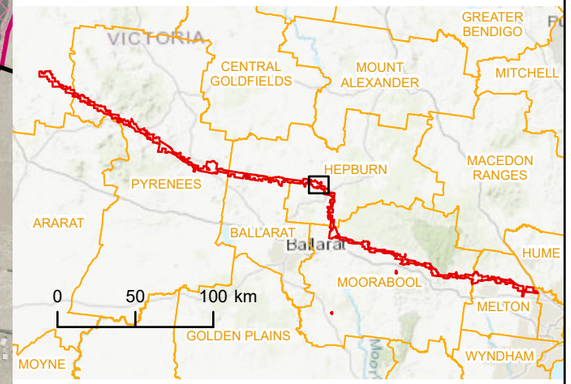

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Heritage and Built Form Overlays

Western Renewables Link

Southern Hepburn Lagoon Option

Northern Hepburn Lagoon Option

HO826

HO828

HO581

HO827

MOUNT PROSPECT

TELEGRAPH ROAD

KINGSTON-NEWLYN ROAD

BLAMPIED-MOLLONGHIP ROAD

HEPBURN

HO110

HO121

HO122

HO112

HO111

HO113

HO114

FOREST HILL ROAD

HO115

HO116

NEWLYN NORTH

NEWLYN RESERVOIR ROAD

MIDLAND HIGHWAY

HO117

HO118

NEWLYN

DEAN-NEWLYN ROAD

HO119

HO120

HO565

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
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- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay

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Metres

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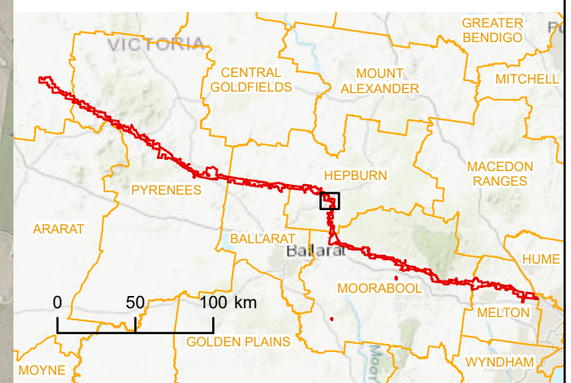

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Heritage and Built Form Overlays

Western Renewables Link

MIDLAND HIGHWAY
HO117
HO118
HO119
NEWLYN
HO120
HO565
RYRIES ROAD
HO133
BALLARAT-DAYLESFORD ROAD
HEPBURN
LONG SWAMP ROAD
DEAN-BARKSTEAD ROAD
ROCKLYN
BLAMPIED-MOLLONGHIP ROAD
DEAN-NEWLYN ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
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Heritage and Built Form Overlays

- HO - Heritage Overlay

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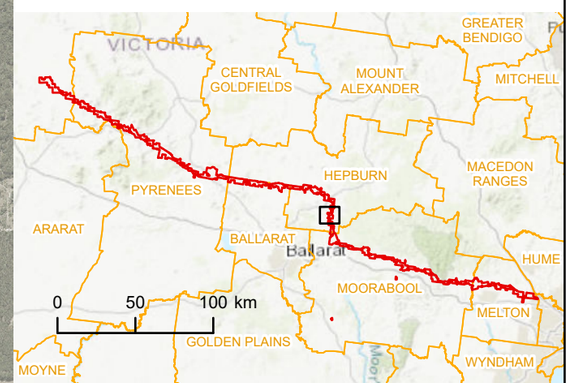

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

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- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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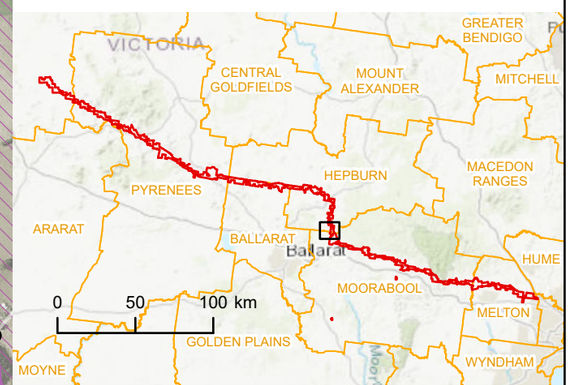

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
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Project Components

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- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
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Heritage and Built Form Overlays

- DDO - Design and Development Overlay

WRL_WR1416_LUP_Plan_Overlay_Heritage_and_Built_EasternWestern IS311800

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0 500 1,000

Metres

N

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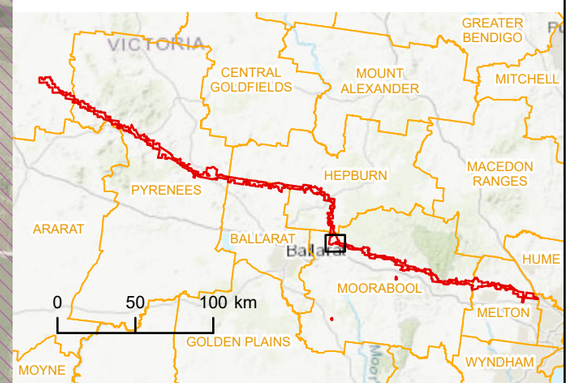

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Heritage and Built Form Overlays

Western Renewables Link

MOORABOOL

BOLWARRAH

SPARGO CREEK ROAD

DDO2

SPRINGBANK

SPRINGBANK ROAD

ORMOND ROAD

DDO3

DDO3

OLD CORBETTS ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- DDO - Design and Development Overlay

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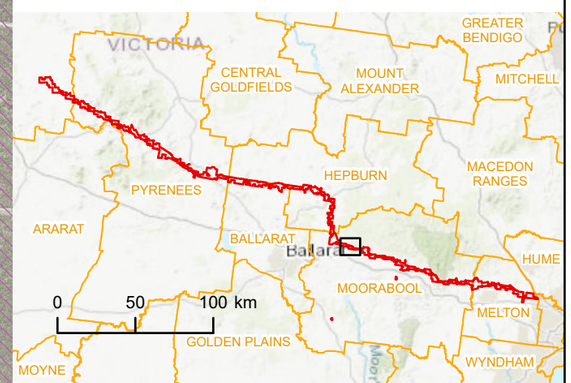

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Heritage and Built Form Overlays

Western Renewables Link

MOORABOOL

BALLAN-DAYLESFORD ROAD

DDO2

DDO2

MOORABOOL WEST ROAD

CARTONS ROAD

DEHNERTS ROAD

DO3

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- DDO - Design and Development Overlay

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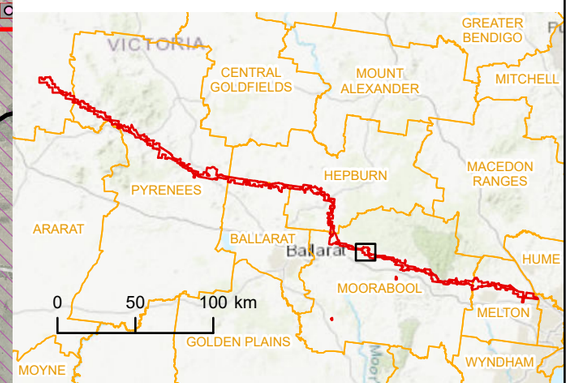

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Heritage and Built Form Overlays

Western Renewables Link

DDO2

MOORABOOL WEST ROAD

DDO2

MOORABOOL

DEHNERTS ROAD

BUNDING

BALLAN DAYLESFORD ROAD

HO25

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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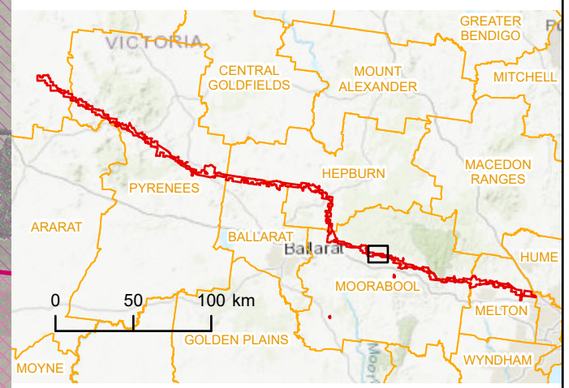

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Heritage and Built Form Overlays

Western Renewables Link

Project Components

- Project Land
- Proposed Route
- Local Government Area
- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

BLAKEVILLE ROAD
DDO2
HO25
DDO2
BALLAN-DAYLESFORD ROAD
DDO2
HO22
MOORABOOL
DDO3
WESTERN FREEWAY
DDO3
DDO3
DDO3
DDO2
BALLAN-GREENDALE ROAD

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Metres

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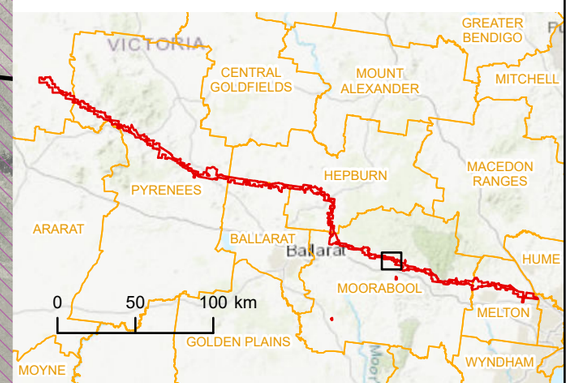

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Heritage and Built Form Overlays

Western Renewables Link

GREENDALE
DDO2
HO36
HO38
HO39
HO37
GREENDALE-MYRNIONG ROAD
DDO2
DDO2
DDO3
DDO2
OLD MELBOURNE ROAD
WESTERN FREEWAY
DDO3
DDO3
DDO2
MOORABOOL
HO42
DDO
DDO3

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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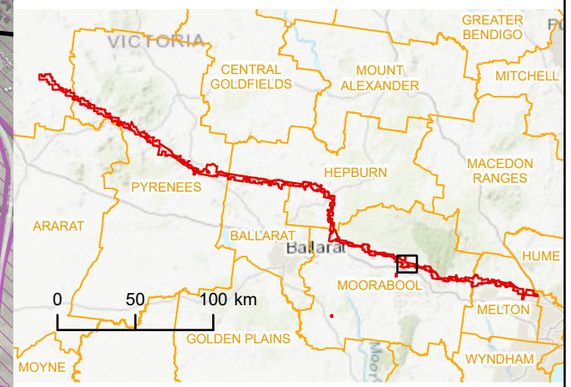

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
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- Indicative Hurdles

Heritage and Built Form Overlays

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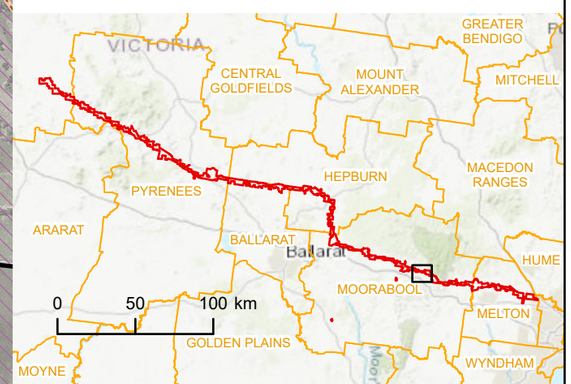

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Heritage and Built Form Overlays

Western Renewables Link

MT BLACKWOOD ROAD

MOORABOOL

THE HIGHLANDS

OLD WESTERN HIGHWAY

DDO2

DDO3

DDO14

HO190

HO182

HO1

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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Metres

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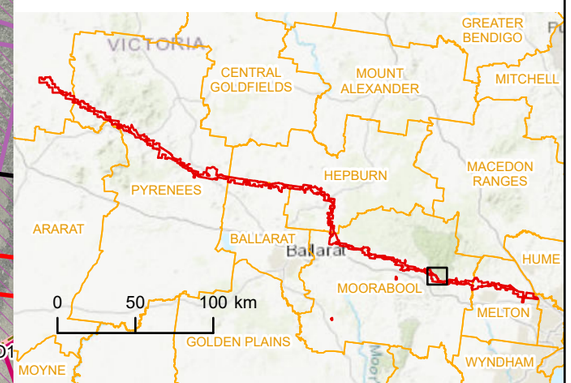

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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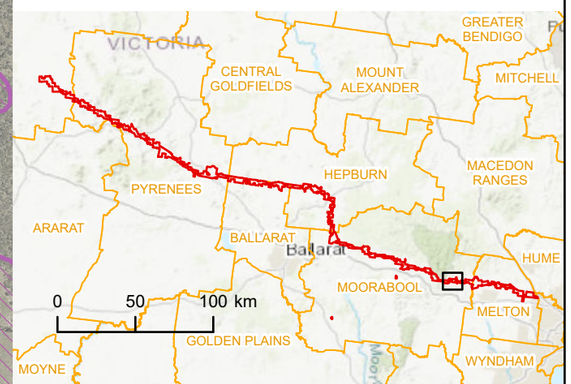

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay
- DPO - Development Plan Overlay

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Heritage and Built Form Overlays

Western Renewables Link

DDO2
DIGGERS REST-COIMADAI ROAD
HO22
MOORABOOL
HO19
MELTON
HO17
HO16
COBURNS ROAD
DPO3
HO68

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay
- DPO - Development Plan Overlay

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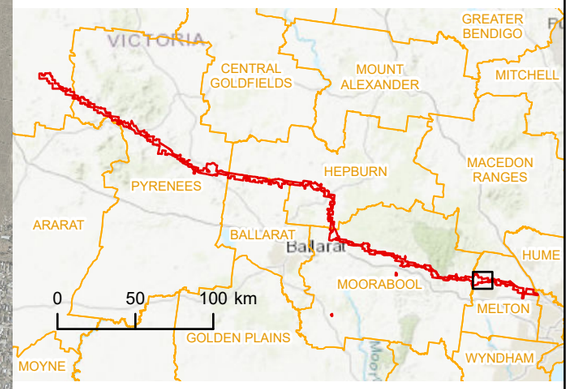

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Heritage and Built Form Overlays

Western Renewables Link

HO24
HO20
HO25
DIGGERS REST-COIMADAI ROAD
GISBORNE-MELTON ROAD
MELTON
COBURNS ROAD
HO26
HO201
HO6

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay

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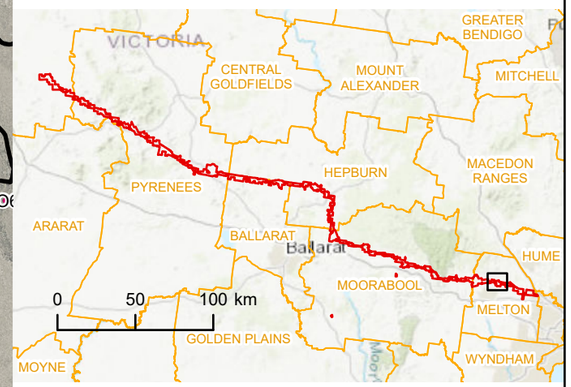

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Heritage and Built Form Overlays

Western Renewables Link

HO202

DIGGERS REST-COIMADAI ROAD

HO52

MELTON

HO62

HO61

HO201

HO201

HO201

HOLDEN ROAD

HO53

LEAKES ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

- HO - Heritage Overlay

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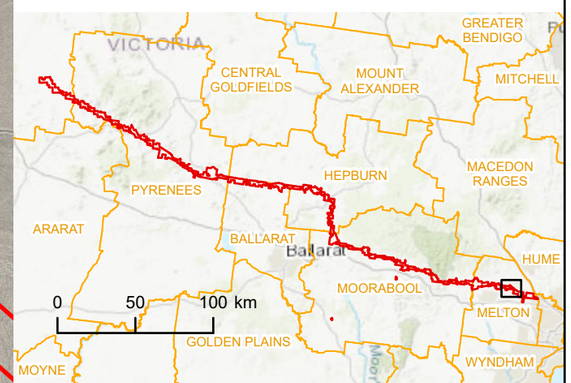

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Heritage and Built Form Overlays

Western Renewables Link

HO64
HO63
HUME
CALDER FREEWAY
HOLDEN ROAD
HO51
HO53
HO206
MELTON
PLUMPTON ROAD
HO56
DPO4
MELTON HIGHWAY
HO55
HO58
THE REGENCY
WATTLE VALLEY DRIVE
ROYAL CRESCENT

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Heritage and Built Form Overlays

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- DPO - Development Plan Overlay

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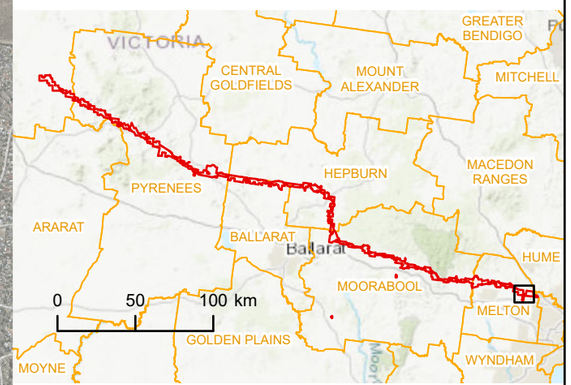

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Existing Terminal Station

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DPO - Development Plan Overlay

HO235
HO51
HUME
CALDER RACEWAY
CALDER PARK DRIVE
MELTON
ROYAL CRESCENT
WOLVISTON AVENUE
CALDER FREEWAY
BRIMBANK
WATTLE VALLEY DRIVE
DOMAIN DRIVE
GLENBRUAR DRIVE
ROBERTSONS ROAD
HO55
HO58
THE REGENCY
BANCHORY AVENUE
THE PARKS
DPO1
MELTON HIGHWAY
SYDENHAM
HO41
DPO17
MCCUBBIN DRIVE
KINGS ROAD
COURLAY ROAD
HO60
OVERTON LEA BOULEVARD
SYDENHAM ROAD

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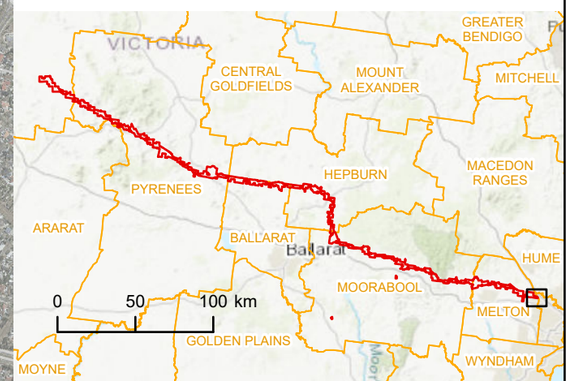

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Heritage and Built Form Overlays

Western Renewables Link

- Project Land
- Local Government Area

Project Components

- Workforce Accommodation Facilities

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

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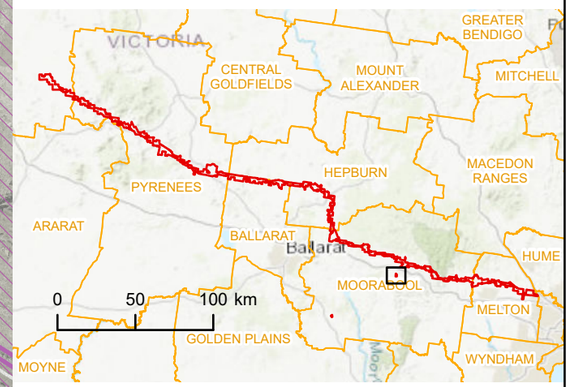

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Heritage and Built Form Overlays

Western Renewables Link

MOORABOOL

CLARENDON-BLUE BRIDGE ROAD

MIDLAND HIGHWAY

MT DORAN-EGERTON ROAD

HO34

SETTLEMENT ROAD

DDO2

Elaine Terminal Station

DDO2

DDO2

DDO2

- Project Land
- Local Government Area

Project Components

- Existing Terminal Station

Heritage and Built Form Overlays

- HO - Heritage Overlay
- DDO - Design and Development Overlay

WRL_WR1416_LUP_Plan_Overlay_Heritage_and_Built_EasternWestern IS311800

Created 12 June by KH

0 500 1,000

Metres

N

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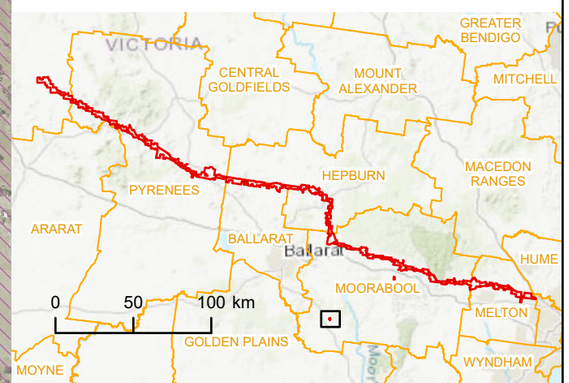

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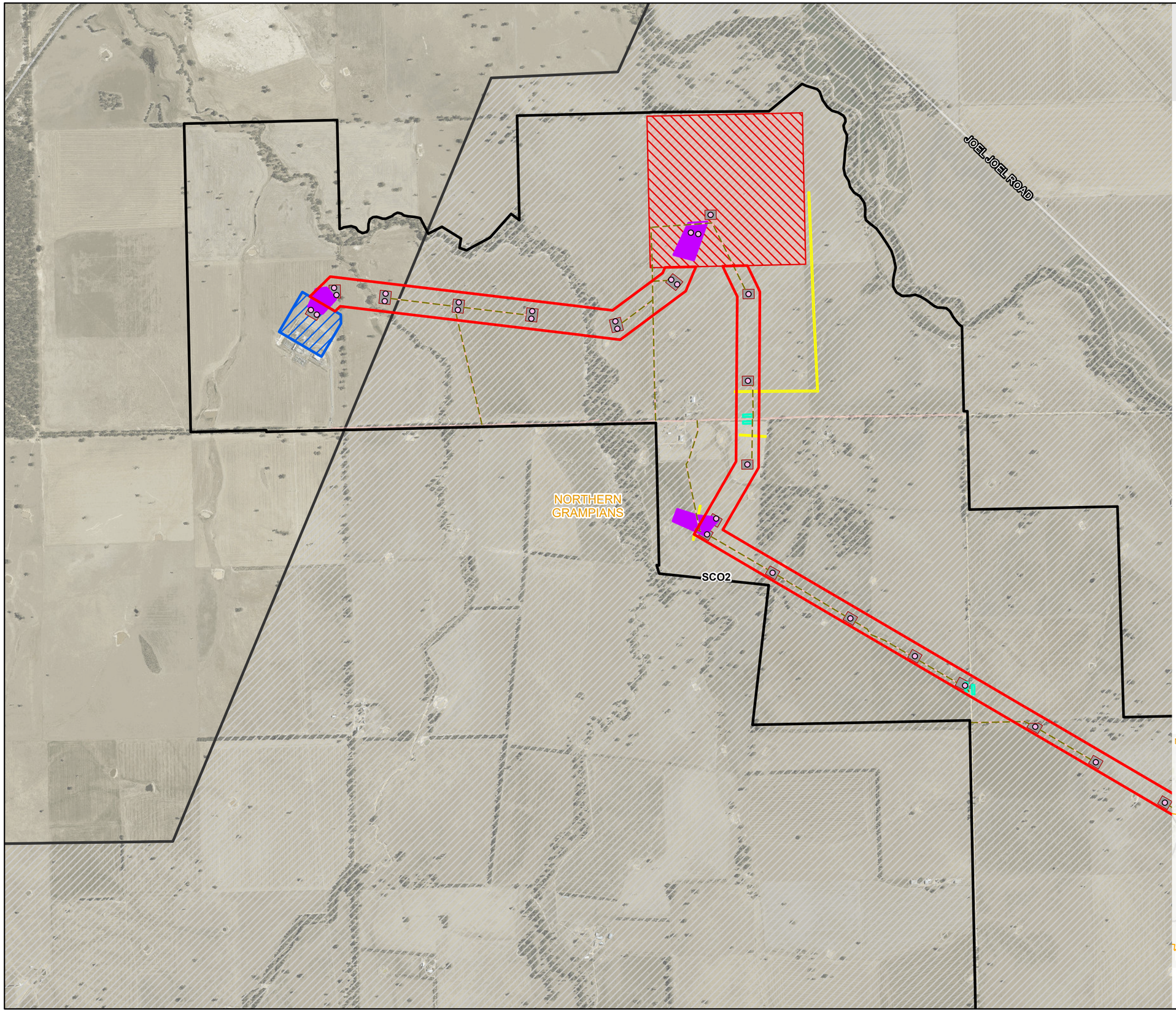
Other Overlays

Western Renewables Link



- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Existing Terminal Station
- Proposed Terminal Station Site

Other Overlay

- SCO - Specific Controls Overlay

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern

IS311800

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0 500 1,000

Metres

N

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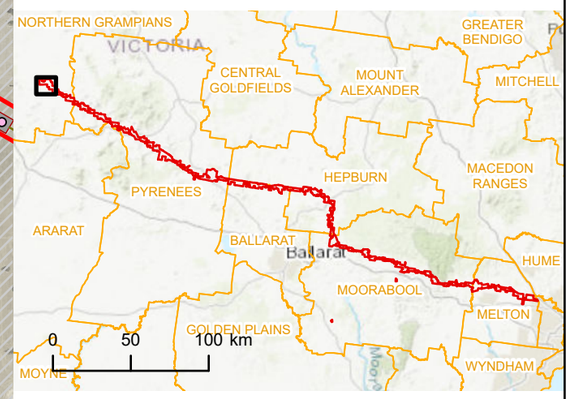

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- SCO - Specific Controls Overlay

JOEL JOEL ROAD

SCO2

NORTHERN GRAMPIANS

JOEL SOUTH ROAD

JOEL SOUTH

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern

IS311800

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0 500 1,000

Metres

N

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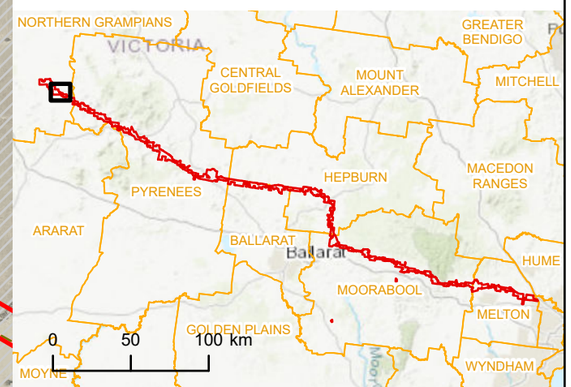

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- SCO - Specific Controls Overlay

NORTHERN GRAMPIANS

PYRENEES

SCO2

SCO1

JOEL JOEL ROAD

ARARAT-ST ARNAUD ROAD

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0 500 1,000

Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay
- SCO - Specific Controls Overlay

PYRENEES

SCO1

RO6

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern

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Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

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- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- SCO - Specific Controls Overlay

PYRENEES

SCO1

SCO2

ARARAT

LANDSBOROUGH-ELMHURST ROAD

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0 500 1,000

Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay
- SCO - Specific Controls Overlay

RO8

PYRENEES

SCO1

SCO2

ELMHURST-GLENPATRICK ROAD

HIGH STREET

ARARAT

ELMHURST

BLIND CREEK ROAD

PYRENEES HIGHWAY

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay

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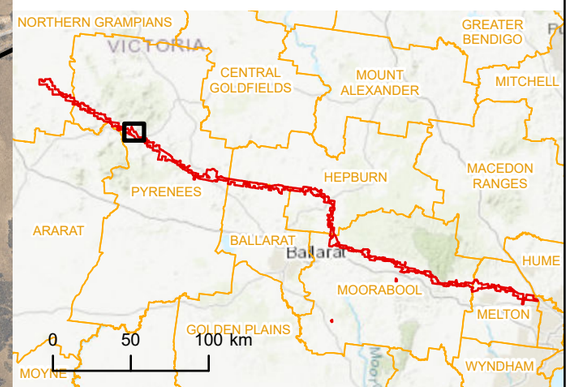

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Other Overlays

Western Renewables Link

PYRENEES HIGHWAY

RO14

EGANS LANE

LEXTON-ARARAT ROAD

AMPHITHEATRE ROAD

PYRENEES

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay

RO14

RO14

LEXTON-ARARAT ROAD

PYRENEES

MOUNT LONARCH

AMPHITHEATRE ROAD

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area

PYRENEES

LEXTON-ARARAT ROAD

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern

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0 500 1,000

Metres

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Other Overlays

Western Renewables Link

LEXTON-ARARAT ROAD
EAO
LEXTON-TALBOT ROAD
LEXTON
WILLIAMSON STREET
RO17
PYRENEES
SUNRAYSIA HIGHWAY
BEAUFORT-LEXTON ROAD
BLACK BOTTOM ROAD

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- EAO - Environmental Audit Overlay
- RO - Restructure Overlay

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Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

Other Overlay

- RO - Restructure Overlay

SUNRAYSIA HIGHWAY
RO17
BLACKBOTTOM ROAD
PYRENEES
Lexton Laydown Area and Workforce Accommodation Facility

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern
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0 500 1,000
Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles
- Workforce Accommodation Facilities

PYRENEES

STUD FARM ROAD

Lexton Laydown Area and Workforce Accommodation Facility

SUNRAYSIA HIGHWAY

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern IS311800

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

Other Overlay

- RO - Restructure Overlay

RO25

HEPBURN

PYRENEES

BALLARAT

STUD FARM ROAD

SUNRAYSIA HIGHWAY

CAMERONS LANE

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Metres

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

MOUNT BECKWORTH
HEPBURN
BALLARAT
GLENDARUEL
COCHILLS CREEK ROAD

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern
IS311800
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Metres

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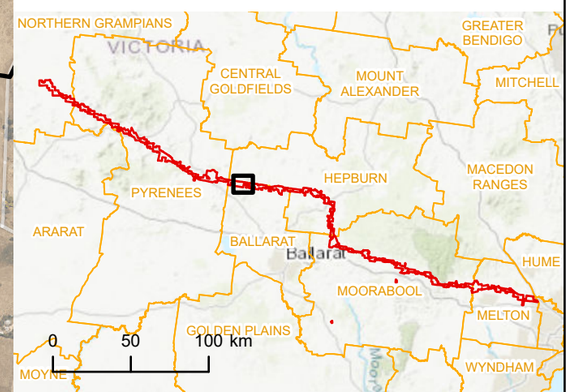

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

GLENDARUEL ROAD
HEPBURN
LEARMONTH ROAD
BALLARAT-MARYBOROUGH ROAD
GLENDARUEL
FENTONS ROAD
COGHILLS CREEK ROAD
BALLARAT
PICKFORDS ROAD
TOURELLO

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
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Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

HEPBURN

CRESWICK ROAD

BALLARAT-MARYBOROUGH ROAD

BALLARAT

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern

IS311800

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Metres

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Other Overlays

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Project Components

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- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

CRESWICK ROAD
CRESWICK-LAWRENCE ROAD
BEACONSFIELD ROAD
HEPBURN
BALLARAT
WEST BERRY ROAD
CLUNES-CRESWICK ROAD

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Other Overlays

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- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

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Other Overlays

Western Renewables Link

- Project Land
- Proposed Route
- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Stringing Pad
- Indicative Tower Assembly Area
- Indicative Distribution Line Crossovers Disturbance Area
- Indicative Hurdles

BEACONSFIELD ROAD
CRESWICK-NEWSTEAD ROAD
DAYLESFORD-CLUNES ROAD
KANGAROO HILLS ROAD
WERONA-KINGSTON ROAD
HEPBURN
KINGSTON ROAD
ALLENDALE-KINGSTON ROAD
KINGSTON
CHURCH PARADE
KINGSTON-NEWLYN ROAD
VICTORIA ROAD

WRL_WR1416_LUP_Plan_Overlay_Other_Overlays_EasternWestern
IS311800
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0 500 1,000
Metres

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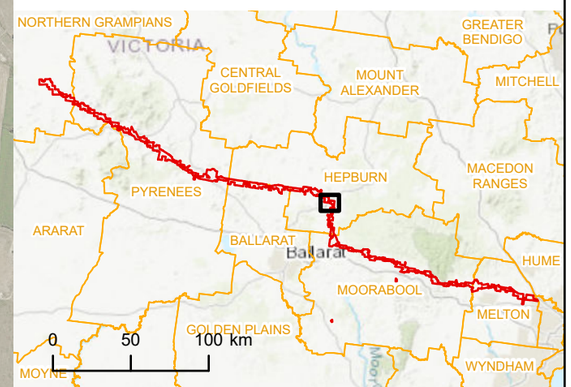

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DEAN
DEAN-NEWLYN ROAD
DEAN-MOLLONGGHIP ROAD
DEAN RESERVOIR ROAD
HEPBURN
BLAMPIED-MOLLONGGHIP ROAD
MOLLONGGHIP
BALLARAT-DAYLESFORD ROAD
MOORABOOL
CLARKES HILL ROAD
BLACKSWAMP ROAD
MOLLONGGHIP ROAD
CLARKES HILL
POWELLS ROAD
BARKSTEAD ROAD

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BOLWARRAH
SPARGO CREEK ROAD
MOORABOOL
ORMOND ROAD
SPRINGBANK
SPRINGBANK ROAD
OLD CORBETTS ROAD

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BALLAN-DAYLESFORD ROAD
MOORABOOL
MOORABOOL WEST ROAD
CARTONS ROAD
DEHNERTS ROAD

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BALLAN-DAYLESFORD ROAD
MOORABOOL WEST ROAD
MOORABOOL
DEHNERTS ROAD
BUNDING

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BLAKEVILLE ROAD

MOORABOOL

BALLAN-DAYLESFORD ROAD

BALLAN-GREENDALE ROAD

WESTERN FREEWAY

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GREENDALE

GREENDALE-MYRNIONG ROAD

MOORABOOL

OLD MELBOURNE ROAD

WESTERN FREEWAY

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KOROBEIT

MYRNIONG-KOROBEIT ROAD

GREENDALE-MYRNIONG ROAD

MOORABOOL

OLD WESTERN HIGHWAY

WESTERN FREEWAY

MAIN STREET

MYRNIONG

MT BLACKWOOD ROAD

Other Overlays

Western Renewables Link

- Project Land
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MOORABOOL

THE HIGHLANDS

MT BLACKWOOD ROAD

OLD WESTERN HIGHWAY

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- Indicative Hurdles

COIMADAI
GISBORNE ROAD
MOORABOOL
DIGGERS REST-COIMADAI ROAD
LONG FOREST ROAD
MELTON

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- Indicative Hurdles

Other Overlay

- DCPO - Development Contributions Plan Overlay

DIGGERS REST-COIMADAI ROAD
MOORABOOL
MELTON
COBURNS ROAD
DCPO2

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- Indicative Hurdles

Other Overlay

- DCPO - Development Contributions Plan Overlay

DIGGERS REST-COIMADAI ROAD
MELTON
GISBORNE-MELTON ROAD
COBURNS ROAD
DCPO2

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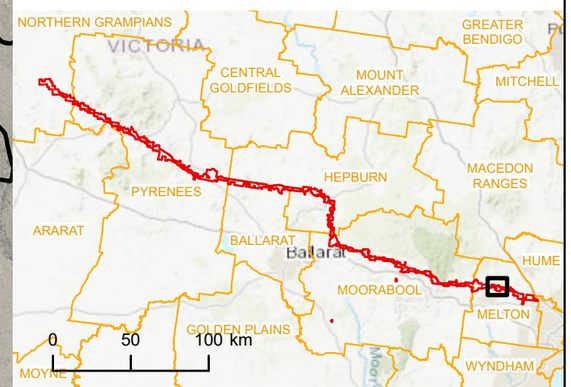

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Other Overlays

Western Renewables Link

DIGGERS REST-COIMADAI ROAD

DCPO5

MELTON

HOLDEN ROAD

LEAKES ROAD

PAO3

MAEO2

- Project Land
- Proposed Route
- Local Government Area

Project Components

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Other Overlay

- DCPO - Development Contributions Plan Overlay
- PAO - Public Acquisition Overlay
- MAEO - Melbourne Airport Environs Overlay

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- Indicative Hurdles

Other Overlay

- ICO - Infrastructure Contributions Overlay
- PAO - Public Acquisition Overlay
- MAEO - Melbourne Airport Environs Overlay
- SCO - Specific Controls Overlay

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Other Overlays

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- Local Government Area

Project Components

- Indicative Tower Location
- Indicative Access Track
- Indicative Access Tracks Disturbance Footprint
- Indicative Tower Assembly Area
- Existing Terminal Station

Other Overlay

- EAO - Environmental Audit Overlay
- DCPO - Development Contributions Plan Overlay
- ICO - Infrastructure Contributions Overlay
- PAO - Public Acquisition Overlay
- MAEO - Melbourne Airport Environs Overlay
- SCO - Specific Controls Overlay

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Other Overlays

Western Renewables Link

Project Land

Local Government Area

Project Components

Workforce Accommodation Facilities

BLACKWOOD STREET
INGLIS STREET
OLD MELBOURNE ROAD
WESTERN FREEWAY
OLD GEELONG ROAD
GILLESPIES LANE
Ballan Laydown Area and Workforce Accommodation Facility
MOORABOOL
GEELONG BALLAN ROAD
INGLISTON ROAD

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Other Overlays

Western Renewables Link

Project Land

Local Government Area

Project Components

Existing Terminal Station

CLARENDON-BLUE BRIDGE ROAD

MT DORAN-EGERTON ROAD

MIDLAND HIGHWAY

Elaine Terminal Station

MOORABOOL

SETTLEMENT ROAD

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Appendix E. Land use maps

Existing and Foreseeable Land Uses
Agricultural Land

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Rail
- Terminal Station
- Plantation
- Agricultural land

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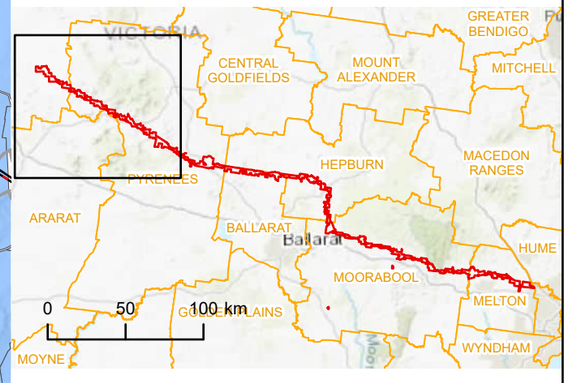

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Existing and Foreseeable Land Uses

Agricultural Land

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Plantation
- Agricultural land

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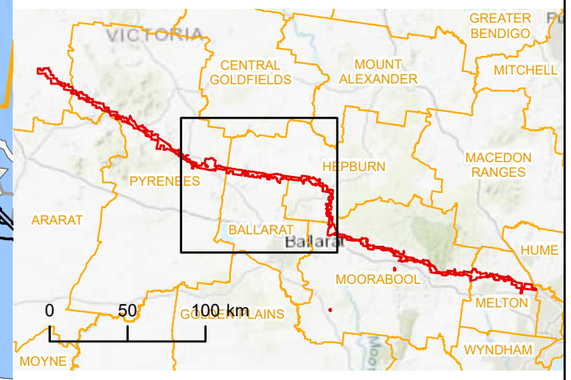

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Existing and Foreseeable Land Uses
Agricultural Land

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Terminal Station
- Plantation
- Agricultural land

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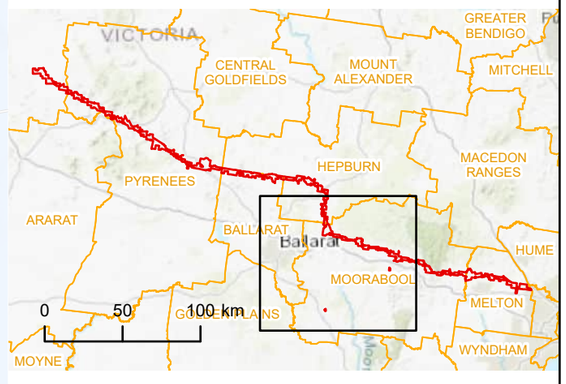

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Existing and Foreseeable Land Uses
Agricultural Land

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Urban Growth Boundary
- Township
- Western Outer Ring Main
- Existing High Voltage Lines
- Rail
- Outer Metro Ring / E6 Corridor
- Terminal Station
- Agricultural land

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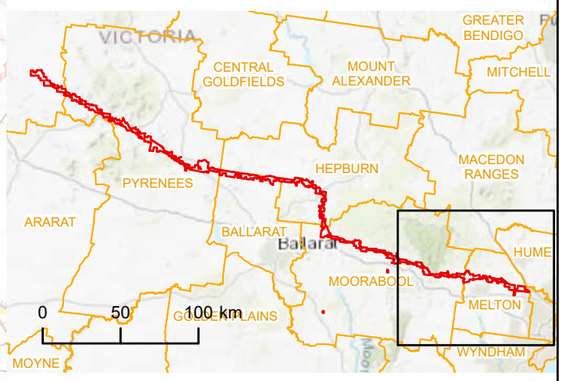

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Existing and Foreseeable Land Uses
Residential and community facilities

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Dwellings
- Existing High Voltage Lines
- Rail
- Residential
- Rural Residential
- Terminal Station

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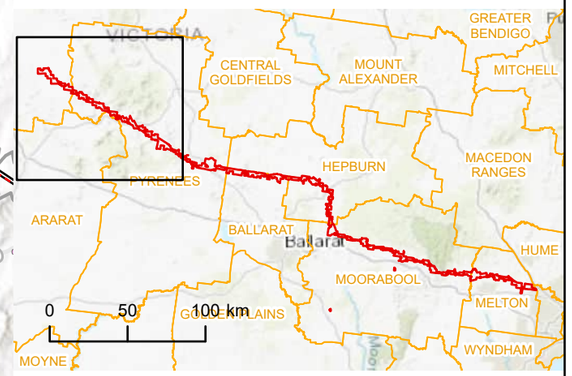

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Existing and Foreseeable Land Uses
Residential and community facilities

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Dwellings
- Existing High Voltage Lines
- Rail
- Residential
- Rural Residential

Land Use Categories

- Community facilities

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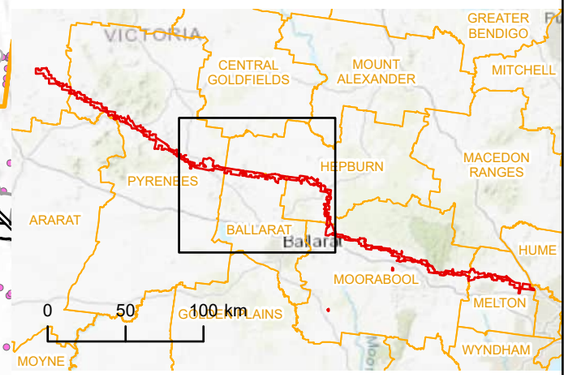

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Existing and Foreseeable Land Uses

Residential and community facilities

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Dwellings
- Existing High Voltage Lines
- Rail
- Residential
- Rural Residential
- Terminal Station

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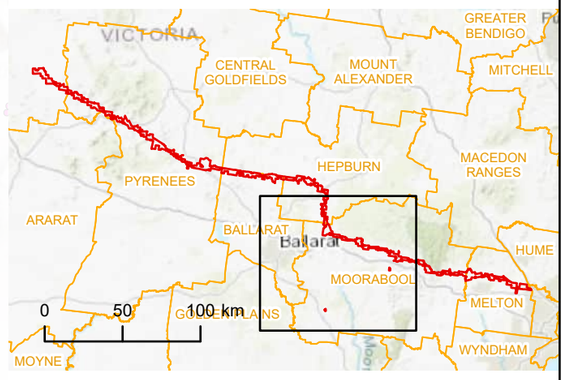

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Existing and Foreseeable Land Uses
Residential and community facilities

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Urban Growth Boundary
- Township
- Dwellings
- Western Outer Ring Main
- Existing High Voltage Lines
- Rail
- Outer Metro Ring / E6 Corridor
- Residential
- Rural Residential
- Terminal Station
- PSP Boundaries
- Merrimu Precinct

Land Use Categories

- Community facilities

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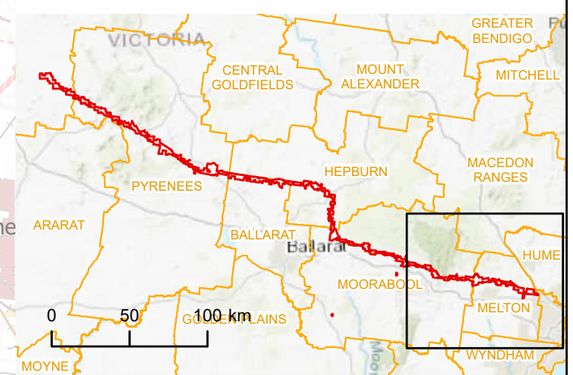

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Existing and Foreseeable Land Uses

Industry, mining, aviation and infrastructure

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Airport
- Existing High Voltage Lines
- Rail
- Industrial Zone
- Major Arterial Roads and Rail
- Reservoirs
- Terminal Station

Extractive Industry

- Extractive Work Authority

Wind Farms

- Operating
- Approved - Under Construction

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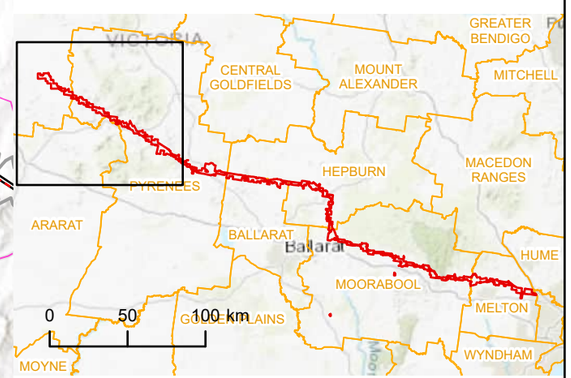

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Existing and Foreseeable Land Uses

Industry, mining, aviation and infrastructure

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Airport
- Existing High Voltage Lines
- Rail
- Industrial Zone
- Major Arterial Roads and Rail
- Reservoirs

Extractive Industry

- Extractive Work Authority
- Extractive Industry Interest Areas

Wind Farms

- Operating
- Under Consideration

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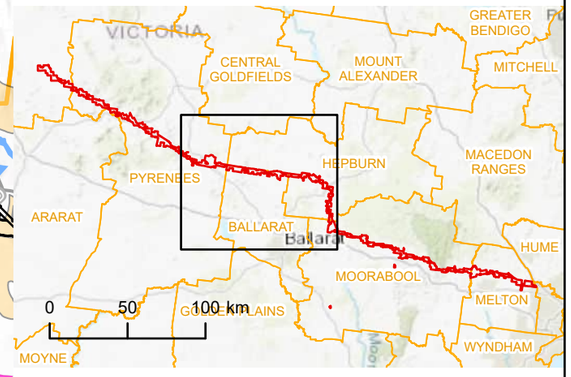

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Existing and Foreseeable Land Uses

Industry, mining, aviation and infrastructure

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Airport
- Existing High Voltage Lines
- Rail
- Industrial Zone
- Major Arterial Roads and Rail
- Reservoirs
- Terminal Station

Extractive Industry

- Extractive Work Authority
- Extractive Industry Interest Areas

Wind Farms

- Operating
- Approved - Under Construction

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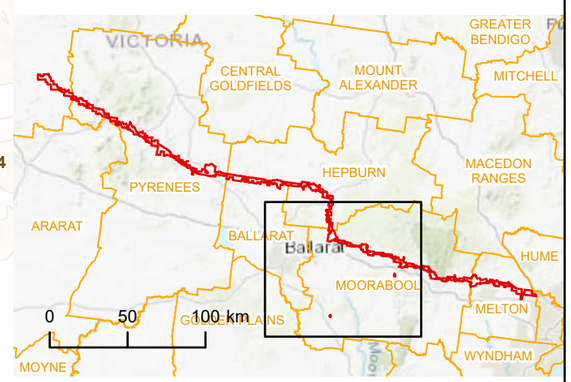

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Existing and Foreseeable Land Uses

Industry, mining, aviation and infrastructure

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Urban Growth Boundary
- Township
- Airport
- Western Outer Ring Main
- Existing High Voltage Lines
- Rail
- Industrial Zone
- Major Arterial Roads and Rail
- Outer Metro Ring / E6 Corridor
- Reservoirs
- Terminal Station

Extractive Industry

- Extractive Work Authority
- Extractive Industry Interest Areas

Wind Farms

- Operating

IS311800

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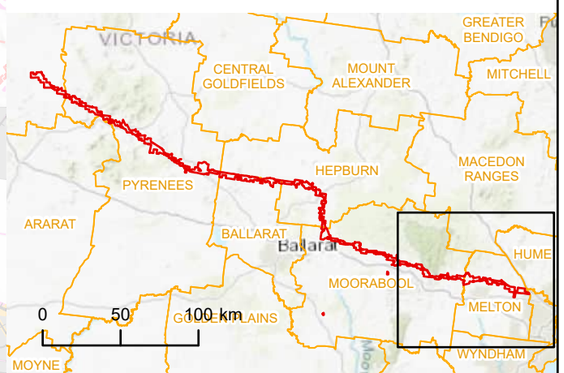

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Existing and Foreseeable Land Uses

Natural environment

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Terminal Station
- Natural Environment

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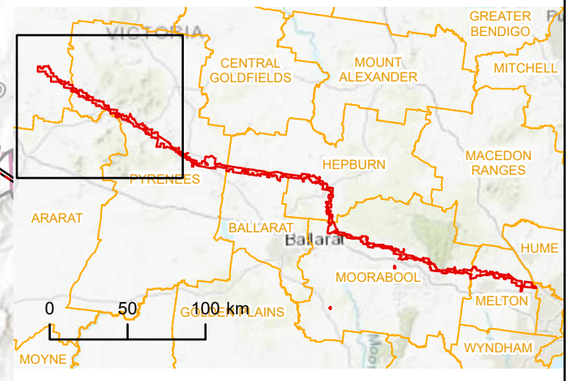

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Existing and Foreseeable Land Uses

Natural environment

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Natural Environment

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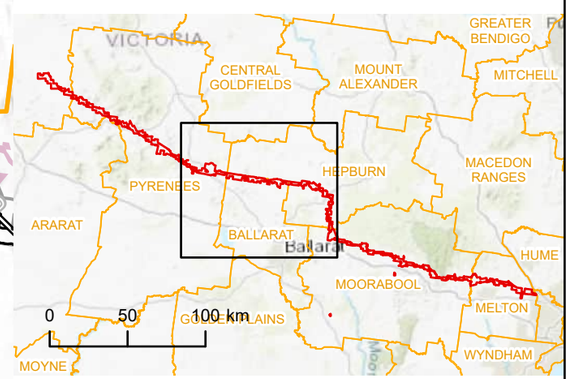

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Existing and Foreseeable Land Uses

Natural environment

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Terminal Station
- Natural Environment

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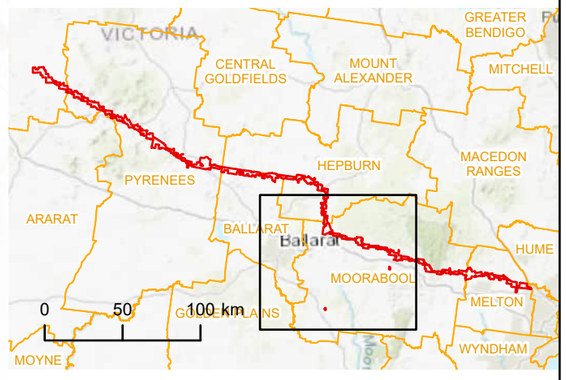

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Existing and Foreseeable Land Uses

Natural environment

Western Renewables Link

- Project Land
- Project Area
- Local Government Area
- Urban Growth Boundary
- Township
- Western Outer Ring Main
- Existing High Voltage Lines
- Rail
- Outer Metro Ring / E6 Corridor
- Terminal Station
- Natural Environment

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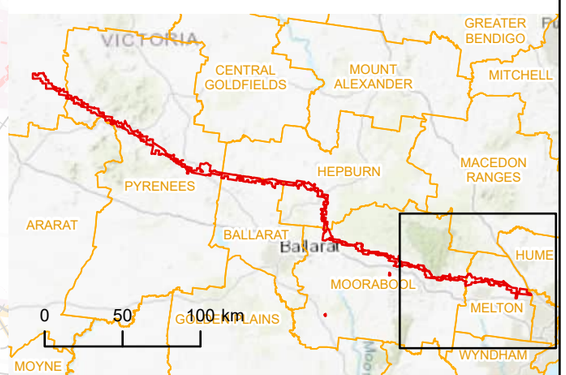

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Existing and Foreseeable Land Uses

Distribution Lines

Western Renewables Link

- Project Land
- Project Area
- Distribution Lines Transition Pole
- Distribution Lines Crossing
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Terminal Station

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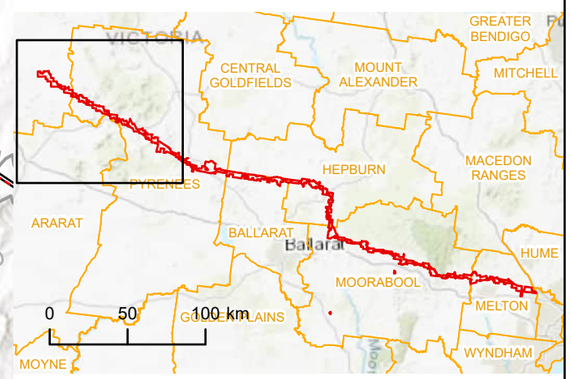

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Existing and Foreseeable Land Uses
Distribution Lines

Western Renewables Link

- Project Land
- Project Area
- Distribution Lines Transition Pole
- Distribution Lines Crossing
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail

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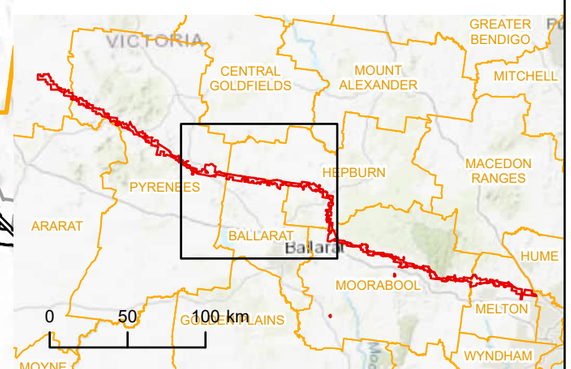

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Existing and Foreseeable Land Uses
Distribution Lines

Western Renewables Link

- Project Land
- Project Area
- Distribution Lines Transition Pole
- Distribution Lines Crossing
- Local Government Area
- Township
- Existing High Voltage Lines
- Rail
- Terminal Station

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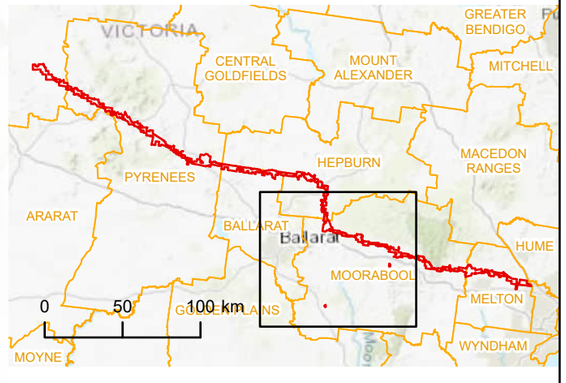

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Existing and Foreseeable Land Uses

Distribution Lines

Western Renewables Link

- Project Land
- Project Area
- Distribution Lines Transition Pole
- Distribution Lines Crossing
- Local Government Area
- Urban Growth Boundary
- Township
- Western Outer Ring Main
- Existing High Voltage Lines
- Rail
- Outer Metro Ring / E6 Corridor
- Terminal Station

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Created 12 June 2025 by KH

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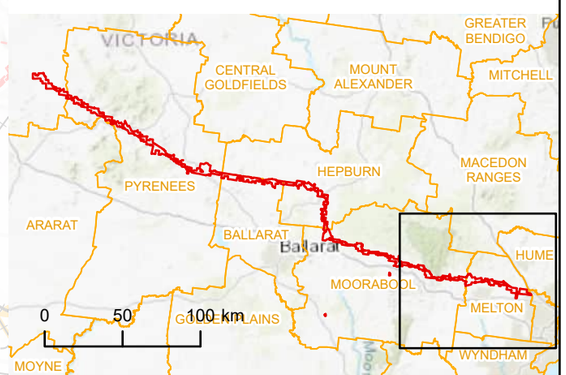

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Appendix F. Project Area photographs

Example of land within the Green Wedge



Figure F- 1. Looking towards the Sydenham Terminal Station in Hillside (Jacobs, 2021)



Figure F- 2. Looking towards the Sydenham Terminal Station in Hillside (Jacobs, 2021)

Examples of farmland



Figure F- 3. Looking west, Plumpton Road, Plumpton (Jacobs, 2021)



Figure F- 4. Looking south from Holden Road, Plumpton (Jacobs, 2021)



Figure F- 5. Sheep grazing, Moorabool (Jacobs, 2021)



Figure F- 6. Agriculture irrigation infrastructure, looking west from Blampied-Mollongghip Road in Hepburn (Jacobs. 2021)



Figure F- 7. Preparation for crops (Jacobs. 2021)



Figure F- 8. Potato crops (Jacobs. 2021)



Figure F- 9. New and existing transmission line route, traversing agricultural land and in proximity to existing dam, looking west from Curries Lane (Jacobs, 2023)



Figure F- 10. View of agricultural cropping, looking west from Blampied Mollongghip Road and Proposed Route alignment located behind windbreak trees (Jacobs, 2023)

Examples of other types of land uses



Figure F- 11. Macpherson Park, Melton West (Jacobs, 2021)



Figure F- 12. Melton Airfield, Toolern Vale (Jacobs, 2021)



Figure F- 13. Moorabool Reservoir southern boundary, looking north from Linehands Rd (Jacobs, 2023)



Figure F- 14. Pykes Creek Reservoir, looking northwest from Pykes Creek Road towards Proposed Route alignment (Jacobs, 2023)



Figure F- 15. Mt Kororoit, looking northwest from Mt Kororoit Road (Jacobs, 2023)



Figure F- 16. Looking east to quarries in Bacchus Marsh from Swans Road, Bacchus Marsh (Jacobs, 2021)



Figure F- 17. Hanson Quarry in Darley, looking northwest from Bonnie Vale Road (Jacobs, 2023)



Figure F- 18. Merrimu Reservoir, Coimadai (Jacobs, 2021)

Examples of existing transmission lines and substations



Figure F- 19. Existing 220kV transmission line route, looking north from Vances Crossing Road (Jacobs, 2023)



Figure F- 20. Existing 220kV transmission line in Hepburn, looking north (Jacobs, 2021)



Figure F- 21. View from Vances Crossing Road, looking east of Bulgana Terminal Station Site (Jacobs, 2023)



Figure F- 22. Existing Bulgana Terminal Station site, and land proposed for new terminal station at Bulgana (Jacobs, 2023)



Figure F- 23. Approximate Proposed Route crossing of Ballan Greendale Road, looking south towards Ballan township (Jacobs, 2023)



Figure F- 24. Existing transmission line and Proposed Route alignment, looking north/north-west from Newlyn Reservoir Road with SLO volcanic cone (Jacobs, 2023)

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