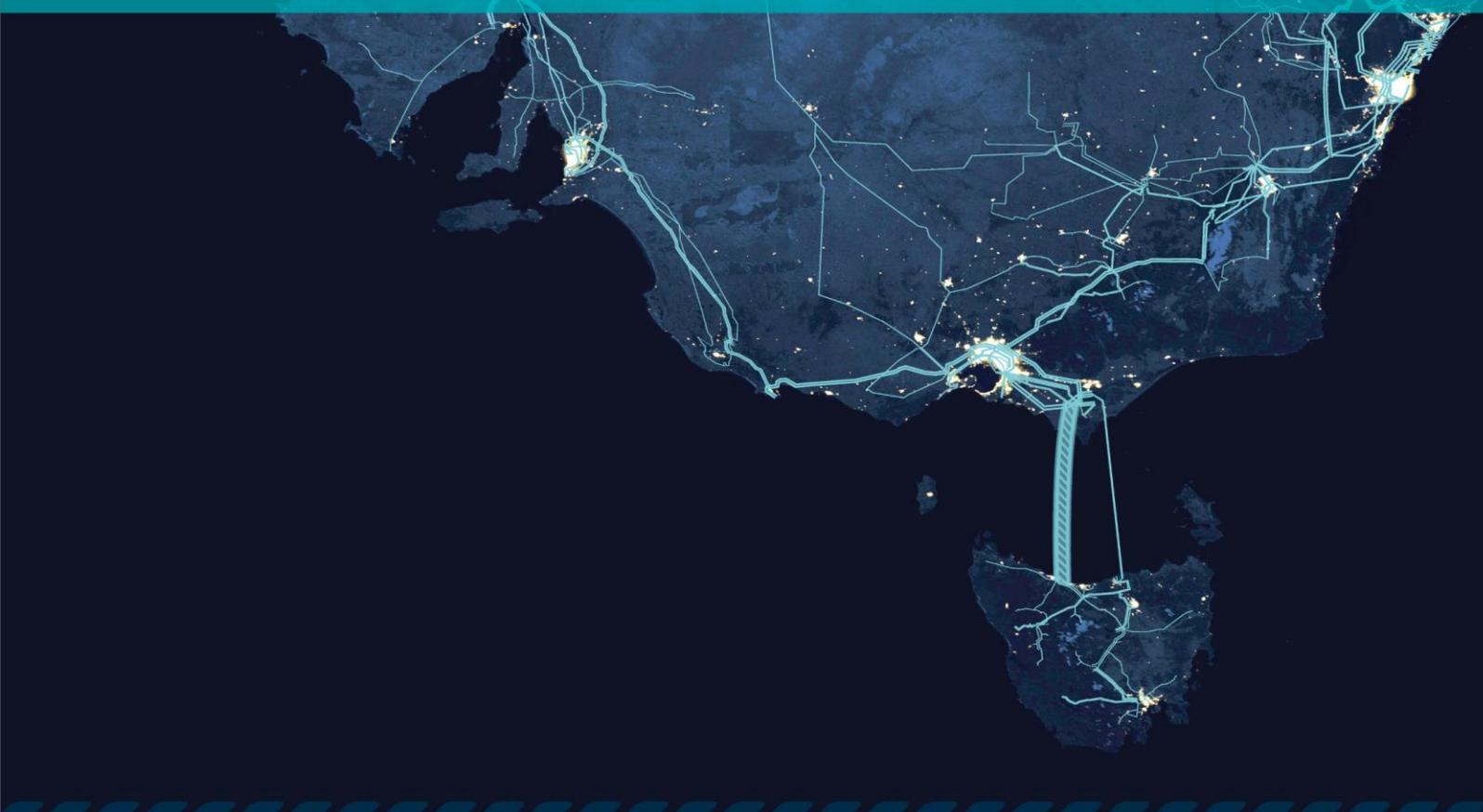


# Request to Declare a Major Infrastructure Project

## North West Transmission Upgrades Project





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### Purpose of this report

The purpose of this report is to meet the information requirements set out in the *Major Infrastructure Development Approvals Act (1999) (MIDAA)* Regulations for a report supporting the proponent’s request to the Minister for Planning to declare a project a Major Infrastructure Project (**MIP**).<sup>1</sup>

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<sup>1</sup> This report will also be used by the Environment Protection Agency (EPA) together with other relevant information provided to the EPA regarding ‘work of minor environmental impact’ that does not require planning approval to determine if the Project or the ‘work of minor environmental impact’ require assessment under the *Environmental Management and Pollution Control Act 1994 (EMPCA)*.

# Executive Summary

This section addresses MIDAA regulation 4(1)(a).

The North West Transmission Upgrades Project (**the Project**) is required to support implementation of the North West Tasmania Strategic Transmission Plan, and is essential to facilitating the development of anticipated wind generation, Marinus Link, and long duration pumped hydro energy storage in North West Tasmania. Collectively, these developments will help unlock Tasmania's renewable energy generation and storage resources as part of the lowest cost solution to provide dispatchable energy to the National Energy Market (**NEM**) and thereby support the energy transformation that is underway.

The Project will also enable significant ongoing employment and add economic value to North West Tasmania through the related transmission and generation developments it supports. The construction of Marinus Link and supporting transmission in the North West would bring an estimated 1,100 jobs to the region during peak construction.<sup>2</sup> The Project would also enable up to 800 construction jobs<sup>3</sup> and 230 ongoing jobs<sup>4</sup> through the renewable generation projects (e.g. Battery of the Nation pumped hydro, upgrades to existing hydro, and new wind generation) supported by their development. Economic analysis also indicates there would be a significant economic contribution to the whole of Tasmania from the development, construction, and operation of the Project and Marinus Link, including value forecast to be potentially up to \$1.4 billion and a total of 1,400 jobs.<sup>5</sup> This growth, in turn, will generate skills and opportunities in regional Tasmania and will support Australia's continuing transition to a cleaner energy sector.

TasNetworks has evaluated the available approval processes in Tasmania. Assessment as an MIP under MIDAA is considered in the public interest because it supports:

- holistic assessment of the project in terms of public benefits, general and specific impacts;
- consistency of assessment and approvals;
- retention of the referral (or "call in") process for environmental assessment of development applications pursuant to the *Environmental Management and Pollution Control Act 1994*; and

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<sup>2</sup> Jobs figure represents estimated direct and indirect jobs at peak construction for the period spanning 2025 to 2027. Figures sourced from Ernst & Young, *The Economic Contribution of Marinus Link and Supporting Transmission*, November 2019

<sup>3</sup> Jobs figure represents the estimated average of direct and indirect jobs at peak construction for the period spanning from 2030 to 2034. Figures sourced from: Ernst & Young, *The Economic Contribution of Marinus Link and Supporting Transmission*, November 2019.

<sup>4</sup> Jobs figure represents the estimated average of direct and indirect jobs at peak construction for the period spanning from 2030 to 2050. Figures sourced from: Ernst & Young, *The Economic Contribution of Marinus Link and Supporting Transmission*, November 2019.

<sup>5</sup> Jobs figure includes jobs in North West Tasmania and represents estimated direct and indirect jobs at peak construction for the period spanning 2025 to 2027. Figures sourced from Ernst & Young, *The Economic Contribution of Marinus Link and Supporting Transmission*, November 2019.

- a flexible and coordinated development of the transmission network that efficiently unlocks renewable generation resources in North West Tasmania.

The Project will support the development of renewable energy and storage resources in Tasmania. By doing so, it will help deliver low cost, reliable and clean energy to Tasmania and the NEM, in addition to providing broader benefits to the region in terms of construction, on-going jobs and economic growth.

# 1 Outline of the Project

The following sections address regulation 4(1)(b) and 4(2) as listed below:

Reg	Description	Report section
4(1)(b)	For the purpose of <a href="#">section 8(1)(b)</a> of the Act, the following information is prescribed as the information to be contained in a report to the Minister from the proponent of a project... <b>an outline of the project</b> as specified in <a href="#">subregulation (2)</a>	Section 1
4(2)(a)	<b>background of the proponent</b> of the project including details of <b>experience and financial capacity</b> to undertake the project and details as to <b>where the proponent may be contacted</b>	Section 1.1
4(2)(b)	the <b>purpose of the project</b>	Section 1.2
4(2)(c)	a <b>project description</b> of the proposed project including – (i) a <b>description of each use or development</b> comprised in the project; and (ii) a <b>description of all proposed major buildings, structures, equipment, infrastructure and ancillary facilities</b> comprised in the project; and (iii) a <b>description of the proposed ongoing operations</b> associated with the project;	Section 1.3 Section 1.3.1 Section 1.3.2 Section 1.3.2
4(2)(d)	the <b>level of investment</b> that will be required to establish the project	Section 1.4
4(2)(e)	details of – (i) any <b>legislation of this State and the Commonwealth</b> relevant to the project; and (ii) any <b>State policy</b> , within the meaning of the <a href="#">State Policies and Projects Act 1993</a> , relevant to the project	Section 1.5 1.5.1, 1.5.2, 1.5.3 & 1.5.4 Section 1.5.5

4(2)(f)	details of the proposed <b>geographical location</b> of the project, including details of the <b>municipal areas and municipal boundaries</b> relevant to the project and  an <b>outline of any constraints analysis and alternative route investigations</b> undertaken by the proponent	Section 1.6 Figure 1  Section 1.6.2
4(2)(g)	statement as to <b>whether a corridor is required</b> and the proposed <b>width of the corridor</b>	Section 1.7
4(2)(h)	a statement as to <b>whether the proponent wishes the Crown to acquire and sell</b> to the proponent <b>any land</b> for the purposes of the project and, if so, details, to the extent known, of the land likely to be required	Section 1.8
4(2)(i)	details of any <b>land or easements, including construction and corridor access easements, that must be acquired in order for the project to proceed</b>	Section 1.9
4(2)(j)	a <b>general description of the physical environment that may potentially be affected by the project</b> including landforms, waterways, land uses, existing infrastructure, flora, fauna and heritage values	1.10
4(2)(k)	a <b>general description of the social and economic environment that may potentially be affected by the project</b>	1.11

For the purposes of the declaration as a MIP, the Project comprises:

- East Cam, Heybridge, Hampshire and Staverton Substations;
- Palmerston-Sheffield, Sheffield-Burnie (replacing existing 220 kilovolt (**kV**) transmission lines) including Heybridge Spur, Burnie-East Cam, East Cam-Hampshire and Hampshire–Staverton 220 kV transmission lines.

There will be other necessary works that are proposed to be undertaken in conjunction with the Project, that are not included as part of the Project for the purposes of the declaration as an MIP and these are:

- Removal of the existing Sheffield-Burnie 220 kV transmission line (this is classified as ‘work of minor environmental impact’<sup>6</sup> and does not require planning approval);

<sup>6</sup> In accordance with Section 57 of the *Electricity Supply Industry Act 1995*, where an electricity entity proposes to carry out work on the construction, installation, modification, maintenance, demolition or replacement of electricity infrastructure, and the work is of a kind classified by the regulations as work of minor environmental impact, the work is not to be regarded as development for the purposes of the *Land Use Planning and Approvals Act 1993* and is not subject in any other way to that Act.

- Modification to existing Burnie, Palmerston and Sheffield Substations (this is classified as ‘work of minor environmental impact’ and does not require planning approval);
- Modification to existing transmission lines between new Staverton Substation and existing Sheffield Substation (this is classified as ‘work of minor environmental impact’ and does not require planning approval);  
and
- Once the transmission infrastructure is established, repair, maintenance or modification of the assets (this is classified as ‘work of minor environmental impact’ and does not require planning approval).

Those elements of the Project that do not require planning approval do not form part of this request for an order pursuant to MIDAA. However, all elements (including those not requiring planning approval) will form part of the Project’s environmental and cultural heritage assessment.

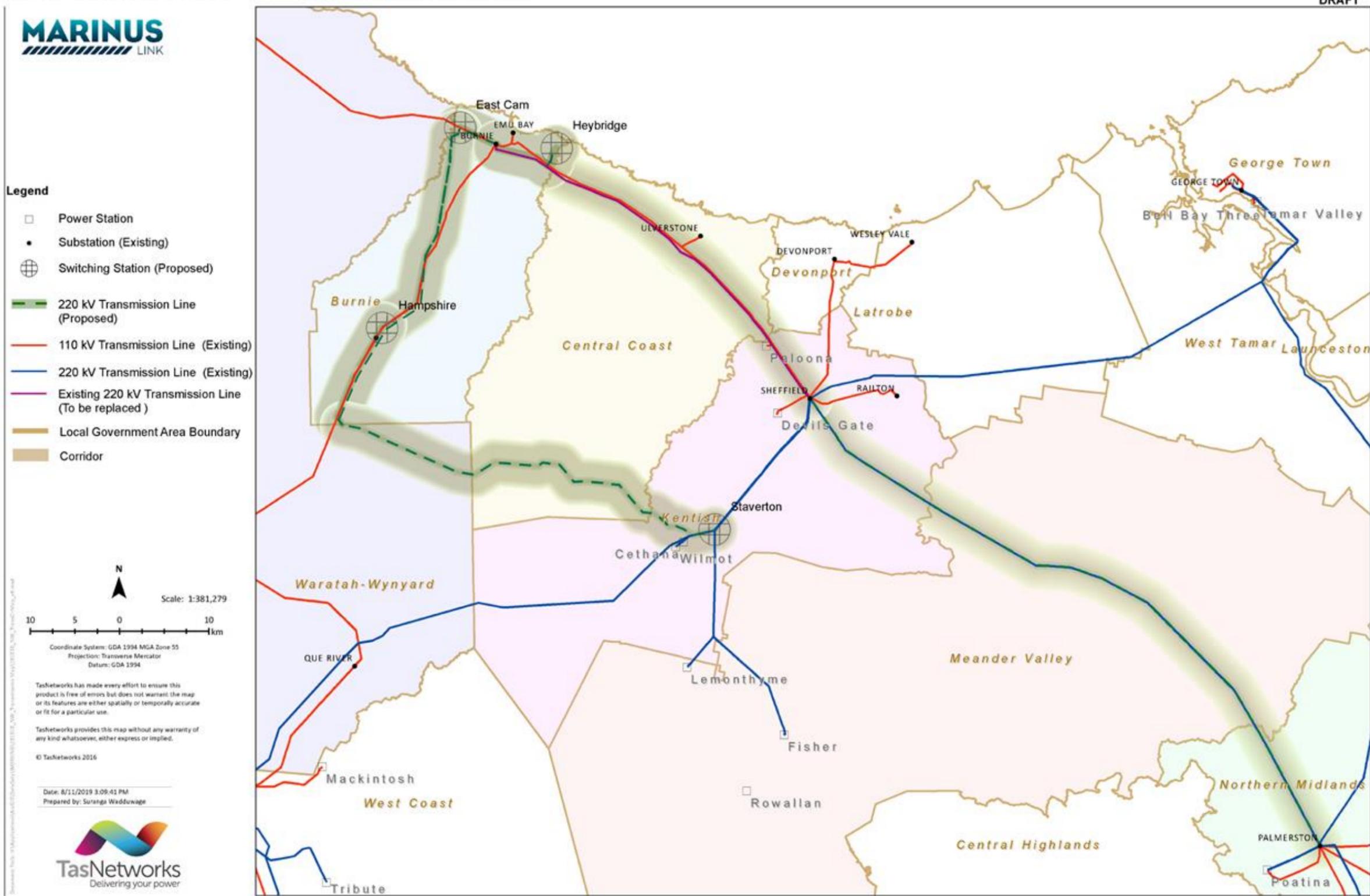
The Project affects six Council areas:

Burnie	Central Coast	Waratah/Wynyard
Kentish	Meander Valley	Northern Midlands

Figure 1 below presents elements of the Project proposed for inclusion in the MIP order together with its geographical location and an indication of Councils affected (also addressing regulation 4(2)(f)).

Figure 1 The Major Infrastructure Project for assessment under MIDAA with geographical location and Municipal boundaries

**Major Infrastructure Project – North West Transmission Upgrades**



The preferred approval pathways for the Project are:

- Declaration of an MIP assessed under MIDAA. Two applications for permits within the declared MIP, one for the southern route from Hampshire to Staverton and one for other routes.
- If required, the provision of guidelines for assessment by the Environment Protection Agency under the *Environmental Management and Pollution Control Act 1994*.
- Two referrals under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999 (EPBC)*. One for the southern route from Hampshire to Sheffield and one for other routes. If the Project requires assessment under the EPBC, the preferred approach will be to utilise the Bilateral Agreement (between the Commonwealth and Tasmania) to facilitate coordinated State and Commonwealth environmental assessment.

## 1.1 Background of the Proponent

This section addresses regulation 4(2)(a).

### *Experience*

TasNetworks is the owner and operator of the electricity transmission and distribution networks in Tasmania and as a result has the knowledge and experience required to undertake the Project. TasNetworks and its predecessors have been responsible for planning, building, owning and operating all existing shared network transmission and distribution electricity assets in Tasmania together with contestable connection assets where negotiated.

### *Financial Capacity*

A regulatory investment test for transmission (RIT-T) project assessment draft report (PADR) has been prepared in accordance with National Electricity Rules (NER) requirements<sup>7</sup>. The assessment shows that Marinus Link and supporting transmission deliver a net market benefit and should proceed. With a successful RIT-T, and consequent regulated revenue allowance, Marinus Link and supporting transmission can provide a commercial rate of return to owners as a regulated service. A range of possible ownership, funding, and commercial options are open to the project.

New pricing arrangements will need to be agreed to achieve fair pricing outcomes. TasNetworks is working with the Tasmanian State Government and other stakeholders to progress this outcome. An appropriate pricing outcome is required for Marinus Link to proceed. Further government infrastructure contributions to underwrite the project, such as those recently announced to support timely development of the Queensland to New South

<sup>7</sup> Released 5 December 2019: <https://www.marinuslink.com.au/rit-t-process/>

Wales interconnector upgrade, can also ensure that the national benefits from Marinus Link and supporting transmission are delivered in a timely way.

A connection application has prompted TasNetworks to bring forward part of the proposed network upgrades planned for this region, with acceleration at the developer's cost. As a result, the first corridor TasNetworks expects to progress for approvals and construction lies between the Hampshire and Staverton areas. The proposed transmission line would be built, owned and operated by TasNetworks. It is proposed that this new line would initially connect the Robbins Island and Jims Plain wind farms and the under this arrangement, UPC Renewables would pay for the right to use the line. This corridor is identified as part of TasNetworks' North West Tasmania Strategic Transmission Plan, to provide 'shared' network services for a number of customers and Marinus Link.

#### *Contact Details for the Proponent*

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## 1.2 Background and Purpose of the Project

This section addresses regulation 4(2)(b).

As highlighted in the *Independent Review into the Future Security of the National Electricity Market* a report authored by Dr Alan Finkel, the Australian mainland generation fleet is undergoing a transformation from a predominately base load generation to one dominated by intermittent renewable generating systems. Tasmania is ideally placed to assist with the transformation of the mainland generation fleet with its world-class wind resources, existing hydroelectric generators and cost-competitive for long-duration (deep) pumped hydro energy storage potential.

North West Tasmania could play a key role in delivering low-cost, reliable and clean energy to Tasmania and the National Electricity Market (**NEM**). Upgrades to the existing transmission network, along with potential new routes, will be required to increase network capacity and ensure the power system can accommodate developments forecast for the region.

North West Tasmania:

- has been identified as a high priority renewable energy zone in the Australian Energy Market Operator's 2018 Integrated System Plan (ISP)<sup>8</sup>;
- is the expected connection point for Marinus Link, an undersea and underground electricity connection that will link North West Tasmania to Victoria<sup>9</sup>; and
- has high potential to host deep pumped hydro energy storage<sup>10</sup>.

TasNetworks owns, operates and maintains the existing electricity transmission and distribution networks in Tasmania and has jurisdictional responsibility for transmission system planning in Tasmania under the National Electricity Law.

As indicated above, Tasmania has significant renewable energy resource potential, particularly hydroelectric power and wind energy. The potential size of the resource exceeds both the Tasmanian demand and the capacity of Basslink. Growth in renewable generation in other regions in the NEM, coupled with the forecast retirement of baseload coal-fired generators, is reducing the availability of dispatchable generation. Marinus Link can help smooth this transition by providing the NEM with access to **Tasmania's** existing and potential renewable resources, which are a valuable source of new and dispatchable generation and would benefit electricity supply in the NEM.

TasNetworks has developed a long-term strategic transmission plan for North West Tasmania to facilitate these potential developments. The plan is flexible, accommodating a number of scenarios that can be developed in stages as required. Figure 2 presents the North West Tasmania Strategic Transmission Plan.

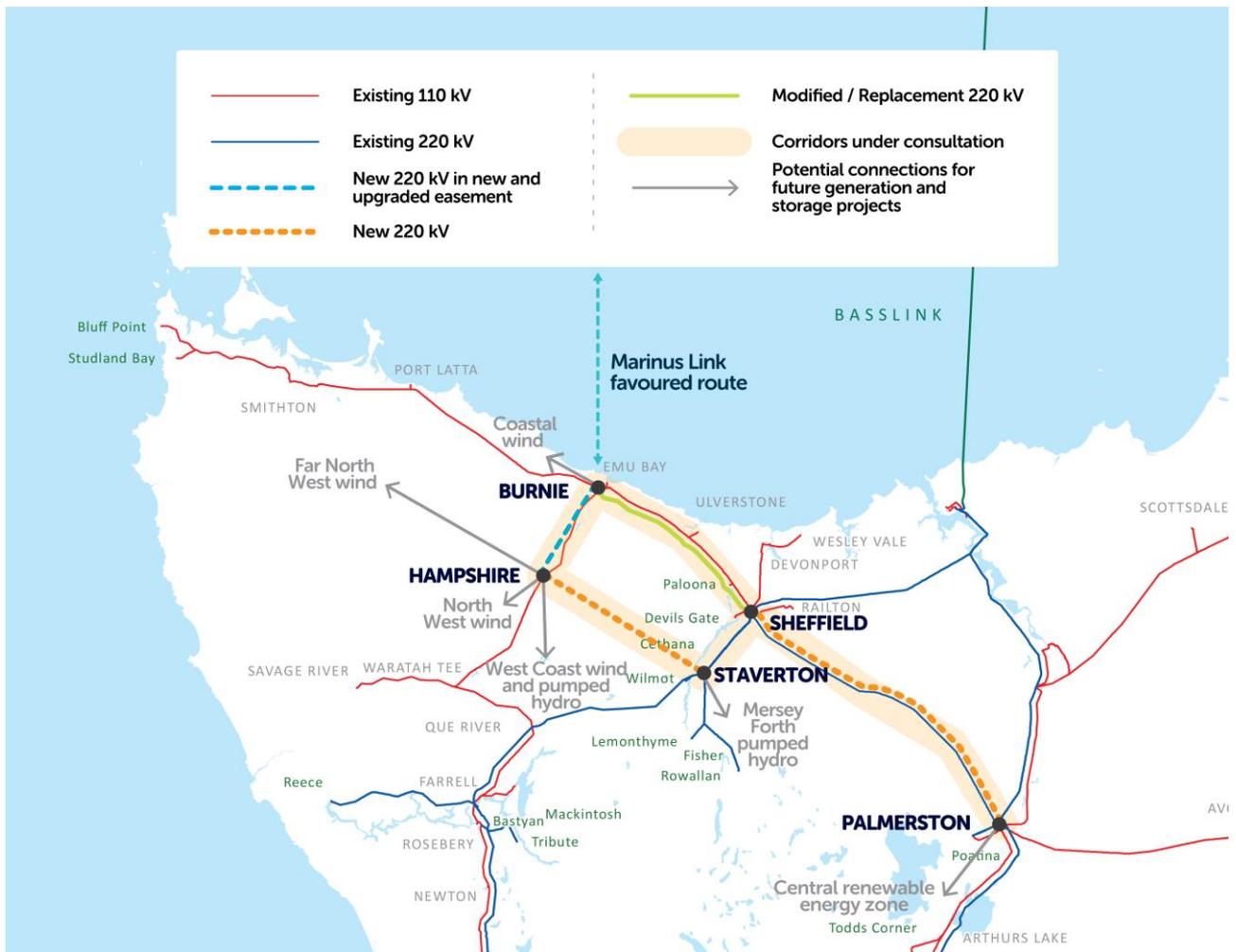
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<sup>8</sup> Link to: *AEMO Integrated System Plan 2018*

<sup>9</sup> Link to: *Marinus Link Initial Feasibility Report 2018*

<sup>10</sup> Link to: *Hydro Tasmania - Battery of the Nation*

Figure 2: North West Tasmania Strategic Transmission Plan



The purpose of the Project is to support development of the anticipated new wind generation, Marinus Link, and pumped hydro energy storage in North West Tasmania.

## 1.3 Project Description

This section addresses regulation 4(2)(c) as listed below:

Reg	Description	Report Section
4(2)(c)	a project description of the proposed project including	Section 1.3
4(2)(c)(i)	(i) a description of each use or development comprised in the project	Section 1.3.1
4(2)(c)(ii) & (iii)	(ii) a description of all proposed major buildings, structures, equipment, infrastructure and ancillary facilities comprised in the project; and  (iii) a description of the proposed ongoing operations associated with the project	Section 1.3.2

### 1.3.1 Description of each use or development comprised in the project

This section addresses regulation 4(2)(c)(i).

The Project is for a 'Utilities'<sup>11</sup> use including electricity transmission infrastructure upgrades, new infrastructure works, and all other activities required are ancillary to that primary 'Utilities' use.

The Project will be comprised of the following main developments in the following locations described in Table 1. Land and easement requirements for each component of the Project are described separately in Section 7.2 of this report.

**Table 1 Main Project Components and Locations**

Projects described by corridor	Description of main developments	Location
Palmerston to Sheffield	A new 220 kV transmission line.	New transmission line located in an existing corridor containing an existing 220 kV transmission line and local distribution lines.

<sup>11</sup> [Planning Directive No. 1 - The Format and Structure of Planning Schemes](#)

Projects described by corridor	Description of main <b>developments</b>	Location
Sheffield to Burnie via Heybridge	<p>A new 220 kV transmission line</p> <p>New spur lines to and from Heybridge Substation comprising two 220 kV transmission lines</p> <p>New Heybridge Substation</p>	<p>3 Municipalities: Kentish, Meander Valley, Northern Midlands</p> <p>New transmission line within existing corridor and as close as practical to the alignment as existing TL504 220 kV transmission line (which will be removed). The corridor also contains an existing 110 kV transmission line and local distribution lines.</p> <p>New corridor for Heybridge Spur lines.</p> <p>New site for Heybridge Substation,</p> <p>3 Municipalities: Kentish, Central Coast and Burnie</p>
Burnie to East Cam	<p>New 220 kV transmission line</p> <p>New East Cam Substation</p>	<p>New transmission line located within an existing corridor that also contains an existing 110 kV transmission line and local distribution assets. A small portion of new corridor required from the existing corridor to the East Cam Substation.</p> <p>New site for East Cam Substation.</p> <p>1 Municipality: Burnie</p>
East Cam to Hampshire	<p>New 220 kV transmission line</p> <p>New Hampshire Substation</p>	<p>New transmission line requires a new corridor from East Cam Substation until it merges with the existing Burnie-Hampshire corridor that also contains a 110 kV transmission line as it moves towards Hampshire.</p> <p>New site for Hampshire Substation.</p> <p>1 Municipality: Burnie</p>
Hampshire to Staverton	<p>New Staverton Substation</p> <p>New 220 kV transmission line between Hampshire and Staverton Substation</p>	<p>New site for Staverton Substation.</p> <p>New transmission line: Hampshire – Wey River area mostly within an existing corridor also containing an existing 110 kV transmission line. Wey River area - Staverton Substation requires a new corridor.</p>

Projects described by corridor	Description of main <b>developments</b>	Location
		4 Municipalities: Burnie, Waratah/Wynyard, Central Coast, Kentish

### 1.3.2 Description of all proposed major buildings, structures, equipment, infrastructure and ancillary facilities comprised in the project and proposed ongoing operations associated with the project

This section of the report addresses regulations 4(2)(c)(ii) & (iii).

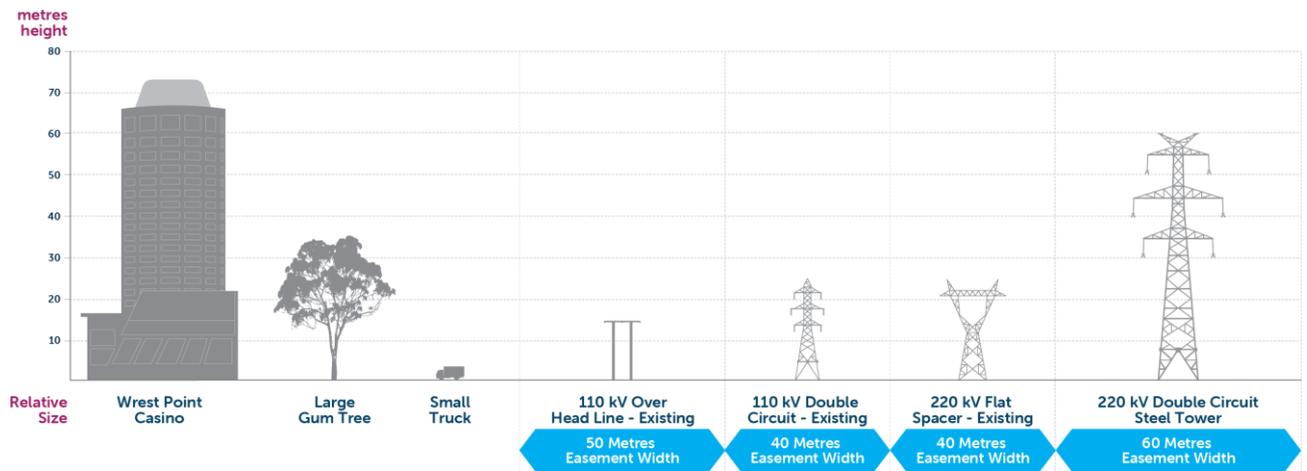
#### 1.3.2.1 Transmission Lines

Double circuit 220 kV transmission towers with conductors and optic fibre ground wire (OPGW).

The transmission line towers are likely to be traditional lattice structure based on existing designs used around the State. The towers will be between 36 and 60m in height, depending on terrain, environmental values, cultural values, visual impact considerations, impact on land use and cost together with other constraints and opportunities. A nominal area of 50m x 50m will be required to construct a transmission tower which has a nominal footprint of 10m x 10m.

Foundations for the towers will vary subject to soil condition variations. The transmission towers will be strung with conductors and requisite fittings together with associated safety and warning fixtures. This equates to twelve wires (conductors) in total at six wires per side of each tower. Figure 3 illustrates a comparative tower height. This represents the tallest tower likely to be required for the project.

**Figure 3 Illustration of comparative tower height**



### 1.3.2.2 Access tracks

Tracks of approximately 6m wide and up to 1km long from existing roads and access tracks will be required to enable access to tower sites and for vegetation maintenance. The access tracks include construction of associated drainage, culverts, bridges, security gates and the like. Both transmission line and substation infrastructure require access roads or access tracks, intersection infrastructure, drainage, culverts, bridges and security fences and gates to facilitate construction and operation. All permanent access tracks/roads, as a minimum, are constructed and maintained to Class 4 Forestry standard. The location and rehabilitation for temporary access tracks will be negotiated with the impacted landowner in accordance with the approval conditions.

All access infrastructure onto Council and State managed roads is constructed to relevant Australian Standards and subject to State and Local Government permits depending on the location of works.

### 1.3.2.3 Telecommunications

With the addition of new and upgraded electricity transmission infrastructure, new and upgraded communications infrastructure will be required to support its monitoring, operation, maintenance and repair. This may include upgrades to existing communications facilities, installation of new overhead or underground communication cables (co-located with existing or proposed transmission lines), dishes and ancillary buildings, structures and tracks. Ongoing operation involves communication between TasNetworks' and its generation and load customers and within the electricity network to our control room to ensure the safe and

reliable operation of the electricity system in accordance with our regulatory requirements. Once assets are established, vegetation clearance will be undertaken to maintain the safe and reliable operation of the asset.

#### 1.3.2.4 Substations

The four 220 kV substations situated at Heybridge, East Cam, Hampshire and Staverton have a nominal 300m x 200m footprint. Typically, substations are secured premises, with signed electrified fencing, security cameras, external lighting and security gates and may include alarms.

Infrastructure in substations may include extra high voltage switching or transforming equipment, buried infrastructure and services, buried copper earthing, lattice steel gantries, control buildings, transmission system protection equipment, communication equipment, AC/DC power supply equipment, amenities buildings, fire control, drainage and roadway/parking infrastructure.

Operational traffic loads associated with the substations are typically in the order of less than six vehicle visits per month. Traffic loads will vary during maintenance periods. Ongoing operation includes the transformation or switching of electricity to service customer and network needs in accordance with our regulatory requirements.

#### 1.3.2.5 Vegetation clearing and rehabilitation

Typically, vegetation clearance up to 60m wide will be required for 220 kV transmission lines. Where two lines are proposed, as with the Heybridge spur, vegetation clearance is typically 90m. Where practicable, vegetation clearance may be reduced through design responses including supporting retention of riparian vegetation to maintain wildlife corridors, impact on species and communities listed for protection at Commonwealth and State level and to limit impact on crops for existing and planned agricultural activities. Design iterations will continue as analysis continues regarding impact and mitigation opportunities.

Typically, a permanently cleared area of approximately a 10m radius is required to be maintained for operation and maintenance around the centreline of a transmission tower. Where vegetation is likely to interfere with the safe and reliable operation of the transmission line, Substation or communication site, subject to any environmental approvals, it will be removed. Some vegetation types are suitable for transmission line corridors and near substations and communications sites. All areas of disturbance that do not contain permanent roads or substation sites will be rehabilitated with vegetation suitable for the safe and reliable operation of the transmission assets.

Construction activities and timing will take into account impact on environmental values and cropping cycles. Rehabilitation activity will be timed to taking into account crop cycles, rehabilitation success and efficient construction practices. These activities are typically staged, incorporating landowner requirements, and will require monitoring, maintenance and remediation where necessary.

### 1.3.2.6 Equipment storage facilities

The Project may involve the use of temporary storage locations or laydown areas for equipment, plant and materials prior to and during construction that could be located both within or outside a notified corridor. If required, the location, extent and any associated works will be specified at development application stage.

### 1.3.2.7 Temporary works

This could include construction camps or concrete batching. If required, the location, extent and any associated works will be specified at development application stage.

## 1.4 The level of investment that will be required to establish the project

This section of the report addresses regulation 4(2)(d). The preliminary estimate of required capital investment for all elements of the Project is estimated to be approximately \$500 million.

## 1.5 State and Commonwealth legislation and State Policies relevant to the project

This section addresses regulation 4(2)(e).

If the Project is declared a major infrastructure project, it will be subject to an integrated assessment that includes land use planning, environmental and cultural heritage approvals. Additionally, at a State level, the Project will be subject to separate approvals for Aboriginal Heritage and threatened species.

The State legislation and State Policies that are, and/or may be, relevant to the Project in the context of this integrated assessment and the need for separate approvals are addressed below.

The Commonwealth legislation relevant to this Project is also set out below.

The (State) land access and acquisition legislation that may be relevant to the Project are also set out in this section.

## 1.5.1 State Integrated Assessment Processes (with MIDAA)

### 1.5.1.1 Land Use Planning and Approvals Act (LUPAA)

The *Land Use Planning and Approvals Act 1993* (LUPAA) is the major piece of legislation that regulates the control of land use and development and requires the submission of development applications for assessment and grant or refusal of land use permits.

If the Project is declared a major infrastructure project pursuant to s7(2) of MIDAA, TasNetworks will need to make a development application or applications pursuant to LUPAA. The MIDAA framework provides for the establishment of a combined planning authority (CPA) made up of representatives from each Council whose municipal area is included in the Project. MIDAA also requires the assessment of the Project by the CPA in accordance with Project specific planning criteria instead of the applicable provisions of the relevant planning schemes or schemes that would otherwise apply. Whilst MIDAA modifies some parts of the LUPAA process (for example designates all use and development comprised in the Project to be for a use and development which the planning authority has a discretion to refuse or permit under s 57 of LUPAA), it does not replace the LUPAA process and a permit for land use and development under LUPAA is still required (albeit subject to some procedural modifications).

The grant (or refusal) of a permit for a Major Infrastructure Project is subject to appeal rights (including third party appeal rights) to the Resource Management and Planning Appeals Tribunal in accordance with the *Resource Management and Planning Appeals Tribunal Act 1993*.

### 1.5.1.2 Environment Management and Pollution Control Act 1994 (EMPCA)

The *Environmental Management and Pollution Control Act 1994* (EMPCA) is the primary environment protection and pollution control legislation in Tasmania, being part of the integrated development assessment process (with LUPAA) addressing and preventing environmental harm associated with development.

The assessment of an application for a permit by a CPA established under MIDAA is subject to the same assessment regime under EMPCA as an application for a permit that is not a major infrastructure project.

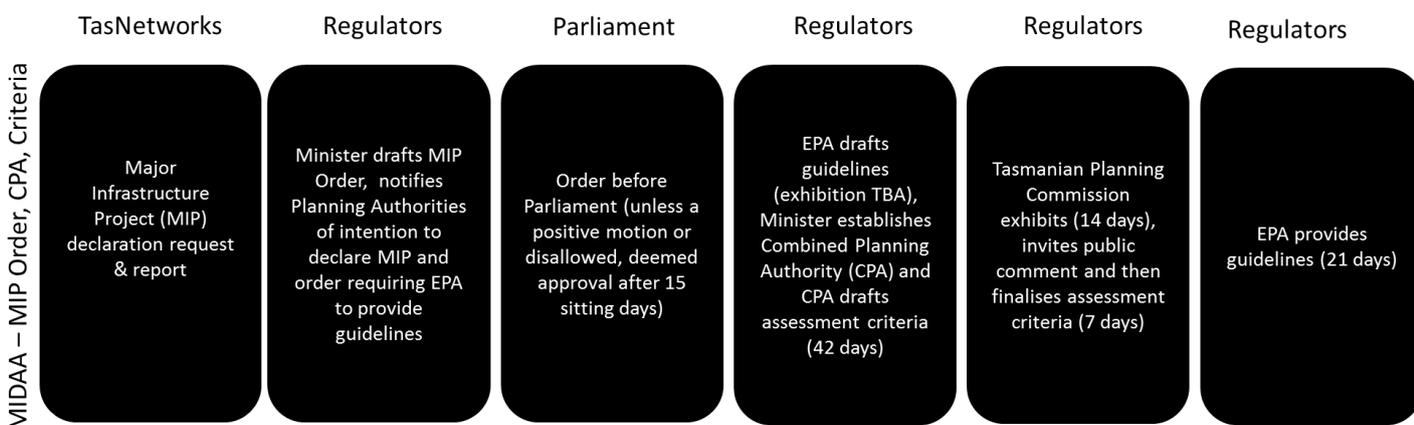
The Environmental Protection Authority (EPA) Director has the power to “call in” the Project and require that it is assessed under EMPCA.

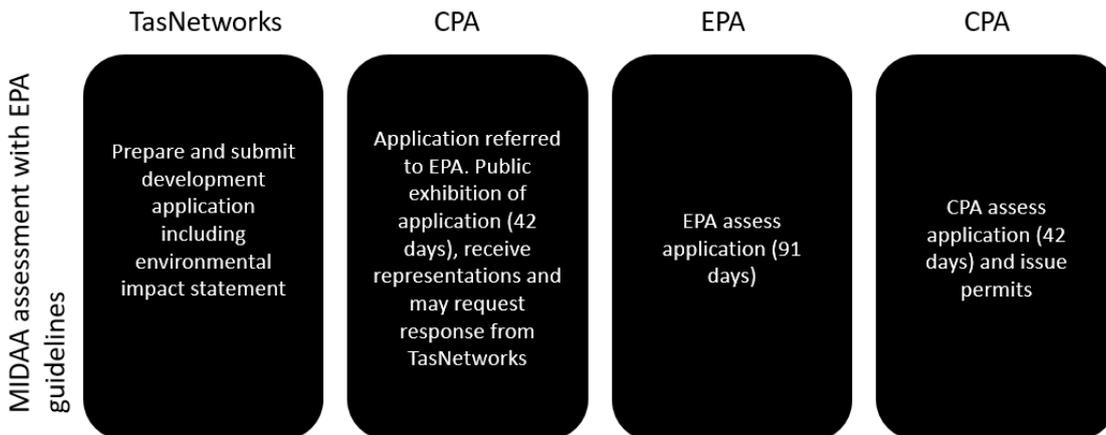
Pursuant to s24 of EMPCA, where an application has been made to a planning authority (which would include a CPA) for a permit for use or development (that is a permissible level 1 activity), the EPA Director has the power to require that the planning authority refer it to the EPA Board for assessment under EMPCA. The planning authority is then obliged to include the recommendations of the EPA Board in its assessment (including if the EPA Board requires that the permit be refused or that it include specified conditions).

The order sought by TasNetworks pursuant to MIDAA, includes a requirement that the EPA Board provide to both the proponent and the CPA, the guidance (as required by s74 of EMPCA) for the preparation of documentation for an environmental impact assessment (under EMPCA) 21 days prior to the finalisation of the planning criteria by the Tasmanian Planning Commission. The inclusion of such a requirement results in the provision of this guidance (which will be in the form of guidelines for assessment) at an earlier stage, than would otherwise be required under EMPCA, to enable the early preparation of the material required for assessment under EMPCA. This will enable TasNetworks to prepare for an assessment under EMPCA as part of the material prepared for submission of the development application. The EMPCA assessment (if the Project is “called in”) will be in accordance with the comprehensive statutory assessment under EMPCA. The inclusion of this requirement in the order will also enable the CPA to take into consideration (and if, considered appropriate, include) the guidelines in the planning criteria.

Figure 4 illustrates the MIDAA process where EPA guidelines are provided and the development applications (submitted to the CPA seeking approval for the Project) are required by the EPA to be referred for assessment.

**Figure 4** EPA guidelines and the MIDAA process





### 1.5.1.3 Historic Cultural Heritage Act 1995 (HCHA)

The *Historic Cultural Heritage Act 1995* (HCHA) regulates developments that may affect historic heritage by requiring approval either through a certificate of exemption (for works that will have no or negligible impact) or a discretionary permit (where the works may impact on the heritage significance of a listed place). The assessment under the HCHA can occur as part of an integrated assessment by a CPA under MIDAA, with the CPA referring a development application (that requires works to a heritage listed site) to the Heritage Council for assessment. The Heritage Council’s decision must be incorporated into the final permit (or refusal) of the CPA.

### 1.5.1.4 Electricity Supply Industry Act 1995 (ESIA) and 2018 Regulations

TasNetworks is a licensed electricity entity pursuant to the *Electricity Supply Industry Act 1995* (ESIA). The ESIA exempts licensed electricity entities from the requirement for a permit under LUPAA for works that are classified as “work of minor environmental impact” under the ESI Regulations (2018). The definition of “work of minor environmental impact” includes vegetation clearance for safety reasons for electricity infrastructure, new underground cables for the transmission or distribution of electricity and the modification, removal, maintenance or repair of;

- substations or transformers; or
- existing power lines.

Aspects of the Project will fall within the scope of the exemptions are indicated in the outline of the Project at Section 2 of this report.

## 1.5.2 State Non-integrated Approvals

In addition to the approvals that are integrated within a MIDAA assessment, the Project will also be subject to approvals and permissions from several other State Agencies. Whilst the MIDAA process envisages tailored criteria pursuant to which the CPA assesses any development applications for planning permission, it is important to acknowledge the separate specialised regimes that other State Agencies administer that cannot, and should not, be incorporated into the LUPAA/MIDAA planning approval process. In this respect, in order to avoid duplicated assessment regimes and potentially conflicting requirements as a result, it will be important to ensure the assessment criteria established under MIDAA do not include criteria relating to these separate assessment regimes.

### 1.5.2.1 Aboriginal Heritage Act 1975 (AHA)

An unavoidable impact on an Aboriginal heritage object, place or site requires a permit under the *Aboriginal Heritage Act 1975 (AHA)*. This process is required regardless of whether other development approvals (for example a LUPAA permit) have been obtained. For this Project TasNetworks will (separate to the MIDAA development application process) obtain a field survey and assessment by a qualified consulting archaeologist and an Aboriginal Heritage Officer. An Aboriginal Heritage Assessment Report and a cultural heritage management plan will also likely need to be prepared. Aboriginal Heritage Tasmania will then review the report and plan and determine if a permit for works to proceed is required (in the case of impacts to a heritage site that cannot be reasonably avoided) or if the Project can proceed with an Unanticipated Discovery Plan and/or mitigation measures.

### 1.5.2.2 Nature Conservation Act 2002 (NCA)

The *Nature Conservation Act 2002 (NCA)* regulates the conservation and protection of flora, fauna and geological diversity within Tasmania. The NCA also lists the vegetation communities that have protection under the Tasmanian resource management planning system. The NCA, together with the accompanying regulations, prohibit a range of activities and impose controls on other activities.

### 1.5.2.3 Threatened Species Protection Act 1995 (TSPA)

The *Threatened Species Protection Act 1995 (TSPA)* lists State threatened flora and fauna and provides a system of permits to “take” threatened species. To the extent that the Project impacts on threatened flora and fauna, a separate approval under this regime will be required.

#### 1.5.2.4 National Parks and Reserves Management Act 2002 (NPRMA)

The *National Parks and Reserves Management Act 2002* (NPRMA), sets out the process for seeking approval, by way of a Reserve Activity Assessment, for activities proposed in national parks and reserves.

### 1.5.3 Land Access and Acquisition

#### 1.5.3.1 Electricity Supply Industry Act 1995 (ESIA) and 2018 Regulations

The ESIA provides rights to access and undertake works on public land (which is defined as land belonging to the Crown or a local authority).

#### 1.5.3.2 Land Acquisition Act 1993 (LAA)

TasNetworks as an electricity entity under the ESIA, is also an acquiring authority under the *Land Acquisition Act 1993* (LAA) and as such, it is unlikely that the Crown will be required to acquire any land on TasNetworks behalf. An acquiring authority may compulsorily acquire private land (including an easement in gross) under the LAA for the purposes of the operations that it is licensed to carry out. TasNetworks may only compulsorily acquire land under the LAA if the acquisition is authorised in writing by the Minister for Energy, or as delegated. The LAA sets out the process required to be followed, which includes the payment of compensation to landowners which can either be agreed or determined by the Supreme Court.

Whilst noting that TasNetworks has rights of access to public land under the ESIA, in general the following Acts are relevant to access and works to and on public land:

- ***Forest Management Act 1993***
- ***Crown Lands Act 1976***
- ***Road and Jetties Act 1935***
- ***Local Government (Highways) Act 1982***

### 1.5.4 Commonwealth Legislation

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) provides a national framework for the protection and management of designated “matters of national environmental significance” (**MNES**). If the Commonwealth Minister for Environment determines that a project could potentially have a significant

impact on a MNES or involve Commonwealth land, the project is designated a “controlled action”. Controlled actions must be assessed and approved by the Commonwealth Minister before the project can proceed.

In Tasmania, a bilateral agreement allows the Commonwealth Minister to rely on a specified environmental impact assessment process, which includes assessment under EMPCA by the EPA. TasNetworks intends to refer the Project to the Commonwealth Minister for a determination as to whether the Project is a “controlled action”. If the Project is determined to be a controlled action and the EPA Director “calls in” the Project for assessment under EMPCA (as is set out under the EMPCA section of this the report), then the provisions of the bilateral agreement allows the EMPCA assessment to be relied upon by the Commonwealth Minister in making his/her decision.

### 1.5.5 State Policies

The following State Policies, pursuant to the *State Policies and Projects Act 1993* may be relevant to the assessment of the Project:

- *State Policy on the Protection of Agricultural Land 2009*
- *State Coastal Policy 1996*
- *State Policy on Water Quality Management 1997*
- *National Environmental Protection Measures*

## 1.6 Proposed geographical location of the project, including the municipal areas and municipal boundaries relevant to the project and an outline of any constraints analysis and alternative route investigations undertaken by the proponent

This section addresses regulation 4(2)(f) as listed below.

Reg	Description	Report Section
4(2)(f)	details of the proposed geographical location of the project, including details of the municipal areas and municipal boundaries relevant to the project and	Section 1 Figure 1 and Section 1.6.1
	an outline of any constraints analysis and alternative route investigations undertaken by the proponent	Section 1.6.2 and Figure 5 to Figure 9

### 1.6.1 Geographical location and Municipal boundaries

This section addresses regulation 4(2)(f).

Please see Figure 1 in Section 1.

### 1.6.2 An outline of the constraints analysis and alternative route investigations undertaken

The nominal preferred route is as set out at Figure 1. Further investigation and refinement of the route (including survey of the areas required) will take place for the purpose of preparing the plan required for the notified corridor. The delineation of the route will be based on further investigations to ensure that, to the extent possible, adverse environmental and landowner impacts are avoided or ameliorated.

The route rationale is based on the need to develop a network to support implementation of the North West Tasmania Strategic Transmission Plan and facilitate the development of anticipated wind generation, Marinus Link, and long duration pumped hydro energy storage in North West Tasmania.

For the purposes of describing the constraints analysis and alternative route investigations undertaken, the Project is divided into the following route segments;

1. Palmerston to Sheffield;
2. Sheffield to Burnie, via Heybridge;
3. Burnie to East Cam;
4. East Cam to Hampshire;
5. Hampshire to Staverton.

A comprehensive route selection process has been undertaken to inform the preferred route for the project. This has involved the identification of prudent and feasible options, which are progressively discounted as more detailed information about the options becomes available and is analysed. Routes and sites are discounted by comparison against technical parameters and environmental and social criteria. The technical parameters relate to project objectives and engineering considerations. Environmental and social criteria relate to the potential impacts of the project.

Existing infrastructure corridors provide opportunities to co-locate supporting transmission infrastructure where the uses are compatible. The proponent’s existing linear infrastructure corridors present a key opportunity, as the uses are compatible, and easement widening or replacement of existing ageing transmission lines are prudent and feasible options from both technical and environmental parameters.

Of the above listed routes, there are three routes (the northern portion of East Cam to Hampshire, a significant portion of Hampshire to Staverton, and a small portion of the Sheffield to Burnie via Heybridge route that requires a new Spur) that do not have existing linear infrastructure corridors that are able to be utilised.

The factors relevant to the route segment selection for these sections are set out in detail in this section.

Table 2 provides a summary of the identified routes and their lengths.

**Table 2 Summary of identified routes**

Route name	Proposed infrastructure	Approximate Length (km)
Palmerston to Sheffield	New double-circuit 220 kV transmission line	79
Sheffield to Burnie via Heybridge	Sheffield to Burnie: New double-circuit 220 kV transmission line	51 3

Route name	Proposed infrastructure	Approximate Length (km)
	Heybridge spur: two new double-circuit 220 kV transmission lines	
Burnie to East Cam	New double-circuit 220 kV transmission line	5
East Cam to Hampshire	New double-circuit 220 kV transmission line	25
Hampshire to Staverton	New double-circuit 220 kV transmission line	57

TasNetworks has undertaken a constraint analysis and route investigation with respect to each route, which is summarised below.

### 1.6.2.1 Palmerston to Sheffield

The Palmerston to Sheffield segment has an existing single circuit flat spacer 220 kV transmission line constructed in 1957. The existing transmission line has the benefit of an easement of varying width up to 80m over most of its length.

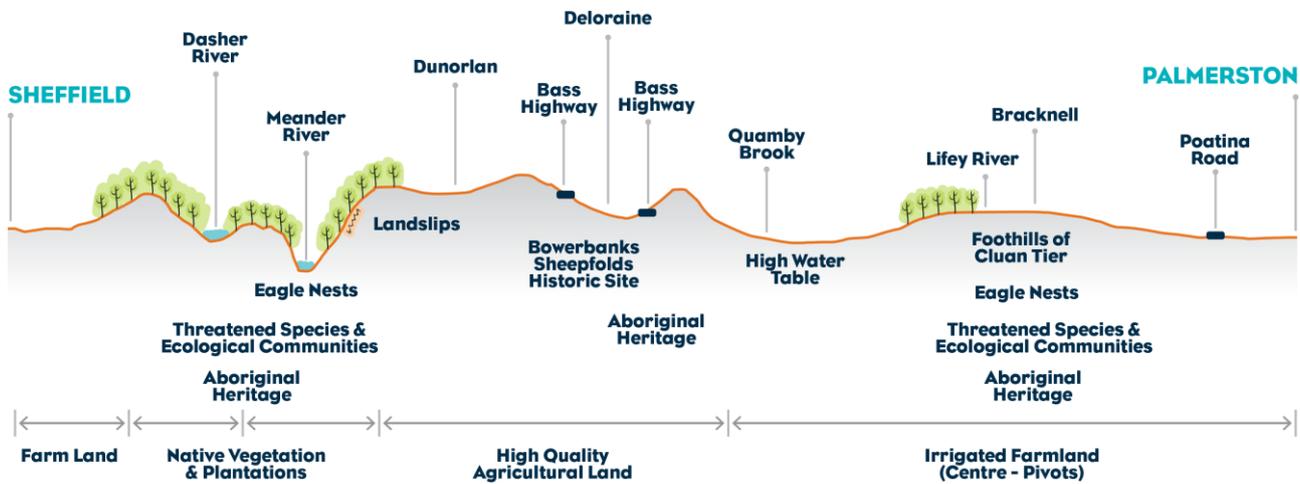
The widening of the existing easement by 20m over approximately 60km of the 79km route will provide enough space for the proposed transmission line. This will likely require approximately 261 towers ranging in height from 36m to 60m (depending on values and constraints). Tower spacing on the existing transmission line varies from 200m to 350m. Longer spans (450m on average) will be possible with the higher double-circuit 220 kV transmission line, providing opportunities to reduce land use impacts by siting towers adjacent to property and paddock boundary fences.

This segment is predominantly through agricultural land with scattered patches of remnant native vegetation and some larger areas of native vegetation including:

- at the base of the Cluan Tiers south east of Deloraine.
- at the base of the Western Tiers west of Cressy.

Figure 5 shows a representative cross-section of the Palmerston to Sheffield segment (not to scale), outlining the general terrain and land uses crossed by this segment of the proposed route including landforms, waterway crossings, landslip hazard areas, land uses, existing infrastructure, flora, fauna and heritage values.

Figure 5 Cross-section of Palmerston to Sheffield route segment



### 1.6.2.2 Sheffield to Burnie via Heybridge

The Sheffield to Burnie via Heybridge segment has two existing transmission lines including a single-circuit flat spacer 220 kV transmission line (TL504) and double circuit 110 kV transmission line (TL441). The two existing lines are parallel for most of this corridor, splitting and diverging in sections to address land use and topography constraints. West of Chasm Creek the transmission lines diverge and follow separate corridors to Burnie Substation. The transmission line has the benefit of an easement and, in parts, an unregistered wayleave easement that vary in width up to 140m wide where the transmission lines are parallel.

The placement of a new double circuit 220 kV transmission line on substantially the same alignment as existing TL504 and removal of that ageing asset will enable the existing easement to be utilised between Sheffield and the Minna Road area, Stowport with minor widening in a few locations.

Tower spacing on the existing transmission line varies from 200m to 350m. Longer spans (450m on average) will be possible with the higher double circuit 220 kV transmission, line providing opportunities to reduce land use impacts by siting towers adjacent to property and paddock boundary fences.

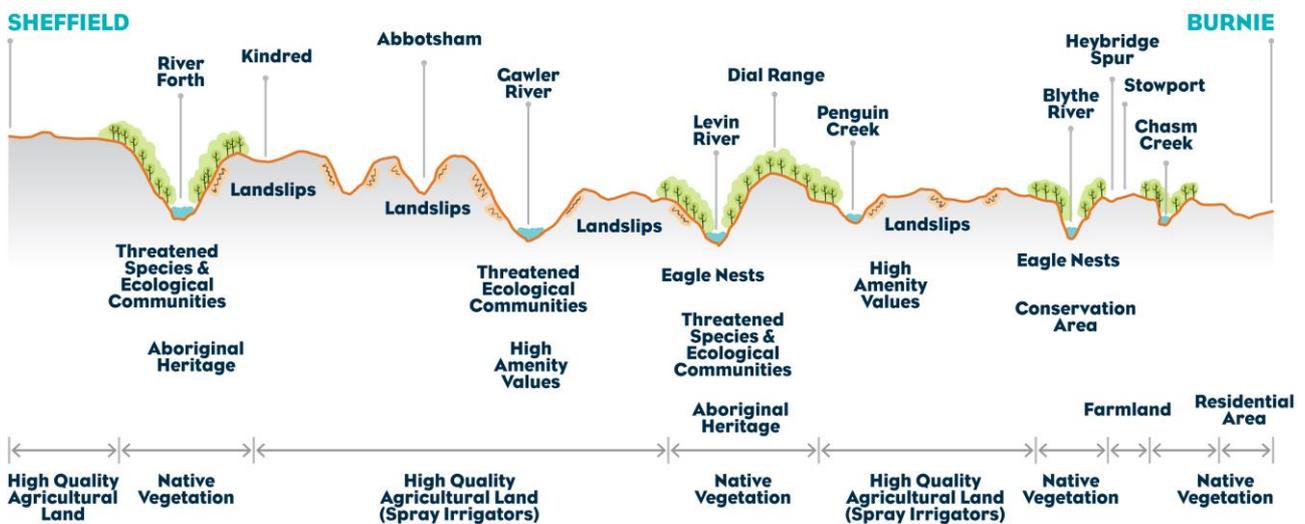
West of Minna Road, Stowport topography (Chasm Creek and Emu River) and urban development (Burnie) constrain route options to the existing 220 kV transmission line (TL504) alignment.

Construction of the new double circuit 220 kV transmission line adjacent to or on the same alignment as existing TL504 requires intermittent outages of this transmission line and for the Burnie-East Cam-Hampshire- Sheffield components of the project to be constructed first. This allows for removal of the

existing 220 kV transmission line (TL504) whilst maintaining system stability and supply to existing customers during construction of the new transmission line.

Figure 6 shows a representative cross-section of the Sheffield to Burnie (via Heybridge) segment (not to scale), outlining the general terrain and land uses crossed by this segment of the proposed route including landforms, waterway crossings, landslip hazard areas, land uses, existing infrastructure, flora, fauna and heritage values.

**Figure 6 Cross-section of Sheffield to Burnie route segment**



### 1.6.2.3 Burnie to East Cam

The Burnie to East Cam segment contains the existing Burnie to Smithton double-circuit 110 kV transmission line, two 22 kV distribution power lines and two 22 kV underground cables in an 80m wide easement. The underground cables are located between the double-circuit 110 kV transmission line and northern 22kV distribution power line. The cables run west from Burnie Substation to West Mooreville Road where they connect to overhead distribution lines.

A small widening of existing easement may be required to accommodate the new 220 kV transmission line from Burnie Substation to approximately Mooreville Road area.

At West Mooreville Road, a gas transmission pipeline easement joins, and in part, follows the existing Burnie to Smithton 110 kV transmission line easement west to near Laird Road. Minor deviation of the route will be required in this area if careful placement of towers cannot deal with the gas transmission pipeline in this area.

Figure 7 shows a representative cross-section of the Burnie to East Cam segment (not to scale), outlining the general terrain and land uses crossed by this segment of the proposed route including landforms, waterway crossings, landslip hazard areas, land uses, existing infrastructure, flora, fauna and heritage values.

**Figure 7 Cross section of Burnie to East Cam route segment**



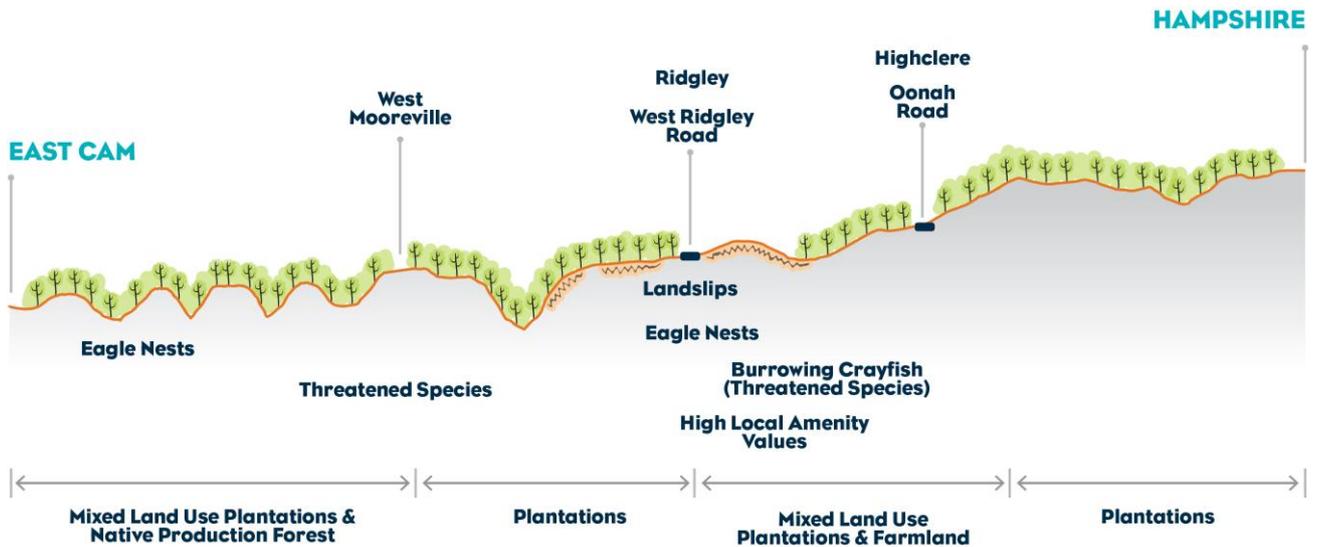
### 1.6.2.4 East Cam to Hampshire

This segment contains new and widened existing easements. A new easement will be required from East Cam to Highclere where the new transmission lines join the existing 110 kV easement between Burnie and Waratah Tee. South of Highclere, the existing easement will require widening for approximately 10km to Hampshire Substation site.

One alternative route was investigated for this segment, where the existing 110 kV easement was followed the entire length from Burnie direct to Hampshire. This route option was constrained in places by residences and existing infrastructure, including Burnie Shire Council’s maintenance depot. A route adjacent and parallel to the existing OHTL was identified but necessitates crossing over the existing line several times to address pinch points caused by proximity to houses, farm buildings and infrastructure. The existing easement is less constrained south of Highclere where it enters plantations, which forms part of the preferred route outlined above.

Figure 8 shows a representative cross-section of the preferred East Cam to Hampshire segment (not to scale), outlining the general terrain and land uses crossed by this segment of the proposed route.

Figure 8 Cross-section of East Cam to Hampshire route segment



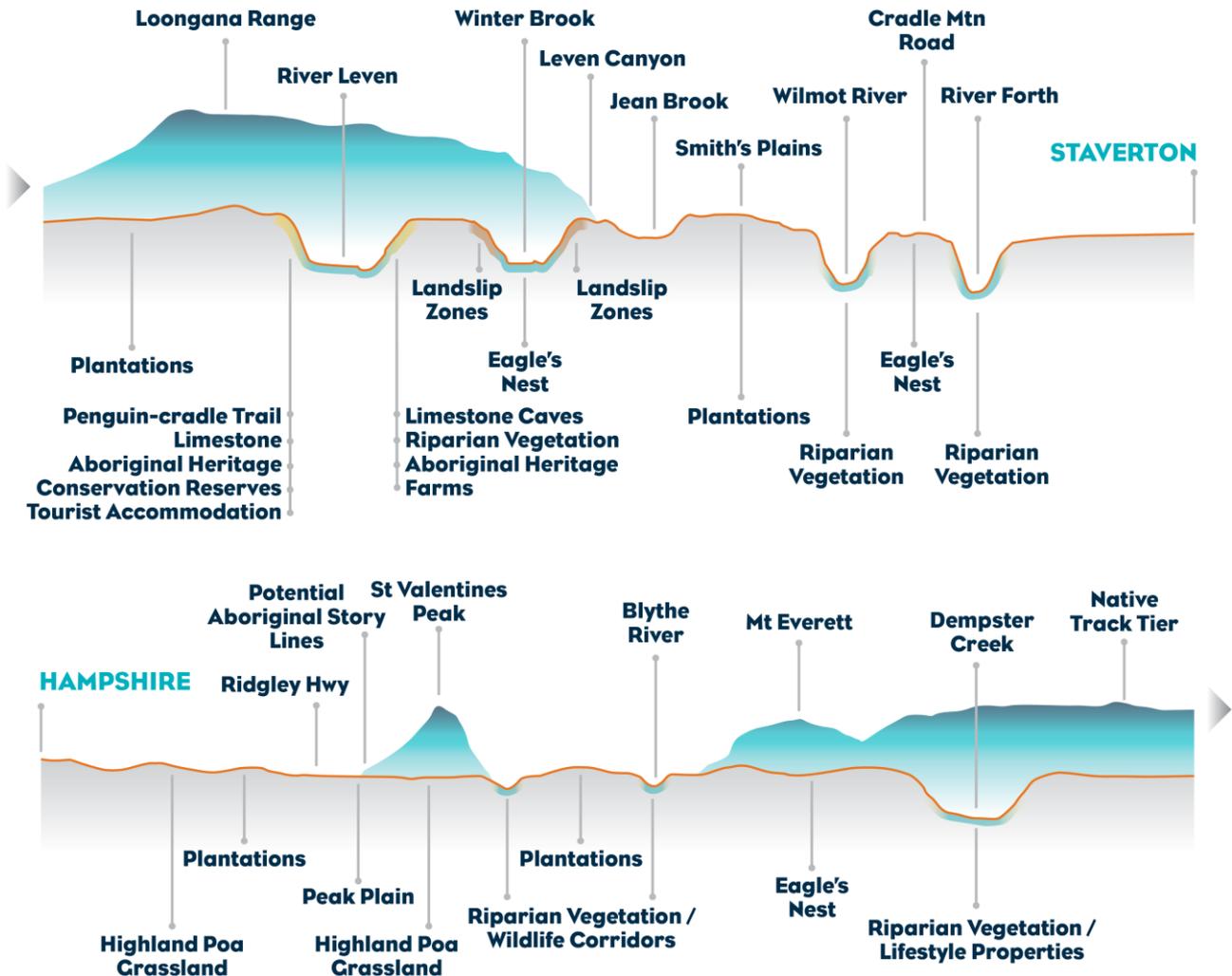
### 1.6.2.5 Hampshire to Staverton

The proposed route for this segment assumes modifications to existing transmission lines between Staverton and Sheffield (not part of this MIP) and the building of the Staverton Substation (which is part of this MIP).

This segment requires a new route to be identified as there is no existing linear infrastructure that provides a corridor that could be utilised between Hampshire and Staverton.

Figure 9 shows a representative cross-section of the Hampshire to Staverton segment (not to scale), outlining the general terrain and land uses crossed by this segment of the proposed route including landforms, waterway crossings, landslip hazard areas, land uses, existing infrastructure, flora, fauna and heritage values.

Figure 9 Cross-section of Hampshire to Staverton route segment



TasNetworks has investigated the route options for the new linear infrastructure and identified the preferred route (option 3). All options are described in detail below, and shown in Figure 10. The options are described as commencing at Staverton and running to Hampshire.

**Option 1**

The Sheffield to Farrell 220 kV transmission line runs southwest from Staverton and using this as the basis for a new transmission corridor was considered by TasNetworks. This was excluded as an option based on the following matters:

- The route traverses threatened ecological communities (highland poa grassland) and conservation reserves including Black Bluff Nature Recreation Area, Vale of Belvoir Conservation Area and Iris Farm Private Nature Reserve.
- The route would add an additional 49.5 km.
- The route would add an additional \$100M (to the estimated \$500M for the Project).
- The existing easement would need to be widened to accommodate the new 220 kV transmission line increasing impacts on threatened ecological communities and conservation areas.
- The existing transmission corridor traverses in view of Cradle Mountain Lake St Clair National Park. The proposed structures would be more visible as they will be double circuits comprising higher towers and 12 conductors in 6 sets of twin conductors.

### ***Option 2 Routes north of Leven Canyon***

Routes north of Leven Canyon Regional Reserve, Loongana Range and Mt Housetop are feasible but highly constrained and lengthy. The potential corridor would be through the network of valleys in which Nietta, South Preston, Gunns Plains, South Riana and Upper Natone are located. This route would impact small landholdings, intensive farming activities and would be highly visible. Centre-pivot irrigators in Gunns Plains and South Riana would constrain route options. This route was publicly tested by (private operator) UPC with respect to its potential windfarm development and feedback received showed this route was not preferred by the local community.

### ***Option 3 (preferred)***

The preferred route identified is through the River Leven Valley between Loongana Range and Black Bluff and south west of Valentines Peak.

This option is preferred as the Upper River Leven Valley is the only feasible corridor south of Loongana Range and the rugged Black Bluff Range with Fossey Mountains located south of the river unsuitable for transmission lines. Black Bluff is protected by a nature recreation area that encompasses Winter Brook Falls, a popular tourist attraction.

West of Loongana Range, route corridors east and west of Valentines Peak are feasible with the eastern corridor being more direct. Extensive tracts of native vegetation (wet forest, button grass plains and riparian vegetation along Old Park River) between Valentines Peak and Old Park Regional Reserve constrain route options in this corridor.

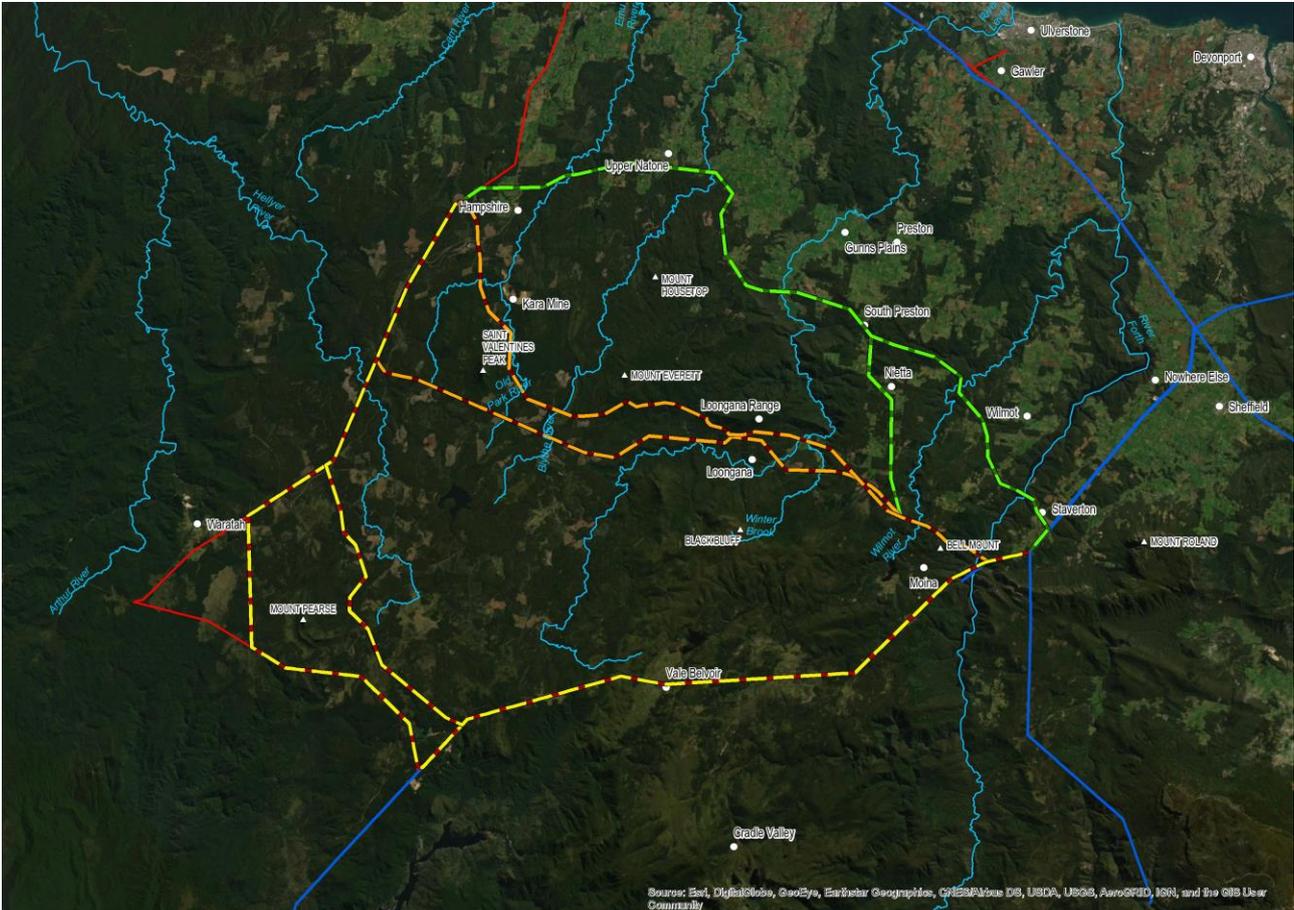
The Upper River Leven Valley connects Smiths Plains with Rabbit Plain and Peak Plain south of Valentines Peak. The plains have been extensively developed for plantation forestry and provide opportunities for feasible routes that reduce land use and amenity impacts.

The preferred route for this segment:

- Commences at Staverton, following the Sheffield to Farrell double-circuit 220 kV transmission line to the edge of plateau above Lake Barrington.
- Diverges from the existing transmission line and follows the spur adjacent to Cethana Road to make a perpendicular crossing of Lake Barrington.
- Passes through the edge of the Mount Roland Regional Reserve which extends to the Cethana Road. This section of the route crosses two mining prospects (DHPD84CC9 (pyrite)) and West Cethana Prospect (lead) that do not have registered mining leases and have not been developed.
- West of Lake Barrington, follows a ridge largely through and along the edge of plantation coups to the plateau between Lake Barrington and Wilmot River, passing north of Bell Mount, a prominent feature at the end of the plateau.
- Crosses Cradle Mountain Road, a popular tourist road, northeast of Bell Mount. This crossing ensures glimpses of Cradle Mountain and Black Buff are not encumbered by transmission lines as tourists drive around and down Bell Mount to Moina.
- West of Cradle Mountain Road, traverses plantations and the edge of farmland to a prominent spur above Wilmot River. This alignment enables a perpendicular crossing of Wilmot River.
- Ascends the small escarpment that forms the eastern edge of Smiths Plain to run largely in plantations down the eastern side of Jean Brook to near Loongana Road. The route avoids the alluvial deposits and swampy areas associated with Jean Brook and patches of threatened native vegetation communities (*Eucalyptus viminalis* wet forest).
- Turning west, runs along the undulating plateau through plantations to the spur above Winter Brook. A route along Loongana Road and through Griffiths Flats was discounted due to amenity impacts on properties and Loongana which is the main access road to Leven Canyon visitor's area and viewpoints.
- After crossing Winter Brook valley, runs in plantations adjacent to an unnamed tributary of River Leven, passing north of a sinkhole formed in the underlying karst limestone. The route has been sited between Webbs Flats and Frosts Flats and between Leven Cave and Tiger and Wicked Caves which are located adjacent to the river.
- Crosses into plantations west of River Leven to run along the base of Loongana Range to the spur above an unnamed tributary of River Leven.

- Continues in plantations to the crest of Dempster Creek valley. Loongana Road runs along the eastern side of the creek with discharges to River Leven south of the road.
- West of Dempster Creek, traverses plantation coups located south of Maxfields Road. The plantations have been established on the watershed between Dempster Creek and River Leven catchments.
- Turns southwest to generally follow Dempster Creek Road which runs along the watershed between a tributary of Dempster Creek and River Leven. The road provides access to plantation coups through which the route has been located.
- East of Dempster Creek Road intersection with Maxfields Road, turns west-northwest to run mostly in plantation coups established on Rabbit Plain and Peak Plain between Surrey Hills and Valentines Peak.
- Crosses the headwaters of Blythe River and Old Park River east of Valentines Peak.
- After crossing Old Park River, runs along the watershed between Wey River and Emu River to Ridgley Highway and the Melba Line south of North Bunker Road.
- West of Ridgley Highway crosses the existing 110 kV transmission line which it then follows north to the proposed substation site at Hampshire. The existing easement (for the 110 kV transmission line) runs for 11km and will require widening.

**Figure 10 Feasible routes for Hampshire to Staverton: Northern (green), Southern (orange) and Deep Southern (yellow)**



## 1.7 A statement as to whether a corridor is required and the proposed width of the corridor

This Section addresses regulation 4(2)(g). A notified corridor is required for the Project and a nominal corridor of 120m is sought in the order. The final corridor width and location for the notified corridor, pursuant to s14 of MIDAA, is subject to refinement following further studies. Based on current information it is anticipated that the notified corridor will be of varied width (up to 120m and much less than 120m in some areas) The corridor width will likely be around 80m, (where the corridor is constrained) around the Burnie area (particularly where demolition and replacement is proposed), 120m for the spur line out to Heybridge (requiring 2 double circuit 220 kV transmission lines) and 90m in most locations. Section 2.2 sets out the studies required before the corridor can be defined.

## 1.8 A statement as to whether the proponent wishes the Crown to acquire and sell to the proponent any land for the purposes of the project and, if so, details, to the extent known, of the land likely to be required

This section addresses regulation 4(2)(h). TasNetworks as an electricity entity under the ESIA, is also an acquiring authority under the *Land Acquisition Act 1993* (LAA) and as such, it is unlikely that the Crown will be required to acquire any land on TasNetworks' behalf.

## 1.9 Details of any land or easements, including construction and corridor access easements, that must be acquired in order for the project to proceed

This section addresses regulation 4(2)(i).

An easement of at least 60m is required to establish transmission lines proposed as part of this Major Infrastructure Project. In accordance with good practice, TasNetworks intends to obtain easements of between 60 – 90m. At some locations in existing corridors, existing easements are wide enough or easement rights can accommodate additional infrastructure. Where this is not the case, to ensure this easement width applies across the Project, TasNetworks intends to negotiate

- widening of existing easements; or
- new easements where easements do not exist; or
- new easements where existing easement rights do not allow for additional infrastructure.

TasNetworks intends to negotiate access for field surveys and other site investigations via an access licence with landowners, including appropriate compensation.

TasNetworks will purchase land for 220 kV Substation station sites at:

- Staverton;
- Hampshire;

- Heybridge; and
- East Cam.

The entire property containing each site will be purchased with the area occupied for each substation being approximately 300m x 200m.

Estimated requirements for new easement or to widen existing easements are shown in Table 3 below. This estimate relates to an easement of up to 90m.

**Table 3 Estimated Land and Easement**

Projects described by corridor	Works	Estimated land and easement requirement
Palmerston to Sheffield	New 220 kV transmission line.	Widening existing easements (or strengthening easement rights) by between 20-60m. This easement already contains a 220 kV transmission line and local distribution lines.
Sheffield to Burnie via Heybridge	New 220 kV transmission line New spur lines to and from Heybridge Substation comprising two 220 kV transmission line New Heybridge Substation Removal of the existing TL504 220 kV transmission line between Sheffield and Burnie	Within or minor widening of existing Sheffield –Burnie easements (or strengthening easement rights) with some deviations to avoid constraints. These easements already contain 220 kV and 110 kV transmission lines and local distribution lines. New easements for Heybridge Spur lines. New Heybridge Substation site.
Burnie to East Cam	New 220 kV transmission line New East Cam Substation	Within or widening existing easements up to 30m and small portion of new easement to East Cam Substation. These easements already contain a 110 kV transmission line and local distribution lines. New East Cam Substation site

Projects described by corridor	Works	Estimated land and easement requirement
East Cam to Hampshire	New 220 kV transmission line New Hampshire Substation	New easement from East Cam Substation until it merges with the existing 110 kV transmission line easement then easement widening of up to 35m into Hampshire.  New Hampshire Substation site.
Hampshire to Staverton	New Staverton Substation New 220 kV transmission line between Hampshire and new Staverton Substation	New Staverton Substation site.  Hampshire-Staverton transmission line: <ul style="list-style-type: none"> <li>From Hampshire, running south in the existing easement requires widening of up to 70m;</li> <li>When the line deviates east out of the existing easement to the Staverton Substation, a new easement is required.</li> </ul>

## 1.10 A general description of the physical environment that may potentially be affected by the project

This section addresses the requirements of regulation 4(2)(j).

Reg	Description	Report Section
4(2)(j)	a general description of the physical environment that may potentially be affected by the project including landforms, waterways, land uses, existing infrastructure, flora, fauna and heritage values	Section 1.10.1 to Section 1.10.3, Section 1.6.2 and Figure 5 to Figure 9.

This section lists the ecological values, heritage values and land uses that may be affected by the Project by reference to each route segment. This section should be read in conjunction with Section 1.6.2.

Investigations to date have identified values that have the potential to be impacted by the Project. These preliminary investigations comprised terrestrial ecology, cultural heritage and geomorphology. Segments of the favourable route traverse native vegetation, agricultural land, waterways, and existing infrastructure.

Notable fauna that have been identified as having a presence along the favourable route corridors include; the spotted-tailed quoll, eastern quoll, Tasmanian devil, Tasmanian wedge-tailed eagle, grey goshawk, and white-bellied sea eagle. Further design responses and investigation are required to fully appreciate the impacts of the Project, and to develop management plans for any impacts.

All Project route components have potential to intersect with stone artefact sites and isolated artefacts at various locations. With regard to historical heritage, the Palmerston to Sheffield segment intersects with defined extent boundaries of two historical sites in Westbury and Deloraine. None of the segment areas intersect with historic places or areas included on relevant local government planning scheme heritage overlays.

### 1.10.1 Ecology

A summary of the ecological values potentially affected by the Project are provided in Table 4 below.

**Table 4 Summary of ecological values**

Project component	Summary of ecological values
Palmerston to Sheffield	The route between Palmerston and Sheffield is predominantly agricultural land, with scattered patches of remnant native vegetation, totaling approximately 40 hectares. There are two larger patches of native vegetation near Deloraine and Cressy. There is potential for two EPBC Act listed ecological communities as well as three NCA listed communities to be intersected by this segment. There is potential for up to 10 EPBC Act listed fauna species, three flora species and two migratory species, as well as up to 12 TSP Act listed flora and one fauna species. There are four previously recorded raptor nests in proximity to the corridor, however these were not found during recent surveys. One additional nest was identified in proximity to the corridor.
Sheffield to Burnie via Heybridge	The route between Sheffield and Burnie runs through predominantly agricultural land with scattered patches of remnant native vegetation. The proposed route intersects approximately 100 hectares of native vegetation. This segment intersects numerous parks and reserves including; Blythe River Conservation Area, Emu River Conservation Area, Mount Montgomery State Reserve, and potentially one private property with a conservation covenant. There are no listed EPBC Act threatened ecological communities mapped on the route, but there are two NCA listed communities. There is potential for up

Project component	Summary of ecological values
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to 14 EPBC Act listed fauna species and two migratory species, as well as up to 13 TSP Act listed flora species and six fauna species. Five raptor nests have previously been recorded in proximity to the corridor, but were not able to be located during recent surveys. However, three new nests were identified in proximity to the corridor.

Burnie to East Cam	<p>The route between Burnie and East Cam is predominantly through outer urban and agricultural land with scattered patches of remnant native vegetation. The segment from Burnie to East Cam intersects approximately five hectares of native vegetation, including two NCA listed vegetation communities. There are no EPBC Act listed ecological communities or flora species in this area. There is potential for five EPBC Act listed fauna species, two migratory species, one TSP Act listed flora species and one TSP Act fauna species in the corridor. There is a previously recorded raptor nest in proximity to the corridor and this was not located as part of recent surveys. However, one new raptor nest was located near the corridor as part of recent surveys. The corridor is in the vicinity of Cooe Creek, Messengers Creek and Shorewell Creek. There are two wetlands likely to be intersected by the corridor.</p>
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East Cam to Hampshire	<p>The route from East Cam to Hampshire largely intersects forest plantation vegetation. There is approximately 80 hectares of native vegetation that could intersect with this segment. There are no EPBC Act or NCA listed vegetation communities identified as intersecting with this segment. One EPBC Act listed flora species, up to nine fauna species and two migratory species may be located within the corridor for this segment. Five TSP Act listed flora may also be present. Four raptor nests were previously recorded in proximity to the corridor and all were located during recent surveys with two being identified as viable. Six additional raptor nests were identified in proximity to the corridor. The Deep Creek, Forky Creek, Guide River, Reporter Creek, Western Creek waterways are also likely to intersect with this segment.</p>
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Hampshire to Staverton	<p>The route from Hampshire to Staverton intersects approximately 140 hectares of native vegetation. The route intersects Mount Roland Regional reserve and potentially two properties with conservation covenants. There is potential for three EPBC Act listed threatened ecological communities as well as one NCA listed community. There is potential for six EPBC Act listed flora species and 11 EPBC Act listed fauna species, as well as four migratory species. There is also potential for eight TSP Act listed flora and four fauna species. There was one raptor nest previously recorded in proximity to the corridor and this was not located during recent surveys. Three additional raptor nests were identified in proximity to the corridor during recent surveys.</p>
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The species and ecological communities protected under the EPBC and the TSPA which may occur in the area nominated for the Project are set out in Table 5 below.

**Table 5 EPBC Act-listed and TSP Act-listed species and ecological communities**

Table legend:

EPBC Act conservation status – CR = critically endangered, EN = endangered, VU = vulnerable, Mi = migratory

TSP Act (Tas) conservation status – en = endangered, vu = vulnerable, r = rare, t = threatened

Species/ecological community	Conservation status (EPBC Act / TSP Act)	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	East Cam to Hampshire	Staverton to Hampshire
<b>Mammals</b>						
<i>Dasyurus maculatus</i> subsp. <i>maculatus</i> (spotted-tailed quoll)	VU / r	✓	✓	-	✓	✓
<i>Dasyurus viverrinus</i> (eastern quoll)	EN	✓	✓	-	✓	✓
<i>Sarcophilus harrisii</i> (Tasmanian devil)	EN / en	✓	✓	-	✓	✓
<b>Birds</b>						
<i>Aquila audax</i> subsp. <i>fleayi</i> (Tasmanian wedge-tailed eagle)	EN / en	✓	✓	-	✓	✓
<i>Accipiter novaehollandiae</i> (grey goshawk)	en	-	✓	-	-	✓
<i>Haliaeetus leucogaster</i> (white-bellied sea eagle)	vu	-	✓	✓	-	-
<b>Crayfish</b>						
<i>Astacopsis gouldi</i> (giant freshwater crayfish)	VU / vu	-	✓	✓	-	-
<i>Engaeus granulatus</i> (central north burrowing crayfish)	EN/ en	-	✓	✓	✓	-
<i>Negates yabbimunna</i> (Burnie burrowing crayfish)	VU /vu	-	✓	✓	✓	-

Species/ecological community	Conservation status (EPBC Act / TSP Act)	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	East Cam to Hampshire	Staverton to Hampshire
<b>Migratory birds</b>						
<i>Myiagra cyanoleuca</i> (satin flycatcher)	Mi	✓	✓	✓	✓	✓
<b>Flora</b>						
<i>Caladenia congesta</i> (blacktongue finger-orchid)	en	-	-	-	-	✓
<i>Eucalyptus radiata</i> subsp. <i>radiata</i> (River Forth peppermint)	r	-	-	-	-	✓
<i>Rhodanthe anthemoides</i> (chamomile sunray)	r	-	-	-	-	✓
<i>Glycine latrobeana</i> (clover glycine)	VU / vu	✓-	-	-	-	✓
<i>Prasophyllum crebriflorum</i> (crowded leek-orchid)	EN / eu	-	-	-	-	✓
<b>Ecological communities</b>						
Lowland <i>Poa labillardierei</i> grassland (GPL) under 'Lowland Native Grasslands of Tasmania'	CR	✓	-	-	-	✓
<i>Sphagnum</i> peatland (MSP) under the 'Alpine Sphagnum Bogs and Associated Fens ecological community (Endangered)'	EN	-	-	-	-	✓
Dry <i>Eucalyptus ovata</i> forest and woodland and Wet	CR	✓	-	-	-	✓

Species/ecological community	Conservation status (EPBC Act / TSP Act)	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	East Cam to Hampshire	Staverton to Hampshire
<i>Eucalyptus brookeriana</i> forest (WBR) under 'Tasmanian Forests and Woodlands dominated by black gum or Brookers gum ( <i>Eucalyptus ovata</i> / <i>E. brookeriana</i> )'						
<i>Eucalyptus amygdalina</i> forest and woodland on Cainozoic deposits	t	✓	✓	-	-	-
<i>Eucalyptus amygdalina</i> forest and woodland on sandstone	t	✓	✓	-	-	-
<i>Eucalyptus ovata</i> forest and woodland	t	✓	-	-	-	-
<i>Eucalyptus viminalis</i> wet forest	t	✓	✓	✓	-	-
Highland <i>Poa</i> grassland	t	-	-	-	-	✓
Undifferentiated Wetlands	t	-	-	✓	-	-

## 1.10.2 Cultural Heritage

Table 6 provides an overview of the protected sites identified to date for each segment.

**Table 6 Summary of cultural heritage values**

	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	East Cam to Hampshire	Staverton to Hampshire
<b>Aboriginal</b>					
Isolated artefacts	25	26	11	26	113
Artefact scatters	19	11	9	8	88
Mixed isolated artefact/artefact scatter	-	-	-	-	2
Rockshelter	1	-	-	-	1
Stone quarries	-	3	-	-	-
Modified tree	1	-	-	-	-
Shell midden	-	-	1	-	-
<b>Historical Cultural Heritage</b>					
Cultural heritage sites	4	-	-	-	-
Local Historic heritage Code overlays	-	-	-	-	-

### 1.10.2.1 Aboriginal Heritage

Preliminary assessment has identified a range of registered Aboriginal heritage sites, including artefact scatters and isolated artefacts. It is likely that detailed field surveys will result in the identification of further sites. More significant sites including registered and potential ochre quarries at Saint Valentines Peak and Mt Housetop are avoided by the routes. The Burnie to Hampshire and East Cam to Hampshire routes intersect

an Aboriginal walking track that connected these sites with the coast at Emu Bay. This area is expected to be particularly sensitive given its historical use.

Chert quarries are in places along the Sheffield to Burnie via Heybridge segment.

Although no known rock caves are recorded, cave sites are possible in the limestone formations that occur near Loongana (Winter Brook and River Leven) along the Staverton to Hampshire route. In the River Leven Valley. The Staverton to Sheffield route avoids the limestone formations and is therefore unlikely to impact such sites, if identified.

### 1.10.2.2 Historic Cultural Heritage

Historic heritage sites are intersected by and close to the Palmerston to Sheffield route. They are Exton House in Westbury (Tasmanian Heritage Register No 4855) and the Bowerbanks Sheepfold site in Deloraine (Tasmanian Heritage Register No 11206). Exton House is over 800m from the route, which passes through parts of the property being farmed. The historical features protected by Bowerbanks Sheepfold historic site are avoided by the Palmerston to Sheffield segment.

Two other sites are close to the Palmerston to Sheffield route. They are McMahon's cottage in Dunorlan (Tasmanian Heritage Register No 11142) and Saundridge in Cressy (Tasmanian Heritage Register No 5073). This segment will not impact on McMahon's cottage and grounds but may require some removal of vegetation at the back of the property. The proposed transmission line is approximately 1 km from the Saundridge property. The historic property and buildings will not be affected by the proposed transmission infrastructure. The Palmerston to Sheffield segment does not intersect any listed historic places or areas included on relevant local government planning scheme Local Historic Heritage Code overlays.

For the Sheffield to Burnie via Heybridge, the Burnie to East Cam the East Cam to Hampshire, and the Sheffield to Hampshire regional study areas, no historical cultural heritage sites were identified.

The routes do not intersect any listed historic places or areas included on Local Historic Heritage Code overlays under relevant local government planning schemes.

### 1.10.3 Key Statistics for route by segment.

The key statistics for the Project by segment are set out in Table 7 below. Statistics are approximate only.

**Table 7 Key statistics by segment**

Key statistic	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	Burnie to Hampshire	East Cam to Hampshire	Staverton to Hampshire
Length	79	51	5	25	25	57
<b>Tenure</b>						
Number of parcels intersected	179	233	16	78	37	75
Number of reserves intersected (by type)						
<i>State reserve</i>	-	1	-	-	--	-
<i>Regional reserve</i>	-	-	-	-	-	1
<i>Conservation area</i>	-	3	-	-	-	-
<i>Conservation covenant</i>	-	1	-	-	-	2
<i>Management agreement</i>	-	-	-	-	-	1
<i>Other private reserve</i>	1	-	-	9	17	38
<i>Informal reserve on other public land</i>	-	7	-	-	-	-
<i>Informal reserve on permanent timber production</i>	-	2	-	-	-	5
<b>Resource tenure</b>						
Number of mining leases intersected	1	6	-	-	1	-
Number of petroleum leases intersected	-	-	-	-	-	-
<b>Occupation</b>						
Number of houses within 300 m of transmission line	42	602	468	111	6	7
<b>Land use</b>						

Key statistic	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	Burnie to Hampshire	East Cam to Hampshire	Staverton to Hampshire
Length in agricultural land (km)	61.9	25.9	3.7	12.5	4.5	0.9
Length in high quality agricultural land (km)*	9.3	17.6	1.1	6.9	2.0	-
Length in plantations (km)	8.9	3.5	-	6.8	16.6	49.1
Length in native vegetation (km)	2.5	4.6	0.5	1.7	1.9	1.6
<b>Vegetation cover (TasVeg 3.0)</b>						
Length in agricultural, urban and exotic vegetation (km)	74.5	43.6	4.1	22.6	15.9	45.0
Length in native vegetation and other natural environments (km)	4.3	7.3	0.9	2.1	8.6	14.1
<b>Planning scheme zones</b>						
Length in 10.0 General Residential (km)	-	1.3	0.6	0.4	-	-
Length in 12.0 Low Density Residential (km)	-	0.2	-	-	-	-
Length in 13.0 Rural Living (km)	-	1.6	-	-	-	-
Length in 17.0 Community Purpose (km)	0.2	-	-	-	-	-
Length in 18.0 Recreation (km)	-	0.2	-	-	-	-
Length in 19.0 Open Space (km)	-	0.3	1.3	-	-	-
Length in 26.0 Rural Resource (km)	77.7	41.4	2.7	23.8	25.5	54.1
Length in 28.0 Utilities (km)	0.8	0.8	0.3	0.5	-	0.4
Length in 29.0 Environmental Management (km)	-	5.2	-	-	-	4.6
<b>Planning scheme overlays</b>						
Length in Flood Prone Areas (km)	3.9	-	-	-	-	-
Length in Landslip Hazard (km)	3.0	10.6	0.9	4.2	4.4	8.6

Key statistic	Palmerston to Sheffield	Sheffield to Burnie via Heybridge	Burnie to East Cam	Burnie to Hampshire	East Cam to Hampshire	Staverton to Hampshire
Length in Priority Habitat (km)	0.3	-	-	-	-	-
Length in Scenic Corridor (km)	0.4	-	-	-	-	-
Length in Tree Preservation (km)	-	7.0	1.5	-	3.8	-

\* Defined by land capability classes 1, 2 and 3

## 1.11 A general description of the social and economic environment that may potentially be affected by the project

This section addresses regulation 4(2)(k).

The Project is proposed in North and North West Tasmania across the local government municipalities of Burnie, Waratah Wynyard, Central Coast, and Kentish which are all part of the Cradle Coast Region and Meander Valley and Northern Midlands which are part of the Northern Tasmania Region.

The economic benefits of the Project are set out in this report at section 3 (Public Benefits). As the Project is essentially for infrastructure, other than being the source of increased employment opportunities, it is anticipated that the Project will not have a large scale adverse impact on the social and economic environment. Any adverse impacts caused by the infrastructure works will likely be at a micro (individual landowner/ particular environmental or cultural heritage value) level and will be dealt with by minor deviations or ameliorating conditions at the development application stage. It is otherwise noted that the both of the regions in which the Project is proposed have listed renewable energy as an area of existing and growth industry in regional planning strategy documents. The Project is therefore considered likely to be compatible with the social and economic environment that currently exist in the relevant regions.

In this respect the social and economic environment is described by reference to the regions' own land use planning strategies.

The *Living on the Coast – The Cradle Coast Regional Land Use Planning Framework 2010 – 2030* (CCRLPR) which includes the local government areas of Kentish, Latrobe, Devonport City, Central Coast, Burnie City, Wynyard Waratah, Circular Head, West Coast and King Island describes the Cradle Coast Region as:

- A place where settlement exists in close proximity with an expansive wilderness and highly productive renewable and non-renewable natural resources.
- Having an extensive geological, flora and fauna, aboriginal, maritime, and historic cultural heritage, representing previous geological, ecological and climate activity, an extended period of Aboriginal settlement, and the more recent 200 years of western occupation.
- A place where population numbers are relatively small and stable at 112,000, where immediate prospects for growth are low at less than 1%, and where demographic trends reflect national movement toward an ageing population. It is also a place where families continue to form the dominant household type, where inward migration includes a significant proportion of people in the workforce, and where home ownership and housing accessibility remain high.
- A place where settlement densities are low and dispersed. Where there is no single dominant centre, where the established settlement patterns concentrate 70% of the population into the northern coastline to provide a network of small-scale well-connected individual towns, and where there remain a number of small but crucial centres in remote and isolated locations. Yet it is also a place where daily requirements and specialist needs for education, health, retail and recreation are readily accessible.
- Having an economic base founded on resource industries and is augmented by manufacturing and a range of dependent tertiary, transport and speciality activities and capacity in tourism and renewable energy.
  - Agricultural, mineral and forestry products have been the traditional mainstay of the Cradle Coast economy and continue to engage over 8% of the workforce.
  - While small in area (376,300 ha) the Region's farmlands are disproportionately productive. Relative significance in terms of Tasmanian agriculture is high and is likely to increase in the face of continued population and climate change.
  - A diverse range of commercial, community, professional and personal services have evolved to support industry and population needs.
  - Tourism and visitor services reflect interest in the distinctive natural and cultural attributes of the region and the isolation of the region relative to other population centres. Tourism and visitor support activities are a significant and expanding component of the regional economy.

The CCRLPR sets out the following points in relation to employment in the region:

- The Region’s businesses are relatively small. Only 1% employing more than 50 people. 80% employ less than 20 people, and 58% having no employees.
- 85% of employment is in the private sector, with a large proportion (2200 or 27%) involved with the agricultural, forestry and fishing sector.
- The workforce has a relatively low formal skills profile but extensive on the job experience.
- Over three-quarters of the workforce are male and nearly 50% are in full time work.
- 65% of the workforce is aged over 35 although participation by those over 55 is below national average.
- 47% of the workforce was not in the labour force at 2006, which is above national average and part time work is increasing. Women make up the majority of those not in the workforce.

The *Northern Tasmanian Regional Land Use Strategy* of June 2018 (NTRLUS) aligns with the municipal areas of Break O’Day, Dorset, Flinders, George Town, Meander Valley, Northern Midlands and West Tamar. The NTRLUS describes the region as:

- Comprising approximately one third of Tasmania’s land mass and in 2016 had an estimated population of around 143,000.
- Being Tasmania’s second largest region, with approximately 28% of the State’s population and one third of its economy (domestic product).
- Having ideal growing conditions for pasture and cropping that support adaptive, flexible and dynamic viticulture.
- Having a wide and diverse industry base with competitive business costs, attractive to international and national companies.
- Including key business sectors of;
  - aquaculture and fishing
  - agriculture
  - forestry and timber
  - manufacturing
  - shipbuilding
  - tourism
  - food and beverage
- Recognised as having high environmental values and low levels of pollution that promote an association with purity and quality for many specialised manufacturing (food) and service industries (tourism).
- Having resources including education, transport, energy, agricultural land and natural beauty that provide a significant platform for future innovation.

- Containing significant industries that rely directly on the natural environment.
- Having a household size that is declining with smaller families and more single person households.
- Having an ageing population, with the greater proportion of the elderly being widowed or single.
- Having a density of residential settlement patterns, particularly within more built-up settlement, is low, with fewer than 10 dwellings per hectare. Part of this settlement has moved outward into the non-urban landscape areas of the region.
- Without intervention, is facing a struggle to meet demands for a skilled workforce across key professional and occupations.
- Envisaging renewable energy, aged health care housing and services and tourism as the areas of economic diversity.

## 2 Proposed timetable for the Project

This section has been prepared in chronological order of activities in the Project timetable, as opposed to the order set out in the MIDAA regulations. This section addresses regulations 4(1)(c) and 4(3) as listed below:

Reg	Description	Report Section
4(1)(c)	proposed timetable for the project as specified in subregulation (3)	Section 2
4(3)	The proposed timetable for the project is to include <b>details of the timing</b> of	Section 2
4(3)(a)	project planning and data collection relating to environmental issues and any other issues	Section 2.1 Table 8 items 1, 2 & 3 and Section 2.2
4(3)(b)	community consultation over the whole course of the project	Section 2.1 Table 8 items 1, 3, 4 and Section 4
4(3)(c)	surveys required to define the corridor	Section 2.1 Table 8 item 2 and Section 2.2
4(3)(d)	land acquisition required for the project	Section 2.1 Table 8 item 3 and Section 1.9
4(3)(e)	any discrete stages in the development of the project	Section 2.1 Table 8 all items and Section 2.3
4(3)(f)	construction and post-construction rehabilitation	Section 2.1 Table 8 item 14 and Section 1.3.2.5
4(3)(g)	completion of the project	Section 2.1 Table 8 item 13

## 2.1 Key activities

Table 8 shows the proposed timetable for key activities.

**Table 8 Timetable for Key Activities**

Item	Key activity	Indicative date Hampshire – Sheffield	Balance of North West Transmission Upgrades	Comment
1.	Landowner engagement	November 2019	February 2020	Directly impacted landowners engaged prior to broader community engagement occurs regarding proposed routes. Landowner engagement ongoing until land and easements are finalised and the project is complete.
2.	Field surveys commence (eg: ecological, Aboriginal heritage)	March 2020	May 2020	Seasonal surveys are required for ecological surveys and typically extend over a year or more
3.	Community engagement	November 2019	February 2020	Occurs in accordance with community engagement plan for the project and is ongoing until the project is complete.
4.	EPBC Act referrals	early-mid 2020	early-mid 2020	
5.	Commence preparation of DA/DPEMP Including specialist studies	early- mid 2020	early-mid 2020	Occurs once MIDAA planning criteria are finalised and any environmental guidelines issued.

Item	Key activity	Indicative date Hampshire – Sheffield	Balance of North West Transmission Upgrades	Comment
6.	Submit DA/DPEMP	early-mid 2021	mid-late 2021	Hampshire-Staverton brought forward to meet customer and network needs.
7.	Public exhibition period commences	early-mid 2021	late 2021-early 2022	
8.	EPA decision (if required)	mid-late 2021	mid-late 2022	
9.	CPA decision	+42 days after EPA	+42 days after EPA	
10.	Commonwealth decision (if a 'controlled action')	+30 business days after EPA	+30 business days after EPA	
11.	Appeals	Available to representors and the proponent	Available to representors and the proponent	
12.	Construction	18 months - 2 years post any appeals	18 months - 2 years post any appeals	
13.	Completion	late 2022 - late 2023	2028	
14.	Rehabilitation	Ongoing during construction, monitoring post project completion to meet project needs and support rehabilitation success		

## 2.2 Further Studies and Surveys

This section addresses regulations (4)(1(c) and 4(3)(a) and (c).

Detailed assessment of potential environmental impacts is planned and the scope of studies will be confirmed to address the planning criteria and environmental guidelines established for the Project.

We intend to request declaration of the notified corridor once there is sufficient clarity regarding likely corridor location as a result of directly impacted landowner negotiations, community engagement and studies/surveys required for the Project. This will also assist to narrow the land impacted by the corridor. The width of the corridor is anticipated to be approximately 90m with the exception of the Heybridge Spur (which will require 2 new 220 kV transmission lines). The Heybridge Spur could require the notified corridor to be up to 120m.

The preliminary studies identified a range of environmental, social and economic values within the Project area. The Project has the potential to impact on these values. A key focus of the route selection process has been to avoid impacts wherever possible. Further assessment of environmental, heritage and social values will inform further avoidance during detailed design and identify mitigation measures that can further reduce impacts. These further assessments may include:

- Landscape and visual assessment
- Air quality assessment
- Noise and vibration assessment
- Contaminated land assessment
- Geotechnical assessment
- Groundwater and surface water assessments
- Socioeconomic impact assessment
- Detailed ecology assessment
- Detailed cultural heritage assessment
- Electromagnetic field assessment

## 2.3 Any discrete stages in the development of the project

This section, together with Table 8 addresses regulation 4(3)(e).

The MIDAA process provides the proponent the ability to make separate development applications for different components within the Project. This is one of the reasons it is the preferred assessment pathway for the Project.

There are a number of factors that could lead to staging 'sub-projects' within the broader Project. Some of the key factors that could influence this are changes in customer, market or commercial environments. Considering these factors, our current timetable indicates that the first application for approval under the MIP is likely to be the route between Hampshire and Staverton.

### 3 An assessment of the public benefits of the project

Sections 8(1)(d) and 8(2) of MIDAA provide the power to prescribe matters to be taken into account when considering whether it is in the public interest to declare a Major Infrastructure Project. Whilst the MIDAA regulations do not directly address these sections of the Act, in the context of the proponent’s report, MIDAA Regulation 4(1)(d) requires an assessment of the public benefits of the project including –

- (i) the details of the matters to be considered in determining whether or not it is in the public interest for the project to be declared a major infrastructure project in accordance with the Act; and
- (ii) details of other potential social, economic and environmental impacts associated with the project that the proponent considers relevant to the determination.

This section addresses regulation 4(1)(d) as listed below:

Reg	Description	Report Section
4(1)(d)	<b>an assessment of the public benefits of the project</b> including	Section 3
4(1)(d)(i)	the details of the matters to be considered in determining whether or not it is in the <b>public interest for the project to be declared a major infrastructure project</b> in accordance with the Act	Section 3.1
4(1)(d)(ii)	details of <b>other potential social, economic and environmental impacts associated with the project that the proponent considers relevant to the determination</b>	Section 3.2

## 3.1 Assessment of the Public Benefits of the Project

### 3.1.1 Matters to be considered in determining whether or not it is in the public interest for the project to be declared a major infrastructure project in accordance with the Act

This section addresses regulation 4(1)(d)(i) and provides an assessment of the public benefits of the Project and in this context addresses the public interest in having the Project assessed in accordance with MIDAA.

The Project, in combination with Mariner Link and the additional generation these projects can support in North West Tasmania, will unlock National Electricity Market benefits together with employment and economic opportunities in Tasmania.

These benefits are outlined below.

#### 3.1.1.1 Energy market benefits

As noted in Section 1.2, North West Tasmania has excellent potential for developing renewable energy generation and storage projects that could play a critical role in helping support a transforming NEM. Notably, the potential size of the resources available in the region exceeds both the Tasmanian demand and the capacity of Basslink, the existing electricity connection between Tasmania and Victoria. Furthermore, the Project will be required to efficiently facilitate Mariner Link connection and the additional generation and pumped hydro developments forecast in North West Tasmania. Together with the development of Mariner Link, the Project will help unlock Tasmania's renewable energy generation and storage resources as part of the lowest cost solution to provide dispatchable energy to the NEM and thereby support the energy transformation that is underway.

Specifically, the benefits to the NEM that the Project and Mariner Link would unlock include:

- Enabling untapped and cost-competitive renewable wind, solar, and deep pumped hydro energy storage;
- Increasing supply security and firming renewables by providing clean, dispatchable energy;
- Harnessing a diversity of load and generation;
- Managing the risks of relying on a single interconnector across Bass Strait;
- Complementarity with existing and future interconnectors on mainland Australia; and

- Utilising robust and flexible converter technology to provide services to support the power system.

From a practical perspective, these benefits mean the cost of electricity supply in the NEM would be relatively lower with the Project and Marinus Link in service. In a competitive energy market, this should translate to relatively lower electricity prices for customers in the NEM than prices otherwise would have been without the Project and Marinus Link in service.

### 3.1.1.2 Employment and economic contribution

The Project will enable significant ongoing employment and add economic value to North West Tasmania through the related transmission and generation developments it supports. The construction of Marinus Link in the North West would bring an estimated 1,100 jobs to the region during peak construction. The Project, in conjunction with Marinus Link, would also bring up to 800 construction jobs and 230 ongoing jobs through the renewable generation projects that the two developments would enable. More broadly, economic analysis indicates there would be a significant economic contribution to the whole of Tasmania from the development, construction, and operation of the Project and Marinus Link, including value forecast to be potentially up to \$1.4 billion and a total of 1,400 jobs.

These developments also unlock a pipeline of investment in renewable energy and storage development in broader Tasmania with an estimated value of up to \$5.7 billion and 2,350 jobs. This growth will generate skills and opportunities in regional Tasmania and will support Australia's continuing transition to a cleaner energy sector.

TasNetworks continues to work with industry, government, and skills bodies to capture the vast social, economic, and employment opportunities these developments could bring to North West Tasmania. This work includes initiatives such as the Cradle Coast Future Energy Hub in Burnie, a partnership between TasNetworks and the Cradle Coast Authority.

### 3.1.1.3 Declaration of a major infrastructure project in accordance with MIDAA

In the context of the public benefits of the Project, it is in the public interest that the assessment of the Project occurs in accordance with the most suitable assessment regime.

TasNetworks has assessed all available pathways for approval in Tasmania and determined that the MIDAA process is the most suitable, noting that MIDAA was established as a process to assess applications for

large scale linear projects, and specifically refers to the infrastructure the subject of this Project, a power line within the meaning of the *Electricity Supply Industry Act 1995*.

TasNetworks believes declaration of the Project as a Major Infrastructure Project in accordance with MIDAA is in the public interest for the following key reasons:

- From an assessment perspective, MIDAA recognises that these types of projects need to be looked at holistically in terms of public benefits, general and specific impacts and consistency of assessment and approvals.
- It enables assessment of the whole Project by either a combined planning authority (CPA) established under MIDAA or the Tasmanian Planning Commission.
- The creation of a CPA or assessment by the Tasmanian Planning Commission gives the opportunity to assess, by a nominated representative or representatives, the whole Project, without being constrained to only assessing works within municipal boundaries.
- It enables the creation of project specific criteria to assess all applications comprised within the project whilst maintaining the robust assessment process under the *Land Use Planning and Approvals Act 1993* (including third party appeal rights).
- It retains the referral (or “call in”) process for environmental assessment of development applications pursuant to the *Environmental Management and Pollution Control Act 1994*.
- It allows development application approval to be sought for the necessary stages of the Project in a manner that reduces the risk of piecemeal development assessment (up to 12 separate applications) and supports commencement of works in an orderly and efficient manner.
- As the timing of the need for transmission upgrades to support a 1500 MW Marinus Link and additional generation in the North West is dependent on a number of factors including the connection applications by other proponents, the MIDAA process supports the flexible and co-ordinated development of the transmission network that efficiently unlocks the North West REZ.

Other assessment processes considered include a Project of State Significance (PoSS) under the *State Policies and Projects Act 1994* and development applications under existing planning schemes. As the Projects of Regional Significance process under the *Land Use Planning and Approvals Act 1993* is under review, this process was not considered.

Whilst the Project is considered likely to meet the criteria of a PoSS and this process has the advantage of providing a complete suite of approvals, the PoSS process was discounted as it does not meet project needs with respect to flexible delivery. This process requires submission of one application, as opposed to staged or multiple applications, as provided for under the MIDAA process, and involves a number of stages requiring political involvement with unpredictable time frames. Feedback from State agencies also

indicates that due to the lack of appeal rights, there is likely to be limited support for use of this process in the context of this Project.

A comparison between the key features of the MIDAA process and the DA process under existing planning schemes is outlined in Table 9 below.

**Table 9 MIDAA v DA**

MIDAA	DA
<p>Provides Councils an opportunity to influence the inclusion of considerations not currently in planning schemes to be considered in a project context (eg: scenic protection).</p>	<p>Must apply planning scheme provisions in place at the time the application is submitted.</p>
<p>Provides Councils and Communities an opportunity to make representations on draft project specific criteria.</p>	<p>No change to planning scheme as existing, however, the community has already had opportunities to make representation during the making of the existing planning scheme.</p>
<p>Applications are discretionary for both use and development, publicly exhibited and a CPA decision is subject to appeal rights.</p>	<p>Use status would depend on Zone (some permitted, some discretionary), however, applications would likely invoke development discretions. The applications would be publicly exhibited and a Planning Authority decision is subject to appeal rights.</p>
<p>Councils are free to advocate on behalf of their community without the constraint of being the Planning Authority assessing the applications.</p>	<p>In order to meet their statutory obligations with respect to conflict of interest and natural justice, Councillors must not advocate a position with respect to proposed projects.</p>
<p>Opportunity to group projects under less permits so that substantial</p>	<p>Requirement to substantially commence each individual permit within 6 years of issue (11-13</p>

MIDAA	DA
<p>commencement requirements are more manageable (1-2 permits). Application to extend to one CPA. Extension is at the CPA's discretion for only 1-2 permits.</p>	<p>permits). Application to extend permits required to each individual Council, at Council's discretion and on a permit by permit basis for each of the 11-13 permits.</p>
<p>Supports assessment of issues in a whole of project context.</p>	<p>Requires projects to be separated and assessed on a Council area by Council area basis (11-13 permits). This prevents assessment of issues in a whole of project context and increases risk of gaps in approval or inconsistent/difficult/costly to implement conditions.</p>
<p>Environmental considerations incorporated early at criteria drafting stage without the need to submit a full application.</p>	<p>As the projects are not a 'Level 2 Activity' under the <i>Environmental Management and Pollution Control Act 1994</i> (EMPCA), it is procedurally and practically difficult to incorporate environmental considerations early in the process.</p>
<p>One planning authority, resourced and dedicated to the project.</p>	<p>Six planning authorities, with limited resources and no single coordination framework for assessment, approval or enforcement.</p>
<p>Linear infrastructure specific legislation with criteria developed in the context of this specific linear infrastructure project.</p>	<ul style="list-style-type: none"> <li>• Capable of consideration in all Zones, however, criteria for discretion to approve assume one site for the development, not linear infrastructure across many sites.</li> <li>• Transition from existing Interim Planning Schemes to State Planning Provisions in the same time period as DA submissions increases risk of anomaly/ inconsistency.</li> </ul>

MIDAA	DA
	<ul style="list-style-type: none"> <li>Two planning regions with different strategic and planning scheme drafting approaches</li> </ul>

‘Notified corridor’ established and provides procedural and practical assistance to identify landowners that require notification regarding the Project.

Practical and procedural compliance risks regarding notification requirements under LUPAA for directly impacted and adjoining landowners for linear infrastructure.

### 3.2 Other potential social, economic and environmental impacts associated with the project that the proponent considers relevant to the determination

This section addresses regulation 4(1)(d)(ii).

The public benefits of the Project, in terms of the social and economic benefits are set out above at Section 3.1.1.1 and 3.1.1.2 above. The other impacts associated with the Project that the Proponent considers relevant are addressed in this Section.

#### 3.2.1 Potential Impacts

There are a range of potential impacts of the Project on social and environmental values, which will be assessed in detail through the MIDAA assessment and any assessment required pursuant to EMPCA and HCHA. As set out at Section 1.5 the Project may also be subject to separate assessments or applications for permits pursuant to the EPBC, AHA, NCA, TSPA, and NPRMA.

The most substantial impact of the Project on the environment, will be the need to clear native vegetation for construction and to maintain clearances during operation of the transmission lines.

Substantial effort has been put into avoiding areas of ecological significance in the route selection, in particular areas of conservation reserve, and spanning over waterways, to avoid these impacts where possible. Further, detailed field surveys will inform the next stage of design by ground truthing the findings of desktop assessments and identifying further opportunities to avoid impacts, as well as measures to mitigate impacts.

The Project has the potential to cause a range of social and economic impacts which will be considered as part of the impact assessment process. These impacts may include:

- Amenity impacts during construction phases of the project for neighbouring residents and communities including noise, dust and visual impacts.
- Changes to the visual character of scenic landscapes from natural to industrial.
- Direct landowner impacts caused by new powerlines or widened easements which may affect farm profitability, visual character, limit future uses of land and raise concerns about decreases in property values. The typical duration of planning projects can mean that uncertainty over the level of impacts can cause significant stress for landowners for several years.
- Construction workforce impacts may include skills shortages for existing industries or introduction of a construction workforce affecting supply of rental housing accommodation in regions with limited supply. Introduction of a construction workforce may also put pressure on community services (medical, education etc) if supply is at capacity.
- Impacts to tourism assets and sites potentially affected income for tourism related businesses and regional economies.
- Impacts to property values for adjacent properties (not those directly affected) to new and upgraded power lines.
- Concern over perceived health and safety impacts associated with EMF during operation, particularly close to houses and community facilities (e.g. schools or childcare centres) and increased heavy vehicle movements during construction.

Potential impacts to Indigenous and historic cultural heritage from the Project may include disturbance to stone artefact sites and additional scattered and isolated artefacts (known and potential additional sites). It is difficult to determine the extent of likely impacts without further site-specific survey, which will be completed for the project. The initial desktop assessment identified four places listed on the Tasmanian Heritage Register that are on properties that could be impacted by the Project.

Further to the above, Table 10 below provides a summary of potential environmental impacts from the Project.

**Table 10 Potential environmental impacts**

Project Component	Environmental/ Ecological Value	Potential Environmental Impact
Palmerston to Sheffield	Native vegetation	Potential impacts of clearing of vegetation on threatened ecological communities and threatened flora and fauna species.
	Threatened flora and fauna species and ecological communities	<p>Potential impacts from clearing of vegetation and construction activities on threatened fauna species and their habitat including spotted-tailed and eastern quoll, Tasmanian devil, Tasmanian wedge-tailed eagle.</p> <p>Raptor nests have been identified near the proposed route. Raptors, along with other migratory birds (satin flycatcher), could be displaced if their nests or nesting areas are disturbed by construction works.</p> <p>Potential impacts from clearing for tower locations and access track on threatened plant species and ecological communities.</p>
	Rivers and Creeks	The proposed route is crosses a number of waterways, including (but not limited to) Brumby’s Creek, Liffey River, Quamby Brook, Meander River, Mersey River, Minnow River and Dasher River. Potential impacts from construction activities in proximity to rivers and creeks, such as erosion and sedimentation and clearing of riparian vegetation.
Sheffield to Burnie via Heybridge	Native vegetation	The proposed route intersects approximately 100 hectares of native vegetation, of which some clearing will be required for construction and operation of the project.
	Threatened flora and fauna species and ecological communities	<p>Potential impacts from clearing of vegetation and construction activities on threatened fauna species and their habitat including spotted-tailed and eastern quoll, Tasmanian devil, Tasmanian wedge-tailed eagle, grey goshawk and white-bellied sea eagle and three species of crayfish.</p> <p>Raptor nests (wedge-tailed eagle and grey goshawk) have been identified near the proposed route. Raptors, along with other migratory birds (satin flycatcher), could be displaced if their nests or nesting areas are disturbed by construction works.</p> <p>Potential impacts from clearing for tower locations, line clearance and access tracks on threatened plant species and ecological communities.</p>
	Rivers and Creeks	The proposed route crosses a number of waterways, including (but not limited to) Don River, Hogg Creek, River Forth, Kindred Creek, Buttons Creek, Masons Creek, Gawler River, Skeleton Creek, River Leven, Blythe River and Emu River. Potential impacts from construction

Project Component	Environmental/ Ecological Value	Potential Environmental Impact
		activities in proximity to rivers and creeks, such as erosion and sedimentation and clearing of riparian vegetation.
	Reserves Estates	The proposed route traverses Blythe River Conservation Area and is near Mount Montgomery State Reserve and Emu River Conservation Area and potentially one private property with a conservation covenant. Potential impacts from clearing for tower locations, line clearance and access tracks.
Burnie to East Cam	Native vegetation	The proposed route intersects approximately 5 hectares of native vegetation, of which some clearing will likely be required for construction and operation of the project.
	Threatened flora and fauna species and ecological communities	Potential impacts from clearing of vegetation and construction activities on threatened fauna species and their habitat, including white-bellied sea eagle and three crayfish species.  Potential impacts from clearing for tower locations, line clearance and access tracks on threatened ecological communities.
	Rivers and Creeks	The proposed route crosses Shorewell Creek, Cooee Creek, Messengers Creek and Cam River. Potential impacts from construction activities in proximity to rivers and creeks, such as erosion and sedimentation and clearing of riparian vegetation.
	Reserves Estates	The proposed route traverses Blyth River Conservation Area, which may be potentially impacted from clearing for tower locations, line clearance and access tracks.
East Cam to Hampshire	Native vegetation	The proposed route intersects 80 hectares of native vegetation, of which some clearing will be required for construction and operation of the project.
	Threatened flora and fauna species and ecological communities	Potential impacts from clearing of vegetation and construction activities on threatened fauna species and their habitat including the spotted-tailed and eastern quoll, Tasmanian devil, Tasmanian wedge-tailed eagle, and white-bellied sea eagle and two crayfish species.  Raptor nests have been identified near the proposed route. Raptors, along with other migratory birds, could be displaced if their nests or nesting areas are disturbed by construction works.

Project Component	Environmental/ Ecological Value	Potential Environmental Impact
		Potential impacts from clearing for tower locations, line clearance and access tracks on threatened plant species and ecological communities.
	Rivers and Creeks	The proposed route crosses a number of waterways, including (but not limited to) Western Creek, Forky Creek, Reporter Creek and Guide River. Potential impacts from construction activities in proximity to rivers and creeks, such as erosion and sedimentation and clearing of riparian vegetation.
Staverton to Hampshire	Threatened flora and fauna species and ecological communities	<p>Potential impacts from clearing of vegetation and construction activities on threatened fauna species and their habitat including spotted-tailed quoll, Tasmanian devil, Tasmanian wedge-tailed eagle.</p> <p>Raptor nests have been identified near the proposed route. Raptors, along with other threatened birds, could be displaced if their nests or nesting areas are disturbed by construction works.</p> <p>Potential impacts from clearing for tower locations, line clearance and access tracks on threatened ecological communities</p>
	Rivers and river valleys	Potential impacts to significant river valley's including River Forth, Wilmont River, River Leven and Winter Brook from construction activities in proximity to rivers and creeks, such as erosion and sedimentation and clearing of riparian vegetation.
	Limestone formations and underground caves	Limestone formations and likely unrecorded underground caves near River Leven crossing are located near the proposed route. These sites may contain unique vegetation communities and species of significance to Aboriginal people.
	Significant landscapes	Some landscapes values may be changed by potential visual impacts from clearing of vegetation and the installation of overhead transmission lines and towers including; Loongana Range, Mount Everett, Mt Husetop, Saint Valentines and Black bluffs areas.
	Reserves Estates	The proposed route traverses the edge of Mount Roland Regional Reserve. Potential impacts from clearing for tower locations, line clearance and access tracks.

## 4 Consultation so far and planned consultation

This section addresses regulation 4(1)(e) which requires an outline of any consultation that has been undertaken with stakeholders and the outcome of that consultation and an outline of further consultation that is planned with respect to any of the matters specified in paragraphs (a) to (g) of subregulation (3). Matters specified in paragraphs (a) to (g) are:

- a) project planning and data collection relating to environmental issues and any other issues; and
- b) community consultation over the whole course of the project; and
- c) surveys required to define the corridor; and
- d) land acquisition required for the project; and
- e) any discrete stages in the development of the project; and
- f) construction and post-construction rehabilitation; and
- g) completion of the project.

TasNetworks has developed a Stakeholder Engagement Plan that covers stakeholder engagement and community engagement. The plan maps stakeholder engagement and communication activities for the planning, investigation, design, approvals and construction stages of the Project. Further engagement activities are ongoing in relation to the approvals and construction stages of the Project.

The outcomes of stakeholder engagement conducted to date together with planned engagement until Project completion are summarised in the information and tables below.

### 4.1 Regulators

All regulator engagement has been via face to face meetings or over the phone with the exception of an additional written request for feedback from Councils regarding the use of the MIDAA process for the Project. Table 10 provides a regulator stakeholder engagement summary.

**Table 11 Regulator Stakeholder Engagement Summary**

Stakeholder	Engagement Regarding	Sentiment *Date of status as of 20/12/19
<b>State Agencies</b>		
EPA	MIDAA process and EPA Guidelines Use of bilateral agreement Project timing	Support in principle
Planning Policy Unit (PPU)	Use of MIDAA process	Support in principle
State Growth	Use of MIDAA process Role of co-ordinating State agencies and support to set up MIDAA process	Support in principle
Commonwealth Department of the Environment and Energy	Composition of EPBC Act referrals	Support in principle
<b>Councils</b>		
Please note, as a result of initial feedback, written feedback was requested from all Councils regarding the use of the MIDAA process.		
Burnie City Council	<ul style="list-style-type: none"> <li>Use of MIDAA process vs DA process</li> <li>Scheduled for Hampshire-Staverton</li> </ul>	Support in principle
Central Coast Council	<ul style="list-style-type: none"> <li>Use of MIDAA process vs DA process</li> <li>Hampshire-Staverton</li> </ul>	Support in principle

Stakeholder	Engagement Regarding	Sentiment *Date of status as of 20/12/19
Kentish Council	<ul style="list-style-type: none"> <li>Use of MIDAA process vs DA process</li> <li>Hampshire-Staverton</li> </ul>	Support in principle
Meander Valley Council	Use of MIDAA process vs DA process	No position, will consider more impacted Council's stance
Northern Midlands Council	Use of MIDAA process vs DA process	No position, will consider more impacted Council's stance.
Waratah Wynyard Council	<ul style="list-style-type: none"> <li>Use of MIDAA process vs DA process</li> <li>Scheduled for Hampshire-Staverton</li> </ul>	Support in principle
Aboriginal Heritage Tasmania	Introduce project, outline assessment process evaluation, set up lines of communication	Support in principle
Tasmanian Heritage Council	Introduce project, outline assessment process evaluation, set up lines of communication	Support in principle
Policy Conservation Assessment Branch	Introduce project, outline assessment process evaluation, set up lines of communication	Support in principle

## 4.2 Public and Council landowners/managers

The requirement (as contained at s52 (1B) of LUPAA) for the consent of the Crown or the relevant Council to the submission of a development application (that includes land owned by the Crown or the relevant Council) applies in the MIDAA process. Table 11 sets out relevant State agency and Council landowners that may be affected by the project. As part of TasNetworks' engagement activities, all relevant public landowners will be

briefed on the Project. TasNetworks will identify land managed by a State agency or Council that may be impacted by the Project and work with each agency or Council to ensure their voices are heard as part of the design process, establish agreed processes to gain consent for field surveys, assist with identifying/clarifying any land where it is not clear which State agency or Council owns or manages that land, clarify the process to gain consent for submission of development applications and eventually consent to locate the infrastructure on their land.

**Table 12 State agency and Council landowner engagement**

Agency/Council	Initial briefing and consent process for surveys discussed.
Hydro Tasmania (land and water)	✓
Forestry (Sustainable Timbers Tas)	✓
State Growth (TasRail)	✓
State Growth (roads, easements, acquired roads, State roads)	✓
DPIPWE (Crown land & FPPF) – and PWS (Reserved Land). State owned water bodies	✓
TasWater	✓
Housing Tasmania	✓
Education Department	✓
Health Department	✓
Burnie City Council	✓
Central Coast Council	✓
Kentish Council	✓

Agency/Council	Initial briefing and consent process for surveys discussed.
Meander Valley Council	Not required yet - To be scheduled
Northern Midlands Council	Not required yet - To be scheduled
Waratah/Wynyard Council	✓

Note: Councils have been engaged regarding the Project more broadly and the use of the MIDAA process and engagement is ongoing.

In order to align with our engagement strategy, engagement with Councils in their landowner capacity has been prioritised for those impacted by the Hampshire-Staverton segment.

### 4.3 Community and private landowners

In addition to briefing councils in the region on Marinus Link and the North West Strategic Transmission Plan, TasNetworks has also met with the Nietta Action Group (NAG) on two occasions. The purpose of these meetings was to introduce NAG to the projects and to answer any questions raised by the group. Besides these engagements, TasNetworks is in the early stages of implementing its Community and Stakeholder Engagement Strategy.

TasNetworks is commencing a 6 week campaign in North West Tasmania to educate and raise awareness about the Marinus Link and the North West transmission upgrades.

Key messages will be shared across a range of channels including postcards, print advertisements, radio interviews and social media.

Information about the projects will also be shared online via the project websites and online engagement platform. This will include a range of factsheets designed to provide quality, accessible information to mums and dads.

The launch began on 28 October, and was followed by the launch of ‘Tasmania’s Future Energy Hub’ on Friday, 1 November at the Cradle Coast Authority offices in Burnie.

In the following weeks, pop-ups are planned for Sheffield, Ulverstone, Burnie and Deloraine.

In the week of 11 November, landowner engagements commence on the Hampshire- Sheffield route.

In the week of 18 November, the route for through Hampshire- Sheffield will be announced, allowing time for TasNetworks to respond before the Christmas break.

In the following 2 weeks after the announcement of the route, structured and facilitated community workshops are planned in Burnie, Ulverstone, Sheffield and Nietta.

In February 2020, a similar campaign is planned to launch the rest of the NW Tasmanian transmission route and the Victorian Marinus Link route.

Landowner engagement is planned to commence the first week of February.

Further engagement activities, such as pop-ups, drop-ins and community workshops, are planned to support the environmental referrals awareness campaign as part of the lodgement of referrals to the Commonwealth for all parts of Marinus Link and supporting transmission in March 2020.

Table 13 shows the proposed landowner and community engagement until construction commences. During construction TasNetworks will establish a construction engagement plan and implement agreed undertakings with landowners, the community and other stakeholders established as part of the project development and assessment phase. This will include establishing a communications and complaints management system to ensure any ongoing landowner, community or stakeholder issues can be tracked and effectively addressed.

Table 13 Marinus Link and supporting North West Tasmania Transmission Upgrades Engagement Framework 'Plan on a Page' (subject to change)

Engagement and Communications Approach				
Project Phases	<i>Phase 1a – Business Case Assessment (BCA) and Southern Route (Tas) Release</i> Feb 2019 – Dec 2019	<i>Phase 1b – Remaining Routes Released and Environmental Referrals (All)</i> Jan 2020 – April 2020	<i>Phase 2a – Environmental Assessment &amp; Planning Approvals (All)</i> Mid 2020 – Late 2022	<i>Phase 2b Financial Close &amp; Preconstruction (All)</i> Late 2022 – Mid 2023
<b>Key purpose</b>	<p>Introduce Marinus Link and Supporting Transmission in Tas</p> <p>Raise awareness and educate stakeholders about the Project and the regulatory assessment (RIT-T) and business case process, including promoting opportunities for feedback/comment</p> <p>Commence engagement with key stakeholders identified on the favourable route(s).</p>	<p>Grow awareness and support for the project in Vic, while building on existing awareness in Tas</p> <p>Increase awareness of environmental referral and decision-making processes, and promote opportunities to provide feedback/comment</p> <p>Initial contact and build relationships with affected landowners and communities</p> <p>Seek feedback on Victorian route and remaining NW Tas routes</p> <p>Consult on the RIT-T PADR</p>	<p>Continue to align engagement with the environmental and planning referral processes, seeking insights and feedback regarding potential environmental and social impacts.</p> <p>Support the delivery of economic development initiatives, leverage opportunities and fostering project advocates.</p>	<p>“Close the loop” with stakeholders on the outcomes of the approvals process and how their feedback informed decision making.</p> <p>Advice of next steps in construction and operation and undertake engagement and communications planning to support construction commencement.</p>
<b>Key engagement actions.</b>	<ul style="list-style-type: none"> <li>Develop overarching engagement and communications strategy and Phase 1 plans</li> <li>Establish key feedback mechanisms and engagement planning/delivery tools</li> <li>Commence fostering relationships with key government, industry and local stakeholders</li> <li>Provide quality and timely information about the project, including proposed route options, need, benefits and assumptions</li> <li>Provide opportunities for stakeholders to express initial concerns and flag potential risks</li> <li>Commence targeted consultation with impacted landowners in NW Tas</li> <li>Seek initial feedback on Hampshire to Staverton route</li> <li>Release preferred route</li> </ul>	<ul style="list-style-type: none"> <li>Commence landowner engagement for directly impacted landowners in Vic and remainder of NW Tas</li> <li>Provide quality information about the project and engagement opportunities</li> <li>Gain insight and feedback on community interests and concerns through delivery of targeted engagement events including: pop-ups, drop-in information sessions, workshops, briefings and online engagement.</li> <li>Support stakeholders to provide feedback through available statutory consultation processes</li> <li>Collaboratively explore and promote economic and social development opportunities</li> <li>Growing and supporting project champions</li> </ul>	<ul style="list-style-type: none"> <li>Develop and implement Phase 2a engagement and communications plans</li> <li>Raise awareness and educate key stakeholders of the project planning and assessment process</li> <li>Gain insight and feedback on community interests and concerns through delivery of targeted engagement events including: pop-ups, drop-in information sessions, workshops, briefing and online engagement.</li> <li>Equip and support stakeholders to provide feedback through available statutory consultation processes</li> <li>Ensure stakeholder feedback and insights are informing the project assessment and planning process, including identifying potential mitigations to minimise adverse impacts</li> <li>Continue to explore and promote economic and social development opportunities</li> <li>Growing and supporting project champions</li> </ul>	<ul style="list-style-type: none"> <li>Develop and implement Phase 2b engagement and communications plans</li> <li>Ensure stakeholder and engagement commitments are entrenched in construction procurement and delivery processes</li> <li>Follow up discussions/communications with all impacted landowners to seek feedback on construction process, advise of next steps and key contacts</li> <li>Provide quality updates and information on the proposed construction approach, community commitments and mitigations, and next steps through localised engagement and communications</li> </ul>
<b>Supporting communications</b>	<ul style="list-style-type: none"> <li>Marinus Link webpage</li> <li>Business Case Assessment Report and RIT-T PADR Report</li> <li>Marinus Link designed collateral, including fact sheets and report overviews</li> </ul>	<ul style="list-style-type: none"> <li>Marinus Link webpage and online engagement platform</li> <li>Detailed project description, including preferred route alignment, and supporting referral documentation</li> <li>Designed collateral including fact sheets, graphics, web content, newsletters, direct mail outs, social media and advertising</li> <li>Advertise engagement opportunities to support EES Scoping Directions public exhibition period (if required)</li> </ul>	<ul style="list-style-type: none"> <li>Marinus Link webpage and online engagement platform</li> <li>Environmental assessment reports and planning documents, supported by easy to understand summaries and collateral</li> <li>Detailed project maps and animated graphics</li> <li>Designed collateral including fact sheets, graphics, web content, newsletters, direct mail outs, social media and advertising</li> <li>Advertise engagement opportunities to support relevant statutory public exhibition periods</li> </ul>	<ul style="list-style-type: none"> <li>Marinus Link webpage and online engagement platform</li> <li>Detailed project maps and animated graphics</li> <li>Designed collateral including fact sheets, graphics, web content, newsletters, direct mail outs, social media and advertising</li> </ul>
<b>Key stakeholder focus:</b>	<ul style="list-style-type: none"> <li>Broader Tasmanian community</li> <li>Directly affected landowners</li> <li>Industry stakeholders</li> <li>Local, state and federal governments</li> <li>Energy market bodies and regulators</li> <li>Media</li> </ul>	<ul style="list-style-type: none"> <li>Directly affected landowners</li> <li>Neighboring landowners</li> <li>Local communities, business and interest groups</li> <li>Local, state and federal governments</li> <li>Industry stakeholders</li> <li>Media</li> </ul>	<ul style="list-style-type: none"> <li>Directly affected landowners</li> <li>Neighboring landowners</li> <li>Local communities, business and interest groups</li> <li>Local, state and federal governments</li> <li>Industry stakeholders</li> <li>Media</li> </ul>	<ul style="list-style-type: none"> <li>Directly affected landowners</li> <li>Neighboring landowners</li> <li>Local communities, business and interest groups</li> <li>Local, state and federal governments</li> <li>Industry stakeholders</li> <li>Media</li> </ul>

## 5 Other matters required by the Act

This section addresses Section 11A of the Act.

### 5.1 Use and Development Status – Planning Schemes

Utilities use is either no permit required, permitted or discretionary in all Zones under existing Interim Planning Schemes. Some Special Area Plans (SAPs) prohibit utilities use and some development provisions in SAPs effectively prohibit utilities development through the imposition of finite height discretions. Utilities development can be considered under all Codes in Interim Planning Schemes.

Utilities use in the State Planning Provisions of the Tasmanian Planning Scheme also make Utilities use no permit required, permitted or discretionary in every Zone. Utilities development can be considered under all Codes in the Tasmanian Planning Scheme. However, with the transition of some existing SAPs from existing Interim Planning Schemes under Schedule 6 of LUPAA into Local Provision Schedules for each Council, the existing prohibitions in these SAPs are perpetuated under the Tasmanian Planning Scheme.

None of the proposed transmission corridors under consideration as part of this MIP has been identified as traversing an SAP that effectively prohibits either through use or finite development discretions.