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**Attachment 3**  
**Draft Planning Scheme Amendment**

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## **Marinus Link**

# **Draft Planning Scheme Amendment: Strategic Assessment Report**

May 2024



# MARINUS LINK

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## QUALITY INFORMATION

### Revision history

Revision	Description	Date	Author	Reviewer	Approver
0	Final	20/05/2024	A B W G	K W	K W

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### Restriction on Disclosure and Use of Data

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# 1. INTRODUCTION

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Marinus Link (the project) comprises a 1500 megawatt (MW) high voltage direct current (HVDC) electricity interconnector between Heybridge in northwest Tasmania and the Latrobe Valley in Victoria (Figure 1). It would be implemented as two 750 MW circuits to meet transmission network operation requirements in Tasmania and Victoria. Each 750 MW circuit would comprise two power cables and a fibre-optic communications cable bundled together in Bass Strait and laid in a horizontal arrangement on land. The two 750MW circuits would be installed in two stages with the western circuit being laid first as part of Stage 1, and the eastern circuit in Stage 2.

The project would provide a second link between the Tasmanian renewable energy resources and the national electricity grid enabling efficient energy trade, transmission and distribution from a diverse range of generation sources to where it is most needed, and would increase energy capacity and security across the National Electricity Market (NEM).

The *Planning and Environment Act 1987* (P&E Act) empowers the Minister for Planning to prepare, adopt and approve planning scheme amendments. The Victorian component of Marinus Link would be mostly located in the City of Latrobe and South Gippsland Shire and is therefore subject to the [Latrobe](#) and [South Gippsland](#) Planning Schemes.

Marinus Link Pty Ltd (MLPL), as proponent for the project, has requested that the Minister for Planning (Minister) prepare, adopt and approve a Planning Scheme Amendment (PSA) to facilitate the project, based on the draft PSA GC217X. The draft PSA GC217, its strategic basis, and the rationale for the selection of the proposed planning controls are outlined within this report.

A coordinated assessment process has been undertaken where considered appropriate for the Victorian, Tasmanian, and Commonwealth jurisdictions to meet the requirements for an Environment Effects Statement (EES) under the Victorian *Environment Effects Act 1978* (EE Act) and an *Environmental Impact Statement* (EIS) under the *Environmental Management and Pollution Control Act 1994* (Tas) and *Environment Protection and Biodiversity Act 1999* (Cwlth). One EIS/EES is being prepared to address the requirements of the Victorian Department of Transport and Planning (DTP), and Australian Department of Climate Change, Energy, Environment and Water (DCCEEW). Two EISs are being prepared to address the Tasmanian Environment Protection Authority (Tasmanian EPA) requirements for the Heybridge converter station and shore crossing.

MLPL proposes that a draft PSA including a draft Incorporated document, draft planning controls and draft Explanatory Report be exhibited with the EIS/EES. Subject to the outcome of the EIS/EES assessment process, MLPL requests that the Minister for Planning prepare, adopt and approve a PSA to the Latrobe and South Gippsland Planning Schemes in the form of draft PSA GC217.

The draft PSA GC217 utilises the statutory planning controls currently available in the Victoria Planning Provisions (VPP). The proposed planning controls would ensure that the environmental impacts anticipated through the construction and operation of Marinus Link would be acceptably managed.

The draft PSA GC217 has been informed by the comprehensive technical studies and investigations that have been undertaken for the EIS/EES, including environmental, social and economic impact assessment reports.

In summary, the amendment seeks to make the following changes:

- Introduce Clause 45.12 Specific Controls Overlay (SCO) to the South Gippsland Planning Scheme, and new schedules (Schedule 3) to the SCO in the Latrobe and South Gippsland Planning Schemes to give effect to the specific control contained in the Incorporated Document for the project. The SCO3 would enable the project specific controls contained in the Incorporated Document for Marinus Link to override other requirements of the planning scheme.
- Amend the schedule to Clause 72.03 in the Latrobe and South Gippsland Planning Schemes to insert corresponding Planning Scheme Maps 90SCO, 91SCO, 93SCO, 105SCO, 106SCO and 116SCO in the Latrobe Planning Scheme and 8SCO, 9SCO, 18SCO, 19SCO, 21SCO, 26SCO and 35SCO in the South Gippsland Planning Scheme to the maps comprising part of the planning schemes, to identify the land to which the SCO3 applies.
- Amend the schedule to Clause 72.01 'Responsible Authority for This Planning Scheme' of the Latrobe and South Gippsland Planning Schemes to make the Minister for Planning the Responsible Authority for the administration and enforcement of the Incorporated Document and planning schemes relevant to the use and development of land for Marinus Link.
- Amend the schedule to clause 72.04 'Documents Incorporated into This Planning Scheme' of the Latrobe and South Gippsland Planning Schemes to insert a new Incorporated Document for Marinus Link. The Incorporated Document has the effect of exempting the project from the Planning Scheme permit requirements, subject to conditions as set out in the Incorporated Document.
- Amend the schedule to Clause 74.01 'Application of Zones, Overlays and Provisions' of the Latrobe and South Gippsland Planning Schemes to include 'Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document.'

Figure 1 provides an overview of the project location and Figure 2 illustrates the project land in the context of municipal boundaries.

This report is supported by the following appendices:

- Appendix A – includes the draft Explanatory Report addressing Ministerial Direction 11 Strategic Assessment of Amendments.
- Appendix B – includes the draft statutory documents required to support a PSA. This appendix includes the draft schedules to the SCO, the draft Marinus Link Incorporated document, other ordinance changes, and mapping which shows the extent of the proposed SCO.



**LEGEND**

- Landfall
- Converter station
- HVDC subsea cable
- Underground HVDC cable
- - - Cable option not progressing



0 15 30 km  
 SCALE 1:1,500,000  
 PAGE SIZE: A4  
 PROJECTION: GDA2020 MGA Zone 55

SOURCE  
 Proposed route from Tetra Tech Coffey.  
 Imagery from ESRI Online.

MARINUS LINK PTY LTD

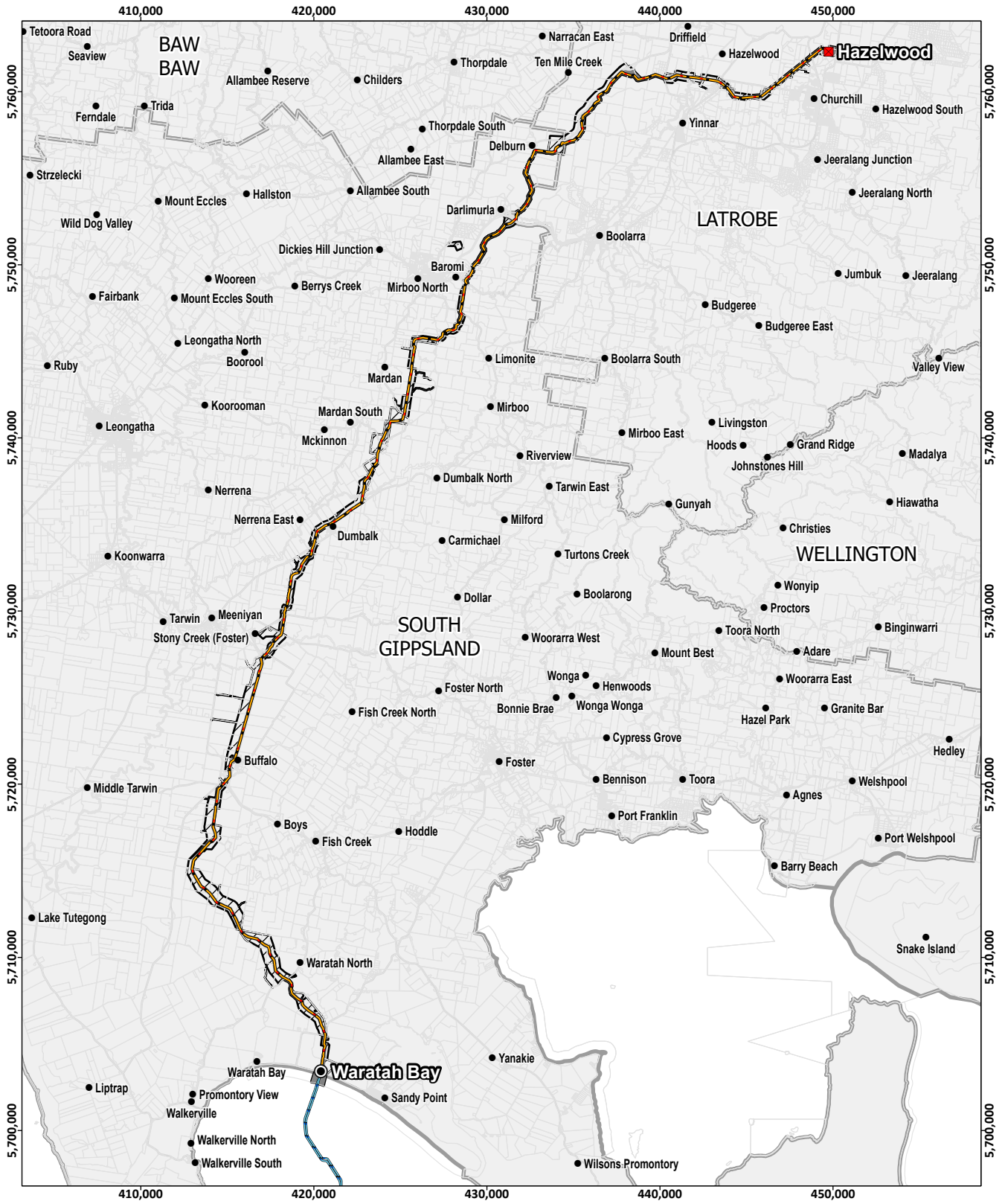
MARINUS LINK  
EIS/EES

**FIGURE 1**

**Marinus Link overview**





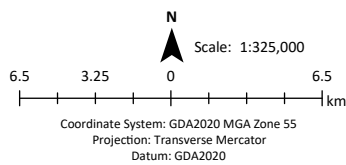


**Figure 2: Marinus Link proposed project land**

Source: Proposed route, Project and additional land from Tetra Tech Coffey. Place names and roads from VICMAP.

**Legend**

- Potential converter station
- Landfall
- Proposed underground HVDC cable
- Proposed HVDC subsea cable
- Major road
- Cadastre
- Local Government Area (LGA)
- Proposed SCO3 area**
- Project land
- Additional land



Date: 19/04/2024 5:08 PM  
 Prepared by: HELEN.UNKOVICH

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## 2. PROJECT BACKGROUND

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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 the existing Basslink interconnector between Tasmania and Victoria. The growth in renewable energy generation in mainland states and territories participating in the NEM, coupled with the retiring of baseload coal-fired generators, is reducing the availability of dispatchable generation that is available on demand.

Tasmania's existing and potential renewable resources are a valuable source of dispatchable generation that could benefit electricity supply in the NEM. Marinus Link would allow for the continued trading, transmission and distribution of electricity within the NEM. It would also manage the risks of a single interconnector across the Bass Strait and complement existing and future interconnectors on mainland Australia. Marinus Link is expected to facilitate the reduction in greenhouse gas emissions at a state and national level.

Interconnectors are a key feature of the future energy landscape. They allow power to flow between different regions to enable the efficient transfer of electricity from renewable energy generation zones to where the electricity is needed. Interconnectors can increase the resilience of the NEM and make energy more secure, affordable and sustainable for customers. Interconnectors are common around the world including in Australia. They play a critical role in supporting Australia's transition to a clean energy future.

On 12 December 2021, the Minister determined that the project requires an EES under the EE Act, to describe the project's effects on the environment to inform statutory decision making. Similarly, the project was referred to the former Australian Minister for the Environment 5 October 2021. On 4 November 2021, a delegate of the former Minister for the Environment determined that the proposed action has the potential to have a significant impact on the environment and requires assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) before it can proceed. The delegate determined that the project would be assessed under the EPBC Act by an EIS.

In July 2022 a delegate of the Director of the Environment Protection Authority (EPA) Tasmania determined that the project be subject to environmental impact assessment by the Board of the EPA (the Board) under the *Environmental Management and Pollution Control Act 1994 (Tas)* (EMPCA).

As the project is proposed to be located within three jurisdictions, the Victorian Department of Transport and Planning (DTP), Tasmanian Environment Protection Authority (Tasmanian EPA) and Australian Department of Climate Change, Energy, Environment and Water (DCCEEW) have agreed to coordinate the administration and documentation of the three assessment processes where considered appropriate. One EIS/EES is being prepared to address the requirements of DTP and DCCEEW. Two EISs are being prepared to address the Tasmanian EPA requirements for the Heybridge converter station and shore crossing.

On Victorian land, the project is located in the Latrobe and South Gippsland municipalities and is subject to the provisions of those respective planning schemes.

MLPL is jointly owned by the Commonwealth, Tasmanian and Victorian governments. In October 2022, the Commonwealth, Tasmanian and Victorian governments signed a letter outlining the agreement for delivery of the project, concessional financing and cost allocation agreement for Marinus Link (in addition to arrangements for NWTD and Battery of the Nation), based off costs as they were understood, before tenders were released to the international market. In September 2023, the three governments agreed to the Commonwealth increasing its equity share in the project to 49 per cent, Tasmania's equity being reduced to 17.7 per cent and Victoria's equity share remaining at 33.3%. A new MoU has been negotiated to outline further detail on the revised equity arrangement.

With major construction scheduled to start in 2025 (subject to planning and environment approvals), it is expected that Stage 1 of Marinus Link would be operational in mid-2029 and Stage 2 by early 2030.

### 3. STRATEGIC BASIS FOR THE PROJECT

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Marinus Link was included as an actionable project in Australian Energy Market Operator's (AEMO's) 2020 Integrated System Plan (ISP). Each year since 2019, Marinus Link has been recognised by Infrastructure Australia as a High Priority Initiative and in August 2021, Marinus Link was included in Infrastructure Victoria's 30 year strategy.

Marinus Link would play a key role in supporting stability, reliability and energy affordability across the NEM as the market evolves from centralised coal fired power generation to a highly diverse system dominated by renewable energy and distributed energy resources. Much of the Victorian transmission network was designed to deliver energy to customers in large load centres from the coal fired generators in the Latrobe Valley. As the generation mix evolves, the transmission network needs to be modified to improve capacity, manage local congestion, and enable the benefits of significant renewable energy generation and storage resources in Victoria and other parts of the NEM, to be efficiently developed and shared.

Marinus Link would enable Victoria to have reliable and direct access to Tasmania's existing and repurposed hydroelectric generation and long-duration energy storage, supporting Victoria's transition to clean energy. This would support Victorian renewable energy development by providing firming capacity to wind and solar developments and opportunities for Victoria to transfer excess renewable energy to Tasmania. This means that excess variable renewable energy generated in Victoria can be used in Tasmania (maintaining storage in Tasmania's existing hydro storage facilities) or used to support new long duration pumped hydro energy storage facilities. This would support 'time shifting' of clean energy: storing excess variable energy in dispatchable forms, ready to be used when needed.

To achieve net-zero emissions by 2050, significant reduction in emissions needs to be made in this decade. Renewable technology and clean firming services are already available. Transmission, including interconnector investment, supports efficient access to, and sharing of, these clean and sustainable resources.

Marinus Link supports the Victorian Renewable Energy Target (VRET) of 50 per cent by 2030 and Victoria's long-term target of net zero emissions by 2050, by providing access to Tasmania's renewable energy resources. Marinus Link would support the Victorian Government's plans to develop renewable energy zones, contribute to Victoria's regional development through direct and indirect economic contribution, and support the transition to reliable, renewable energy particularly in the Latrobe Valley and broader Gippsland region.

Marinus Link would:

- Stimulate economic growth and create significant jobs in regional Victoria;
- Play a key clean energy exchange role between complementary energy resources in Victoria and Tasmania, supporting the transition to reliable, renewable energy in the Latrobe Valley, the broader Gippsland region and beyond; and
- Provide access to cost-effective deep storage, firm dispatchable capacity to support the development of Victoria's proposed onshore and offshore renewable energy zones (REZ).

Volume 1 Chapter 2: Project Rationale of the EIS/EES provides further detail on the strategic rationale for Marinus Link.

The project is supported by the State policy as described below. Further details of legislation and policies relevant to Marinus Link are provided in Volume 1 Chapter 4: Legislative Framework of the EIS/EES and in the draft Explanatory Report forming part of Appendix A of this Strategic Assessment Report.

### 3.1 VICTORIA'S CLIMATE CHANGE STRATEGY 2021

Victoria's *Climate Change Act 2017* creates a system of coordinated, whole of economy initiatives to achieve a net zero emissions, climate resilient state. It legislates a target for Victoria to achieve net zero greenhouse gas emissions by 2050. *Victoria's Climate Change Strategy 2021* identifies the Government's long-term vision for implementation of climate change action. The vision for 2050 for Victoria is for net-zero emissions by increasing energy efficiency and productivity, moving to a clean electricity supply, electrifying our economy and switching to clean fuels; and reducing non-energy emissions and increase carbon storage. Amongst the policies set to achieve this, are:

- *50 per cent of Victoria's electricity sourced from renewables.*
- *All Government operations, including schools, hospitals, metropolitan trains and trams will be powered by 100 per cent renewable electricity from 2025.*
- *Cessation of commercial native timber harvesting in Victoria's state forests.*

The PSA would facilitate the delivery of this important project consistent with the *Victorian Climate Change Strategy 2021*, through the provision of access to Tasmania's existing and repurposed hydroelectric generation and long-duration energy storage. The Victorian Government seeks to replace lost capacity from the early closure of coal-fired power plants in the Latrobe Valley with a number of renewable energy projects, and Marinus Link which supports efficient access to, and sharing of, these clean and sustainable resources.

### 3.2 VICTORIA'S INFRASTRUCTURE STRATEGY 2021–2051

The Strategy presents a vision for a thriving, inclusive and sustainable Victoria over the next 30 years. It contains 94 recommendations for projects, policies, and reforms, spanning many types of infrastructure. They are based on extensive evidence, research and consultation and informed by innovative land use and transport modelling and represent a capital cost of around \$100 billion over 30 years. The strategy is divided into four themes focused on confronting long term challenges, managing urban change, harnessing infrastructure for productivity and growth and developing regional Victoria.

In particular, the strategy includes recommendations to navigate the energy transition to achieve the Victorian target of net zero emissions by 2050, while retaining an affordable, sustainable and reliable energy system, and support climate change adaptation, improving infrastructure resilience to emergencies and regional economic development. Recommendation 3 is particularly relevant:

*Augment electricity transmission for renewable energy and resilience: Support augmentation of critical electricity transmission infrastructure by 2027–28 to accommodate new renewable energy generation and improve network resilience and reliability through interconnection with other states.*

It also identifies the top infrastructure priorities for Victoria's nine regions – including Marinus Link, and states: *The Australian Energy Market Operator (AEMO) is responsible for planning Victoria's transmission network. Through its Integrated System Plan for the National Electricity Market, AEMO has identified two critical transmission extensions for Victoria: Victoria – New South Wales Interconnector (VNI) West and Marinus Link. Both projects provide access to, and support, renewable energy development in Victoria and assist in meeting the net zero emissions goal.*

*... The Marinus Link project is a second, and potentially third, underground and undersea cable between Victoria and Tasmania that would access Tasmania's hydroelectricity. Three projects totalling 1.7GW have been shortlisted within the Battery of the Nation project to proceed to feasibility studies. The Victorian Government can assist by progressing design and approvals processes to support the project being shovel-ready by 2023–24, allowing the first cable to be delivered by 2028–29. This project should be delivered no later than 2036–37. Cost recovery and allocation issues will need to be resolved before the project proceeds.*

The PSA would facilitate the delivery of this important project consistent with the Victorian Infrastructure Strategy.

### 3.3 PLANNING POLICY FRAMEWORK

The P&E Act provides the framework for land use and development in Victoria. Planning schemes are prepared for each municipality under the provisions of the P&E Act in Victoria, consistent with the Victoria Planning Provisions (VPP). The VPP are a state-wide document which frame the structure and content of planning schemes and include the policy guidance and land use controls.

The land to which a planning scheme may apply includes land covered by water (such as lakes and some coastal waters) and areas above or below ground (such as air rights and excavations). The provisions of the Latrobe and South Gippsland Planning Schemes govern the use, development, protection, and conservation of land in each respective municipality.

It is noted that the South Gippsland Planning Scheme includes land above the high-water line at Waratah Bay. Land and waters below the high-water line are beyond the scope of the South Gippsland Planning Scheme. Land and waters within Victoria, below the high-water line, are therefore not subject to the Planning Schemes. Victorian waters extend three nautical miles to sea, and Commonwealth waters lie beyond this point. The PSA applies to land-based components of the project within Victoria only, being within the Latrobe and South Gippsland Planning Schemes which lie inland of the high water mark.

The Planning Policy Framework (PPF) is the policy content of planning schemes. The PPF provides a context for strategic and statutory planning decisions made by responsible authorities. As discussed below, Marinus Link is broadly aligned with the Planning Scheme objectives at a State and local level.

The relevant State planning policy in Victoria, as enacted in Clause 10 of the Latrobe and South Gippsland Planning Schemes, aims to further objectives of planning in Victoria. State and local planning policy in both Latrobe and Gippsland Planning Schemes supports the ongoing development of appropriate energy supply infrastructure in the region in line with existing patterns of energy-related infrastructure development, as summarised below and detailed within the Planning and Land Use Impact Assessment prepared for the EIS/EES.

This amendment is consistent with the PPF, particularly Clause 19 Infrastructure which seeks to 'minimise the impact of development on the operation of major infrastructure of national, state and regional significance such as communication networks and energy generation and distribution systems'. Planning for 'physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely'.

In particular, the objective of Clause 19.01-1S Energy Supply is 'to facilitate appropriate development of energy supply infrastructure'. The strategies to achieve this are, relevantly: supporting the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy; developing appropriate infrastructure to meet community demand for energy services; ensuring energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change; supporting energy infrastructure projects in locations that minimise land use conflicts and that take advantage of existing resources and infrastructure networks; and facilitating energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes. Clause 19.01-1S lists the policy guidelines as the long-term emissions reduction target and the interim emissions reduction targets specified or determined under the *Climate Change Act 2017*, and the adaptation action plans prepared under the *Climate Change Act 2017*.

Further, the objective of Clause 19.01-2S Renewable Energy is to 'support the provision and use of renewable energy in a manner that ensures appropriate siting and design considerations are met'. The relevant strategy to achieve this is to 'set aside land for and protect renewable energy infrastructure'. Clause 19.01-2S relevantly lists the *Climate Change Strategy 2021* as a policy document.

As discussed above at section 3.1, the project is supported by the emissions targets set out in the *Climate Change Act 2017* and the strategy as set out in *Victoria's Climate Change Strategy 2021*.

## 4. PLANNING REQUIREMENTS AND APPROVAL MECHANISMS

Draft PSA GC217 seeks to facilitate the planning approval for the development of Marinus Link in an integrated and consistent manner across the Latrobe and South Gippsland Planning Schemes. This section identifies the current planning approval requirements for the project and considers the most appropriate mechanism for the approval and administration of this nationally significant project.

### 4.1 CURRENT PLANNING APPROVAL REQUIREMENTS FOR THE PROJECT

Marinus Link is defined in the Victoria Planning Provisions as a utility installation, being “*Land used: ... b) to transmit or distribute ... power; ...*”.

The Victorian component of the project’s 90 km route alignment travels through a number of properties located within the areas of South Gippsland Shire and Latrobe City Council. Marinus Link intersects two planning schemes and accordingly, numerous zones and overlays controls. Under the provisions of the planning schemes of these councils, a planning permit would be required for various aspects of the project, including use (ongoing use for a utility installation), development (buildings and works (including construction of infrastructure)), earthworks, access, subdivision (including creation of easements), and removal of vegetation. It is estimated that there are 32 Clauses across the two planning schemes which require a planning permit for various aspects of the project. These are summarised in the table below.

**Table 1 List of Zones, Overlays and Particular Provisions affected by Marinus Link**

Planning Scheme	Number of Zones	Number of Overlays	Number of Particular Provisions	Number of Zones, Overlays, Provisions Triggering a Permit*
Latrobe	5	5	4	16
South Gippsland	5	7	4	16

\*There are multiple permit triggers within each zone, overlay and provision.

### 4.2 AVAILABLE PLANNING APPROVAL MECHANISMS

The P&E Act contains a number of pathways which could be used to facilitate and approve Marinus Link. These pathways include:

- Planning permits issued in each municipality under Part 4 of the P&E Act (or a combination of a planning scheme amendment and planning permits under Division 5 of Part 4 of the P&E Act)
- A planning scheme amendment under Part 3 of the P&E Act to apply a project-specific planning control

An Order under section 16 of the P&E Act is capable of exempting the application of a planning scheme on a Minister, government department, public authority or municipal council either generally or in respect of a specific project being undertaken by or on behalf of such entity. However, as MLPL is not currently a public authority in Victoria, this mechanism is not currently available to facilitate the project.

## 4.2.1 Planning permit(s)

The planning permit is the primary process used to obtain planning approval for the use and development of land in Victoria. Ordinarily, the majority of planning permits (for use and development) are limited to a single parcel of land, or a small number of adjoining land parcels in common ownership. Most planning permit applications cover a small number of zones and overlays and are generally contained within a single municipality.

The planning permit process is administered and determined by the responsible authority (the Councils are the decision-making responsible authorities under the scheme unless otherwise specified), subject to any right of review and determination by the Victorian Civil and Administrative Tribunal (VCAT) on appeal.

Councils are also the responsible authority for administration and enforcement of the planning scheme, unless otherwise specified.

## 4.2.2 Planning scheme amendment

The planning scheme sets out how land may legally be used and developed within the municipality and a PSA is a request to change a planning scheme.

A PSA is an essential process for changing the planning rules that apply to an area, and can serve a broad range of purposes, from the introduction of new policy, rezoning land (for a new land use objective) or applying an overlay to protect a specific feature or attribute of a particular area either affecting single or multiple planning schemes. The planning scheme amendment process can also be used to facilitate major infrastructure projects by introducing a new planning control for a specific project through the introduction of an incorporated document.

The planning scheme amendment process is often used to facilitate major infrastructure projects which affect a large number of properties across one or more municipalities. In this regard, the amendment process can appropriately provide for a coordinated and integrated approval for complex or State significant projects, by incorporating a project-specific planning control into the planning scheme that governs only use and development for that project on specified project land.

An amendment can be prepared by a municipal council, the Minister for Planning or other Ministers or public authorities authorised by the Minister for Planning. An amendment can be prepared at the request of any person or body. The P&E Act sets out all the steps that must be followed to amend a planning scheme.

## 4.2.3 Preferred planning mechanism

It is considered that the most appropriate approval mechanism to facilitate development of Marinus Link is by way of a planning scheme amendment to introduce a project-specific planning control. The reasons for this are as follows.

A planning scheme amendment would:

- Introduce a new project specific planning control to govern the use and development of land for the purposes of Marinus Link in an integrated and consistent manner across both planning schemes
- Remove the need to obtain individual permits in each municipality for specific components or aspects of the project, and thereby reduce the administrative burden on councils
- Make the Minister for Planning the responsible authority for the administration and enforcement of the planning controls governing the use and development of land for Marinus Link, ensuring consistency and efficiency in their administration
- Make tailored changes to planning schemes affected by Marinus Link via the 'GC' Amendment process reflecting the impact assessments, consultation and outcomes of the EIS/EES process.

## 5. PLANNING SCHEME AMENDMENT APPROACH

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The approach taken to amend a planning scheme for major infrastructure projects is typically to apply site and project specific controls, and set out those project specific controls within an Incorporated Document. This approach is outlined below.

### 5.1 PROPOSED AMENDMENTS

To provide planning approval for the development of Marinus Link, Draft PSA GC217 would make the following changes to the Latrobe and South Gippsland Planning Schemes:

- Introduce Clause 45.12 Specific Controls Overlay (SCO) to the South Gippsland Planning Scheme, and new schedules (Schedule 3) to the SCO in the Latrobe and South Gippsland Planning Schemes to give effect to the specific control contained in the Incorporated Document for the project. The SCO3 would enable the project specific controls contained in the Incorporated Document for Marinus Link to override other requirements of the planning scheme.
- Amend Planning Scheme Map No. 92SCO, and insert new Planning Scheme Map nos. 90SCO, 91SCO, 93SCO, 105SCO, 106SCO and 116SCO in the Latrobe Planning Scheme, Amendment GC217, and 8SCO, 9SCO, 18SCO, 19SCO, 21SCO, 26SCO and 35SCO in the South Gippsland Planning Scheme, to identify the land to which the SCO3 applies.
- Amend the schedule to Clause 72.03 to insert corresponding Planning Scheme Maps .
- Amend the schedule to Clause 72.01 'Responsible Authority for This Planning Scheme' of the Latrobe and South Gippsland Planning Schemes to make the Minister for Planning the Responsible Authority for the administration and enforcement of the Incorporated Document and the respective planning scheme.
- Amend the schedule to clause 72.04 'Documents Incorporated into This Planning Scheme' of the Latrobe and South Gippsland Planning Schemes to insert a new Incorporated Document for Marinus Link. The Incorporated Document has the effect of exempting the project from the Planning Scheme permit requirements, subject to conditions as set out in the Incorporated Document.
- Amend the schedule to Clause 74.01 'Application of Zones, Overlays and Provisions' to include 'Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document'.

### 5.2 SCO3 AND MARINUS LINK INCORPORATED DOCUMENT

Planning schemes may apply, adopt, or incorporate any document that relates to the use, development, or protection of land. This allows a link between the planning scheme and external documents that may inform the planning scheme, guide decision making or affect the operation of the scheme. This includes a range of codes, strategies, guidelines, plans or similar documents.

Incorporated documents are given effect pursuant to section 6(2)(j) of the P&E Act. An external document that is incorporated into a planning scheme is included in the list of incorporated documents in Clause 81 of the planning scheme. The document then carries the same weight as other parts of the scheme and can only be changed by a planning scheme amendment. Guidelines for the incorporation of documents is provided in *Planning Practice Note 13 – Incorporated and Reference Documents*.

Clause 45.12 'Specific Controls Overlay' applies specific controls as outlined in an incorporated document designed to achieve a particular land use and development outcome in extraordinary circumstances.



Land affected by this overlay may be used or developed in accordance with a specific control contained in the corresponding incorporated document. The specific control may:

- Allow the land to be used or developed in a manner that would otherwise be prohibited or restricted.
- Prohibit or restrict the use or development of the land beyond the controls that may otherwise apply.
- Exclude any other control in the planning schemes.

The draft proposed 'Marinus Link Incorporated Document, 4 December 2023' (**Draft Incorporated Document**) has been developed for Marinus Link and is a key component of draft PSA GC217 (see Appendix B).

It is a project specific planning control that would apply to the area covered by the SCO. The specific controls in the Draft Incorporated Document have been informed by:

- The various technical studies, investigations and impact assessments undertaken as part of the Marinus Link EIS/EES.
- Consultation with each of the municipal councils affected by the project and relevant government departments and stakeholders with representation on the Technical Reference Group (TRG) for the EIS/EES.

The Draft Incorporated Document has been developed specifically for Marinus Link, having regard to its level of design development, and would govern further design, construction, operational and decommissioning phases of the project in a transparent and holistic manner.

The use of the provisions at Clause 45.12 'Specific Control Overlay' and the Draft Incorporated Document is appropriate as it provides the ability to:

- Tailor conditions, including secondary consents, to ensure that the further design, use and development of Marinus Link achieves specified outcomes.
- Create a uniform control across the Marinus Link project land with a single set of approval conditions.
- Reduce complexity and provides consistency in planning approval outcomes increasing transparency for the community and stakeholders.
- Reduce time delays and increase consistency in the coordination, management and approval of secondary consent conditions.
- Achieve consistent and holistic environmental outcomes for the entire Marinus Link project land.

The project survey area is shown within the Incorporated Document maps and labelled "Project Land". The proposed Specific Controls Overlay – Schedule 3 (SCO3) applies to the Subject Land, being the Project Land as well as Additional Land in some locations. Additional Land has been identified as area that may be required to accommodate changes to the project alignment, for example if considered appropriate following development of a Property Management Plan with a particular landowner, or to further minimise other environmental impacts. Additional Land has not been assessed to the same level of detail as the Project Land. The process for alignment changes and use of the Additional Land is outlined in EIS/EES Volume 5, Chapter 2 – Environmental Management Framework. Additional Land may be used if approved by the Minister for Planning on the basis that the proposed change is largely consistent with the concept assessed and the location does not result in material adverse increase impacts compared to those assessed in the EIS/EES within the Project Land.

The Incorporated Document allows the use, development, buildings and works, subdivision and vegetation removal for the project within the SCO3 subject to conditions. Any proposal to carry out the use, development, buildings and works, subdivision and vegetation removal for the project within Additional Land, being land within the SCO3 but outside the Project Land, requires further assessment as outlined in the conditions.

The Draft Incorporated Document requires that prior to the commencement of works, the Minister for Planning must approve the Environmental Management Framework (EMF), which includes the Environmental Performance Requirements (EPRs). The project design has been developed to meet the project objectives and the EPRs as set out in the EMF. The EPRs (as finalised) would apply throughout the detailed design, construction, operational, and decommissioning phases of the project.

The Draft Incorporated Document also requires preparation of Alignment Plans and Development Plans for approval by the Minister. The Alignment Plans and Development Plans would confirm the design of the final alignment and associated infrastructure within the SCO3 and set out details of the built form of above ground components of the project.

### 5.3 RESPONSIBILITY FOR ADMINISTRATION OF THE PROJECT

For projects of State significance like Marinus Link, it is appropriate that the Minister for Planning is the Responsible Authority for the administration of the planning control applicable to the development of the project.

It is considered appropriate that the Minister for Planning be the Responsible Authority for the Marinus Link Project under draft planning scheme amendment GC217 as:

- The project is of national, State and regional significance due its size and the potential economic, social and environmental impacts.
- The project works and alignment crosses two municipalities and it is desirable to have consistency across the affected planning schemes in how Marinus Link is assessed and how delivery is regulated under a single planning control.
- Consultation on the Marinus Link EIS/EES, including with Latrobe and South Gippsland Councils, has shown support for the use of an integrated planning approval mechanism for Marinus Link.
- Whilst Latrobe Council and South Gippsland Council are responsible for administering the respective Planning Schemes, Clause 72.01-1 of the Victoria Planning Provisions states that the Minister for Planning is the responsible authority for matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Act (and matters required by a permit or the scheme to be endorsed, approved or done to the satisfaction of the responsible authority), in relation to the use and development of land for a utility installation used to transmit or distribute electricity or for a utility installation used to store electricity if the installed capacity is 1 megawatt or greater. Accordingly, the Minister is the responsible authority for the assessment and decision making of the cable utility installation. Clarification that the Minister is the responsible authority for all aspects of the Project provides a consistent and efficient approach.

## 6. STRATEGIC CONSIDERATIONS

In preparing the draft planning scheme amendment GC217, consideration has been given to how the amendment addresses the strategic considerations of the *Ministers Direction No.11 Strategic Assessment of Amendments*. The purpose of this direction is to ensure a comprehensive and strategic evaluation of a planning scheme amendment and the outcomes it produces.

The following table outlines how draft planning scheme amendment GC217 responds to the requirements of *Ministers Direction No.11 Strategic Assessment of Amendments*.

**Table 2 Strategic Considerations**

Strategic Considerations	Strategic Assessment
<p><b>Why is an amendment required?</b></p>	<p>The amendment is required to facilitate the delivery of the Marinus Link Project. Marinus Link would play a key role in supporting stability, reliability and energy affordability across the NEM as the market evolves from centralised coal fired power generation to a highly diverse system dominated by renewable energy and distributed energy resources.</p> <p>Marinus Link would enable Victoria to have reliable and direct access to Tasmania’s existing and repurposed hydroelectric generation and long-duration energy storage. Marinus Link supports the Victorian Renewable Energy Target (VRET) of 50 per cent by 2030 and Victoria’s long-term target of net zero emissions by 2050. Marinus Link would support the Victorian Government’s plans to develop renewable energy zones, contribute to Victoria’s regional development through direct and indirect economic contribution, and support the transition to reliable, renewable energy particularly in the Latrobe Valley and broader Gippsland region.</p> <p>A planning scheme amendment is considered the most appropriate mechanism by which Marinus Link could be approved under the P&amp;E Act, given:</p> <ul style="list-style-type: none"> <li>• The extent of planning permit triggers across two municipalities</li> <li>• The broad number of stakeholders (in addition to the Councils) with an interest in Marinus Link</li> <li>• The consultation and planning and environmental assessments undertaken as part of the EIS/EES process</li> <li>• The benefit to stakeholders (especially the Councils) from a consistent and coordinated approach to planning approvals</li> <li>• The need to provide an integrated approval for the project</li> </ul>
<p><b>How does the amendment implement the objectives of planning in Victoria?</b></p>	<p>The <i>Planning and Environment Act 1987</i> (P&amp;E Act) establishes a framework for planning and managing the use, development, and protection of land in Victoria in the present and long-term interest of all Victorians. Section 4 of the P&amp;E Act sets out objectives for planning in Victoria, relevantly:</p> <ul style="list-style-type: none"> <li>• To provide for the fair, orderly, economic, and sustainable use and development of land.</li> <li>• To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.</li> <li>• To secure a pleasant, efficient, and safe working, living and recreational environment for all Victorians and visitors to Victoria.</li> <li>• To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.</li> <li>• To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.</li> <li>• To facilitate development in accordance with the objectives set out in the points above.</li> <li>• To balance the present and future interests of all Victorians.</li> </ul>

Strategic Considerations	Strategic Assessment
	<p>The amendment supports the objectives of planning in Victoria as set out in section 4 of the P&amp;E Act by:</p> <ul style="list-style-type: none"> <li>• Facilitating the use and development of a critical electricity and telecommunications connection between Tasmania and Victoria of national significance.</li> <li>• Facilitating a project that would: <ul style="list-style-type: none"> <li>- Support provision of more stable, abundant low-cost and clean energy.</li> <li>- Advance Australia’s transition to a low emissions future by unlocking Tasmania’s renewable energy and long-duration energy storage resources to provide dispatchable energy when it’s needed.</li> <li>- Enable excess energy generated on the mainland to be stored in Tasmania’s hydro storage and made available for use when NEM demand outstrips supply.</li> <li>- Provide an affordable and reliable supply of clean energy for Victorians, as coal generation continues to retire.</li> <li>- Boost telecommunications between Tasmania and Victoria, providing greater capacity, reliability and resilience.</li> </ul> </li> </ul> <p>The potential environmental, social and economic effects of the project (and the potential significant effects the environment might have on the project) would be considered through the EIS/ EES process. This would include input from a broad range of specialist disciplines which informed the preparation of the EIS/ EES, as well as evidence and submissions received by the independent advisory committee (IAC), the IAC report and the subsequent Minister’s assessment.</p> <p>To the extent the incorporated document allows the project land to be used and developed for the project, it includes conditions to require:</p> <ul style="list-style-type: none"> <li>• Alignment plans to be prepared and approved by the Minister for Planning, and the Project to be developed generally in accordance with those plans.</li> <li>• An environmental management framework (EMF) including environmental performance requirements (EPRs) prepared to the satisfaction of the Minister for Planning.</li> <li>• The provision of native vegetation offsets in accordance with the <i>Guidelines for removal, destruction or lopping of native vegetation</i> (Department of Environment, Land, Water and Planning, December 2017).</li> </ul> <p>The use and development of project land for the project must be undertaken in accordance with the conditions in the incorporated document. In most instances, these conditions must be satisfied prior to the commencement of development (excluding preparatory buildings and works) and require the approval of the Minister for Planning or, in the case of native vegetation offsets, approval of the Secretary to the Department of Energy, Environment and Climate Action.</p> <p>The EMF will include EPRs which will set out the performance-based environmental standards and outcomes that the project is required to achieve during design, construction and operation. The EPRs will include standards for acceptable environmental performance, either by reference to statutory obligations or by establishing project-specific benchmarks, as well as obligations to prepare a range of sub-ordinate plans to manage specific issues. The EMF will also set out the roles, responsibility, accountabilities and governance arrangements for implementing the EPRs. An independent environmental auditor will conduct independent reviews of activities and documentation, approve subordinate plans and audit compliance of the project with the EPRs.</p>
<p><b>Does the amendment address any relevant bushfire risk?</b></p>	<p>The amendment is not expected to increase the risk to life, property, community infrastructure or the natural environment from bushfire. The amendment implements an Incorporated Document which includes conditions that require compliance with Environmental Management Framework which include Environmental Performance Requirements that address bushfire risk.</p> <p>An assessment of bushfire risk was undertaken to inform the project and associated recommendations for bushfire protection measures have been incorporated into the project design. These matters would be considered by the IAC as part of the EIS/ EES process.</p>

Strategic Considerations	Strategic Assessment
	<p>The assessment found that the level of initial risk was minor or insignificant across all vulnerability criteria. EPRs have been recommended to minimise residual risk. These EPRs target bushfire ignition management, bulk static water capacity, access, operations maintenance design (asset protection zones) and bushfire emergency management planning. The overall risk to life and property with the implementation of the EPRs would be reduced to insignificant.</p> <p>The CFA Victoria has also been consulted in the preparation of the EIS/EES and this planning scheme amendment.</p>
<p><b>Does the amendment comply with the requirements of any other Minister's Directions applicable to the amendment?</b></p>	<p>Section 12(2)(a) of the <i>Planning and Environment Act 1987</i> requires that in preparing a planning scheme amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this amendment:</p> <ul style="list-style-type: none"> <li>• Form and Content of Planning Schemes</li> <li>• No. 1 Potentially Contaminated Land</li> <li>• No. 11 Strategic Assessment of Amendments</li> <li>• No. 19 Ministerial Direction on the preparation and content of amendments that may significantly impact the environment, amenity and human health and Ministerial requirement for information for authorisation or preparation of amendments that may significantly impact the environment, amenity and human health.</li> </ul> <p>The amendment complies with all the relevant Minister's Directions as described below:</p> <p><u>Ministerial Direction on the Form and Content of Planning Schemes</u></p> <p>The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the <i>Planning and Environment Act 1987</i>.</p> <p><u>Ministerial Direction No. 1 – Potentially Contaminated Land</u></p> <p>Most of the project land was used for agriculture and no broad-scale contamination associated with heavy industry sources exists.</p> <p>The Contaminated Land and Acid Sulfate Soils Assessment prepared for the project identified five potential hazards with a low to moderate risk of causing impacts to the environment. The amendment implements an Incorporated Document which outlines specific controls and conditions to manage the use and development of the land, and which include a requirement for the project to be undertaken generally in accordance with approved EMF including EPRs for the project. The Contaminated Land and Acid Sulfate Soils Assessment recommended EPRs that would be adopted for each of the identified potential environmental hazards and concluded that these are appropriate for the purposes of managing the potential risks to human health or the environment.</p> <p>EPRs addressing land contamination matters, including the development of a contaminated land management plan, together with an appropriate governance framework will ensure potential effects associated with contaminated spoil and other waste streams are sufficiently managed.</p> <p><u>Ministerial Direction No. 11 – Strategic Assessment of Amendments</u></p> <p>The purpose of this direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. The amendment has been prepared having regard to this direction as set out in the explanatory report.</p> <p><u>Ministerial Direction No. 19 – Preparation and content of amendments that may significantly impact the environment, amenity and human health</u></p> <p>This direction applies to the review of planning schemes and preparation of planning scheme amendments that may (among other things) allow the use or development of land that could result in water, noise, air or land pollution impacts on the environment, amenity or human health.</p> <p>This direction requires that the planning authority must seek the written views of the Environment Protection Authority Victoria (EPA Victoria) and address its views.</p>

Strategic Considerations	Strategic Assessment
	<p>As part of the EES process, the EPA made submissions, including in writing, and including in relation to the draft amendment. This process ensured that EPA Victoria's views on the amendment have been considered.</p>
<p><b>How does the amendment support or implement the Planning Policy Framework and any adopted State policy?</b></p>	<p>This amendment is consistent with the PPF, particularly Clause 19 Infrastructure which seeks to minimise the impact of development on the operation of major infrastructure of national, state and regional significance such as communication networks and energy generation and distribution systems. Planning for physical infrastructure should 'enable it to be provided in a way that is efficient, equitable, accessible and timely'.</p> <p>Clause 19.01-1S Energy Supply in particular seeks to facilitate appropriate development of energy supply infrastructure, by: supporting the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy; developing appropriate infrastructure to meet community demand for energy services; ensuring energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change; supporting energy infrastructure projects in locations that minimise land use conflicts and that take advantage of existing resources and infrastructure networks; and facilitating energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes.</p> <p>The amendment supports <i>Victoria's Climate Change Strategy 2021</i> and facilitates the project consistent with <i>Victoria's Infrastructure Strategy 2021–2051</i>.</p>
<p><b>How does the amendment support or implement the Municipal Planning Strategy?</b></p>	<p>The MPS provides an overview of important local planning issues in an introductory context, sets out the vision for future use and development in the municipality and establishes strategic directions about how the municipality is expected to change through the implementation of planning policy and the planning scheme.</p> <p><u>South Gippsland Planning Scheme</u></p> <p>South Gippsland is a large rural municipality with a decentralised population of approximately 30,000. Primary economic drivers in the South Gippsland region include primary industries combined with associated activities and food processing. The main agricultural land use within the project land is dairy farming and associated activities. The project supports and addresses the MPS policies:</p> <ul style="list-style-type: none"> <li>• South Gippsland MPS 02.02 – The project builds upon on the region's natural advantages with regards to renewable energy generation and energy transmission infrastructure, and locational advantages on the Bass Strait, to provide the community with services and infrastructure that enhance liveability and environmental sustainability for current and future generations.</li> <li>• South Gippsland MPS 02.03-2 – The project design has considered locally significant views and vistas that contribute to the character of the coast and coastal hinterland region, noting that the project will be constructed such that the infrastructure will be primarily underground.</li> <li>• South Gippsland MPS 02.03-4 – South Gippsland Shire contains some of the most productive agricultural areas in Victoria and provides a substantial proportion of Victoria's milk as well as beef, prime lamb and vegetables, and underpins the Shire's economy. The project minimises disruption to the agricultural industry through project staging and access agreements with landholders, and by placing the infrastructure underground, will maintain high quality agricultural land for primary production.</li> <li>• South Gippsland MPS 02.03-7 – The project minimises impacts to the assets of tourism value including the coastline and rural landscapes, accommodation, and the Great Southern Rail Trail and the Grand Ridge Rail Trail.</li> </ul> <p><u>Latrobe Planning Scheme</u></p> <p>Latrobe Valley has one of the world's largest reserves of brown coal, however is experiencing a period of economic restructuring associated with the change in traditional employment sectors that support Victoria's power production. Key industries include forestry, food processing, engineering, health, and post-secondary education, as well as an agricultural industry that is based primarily on dairy farming and livestock. The project supports and addresses the MPS policies:</p>

Strategic Considerations	Strategic Assessment
	<ul style="list-style-type: none"> <li>• Latrobe MPS 02.03-3 – The project has sought to reduce bushfire risk through various bushfire protection measures.</li> <li>• Latrobe MPS02.03-4 – The project has sought to minimise impacts on high quality agricultural land that supports dairy farming, broadacre farming and forestry, as well as rural residential living, tourism, niche rural industry and small scale farming operations.</li> <li>• Latrobe MPS 02.03-4 – The project would not prejudice the use of brown coal reserves, however supports the transition to cleaner energy production.</li> </ul>
<p><b>Does the amendment make proper use of the Victoria Planning Provisions?</b></p>	<p>The amendment makes proper use of the Victoria Planning Provisions and is consistent with the <i>Ministerial Direction: The Form and Content of Planning Schemes</i>.</p> <p>The use of an incorporated document and SCO as the primary control to manage the use and development of the land makes proper use of the VPP. The SCO is to be applied in circumstances where a specific land use and development outcome is sought. The associated incorporated document outlines specific controls and conditions to manage the use and development of the land for the utility infrastructure. These controls are commonly used to facilitate infrastructure projects in a streamlined way.</p> <p>For more detail refer to Section 4.2.2 and Section 5.</p>
<p><b>How does the amendment address the views of any relevant agency?</b></p>	<p>The amendment has been developed in consultation with the Department of Transport and Planning (DTP), Department of Energy, Environment and Climate Change (DEECA), the Department of Jobs, Skills, Industry and Regions (DJSIR), First Peoples - State Relations, EPA Victoria, West Gippsland CMA, Maritime Safety Victoria, Victorian Fisheries Authority, Transport for Victoria, Regional Roads Victoria, , the Gunaikurnai Land and Waters Aboriginal Corporation, and the City of Latrobe and South Gippsland Shire Council.</p>
<p><b>Does the amendment address the requirements of the Transport Integration Act 2010?</b></p>	<p>The purpose of the <i>Transport Integration Act 2010</i> is to create a framework for the provision of an integrated and sustainable transport system in Victoria. The vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.</p> <p>The objectives and decision making principles are outlined in Part 2 of Divisions 2 and 3 of the TI Act. The Traffic and Transport Impact Assessment prepared for the EIS/EES has considered the impact of construction traffic on the transport network. The Traffic and Transport Impact Assessment has also informed other assessments supporting the EIS/EES where relevant, consistent with the objectives of the TI Act. The integrated approach to assessment and approval of the project under the EE Act and P&amp;E Act, is consistent with the decision making principles of the TI Act.</p> <p>The Traffic and Transport Impact Assessment and associated recommendations for traffic management have been incorporated into the project design. The Assessment concluded that the majority of the project's impacts with respect to traffic would be largely limited to the construction phase. A number of EPRs have been recommended in accordance with the EIS / EES guidelines, which include 'the implementation of traffic management plans, consultation with stakeholders and local community representatives / residents and some infrastructure upgrades', and will effectively manage any impact which the project has on the transport network.</p>
<p><b>What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?</b></p>	<p>The Minister for Planning is the responsible authority for administering and enforcing the provisions of the planning schemes as they relate to use and development of land for the project. The proposed planning provisions are not expected to have a material impact on the resource and administrative costs of the responsible authority (Minister for Planning).</p> <p>The draft incorporated document allows the use and development of Marinus Link land for the purposes of the project subject to project-specific conditions, without the need to obtain planning permits or to otherwise comply with other provisions of the planning schemes.</p>

## 7. STAKEHOLDER ENGAGEMENT

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A community and stakeholder engagement plan was prepared as part of the EIS/EES and is found at Volume 1 Chapter 8 Community and Stakeholder Engagement. Extensive consultation with the community and agency stakeholders has been undertaken as part of the preparation of the EIS/EES.

The process for preparing the Marinus Link EIS/EES included the establishment of a Technical Reference Group (TRG) in line with the typical process for an EIS/EES. The TRG includes the Department of Transport and Planning (DTP), Department of Energy, Environment and Climate Change (DEECA), the Department of Jobs, Skills, Industry and Regions (DJSIR), First Peoples - State Relations, EPA Victoria, West Gippsland CMA, Maritime Safety Victoria, Victorian Fisheries Authority, Transport for Victoria, Regional Roads Victoria, the Gunaikurnai Land and Waters Aboriginal Corporation, and the City of Latrobe and South Gippsland Shire Council. The TRG was established in April 2022 and has met 15 times during the preparation of the EIS/EES.

The draft PSA was reviewed by the TRG during this process. MLPL has also undertaken additional consultation on the draft PSA with relevant councils and DTP.

The exhibition, consideration of social, environmental, and economic effects, public hearings and consideration of submissions as part of an EES are consistent with those required for planning approvals. The draft PSA including draft schedules to the SCO (Schedule 3 in both the Latrobe Planning Scheme and South Gippsland Planning Scheme), draft Incorporated Document, and draft Explanatory Report would be exhibited with the Marinus Link EIS/EES. This would not be formal exhibition of the PSA within the meaning of the P&E Act but would provide an opportunity for stakeholders to make submissions and feedback on the draft PSA, and to have them considered by an Inquiry Panel or Advisory Committee and ultimately by the Minister for Planning.



## 8. PLANNING SCHEME AMENDMENT APPROVAL PATHWAY

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As outlined in sections 4 and 5 of this Strategic Assessment Report, the preferred planning mechanism to deliver Marinus Link is via a planning scheme amendment (PSA).

Draft PSA GC217 including the draft Incorporated Document and schedules to the SCO, and draft Explanatory Report would be made available for public submission by being exhibited with the Marinus Link EIS/EES.

While a PSA can be made by a municipal council or the Minister for Planning, it is appropriate for this project that the amendment be made by the Minister for Planning, under section 20(4) of the P&E Act. This section enables the Minister for Planning to exempt themselves from the notice and exhibition requirements of the Act and regulations, in respect of an amendment which the Minister prepares, if the Minister considers that compliance with those requirements is not warranted or that the interests of Victoria make such an exemption appropriate.

As outlined at Section 7 of this report, the public exhibition phase of the EIS/EES allows the community to provide submissions and feedback on the draft amendment, which would be considered by the Inquiry or Advisory Committee and ultimately by the Minister for Planning as part of the planning scheme amendment process.

Relevant matters in support of the Minister for Planning exercising their discretion under section 20(4) of the P&E Act include the following:

- Marinus Link is a project of genuine national, State and regional significance
- Draft planning scheme amendment GC217 has been placed on exhibition with the EIS/EES and made available for public comment and scrutiny through the inquiry process into the environmental effects of the project
- The views of affected persons on the amendment would be made known and considered as part of that process
- It avoids duplication of process
- It enables a project specific integrated planning approval to apply to the further design, use and development of the project
- It would facilitate the timely delivery of the project following a comprehensive impact assessment process with high levels of community and stakeholder engagement.

This process for approval of PSA GC217 is reflective of the importance of Marinus Link.

Given the number of planning permit triggers across the two municipalities, the number of stakeholders (in addition to the Councils) with an interest in the project, the consultation and planning and environmental assessments undertaken as part of the EIS/EES process and the need to provide an integrated approval, it is considered appropriate that the project is facilitated by the Minister for Planning.

A planning scheme amendment process approved via section 20(4) of the P&E Act would support delivery of this national, State and regionally significant project by providing a clear and timely set of planning controls which are consistent across the two planning schemes.

## 9. CONCLUSION

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Marinus Link and supporting transmission would help Australia's transition to a low emissions future by unlocking Tasmania's renewable energy and long-duration energy storage resources to provide dispatchable energy when it's needed.

As outlined the *Marinus Link Business Case* (2019), Tasmania has enormous potential to support the transformation that is underway, with its access to some of Australia's most cost-competitive renewable energy and storage resources. These resources include existing hydroelectric generators that have capacity available at times of peak demand in the NEM, cost-competitive deep pumped hydro energy storage potential, and an abundance of world-class wind resources.

Victoria's customers would benefit from accessing Tasmania's dispatchable energy and firming capacity as wind and solar generation increases. Furthermore, Tasmania would become an additional customer for excess generation, efficiently using and storing surplus Victorian renewable energy. Customers in New South Wales, South Australia, and Queensland would also benefit from greater access to Tasmania's cost-competitive energy and storage resources. New transmission investment between Tasmania and Victoria is required to unlock these potential benefits for the NEM.

The amendment would support and implement Victorian energy, climate change and infrastructure policy.

Analysis of the planning controls that would apply to the project without a planning scheme amendment have indicated a number of planning permits would be required across the Latrobe and South Gippsland planning schemes. The assessment also considered the planning controls that could be applied to facilitate the project.

Given the scale and importance of Marinus Link, it is recommended that the project is delivered via an Incorporated Document providing a project specific planning control.

Given the national and State significance of the project, it is necessary to ensure consistency across the two affected planning schemes in how the project is implemented. It is appropriate therefore that the Minister for Planning be the responsible authority for the administration and enforcement of the planning controls governing further design, development, use and decommissioning.

It is therefore recommended that the Minister for Planning prepare, adopt and approve draft planning scheme amendment GC217 under sections 20(4), 29 and 35 of the P&E Act following conclusion (and subject to the outcomes) of the EIS/EES assessment process.

## APPENDIX A: DRAFT EXPLANATORY REPORT

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## **Latrobe Planning Scheme**

## **South Gippsland Planning Scheme**

## **Amendment GC217**

## **Explanatory Report**

### **Overview**

Marinus Link (the project) comprises a 1500 megawatt (MW) high voltage direct current (HVDC) electricity interconnector between Heybridge in northwest Tasmania and the Latrobe Valley in Victoria. The project would provide a second link between the Tasmanian renewable energy resources and the national electricity grid enabling efficient energy trade, transmission and distribution from a diverse range of generation sources to where it is most needed, and would increase energy capacity and security across the National Electricity Market (NEM). The Victorian component of Marinus Link would be mostly located in the City of Latrobe and South Gippsland Shire.

Marinus Link Pty Ltd (MLPL) as proponent for the project has requested that the Minister for Planning (Minister) prepare, adopt and approve a Planning Scheme Amendment (PSA) to the Latrobe and South Gippsland Planning Schemes. The PSA applies planning controls that will facilitate the use, development and associated works for the project. The PSA includes application of a Specific Controls Overlay which applies an Incorporated document. The Incorporated Document ensures that the environmental impacts anticipated through the construction and operation of Marinus Link would be acceptably managed.

### **Where you may inspect this amendment**

The amendment can be inspected free of charge at:

- the Latrobe City Council website at:  
<https://yoursay.latrobe.vic.gov.au/>
- the South Gippsland Shire Council website at:  
<https://yoursay.southgippsland.vic.gov.au/>

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Latrobe City Council – 141 Commercial Road, Morwell
- South Gippsland Shire Council – 9 Smith Street, Leongatha

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

## Details of the amendment

### Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of Marinus Link Pty Ltd (proponent), to facilitate the Marinus Link (project).

### Land affected by the amendment

The amendment applies to land that is required for the use and development of the project (subject land). The subject land traverses two planning schemes – Latrobe Planning Scheme and South Gippsland Planning Scheme. The subject land is shown as SCO3 on the planning scheme maps and is generally shown on the attached maps.

The land will be used and developed for the Marinus Link Project (the project), in accordance with the *Marinus Link Project Incorporated Document, February 2024*. The incorporated document identifies the preferred alignment for the project as the ‘project land’, within the ‘subject land’ as identified as SCO3 within the affected landholdings.

### What the amendment does

The amendment:

- Introduces Clause 45.12 ‘Specific Controls Overlay’ (SCO) to the South Gippsland Planning Scheme, and new Schedule 3 (SCO3) in the Latrobe Planning Scheme and South Gippsland Planning Scheme, to give effect to the specific control contained in the *Marinus Link Project Incorporated Document, February 2024*.
- Amend the schedule to Clause 72.01 ‘Responsible Authority for This Planning Scheme’ of the Latrobe and South Gippsland Planning Schemes to make the Minister for Planning the Responsible Authority for the administration and enforcement of the planning schemes relevant to the use and development of land for Marinus Link and the *Marinus Link Project Incorporated Document, February 2024*.
- Inserts new Planning Scheme Maps as follows and amends the Schedule to Clause 72.03 ‘What does this Scheme Consist of?’ to insert reference to the

new maps:

- Latrobe Planning Scheme – 90SCO, 91SCO, 93SCO, 92SCO, 105SCO, 106SCO and 116SCO
- South Gippsland Planning Scheme – 8SCO, 9SCO, 18SCO, 19SCO, 21SCO, 26SCO and 35SCO
- Amends the Schedule to Clause 72.04 ‘Documents incorporated in this Planning Scheme’ of the Latrobe and South Gippsland Planning Schemes to include the *Marinus Link Project Incorporated Document, February 2024*.
- Amends the Schedule to Clause 74.01 ‘Application of Zones, Overlays and Provisions’ of the Latrobe and South Gippsland Planning Schemes to include ‘Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document’.

## **Strategic assessment of the amendment**

### **Why is the amendment required?**

The amendment is required to facilitate the delivery of the Marinus Link Project, a project of national and State significance in meeting energy requirements and climate change targets.

### **How does the amendment implement the objectives of planning in Victoria?**

The amendment supports the objectives of planning in Victoria as set out in Section 4 of the Planning and Environment Act 1987. The following objectives are particularly relevant to the amendment:

- (a) *To provide for the fair, orderly, economic and sustainable use, and development of land.*
- (c) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- (e) *To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*
- (f) *To facilitate development in accordance with the objectives set out in paragraphs (a), (c), and (e).*
- (g) *To balance the present and future interests of all Victorians.*

The amendment implements these objectives by:

- Facilitating the use and development of a critical electricity and telecommunications connection between Tasmania and Victoria of national significance.

- Facilitating a project that will:
  - Provide more stable, abundant low-cost and clean energy.
  - Advance Australia's transition to a low emissions future by unlocking Tasmania's renewable energy and long-duration energy storage resources to provide dispatchable energy when it's needed.
  - Enabling excess energy generated on the mainland to be stored in Tasmania's hydro storage and made available for use when NEM demand outstrips supply.
  - Provide an affordable and reliable supply of clean energy for Victorians, as coal generation continues to retire.
  - Boost telecommunications between Tasmania and Victoria, providing greater capacity, reliability and resilience. How does the amendment address any environmental, social and economic effects?

The Minister for Planning appointed an inquiry under section 9(1) of the *Environment Effects Act 1978* and an advisory committee under section 151 of the *Planning and Environment Act 1987*, to jointly consider and report on the project, including the draft amendment to facilitate the project.

The potential environmental, social and economic effects of the project (and the potential significant effects the environment might have on the project) were considered through the EIS /EES process. This included input from a broad range of specialist disciplines which informed the preparation of the EIS /EES, as well as evidence and submissions received by the independent advisory committee (IAC), the IAC report and the subsequent Minister's assessment.

To the extent the incorporated document allows the subject land to be used and developed for the project, it includes conditions to require:

- Alignment plans to be prepared and approved by the Minister for Planning, and the Project to be developed generally in accordance with those plans. If the Alignment Plans propose project infrastructure within the subject land but outside the project land, a report addressing the changes must be provided to the Minister for Planning with the Alignment plans for approval.
- An environmental management framework (EMF) including environmental performance requirements (EPRs) prepared to the satisfaction of the Minister for Planning.
- The provision of native vegetation offsets in accordance with the Guidelines for removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, December 2017).

The use and development of subject land for the project must be undertaken in accordance with the conditions in the incorporated document. In most instances, these conditions must be satisfied prior to the commencement of development (excluding preparatory buildings and works) and require the approval of the Minister for Planning or, in the case of native vegetation offsets, approval of the Secretary to DEECA.

The EMF will include EPRs which will set out the performance-based environmental standards and outcomes that the project is required to achieve during design, construction and operation. The EPRs will include standards for acceptable environmental performance, either by reference to statutory obligations or by establishing project-specific benchmarks, as well as obligations to prepare a range of sub-ordinate plans to manage specific issues. The EMF will also set out the roles, responsibility, accountabilities and governance arrangements for implementing the EPRs. An independent environmental auditor will conduct independent reviews of activities and documentation, approve subordinate plans and audit compliance of the project with the EPRs.

### **Does the amendment address relevant bushfire risk?**

The Amendment meets bushfire policy in Clause 13.02 of the Planning Schemes because an assessment of bushfire risk was undertaken to inform the project and associated recommendations for bushfire protection measures have been incorporated into the project design. These matters were considered by the IAC as part of the EIS/EES process. The assessment found that the level of initial risk was minor or insignificant across all vulnerability criteria. EPRs have been recommended to minimise residual risk. These EPRs target bushfire ignition management, bulk static water capacity, access, operations maintenance design (asset protection zones) and bushfire emergency management planning. The overall risk to life and property with the implementation of the EPRs would be reduced to insignificant.

The amendment is not expected to increase the risk to life, property, community infrastructure or the natural environment from bushfire.

As part of the EIS/EES process, the CFA made submissions, including in writing, and including in relation to the draft amendment. This process ensured that the CFA's views on the amendment have been considered.

### **Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?**

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a planning scheme amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this amendment:

#### Ministerial Direction on the Form and Content of Planning Schemes

The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987*.

#### Ministerial Direction No. 1 – Potentially Contaminated Land

Most of the subject land was used for agriculture and no broad-scale contamination associated with heavy industry sources exists.



The Contaminated Land and Acid Sulfate Soils Assessment prepared for the project identified 'five potential hazards with a low to moderate risk of causing impacts to the environment. The amendment implements an Incorporated Document which outlines specific controls and conditions to manage the use and development of the land, and which include a requirement for the project to be undertaken generally in accordance with approved EMF including EPRs for the project. The Contaminated Land and Acid Sulfate Soils Assessment recommended EPRs that would be adopted for each of the identified potential environmental hazards and concluded that these are appropriate for the purposes of managing the potential risks to human health or the environment.

EPRs addressing land contamination matters, including the development of a contaminated land management plan, together with an appropriate governance framework will ensure potential effects associated with contaminated spoil and other waste streams are sufficiently managed.

#### Ministerial Direction No. 11 – Strategic Assessment of Amendments

The purpose of this direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. The amendment complies with *Ministerial Direction No. 11 (Strategic Assessment of Amendments)* under section 12 of the *Planning and Environment Act 1987*. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. The amendment has been prepared having regard to this direction as set out in this explanatory report.

#### Ministerial Direction No. 19 – Preparation and content of amendments that may significantly impact the environment, amenity and human health

This direction applies to the review of planning schemes and preparation of planning scheme amendments that may (among other things) allow the use or development of land that could result in water, noise, air or land pollution impacts on the environment, amenity or human health.

This direction requires that the planning authority must seek the written views of the Environment Protection Authority Victoria (EPA Victoria) and address its views.

As part of the EIS/EES process, the EPA made submissions, including in writing, and including in relation to the draft amendment. This process ensured that EPA Victoria's views on the amendment have been considered.

### **How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

This amendment is consistent with the PPF, particularly Clause 19 Infrastructure which seeks to minimise the impact of development on the operation of major infrastructure of national, state and regional significance such as communication networks and energy generation and distribution systems. Planning for physical infrastructure should 'enable it to be provided in a way that is efficient, equitable,

accessible and timely’.

Clause 19.01-1S Energy Supply in particular seeks to facilitate appropriate development of energy supply infrastructure, by: supporting the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy; developing appropriate infrastructure to meet community demand for energy services; ensuring energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change; supporting energy infrastructure projects in locations that minimise land use conflicts and that take advantage of existing resources and infrastructure networks; and facilitating energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes.

The amendment supports *Victoria’s Climate Change Strategy 2021* and facilitates the project consistent with *Victoria’s Infrastructure Strategy 2021–2051*.

## **How does the amendment support or implement the Municipal Planning Strategy?**

The MPS provides an overview of important local planning issues in an introductory context, sets out the vision for future use and development in the municipality and establishes strategic directions about how the municipality is expected to change through the implementation of planning policy and the planning scheme.

### South Gippsland Planning Scheme

South Gippsland is a large rural municipality with a decentralised population of approximately 30,000. Primary economic drivers in the South Gippsland region include primary industries combined with associated activities and food processing. The main agricultural land use within the subject land is dairy farming and associated activities. The project supports and addresses the MPS policies:

- South Gippsland MPS 02.02 (Vision) – The project builds upon on the region’s natural advantages with regards to renewable energy generation and energy transmission infrastructure, and locational advantages on the Bass Strait, to provide the community with services and infrastructure that enhance liveability and environmental sustainability for current and future generations.
- South Gippsland MPS 02.03-2 (Environmental and landscape values) – The project design has considered locally significant views and vistas that contribute to the character of the coast and coastal hinterland region, noting that the project will be constructed such that the infrastructure will be primarily underground.
- South Gippsland MPS 02.03-4 (Natural resource management) – South Gippsland Shire contains some of the most productive agricultural areas in Victoria and provides a substantial proportion of Victoria’s milk as well as beef, prime lamb and vegetables, and underpins the Shire’s economy. The project minimises disruption to the agricultural industry through project staging

and access agreements with landholders, and by placing the infrastructure underground, will maintain high quality agricultural land for primary production.

- South Gippsland MPS 02.03-7 (Economic development) – The project minimises impacts to the assets of tourism value including the coastline and rural landscapes, accommodation, and the Great Southern Rail Trail and the Grand Ridge Rail Trail.

### Latrobe Planning Scheme

Latrobe Valley has one of the world's largest reserves of brown coal, however is experiencing a period of economic restructuring associated with the change in traditional employment sectors that support Victoria's power production. Key industries include forestry, food processing, engineering, health, and post-secondary education, as well as an agricultural industry that is based primarily on dairy farming and livestock. The project supports and addresses the MPS policies:

- Latrobe MPS 02.03-3 (Economic risks and amenity) – The project has sought to reduce bushfire risk through various bushfire protection measures.
- Latrobe MPS02.03-4 (Natural resource management) – The project has sought to minimise impacts on high quality agricultural land that supports dairy farming, broadacre farming and forestry, as well as rural residential living, tourism, niche rural industry and small scale farming operations.
- Latrobe MPS 02.03-4 (Natural resource management) – The project would not prejudice the use of brown coal reserves, however supports the transition to cleaner energy production.

## **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment makes proper use of the Victoria Planning Provisions and is consistent with the *Ministerial Direction: The Form and Content of Planning Schemes*. The SCO is to be applied in circumstances where a specific land use and development outcome is sought. The associated incorporated document outlines specific controls and conditions to manage the use and development of the land for the utility infrastructure. These controls are commonly used to facilitate infrastructure projects in a streamlined way. The proposed application of the incorporated document to subject land comprising property titles is consistent with planning policy.

## **How does the amendment address the views of any relevant agency?**

A technical reference group (TRG) was convened by the Department of Transport and Planning (DTP), in accordance with normal EIS/EES practice to provide advice to the proponent and DTP on the preparation of the EIS/EES. The TRG comprised representatives from DTP, DEECA, DJSIR, EPA Victoria, West Gippsland CMA,

Maritime Safety Victoria, Victorian Fisheries Authority, Regional Roads Victoria, Gunaikurnai Land and Waters Aboriginal Corporation, Latrobe City Council and South Gippsland Shire Council. The CFA Victoria has also been consulted through the preparation of the EIS/EES and this planning scheme amendment.

The above organisations were provided with the opportunity to make a submission and be heard at the public hearing as part of the Inquiry and Advisory Committee (IAC) through the EIS/EES process. Submissions and other evidence from these organisations were considered by the IAC, and this, together with the IAC report and the Minister's assessment, informed the preparation of this amendment.

## **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The purpose of the Transport Integration Act 2010 is to create a framework for the provision of an integrated and sustainable transport system in Victoria. The vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.

The objectives and decision making principles are outlined in Part 2 of Divisions 2 and 3 of the TI Act. The Traffic and Transport Impact Assessment prepared for the project has considered the impact of construction traffic on the transport network. The Traffic and Transport Impact Assessment has also informed other assessments supporting the project where relevant, consistent with the objectives of the TI Act. The integrated approach to assessment and approval of the project under the EE Act and P&E Act, is consistent with the decision making principles of the TI Act.

A traffic impact assessment was undertaken to inform the project and associated recommendations for traffic management have been incorporated into the project design. These matters were considered by the IAC as part of the EIS/EES process. The Traffic Impact Assessment undertaken for the project concluded that the majority of the project's impacts with respect to traffic would be largely limited to the construction phase. A number of EPRs have been recommended in accordance with the EIS /EES guidelines, which include 'the implementation of traffic management plans, consultation with stakeholders and local community representatives / residents and some infrastructure upgrades', and will effectively manage any impact which the project has on the transport network.

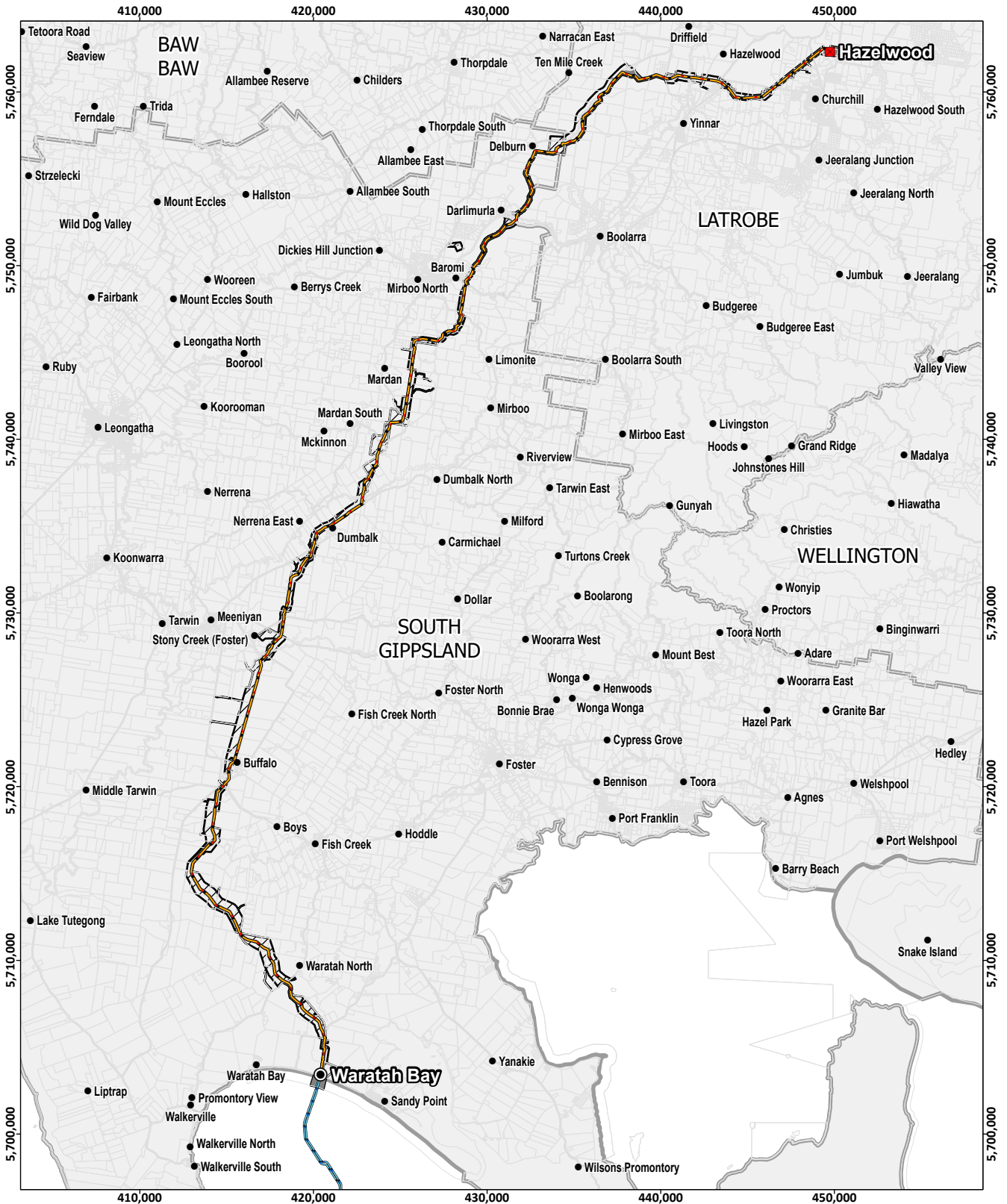
The amendment is not expected to have any significant impact on the transport system.

## **Resource and administrative costs**

**What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Minister for Planning is the responsible authority for administering and enforcing the provisions of the planning schemes as they relate to use and development of land for the project. The new planning provisions are not expected to have a significant impact on the resource and administrative costs of the Minister for Planning as responsible authority.

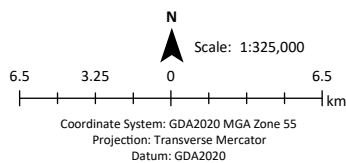
## **Attachment A – Mapping**



## Marinus Link project land

### Legend

- Potential converter station
- Landfall
- Proposed underground HVDC cable
- Proposed HVDC subsea cable
- Major road
- Cadastre
- Local Government Area (LGA)
- Proposed SCO3 area
- Project land
- Additional land



Source:  
Proposed route, Project and additional land from Tetra Tech Coffey.  
Place names and roads from VICMAP.

Date: 19/04/2024 5:08 PM  
Prepared by: HELEN.UNKOVICH



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## APPENDIX B: DRAFT PLANNING SCHEME AMENDMENT DOCUMENTS

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Marinus Link Incorporated Document, 2 February 2024

Latrobe Planning Scheme ordinance:

- Schedule to Clause 45.12 Specific Controls Overlay
- Schedule to Clause 72.01 Responsible Authority for this Planning Scheme
- Schedule to Clause 72.03 What Does this Planning Scheme Consist Of?
- Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme
- Schedule to Clause 74.01 Application of Zones, Overlays and Provisions

South Gippsland Planning Scheme ordinance:

- Schedule to Clause 45.12 Specific Controls Overlay
- Schedule to Clause 72.01 Responsible Authority for this Planning Scheme
- Schedule to Clause 72.03 What Does this Planning Scheme Consist Of?
- Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme
- Schedule to Clause 74.01 Application of Zones, Overlays and Provisions

Latrobe Planning Scheme maps

- 90SCO, 91SCO, 92SCO, 93SCO, 105SCO, 106SCO and 116SCO

South Gippsland Planning Scheme maps

- 8SCO, 9SCO, 18SCO, 19SCO, 21SCO, 26SCO and 35SCO



*Planning and Environment Act 1987*

**LATROBE PLANNING SCHEME**

**SOUTH GIPPSLAND PLANNING SCHEME**

**AMENDMENT GC217**

**INSTRUCTION SHEET**

The planning authority for this amendment is the Minister for Planning.

**The Latrobe Planning Scheme is amended as follows:**

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of six attached map sheets.

***Overlay Maps***

1. Amend Planning Scheme Map No. 92SCO in the manner shown on the attached map marked "Latrobe Planning Scheme, Amendment GC217".
2. Insert new Planning Scheme Map Nos. 90SCO, 91SCO, 93SCO, 105SCO, 106SCO and 116SCO in the manner shown on the five attached maps marked "Latrobe Planning Scheme, Amendment GC217".

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

3. In **Overlays** – Clause 45.12, insert a new Schedule in the form of the attached document.
4. In **Operational Provisions** – Clause 72.01, replace the Schedule with a new Schedule in the form of the attached document.
5. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.
6. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.
7. In **Operational Provisions** – Clause 74.01, replace the Schedule with a new Schedule in the form of the attached document.

**The South Gippsland Planning Scheme is amended as follows:**

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of five attached map sheets.

***Overlay Maps***

8. Insert new Planning Scheme Map Nos. 8SCO, 9SCO, 18SCO, 19SCO, 21SCO, 26SCO and 35SCO in the manner shown on the five attached maps marked "South Gippsland Planning Scheme, Amendment GC217".

## **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

9. In **Overlays** – insert Clause 45.12 in the form of the attached document.
10. In **Overlays** – Clause 45.12, insert a new Schedule in the form of the attached document.
11. In **Operational Provisions** – Clause 72.01, replace the Schedule with a new Schedule in the form of the attached document.
12. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.
13. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.
14. In **Operational Provisions** – Clause 74.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

**DRAFT**

# **Marinus Link Project**

Incorporated Document

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Draft 2 February 2024

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

## **1 INTRODUCTION**

- 1.1 This document is an Incorporated Document in the Latrobe Planning Scheme and South Gippsland Planning Scheme (**Planning Schemes**) pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.
- 1.2 This Incorporated Document facilitates the delivery and operation of the Marinus Link Project (**Project**).
- 1.3 The control in Clause 4 prevails over any contrary or inconsistent provision in the Planning Schemes.

## **2 PURPOSE**

- 2.1 The purpose of the control in Clause 4 is to permit and facilitate the use and development of the land described in Clause 3 for the purposes of the construction, operation and decommissioning of the Project in accordance with the conditions specified in Clause 5.

## **3 LAND**

- 3.1 The control in this Incorporated Document applies to the land shown on the planning scheme maps as SCO3 in the Planning Schemes (**Subject Land**). The Subject Land is shown in Attachment 1 and comprises:
- 3.1.1 The **Project Land**, reflecting the preferred alignment of the cable route and infrastructure for the Project and shown on the plans in Attachment 1 with solid grey fill; and
- 3.1.2 The **Additional Land**, being additional areas of land within certain landholdings that are affected by the Project Land (and sections of roads adjacent to those landholdings), as shown on the plans in Attachment 1 with hatched black lines.

## **4 CONTROL**

- 4.1 Exemption from Planning Scheme Requirements
- 4.1.1 Despite any provision to the contrary, or any inconsistent provision in the Planning Schemes, no planning permit is required for, and no provision in the Planning Schemes operates to prohibit, restrict or regulate the use or development of the Subject Land for the purposes of, or related to, the Project.
- 4.1.2 The Project includes, but is not limited to, the following:
- (a) Use and development of land for Utility Installations (as defined in Clause 73 of the Planning Schemes) and associated buildings and works including:
- i. Transmission cables and fibre optic cables, including cable joints, a fibre optic terminal station and transition station if required.

ii. HVAC-HVDC converter station.

(b) Ancillary activities including, but not limited to:

- i. Use and development of laydown areas for construction purposes.
- ii. Earthworks, including cutting and excavation, spoil stockpiling and removal, and the formation of drainage works.
- iii. Use and development of temporary site workshops and storage, car parking, administration and amenities buildings.
- iv. Use and development of temporary concrete batching plants.
- v. Removal, destruction and lopping of trees and vegetation, including native vegetation and dead vegetation.
- vi. Development of trenches, ducts, horizontal directional drilling pads, cable joint pits, and provision of access to construction and maintenance sites.
- vii. Demolition, removal and/or relocation of buildings and works.
- viii. Storage and assembly of materials and equipment.
- ix. Relocation, modification, upgrade and installation of services and utilities, including drainage infrastructure, telecommunications infrastructure, high voltage transmission lines and gas pipelines.
- x. Construction or carrying out works to create or alter roads, create or alter access to roads including roads in a Transport Zone, bridges, ramps, fences, access tracks, temporary barriers and site security, noise attenuation walls, retaining walls, car parking areas, bunds, mounds, landscaping, piles, foundations, drainage infrastructure, water treatment and storage, bores and flood mitigation.
- xi. Construction and display of signs related to the project.
- xii. Subdivision and consolidation of land and creation and removal of easements.
- xiii. Restoration and reinstatement works.
- xiv. Modification, removal or installation of bus stops, car parking, and bicycle facilities.
- xv. Construction or carrying out works to excavate land and salvage artefacts.
- xvi. Any activity, building or works that the Minister for Planning confirms in writing is for the purposes of the Project.

## 5 CONDITIONS

5.1 The use and development permitted by this Incorporated Document must be undertaken in accordance with the following conditions.

### 5.2 Alignment Plans and Development Plans

5.2.1 Prior to the commencement of development (excluding preparatory buildings and works under Clause 5.6), Alignment Plans must be submitted to and approved by the Minister for Planning, and must be generally in accordance with the Map Book provided as Attachment 6 of the EIS/EES.

5.2.2 The Alignment Plans must show the route and construction area of the transmission cables and associated easements within the Subject Land, location of joint pits, access roads and tracks, construction compounds, and the location of the converter station and the transition station if one is required.

5.2.3 If the Alignment Plans show Project infrastructure within the Additional Land, the Alignment Plans submitted to the Minister must include a report to the satisfaction of the Minister setting out the reasons for the proposed location of Project infrastructure within the Additional Land and demonstrating that this will not give rise to any material adverse increase in impacts compared to location within the relevant Project Land.

5.2.4 Prior to the commencement of development of each specified above-ground Utility Installation (being the fibre optic terminal station, the converter station and the transition station if required) (excluding preparatory buildings and works under Clause 5.6), a Development Plan showing site layout plans and elevations for that Utility Installation must be submitted to and approved by the Minister for Planning.

5.2.5 The Project must be developed generally in accordance with the approved Alignment Plans and Development Plans, unless the Minister for Planning provides further written consent.

### 5.3 Environmental Management Framework

5.3.1 Prior to the commencement of development (excluding preparatory buildings and works under Clause 5.6), an Environmental Management Framework (**EMF**) must be submitted to and approved by the Minister for Planning. The EMF must include:

(a) A set of environmental performance requirements (**EPRs**) that must be achieved during the design, construction, operation and decommissioning of the Project to reduce and manage environmental effects.

(b) The process, timing and responsibilities for the preparation of a Construction Environment Management Plan and any other sub-plans and procedures required by the EMF.

- (c) A summary of monitoring and reporting processes, including auditing to ensure environmental and amenity effects are reduced and managed during construction, operation and decommissioning of the Project.

#### 5.4 Native Vegetation

- 5.4.1 Prior to removal of native vegetation (excluding native vegetation removed as part of preparatory buildings and works under Clause 5.6), information about that native vegetation in accordance with the relevant requirements of the *Guidelines for removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning (DELWP), December 2017) (Guidelines) including an avoid and minimise statement, must be prepared to the satisfaction of the Secretary to the DEECA. For the avoidance of doubt, the information provided to the Secretary to the DEECA must include information about any native vegetation that has been, or is to be, removed under Clause 5.6.
- 5.4.2 Prior to removal of native vegetation (excluding native vegetation removed as part of preparatory buildings and works under Clause 5.6), the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the satisfaction of the Secretary to DEECA.
- 5.4.3 In exceptional circumstances, the Secretary to DEECA may vary the timing for the provision of offsets in Clause 5.4.2.
- 5.4.4 The secured offset(s) for the Project may be reconciled at the completion of the Project in accordance with the *Assessor's handbook – Applications to remove, destroy or lop native vegetation* (DELWP, October 2018).
- 5.4.5 For the purposes of this Incorporated Document, the conditions detailed under Clause 5.4 supersede obligations outlined under a Native Vegetation Precinct Plan.

#### 5.5 Other Conditions

- 5.5.1 The EMF, plans and other documents required under Clauses 5.2 to 5.4, and 5.6 may be prepared and approved for separate components or stages of the Project but each EMF, plan or other document relevant to a component or stage must be approved prior to the commencement of development for that component or stage.
- 5.5.2 The EMF, plans and other documents approved by the Minister for Planning under Clauses 5.2 to 5.4 may be amended from time to time to the satisfaction of the Minister for Planning.
- 5.5.3 The information provided to the Secretary to the DEECA under Clauses 5.4 and 5.6 may be amended from time to time to the satisfaction of the Secretary.
- 5.5.4 An application for approval of an amendment to the Alignment Plans, Development Plans and/or EMF must be accompanied by:

- (a) A track changes version with a schedule explaining the proposed amendment.
- (b) A description of the form and extent of any consultation undertaken concerning the proposed amendment with relevant councils, relevant government agencies and other stakeholders including community groups and business associations.
- (c) Any written comments from relevant councils, relevant government agencies and other stakeholders including community groups and business associations.

5.5.5 The use and development of the Subject Land must be undertaken generally in accordance with the EMF, Alignment Plans, Development Plans and documentation approved under Clauses 5.3 to 5.4 of this Incorporated Document.

#### 5.6 Preparatory Buildings and Works

5.6.1 The following buildings and works may be undertaken for the Project or a stage of the Project before the Alignment Plans, Development Plans and other documents required by Clauses 5.2 to 5.54 are approved:

- (a) Works, including vegetation removal, where but for this Incorporated Document, a planning permit would not be required under the provisions of the Planning Scheme.
- (b) Investigating, testing and preparatory works to determine the suitability of land, including intrusive surveys, bores and sampling, and property condition surveys.
- (c) Creation, development and use of access points, access tracks and working platforms.
- (d) Site establishment works including temporary site fencing and hoarding, site offices, and hardstand and laydown areas.
- (e) Construction, protection, modification, removal or relocation of Minor Utility Installations, traffic devices, overhead powerlines and associated infrastructure.
- (f) Establishment of environment and traffic controls, including designation of 'no-go' zones.
- (g) Establishment of temporary car parking.
- (h) Demolition to the minimum extent necessary to enable preparatory works.
- (i) Removal, destruction or lopping of native vegetation to the minimum extent necessary to enable preparatory buildings and works.
- (j) Salvage and relocation of Aboriginal cultural heritage material and other management actions required to be undertaken in compliance with a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006* or otherwise in compliance with that Act.



5.6.2 Before the removal, destruction or lopping of native vegetation to enable a preparatory use or development, information about that native vegetation in accordance with requirements 1, 3, 5 and 9 of the *Guidelines* must be prepared to the satisfaction of the Secretary to the DEECA. The biodiversity impacts from the removal of native vegetation under Clause 5.6.1 must be included in the total biodiversity impacts when determining the offset(s) in accordance with Clause 5.4.

#### 5.7 Review of the SCO extent

5.7.1 A review of the extent of the SCO must be undertaken and a report prepared for the Minister for Planning which identifies land which is not required for the purpose of the Project and which may be removed from the SCO.

5.7.2 The report must be provided as soon as practicable following registration of all required easements on property titles where the Project is located.

### 6 **AVAILABILITY OF APPROVED PLANS AND DOCUMENTS**

6.1 A current version of the following plans and documents must be made available on a clearly identifiable Project website from the date of approval and must remain on the available website for at least 2 years after commencement of operation.

(a) Alignment Plans and Development Plans approved under Clause 5.2.

(b) The Environmental Management Framework approved under Clause 5.3.

### 7 **EXPIRY**

7.1 The control in this document expires if any of the following circumstances apply:

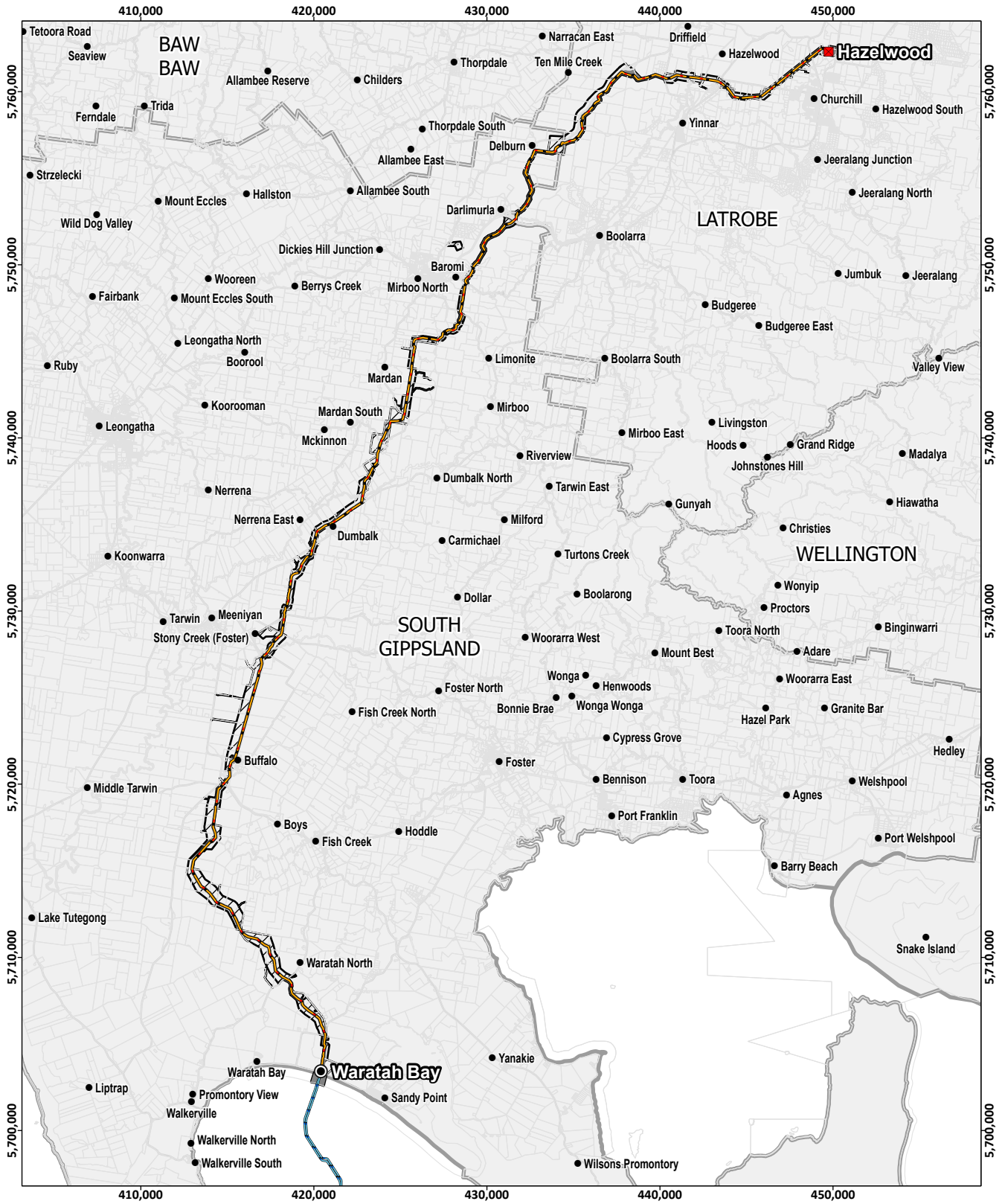
(a) The development allowed by the control is not started by [date of gazettal + 2 years].

(b) The development allowed by the control is not completed by [date of gazettal + 10 years].

(c) The use allowed by the controls is not started by [date of gazettal + 10 years].

7.2 The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within six months afterwards.

**Attachment 1 – Specific Control Overlay Maps Subject Land – showing Project Land and Additional Land**

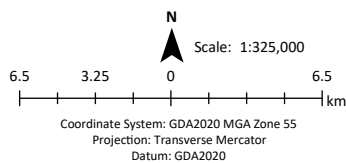


**Figure 2: Mariner Link project land**

Source:  
Proposed route, Project and additional land from Tetra Tech Coffey.  
Place names and roads from VICMAP.

**Legend**

- Potential converter station
- Landfall
- Proposed underground HVDC cable
- Proposed HVDC subsea cable
- Major road
- Cadastre
- Local Government Area (LGA)
- Proposed SCO3 area**
- Project land
- Additional land

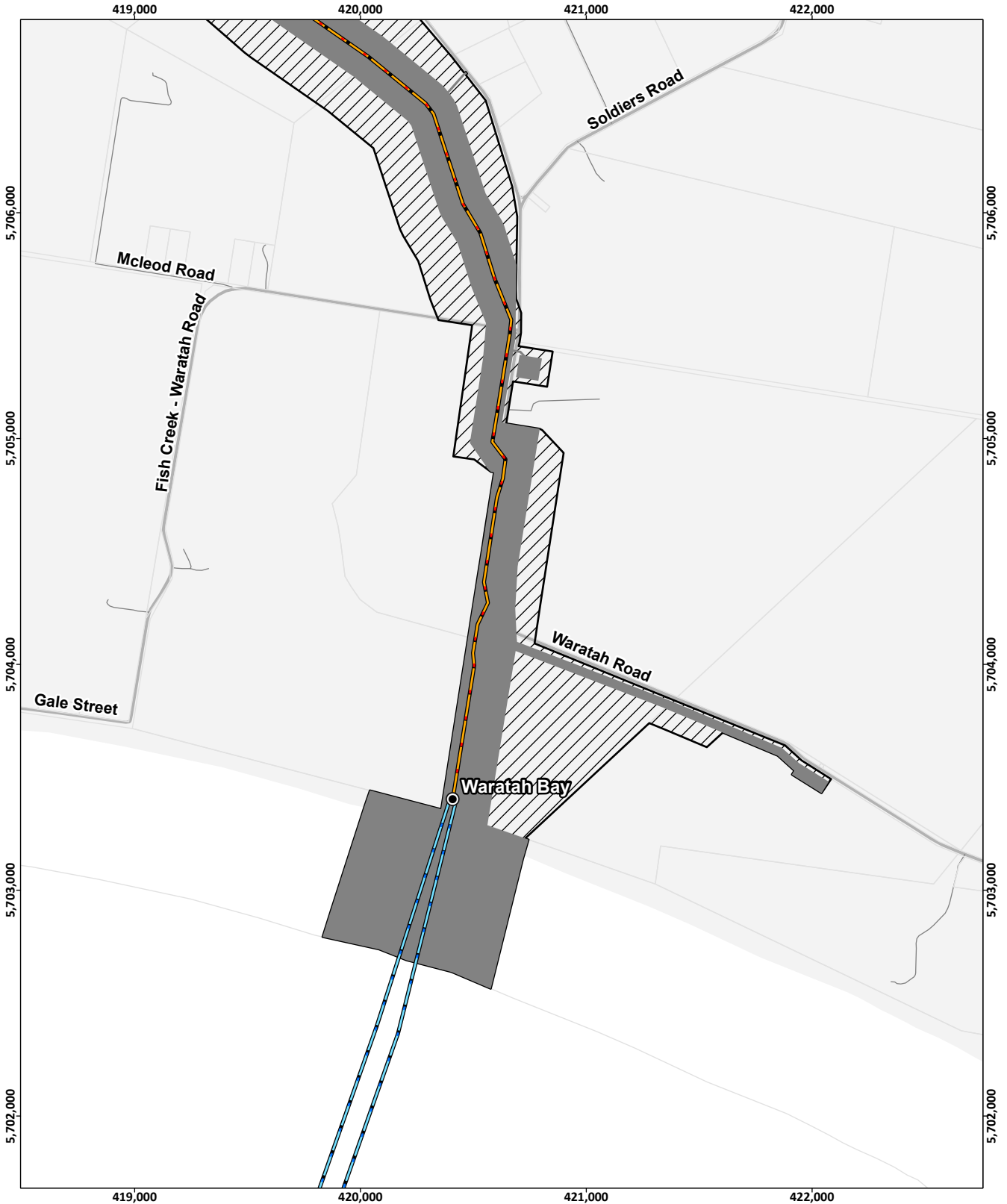


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Prepared by: HELEN.UNKOVICH

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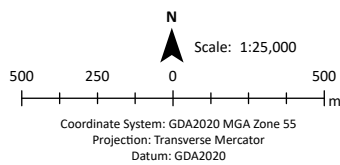
**Figure 1.1: Specific Controls Overlay – Schedule 3 (SCO3)**

Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

Date: 19/04/2024 5:08 PM  
Prepared by: HELEN.UNKOVICH

**Legend**

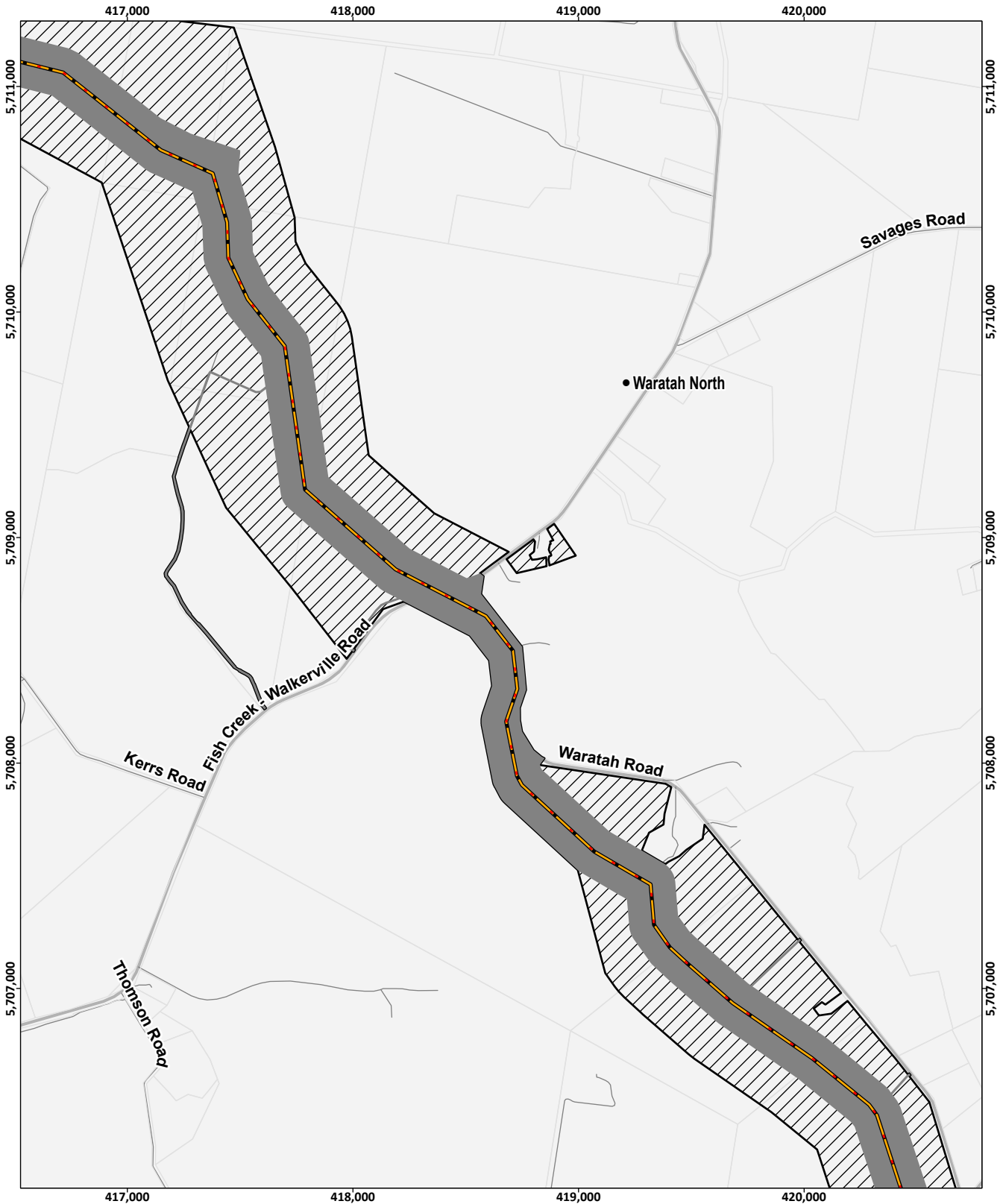
- Landfall
- Proposed HVDC subsea cable
- Proposed underground HVDC cable
- Major road
- Minor road
- Cadastre
- Proposed SCO3 area
- Project land
- ▨ Additional land



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**Figure 1.2: Specific Controls Overlay – Schedule 3 (SCO3)**

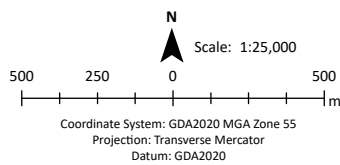
Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

- Proposed underground HVDC cable
- Major road
- Minor road
- Cadastre

**Proposed SCO3 area**

- Project land
- Additional land

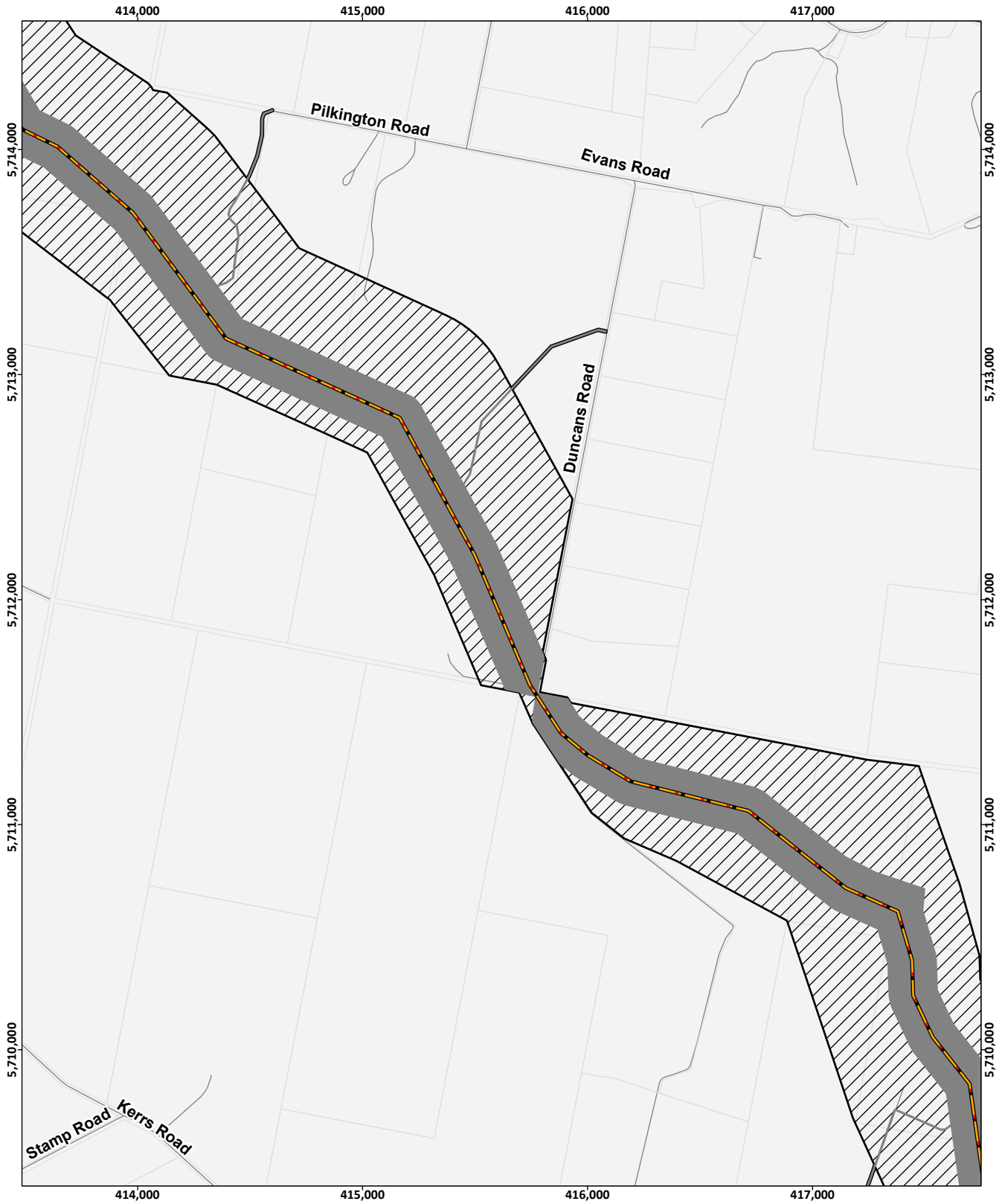


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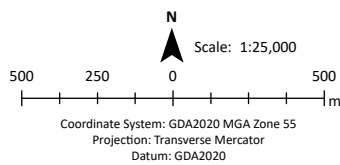




**Figure 1.3: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



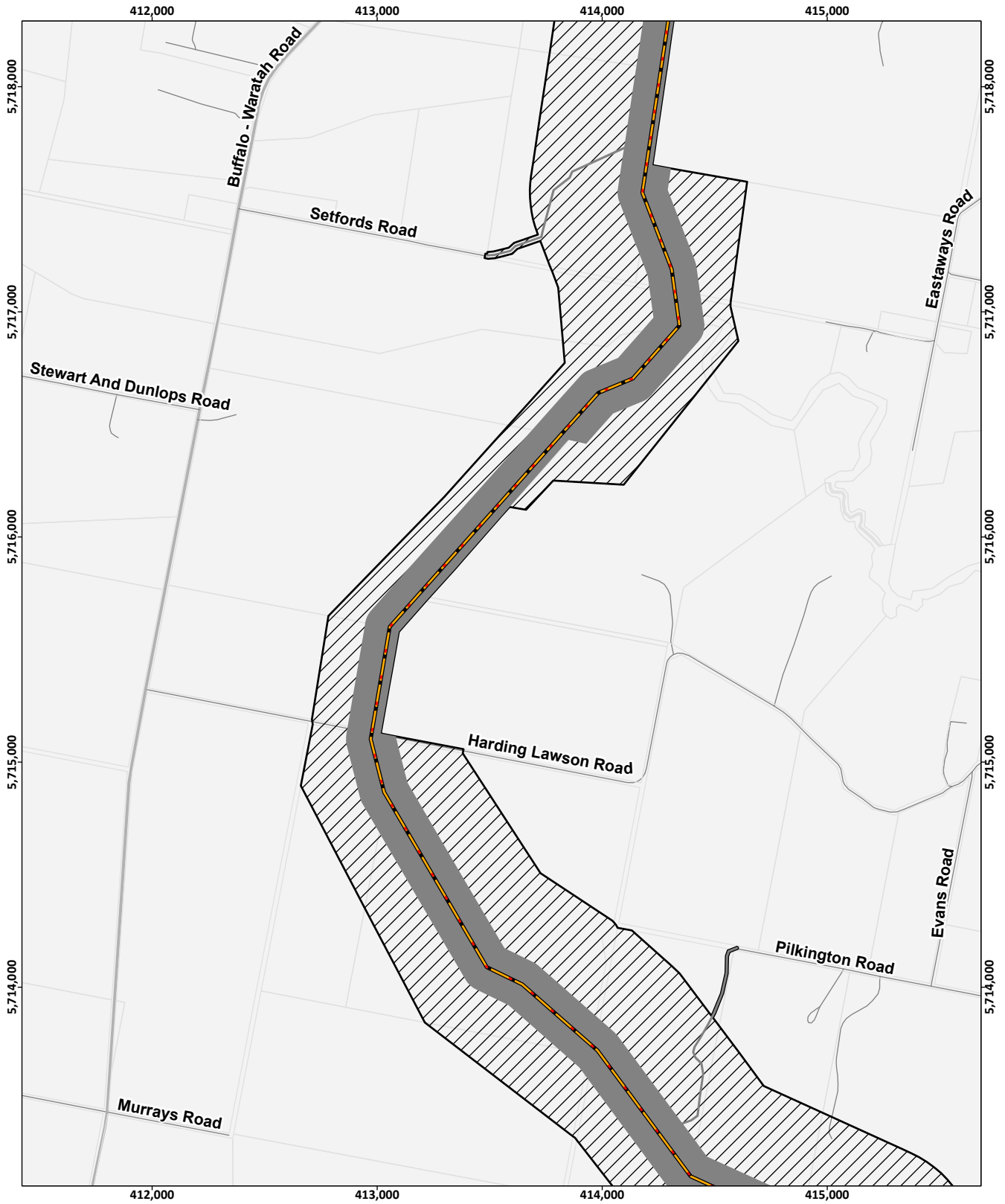
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Source:  
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Place names, roads and cadastre from VICMAP.

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**Figure 1.4: Specific Controls Overlay – Schedule 3 (SCO3)**

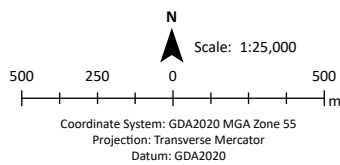
Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre

**Proposed SCO3 area**

-  Project land
-  Additional land

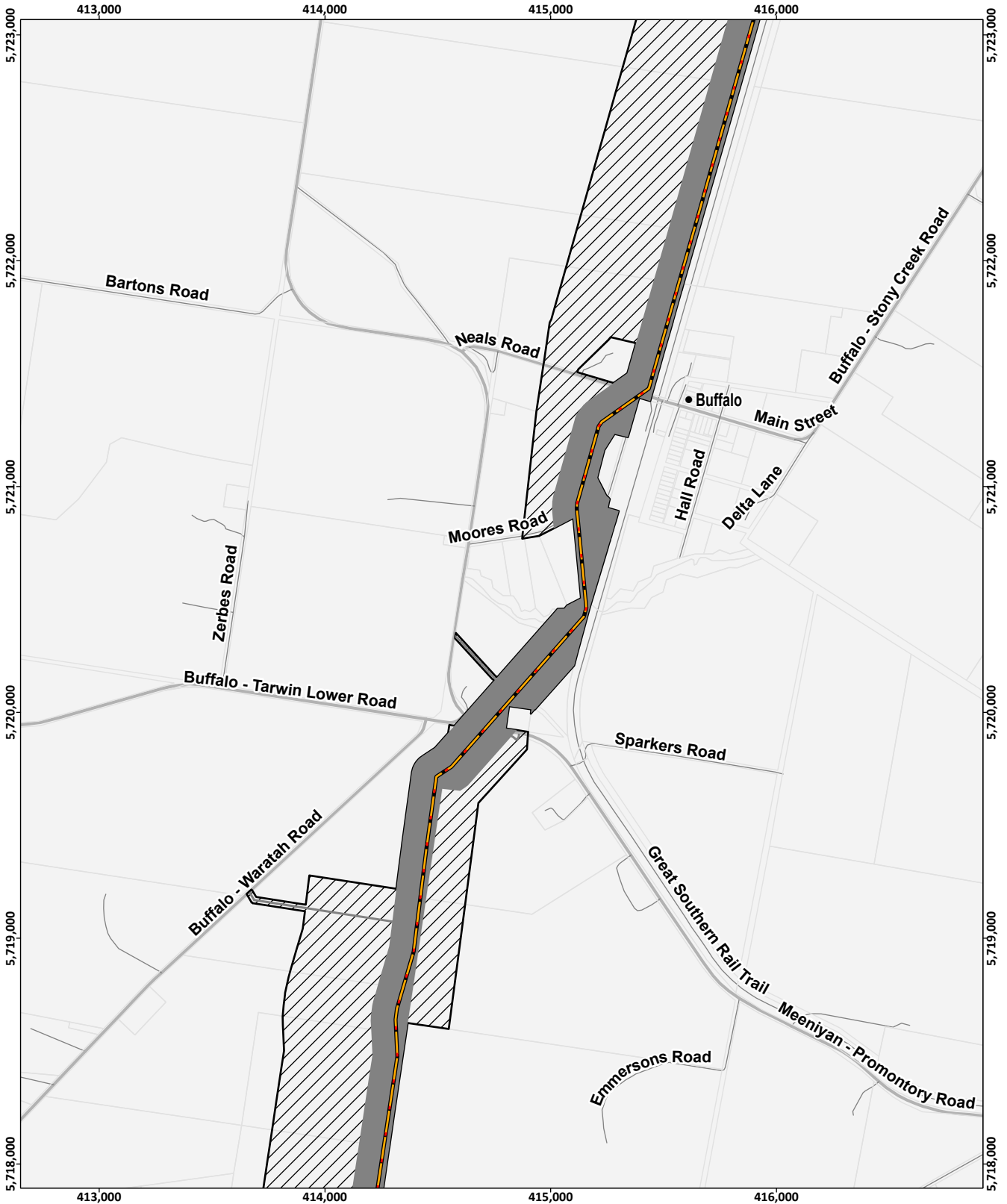


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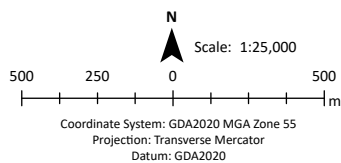




**Figure 1.5: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



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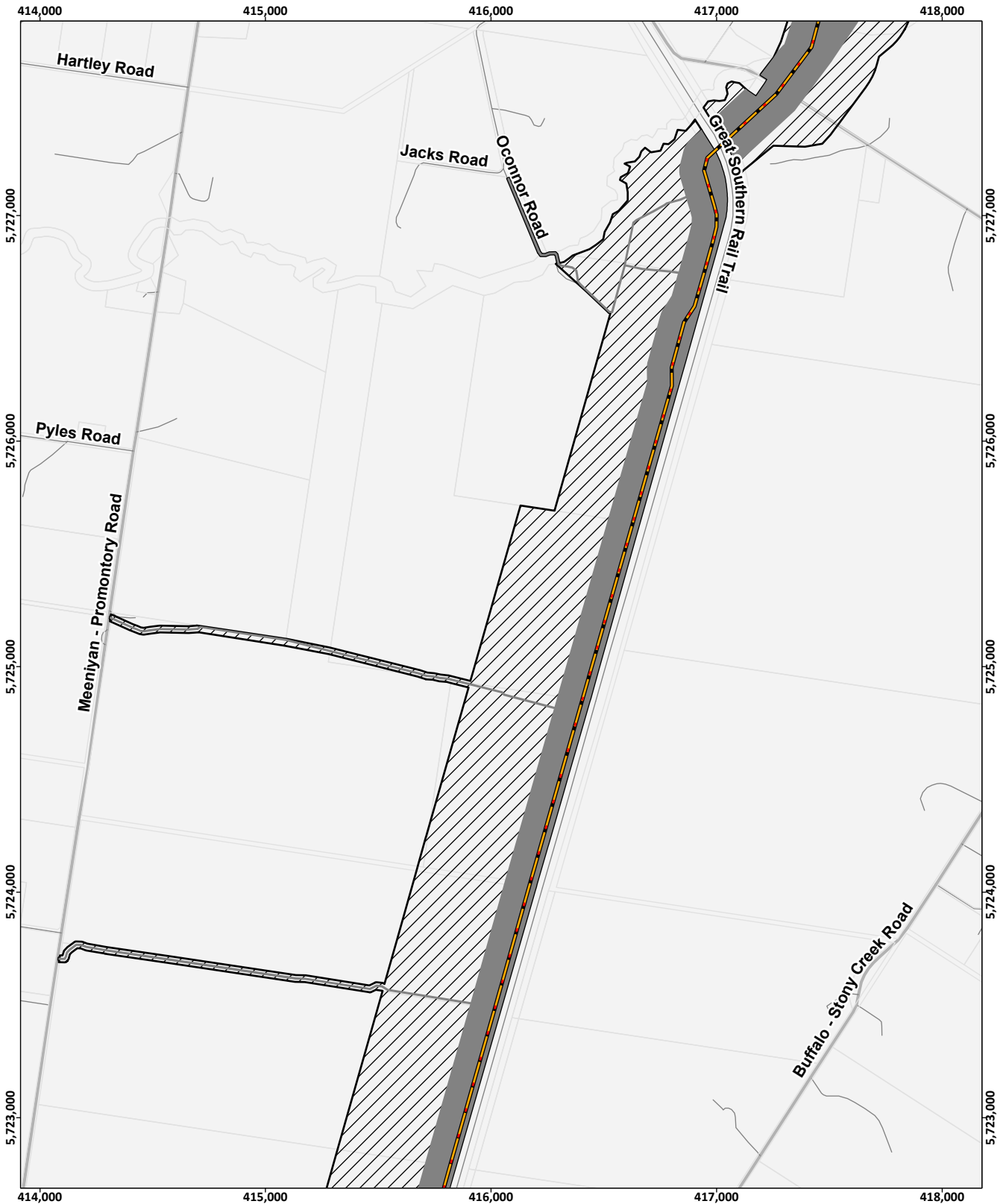
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Source:  
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Place names, roads and cadastre from VICMAP.

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**Figure 1.6: Specific Controls Overlay – Schedule 3 (SCO3)**

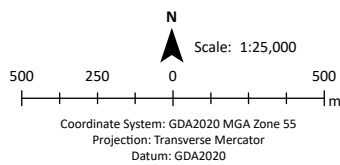
Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre

**Proposed SCO3 area**

-  Project land
-  Additional land

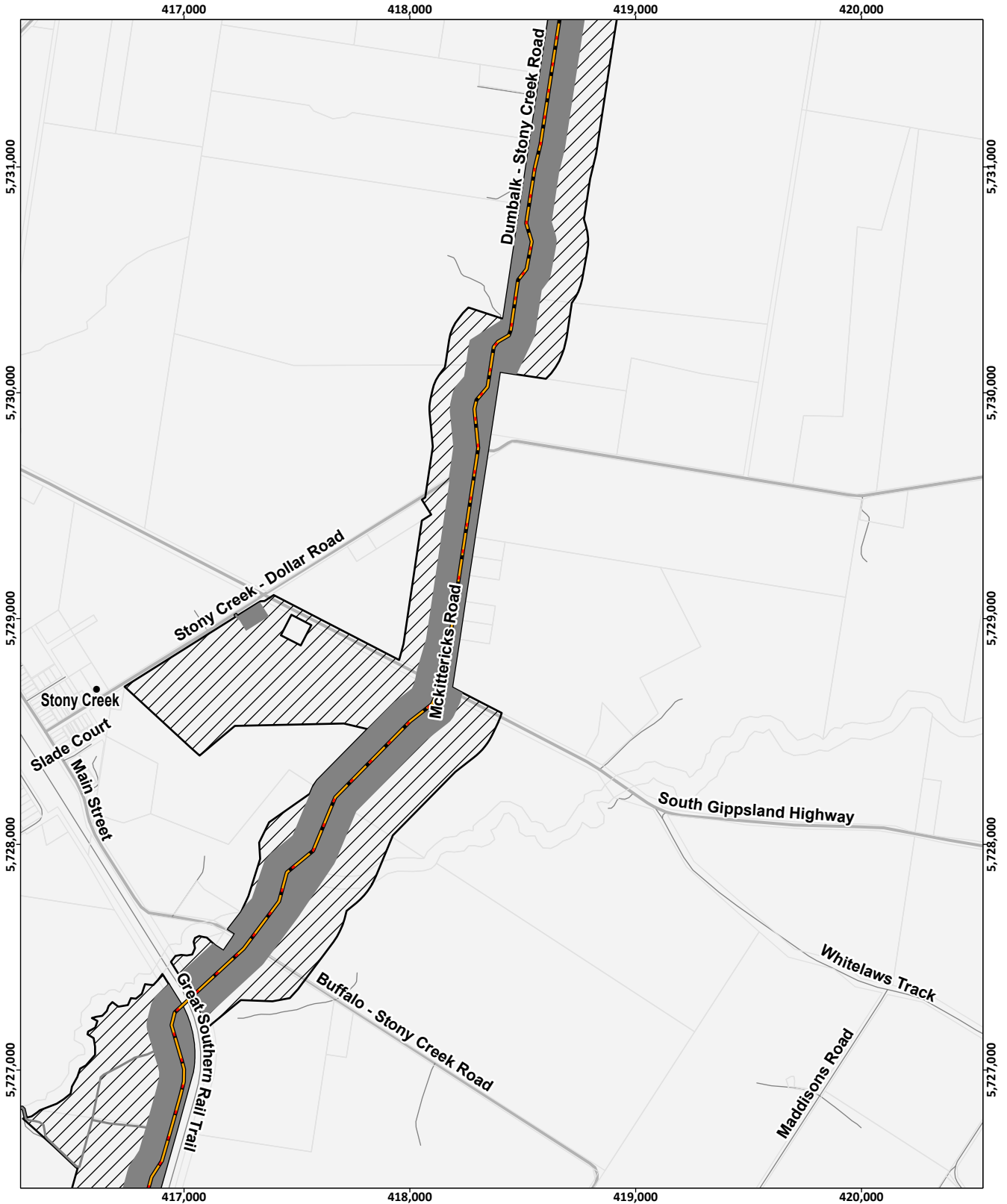


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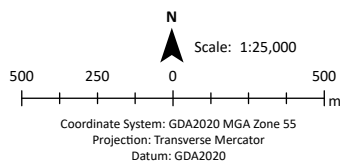




**Figure 1.7: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

- Proposed underground HVDC cable
- Major road
- Minor road
- Cadastre
- Proposed SCO3 area**
- Project land
- Additional land



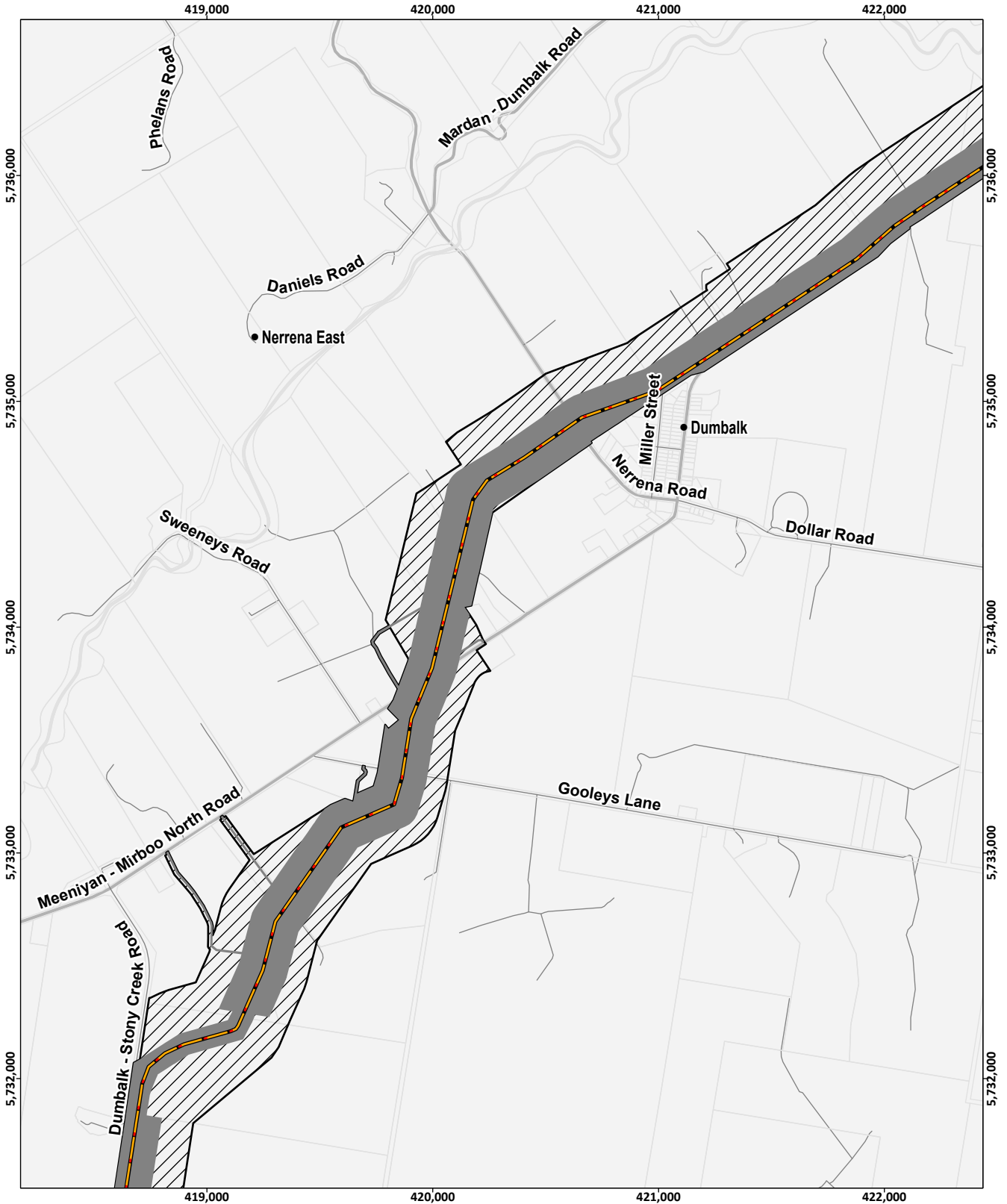
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Source:  
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Place names, roads and cadastre from VICMAP.







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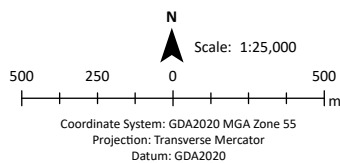




**Figure 1.8: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



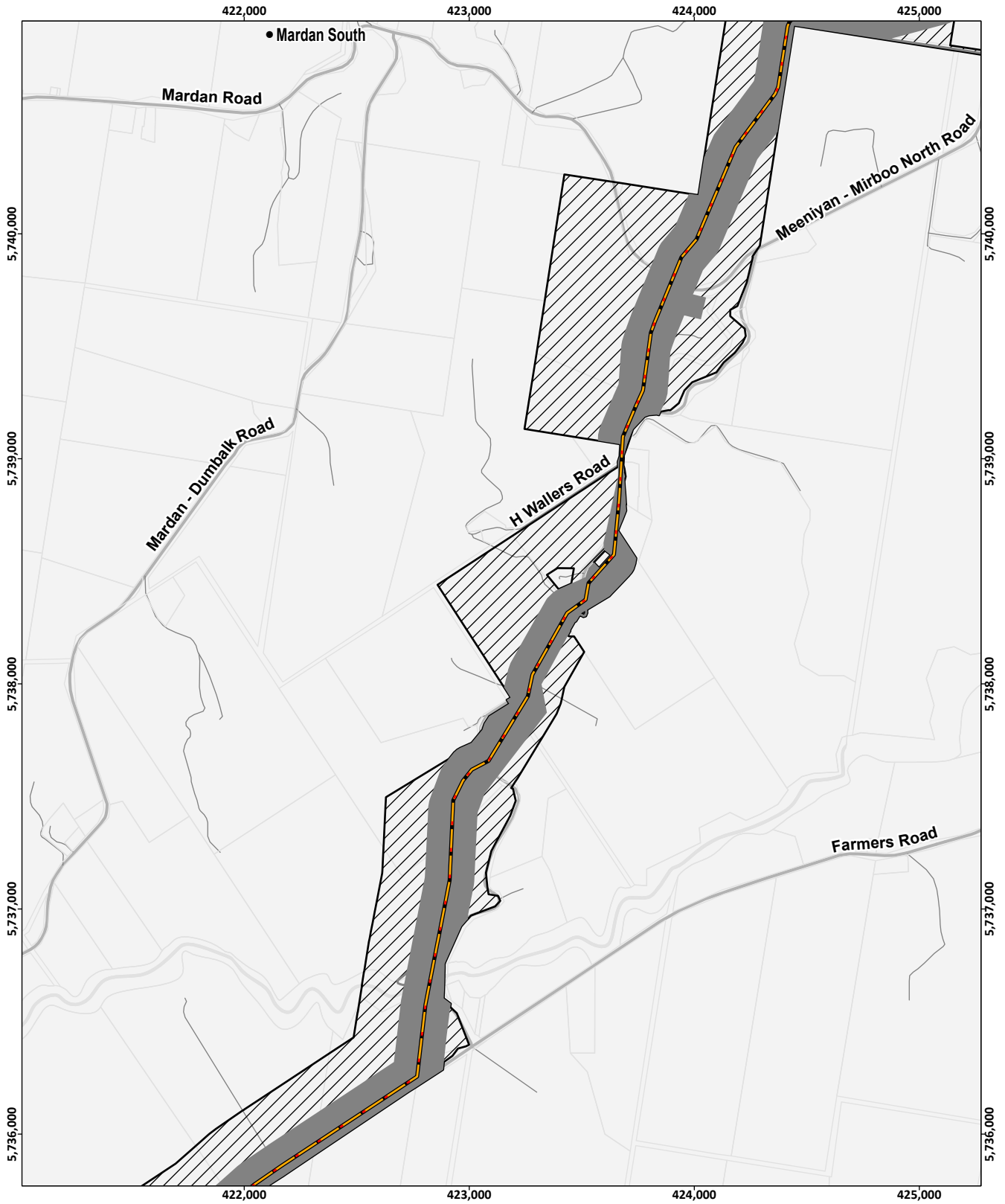
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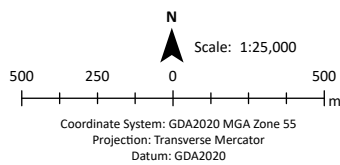
**Figure 1.9: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre

**Proposed SCO3 area**

-  Project land
-  Additional land



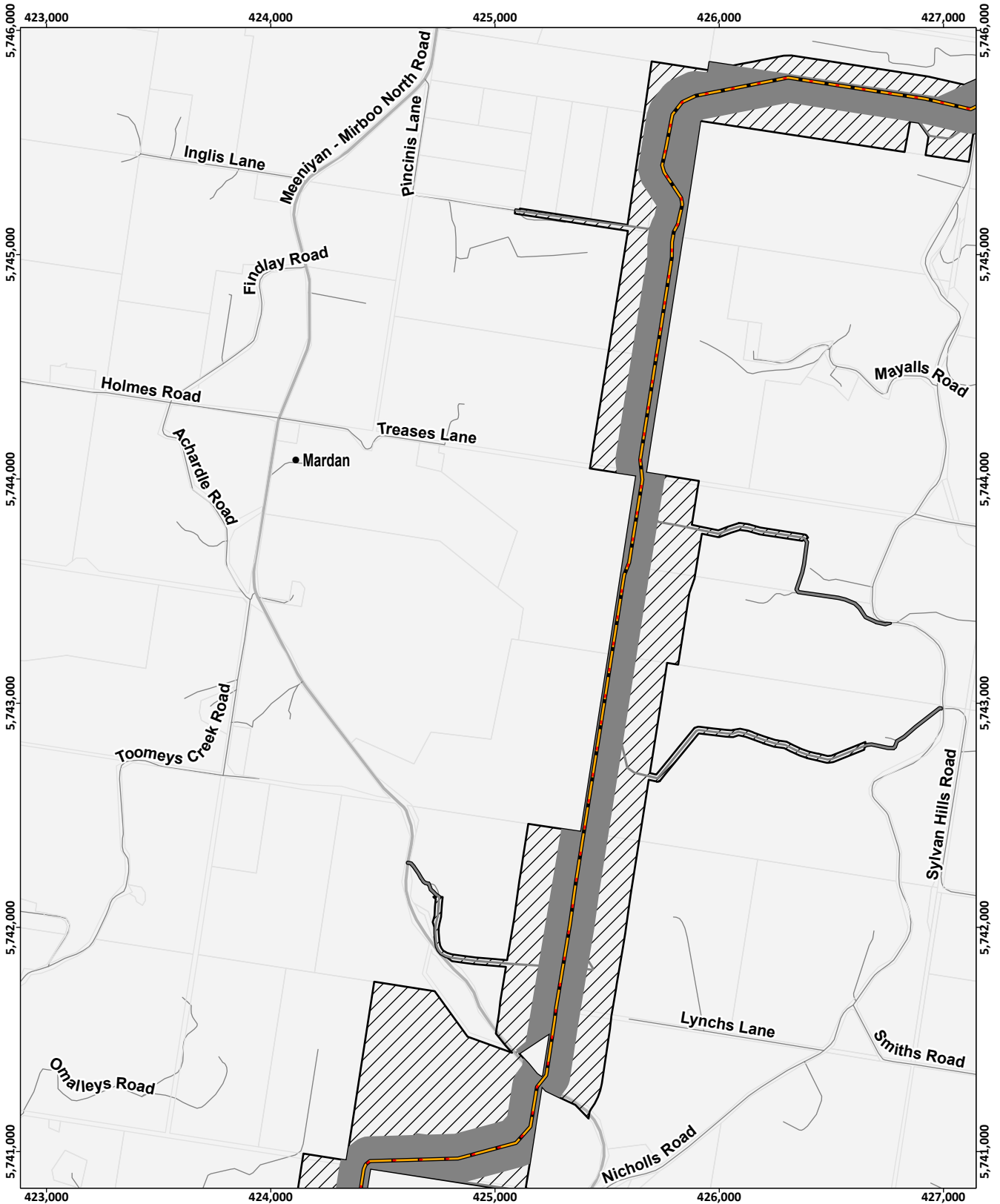
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**Figure 1.10: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

— Proposed underground HVDC cable

— Major road

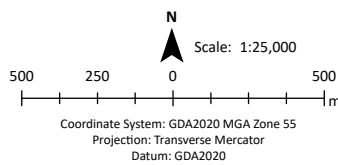
— Minor road

□ Cadastre

**Proposed SCO3 area**

■ Project land

▨ Additional land



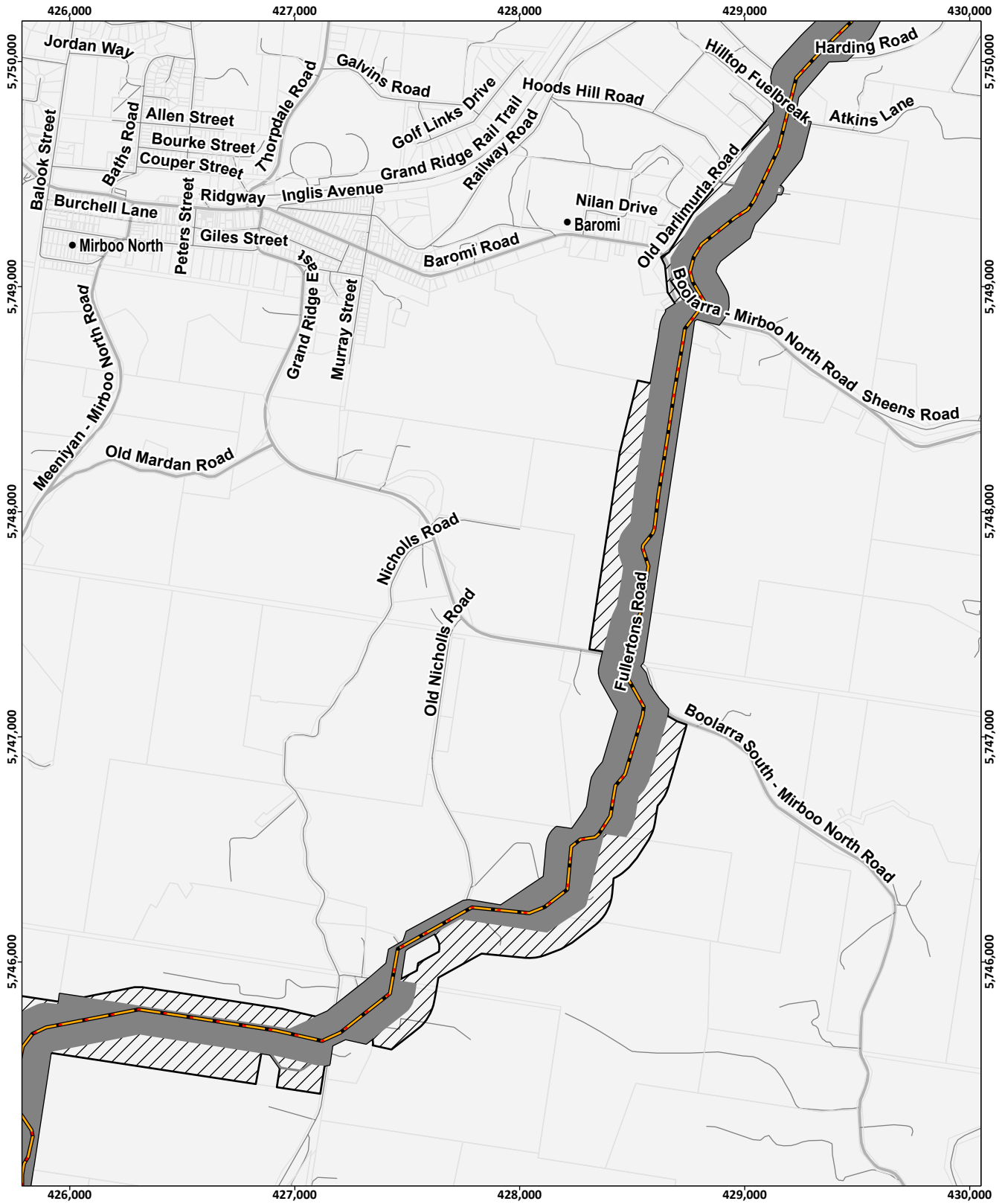
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Source:  
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Place names, roads and cadastre from VICMAP.







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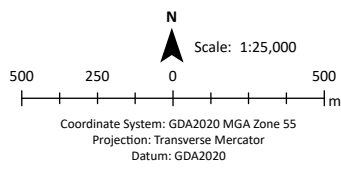




**Figure 1.11: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



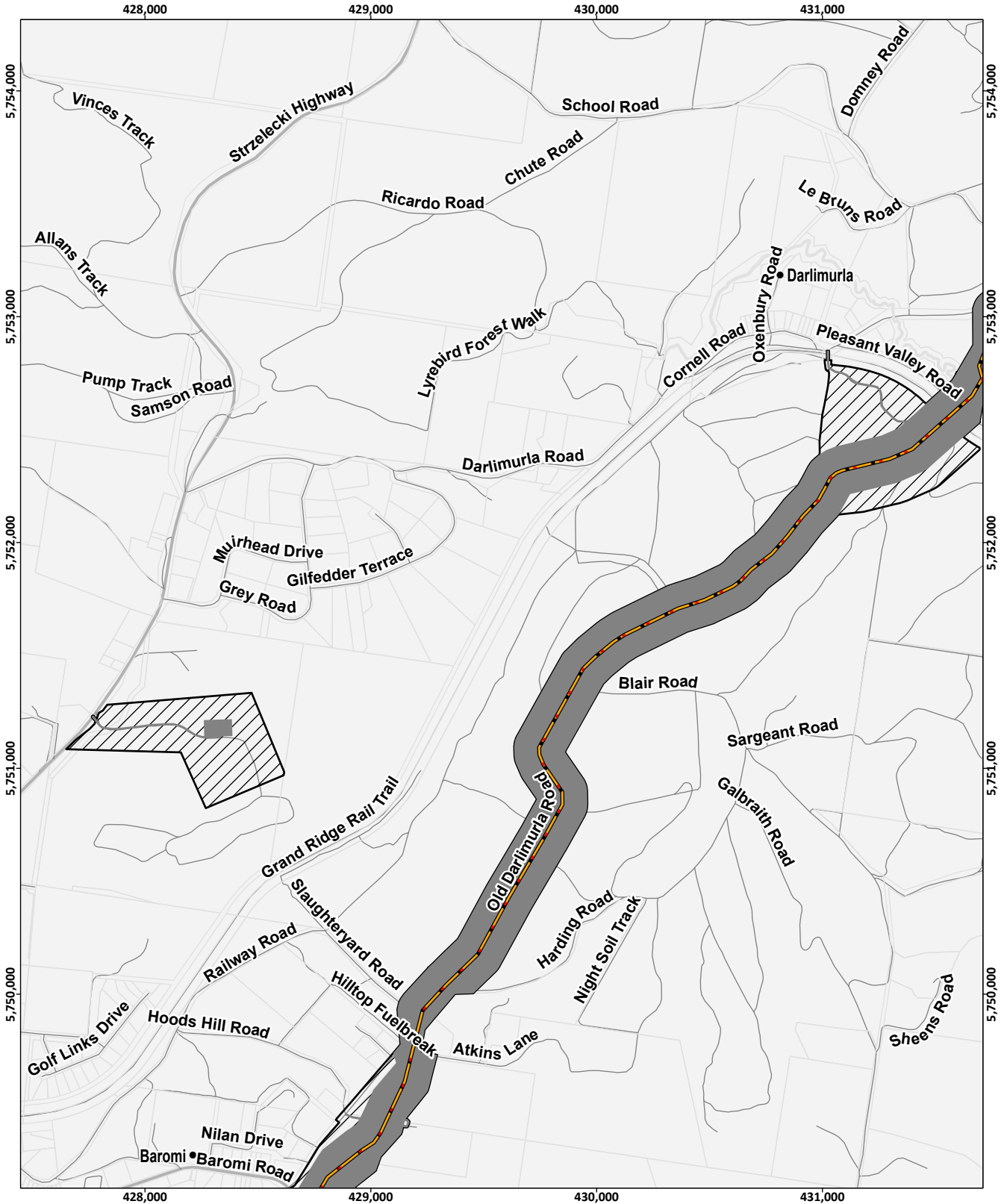
Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

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**Figure 1.12: Specific Controls Overlay – Schedule 3 (SCO3)**

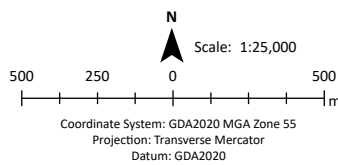
Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre

**Proposed SCO3 area**

-  Project land
-  Additional land

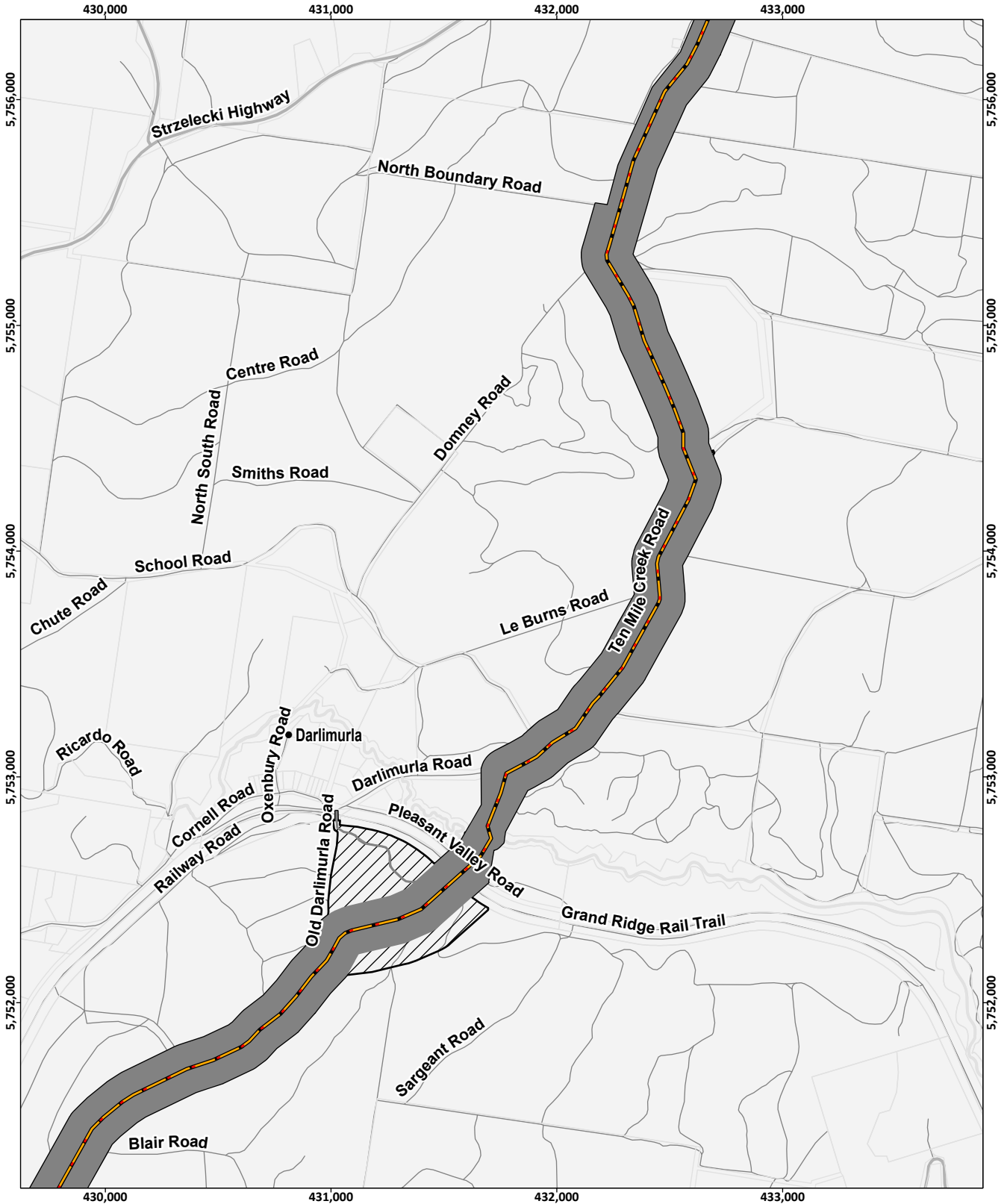


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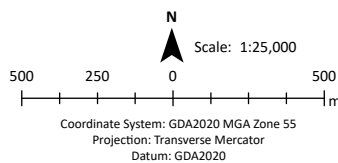
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**Figure 1.13: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

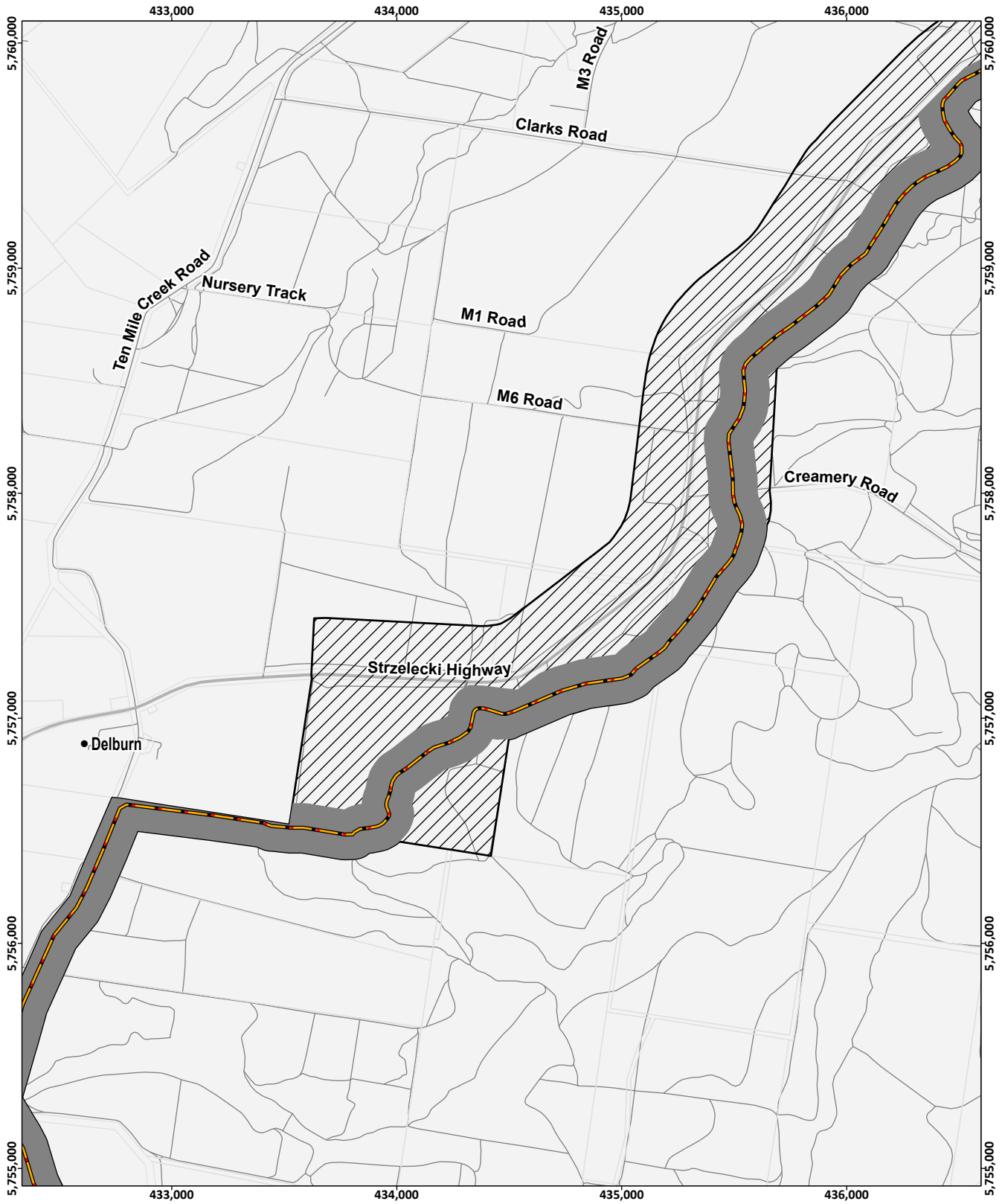
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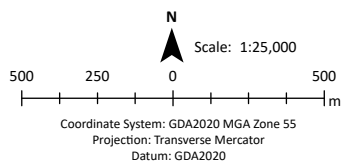




**Figure 1.14: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

- Proposed underground HVDC cable
- Major road
- Minor road
- Cadastre
- Proposed SCO3 area**
- Project land
- Additional land



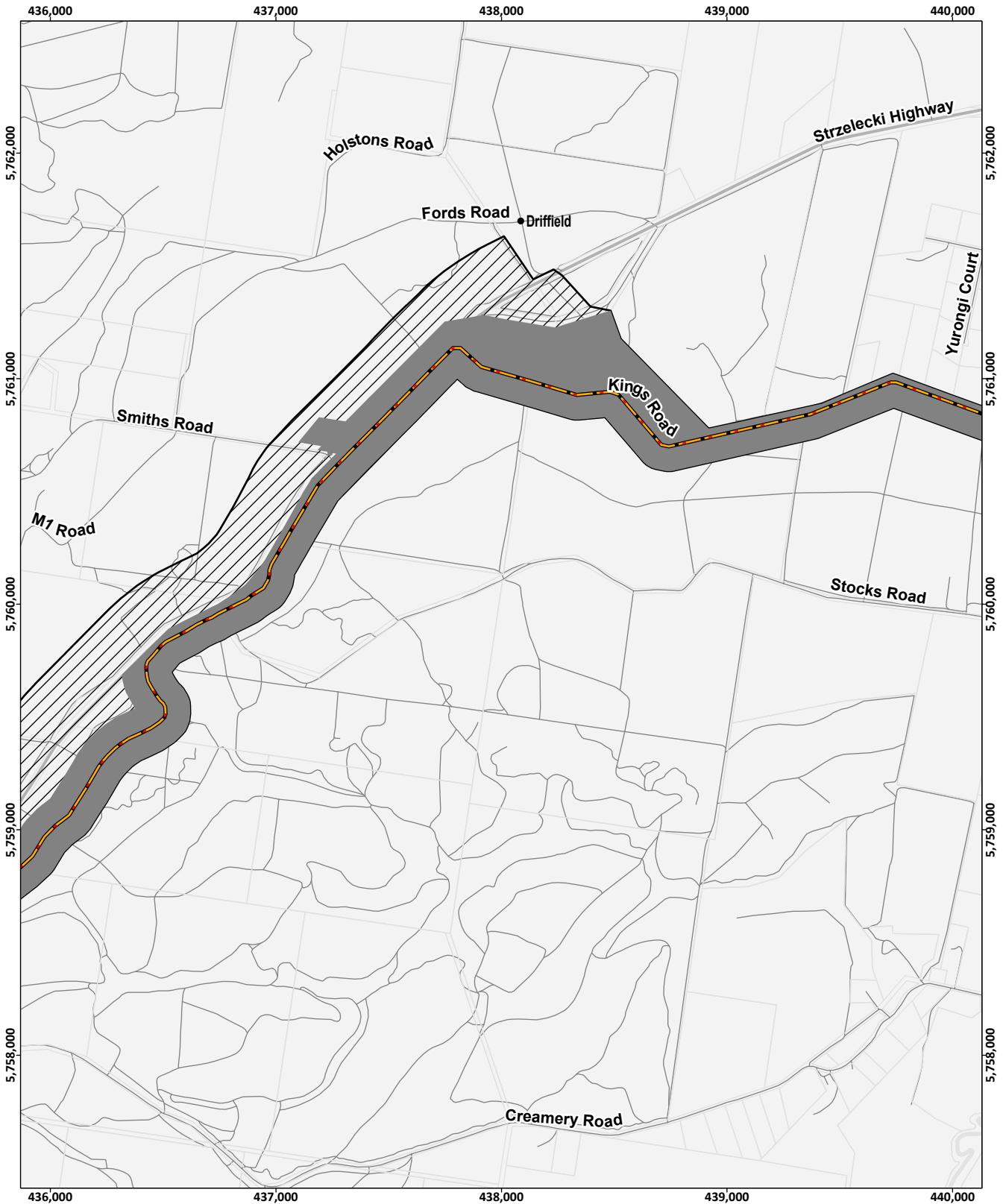
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Source:  
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Place names, roads and cadastre from VICMAP.







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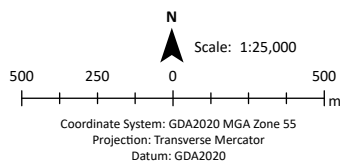




**Figure 1.15: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land



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


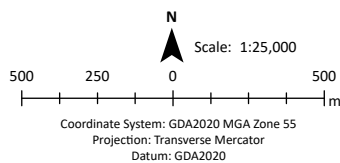


**Figure 1.16: Specific Controls Overlay – Schedule 3 (SCO3)**

Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

-  Proposed underground HVDC cable
-  Major road
-  Minor road
-  Cadastre
- Proposed SCO3 area**
-  Project land
-  Additional land

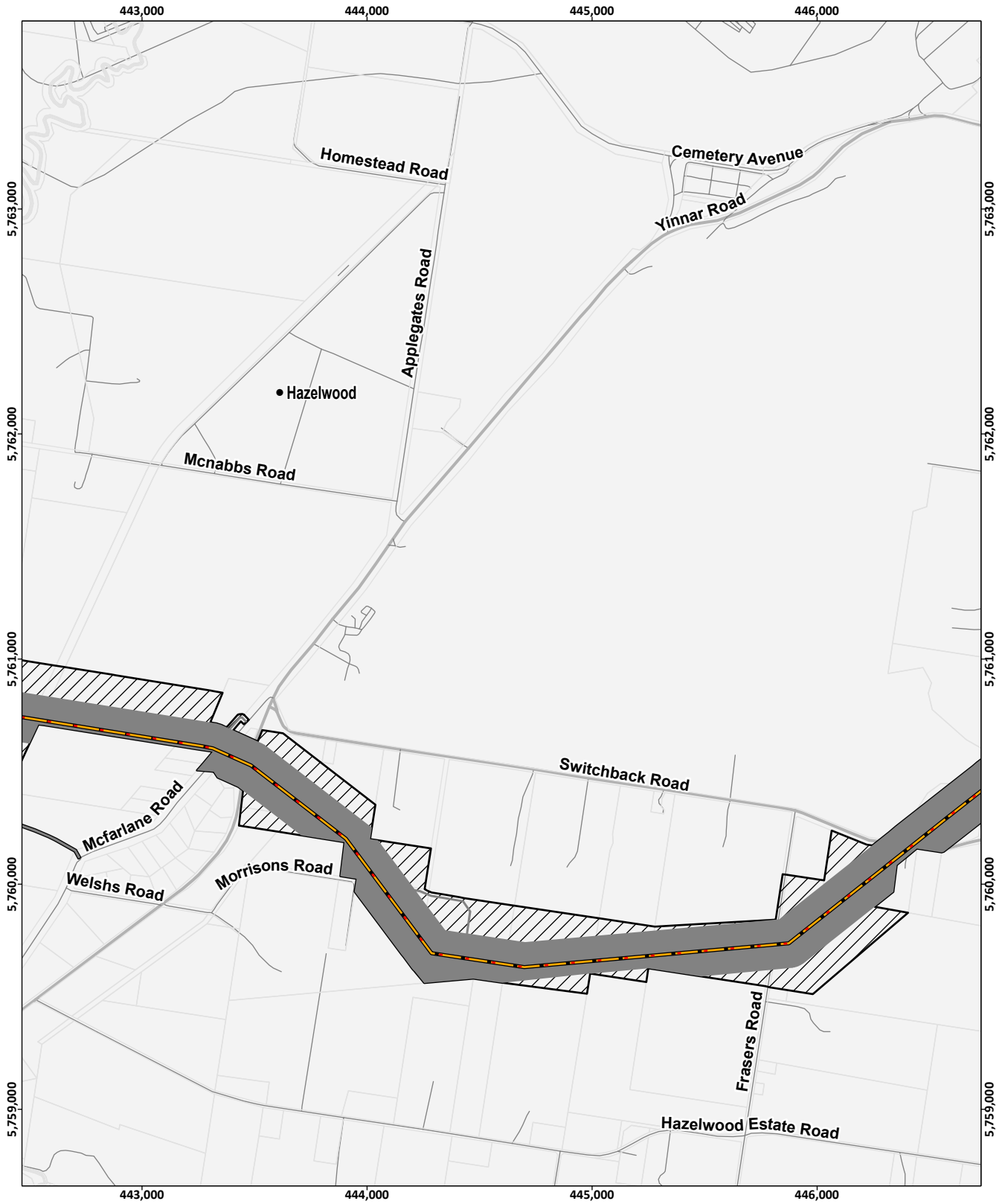


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**Figure 1.17: Specific Controls Overlay – Schedule 3 (SCO3)**

Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

**Legend**

Proposed underground HVDC cable

Major road

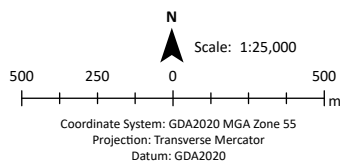
Minor road

Cadastre

**Proposed SCO3 area**

Project land

Additional land

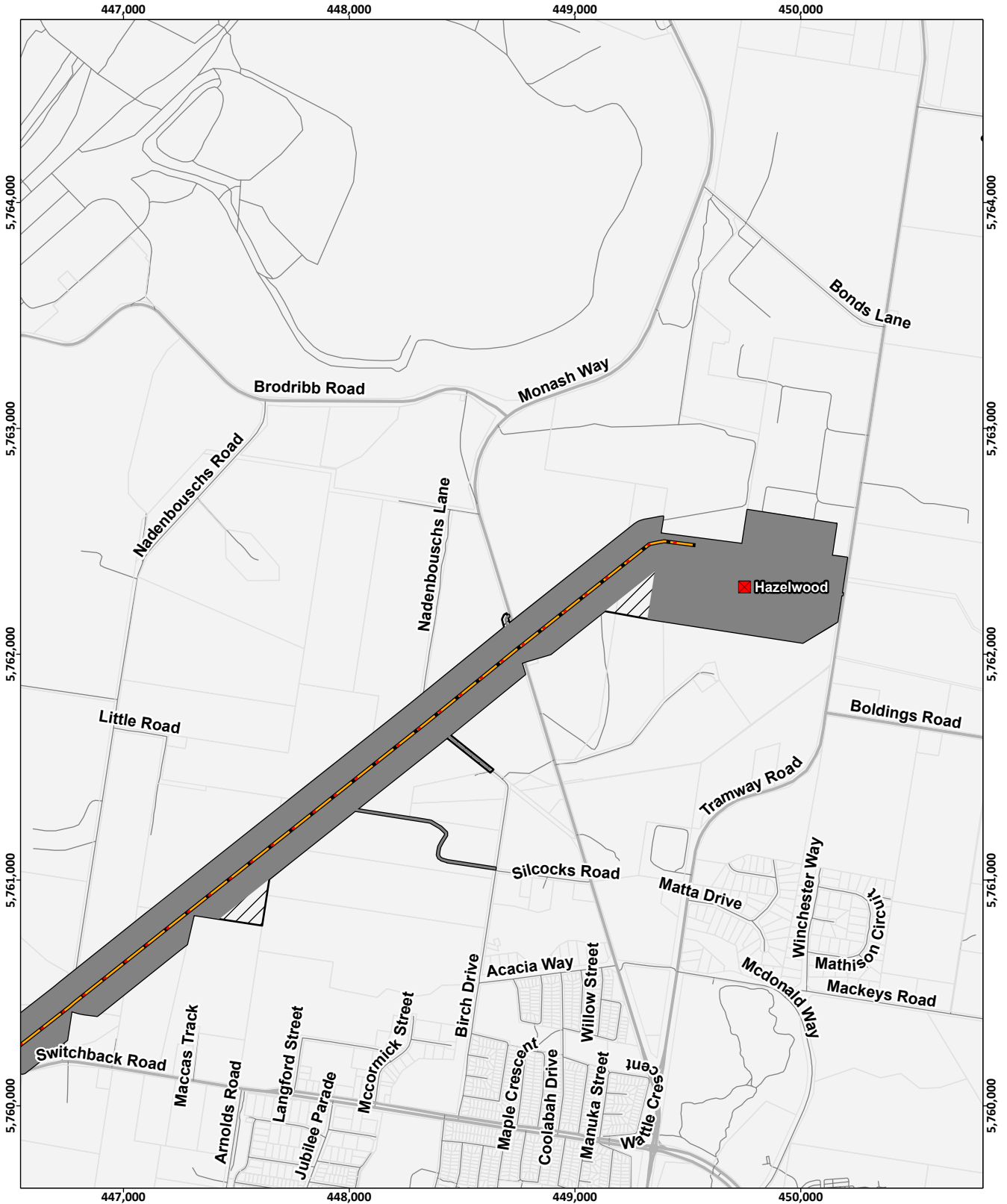


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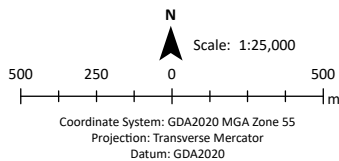




**Figure 1.18: Specific Controls Overlay – Schedule 3 (SCO3)**

**Legend**

- Proposed converter station
- Proposed underground HVDC cable
- Major road
- Minor road
- Cadastre
- Project land
- Additional land



Source:  
Proposed route and SCO3 from Tetra Tech Coffey.  
Place names, roads and cadastre from VICMAP.

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11/07/2019  
C113latr

## SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

### 1.0

#### Specific controls

02/02/2024  
GC217

14/04/2024  
C129latr

PS Map Ref	Name of incorporated document
SCO1	Latrobe GovHub Incorporated Document, February 2019
SCO2	Gippsland Line Upgrade - Corridor Works Incorporated Document, November 2019
SCO4	Loy Yang Power Station & Coal Mine Incorporated Document (April 2020)
<u>SCO3</u>	<u>Marinus Link Project Incorporated Document, 2 February 2024</u>
SCO5	Fourth Road, Hazelwood North, December 2020

31/07/2018  
VC148

## **SCHEDULE TO CLAUSE 72.01 RESPONSIBLE AUTHORITY FOR THIS PLANNING SCHEME**

### **1.0 Responsible authority for administering and enforcing this planning scheme:**

31/07/2018  
VC148

The Latrobe City Council is the responsible authority for administering and enforcing the planning scheme, except for matters specified in Clause 72.01-1 and matters listed in this schedule.

### **2.0 Responsible authority for administering and enforcing a provision of this planning scheme:**

02/02/2024  
GC217

The Minister for Planning is the responsible authority for administering and enforcing:

- the Basslink – Land Use and Development Controls 2002 in the schedule to Clause 51.01 of this scheme.
- Clause 45.12 of the planning scheme in respect of the Marinus Link Project Incorporated Document, 2 February 2024.

### **3.0 Person or responsible authority for issuing planning certificates:**

31/07/2018  
VC148

Minister for Planning.

### **4.0 Responsible authority for VicSmart and other specified applications:**

22/09/2023  
VC243

The Chief Executive Officer of the Latrobe City Council is the responsible authority for considering and determining VicSmart applications to which Clause 71.06 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

The Chief Executive Officer of the Latrobe City Council is the responsible authority for considering and determining applications to which Clause 53.24 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

The Chief Executive Officer of the Latrobe City Council is the responsible authority for considering and determining any application that the notice and review exemption in Clause 52.10-2 applies to, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

13/12/2018  
C104latr**SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?****1.0****Maps comprising part of this planning scheme:**21/12/2023  
02/02/2024  
C121latr  
GC217

- 1, 1BMO
- 2, 2LSIO-FO, 2BMO
- 3, 3BMO
- 4, 4BMO
- 5, 5HO, 5LSIO-FO, 5BMO
- 6, 6HO, 6LSIO-FO
- 7, 7LSIO-FO
- 8, 8HO, 8LSIO-FO
- 9, 9LSIO-FO
- 10, 10LSIO-FO
- 11, 11BAO, 11ESO, 11LSIO-FO, 11BMO
- 12, 12BAO, 12ESO, 12BMO
- 13, 13BAO, 13ESO, 13HO, 13BMO
- 14, 14DPO, 14ESO, 14LSIO-FO, 14BMO
- 15, 15LSIO-FO, 15BMO
- 16, 16HO, 16LSIO-FO, 16BMO
- 17, 17DPO, 17HO, 17LSIO-FO
- 18, 18HO, 18LSIO-FO
- 19, 19DPO, 19HO, 19LSIO-FO
- 20, 20HO, 20LSIO-FO
- 21, 21BAO, 21LSIO-FO, 21BMO, 21SCO
- 22, 22HO, 22LSIO-FO
- 23, 23DCPO, 23HO, 23LSIO-FO
- 24, 24DCPO, 24DPO, 24LSIO-FO
- 25, 25DCPO, 25LSIO-FO
- 26, 26DPO, 26HO, 26SCO
- 27, 27DPO, 27HO, 27SCO
- 28, 28DPO, 28HO, 28LSIO-FO, 28BMO, 28SCO
- 29, 29DCPO, 29DPO, 29LSIO-FO, 29BMO, 29SCO
- 30, 30DCPO, 30DPO, 30BMO
- 31, 31DCPO, 31DPO, 31ESO, 31BMO
- 32, 32DPO, 32BMO, 32SCO
- 33, 33BMO
- 34, 34BAO, 34LSIO-FO, 34BMO
- 35, 35HO, 35LSIO-FO, 35BMO, 35SCO
- 36, 36ESO, 36HO, 36BMO, 36SCO
- 37, 37BAO, 37DCPO, 37ESO, 37LSIO-FO, 37BMO
- 38, 38BAO, 38DCPO, 38ESO, 38HO, 38LSIO-FO, 38BMO
- 39, 39BMO
- 40, 40BMO



- 41, 41LSIO-FO, 41BMO
- 42, 42HO, 42LSIO-FO, 42BMO
- 43, 43BAO, 43DDO, 43ESO, 43LSIO-FO, 43BMO
- 44, 44BAO, 44DDO, 44DPO, 44ESO, 44HO, 44LSIO-FO, 44BMO
- 45, 45BAO, 45DPO, 45ESO, 45HO, 45BMO
- 46, 46BAO, 46DPO, 46ESO, 46BMO
- 47, 47BAO, 47DDO, 47DPO, 47HO, 47LSIO-FO, 47BMO
- 48, 48DDO, 48DPO, 48ESO, 48LSIO-FO
- 49, 49HO, 49LSIO-FO
- 50, 50DPO, 50LSIO-FO
- 51, 51BAO, 51DPO
- 52, 52BAO, 52DDO, 52DPO, 52LSIO-FO, 52PAO
- 53, 53DDO
- 54, 54DDO, 54SCO
- 55, 55DDO, 55EAO, 55HO, 55PO, 55SCO
- 56, 56HO, 56LSIO-FO, 56PO, 56SCO
- 57, 57DPO
- 58, 58DDO, 58DPO, 58ESO, 58PAO
- 59, 59DDO, 59DPO, 59ESO, 59PAO, 59BMO, 59SCO
- 60, 60DDO, 60ESO, 60HO, 60LSIO-FO, 60PAO
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- 65, 65BAO, 65ESO, 65HO, 65LSIO-FO, 65PAO, 65SRO, 65BMO
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- 67, 67BAO, 67PAO, 67BMO
- 68, 68BAO, 68ESO, 68HO, 68LSIO-FO, 68BMO, 68SCO
- 69, 69ESO, 69LSIO-FO, 69PAO, 69RXO, 69BMO, 69SCO
- 70, 70BAO, 70DDO, 70DPO, 70ESO, 70HO, 70LSIO-FO, 70SRO, 70BMO
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- 74, 74DPO, 74ESO, 74HO, 74LSIO-FO, 74SCO
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- 80, 80ESO, 80HO
- 81, 81DDO, 81ESO, 81HO, 81PO, 81SCO
- 82, 82BAO, 82DDO, 82ESO, 82HO, 82LSIO-FO, 82SRO, 82SCO
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- 85, 85AEO, 85BAO, 85DDO, 85DPO, 85ESO, 85LSIO-FO, 85PAO, 85SRO, 85BMO, 85SCO
- 86, 86DDO, 86ESO, 86LSIO-FO, 86PAO, 86SRO, 86BMO, 86SCO
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- 89, 89BMO
- 90, 90BAO, 90HO, 90BMO, [90SCO](#)
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- 95, 95DPO, 95ESO
- 96, 96DPO, 96HO, 96LSIO-FO
- 97, 97DPO, 97LSIO-FO, 97BMO
- 98, 98DPO, 98ESO, 98SRO, 98BMO
- 99, 99DPO, 99LSIO-FO, 99BMO
- 100, 100DDO, 100LSIO-FO, 100SRO, 100BMO
- 101, 101LSIO-FO, 101SRO, 101BMO
- 102, 102LSIO-FO, 102BMO
- 103, 103BMO
- 104, 104LSIO-FO, 104SRO, 104BMO
- 105, 105BMO, [105SCO](#)
- 106, 106ESO, 106 LSIO-FO, 106SRO, 106BMO, [106SCO](#)
- 107, 107ESO, 107HO, 107LSIO-FO, 107BMO
- 108, 108ESO, 108HO, 108LSIO-FO, 108SRO
- 109, 109ESO, 109LSIO-FO, 109SRO
- 110, 110ESO, 110LSIO-FO, 110SRO
- 111, 111ESO, 111HO, 111LSIO-FO, 111SRO, 111BMO
- 112, 112DPO, 112ESO, 112HO, 112SRO, 112BMO
- 113, 113BMO
- 114, 114LSIO-FO, 114BMO
- 115, 115LSIO-FO, 115BMO
- 116, 116LSIO-FO, 116BMO, [116SCO](#)
- 117, 117HO, 117LSIO-FO, 117BMO
- 118, 118EAO, 118ESO, 118HO, 118LSIO-FO, 118BMO
- 119, 119LSIO-FO, 119BMO
- 120, 120LSIO-FO, 120BMO
- 121, 121LSIO-FO, 121SRO, 121BMO
- 122, 122BMO
- 123, 123BMO
- 124, 124BMO
- 125, 125ESO, 125BMO
- 126, 126ESO, 126BMO
- 127, 127ESO, 127BMO
- 128, 128ESO, 128BMO

LATROBE PLANNING SCHEME

- 129, 129BMO
- 130, 130BMO
- 131, 131BMO
- 132, 132BMO
- 133, 133ESO, 133BMO
- 134, 134BMO
- 135, 135BMO

31/07/2018  
VC148**SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS****1.0 Incorporated documents**24/02/2022  
C135latr  
02/02/2024  
GC217

<b>Name of document</b>	<b>Introduced by:</b>
Australian Standard AS2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction (Standards Australia Limited, 2015)	VC107
Basslink – Land Use and Development Controls (2002)	C20
Gippsland Line Upgrade - Corridor Works Incorporated Document (November 2019)	GC124
Lake Narracan Development Contributions Plan, March 2015 (Amended June 2017)	GC75
Lake Narracan Native Vegetation Precinct Plan (October 2021)	C135latr
Lake Narracan Precinct Structure Plan (March 2015)	C86
Latrobe City Heritage Overlay – Planning Permit Exemptions & Application Requirements Incorporated Plan (April 2020)	C122latr
Latrobe City Heritage Study Volume 3: Heritage place & precinct Citations (July 2010)	C14
Latrobe GovHub Incorporated Document, February 2019	C113latr
Latrobe Regional Airport Master Plan (2019)	C092latr
<a href="#">Marinus Link Project Incorporated Document (2 February 2024)</a>	<a href="#">GC217</a>
Morwell Temporary Diesel-Powered Electricity Generation Incorporated Document (November 2017)	C107
NovaPower, Network Support Sub-station Incorporated Document (November 2012)	C80
Princes Highway Duplication, Traralgon East to Kilmany, Incorporated Document (November 2012)	C65
Rail Gauge Standardisation Project, Integrated Approval Requirements (December 2002)	VC17
Small Lot Housing Code (August 2014)	C86
Traralgon East Service Station Signage (June 2018)	C112
Loy Yang Power Station & Coal Mine Incorporated Document (April 2020)	C123latr
Fourth Road, Hazelwood North, December 2020	C129latr

28/05/2021  
C122latr**SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS****1.0 Application of zones, overlays and provisions**02/02/2024  
GC21714/04/2024  
C429latr

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

- Activity Centre Zone to the Traralgon and Morwell Activity Centres.
- General Residential Zone, Neighbourhood Residential Zone or the Residential Growth Zone to existing residential areas as identified in the Housing Framework Plans.
- General Residential Zone – Schedule 1 in main towns.
- General Residential Zone – Schedule 4 in small/district towns to ‘Future Local Activity Centre or Neighbourhood Activity Centres’ when they have been established.
- Urban Growth Zone to land where a precinct structure plan has been prepared or where a strategy has been prepared which identifies that the land is suitable for future urban development.
- Mixed Use Zone to:
  - areas close to town centres with potential for complementary residential, commercial and industrial activities.
  - local and neighbourhood activity centres in the larger urban centres.
- Township Zone generally to small and district towns, particularly the town centres.
- Low Density Residential Zone to larger residential lots on the fringes of the towns that are not within urban growth corridors.
- Industrial 1 Zone to main industrial estates.
- Industrial 3 Zone to light industrial and service industrial areas, and as a buffer between residential areas and the Industrial 1 Zone areas.
- Commercial 1 Zone to principal shopping and principal office areas excluding the Traralgon Activity Centre.
- Commercial 2 Zone to the peripheral sales areas.
- Farming Zone Schedule 1 to commercial agricultural areas.
- Farming Zone Schedule 2 to mixed farming areas.
- Rural Living Zone to areas committed to rural residential type use, including areas in Jeeralang, Yinnar South, Toongabbie, Glengarry, Tyers, Hazelwood North, Hazelwood South, Callignee and Moe South.
- Public Park and Recreation Zone to public open space areas. Schedule to Public Park and Recreation Zone to provide sign requirements for public open space areas based on Latrobe’s open space hierarchy.
- Public Conservation and Resource Zone to scenic, natural feature and conservation reserves, State, Regional and National parks, public forest areas and the like.
- Special Use Zone – Schedule 1 over Category A coalfields.
- Special Use Zone – Schedule 2 over the car sales yards along the Princes Highway in Traralgon.
- Special Use Zone – Schedule 3 to the Gippsland Heritage Park in Moe.
- Special Use Zone - Schedule 7 to the Latrobe Regional Airport.
- Development Plan Overlay and or Development Contribution Plan Overlay (including development contribution plans) to future urban growth areas and

large undeveloped tracts of land requiring infrastructure, social services, recreation and open space coordination.

- Design and Development Overlays to:
  - areas requiring specific design solutions.
  - to ensure the safe operations of the Latrobe Regional Airport.
- Environmental Significance Overlay to:
  - areas where amenity buffers for coal, heavy industry or other identified uses are required to manage amenity issues and land use conflicts.
  - protect sites, areas and corridors of environmental significance.
- Heritage Overlay to heritage places and precincts.
- Land Subject to Inundation to floodprone areas as identified by the West Gippsland Catchment Management Authority.
- Floodway Overlay to floodprone areas as identified by the West Gippsland Catchment Management Authority.
- Bushfire Management Overlay to bushfire hazard level 2 areas where there is potential for extreme bushfire behaviour, consistent with state hazard criteria and mapping.
- Airport Environs Overlay - Schedule 1 and Schedule 2 to areas impacted by aircraft noise generated by the Latrobe Regional Airport.
- State Resource Overlay – Schedule 1 Gippsland Brown Coalfields to Category B and C areas to identify the balance of the Gippsland coalfields located within the municipality.
- [Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document.](#)
- Schedule to Public Open Space Contribution and Subdivision to fund the provision of open space through subdivision levy contributions that are proportionate to the needs of any intensified use resulting from subdivision.

## **45.12 SPECIFIC CONTROLS OVERLAY**

04/05/2022  
VC210

Shown on the planning scheme map as **SCO** with a number.

### **Purpose**

To apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.

## **45.12-1 Use or development**

31/07/2018  
VC148

Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document corresponding to the notation on the planning scheme map (as specified in the schedule to this overlay). The specific control may:

- Allow the land to be used or developed in a manner that would otherwise be prohibited or restricted.
- Prohibit or restrict the use or development of the land beyond the controls that may otherwise apply.
- Exclude any other control in this scheme.

## **45.12-2 Expiry of a specific control**

31/07/2018  
VC148

If a specific control contained in an incorporated document identified in the schedule to this clause allows a particular use or development, that control will expire if any of the following circumstances applies:

- The use and development is not started within two years of the approval date of the incorporated document or another date specified in the incorporated document.
- The development is not completed within one year of the date of commencement of works or another date specified in the incorporated document.

The responsible authority may extend the periods referred to if a request is made in writing before the expiry date or within three months afterwards.

Upon expiry of the specific control, the land may be used and developed only in accordance with the provisions of this scheme.

02/02/2024  
GC217

## SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0

### Specific controls

02/02/2024  
GC217

PS Map Ref	Name of incorporated document
SCO3	Marinus Link Project Incorporated Document, 2 February 2024



31/07/2018  
VC148

## **SCHEDULE TO CLAUSE 72.01 RESPONSIBLE AUTHORITY FOR THIS PLANNING SCHEME**

### **1.0 Responsible authority for administering and enforcing this planning scheme:**

31/07/2018  
VC148

The South Gippsland Shire Council is the responsible authority for administering and enforcing the planning scheme, except for matters specified in Clause 72.01-1 and matters listed in this schedule.

### **2.0 Responsible authority for administering and enforcing a provision of this planning scheme:**

02/02/2024  
GC217

The Minister for Planning is the responsible authority for administering and enforcing:

- Clause 45.12 of the planning scheme in respect of the Marinus Link Project Incorporated Document, 2 February 2024.

### **3.0 Person or responsible authority for issuing planning certificates:**

31/07/2018  
VC148

The Minister for Planning.

### **4.0 Responsible authority for VicSmart and other specified applications:**

22/09/2023  
VC243

The Chief Executive Officer of South Gippsland Shire Council is the responsible authority for considering and determining VicSmart applications to which Clause 71.06 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

The Chief Executive Officer of South Gippsland Shire Council is the responsible authority for considering and determining applications to which Clause 53.24 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

The Chief Executive Officer of South Gippsland Shire Council is the responsible authority for considering and determining any application that the notice and review exemption in Clause 52.10-2 applies to, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

31/07/2018  
VC148**SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?****1.0****Maps comprising part of this planning scheme:**19/08/2021  
VC196  
02/02/2024  
GC217

- 1, 1ESO5, 1ESO9, 1DPO, 1HO, 1LSIO, 1BMO, 1SRO, 1RXO, 1RO
- 2, 2ESO9, 2HO, 2DDO, 2DPO, 2RXO, 2BMO
- 3, 3ESO5, 3ESO9, 3HO, 3LSIO, 3EAO, 3RXO, 3BMO
- 4, 4ESO5, 4ESO9, 4HO, 4LSIO, 4BMO
- 5, 5ESO5, 5ESO9, 5HO
- 6, 6ESO2, 6ESO5, 6ESO9, 6HO, 6LSIO, 6BMO
- 7, 7EMO, 7ESO1, 7ESO2, 7ESO5, 7ESO9, 7LSIO, 7HO, 7BMO, 7PAO
- 8, 8ESO1, 8ESO2, 8ESO4, 8ESO5, 8BMO, 8RO, [8SCO](#)
- 9, 9EMO, 9ESO1, 9ESO2, 9ESO4, 9ESO5, 9HO, 9DDO, 9DPO, 9BMO, 9PAO, 9EAO, [9SCO](#)
- 10, 10DPO, 10ESO2, 10ESO4, 10ESO5, 10ESO9, 10LSIO, 10BMO, 10PAO, 10RXO, 10RO
- 11, 11ESO5, 11ESO9, 11HO, 11RXO, 11RO
- 12, 12ESO5, 12ESO9, 12HO, 12LSIO, 12BMO
- 13, 13AEO, 13ESO2, 13ESO5, 13ESO9, 13HO, 13LSIO, 13BMO, 13PAO, 13RXO, 13RO
- 14, 14ESO2, 14ESO5, 14ESO8, 14ESO9, 14HO, 14DDO, 14DPO, 14PAO, 14RXO, 14BMO, 14RO
- 15, 15ESO2, 15ESO5, 15ESO9, 15HO
- 16, 16DDO, 16DPO, 16EAO, 16ESO2, 16ESO4, 16ESO5, 16HO, 16LSIO, 16PAO, 16PO
- 17, 17ESO2, 17ESO5, 17LSIO, 17PAO, 17BMO
- 18, 18EMO, 18ESO1, 18ESO2, 18ESO4, 18ESO5, 18HO, 18LSIO, 18BMO, 18PAO, 18RO, [18SCO](#)
- 19, 19ESO2, 19ESO5, [19SCO](#)
- 20, 20ESO2, 20ESO5, 20HO, 20LSIO, 20PAO, 20BMO
- 21, 21ESO1, 21ESO2, 21ESO5, 21HO, 21LSIO, 21BMO, 21RO, [21SCO](#)
- 22, 22DDO, 22ESO3, 22ESO7, 22LSIO, 22SLO, 22BMO
- 23, 23DDO, 23ESO2, 23ESO3, 23ESO5, 23ESO7, 23LSIO, 23SLO, 23BMO
- 24, 24DDO, 24ESO3, 24ESO7, 24LSIO, 24RO, 23SLO, 24BMO
- 25, 25DDO, 25ESO7, 25LSIO, 25HO, 25BMO
- 26, 26ESO1, 26ESO2, 26ESO3, 26ESO5, 26HO, 26LSIO, 26PAO, 26SLO, 26BMO, 26RO, [26SCO](#)
- 27, 27ESO5, 27HO, 27LSIO
- 28, 28DDO, 28EMO, 28ESO1, 28ESO2, 28ESO3, 28ESO4, 28ESO5, 28HO, 28LSIO, 28PAO, 28SLO, 28BMO, 28RO
- 29, 29DDO, 29ESO3, 29ESO4, 29ESO5, 29HO, 29PAO, 29RXO, 29SLO, 29BMO
- 30, 30ESO3, 30ESO4, 30ESO5, 30HO, 30LSIO, 30PAO, 30SLO, 30RO
- 31, 31ESO1, 31ESO2, 31ESO3, 31ESO4, 31ESO5, 31HO, 31LSIO, 31RXO, 31SLO, 31BMO, 31RO
- 32, 32ESO5, 32HO, 32SLO, 32BMO
- 33, 33ESO3, 33HO, 33LSIO, 33SLO, 33BMO, 33RO

- 34, 34ESO3, 34ESO5, 34SLO, 34BMO
- 35, 35ESO3, 35ESO4, 35ESO5, 35HO, 35LSIO, 35SLO, 35BMO, [35SCO](#)
- 36, 36ESO3, 36ESO5, 36SLO, 36BMO
- 37, 37DDO, 37DPO, 37ESO1, 37ESO3, 37ESO5, 37ESO7, 37LSIO, 37SLO, 37BMO
- 38, 38DDO, 38ESO3, 38ESO5, 38ESO7, 38LSIO, 38SLO, 38BMO
- 39, 39ESO3, 39HO, 39LSIO, 39SLO, 39BMO

31/07/2018  
VC148**SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS****1.0 Incorporated documents**11/03/2022/02/  
2024  
C126sgipGC217

Name of document	Introduced by:
<i>Australian Standard AS2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction</i> (Standards Australia Limited, 2015)	VC107
<u><i>Marinus Link Project Incorporated Document (2 February 2024)</i></u>	<u>GC217</u>
<i>Restructure Plans for Old and Inappropriate Subdivisions in South Gippsland Shire</i> (August 2019)	C20
<i>SPI Electricity Pty Ltd Leongatha Depot 2013</i> (July 2013)	GC124
<i>Wilson's Promontory Cruises Facility</i> (April 2017)	GC75
<i>Statement of Significance, "Aroyrn"</i> (July 2021)	C135latr

03/03/2022  
C127sgip**SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS****1.0 Application of zones, overlays and provisions**02/02/2024  
GC21703/03  
/2022  
C127sgip

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

**Zones**

- General Residential Zone to the existing serviced residential areas and small additional areas to ensure that there is sufficient residential land (i.e. at least a 15 year supply), particularly around the larger towns in accordance with the settlement framework plans and structure plans.
- Township Zone in smaller settlements where land use flexibility is desirable and projected growth is limited. Low Density Residential Zone and Rural Living
- Zone to the existing and serviced low density residential and rural living areas to consolidate development and limit urban growth into rural areas.
- Mixed Use Zone to areas on the periphery of the commercial centres of Leongatha and Korumburra to encourage residential opportunities close to town centres.
- Commercial 1 Zone to the existing commercial areas of the major towns to concentrate office, retail and other commercial activities within the existing commercial centres.
- Township Zone to the existing commercial areas of the small towns to concentrate commercial and retail activities within and adjacent to the existing town centres.
- Farming Zone to areas outside the towns to protect land for primary production and to facilitate diversity in agricultural land uses.
- Rural Activity Zone to areas relatively close to settlements where tourism use and development can be associated and/or compatible with agricultural production and environmental values.
- Rural Conservation Zone to Estate 3 at Venus Bay to protect and enhance the area's environmental values.
- Industrial 1 and 3 Zones to existing and serviced industrial areas to accommodate existing and future industrial development.
- Road Zones – Category 1 and Category 2 according to the function of the road.
- Public Use Zone 6 – Local Government to municipal transfer stations and landfills.

**Overlays**

- Environmental Significance Overlay – Areas of Natural Significance to areas comprising significant flora and fauna.
- Environmental Significance Overlay – Giant Gippsland Earthworm and Habitat Protection to areas comprising suitable habitat and earthworms.
- Environmental Significance Overlay- Water Catchments to catchments used for provision of potable water supplies.
- Environmental Significance Overlay – Areas Susceptible to Erosion to protect land subject to erosion.
- Environmental Significance Overlay – Coastal Areas to the coastal areas to ensure that development is sensitive to the environmental values of the area.
- Design and Development Overlay to guide the future character of the Mirboo North town centre as the town changes.

- Restructure Overlay including Restructure Plans and the Incorporated Document Restructure Plans for Old and Inappropriate Subdivisions in South Gippsland Shire (August 2019).
- Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document.

**Provisions**

- A development contributions policy to guide infrastructure provision

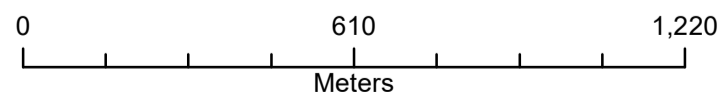


**LEGEND**  
 SCO3 - Specific Controls Overlay - Schedule 3

Municipal Boundary

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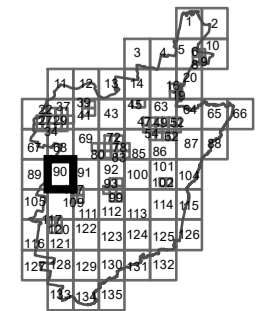


Australian Map Grid Zone 55

Planning Group  
 Print Date: 28/04/2024  
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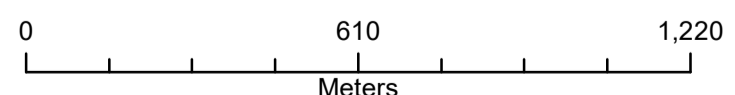


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 SCO3 - Specific Controls Overlay - Schedule 3

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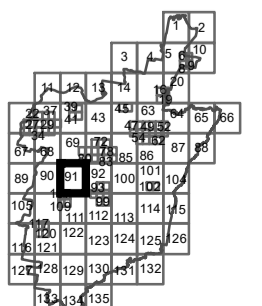


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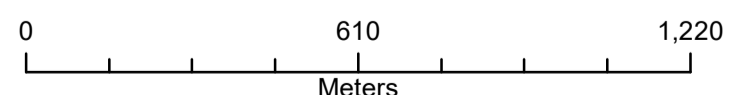


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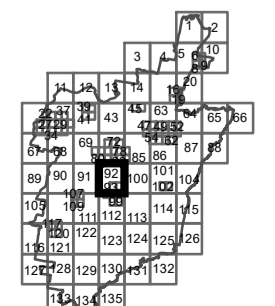


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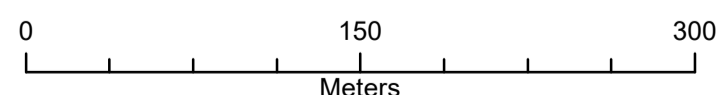


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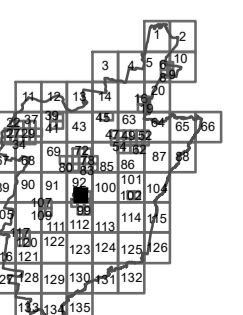


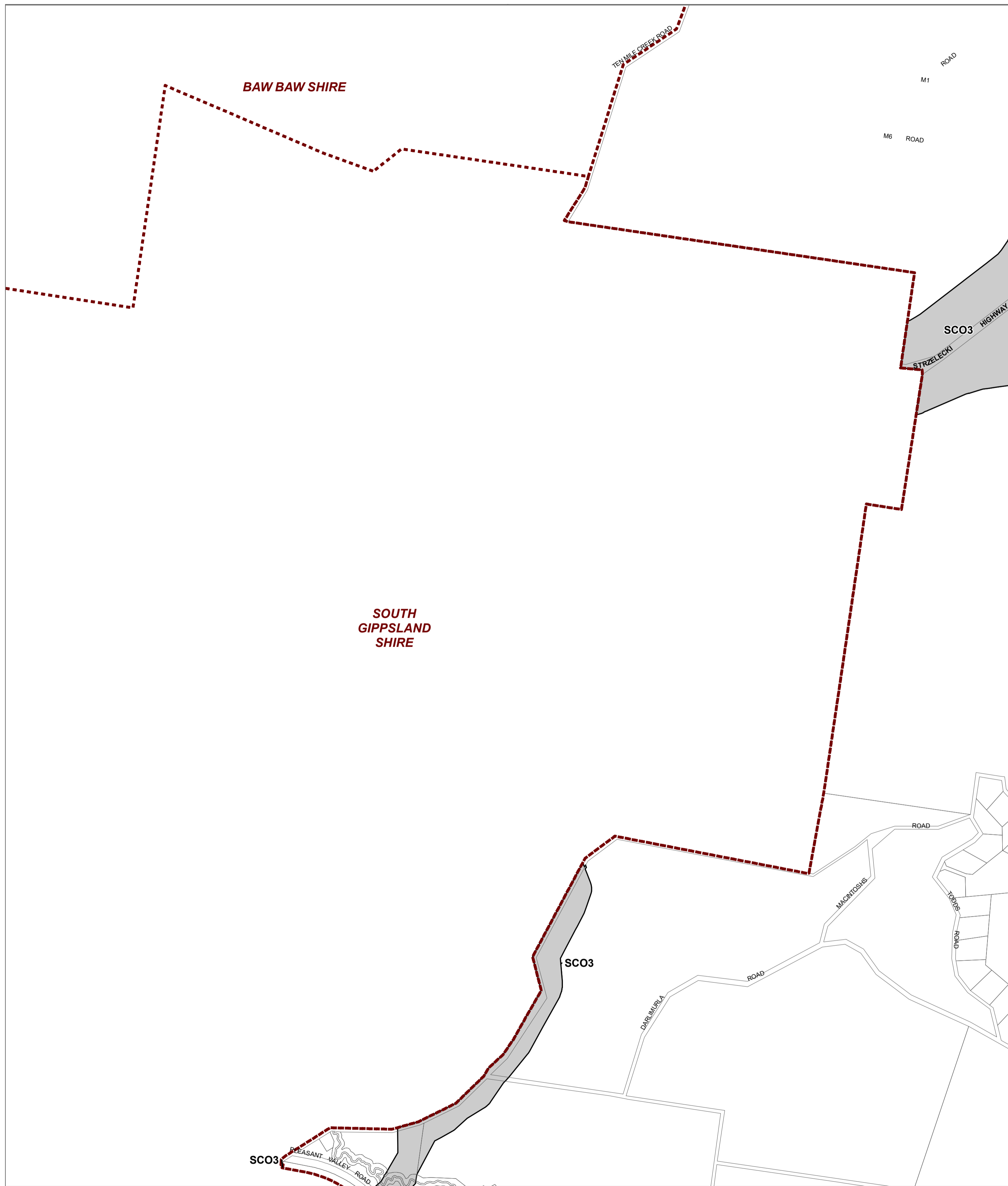
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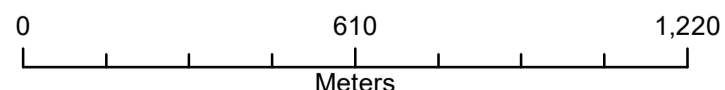


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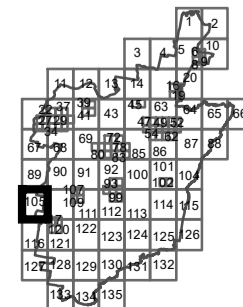
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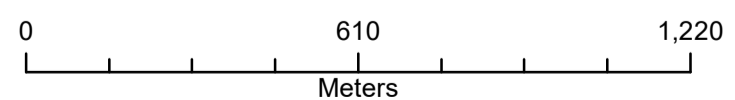


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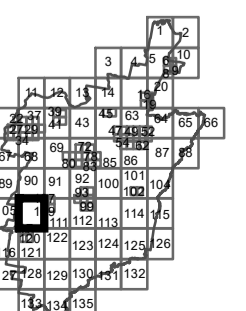


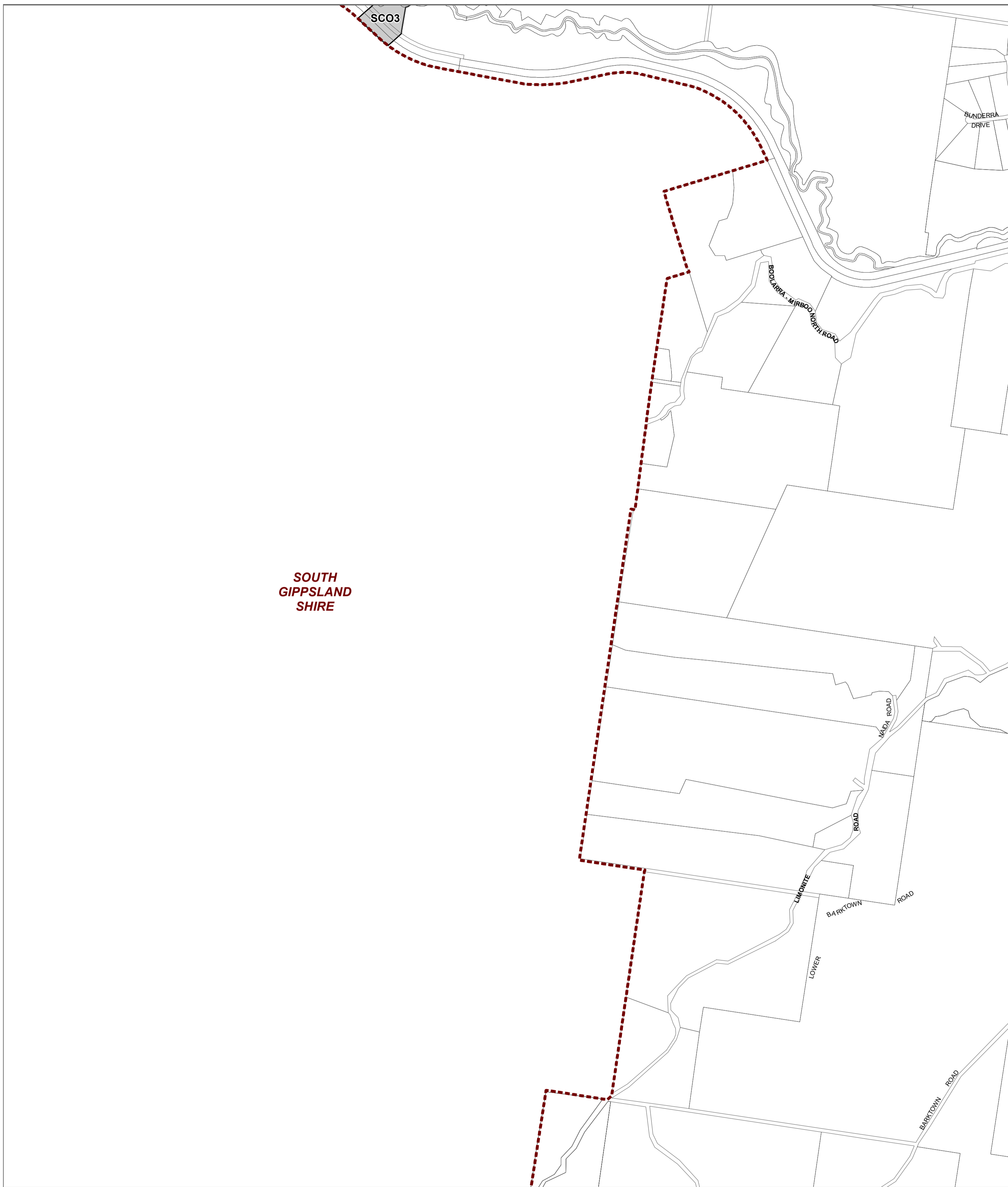
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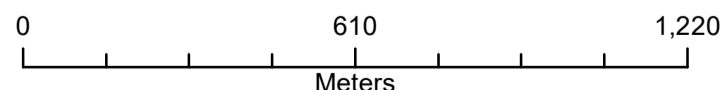
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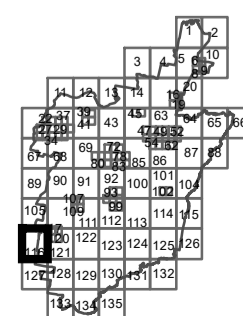
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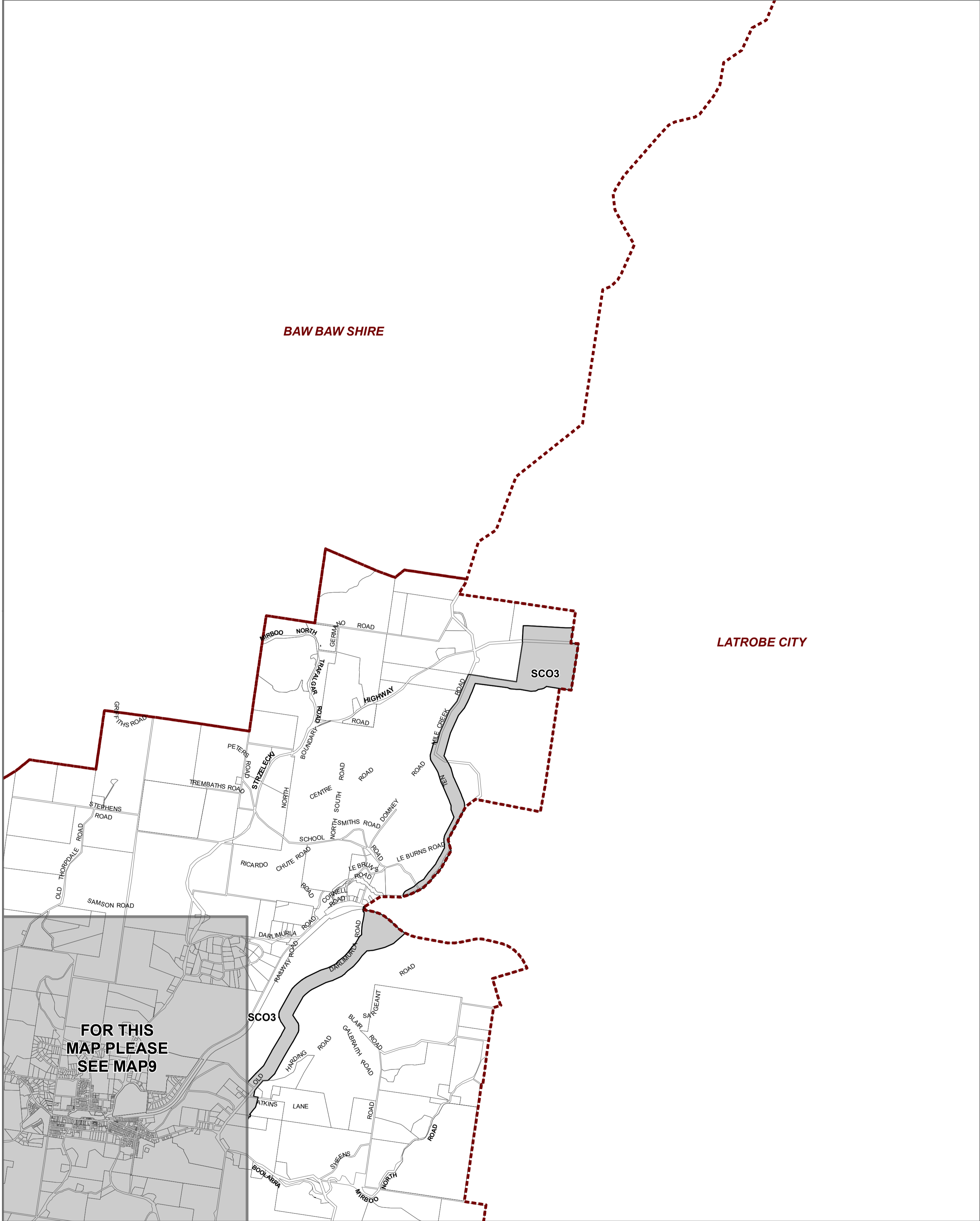
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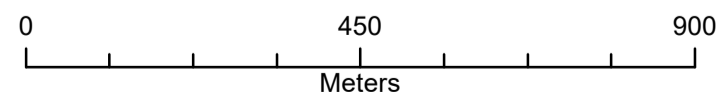


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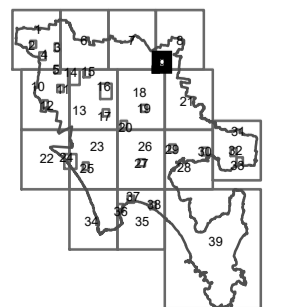


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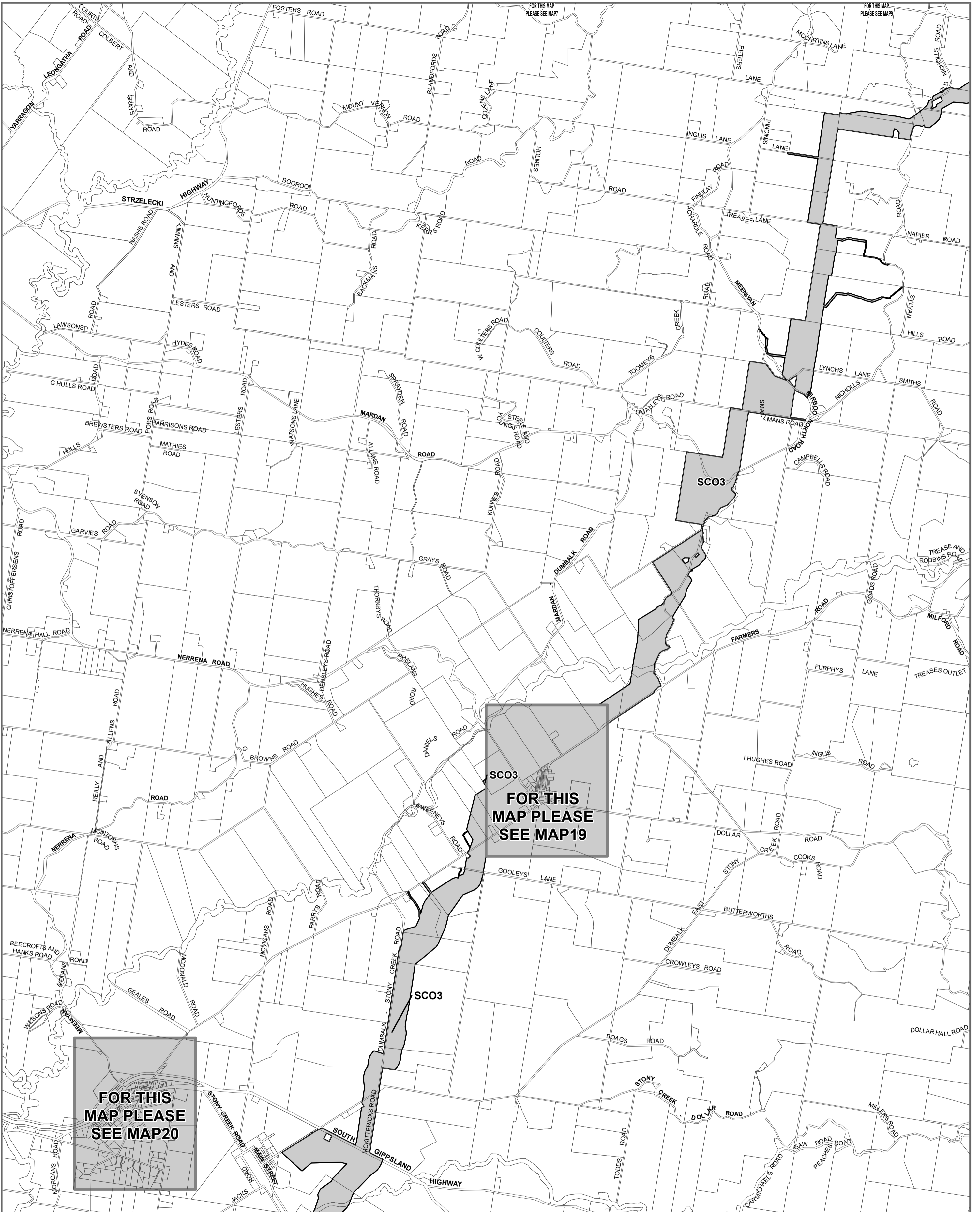
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# SOUTH GIPPSLAND PLANNING SCHEME - LOCAL PROVISION AMENDMENT GC217



<p><b>LEGEND</b></p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> SCO3 - Specific Controls Overlay - Schedule 3</p> <p><span style="display: inline-block; width: 15px; height: 10px; border-top: 1px dashed red; border-bottom: 1px dashed red; margin-right: 5px;"></span> Municipal Boundary</p>	<p><small>Disclaimer</small> This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.</p> <p><small>© The State of Victoria Department of Transport and Planning 2024</small></p>	<p>0                      1,750                      3,500</p> <p>Meters</p> <p>Australian Map Grid Zone 55</p> <p> Planning Group Print Date: 28/04/2024 Amendment Version: 2</p> <p> Department of Transport and Planning</p>	<p><b>INDEX TO ADJOINING SCHEME MAPS</b></p>
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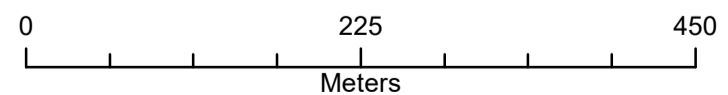


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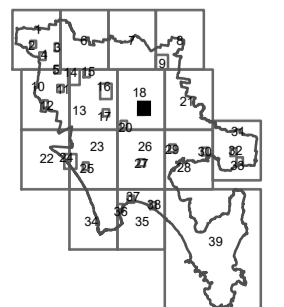
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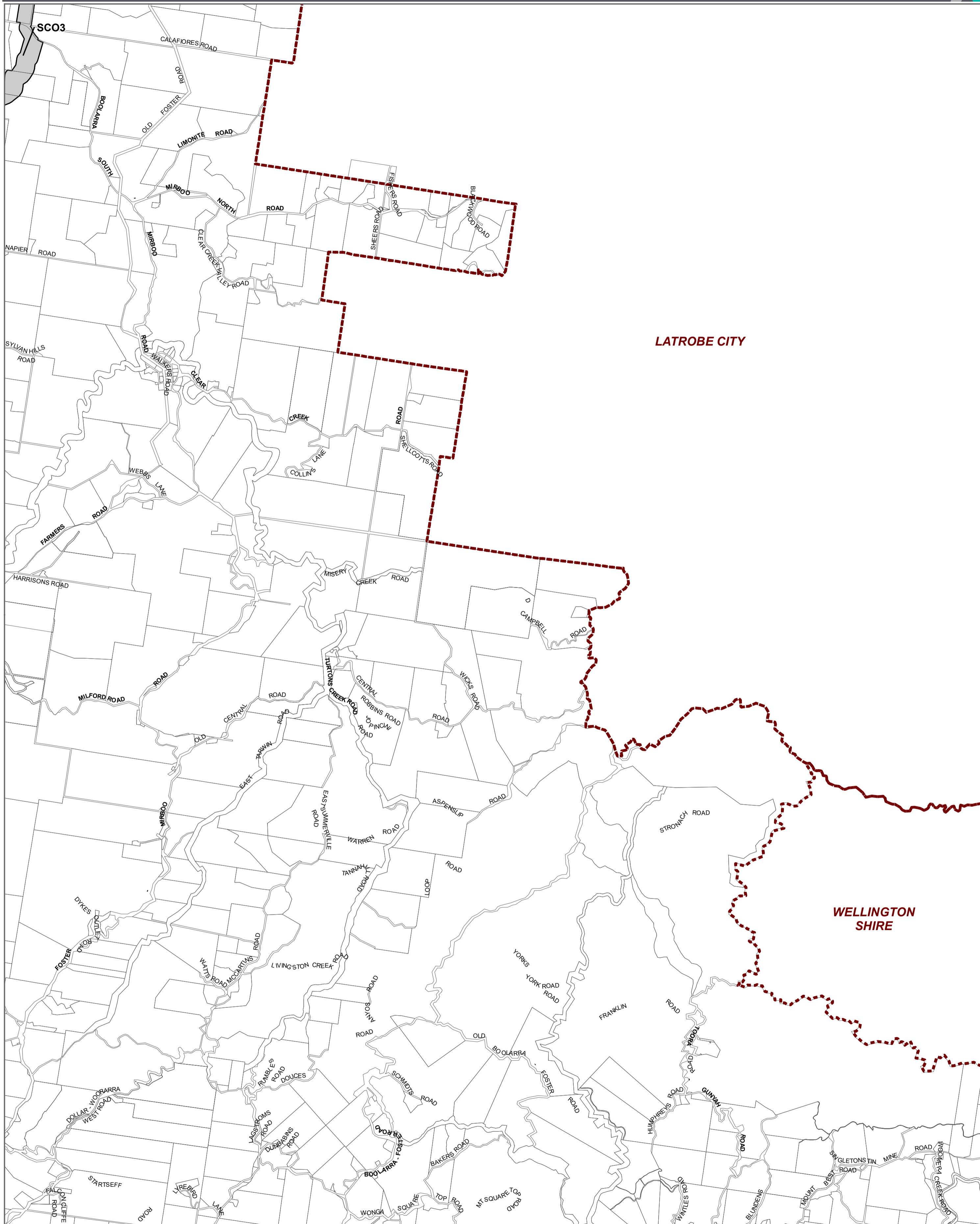
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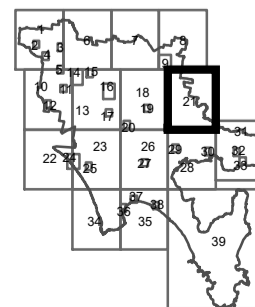
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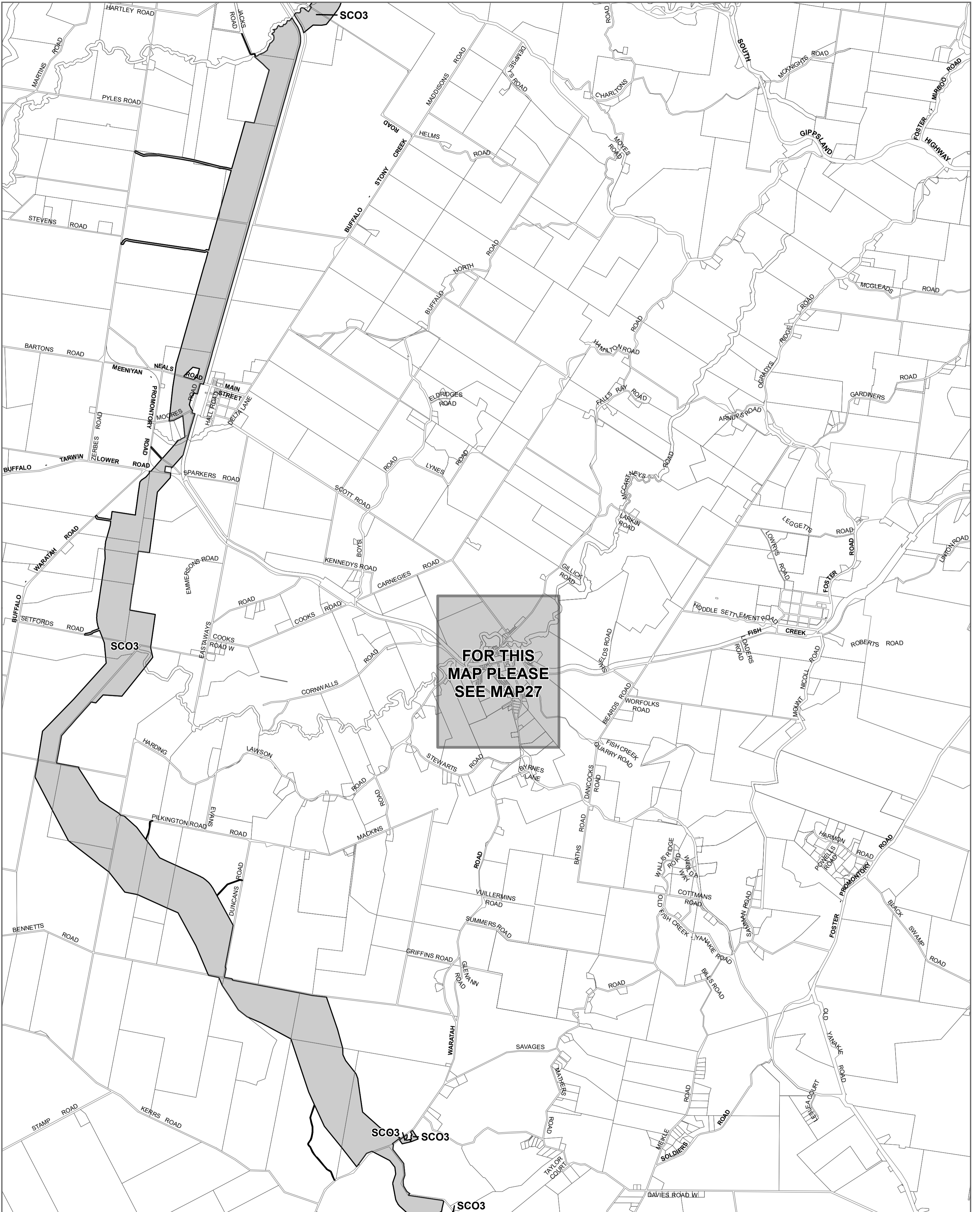
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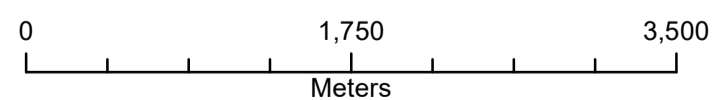


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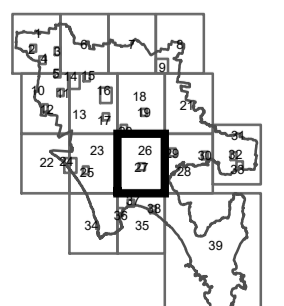


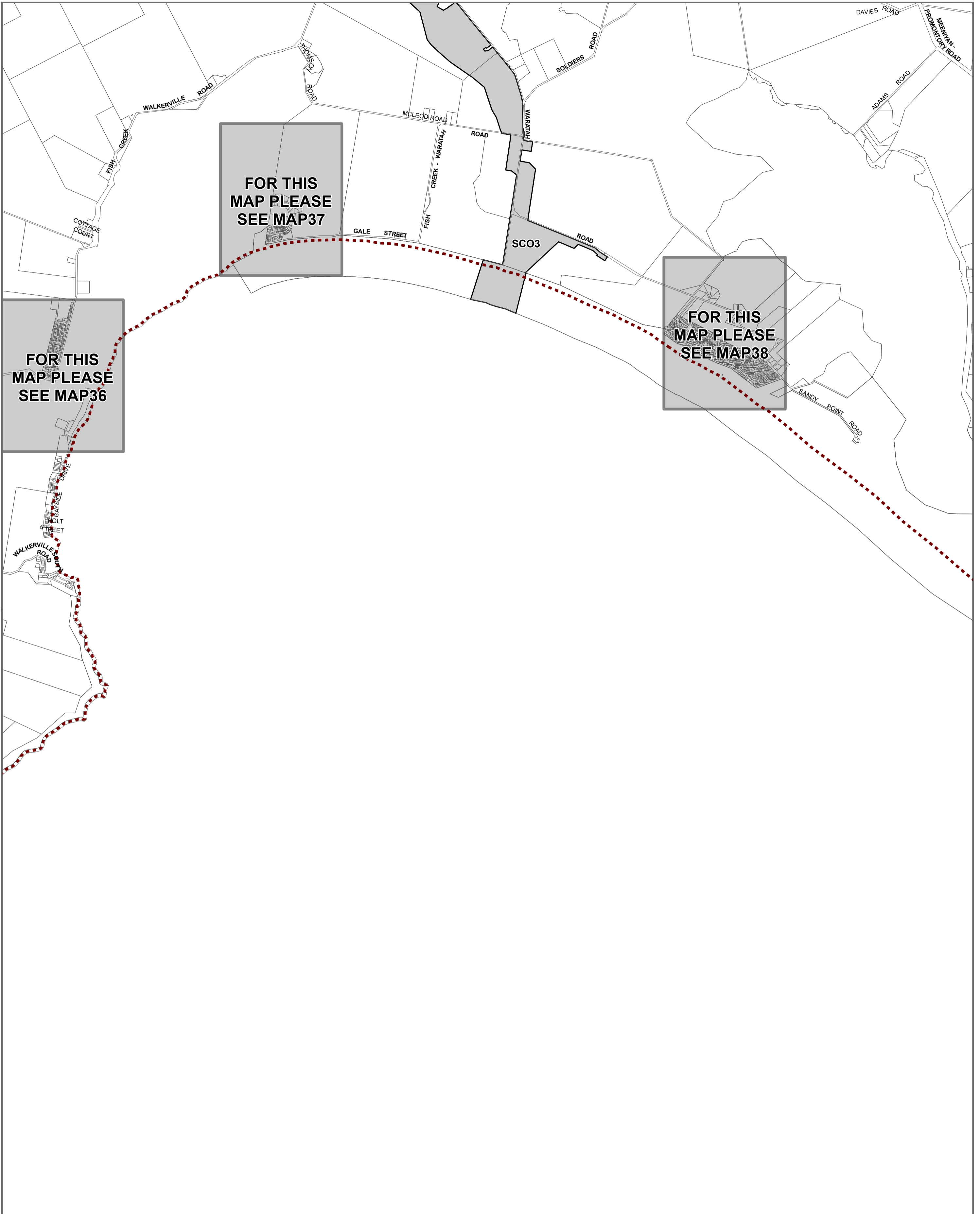
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