

St Patricks Plains  
Wind Farm  
**St Patricks Plains Wind Farm  
Pty Ltd**

Supporting planning report | 8 March 2023

## ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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# Glossary

Abbreviation	Definition
ABN	Australian Business Number
ACN	Australian Company Number
AS	Australian Standard
BESS	battery energy storage system
Council	Central Highlands Council
CT	Certificate of title
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DSG	Department of State Growth
EIS	Environmental Impact Statement
EMPCA	<i>Environmental Management and Pollution Control Act 1994</i>
EPA	Tasmanian Environment Protection Authority
EPBCA	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
IDF	Identiflight
LIST	Land Information System Tasmania
LUPAA	<i>Land Use Planning and Approvals Act 1993</i>
MG	Megawatt
Planning scheme	Tasmanian Planning Scheme – Central Highlands
PSG	Project Specific Guidelines
TIA	Traffic impact assessment
VIA	Visual impact assessment
WTG	Wind Turbine Generator

# Executive summary

St Patricks Plains Wind Farm Pty Ltd is proposing to develop a wind farm in the St Patricks Plains area of the Central Highlands of Tasmania. The wind farm will comprise 47 wind turbine generators (WTGs) with a proposed maximum generating capacity of 300 megawatts, along with ancillary support infrastructure including an upgraded internal road network and accesses, electrical infrastructure, and an operations facility (the Project). Power generated will be exported via the existing TasNetworks Liapootah-Palmerston 220 kV transmission line onto the Tasmanian grid, significantly increasing Tasmania's renewable energy production. The construction of the Project will result in a maximum disturbance footprint of 481 ha; however, once completed, rehabilitated and operational, the actual footprint of infrastructure will be 194 ha.

The construction of the Project is expected to take approximately 24 months, with an expected commencement date of late 2024. Materials for all civil works will be sourced locally, with all large WTG components to be imported via the Port of Bell Bay near Launceston and delivered by road to the Project site by specialty vehicles suitable for hauling over-dimensional parts. Most of the labour for the Project is expected to be sourced regionally, with approximately 200 full-time equivalent staff required for the construction period. During operation approximately 20 staff will be required to run the wind farm.

The Project is considered a level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPCA) as it meets the definition of a Wind Energy Facility under that legislation and is also a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) for its potential impacts on several matters of national environmental significance. The Project is being assessed as a class 2C project under the bilateral assessment agreement between the Tasmanian and Australian governments. The assessment requires the development of an Environmental Impact Statement (EIS) to address the Project Specific Guidelines developed for the Project by the Tasmanian Environment Protection Authority (EPA) (available online at [www.epa.tas.gov.au](http://www.epa.tas.gov.au)).

A planning permit is required for the Project from the Central Highlands Council (the Council) and specifically will require assessment under the *Tasmanian Planning Scheme - Central Highlands* (the planning scheme). This report provides supporting information and assessment to assist Council in their assessment of the application.

It is important to note that the Council's assessment is confined by the provisions of the planning scheme as is the usual case for the assessment of planning permit applications. This means the assessment of community interest matters such as visual and traffic impact, is undertaken in relation to the provision of the planning scheme standards relating to those issues, rather than following a broad assessment approach.

This report identifies that the Project is subject to the provisions of the Rural and Utilities zone. The Project is defined as a Utilities use, which is a permitted use in the Rural and Utilities zone.

The assessment under the *Land Use Planning and Approvals Act 1993* (LUPAA) and the EMPCA are legislatively linked. Therefore, the assessment by Council will not be undertaken until the assessment by the EPA is complete and the decision of the EPA Board is provided to Council, although the review for further information and public notification period occurs earlier.

Due to the provisions of section 25 (8A) of the EMPCA, the usual practice is for Council to not undertake an assessment of any matters being assessed by the EPA where there are no relevant exemptions under the planning scheme relating to a level 2 activity. For this application, there are three circumstances where this would apply, which relate to assessment of environmental impacts where an internal access road crosses the Environmental Management zone.

In addition, the Project requires consideration under the following planning scheme codes:

- C2.0, Parking and Sustainable Transport Code

- C3.0, Road and Railway Assets Code
- C4.0, Electricity Transmission Infrastructure Protection Code
- C7.0, Natural Assets Code
- C9.0, Attenuation Code
- C12.0, Flood-Prone Areas Hazard Code
- C13.0, Bushfire-Prone Areas Code
- E15.0, Landslip Hazard Code

Consideration against these codes has identified that an assessment is not required under the Bushfire-Prone Areas Code as the Project is not a hazardous, vulnerable or critical use and does not involve subdivision. An assessment is not required under the Natural Assets Code and Attenuation Code as there are code exemptions for level 2 activities. An assessment is not required against the Flood-Prone Areas Hazard Code as the Project site is not mapped or known to be flood prone.

Overall, the Project requires assessment against 14 separate use or development standards of which for 5 standards, the Project requires Council to exercise its discretion due to reliance on a performance criterion. These standards are as follows:

- Clause 20.4.1 Building height P1
- Clause 20.4.2, Setback P1
- Clause C2.6.3 Number of accesses for vehicles P1
- Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1
- Clause C4.6.1 Buildings or works within an electricity transmission corridor P1
- Clause C15.6.1 Buildings or works within a landslip hazard area P1.1, P1.2

An assessment against all relevant standards is outlined in section 4 and section 5 of this report. This assessment has demonstrated that, even where the acceptable solution is not met, the performance criterion is achieved. Conditions of approval relating to final detailed engineering design drawings are considered appropriate.

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# 1 Introduction

## 1.1 Purpose of the report

ERA Planning and Environment has been engaged by St Patricks Plains Wind Farm Ptd Ltd (a subsidiary of Ark Energy Projects Pty Ltd) to provide a supporting planning report for the construction of a wind farm across various properties in the St Patricks Plains area.

The wind farm will comprise 47 wind turbine generators (WTGs) with a proposed maximum generating capacity of 300 megawatts (MW) (the Project), with the power generated to be exported via existing TasNetworks transmission lines to the Tasmanian grid.

Ancillary features of the Project include electrical distribution infrastructure, an internal network of all-weather roads and tracks, new and upgraded accesses onto Highland Lakes Road, a battery energy storage system (BESS), permanent meteorological (met) masts, avifauna optical mitigation technology, and an operations facility.

This report considers the Project against the relevant planning scheme requirements, specifically identifying where the Project complies with acceptable solutions or relies on performance criteria.

### 1.1.1 Enquiries

Enquiries relating to this planning report should be directed to:

Caroline Lindus  
Technical Planning Lead  
ERA Planning and Environment  
L1, 125a Elizabeth Street, Hobart, 7000  
Phone: 03 6165 0443  
Email: caroline@eraplanning.com.au

## 1.2 The proponent

The proponent is St Patricks Plains Wind Farm Pty Ltd, a wholly owned subsidiary of Ark Energy Projects Pty Ltd (Ark Energy) and formally Epuron Projects Pty Ltd. Epuron Projects Pty Ltd was purchased by Ark Energy Corporation Pty Ltd on 5 May 2022, part-way through the preparation of approval documents for the Project.

Ark Energy is an Australian renewable energy company with a focus on greenfield development of utility-scale wind and solar energy projects. Established in 2003, Ark Energy is the pre-eminent wind farm developer in NSW and is one of the most experienced renewable energy developers in the Australian market.

Ark Energy is based in Sydney from where it progresses projects in New South Wales, Queensland, Northern Territory, Western Australia and Tasmania. With more than 11 wind farms in development and more in its pipeline, Ark Energy is a key driver of renewable energy in Australia.

Four wind farms originated by Ark Energy are in operation – Cullerin Range, Gullen Range, White Rock and Silverton Wind Farm, all in NSW. A further two wind farms in NSW are in pre-construction – Coppabella and Liverpool Range. Rye Park wind farm is now in construction. Ark Energy has also developed eight solar farms which are currently in operation.

Ark Energy's mission is to produce electricity through the commercialisation of renewable energy resources. It is committed in its business activities to abiding by the principles of ecologically sustainable development,

is proud of its environmental, health and safety records, and continues to maintain and develop policies and procedures that endorse and support them.

All documents referencing Epuron or Epuron Projects should be taken to refer to Ark Energy. Proponent and activity operator details are as follows.

**Name of Proponent (legal entity):** St Patricks Plains Wind Farm Pty Ltd

**Name of Proponent (trading name):** St Patricks Plains Wind Farm

**Registered and Postal Address of Proponent:** Level 2, 275 George Street, Sydney, NSW 2000

**ABN:** 99 665 062 493

**ACN:** 665 062 493

**Contact Person:** Donna Bolton

**Phone:** 1800 731 296

**Email:** [info@stpatricksplainswindfarm.com.au](mailto:info@stpatricksplainswindfarm.com.au)

### 1.3 Name of planning authority

The relevant planning authority is the Central Highlands Council (the Council).

### 1.4 Name of planning scheme

The application must be considered against the provisions of the *Tasmanian Planning Scheme - Central Highlands* (the planning scheme).

### 1.5 Title documentation

The Project site is large (see

Figure P-1). The overall site area is approximately 10,000 ha. The works will involve approximately 481 ha of land disturbance in this overall site area. Once constructed, the site will be rehabilitated and have an operational footprint of 194 ha. Table 1 and Figure P-1 identifies the titles that comprise the Project site defined for the purposes of the environmental assessment that will be undertaken by the EPA. It is noted that this site area includes title areas on which no development as defined under the LUPAA will occur.

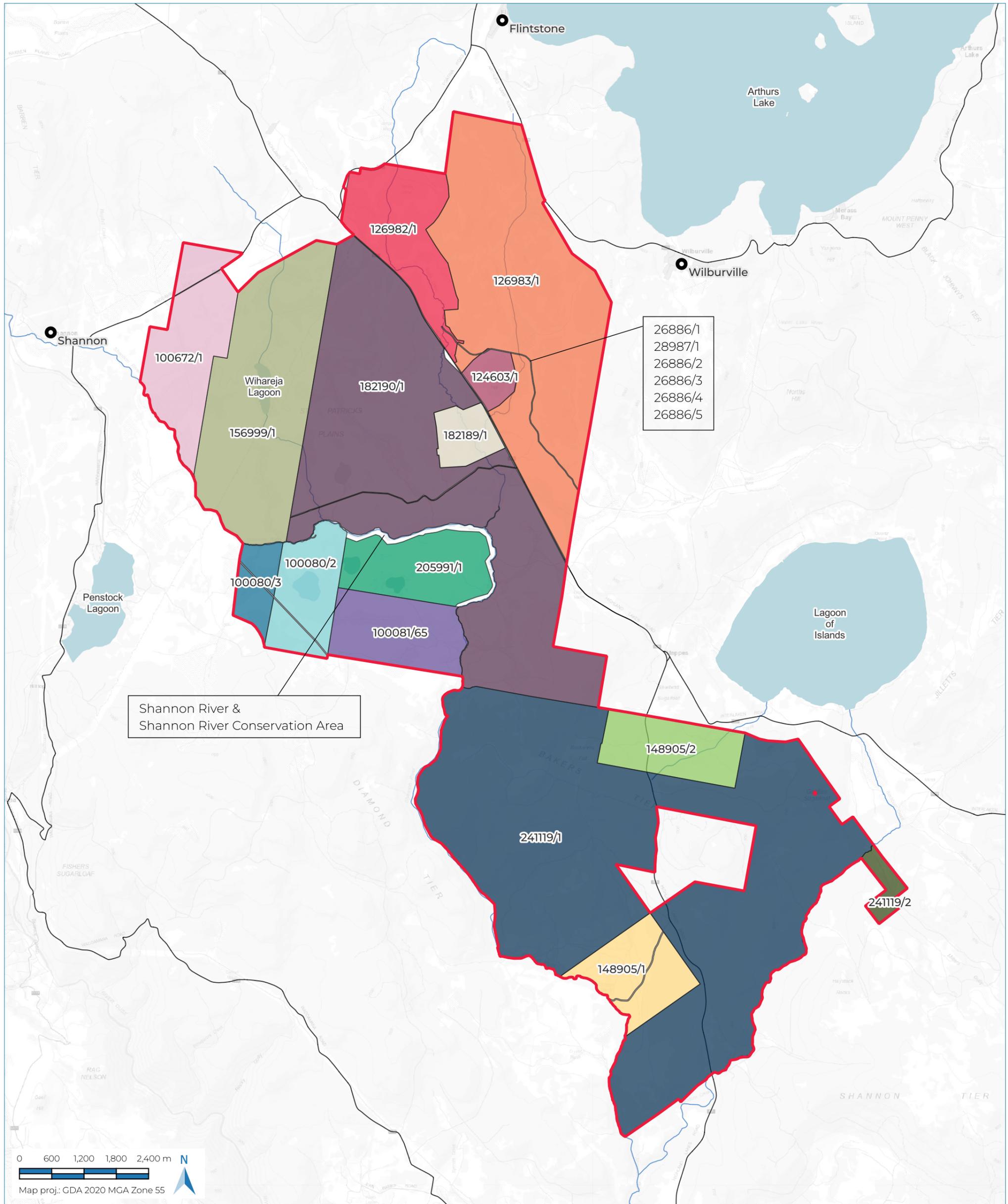
Title documentation is provided separately to this report. Land owner consent relevant to works in the Highland Lakes Road reserve and Watkins Road reserved road corridor is also provided separately.

Table 1: Titles comprising the Project site with development proposed on each title identified.

CT	Address	Landowner	Proposed development
100672/1	4244A Waddamana Road, Steppes	James Glover and Sons Pty Ltd	Met mast
156999/1	4244A Waddamana Road, Steppes	James Glover and Sons Pty Ltd	WTG 9, 13, 14, 15, 16, 29, 30, 31, 32, 33 IDF pole 1, 2, 3, 4 Met mast Internal accesses
100080/2	'Allrights Lagoons" Penstock Road, Shannon	John Albert Rose	No works
100080/3	'Allrights Lagoons" Penstock Road Shannon	John Albert Rose	No works
100081/65	'Allrights Lagoons" Penstock Road, Shannon	John Albert Rose	No works
205991/1	'Allrights Lagoons" Penstock Road, Shannon	John Albert Rose	No works
182190/1	'St Patricks Plains' 6011 Highland Lakes Road, Steppes	P.E.J.E. Pastoral Company Pty Ltd	WTG 11, 12, 17, 18, 19, 20, 25 (part-of), 39, 42, 43 IDF pole 5, 6, 7, 8, 10, 12, 24 Internal accesses and access works onto Highland Lakes Road
182189/1	'St Patricks Plains' 6011 Highland Lakes Road, Steppes	P.E.J.E. Pastoral Company Pty Ltd	No works
126982/1	'The Ripple (North)' 6300 Highland Lakes Road, Steppes	Robert McDowall Campbell	No works
126983/1	'The Ripple (South)' Highland Lakes Road, Steppes	Duncan Colin Campbell	WTG, 1, 2, 3, 4, 6, 7, 8, 68 <sup>1</sup> IDF pole 14, 15, 19, 20 Internal accesses and access works onto Highland Lakes Road
124603/1	'Ripple Lodge' 6212 Highland Lakes Road, Steppes	Duncan Colin Campbell	No works
241119/1	'Christian Marsh' 5057 Highland Lakes Road, Steppes	Cluny Pty Ltd	WTG 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 69, 70 IDF pole 9, 11, 13, 16, 17, 18, 21, 23 Internal accesses and access works onto Highland Lakes Road
148905/1	'Christian Marsh'	Cluny Pty Ltd	No works

<sup>1</sup> WTG numbers reflect the original WTG as proposed at the draft EIS stage. After deleting some WTGs to mitigate visual impacts, there are numbers missing. To maintain consistency for the purposes of the environmental assessment, consequential renumbering could not occur.

CT	Address	Landowner	Proposed development
	5057 Highland Lakes Road, Steppes		
148905/2	Christian Marsh' 5057 Highland Lakes Road, Steppes	Cluny Pty Ltd	WTG 71 IDF pole 22
241119/2	Christian Marsh' 5057 Highland Lakes Road, Steppes	Cluny Pty Ltd	No works
26886/1	No formal address	Hydro Tasmania	Internal access
28987/1	No formal address	Hydro Tasmania	No works
26886/2	No formal address	Hydro Tasmania	No works
26886/3	No formal address	Hydro Tasmania	No works
26886/4	No formal address	Hydro Tasmania	No works
26886/5	No formal address	Hydro Tasmania	No works
	Highland Lakes Road reserve	The Crown (Department of State Growth)	4 access points modified or relocated
	Acquired Road (Watkins Road)	The Crown (Parks and Wildlife Service)	WTG 25 (part of only)
	Shannon River Conservation Area	The Crown (Parks and Wildlife Service)	No works



Shannon River & Shannon River Conservation Area

26886/1  
28987/1  
26886/2  
26886/3  
26886/4  
26886/5

Project site (the Land)	<b>PARCELS</b>	148905/1
EXISTING INFRASTRUCTURE	100080/2	205991/1
Road	100080/3	148905/2
Towns/communities	100081/65	156999/1
<b>NATURAL FEATURES</b>	100672/1	182189/1
Rivers and streams	124603/1	241119/1
Lakes and lagoons	126982/1	241119/2
	126983/1	182190/1



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St Patrick's Plains Wind Farm  
Figure P-1  
The Project site

# 2 The proposal

## 2.1 Project description

The Project is a substantial development, covering a large site area. It will comprise 47 wind turbine generators (WTGs) with a proposed maximum generating capacity of 300 MW, with the power generated to be exported via existing TasNetworks transmission lines to the National Electricity Market (NEM). The final generating capacity of the Project will depend on the WTG model selected, which will be selected post-approval to ensure the most efficient WTG suitable for the site and available at the time is used. The WTGs will have a maximum height of 231 m from the tip of the blade to natural ground level. Details of the WTGS is provided at section 2.3.1 of the EIS.

Table 2: Proposed maximum WTG parameters

WTG Parameter	Maximum value
Rotor diameter	162 m
Blade length	80 m
Rotor swept area	20,612 m <sup>2</sup>
Maximum blade tip height	231 m
Hub height	150 m
Total WTG permanent hardstand	0.92 ha

Ancillary features of the Project include electrical infrastructure, an internal network of all-weather roads and tracks, new and upgraded accesses onto Highland Lakes Road, permanent meteorological (met) masts, avifauna optical mitigation technology, and an operations facility. A list of all ancillary features is outlined in Table 2.

The Project will involve a capital expenditure of approximately \$540 million and will look to employ approximately 200 staff during peak construction and up to 20 full-time workforce members during the operational phase (see section 2.2 below for details of construction workforce). Staff will preferentially be sourced locally or from within Tasmania where possible.

An overall summary of the Project is depicted in Figure P-2. More detailed operational elements of the proposal are provided Figure P-2 and Figure P-4. Further details of the Project are details in section 2.3 of the EIS with construction methodology and impacts detailed in section 2.4 of the EIS.

Table 3: Associated elements of the proposed wind farm

Ancillary project features	Description
Electrical infrastructure	Associated electrical infrastructure will include a substation, a switchyard, BESS, and electrical reticulation system. These works will be separate features across the Project site and represent standard electricity infrastructure required for power generation facilities. They will be secured behind appropriate fencing where required.
Operations and maintenance facility	This facility will house the administration building, a servicing shed, and hardstands for vehicle and equipment storage. There will be toilet and mess facilities for staff and a servicing shed.

Ancillary project features	Description
Met masts	<p>There are currently two temporary met masts located on the site. These will be removed, and two new met masts will be installed to collect data on temperature, humidity, pressure, wind speed and direction. These met masts have a total height of 150 m and are secured to the ground via multiple guy wires including bird flappers installed at regular intervals.</p>
Avifauna optical mitigation technology	<p>IDF cameras are a known avifauna optical mitigation technology, which are installed on poles to monitor and control turbine interactions with birds.</p> <p>There will be 24 IDF cameras located across the site. Each of these cameras will be located on a 6 m - 30 m high pole to maintain vision of all the WTGs. Each IDF pole will be secured in a metal transparent fence enclosure to mitigate impacts from animals and vehicles. An example of the IDF pole at Cattle Hill Wind Farm is shown below.</p> 
Internal road network	<p>Approximately 52.5 km of all-weather access roads will be required, including new tracks and upgrades to existing tracks where suitable.</p>
New and upgraded access onto Highland Lakes Road	<p>To facilitate access onto the site, upgrades to various access points from Highland Lakes Road will be necessary. This includes the relocation of two access points and widening of two other access points to accommodate the swept path of an 80 m long turbine blade. One access point will effectively become a junction, as there will be an access on either side of the public road.</p>
Watkins Road construction	<p>Currently there is a reserve road that bisects CT 182190/1, over which there is a farm driveway but no other construction. This will require upgrading to an appropriate standard. This also necessitates landowner consent from the Crown for the planning permit application. A works application to undertake the works in the Crown land corridor is not expected as the purchase of the road corridor by P.E.J.E Pastoral Pty Ltd is being progressed with the Crown.</p>

The total disturbance footprint for the Project totals 481.4 ha, this assumes all construction disturbance is counted as disturbance and does not include any rehabilitation. The actual footprint for the operational phase of the Project totals 190.2 ha, with a breakdown of individual operational components provided in Table 3, this represents a figure closer to the anticipated actual site disturbance after rehabilitation and regrowth.

Please note that the operational breakdown does not include construction specific compounds that will be removed following completion of the Project, including the batch plants (2.4 ha), the blade laydown areas (1.4 ha) or the site compounds (3.0 ha) in the north and south of the Project Site.

Table 4: Operational project footprint summary

Component	Maximum operational footprint (ha)
WTG footprints (including laydown areas)	43.38
Roads	40.86
Underground cable easements/trenches	11.77
Sub-station	1.62
Switchyard	2.00
Overhead powerline (power poles only)	0.48
Operations facility	0.81
BESS	0.30
Curtailement system (with vegetation trimming/removal)	87.15
Curtailement system (IDF hardstands)	0.89
Meteorological masts	0.76
<b>Total</b>	<b>190.02</b>

## 2.2 Construction overview

The construction of the Project is expected to take approximately two years and will involve a construction workforce of approximately 200 people during peak periods. Given the site's remote location, most of the construction team will work on a drive-in drive-out basis and be stationed at either a temporary camp outside the Project site (excluded from this application) or at local and regionally available accommodation in towns such as Bothwell and Miena. This will be determined post-approval of the project and separate approvals sought if necessary.

All components and materials will be brought to site via existing road networks, with most WTG components being transported from the Bell Bay Port to the site via the predetermined routes outlined in the EIS. Materials will be sourced from a variety of locations, including local and regional quarries and material supply depots.

Temporary construction compounds consisting of crib rooms, amenities and storage containers will be built for the workforce in the north and south of the Project site.

Concrete will be batched at temporary plants on the Project site, adjacent to the construction compound in the north and laydown area in the south.

Additional construction infrastructure will include bunded refuelling facilities, washdown bays, and water supply pumps and tanks.

It is noted that these temporary construction works and facilities would fall under the exempt building and works exemption at clause 4.3.5 of the planning scheme.

## 2.3 Application documentation

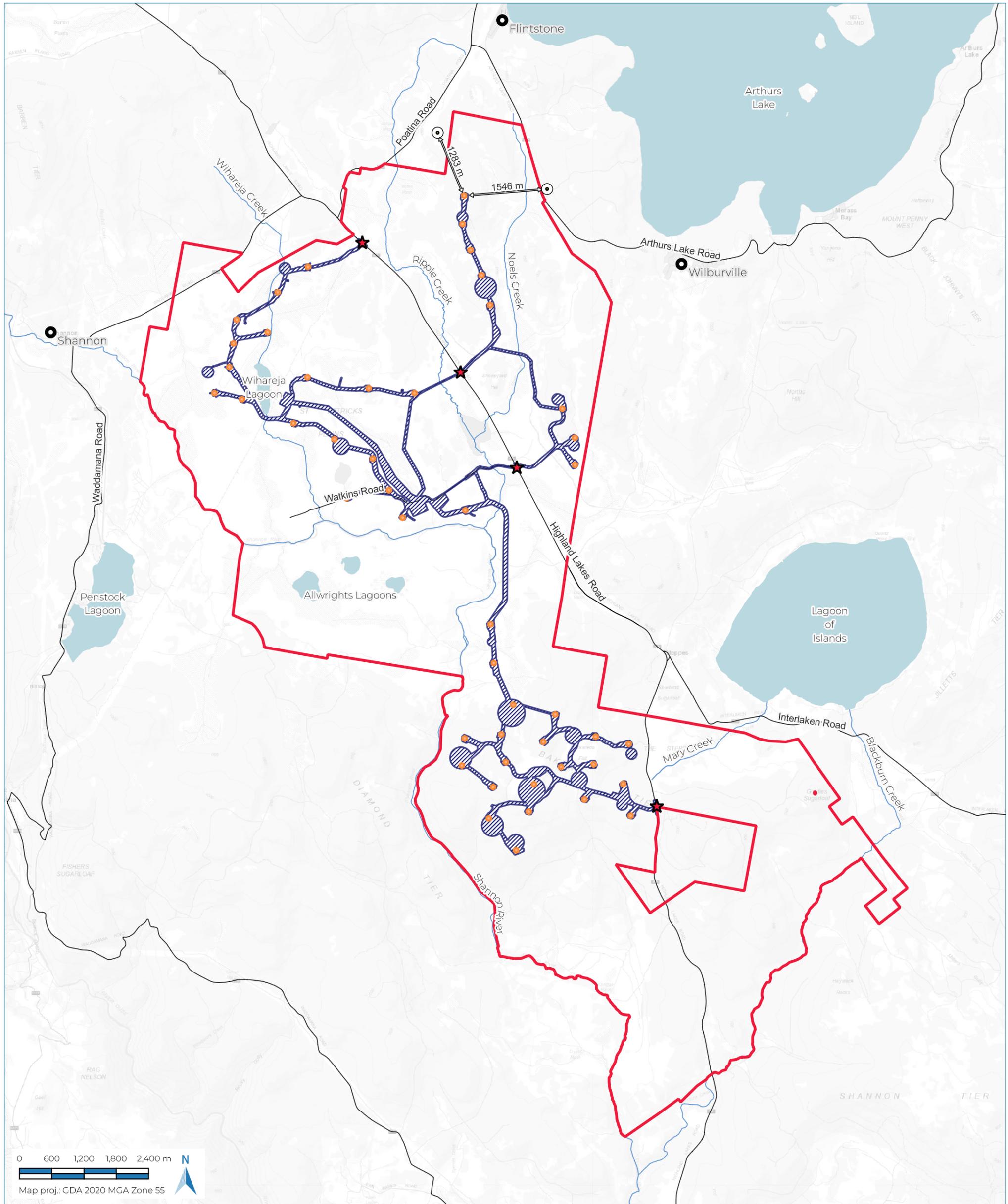
The planning permit application includes the following documents that are provided separately to this report:

- Planning application form

- Proposed building and works plans comprising:
  - Typical WF Design Criteria\_22 August 2022
  - O & M Facility General Arrangement\_14 July 2021
  - O & M Facility Elevations\_16 December 2022
  - BESS Site Plan\_12 September 2019
  - Met Mast Plan and Elevations\_17 February 2023
  - Preliminary Access Plans and Details\_4 August 2022
- Title documentation
- Landowner consent letters
- Reconnaissance landslide hazard assessment.

Also available separately is the Environmental Impact Statement (EIS), provided for the purposes of the EPA assessment, which includes the following supporting technical reports as appendices:

- General design principles
- Avifauna reports
- Terrestrial flora and fauna report
- Noise assessment
- Background noise assessment
- Socio-economic report
- Traffic impact assessment (TIA)
- Visual impact assessment (VIA)
- Shadow flicker assessment
- Hydrogeology report
- Reconnaissance acid sulfate soils report.
- EPA Tasmania avian mortality monitoring plan guidelines



- Project site (the Land)
- EXISTING INFRASTRUCTURE**
- Towns/communities
- ⊙ Closest non-involved sensitive receivers
- NATURAL FEATURES**
- Rivers and streams
- Lakes and lagoons

- PROPOSED INFRASTRUCTURE**
- ▨ Construction footprint
  - Wind turbine
  - ★ Access locations

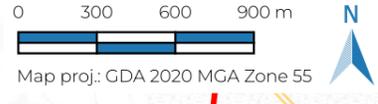
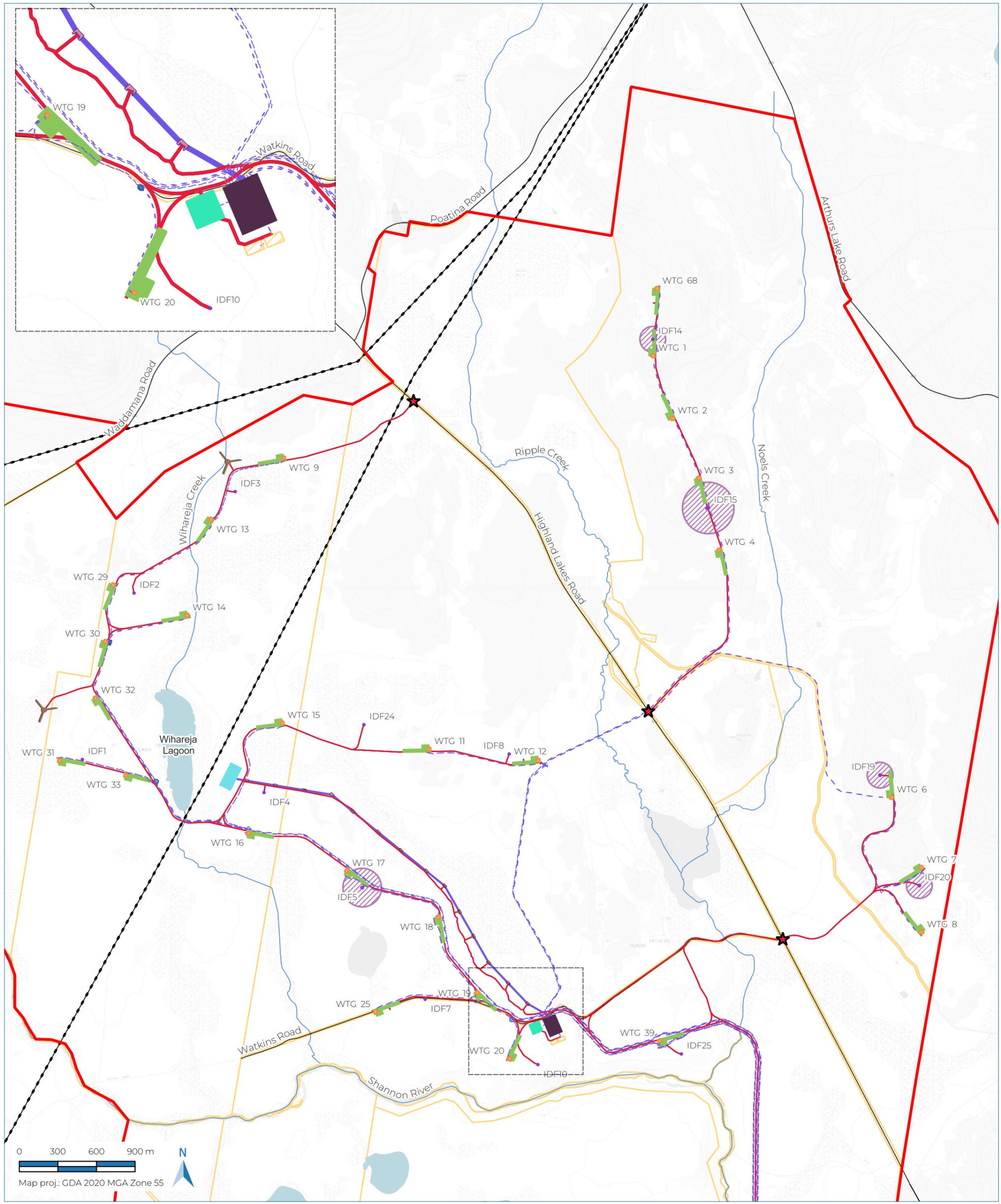
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St Patrick's Plains  
Wind Farm

Figure P-2  
Project overview

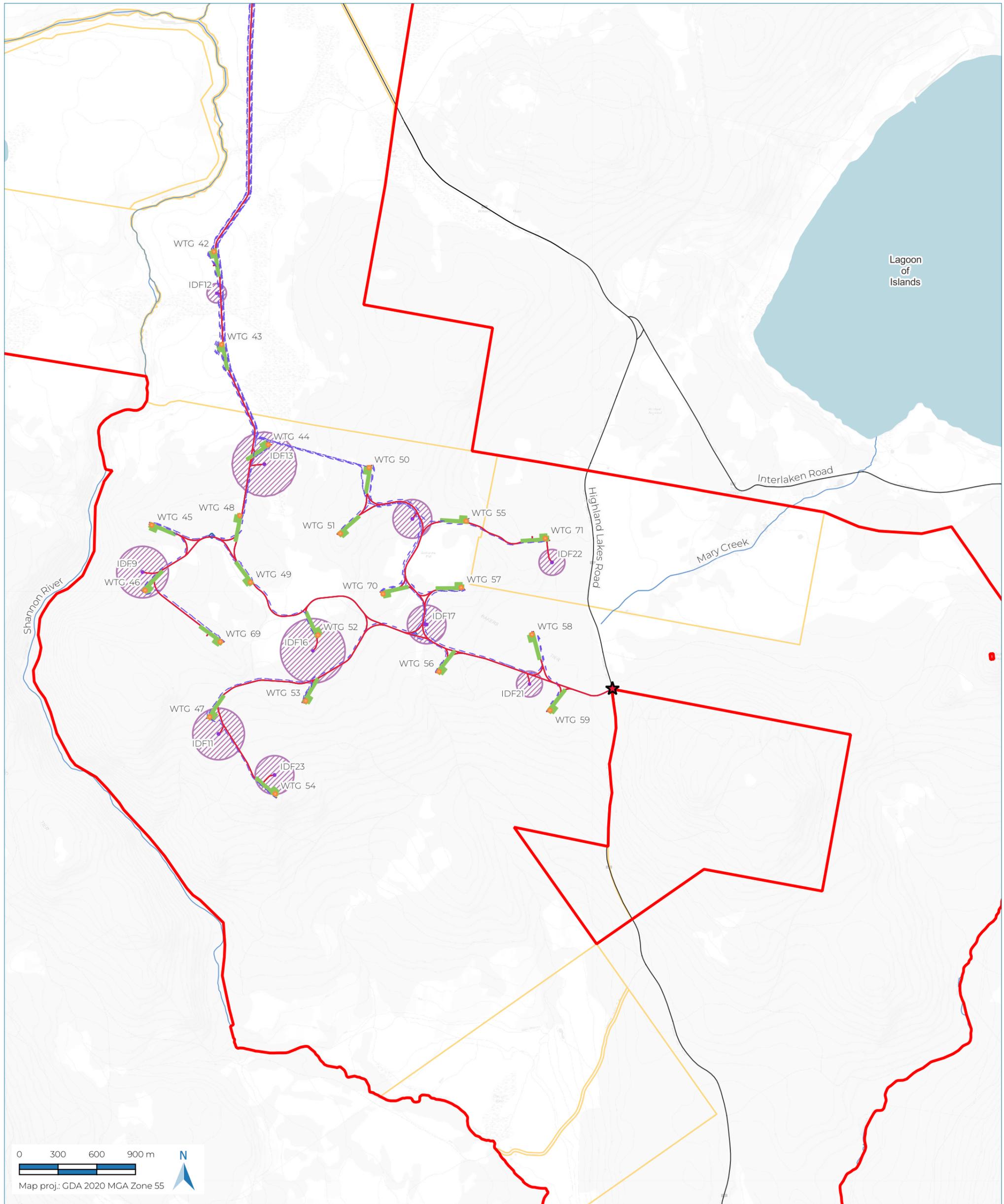


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| <ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Project site (the Land)</li> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Cadastral parcels</li> <li>EXISTING INFRASTRUCTURE</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Roads</li> <li><span style="border-bottom: 1px dashed black; width: 15px; display: inline-block; margin-right: 5px;"></span> Power line</li> <li>NATURAL FEATURES</li> <li><span style="border-bottom: 1px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Rivers and streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> Lakes and lagoons</li> </ul> | <ul style="list-style-type: none"> <li><b>PROPOSED INFRASTRUCTURE</b></li> <li><span style="color: red; font-weight: bold;">★</span> Access location</li> <li><span style="color: orange; font-weight: bold;">⬢</span> Wind turbine</li> <li><span style="color: purple; font-weight: bold;">●</span> Turbine curtailment device</li> <li><span style="color: brown; font-weight: bold;">✈</span> Met mast</li> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> BESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Hardstands</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> Overhead powerline pole</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Operations facility</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkpurple; margin-right: 5px;"></span> Substation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; margin-right: 5px;"></span> Switchyard</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkblue; margin-right: 5px;"></span> Joint box</li> <li><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, purple 2px, purple 4px); border: 1px solid purple; margin-right: 5px;"></span> Turbine curtailment device radial clearing</li> <li><span style="border-bottom: 2px solid purple; width: 15px; display: inline-block; margin-right: 5px;"></span> Overhead powerline</li> <li><span style="border-bottom: 2px solid red; width: 15px; display: inline-block; margin-right: 5px;"></span> Proposed roads</li> <li><span style="border-bottom: 2px dashed purple; width: 15px; display: inline-block; margin-right: 5px;"></span> Underground reticulation</li> </ul> |
|---|--|--|



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St Patrick's Plains  
 Wind Farm  
 Figure P-3  
 Operational layout  
 (north)

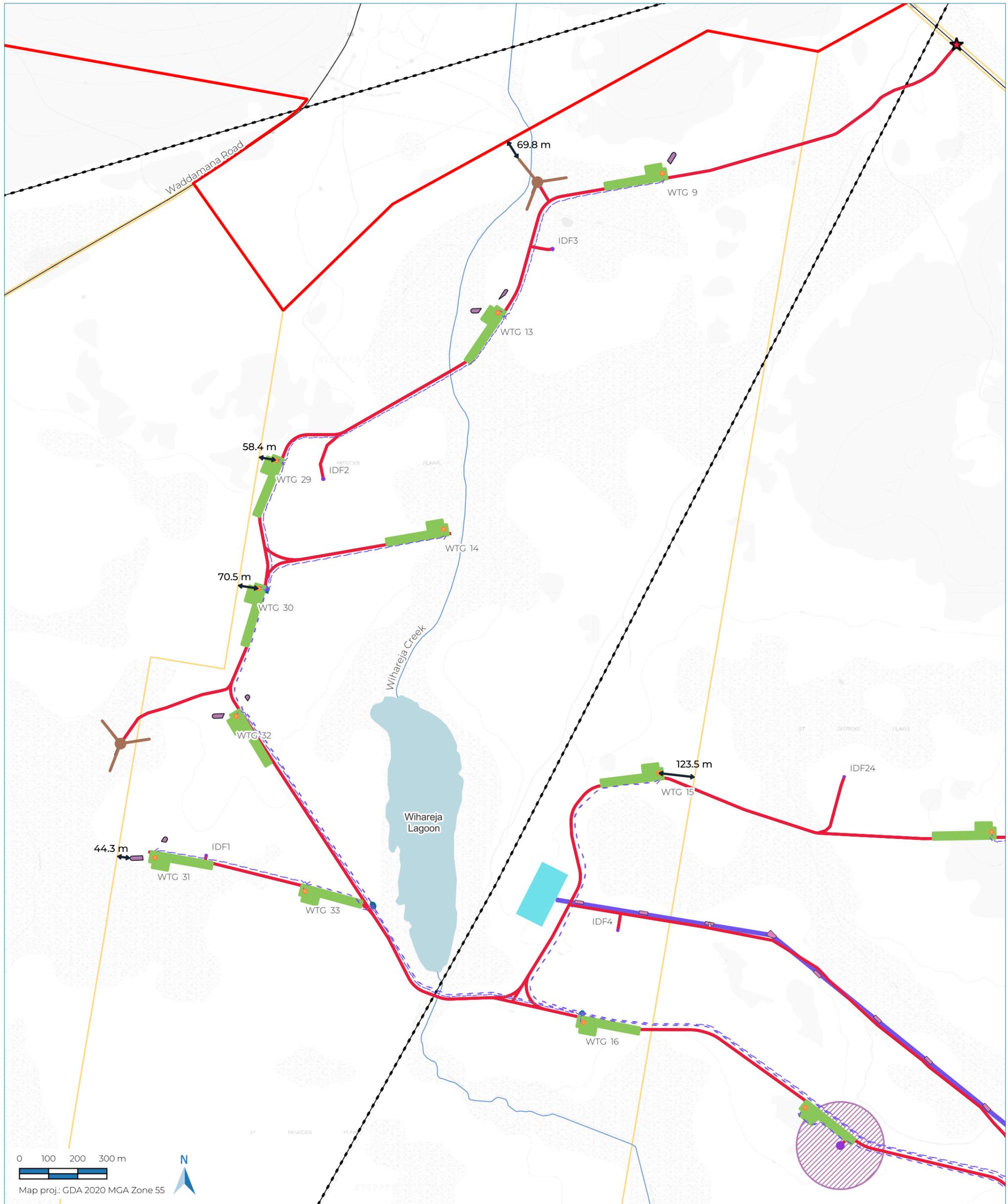


- ▭ Project site (the Land)
- ▭ Cadastral parcels
- EXISTING INFRASTRUCTURE
- Roads
- NATURAL FEATURES
- Rivers and streams
- ▭ Lakes and lagoons
- PROPOSED INFRASTRUCTURE**
- ★ Access location
- ⬢ Wind turbine
- Turbine curtailment device
- ▭ Hardstands
- ▭ Joint box
- ▭ Turbine curtailment device radial clearing
- Proposed roads
- - - Underground reticulation



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**Paper size** A3

St Patricks Plains  
 Wind Farm  
 Figure P-4  
 Operational layout  
 (south)



- |  |  |   |
|--|--|---|
| <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Project site (the Land)   | <span style="color: purple;">●</span> Turbine curtailment device   | <span style="border-bottom: 2px dashed blue; width: 20px;"></span> Underground reticulation |
| <span style="border: 2px solid orange; display: inline-block; width: 20px; height: 10px;"></span> CadastralWithinProject | Met mast   | <span style="border-bottom: 2px solid blue; width: 20px;"></span> Overhead powerline        |
| <b>EXISTING INFRASTRUCTURE</b>   | <span style="display: inline-block; width: 15px; height: 10px; background-color: green;"></span> Hardstands  | <span style="border-bottom: 2px solid red; width: 20px;"></span> Proposed roads             |
| <span style="border-bottom: 2px dashed black; width: 20px;"></span> Power line   | <span style="display: inline-block; width: 15px; height: 10px; background-color: pink;"></span> Overhead powerline pole  |   |
| <b>NATURAL FEATURES</b>  | <span style="display: inline-block; width: 15px; height: 10px; background-color: cyan;"></span> Switchyard   |   |
| <span style="border-bottom: 1px solid blue; width: 20px;"></span> Rivers and streams                                     | <span style="display: inline-block; width: 15px; height: 10px; background-color: purple;"></span> Validation mast  |   |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: lightblue;"></span> Lakes and lagoons   | <span style="display: inline-block; width: 15px; height: 10px; background-color: darkblue;"></span> Joint box  |   |
| <b>PROPOSED INFRASTRUCTURE</b>   | <span style="border: 1px solid purple; border-radius: 50%; width: 20px; height: 20px; display: inline-block;"></span> Turbine curtailment device radial clearing |   |
| <span style="color: red;">★</span> Access location   |  |   |
| <span style="color: orange;">●</span> Wind turbine   |  |   |

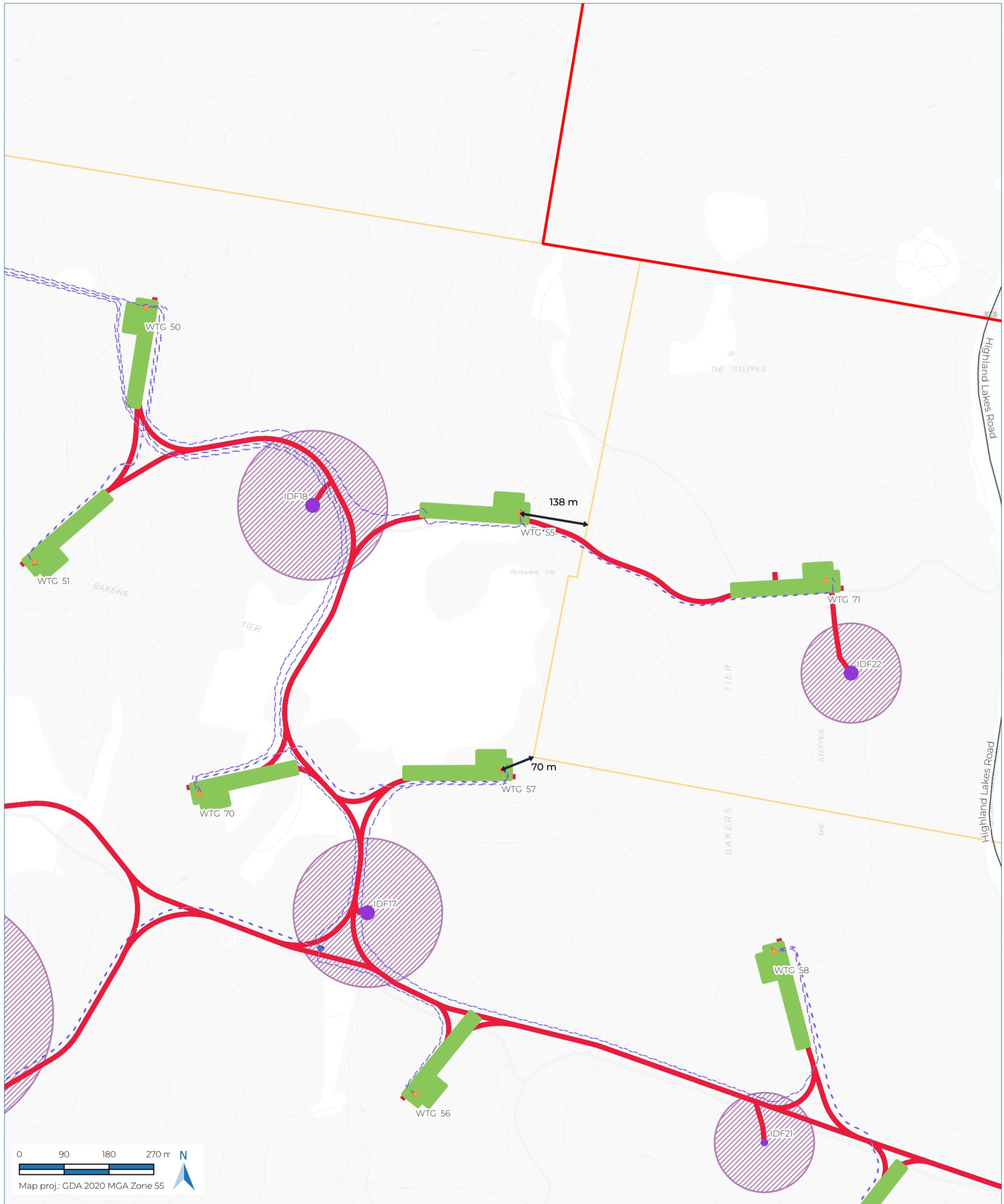
**ARK ENERGY**

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PLANNING & ENVIRONMENT

St Patricks Plains Wind Farm

Figure P-5  
Setbacks from boundaries North area A

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- ▭ Project site (the Land)
- ▭ CadastralWithinProject
- PROPOSED INFRASTRUCTURE
- Wind turbine
- Turbine curtailment device
- ▭ Hardstands
- ▭ Joint box
- ▨ Turbine curtailment device radial clearing
- - - Underground reticulation
- Proposed roads



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St Patricks Plains  
 Wind Farm  
 Figure P-6  
 Setbacks from  
 boundaries South  
 area

# 3 Site description and surrounds

## 3.1 The site

The Project site is made up of 15 separate title parcels and two road reserves, and extends either side of Highland Lakes Road from the Steppes area, south of Interlaken Road, to the north at Arthurs Lake. The site is broadly made up of grazing land that is used predominantly in the summer months, native bushland, some forestry areas, and lakes and lagoons.

The actual works (rather than the site area for the purposes of the EIS) will occur on approximately 481 ha of land over eight titles and two road reserves:

- 'Wihareja' – 4244a Waddamana Road, Steppes, TAS 7030 (CT 100672/1 and 156999/1)
- 'St Patricks Plains' – 6011 Highland Lakes Road, Steppes, TAS 7030 (CT 182190/1)
- 'The Ripple (South)' – Highland Lakes Road, Steppes, TAS 7030 (CT 126983/1)
- 'Ripple Lodge' – 6212 Highland Lakes Road, Steppes, TAS 7030 (CT 124603/1)
- 'Christian Marsh' – 5057 Highland Lakes Road, Steppes, TAS 7030 (CT 148905/2 and 241119/1)
- Hydro Tasmania disused canal (CT 26886/1)
- Highland Lakes Road reserve
- Watkins Road acquired road reserve.

## 3.2 Surrounding area

The Project will occur in the St Patricks Plains area of the Central Highlands of Tasmania. The nearest town to the project area is Miena, which is approximately 10 km to the north-west, adjacent to the Great Lake. This town includes tourist accommodation, restaurants and a pub. The highland lakes area is a popular holiday and fishing destination, which results in a fluctuating resident population. Many holiday shacks are spread throughout the region, including in areas adjacent to the Project area. The census data from the 2021 census indicated a permanent population of 127 residents with 93 of those people over the age of 50.

Other features of the area include the Steppes Historical site, and the Highlands Power Trail which tells the story of the hydro-electric commission developments in the area, culminating in the Waddamana Power Station heritage site which offer visitor tours.

The closest population centres are Bothwell ~20 km to the south and Deloraine ~50 km to the north. The Project site is isolated from the larger Tasmanian cities of Burnie, Devonport, Launceston and Hobart.

Medical facilities (community health centre) are provided at Ouse, which is approximately 60 km from the subject site, and there is a district high school at Bothwell. However, in general the Central Highlands area has limited social services.

Consistent with the characteristics of the site, the surrounding area also features grazing land, native forests, some forestry, and lakes and lagoons. In addition, there are several settlements around the subject site, often adjacent to the lakes and lagoons. These settlements are dominated by holiday shacks, although a number of permanent residents live in these areas as well. These settlements include Wilburville, Flintstone, Arthurs Lake, Penstock Lagoon and Shannon. The lakes and lagoons are almost all the result of hydro-electric works that commenced in the early 1900s, and they have become a key feature in the landscape.

The characteristics of the surrounding area are not articulated in the planning scheme. The landscape is dominated by wide vistas of open plains, some being grazed during the summer months, forests in

sections, and areas dominated by shrubs and understorey native species. Mountains are visible in the distance.

As previously indicated, development in the Central Highlands area was dominated by the growth of the hydro-electric schemes. These schemes introduced a range of physical features to the landscape, including dam walls, water races, overhead transmission lines, and associated supporting infrastructure. The importance of this stage of Tasmania's development is highlighted by the promotion of the Highland Lakes Road as the Highlands Power Trail<sup>2</sup>.

The surrounding land is predominantly zoned Rural, with pockets zoned Environmental Management, particularly around lakes and watercourses. Several roads in the area, including Highland Lakes Road and Poatina Road, are in the Utilities zone.

The Rural zone accommodates a wide variety of uses, dominated by agricultural uses such as grazing, forestry, crop production and animal husbandry. A variety of other uses are allowable, some only if related to rural resource activities, such as bulky goods sales, educational and occasional care, food services, general retail and hire, manufacturing or processing, service industry and transport depot and distribution. New Residential uses are discretionary, and several use standards require consideration to enable approval.

The Rural zone (including its superseded version known as the Rural Resource zone under the interim planning schemes) is one of the most broadly applied zones across Tasmania. Given its application, it needs to accommodate uses and development that not only support agricultural activities, but those that support communities in regional areas. While the permissible uses in this context allow for a range of development opportunities, given the isolation of the site from population centres and industrial or transport hubs, it is not expected that there would be many non-rural uses occurring in the area.

### 3.3 Site photos



Photo 1: Partial view of the Project site, looking south from Waddamana Road

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<sup>2</sup> The Highlands Power Trail is sponsored by Hydro Tasmania, Council and the Australian Government <https://nla.gov.au/nla.obj-1382460837/view>



Photo 2: View looking north-east towards the Project site across Penstock Lagoon



Photo 3: Partial view of the Project site, looking south from Watkins Road near WTG 20



Photo 4: Looking along Watkins Road (a few hundred metres in from Highland Lakes Road) to the Project site.



Photo 5: Existing Watkins Road where it crosses Ripple Creek



Photo 6: Looking north across Project site just north of Wihareja Lagoon



Photo 8: Project site near Ripple Creek.



Photo 9 Existing transmission lines in Project site, south of Wihareja Lagoon



Photo 10 Looking east across Project site with existing transmission towers in background

# 4 Assessment framework

## 4.1 Legislative framework

The application must be considered against the provisions of the *Tasmanian Planning Scheme - Central Highlands* (the planning scheme). In addition, the application will be assessed as a scheduled level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPCA). A Notice of Intent in accordance with Section 27B of the EMPCA was provided to the EPA who then issued project specific guidelines (PSGs) in October 2019.

The assessment under the *Land Use Planning and Approvals Act 1993* (LUPAA) and the EMPCA are legislatively linked. In accordance with section 25(a)(b) of the EMPCA, Council is required to refer this planning permit application to the EPA as soon as practicable, but in any event no later than 21 days after receipt of its lodgement.

Additionally:

- Council has 42 days instead of the normal 21-day period under section 57 of the LUPAA to request further information. This is also taken to be a separate statutory period to the 42-day assessment period (refer to section 25(2)(d) of the EMPCA).
- The public notification period does not commence until directed to by the EPA (refer to section 25(2)(b) of the EMPCA).
- Public notification is for a 42-day rather than 14-day period normally applicable to discretionary applications under the LUPAA (refer to section 27C of the EMPCA)
- Council's 42-day assessment period does not commence until the assessment by the Environment Protection Authority Tasmania (EPA) is complete and Council is notified of the decision (refer to section 25(2)(e) of the EMPCA).<sup>3</sup>

The project has also been referred under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) to the Australian Government Department of Climate Change, Energy, the Environment and Water (DCCEE). The proponents have requested the application be assessed under the bilateral assessment process. While the project will be assessed under the bilateral, the decision by the DCCEE will be issued separately to the EPA's decision. The timing of Council's assessment and decision is not affected by the timing of the DCCEE decision.

## 4.2 EPA assessment issues

As a permissible level 2 activity<sup>4</sup> the EPA is required to do its assessment in accordance with Division 1A of the EMPCA and in consultation with Council. It is also required to do its assessment in accordance with section 74 of the EMPCA (Environmental Impact Assessment Principles).

In practical terms this means that the EPA is responsible for assessing the environmental impacts of the Project and whether, having regard to the information provided (the EIS and supporting technical reports), the Project should proceed. Further, if there are any restrictions or conditions under which the Project should proceed.

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<sup>3</sup> The effect of section 25(2) of the EMPCA is to separate the timeframe for requests of further information under section 54 of the LUPAA, from the overall 42-day Council assessment timeframe.

<sup>4</sup> A permissible level 2 activity is defined under section 25(9) of the EMPCA as one which is either discretionary or one which Council is bound to grant a permit for. In other words, an activity which is not otherwise prohibited by the applicable planning scheme.

The PSGs issued in October 2019 provide the framework for its assessment. The potential environmental impacts identified under the PSGs, and which are matters that the EPA will assess, include impacts on the following matters:

- Ecological values, including native vegetation communities, threatened fauna and threatened flora
- Other natural values including freshwater ecosystem values, geoconservation and soils
- Noise emissions
- Air quality
- Surface water quality
- Groundwater
- Waste management
- Dangerous goods and environmentally hazardous materials
- Greenhouse gasses
- Cumulative environmental impacts
- Environmental impacts of traffic.

The PSGs also stipulate information is to be provided on a range of other matters, including a description of the existing environment covering planning, environmental and socio-economic aspects, and a discussion on socio-economic impacts and benefits. These are generally matters which the EPA has regard to in its assessment of the Project.

Consideration of visual impact and shadow flicker were included in the PSGs and have been detailed in the EIS to provide information on the project. However, these matters do not form part of the EPA assessment and are to be assessed by Council.

### **4.3 Council assessment approach**

As with all planning permit applications, Council's assessment of this Project is directed and confined by the relevant provisions under the planning scheme. This means that any issues raised through representations will be determined having regard to the specific requirements of the planning scheme.

Section 5 of this supporting planning report provides an appraisal of the Project against the relevant zone use and development standards of the planning scheme. . Section 6 provides an appraisal against the applicable codes, highlighting whether code exemption provisions apply. The zone and code assessments include details on whether the Project meets the acceptable solution or relies on the performance criterion for each applicable standard.

Due to the provisions of section 25(2)(f) of the EMPCA, the Council is not required to undertake an assessment of any matters being assessed by the EPA. The matters where there is potential for duplication of assessment are detailed in sections 5 and 6 of this report. In summary these are limited to assessment of environmental impacts under provisions of the Environmental Management Zone where an internal access road crosses the zone (see section 5.5).

Regarding impacts on native vegetation, waterways and wetlands, and attenuation impacts, the planning scheme also provides specific exemptions from assessment under the codes which deal with those issues, being the Natural Assets Code and Attenuation Code. This is because the application is being assessed as a level 2 activity (see section 6.5 and 6.6 of this report).

# 5 Zoning assessment

## 5.1 Zoning

The Project site is subject to the provisions of the *Tasmanian Planning Scheme - Central Highlands* (the planning scheme). Specifically, the site is predominantly zoned Rural where most of the works will occur. However, some vehicle access upgrades will occur in the Utilities zone and a small section of new internal access between WTC 39 and 42 will traverse the Environmental Management zone.

Zoning for the site is depicted in Figure P-7.

## 5.2 Use status

The proposed works fall into the use class of Utilities which is defined as:

*Use of land for utilities and infrastructure including:*

- (a) telecommunications;
- (b) electricity generation;
- (c) transmitting or distributing gas, oil, or electricity;
- (d) transport networks;
- (e) collecting, treating, transmitting, storing or distributing water; or
- (f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.

*Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retention basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.*

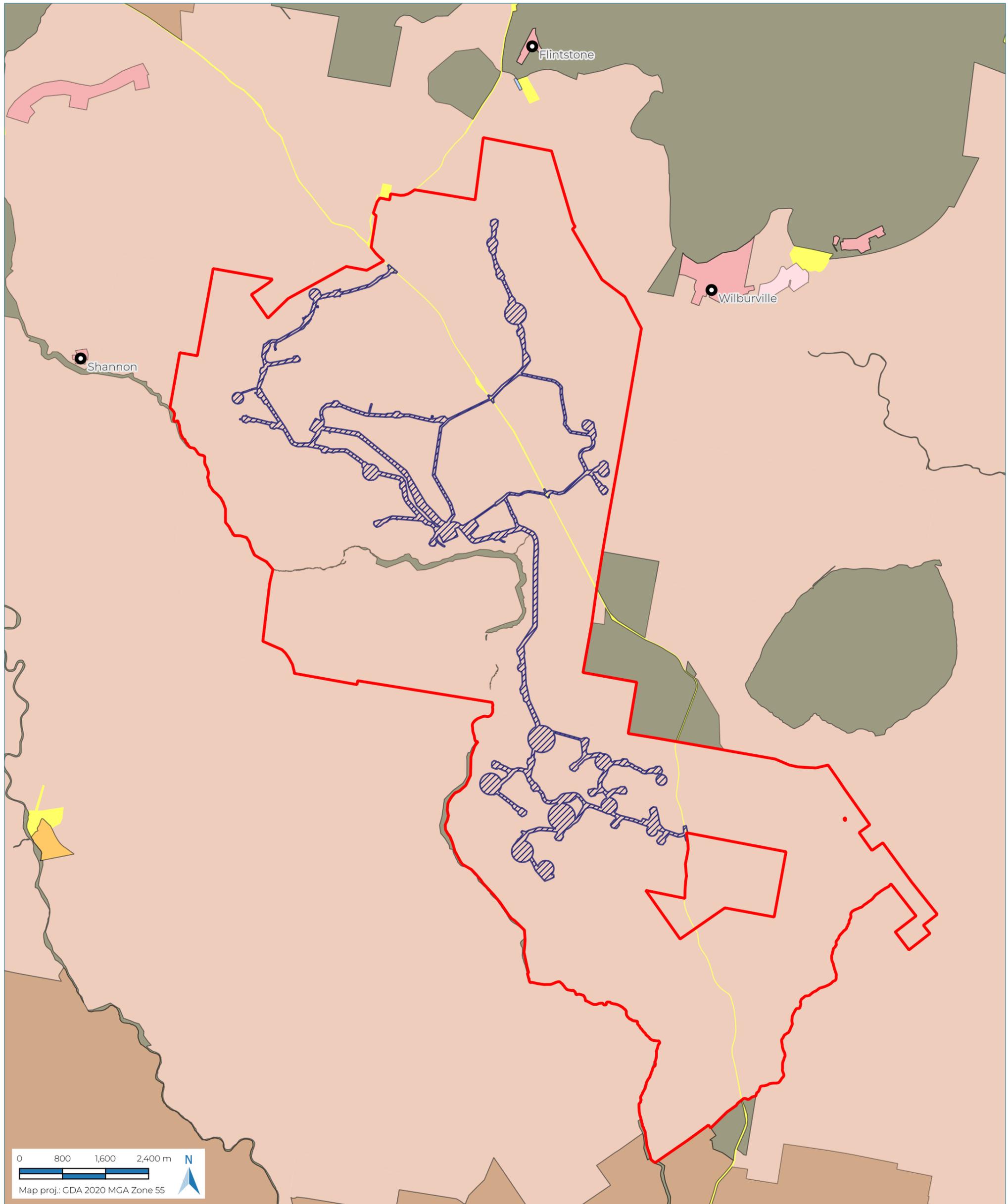
The scheme divides Utilities into minor utilities and utilities. Minor utilities have the following definition:

*Means use of land for utilities for local distribution or reticulation of services and associated infrastructure such as a footpath, cycle path, stormwater channel, water and sewer pipes, retention basin, telecommunication lines, gas pipelines or electricity substations and power lines up to but not exceeding 110 kV.*

The proposed works do not meet the definition of minor utilities and therefore would be defined as utilities. Utilities use in the Rural zone is a permitted use.

Elements of the project, such as the upgraded accesses and new accesses, will be in the Utilities zone. A Utilities use is permitted in the Utilities zone.

A section of internal access road between WTC 29 and 42 traverses the Environmental Management zone that covers Ripple Creek. A Utilities use is discretionary in the Environmental Management zone.



- Project site (the Land)
- EXISTING INFRASTRUCTURE
- Towns/communities
- PROPOSED INFRASTRUCTURE
- Construction footprint\_WW

- TASMANIAN PLANNING SCHEME - ZONES
- Low Density Residential
  - Rural Living
  - Village
  - Local Business
  - Rural
  - Agriculture
  - Environmental Management
  - Utilities



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St Patricks Plains  
 Wind Farm  
 Figure P-7  
 Zoning of the  
 Project site

Note: Green lines on the map are where rivers are in the Environmental Management zone.

## 5.3 Rural zone

### 5.3.1 Zone purpose statements

The zone purpose statements for the Rural zone are as follows:

- 20.1.1 *To provide for a range of use or development in a rural location:*
- (a) *where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;*
  - (b) *that requires a rural location for operational reasons;*
  - (c) *is compatible with agricultural use if occurring on agricultural land;*
  - (d) *minimises adverse impacts on surrounding uses.*
- 20.1.2 *To minimise conversion of agricultural land for non-agricultural use.*
- 20.1.3 *To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.*

In determining an application for a discretionary use, Clause 6.10.2 of the planning scheme requires the Council to have regard to whether the proposal is consistent with the zone purpose statements. However, this is not required for a permitted use.

The Project is for a wind farm on rural land, a permitted use. The predominant rural use in the area is grazing, with some forestry. Although the wind farm will result in the loss of some land that could otherwise be used for grazing, this is minimal in the context of the 10,000 ha Project site and does not compromise the function of surrounding settlements.

Overall, given the nature of the proposal and its permitted use status, the Project is consistent with the Rural zone objectives.

### 5.3.2 Applicable standards

Not all use and development standards in the Rural zone are applicable to the Project. Table 4 provides a summary of the applicable use and development standards. An assessment against the applicable standards is provided in the following sections.

Table 5: Applicable standards in the Rural zone

Clause	Applicability
<b>Use standards</b>	
Clause 20.3.1 Discretionary use	Not applicable. The Project does not involve a discretionary use.
<b>Development standards</b>	
Clause 20.4.1 Building height	Applicable.
Clause 20.4.2 Setbacks (A1/P1)	Applicable.
Clause 20.4.2 Setbacks (A2/P2)	Not applicable. The Project does not involve a sensitive use.
Clause 20.4.3 Access for new dwellings (A3/P3)	Not applicable. The Project does not involve a sensitive use.
<b>Subdivision standards</b>	

Clause	Applicability
Clause 20.5.1 Lot design	Not applicable. The Project does not involve subdivision.

### 5.3.3 Building height standard

#### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<b>20.4.1 Building height</b>	
<b>A1</b> Building height must be not more than 12 m.	<b>P1</b> Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: <ul style="list-style-type: none"> <li>(a) the proposed height of the building;</li> <li>(b) the bulk and form of the building;</li> <li>(c) the separation from existing uses on adjoining properties; and</li> <li>(d) any buffers created by natural or other features.</li> </ul>

#### Planner response

The proposed WTGs will significantly exceed the 12 m maximum height limit with a total height of 231 m as measured from natural ground level to the tip of the blade. The maximum height from natural ground level to the rotor hub of the WTC is 150 m. The IDF poles may also exceed 12 m, potentially up to a maximum of 30 m in height above natural ground level. The two met masts will also exceed 12 m.

The performance criteria comprise two tests. Firstly, that the building height is necessary for the operation of the use and secondly that it does not cause an unreasonable impact on adjoining properties.

Turning to the first test, the proposed height and form of the WTGs and IDF poles are necessary for the Project to achieve its stated purpose. That is, to efficiently harness wind resources for the purposes of generating up to 300 MW of electricity, the WTGs must be at a height and scale where they can be safely operated to take advantage of that resource. The Project site is ideally located for a wind farm, both for the available wind resource and for the proximity of existing transmission lines which it will connect into.

The current candidate WTC is the Vestas V162, which comes in a variety of power generating versions, currently from 5.6 MW to 6.2 MW. There are also other higher rated models utilising the same dimensions on the design horizon including a 7.2 MW version. The 6.2 MW version has been used for the studies completed for the environmental assessments (EIS and appendices). It is considered an appropriate and reasonable proxy for the final WTC that will be selected post approval<sup>5</sup>. New models are becoming available regularly and the Project will seek to have the most efficient WTC available at the time of construction to reach the 300 MW capacity. The Vestas V162 has a design that requires a tip height up to 231 m. While there are other WTC candidates, including those by other manufacturers, this is considered the most suitable for site conditions. Additionally shorter WTC candidates would require additional numbers, increasing overall Project impacts, including visual impacts. Increased visual impacts from a shorter WTC would arise due to increased visual density of WTGs in the landscape.

Turning to the second test, that building height must not cause an unreasonable impact on adjoining properties, it is firstly necessary to consider what is meant by adjoining properties. The definition at Table 3.1 of the planning scheme defines adjoining as "means next to or having a common boundary with". Due to the large Project site, there are numerous adjoining properties which share a common boundary. The adjoining lots are in the Rural Zone, apart from the adjoining Steppes State Reserve and Shannon River corridor, which is in the Environmental Management Zone, and road corridors in the Utilities zone. They are also typical in characteristics of the central plateau which is described in more detail at section 4 of the VIA.

<sup>5</sup> The final WTC model chosen will be constrained to the physical envelope and characteristics of the candidate (proxy) model used in the environmental studies.

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## PLANNING SCHEME REQUIREMENT

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### Acceptable Solutions

### Performance Criteria

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It is not clear whether the reference to adjoining properties is intended to capture the Highland Lakes Road corridor. It is noted that it does form part of the Project site. That said, as a matter of completeness it has been considered and is taken into account in the VIA as are other roads including Waddamana Road and Poatina Road. The VIA also considers land that is not considered an adjoining property and is more distant from the site. The VIA, therefore, goes further than the planning scheme requirements and should be taken to be a conservative assessment.

There are four relevant matters under the second test. Regarding the proposed height of the building, this is covered in the paragraphs above. The 231 m building height is dictated by the functional requirements of the infrastructure. While it is higher than any other existing buildings in the area, other tall electricity generation infrastructure exists on adjoining properties and the surrounding area, being the high voltage transmission lines.

The bulk and form of the WTCs is also dictated by the function and is minimised as far as the function allows. They adopt a slender tower form with both the nacelle and attached blades that are similarly slender in design.

The large Project site area enables reasonable separation between the proposed structures which exceed the building height and habitable structures on adjoining properties. The closest distance between a WTC (no 68) and the nearest sensitive receptor is 1,283 m. All neighbours within 1500 m of a turbine are on a neighbour agreement as encouraged by the Australian Energy Infrastructure Commissioner. A neighbour agreement is on offer at this stage to owners of a residence within 3 km of a turbine. Once signed such agreements are confidential in line with privacy requirements.

Land between WTCs and adjoining properties is otherwise a mix of grazing land and native vegetation used for resource development or natural and cultural values management use classes. There is considerable separation even in rural circumstances with distance a well-recognised mitigator of visual impact.

The Project site and surrounding area are also gently undulating, with pockets of vegetation and waterways creating natural view corridors and partial visual buffers. These features minimise the number of structures seen from any given viewpoint, as well as minimising the apparent scale and bulk of the structures.

A detailed assessment of the overall visual impacts of the Project is provided in the VIA, available at Appendix H of the EIS. The assessment evaluates the broader landscape as generally of low to moderate scenic quality. The assessment determines that the proposed height of the structures as proposed exhibits a low to moderate level of visual impact with an overall moderate impact. As a result, although the WTCs will be visible from some adjoining properties and along the road corridor, the level of impact is not considered to be unreasonable. It specifically notes that the magnitude of impact is:

- For the major publicly accessible roads including Highland Lakes Road and Waddamana Road the impact is low to moderate: In the instances that there was a high impact identified in the VIA (see Table 8.2) the Project as submitted for approval has excluded or modified these WTCs (see Table 9.1 of the VIA) as follows.
  - WTC 60 (removed)
  - WTC 5 (removed)
  - WTC 10 (removed)
  - WTC 71 (relocated)
- For the lower usage but still publicly accessible roads (Arthurs Lake Road, Poatina Road and Interlaken Road) the impact is considered to be low.
- For shack settlements (although these are not considered to be adjoining properties), the impact is primarily low but moderate for the eastern shore of Penstock Lagoon.
- For points of public interest (Steppes Historic Site and Steppes Hall), the impact is considered moderate.
- For boat ramps and campgrounds in the surrounding area (although these are not considered to be adjoining properties) the impact is considered low.
- For recreational fishers on nearby lakes (although these are not considered to be adjoining properties) the impact is primarily low, but moderate for Penstock Lagoon.

The IDF poles may also exceed the 12 m acceptable solution, with a building height potentially up to a maximum of 30 m in height above natural ground level. The two met masts will also exceed 12 m.

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## PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<p>The IDF poles are also essential for the Project with their height dictated by distance and height of surrounding vegetation. They must be at a height that can view one or more WTGs and track bird flight. The IDF poles at up to 30 m in building height will be similar to a wide range of other poles and towers typical of a rural landscape, such as overhead power poles and telecommunication towers. There are also slender in bulk and form, minimising their visibility on the site and adjoining properties.</p> <p><b>The performance criterion (P1) is satisfied.</b></p>	

### 5.3.4 Setback standard

## PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<b>20.4.2 Setbacks</b>	
<p><b>A1</b></p> <p>Buildings must have a setback from all boundaries of:</p> <p>(a) not less than 5 m; or</p> <p>(b) if the setback of an existing building is within 5 m, not less than the existing building.</p>	<p><b>P1</b></p> <p>Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to:</p> <p>(a) the bulk and form of the building;</p> <p>(b) the nature of existing use on the adjoining properties;</p> <p>(c) separation from existing use on the adjoining properties; and</p> <p>(d) any buffers created by natural or other features.</p>

#### Planner response

Given the size of the Project site, and the number of properties involved, there are numerous boundaries of relevance. Please note that Watkins Road is an acquired road that is currently in limited use: access by the adjoining property owner. It is not a road over which the public has a right of passage. Therefore, Watkins Road is not a road as defined under clause 3.1.1 of the planning scheme. As a result, for the purposes of assessing setbacks, Watkins Road has not been considered.

The proposed substation and operations facilities are over 200 m from the nearest boundary.

All buildings are more than 50 m from the external boundaries of the Project site. The closest structure to the external boundary of the Project site are:

- the met mast located between WTC 9 and 13 at the northern end of the Project site which has a setback of approximately 70 metres from the nearest guy rope; and
- WTC no. 8 which has a setback of 152 metres from the tower to the nearest external boundary or 71m from the edge of the blade tip.

A number of buildings are however either close to or overhanging the internal property boundaries of CT 100672/1 and CT 156991. These are

- The met mast to the west of WTC No. 32.
- WTC No. 30 which would have blade overhang.
- WTC No. 29 which would have blade overhang.

The acceptable solution is therefore not satisfied, even those these are titles under the same land ownership.

The performance criteria has two tests. The first test is that buildings are sited to provide adequate vehicle access. The buildings proposed have no impact on vehicle access having regard to the rural nature of activity on the Site, the scale of the lots in comparison to the bulk and form of the building.

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## PLANNING SCHEME REQUIREMENT

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Acceptable Solutions	Performance Criteria
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The second test is that it does not cause an unreasonable impact on existing use on adjoining properties. The discretion is generated in the context of internal title boundaries and not external Project site boundaries. Therefore, no adjoining properties will be impacted by the structure that do not achieve the acceptable solution.

**The performance criterion (P1) is satisfied.**

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## 5.4 Utilities zone

### 5.4.1 Zone purpose statements

The zone purpose statements for the Utilities zone are as follows:

26.1.1 *To provide land for major utilities installations and corridors.*

26.1.2 *To provide for other compatible uses where they do not adversely impact on the utility.*

In determining an application for a discretionary use, clause 6.10.2 of the planning scheme requires the Council to have regard to whether the proposal is consistent with the zone purpose statements. However, this is not required for a permitted use.

The proposed works in the Utilities zone are a permitted use, and include the construction of new access points, as well as upgrading existing accesses. These are part of the Project and are ancillary to the provision of utilities infrastructure.

Overall, given the nature of the proposal and its permitted use status, the Project is consistent with the Utilities zone objectives.

### 5.4.2 Applicable standards

None of the use and development standards in the Utilities zone apply to the Project. Table 5 summarises the standards.

Table 6: Applicable standards in the Utilities zone

Clause	Applicability
<b>Use standards</b>	
Clause 26.3.1 All uses	Not applicable. The Project site is not within 50m of a residential zone.
Clause 26.3.2 Discretionary uses	Not applicable. The Project does not involve a discretionary use.
<b>Development standards</b>	
Clause 26.4.1 Building height	Not applicable. No proposed structures are in the Utilities zone.
Clause 26.4.2 Setbacks	Not applicable. No proposed structures are in the Utilities zone.
Clause 26.4.3 Fencing	Not applicable. The Project site is not adjoining a property in a residential zone.
Clause 26.4.4 Outdoor storage areas	Not applicable. The Project does not involve outdoor storage areas during the operational period. Construction period storage is exempt under clause 4.3.5 of the planning scheme.
<b>Subdivision standards</b>	
Clause 26.5.1 Subdivision	Not applicable. The Project does not involve subdivision.

## 5.5 Environmental management zone

### 5.5.1 Zone purpose statements

The zone purpose statements for the environmental management zone are as follows:

23.1.1 *To provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.*

23.1.2 *To allow for compatible use or development where it is consistent with:*

*(a) the protection, conservation and management of the values of the land; and*

*(b) applicable reserved land management objectives and objectives of reserve management plans.*

In determining an application for a discretionary use, clause 6.10.2 of the planning scheme requires the Council to have regard to whether the proposal is consistent with the zone purpose statements.

However, in accordance with the decision of the Tasmanian Civil and Administrative Tribunal in *Mount Wellington Cableway Company Pty Ltd v Hobart City Council and Others [2022] TASCAT 128 (3 November 2022)*, it is noted that the zone purpose statements do not provide a basis for the refusal of a discretionary use unless specifically called up in the performance criterion of a relevant use standard.

In addition, impacts on natural values of Ripple Creek are to be considered as part of the EIS and will be assessed by the EPA under the EMPCA.

Despite the above, there are opportunities for micro siting of the Project to avoid impacts on the Environmental Management zone during the subsequent detailed design phase of the Project. On balance, given the minimal impact on land within the zone, which covers less than 250 m<sup>2</sup> of land across a 10,000 ha site, the Project is consistent with the Environmental Management zone objectives.

### 5.5.2 Applicable standards

None of the use and development standards in the Environmental Management zone apply to the Project. All impacts from the Project on Ripple Creek will be assessed by the EPA under the EMPCA. Therefore, Council is not required to undertake further assessment. Table 6 summarises the standards.

Table 7: Applicable standards in the Environmental Management zone

Clause	Applicability
<b>Use standards</b>	
Clause 23.3.1 Discretionary uses	Not applicable. Assessment of Project impacts on Ripple Creek undertaken by the EPA under the EMPCA.
<b>Development standards</b>	
Clause 23.4.1 Development area	Not applicable. Assessment of Project impacts on Ripple Creek undertaken by the EPA under the EMPCA.
Clause 23.4.2 Building height, setback and siting	Not applicable. No proposed buildings are in the Environmental Management zone.
Clause 23.4.3 Exterior Finish	Not applicable. No proposed buildings are in the Environmental Management zone.
Clause 23.4.4 Vegetation management	Not applicable. Assessment of Project impacts on Ripple Creek undertaken by the EPA under the EMPCA.
<b>Subdivision standards</b>	

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<b>Clause</b>	<b>Applicability</b>
Clause 23.5 Subdivision	Not applicable. The Project does not involve subdivision.

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# 6 Code assessment

## 6.1 Applicable codes

Some of the planning scheme codes are applicable by way of overlay while others are applicable by way of textual application clause.

Given the spatial extent of works, different overlays apply to different Project elements, as shown in Figure P-8. Some are affected by one or more overlays<sup>6</sup>. The list of WTGs and IDF poles that require consideration against an overlay standard are shown in Table 7 and Table 8 respectively. Overlays impacting other Project elements are detailed in Table 9.

Beyond the applicable overlays, several codes also require consideration due to the nature of the works and the relevant application clauses.

In summary, the relevant codes against which the Project requires consideration are:

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C4.0 Electricity Transmission Infrastructure Protection Code
- C7.0 Natural Assets Code
- C9.0 Attenuation Code
- C12.0 Flood-Prone Areas Hazard Code
- C13.0 Bushfire-Prone Areas Code
- C15.0 Landslip Hazard Code

Table 8: Overlays applicable to WTGs

WTG No. <sup>7</sup>	Applicable overlays
1	Bushfire-prone area
2	Bushfire-prone area
3	Bushfire-prone area
4	Bushfire-prone area
6	Bushfire-prone area
7	Bushfire-prone area; waterway and coastal protection area
8	Bushfire-prone area
9	Bushfire-prone area; waterway and coastal protection area
11	Bushfire-prone area
12	Bushfire-prone area

<sup>6</sup> The turbine interaction with codes is based on a 100m buffer.

<sup>7</sup> WTG numbers reflect the original WTG as proposed at the draft EIS stage. After deleting some WTGs to mitigate visual impacts, there are numbers missing. To maintain consistency for the purposes of the environmental assessment, consequential renumbering could not occur.

<b>WTG No.<sup>7</sup></b>	<b>Applicable overlays</b>
13	Bushfire-prone area; waterway and coastal protection area
14	Bushfire-prone area; waterway and coastal protection area
15	Bushfire-prone area; waterway and coastal protection area
16	Bushfire-prone area
17	Bushfire-prone area
18	Bushfire-prone area
19	Bushfire-prone area
20	Bushfire-prone area
25	Bushfire-prone area; waterway and coastal protection area
29	Bushfire-prone area
30	Bushfire-prone area
31	Bushfire-prone area; waterway and coastal protection area
32	Bushfire-prone area
33	Bushfire-prone area
39	Bushfire-prone area
42	Bushfire-prone area
43	Bushfire-prone area
44	Bushfire Prone Area; priority vegetation area
45	Bushfire-prone area
46	Bushfire-prone area
47	Bushfire-prone area; priority vegetation area
48	Bushfire-prone area
49	Bushfire-prone area; priority vegetation area
50	Bushfire-prone area
51	Bushfire-prone area; priority vegetation area
52	Bushfire-prone area; priority vegetation area
53	Bushfire-prone area; priority vegetation area
54	Bushfire-prone area; landslip hazard area; priority vegetation area
55	Bushfire-prone area; priority vegetation area
56	Bushfire-prone area; priority vegetation area
57	Bushfire-prone area; priority vegetation area
58	Bushfire-prone area

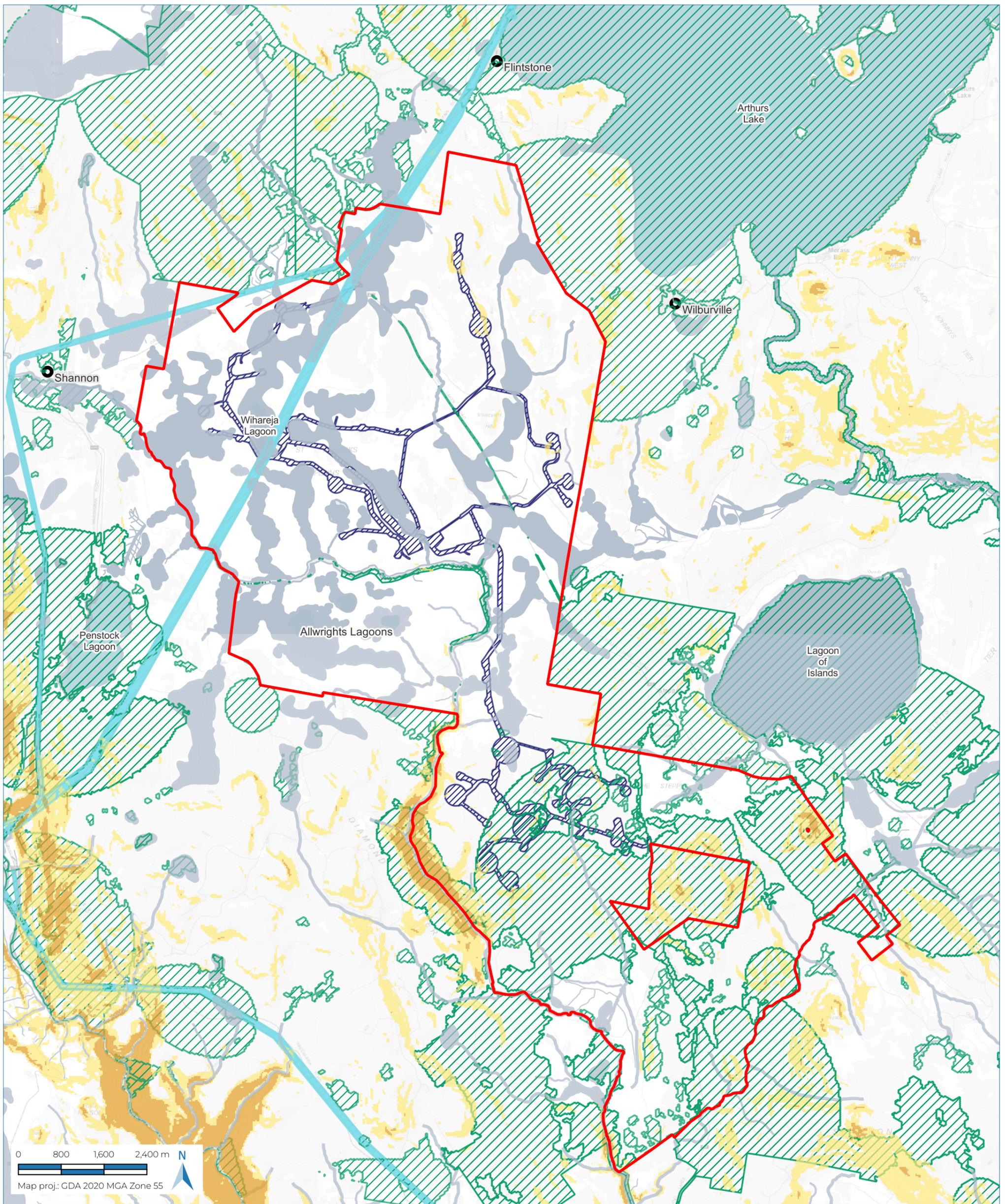
<b>WTG No.<sup>7</sup></b>	<b>Applicable overlays</b>
59	Bushfire-prone area; priority vegetation area
68	Bushfire-prone area
69	Bushfire-prone area
70	Bushfire-prone area; priority vegetation area
71	Bushfire-prone area

Table 9: Overlays applicable to IDF poles.

<b>IDF pole No.</b>	<b>Applicable overlays</b>
1	Bushfire-prone area
2	Bushfire-prone area
3	Bushfire-prone area; waterway and coastal protection area
4	Bushfire-prone area
5	Bushfire-prone area
6	Bushfire-prone area
7	Bushfire-prone area
8	Bushfire-prone area
9	Bushfire-prone area
10	Bushfire-prone area
11	Bushfire-prone area
12	Bushfire-prone area; waterway and coastal protection area
13	Bushfire-prone area; waterway and coastal protection area
16	Bushfire-prone area
17	Bushfire-prone area
18	Bushfire-prone area
19	Bushfire-prone area
20	Bushfire-prone area; waterway and coastal protection area
21	Bushfire-prone area
22	Bushfire-prone area
23	Bushfire-prone area
24	Bushfire-prone area

Table 10: Overlays applicable to other Project elements.

<b>Project element</b>	<b>Applicable overlays</b>
Northern and western met masts	Bushfire-prone area; waterway and coastal protection area
Switchyard	Bushfire-prone area. electricity transmission corridor
Substation	Bushfire-prone area.
Operations facility	Bushfire-prone area
Internal access roads/driveways	Bushfire-prone area; landslip hazard area; waterway and coastal protection area; priority vegetation area; and electricity transmission corridor



Project site (the Land)

EXISTING INFRASTRUCTURE

Towns/ communities

NATURAL FEATURES

Lakes and lagoons

PROPOSED INFRASTRUCTURE

Construction footprint

TASMANIAN PLANNING SCHEME OVERLAY

Electricity transmission corridor

Inner protection area

Priority vegetation area

Landslip hazard - medium risk

Landslip hazard - low risk

Waterway and coastal protection area

Note: Bushfire-prone areas are not shown on the map.



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 Revision V.8  
 Date 28 June 2023  
 Paper size A3

St Patricks Plains  
 Wind Farm  
 Figure P-8  
 Overlays in the  
 Project site

## 6.2 Parking and sustainable transport code

### 6.2.1 Application of code

The Parking and Sustainable Transport Code applies to all use and development.

Internal roads will have a length of 52.5 km. Their design will provide for a pavement layer depth of approximately 300 mm, with a width of approximately 6 m plus 1.5 m wide gravel shoulders for drainage either side of the roads. The width of the roads will enable vehicles to pass in all locations, removing the requirement for passing bays.

### 6.2.2 Applicable standards

Not all standards in the Parking and Sustainable Transport Code are applicable to the Project. Table 10 identifies the applicable standards.

Table 11: Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
<b>Use standards</b>	
Clause C2.5.1 Car parking numbers	Applicable.
Clause C2.5.2 Bicycle parking numbers	Applicable.
Clause C2.5.3 Motorcycle parking numbers	Applicable.
Clause C2.5.4 Loading bays	Applicable.
Clause C2.5.5 Number of car parking spaces in the General Residential zone and Inner Residential zone	Not applicable. The Project is not in a residential zone.
<b>Development standards</b>	
Clause C2.6.1 Construction of parking areas	Applicable.
Clause C2.6.2 Design and layout of parking areas	Applicable.
Clause C2.6.3 Number of accesses for vehicles	Applicable.
Clause C2.6.4 Lighting of parking areas in the General Business zone and Central Business zone	Not applicable. The Project is not in a business zone.
Clause C2.6.5 Pedestrian access	Applicable.
Clause C2.6.6 Loading bays	Applicable.
Clause C2.6.7 Bicycle parking and storage facilities in the General Residential zone and Central Business zone	Not applicable. The Project is not in a business zone.
Clause C2.6.8 Siting of parking and turning areas	Not applicable. The Project is not in the Inner Residential, Village, Urban Mixed Use, Local Business or General Business zones
Clause C2.7.1 Parking precinct plan	Not applicable. The Project is not in a parking precinct plan area.

## 6.2.3 Car parking numbers standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.5.1 Car parking numbers</b>	
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> </li> </ul> </li> </ul>	<p><b>P1.1</b></p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</li> <li>(b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> <li>(i) variations in car parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(g) the effect on streetscape; and</li> <li>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</li> </ul> <p><b>P1.2</b></p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature and intensity of the use and car parking required;</li> <li>(b) the size of the dwelling and the number of bedrooms; and</li> <li>(c) the pattern of parking in the surrounding area.</li> </ul>

#### Planner response

Table C2.1 specifies that the Utilities use does not have any on-site car parking requirement. There will be car parking provided to meet the needs of the Project.

**The acceptable solution (A1) is satisfied.**

## 6.2.4 Bicycle parking numbers standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.5.2 Bicycle parking numbers</b>	
<p><b>A1</b></p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site;</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	<p><b>P1</b></p> <p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</li> <li>(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</li> </ul>

#### Planner response

Table C2.1 specifies that the Utilities use does not have any on-site bicycle parking requirements. There will be bicycle parking provided if it is deemed to meet the needs of the Project.

**The acceptable solution (A1) is satisfied.**

## 6.2.5 Motorcycle parking numbers standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.5.3 Motorcycle parking numbers</b>	
<p><b>A1</b></p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</li> </ul>	<p><b>P1</b></p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the proposed use and development;</li> <li>(b) the topography of the site;</li> <li>(c) the location of existing buildings on the site;</li> <li>(d) any constraints imposed by existing development; and</li> <li>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</li> </ul>

#### Planner response

Table C2.4 specifies that the Utilities use does not have any on-site motorcycle parking requirements. There will be motorcycle parking provided if it is deemed to meet the needs of the Project.

**The acceptable solution (A1) is satisfied.**

## 6.2.6 Loading bays standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.5.4 Loading bays</b>	
<p><b>A1</b></p> <p>A loading bay must be provided for uses with a floor area of more than 1000m<sup>2</sup> in a single occupancy.</p>	<p><b>P1</b></p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the type of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the location of the site;</li> <li>(e) the nature of traffic in the surrounding area;</li> <li>(f) the area and dimensions of the site; and</li> <li>(g) the topography of the site;</li> <li>(h) the location of existing buildings on the site; and</li> <li>(i) any constraints imposed by existing development.</li> </ul>

#### Planner response

The combined floor area of the operations facility will be less than 1,000 m<sup>2</sup>. Despite this, loading areas will be provided on site to meet the construction and operational needs of the Project. Detailed design can also be provided by way of condition.

**The acceptable solution (A1) is satisfied.**

## 6.2.7 Construction of parking areas standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.6.1 Construction of parking areas</b>	
<p><b>A1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the use;</li> <li>(b) the topography of the land;</li> <li>(c) the drainage system available;</li> <li>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</li> <li>(e) the likelihood of generating dust; and</li> <li>(f) the nature of the proposed surfacing.</li> </ul>

#### Planner response

## PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<p>The proposed parking areas, driveways and accesses will be an all-weather gravel surface. Depending on location, stormwater will be contained on site or drained to the public stormwater system (existing road table drains) where relating to access works onto Highlands Lakes Road.</p>	
<p><b>The acceptable solution (A1) is satisfied.</b></p>	

### 6.2.8 Design and layout of parking areas standard

## PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<p><b>C2.6.2 Design and layout of parking areas</b></p>	
<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</li> <li>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</li> <li>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</li> </ul> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>;</p>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> <li>(c) useability in all weather conditions;</li> <li>(d) vehicle and pedestrian traffic safety;</li> <li>(e) the nature and use of the development;</li> <li>(f) the expected number and type of vehicles;</li> <li>(g) the likely use of the parking areas by persons with a disability;</li> <li>(h) the nature of traffic in the surrounding area;</li> <li>(i) the proposed means of parking delineation; and</li> <li>(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.</li> </ul>
<p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> <li>(a) be located as close as practicable to the main entry point to the building;</li> <li>(b) be incorporated into the overall car park design; and</li> <li>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.</li> </ul>	

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## PLANNING SCHEME REQUIREMENT

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Acceptable solution	Performance criteria
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**Planner response**

Parking spaces, circulation areas and accesses will meet the relevant Australian Standard for parking facilities for rural work compounds. Detailed design can be provided by way of condition.

**The acceptable solutions (A1.1 and A1.2) are satisfied.**

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## 6.2.9 Number of accesses for vehicles standard

### PLANNING SCHEME REQUIREMENT

Acceptable solutions	Performance criteria
<b>C2.6.3 Number of accesses for vehicles</b>	
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p><b>P1</b></p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>

#### Planner response

The site has a range of existing access points from Highland Lakes Road, both to the east and west. These access points are labelled access 1, 2 and 3, and junction 1, providing access to either side of Highland Lakes Road. The access points impact upon three separate certificates of title. These are listed in Table 11 below and are shown in Figure P-2.

Table 12: Access points

Access point	Access to the west	Access to the east
Access 1	'Christian Marsh' 5057 Highland Lakes Road, Steppes (CT 241119/1)	N/A
Access 2	N/A	'The Ripple South' Highland Lakes Road (CT 126983/1)
Access 3	'St Patricks Plains' 6011 Highland Lakes Road (CT 182190/1)	N/A
Junction 1	'St Patricks Plains' 6011 Highland Lakes Road (CT 182190/1)	'The Ripple South' Highland Lakes Road (CT 126983/1)

The works involved include the relocation of access 1 and access 3, and the upgrade of access 2 and junction 1. The works are necessary to meet the relevant safety and design requirements, particularly to accommodate heavy vehicles during the construction phase.

Access 1 will be relocated 30 m to the north of the existing access to improve the sight distance in both directions. The existing access point will be closed. In addition, the relocated access point will be widened to accommodate the swept path for the turbine blades to be delivered to the Project site.

Access 2 will be upgraded to provide for adequate turning for the turbine blades to be delivered to the Project site.

Access 3 will be relocated 130 m to the south-east of the existing access to improve sight distance. In addition, the relocated access point will be widened to accommodate the swept path for the turbine blades to be delivered to the Project site. The existing access point will be retained to facilitate construction activities and retain more direct access to existing overhead transmission lines for TasNetworks repair and maintenance activities.

Works to junction 1 involve the upgrade of existing access points on either side of the roadway, thereby creating a cross junction. The works in this location will include widening to accommodate the swept path of the long turbine blades turning into the property.

There are three separate certificates of title involved in the construction of access points, with 6011 Highland Lakes Road having two accesses (one new and one existing) and one junction, 'The Ripple South' having one access and one junction, and 5057 Highland Lakes Road having one access.

In total, the number of access points to the Project site will increase by one more than currently existing. This is considered the minimum necessary to facilitate the Project.

**The performance criterion (P1) is satisfied.**

## 6.2.10 Pedestrian access standard

### PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<b>C2.6.5 Pedestrian access</b>	
<p><b>A1.1</b> Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p><b>A1.2</b> In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5 m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p><b>P1</b> Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>

#### Planner response

Although there is no requirement for carparking to be provided for Utilities use, parking spaces, potentially including accessible parking spaces for persons with a disability, will be provided. Car parking spaces will meet the Australian Standards for rural work compounds. Detailed design can be provided by way of condition.

**The acceptable solution A1.1 is not applicable. The acceptable solution A1.2 is satisfied.**

## 6.2.11 Loading bays standard

### PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<b>C2.6.6 Loading bays</b>	
<p><b>A1</b> The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian</i></p>	<p><b>P1</b></p>

## PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<p>Standard AS 2890.2–2002, <i>Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles likely to use the site;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the topography of the site;</li> <li>(f) the location of existing buildings on the site; and</li> <li>(g) any constraints imposed by existing development.</li> </ul>

### Planner response

There will be considerable space provided for heavy vehicles to unload and manoeuvre on site. This complies with the acceptable solution. Detailed design can be provided by way of condition.

**The acceptable solution (A1) is satisfied.**

A2	P2
<p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p>Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the location of the site and nature of traffic in the area of the site;</li> <li>(f) the effectiveness or efficiency of the surrounding road network;</li> <li>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</li> </ul>

### Planner response

There is no requirement to provide parking. However, the operations facility will include several permanent parking spaces. Turning and passing areas will be available in and around the facility to enable vehicles to enter and exit the site in a forward direction.

**The acceptable solution (A2) is satisfied.**

## 6.3 Road and railway assets code

### 6.3.1 Application of code

The Road and Railways Assets Code applies to use and development involving a new vehicle crossing or junction or intensification of an existing access, both of which are relevant to the Project.

It is important to note that while there will be significant vehicle movements during construction, during the operational phase the number of vehicle movements substantially reduces.

A TIA has been prepared by Hubble Traffic and is attached to the EIS.

### 6.3.2 Applicable standards

Not all standards in the Road and Railway Assets Code are applicable to the Project. Table 12 identifies the applicable standards.

Table 13: Applicable standards in the Road and Railway Assets Code

Clause	Applicability
<b>Use standards</b>	
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (A1/P1)	Applicable.
<b>Development standards</b>	
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not applicable. The Project does not involve a sensitive use.
<b>Subdivision standards</b>	
Clause C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	Not applicable. The Project does not involve subdivision.

### 6.3.3 Traffic generation standard

#### PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<b>C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction</b>	
<p><b>A1.1</b></p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> <li>(a) a new junction</li> <li>(b) a new vehicle crossing; or</li> <li>(c) a new level crossing</li> </ul>	<p><b>P1</b></p> <p>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature of the road;</li> <li>(d) the speed limit and traffic flow of the road;</li> <li>(e) any alternative access to a road;</li> <li>(f) the need for the use;</li> <li>(g) any traffic impact assessment; and</li> <li>(h) any advice received from the rail or road authority.</li> </ul>
<p><b>A1.2</b></p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p>	
<p><b>A1.3</b></p>	

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## PLANNING SCHEME REQUIREMENT

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Acceptable solution	Performance criteria
<p>or the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p><b>A1.4</b></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"><li>(a) the amounts in Table C3.1; or</li><li>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</li></ul> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	

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### Planner response

The relevant provisions of the Road and Railway Assets Code are considered in section 11 of the TIA prepared by Hubble Traffic and attached to the EIS.

**In reliance of the TIA, the performance criterion (P1) is satisfied.**

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## 6.4 Electricity transmission infrastructure protection code

### 6.4.1 Application of the code

The Project site is bisected by the Electricity Transmission Infrastructure Corridor. Works in the corridor, including in the inner protection area, include an internal access road, access from Highland Lakes Road, and the new switchyard.

As none of the exemptions under clause C4.4.1 apply, the Project requires assessment against the code.

### 6.4.2 Applicable standards

Not all standards in the Electricity Transmission Infrastructure Protection Code are applicable to the Project. Table 13 identifies the applicable standards.

Table 14: Applicable standards in the Electricity Transmission Infrastructure Protection Code

Clause	Applicability
<b>Use standards</b>	
Clause C4.5.1 Sensitive use within a substation facility buffer area	Not applicable. The Project is not for a sensitive use and is not near a substation.
Clause C4.5.2 Dust or other airborne particulates within an electricity transmission corridor	Not applicable. The Project is for Utilities use, which is not a use listed in Table C4.1.
Clause C4.5.3 Dust or other airborne particulates within a substation facility buffer area	Not applicable. The Project is for Utilities use, which is not a use listed in Table C4.1.
<b>Development standards</b>	
Clause C4.6.1 Buildings or works within an electricity transmission corridor	Applicable.
Clause C4.6.2 Buildings or works within a substation facility buffer area	Not applicable. The Project is not near a substation.
Clause C4.6.3 Buildings or works within a communications station buffer area	Not applicable. The Project is not near a communications station.
<b>Subdivision standards</b>	
Clause C4.7.1 Subdivision	Not applicable. The Project does not include subdivision.

### 6.4.3 Development within the electricity transmission corridor standard

#### PLANNING SCHEME REQUIREMENT

Acceptable solution	Performance criteria
<b>C4.6.1 Buildings or works within an electricity transmission corridor</b>	
<b>A1</b> Buildings or works within an electricity transmission corridor must not be within: (a) an inner protection area; or	<b>P1</b> Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or

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## PLANNING SCHEME REQUIREMENT

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Acceptable solution	Performance criteria
(b) a registered electricity easement.	future electricity transmission infrastructure, having regard to: <ul style="list-style-type: none"><li data-bbox="813 425 1434 481">(a) the nature, height and materials of the buildings and works;</li><li data-bbox="813 492 1434 548">(b) the extent of encroachment of the buildings and works into the electricity transmission corridor;</li><li data-bbox="813 560 1434 616">(c) the location of the buildings and works within the electricity transmission corridor;</li><li data-bbox="813 627 1434 669">(d) any advice from the electricity entity.</li></ul>

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### Planner response

The Project involves both accesses and the switchyard in the inner protection area and therefore the acceptable solution is not met.

The development proposed in the corridor is appropriate to occur there. The switchyard is functionally required to connect to the existing transmission infrastructure, and the access points are unavoidable in order to achieve connectivity to the wind farm and between WTGs.

The application has been referred to TasNetworks who have indicated support for the Project. This is provided separately.

**The performance criterion (P1) is satisfied.**

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## 6.5 Natural assets code

### 6.5.1 Application of code

While the WTGs and other built infrastructure will be outside the defined Waterway and Coastal Protection Area, various roads crossing the site will also cross creeks and rivers. This includes Wihareja Creek and Ripple Creek.

As the development is associated with a level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPCA), the Project is exempt from the code pursuant to clause C7.4.1(b). No further assessment is required.

## 6.6 Attenuation code

### 6.6.1 Application of the code

The Attenuation Code applies to wind energy facilities. However, as the development is associated with a level 2 activity under EMPCA, the Project is exempt from the code pursuant to Clause C9.4.1(a). No further assessment is required.

## 6.7 Flood-prone areas hazard code

### 6.7.1 Application of the code

The Flood-Prone Areas Hazard Code applies if the Project includes development within a flood-prone hazard area. A flood-prone hazard area is defined in clause C12.3 as follows:

*Flood prone hazard area...means land:*

- (a) shown on an overlay map in the relevant Local Provisions Schedule, as within a flood-prone hazard area; or
- (b) identified in a report for the purposes of C12.2.3.

There is no overlay mapping in the planning scheme, and the Project site is not known to be subject to risk from severe floods with a 1% annual exceedance probability. No further assessment is required.

## 6.8 Bushfire-prone areas code

### 6.8.1 Application of code

The entire site is in a bushfire-prone area. The Bushfire-Prone Areas Code applies to vulnerable use, hazardous use, or developments that are subdivisions (Clause 13.2).

Vulnerable use refers to specific uses, including residential, hospital services, education and custodial facilities and therefore the Project is not a Vulnerable use as defined under Clause C13.3.1. Regarding hazardous use, storage of chemicals on site once operational will be less than manifest quantities and therefore the Project is not a hazardous use as defined under Clause C13.3.1. The Project is also not a subdivision.

As a result, the Project, does not trigger the application of the Code requirements under Clause C13.2. No further assessment is required.

## 6.9 Landslip hazard code

### 6.9.1 Application of code

The only proposed structure in a landslip hazard area is WTC No. 54, which is located in a low hazard band area. Additionally, the proposed access roads and underground power services in four locations cross areas of low landslip hazard risk. This includes the access roads:

- between WTCs No. 71 and No. 55;
- between WTC No. 4 and IDF pole No. 15;
- between WTC No. 1 and No. 2; and
- immediately south of WTC No. 6.

To assess the level of risk of the works in relation to landslip hazard, a Reconnaissance Landslide Hazard Risk Assessment was completed by Bill Cromer and is available separately to this report.

### 6.9.2 Applicable standards

Not all standards in the Landslip Hazard Code are applicable to the Project. Table 14 identifies the applicable standards.

Table 15: Applicable standards in the Landslip Hazard Code

Clause	Applicability
<b>Use standards</b>	
Clause C15.5.1 Use within a landslip hazard area	Not applicable. While the operations facility will include storage for dangerous goods, this is located outside the overlay area. Other use in a landslip hazard area meets the exemption at clause C15.4.1(a) and (c)(iv).
<b>Development standards</b>	
Clause C15.6.1 Buildings and works within a landslip hazard area	Applicable.
<b>Subdivision standards</b>	
Clause C15.7.1 Subdivision within a landslip hazard area	Not applicable. The Project does not include subdivision.

### 6.9.3 Buildings and works within a landslip hazard area standard

#### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<b>C15.6.1 Buildings and works within a landslip hazard area</b>	
<b>A1</b> No acceptable solution.	<b>P1.1</b> Building and works within a landslip hazard area must minimise the likelihood of triggering a landslip event and achieve and maintain a tolerable risk from landslip, having regard to: (a) the type, form, scale and intended duration of the development;

## PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
	<p>(b) whether any increase in the level of risk from a landslip requires any specific hazard reduction or protection measures;</p> <p>(c) any advice from a State authority, regulated entity or a council; and</p> <p>(d) the advice contained in a landslip hazard report</p> <p><b>P1.2</b></p> <p>A landslip hazard report also demonstrates that the buildings and works do not cause or contribute to landslip on the site, on adjacent land or public infrastructure.</p> <p><b>P1.3</b></p> <p>If landslip reduction or protection measures are required beyond the boundary of the site the consent in writing of the owner of that land must be provided for that land to be managed in accordance with the specific hazard reduction or protection measures.</p>

### Planner response

As indicated above, the proposed buildings and works in a landslip hazard area include WTG No. 54 and internal access roads and underground power services in four locations. Because the WTG is considered a building requiring approval under the *Building Act 2016* this element is exempt from assessment pursuant to clause C15.4.1(d) of the Landslip Hazard Code. As a result, the only proposed developments requiring assessment against the performance criteria are the access roads and underground power services.

To assess the landslide risk on site, a Reconnaissance Landslide Risk Assessment was completed by Bill Cromer, which is available separately to this supporting planning report. The assessment determined that no works or buildings were located in a high landslide hazard area. Furthermore, the assessment determined that the Project achieves a tolerable risk from landslip if several recommendations are implemented, including:

- Undertaking site specific geotechnical investigations as appropriate; and
- Selecting routes for access roads that minimise geotechnical risk by avoiding steep slopes, avoiding proximity to rocky knolls particularly with loose joint blocks, minimising cut and fill and/or adopting appropriate batter angles or embankment support, and managing stormwater at the site and along access roads.

Following the above-mentioned mitigation measures, the risk becomes low and very low across the development site. No reduction or protection measures are required beyond the boundary of the Project site.

**The performance criteria (P1.1, P1.2, P1.3) are satisfied.**

# 7 Conclusion

The planning permit application seeks approval for the use and development of a wind farm at St Patricks Plains in the Central Highlands area of Tasmania. The wind farm (the Project) will comprise 47 WTGs with a maximum generating capacity of 300 MW. The power generated will be exported to existing TasNetworks transmission lines onto the Tasmanian grid, significantly increasing Tasmania's renewable energy production. The construction of the Project will result in a maximum disturbance footprint of 481 ha; however once completed, rehabilitated and operational, the actual infrastructure footprint will be 194 ha.

In addition to the WTGs, the Project will involve ancillary infrastructure as follows:

- Electrical infrastructure
- Operations facility
- Met mast (x2)
- IDF cameras on 6 to 20m high poles (x24)
- New internal road network
- Access upgrades onto the Highland Lakes Road.

Construction of the Project is expected to take approximately 24 months, with an expected commencement date of late 2024.

The Project is considered a level 2 activity under the EMPCA, as it meets the definition of a Wind Energy Facility under that legislation, and it is also a controlled action under the EPBCA for its potential impacts on several matters of national environmental significance. The Project is being assessed as a class 2C project under the bilateral assessment agreement between the Tasmanian and Australian governments; this assessment is undertaken by the EPA.

The assessment under the LUPAA and the EMPCA are legislatively linked, and the assessment by Council will not be undertaken until the assessment by the EPA is completed. Due to the provisions of section 25(2)(f) of the EMPCA, Council is not required to undertake an assessment of any matters being assessed by the EPA even where there are no relevant exemptions under the planning scheme relating to a level 2 activity. For this application, this applies to three circumstances described in Table 15.

This report identifies that the Project is subject to provision of the *Tasmanian Planning Scheme – Central Highlands*, in particular, the Rural, Environmental Management and Utilities zones. The Project is defined as a Utilities use, which is a permitted use in the Rural zone and Utilities zone and a discretionary use in the Environmental Management Zone.

The Project also requires consideration under the following planning scheme codes:

- C2.0, Parking and Sustainable Transport Code
- C3.0, Road and Railway Assets Code
- C4.0, Electricity Transmission Infrastructure Protection Code
- C7.0, Natural Assets Code
- C9.0, Attenuation Code
- C12.0, Flood-Prone Areas Hazard Code
- C13.0, Bushfire-Prone Areas Code
- C15.0, Landslip Hazard Code

An assessment is not required under the Bushfire-Prone Areas Code as the Project is not a hazardous, vulnerable or critical use and does not involve subdivision. An assessment is not required under the Natural Assets Code and Attenuation Code as there are code exemptions for level 2 activities. An assessment is not required against the Flood-Prone Areas Hazard Code as the Project site is not mapped or known to be flood prone.

An assessment against all relevant standards is outlined in section 4 and section 5 of this report. A total of 14 separate standards apply, and the Project relies on Council to exercise its discretion in relation to 6 of them. The relevant standards and whether the Project complies with the acceptable solution or relies on the performance criterion is outlined in Table 15.

Table 16: Summary of relevant standard and whether the Project relies on the acceptable solution (AS), performance criterion (PC), or forms part of the level 2 activity assessment by the EPA.

Clause	Standard	AS, PC, or no Council assessment
<b>Rural zone</b>		
20.4.1	Building height	Relies on PC
20.4.2	Setbacks	Relies on PC
<b>Utilities zone</b>		
No applicable standards		
<b>Environment Management zone</b>		
23.3.1	Discretionary use	No Council assessment required.
23.4.1	Development area	No Council assessment required.
23.4.4	Vegetation management	No Council assessment required.
<b>Parking and Sustainable Transport Code</b>		
C2.5.1	Car parking numbers	Complies with AS
C2.5.2	Bicycle parking numbers	Complies with AS
C2.5.3	Motorcycle parking numbers	Complies with AS
C2.5.4	Loading bays	Complies with AS
C2.6.1	Construction of parking areas	Complies with AS
C2.6.2	Design and layout of parking areas	Complies with AS
C2.6.3	Number of accesses for vehicles	Relies on PC
C2.6.5	Pedestrian access	Complies with AS
C2.6.6	Loading bays	Complies with AS
<b>Road and Railway Assets Code</b>		
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Relies on PC
<b>Electricity Transmission Infrastructure Protection Code</b>		
C4.6.1	Buildings or works within an electricity transmission corridor	Relies on PC

Clause	Standard	AS, PC, or no Council assessment
<b>Landslip Hazard Code</b>		
C15.6.1	Buildings and works within a landslip hazard area	Relies on PC

This assessment has demonstrated that, even where the acceptable solution is not met, the performance criterion is achieved. Specifically, regarding the 6 applicable performance criteria:

- The building height of the proposed WTGs and IDF poles are considered necessary for the operation of the use and will not have an unreasonable impact on adjoining properties. As required by P1 of Clause 20.4.1. Adjoining properties are, with the exception of the Steppes Conservation Area and the Shannon River, all in the rural zone and used for a mix of resource development and natural and cultural values management. The height, bulk and form of the structure is derived from its function but is slender in design. The closest distance between a WTG and a sensitive receptor (existing dwelling) is 1,280 m: a considerable separation and all sensitive receptors within 1500m of a WTG are on neighbour agreements. Existing electricity generation and transmission infrastructure is evident in the surrounding area and overall, the visual impact of the project is outlined in the VIA as being low to moderate. The VIA is taken to be a conservative assessment and considers impacts much more broadly than the strict application of the performance criteria.
- The proposal involves some buildings which will be located over internal title boundaries, therefore technically not meeting the acceptable solution for boundary setback in the Rural Zone under Clause 20.4.2. The performance criteria requires that buildings are sited to provide adequate vehicle access and not cause an unreasonable impact on existing use of adjoining properties. The properties affected are not adjoining and comprise part of the overall Project site. The performance criteria is taken to be satisfied on the basis.
- The number of accesses for each frontage has been minimised to those reasonably required to access the use. Given the rural nature of the road corridor, accesses will not have any impact on amenity or streetscape as required by P1 of Clause C2.6.3.
- Vehicular traffic to and from the site minimises adverse effects on the efficiency of the road network as outlined in the TIA, as required by P1 of Clause C3.5.1.
- The proposed buildings and works in the electricity transmission protection corridor is considered appropriate as it is for access and a switchyard. It will have no unreasonable impact on the existing transmission line and is required to locate in that area. TasNetworks have provided their support for the Project in the context of this standard as required by P1 of Clause C4.6.1.
- The proposed buildings and works, that are not otherwise exempt<sup>9</sup> in the landslip hazard area (internal access road and underground power services) achieve a tolerable risk as demonstrated in the Reconnaissance Landslide Risk Assessment prepared by Bill Cromer and, therefore, satisfy P1 of Clause 15.6.1.

Conditions of approval relating to provision of detailed engineering design drawings are considered appropriate.

<sup>9</sup> WTG 54, being the other structure in the landslide hazard area, is exempt from the code pursuant to Clause 15.4.1(d) as it requires a building permit.

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