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Marinus Link Pty Ltd
PO Box 606 Moonah
Tasmania 7009

3 November 2023

Ms Sally Pearce
Executive Manager Development Services
Burnie City Council
PO Box 973
Burnie TAS 7320

Application No:	**DA 2022/76**
Council reference:	**SP: CF 2920337 & 9296310**
Land:	**Corner of Minna Road and Bass Highway, Heybridge and 22 Minna Road, Heybridge**
Proposal:	**Heybridge Converter Station, Marinus Link**

Dear Sally

I refer to Burnie City Council's Requests for Additional Information, dated 28 July 2022 and 24 August 2022, in relation to permit application (DA 2022/76) for Marinus Link's proposed Converter Station at Bass Highway, Heybridge and 22 Minna Road, Heybridge (DA 2022/76). This document provides responses to your requests in the Sections outlined below.

- Request for Information dated 28 July 2022 (Section 1 to Section 12)
- Request for Information dated 24 August 2022 (Section 13)

The technical report impact assessments (Landscape and Visual Impact Assessment, Terrestrial Geomorphology and Soils Assessment, Ecology Impact Assessment and Contaminated Land and Acid Sulfate Soil Impact Assessment) as referred to within the document are under final revision and will be provided to Burnie City Council upon acceptance of the Environmental Impact Statement (EIS) by the Environmental Protection Authority. The final mitigation measures to be adopted will be determined and approved as part of the EIS assessment process.

On behalf of Marinus Link Pty Ltd, thank you for considering our application. If you have any questions in relation to our responses or require further information, please contact Kate Guard in the first instance on 0474 889 130 or at kate.guard@marinuslink.com.

Kind Regards

DocuSigned by:
Stephen Clark
C612D55D8F94474...

Stephen Clark
Project Director – Marinus Link

Encl.

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Response to RFI dated 28 July 2022

1 Application Form

Council RFI	Response to RFI
The application form's front page needs to be updated to include the address 22 Minna Road and the owners address details.	The front page of the application form has been updated to include the address of 22 Minna Road, Heybridge and the owner's address details. Refer to **Attachment 1**.

2 Site Plan and Elevation of Buildings

Council RFI	Response to RFI
Please provide a site plan clearly showing the setback distances from the proposed buildings to all boundaries. Further, please provide fully dimensioned elevations of all the proposed buildings.	A conceptual site plan with setback distances outlined from the proposed infrastructure to boundaries, and the elevations of proposed buildings are provided in **Attachment 2**.

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3 Development Application – Heybridge Converter Station

Council RFI	Response to RFI
We note that on page 42 of the planning submission, refers to old zones referencing the previous planning scheme (Burnie Interim Planning Scheme), which needs to be updated to current zones under the Tasmanian Planning Scheme.	Figure 12 of the Development Application (2022/76) has been updated to reflect the current zones under the Tasmanian Planning Scheme. This Figure is provided in **Attachment 3.**

4 C20.4.1 – Building Height – P1

4.1 Council RFI

The planning submission notes that a visual impact assessment is being undertaken, but not been provided and that overshadowing plans can be provided. Further information is required to evidence that the proposed apex height of 27 m for two separate buildings does not cause an unreasonable impact on adjoining properties, having regard to the proposed height; the bulk and form of the building; the separation from existing uses on adjoining properties; and any buffers created by natural or other features, in accordance with clause 20.4.1, P1.

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4.2 Response to RFI

A Landscape and Visual Impact Assessment (prepared as part of the EIS) considers the potential for landscape and visual impacts associated with the construction and operation of the proposal. The assessment includes consideration of impacts to landscape character, significant or valued landscapes, and sensitive viewing locations (e.g., Tioxide Beach public foreshore and the community of Heybridge).

The immediate adjoining property to the south west of the proposal site is the 'Environmental Management' zone of the Eagle Sea Estate residential development, while the areas immediately adjacent to the proposal site to the north and south east (Bass Highway and Minna Road) are zoned as 'Utilities'.

The Landscape and Visual Impact Assessment assesses further than immediately adjoining properties. The proposal includes the combined valve, phase reactor and HVDC halls, with a proposed overall height of 27 m above ground level. The study area for the Landscape and Visual Impact Assessment was established based on the height of the combined halls and the parameters of the human vision (i.e. area within 3.5 km of the combined halls). Beyond this distance, the proposal includes a very small element in view and is considered visually insignificant.

Figure 8-1 from the Landscape and Visual Impact Assessment shows the locations from the areas surrounding the proposal site that have the potential to see the proposal, in this case the top of the converter station buildings (i.e. Zones of Theoretical Visibility (ZTV)). There are limited publicly accessible locations beyond 1.7 km where the converter station would be visible.

It is unlikely there will be overshadowing impacts to residences surrounding the proposal site. The nearest residences of Crown Circuit are the closest to the Phase Reactor Hall at over 250 m. As such, overshadowing plans are not proposed at this stage.

An assessment of the potential visual impact of the proposal was undertaken by considering views from publicly accessible locations and neighbouring residential properties where the ZTV analysis demonstrated the potential for visibility of the Converter Station or key features. Viewpoints from publicly accessible locations include:

- Townships and residential areas
- Open space and recreation areas
- Public roads.

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A summary of the assessment is provided in Table 4-2. This assessment was supported by photomontages prepared from representative locations at each viewing location. An assessment against Clause 20.4.1 is provided in the Table 4-1 below.

Table 4-1 Summary of proposal compliance with C20.4.1 P1

Performance criteria	Response of proposal
C20.4.1 Building height	
P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the proposed height of the building; (b) the bulk and form of the building; (c) the separation from existing uses on adjoining properties; and (d) any buffers created by natural or other features	The height of the proposed Converter Station buildings is necessary to enable the operation of the use, and to contain all necessary equipment. Additional information on the impact on the proposal site and surrounds are provided below. a) The proposed overall height of the proposal buildings (combined valve, phase reactor and HVDC halls) is 27 m above ground level. From most identified viewpoints, the upper roof line of the proposed converter station buildings would be screened or filtered by vegetation. There are limited publicly accessible locations beyond 1.7 km where the converter station would be visible. Refer to Table 4-2 below for further assessment. b) The proposed converter station comprises large buildings essential to house the equipment needed for the conversion of HVDC electricity to HVAC electricity and vice e versa. The bulk and form of the proposed converter station buildings would have a limited impact on the identified viewpoints and adjoining properties. Refer to Table 4-2 below for

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Performance criteria	Response of proposal
	further assessment. Proposed mitigation measures for impacted viewpoints include: a. The exterior colour of the proposed Converter Station buildings to be similar to existing vegetation on the hillsides, site frontage and foreshore to assist with minimising contrast with the existing vegetation. c) The proposed converter station is approximately 250 m from the nearest residential areas located on Crown Court, off Minna Road and is separated from the site by vacant land. The Landscape and Visual Impact Assessment identified that there would be no discernible change in views from Crown Court following construction of the proposal (refer to Table 4-2). The Heybridge Residential Nature Reserve Specific Area Plan defined as area Hamlet is located to the south of the site. The proposed converter station is over 150 m from the Heybridge Residential Nature Reserve Specific Area Plan defined as the Devonshire Drive Hamlet area. The Landscape and Visual Impact Assessment identified that there would be no discernible change in views from Devonshire Drive following construction of the proposal (refer to Table 4-2). d) The proposal site is low lying and relatively level with vegetation on the eastern boundary of the site and escarpment to the south and west of the proposal site. The buffer mitigates the visual impact on adjoining

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Performance criteria	Response of proposal
	properties from the building height of the proposal. The coastline to the north is separated from the proposal site by Bass Highway and Western Line railway.

Table 4-2 Summary of visual impact assessment from identified viewpoints

Viewpoint	Change in views	Proposed mitigation measures	Residual visual impact
Townships and residential areas			
River Avenue / Blythe Street	Proposal features would be screened or filtered by topography and existing vegetation.	None proposed	Nil
Blythe Street		None proposed	Nil
Cheverton Street		None proposed	Nil
Charlton Close		None proposed	Nil
Open space and recreational areas			
Heybridge Recreation Reserve	Proposal features would be screened or filtered by topography and existing vegetation.	None proposed	Nil
Blythe Heads Reserve	It may be possible for the upper roof line of the converter stations to be discernible through breaks	The exterior colour of the proposed Converter Station buildings to be similar to existing vegetation on the hillsides,	Low

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Viewpoint	Change in views	Proposed mitigation measures	Residual visual impact
Tioxide Beach	in vegetation or above the canopy line from some locations.	site frontage and foreshore to assist with minimising contrast with the existing vegetation.	Low
Bass Highway Pedestrian Path	The upper roof line of the converter stations would be screened or filtered by vegetation. If visible, the proposal would be a background element and limited to a short section of the trail.		Negligible
Roads			
Bass Highway / River Ave	Upper roofline of the converter station would be screened or filtered by vegetation.	None proposed	Nil
Bass Highway / Minna Road		None proposed	Nil
Bass Highway	At a distance of approximately 300 m, the converter station would be a dominant element in view. However, view would be in transit only and therefore short in duration.	The exterior colour of the proposed Converter Station buildings to be similar to existing vegetation on the hillsides to minimising contrast with the vegetation along the roadside and vegetated hills beyond the proposal site. The proposal would consider landscaping along the northern boundary of the proposal site along the Bass Highway.	Low
Devonshire Drive	There would be no discernible change in views following construction of the proposal.	None proposed	Nil

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Viewpoint	Change in views	Proposed mitigation measures	Residual visual impact
Crown Circuit		None proposed	Negligible-Nil
Minna Road	Views of the proposal would be short in duration and limited to a break in topography and vegetation at the site entrance.	None proposed	Low
Tioxide Beach Access Road	At a distance of approximately 65m, the converter stations would be a dominant element in views from the exit of the Tioxide Beach foreshore reserve.	None proposed.	Moderate to High

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Figure 4-1 Zones of theoretical visibility

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5 C1.0 Sign Code

Council RFI	Response to RFI
Two ground base signs are proposed as part of this permit application. Please provide elevations drawn to scale of the proposed ground base signs.	The permit application for the Heybridge Converter Station (DA 2022/76), dated 30 June 2022, included the proposed development of "*a freestanding ground-based sign 2 m x 2 m setback 5 m from each frontage onto Minna Road and the Bass Highway*". Since the submission of this DA (reference 2022/76), two separate planning approval applications for the proposed signs have been submitted to Burnie City Council. These applications and their status are summarised as follows: • DA 2022-141 (Minna Road): application approved by Council on 7 March 2023. Sign has since been constructed • DA 2023/18 (Highway sign): public consultation has closed, and a decision from Council is pending. As the signs have received (or are in the process of receiving) planning approval, Marinus Link is no longer seeking approval for the development of these signs as part of the permit application for the Heybridge Converter Station (DA 2022/76).

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6 C2.0 Parking and Sustainable Transport Code

6.1 Council RFI

It is noted that there is no minimum requirement for onsite parking for a Utilities use class. However, as onsite parking is proposed can you please provide a parking plan, which details compliance with clauses C2.6.1 and C2.6.2.

6.2 Response to RFI

The proposed parking area would be designed to be compliant with C2.6.1 (Construction of parking areas) and C2.6.2 (Design and layout of parking areas) and as shown on the conceptual site plan provided in Figure 6-1 and **Attachment 2**.

Table 6-1 Summary of proposal compliance with C2.6.1 and C2.6.2

Solutions / criteria	Response of proposal
C2.6.1 Construction of parking areas	
Acceptable solutions **A1** All parking, access ways, maneuvering and circulation spaces must: a) be constructed with a durable pavement;	The proposal site would be used to operate the Heybridge Converter Station and would be a private site and not accessible to the public. The proposal site would be fenced and parking and access would only be provided for personnel and visitors who are permitted to enter the site. a) The proposal would be designed (as part of the detailed design phase) with consideration of the requirements of A1, for parking spaces, access ways, maneuvering and circulation spaces within the proposal site. The conceptual site

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Solutions / criteria	Response of proposal
b) be drained to the public stormwater system, or contain stormwater on the site; and 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.	plan shown on **Attachment 2** for the parking spaces indicates a maximum of 16 spaces that comply with AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2: 2002 Parking. The number and type of parking spaces (eg light vehicles, heavy vehicles) will be confirmed in the final design. b) All parking spaces and access would be designed to enable all-weather access, and provide drainage to the public storm water system. This would be designed as part of the detailed design phase, and would be provided to Council prior to the commencement of construction activities. c) The proposal is located on land zoned Rural Zone and therefore road surfacing such as spray seal, asphalt, concrete pavers is not required, however all-weather access will be provided.
Performance criteria **P1** All parking, access ways, maneuvering and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: a) the nature of the use; b) the topography of the land; c) the drainage system available; d) the likelihood of transporting sediment or debris from the site onto a road or public place;	a) The proposal parking, access ways, maneuvering and circulation spaces would be used by construction and operational personnel in both heavy and light vehicles in the transport of equipment and materials, as well as workforce. They will be easily identifiable, dedicated areas, constructed for usability in all weather conditions. b) The topography of the proposal site is generally flat, and the entire site would be benched to achieve a flat pad prior to constructing the converter station buildings. The topography of the land has been considered in the siting of the proposed transport infrastructure, including drainage. c) A stormwater management plan will be developed for the proposal site prior to the commencement of construction activities and will be implemented during construction and operation of the proposal.

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Solutions / criteria	Response of proposal
e) the likelihood of generating dust; and f) the nature of the proposed surfacing.	d) It is likely that contaminated sediment and spoil be transported from the site, and fill material transported to the site. The access ways, maneuvering and circulation spaces would be designed and constructed to be suitable for sediment transport vehicles, such as spoil trucks. e) The potential for dust generation on site during construction of the proposal has also been assessed in the EIS, with several mitigation measures proposed to be implemented to minimise air quality and dust impacts. With the development and implementation of appropriate onsite sediment and runoff control, the transport of sediment from parking spaces and access tracks would be minimised. This has been and will be further considered in the siting of the transport infrastructure. f) The proposed surfacing for parking spaces and all access ways would be designed to provide all-weather access.
C2.6.2 Design and layout of parking areas	
Acceptable solutions **A1.1** Parking, access ways, maneuvering and circulation spaces must either: a) comply with the following: a) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;	The parking, access ways, maneuvering and circulation spaces would meet C2.6.2 A1.1 b) and comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. The parking spaces shown on the conceptual site plan in **Attachment 2** is in compliance with AS 2890 – Parking facilities, Parts 1-6.

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Solutions / criteria	Response of proposal
b) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; c) have an access width not less than the requirements in Table C2.2; d) have car parking space dimensions which satisfy the requirements in Table C2.3; e) have a combined access and maneuvering width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; f) have a vertical clearance of not less than 2.1m above the parking surface level; and g) excluding a single dwelling, be delineated by line marking or other clear physical means; or b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.	
Acceptable solutions **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following:	The parking spaces would include disability parking space/s, located as close as practicable to the main entry point, and incorporated into the overall car park design.

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Solutions / criteria	Response of proposal
a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.	
Performance criteria **P1** All parking, access ways, maneuvering and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: a) the characteristics of the site; b) the proposed slope, dimensions and layout; c) useability in all weather conditions; d) vehicle and pedestrian traffic safety; e) the nature and use of the development; f) the expected number and type of vehicles; g) the likely use of the parking areas by persons with a disability; h) the nature of traffic in the surrounding area; i) the proposed means of parking delineation; and	The proposal would be designed (as part of the detailed design phase) with consideration of the requirements of P1, for parking, access ways, maneuvering and circulation spaces within the proposal site. a) The proposal site is the site of the former Australian Tioxide Plant and is adjacent to Bass Highway and the coastline at Heybridge. The site has no existing access ways nor parking and is mostly cleared land, with vegetation located near the boundary of the proposal site. b) The site would be benched to achieve a flat pad and as such the parking spaces would not be on a slope. The dimensions and layout of the parking spaces would comply with Australian Standard AS 2890 - Parking facilities. c) The parking, access ways, maneuvering and circulation spaces would be designed and constructed to provide all-weather access d) Traffic management on site during construction and/or operation may include, however not be limited to, the following:

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Solutions / criteria	Response of proposal
j) the provisions of 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.	• Explore methods to reduce impacts of proposal generated traffic (i.e. shuttle bus for workers, stagger start/finish times) • Developing policies to ensure staff comply with relevant industry standards and guidelines with regards to safe practice, including managing driver fatigue • Consultation with local road authorities, such as Burnie City Council and the Department of State Growth, should be undertaken to coordinate construction vehicle movements and to avoid school bus routes during their time of operation. Continuous consultation should occur throughout the construction lifecycle to cater for any changes to school bus routes • Prepare an induction for all workers, identifying site specific safe practice, such as identified locations on the road network with a known safety risk • Provide adequate temporary road lighting overnight at required intersections (site access to Minna Road) to access the construction site during horizontal directional drilling operations e) The proposal site would be used to operate the Heybridge Converter Station and would be a private site and not accessible to the public. The proposal site would be fenced and parking would be provided for personnel and visitors who are permitted to enter the site. f) For the operation of the proposed Converter Station, the traffic volume would be made up of a maximum of five light vehicles anticipated to enter and exit the site per day.

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Solutions / criteria	Response of proposal
	g) The proposal site is not expected to be frequented by persons with disability however the parking spaces on site would be designed to include disability access parking. h) The proposal site is adjacent to the Bass Highway within the township of Heybridge. The site is accessible via Minna Road, which is immediately accessible to/from Bass Highway. Based on a traffic survey in November 2022, the average 2-way traffic volume on Bass Highway is 19,673 daily movements, and on Mina Road is 798 daily movements. Bass Highway is a national/state highway with road capacity >40,000, while Minna Road is a sub arterial road with road capacity >3,000. i) The proposed means of parking delineation would comply with the Australian Standard AS 2890- Parking facilities. j) The parking spaces and associated access would be designed in accordance with 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, as well as AS/NZS 2890.6:2009 Parking facilities,

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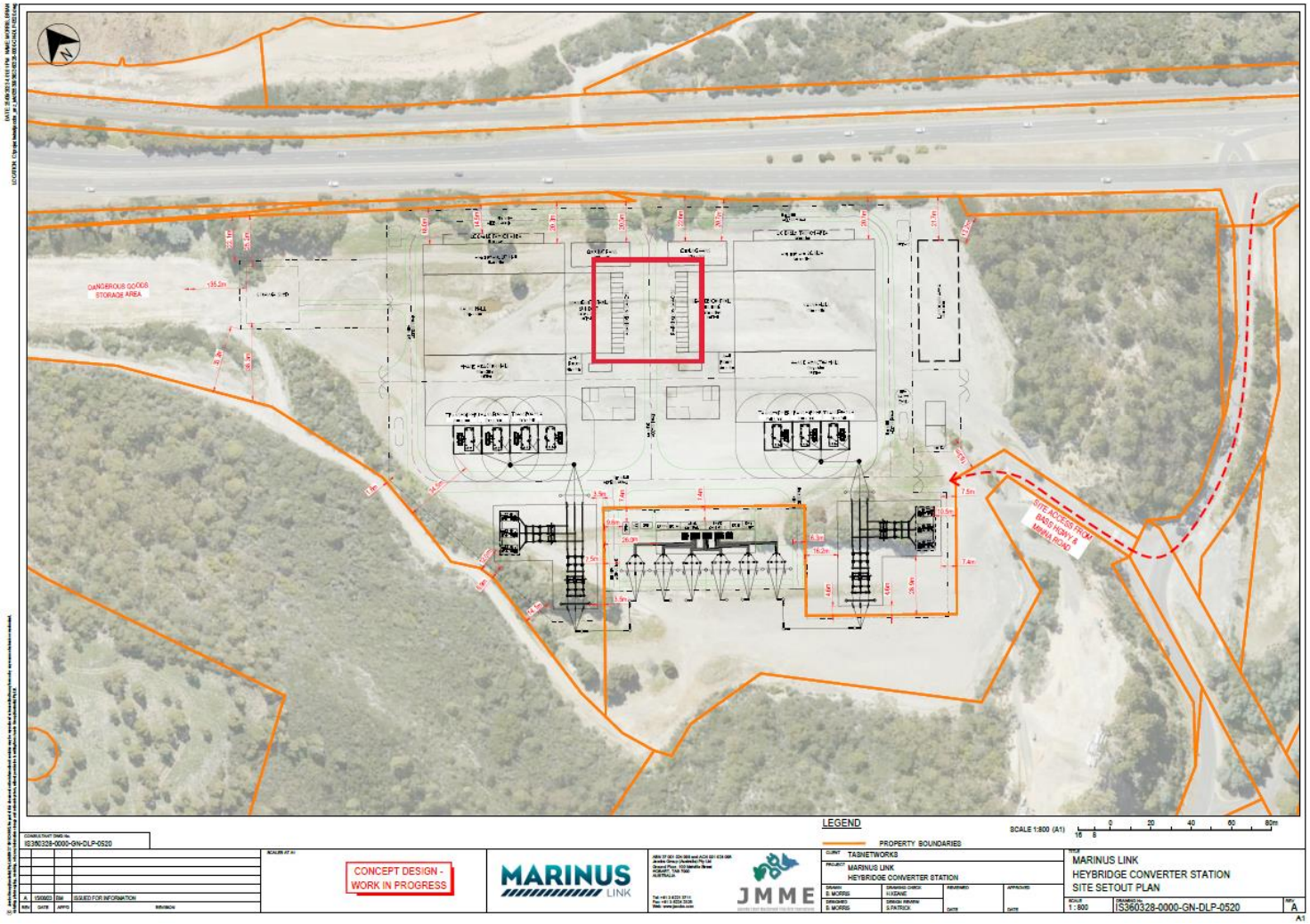

Figure 6-1 Proposed Heybridge Converter Station conceptual site plan, with parking spaces marked up in red (See Attachment 2)

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7 C3.0 Road and Railway Assets Code

Council RFI	Response to RFI
The Code is applicable as a new use is proposed with an existing vehicle access to be upgraded. Written consent from the Road Authority is required to support your application in accordance with clause C3.5.1, P1, this can be done online at www.burnie.tas.gov.au/SOC	Application made to Burnie City Council, as the Road Authority, on 24 October 2023, and is provided in **Attachment 4.**

8 C5.0 Telecommunication Code

Council RFI	Response to RFI
Clarification is sought as to the use of the 'telecommunication' building, is it integral and subservient to the Utilities use or is it a Telecommunication Facility as defined with the Code C5.0.	The 'telecommunication' building is integral and ancillary to the dominant Utilities use and is **not** considered to be a separate use defined as Telecommunication Facility within the Code C5.0. The proposal, including the proposed 'telecommunication building' is considered as integral and subservient to the Utilities use, as in accordance with C6.2 Table 6-2 of the planning scheme which prescribes the Utilities use as: C6.2, Table 6-2, 'Utilities' *use of land for utilities and infrastructure including:*

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Council RFI	Response to RFI
	a) telecommunications; The subservient telecommunications facility is integral for the operation of the proposal in two ways: • The telecommunications equipment will facilitate end-to-end communications on Marinus Link for the purposes of the cable condition, thermal monitoring and protection systems, as well as operational communications needed for sequencing, interlocking systems and control mode changes; and • Communications external to the site are required to operate Marinus Link as part of National Energy Market.

9 C7.0 Natural Assets Code

Council RFI	Response to RFI
As the permit application has been 'called in' by the Board of Environment Protection Authority, the application is to be treated as a Level 2 Activity and is now exempt from the Code in accordance with clause C7.4.1 (b).	Noted, no response required.

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10 C8.0 Scenic Protection Code

Council RFI	Response to RFI
Clarification is sought on what vegetation proposed to be removed, that is within the scenic protection area. The only vegetation of concern is that which is located within the scenic protection area as Clause C8.6.1 is only applicable to the removal of vegetation within the mapped scenic protection area.	The scenic protection area slightly overlaps the south-western border of the proposal site. It is anticipated that a maximum of 0.75 ha of vegetation community which includes 'Weed Infestation' (**FWU**) and 'Unverified plantations' for silviculture (**FPU)** is to be removed from the scenic protection area on the proposal site. Details of which are: • The **FPU (Unverified plantations)** includes 0.25 ha clump of trees which is comprised of *Acacia melanoxylon* (blackwood) and *Eucalyptus regnans* (mountain ash) and 0.5 ha patch of native regrowth along the western boundary which includes *Acacia melanoxylon*, *Leptospermum scoparium* (common tea tree), *Allocasuarina verticillata* (drooping sheoak) and *Banksia marginata* (silver banksia). • **FWU (Weed Infestation)** A map showing the vegetation communities in relation to the scenic protection code is provided in **Attachment 5**. The majority of the proposal site is outside the scenic protection area. Impacts to all vegetation on site are to be minimised through the implementation of mitigation measures. The Ecology Impact Assessment Report (as prepared as part of the EIS) discusses possible mitigation measures to be implemented during construction and operation to avoid, minimise and mitigate potential impacts to vegetation within the proposal site, including the scenic protection area. These mitigation measures may include but are not limited to:

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Council RFI	Response to RFI
	• Continue to use areas of existing disturbance (i.e. the currently cleared areas) to access and construct infrastructure to reduce disturbance to vegetation, where practicable. • Avoiding unauthorised clearing by clearly identifying and marking hazard trees outside the currently cleared site. Hazard trees include dead or dying trees, and trees with obvious externally visible defects, at high risk of failure in foreseeable weather conditions, and upon failure may provide safety risks during construction. • Avoid movement of vehicles and machinery through native vegetation, where practicable. • Development of a vegetation management plan for inclusion in the Construction Environmental Management Plan, which would include the identification of areas of important flora and fauna habitat to be protected during construction, and fencing of protected areas and no-go zones to prevent access during construction. • Development of a vegetation management plan for operations that includes identification of areas of important flora and fauna habitat to be protected during normal maintenance and operations, and measures to manage the risk of spread and introduction of pest animals, weeds and pathogens.

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11 C14.0 Potentially Contaminated Land Code

11.1 Council RFI

We acknowledge the information provided against the Code. Additional information is requested, as an environmental site assessment is required (as defined within the Code), by a suitability qualified person, to demonstrate achievement of clause C14.6.1, P1.

11.2 Response to RFI

A Contaminated Land and Acid Sulfate Soils Impact Assessment for the Converter Station was prepared as part of the EIS. The proposal is assessed to comply with the applicable performance criteria C14.6.1 as follows:

Performance criteria	Response of proposal
Performance criteria **P1** Excavation, excluding on land subject to the *Macquarie Point Development Corporation Act 2012*, must not have an adverse impact on human health or the environment, having regard to:	a) A Contaminated Land and Acid Sulfate Soils Impact Assessment for the proposal site has been undertaken as part of the EIS by expert suitably qualified person. This assessment reviewed the potential for contamination and acid sulfate soil (ASS) to be present within the proposal site and, where identified, assessed the risks to human health or the environment that may be posed by the potential contamination or ASS during proposal construction, operation and decommissioning. Based on a review of publicly available information and a targeted study area assessment, a conceptual site model was prepared, in accordance with guidance in the National Environment Protection (Assessment of Site Contamination) Measure (1999) (ASC NEPM), to identify the nature and extent of contamination and

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Performance criteria	Response of proposal
a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes: i. any specific remediation and protection measures required to be implemented before excavation commences; and ii. a statement that the excavation does not adversely impact on human health or the environment.	ASS within the proposal site, potential receptors that may be exposed to or impacted by disturbance of the contamination/ASS, and the pathways by which receptors may be exposed. Potential sources of contamination identified were: • Former tioxide factory (metals, petroleum hydrocarbons, asbestos, low pH, Naturally Occurring Radioactive Material (NORM)) • Lumber yard (petroleum hydrocarbons) • Potential ASS (acid generation (low pH), metals). Soil contamination associated with the former tioxide factory has largely been remediated to levels commensurate with the industrial land use. However, isolated locations of contamination remain within the proposal site. Asbestos-containing materials are also present within fill soils and soil stockpiles on the proposal site, with several areas reporting asbestos-containing materials that would potentially present an unacceptable hazard to human health via the inhalation of fibres. It is considered unlikely that NORM is present within the proposal site at levels that would impact on the proposed development. Recent testing has not identified any locations within the proposal site with concentrations of hydrocarbons above the adopted screening criteria. Most of the hydrocarbon contaminants were removed during the factory decommissioning and remediation works were undertaken and validated as being below the adopted industrial land-use screening criteria. Testing of soils for PFAS did not report any concentrations above the adopted screening criteria or laboratory limits of reporting. Given the highly heterogeneous nature of the fill soils on the proposal site, there is potential that areas of contamination are present in soils at depth (including hydrocarbon contamination, metal contamination,

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Performance criteria	Response of proposal
	acidic soils and asbestos-containing materials) at concentrations that could pose a potential impact to the health of site users or environmental receptors within the proposal site and in the wider study area. b) Acid sulfate soils (ASS) are present at the proposal site at depths from approximately 0.5m below the ground surface. If disturbed or dewatered, this may result in generation of acid that can have impacts on human health, built structures, terrestrial or aquatic biota, or cultural heritage artefacts. Mitigation measures have been proposed to reduce potential contamination and ASS impacts associated with the proposal construction, operation and decommissioning. These may include the following, however are not limited to: • Testing soils prior to excavation to confirm their contamination status and how to manage them (disposal, remediation etc.) • Implementing an environmental management plan (EMP) to avoid, minimise or manage risks to the environment from excavated or generated wastes • Implementing an unexpected finds protocol for potential contamination • Implementing an ASS management plan, including how to manage potential impacts to the environment • Implementing an asbestos management plan, including how to manage the asbestos (dispose offsite, remediate and retain, or cap with a barrier) to mitigate potential impacts to the health of site workers. These mitigation measures and how they would manage potential contamination and associated risks to human health and the environment are discussed in point c) below. c) Should shallow fill soils within the proposal site require excavation and offsite disposal, there are potential for contaminants (metals and hydrocarbons) to be at concentrations that may cause impact to human health or the environment if not managed appropriately. However, with the application of the mitigation measures, this

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Performance criteria	Response of proposal
	is considered to reduce the potential impacts to the environment to acceptable levels. Measures to manage potential contamination and associated risks to human health and the environment are discussed in point d) below. d) Excavated soils would be tested and managed to mitigate potential impacts to environment. Soils to be disposed offsite or are suspected to be contaminated would be tested to confirm their contamination classification and managed in accordance with the *Environmental Management and Pollution Control Act 1994* and EPA Tasmania Publication (2018) *Classification and management of contaminated soil for disposal*. With the implementation of this mitigation measure, the potential risk to human health and the environment from contaminated excavated soils is **low**. An environmental management plan (EMP) would be developed for the construction, operation and decommissioning phases to manage potential risks due to contamination. This would outline how chemicals, fuels and hazardous materials would be managed onsite to prevent contamination, and contingency and emergency response procedures to handle fuel and chemical spills. With the implementation of this, the potential risk to human health and the environment from contaminated material associated with routine construction and operational activities is **very low**. An unexpected finds protocol for potential contamination would also be developed. This would outline the approach to responding to unexpected contamination, which may include further assessment and testing, and remediation, depending on the contaminant identified. Asbestos-containing soils would be removed and remediated as required through construction design to mitigate potential impacts to the health of site workers during construction, operation and decommissioning of the proposal. An asbestos management plan would be developed and implemented to provide guidance on how to manage asbestos-containing material if encountered during construction works. With the

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Performance criteria	Response of proposal
	implementation of this mitigation measure, the potential risk to human health and the environment from contaminated associated asbestos is **low**.

12 C15.0 Landslip Hazard Code

12.1 Council RFI

The Code is applicable as there is some low and medium landslide hazard identified on site. However, both the proposed use and development are exempt from the Code in accordance with clause C15.4.1 (a) and (d).

It is noted that both cut and fill is proposed over the site.

Additional information is required to clarify if there are any significant works (as defined within the Code) proposed through cut or fill in the areas on the site identified as low or medium landslide hazard. If so, demonstration against clause C15.6.1 P1.1 and P1.2 is required.

12.2 Response to RFI

In accordance with C15.3 (Definition of terms), the definition of 'significant works' means any of the following:

a) excavation equal to or greater than 1m in depth, including temporary excavations for the installation or maintenance of services or pipes;
b) excavation or land filling of greater than 100m^3 whether or not material is sourced on the site or imported;
c) felling or removal of vegetation over a contiguous area greater than 1000m^2;
d) the collection, pooling or storage of water in a dam, pond, tank or swimming pool with a volume of more than 45000L;
e) removal, redirection, or introduction of drainage for surface or groundwater; and

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f) discharge of stormwater, sewage, water storage overflow or other wastewater.

As the total cut and fill volume is expected to be 50,000m^3 across the proposal site, the proposal would meet the definition of 'significant works' in accordance with C15.3. Refer to **Attachment 6**.

A preliminary conceptual design of the cut and fill requirement for the proposal site during construction shows that excavation of the south-western and eastern boundaries of the site would be required to level and fill the lower elevations in the centre and north of the site. An average excavation down to 1m across the footprint of the converter station is expected. Further assessment during the design phase will confirm the depths proposed.

Under C15.6.1, building and works within a mapped landslip hazard area should minimise the likelihood of triggering a landslip event and maintain a tolerable risk. The south-west portion of the site determined for cut would intersect an area mapped as low landslip hazard.

As such, performance criteria P1.1 and P.2 would apply and the proposal would align with the criteria as part of further detailed design, as specified in Table 12-1.

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Table 12-1. Summary of proposal compliance with C15.6.1

Performance criteria	Response of proposal
Performance criteria **P1.1** 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; (b) whether any increase in the level of risk from a landslip requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a landslip hazard report	As the proposal is considered to meet the definition of 'significant works', the proposal is not exempt under C15.4.1. The proposal has a small portion in the south western edge of the proposal site that overlaps with land mapped as low and medium landslip hazard. Refer to **Attachment 7**. The proposal would be designed (as part of the detailed design phase) to meet the requirements of C15.6.1 P1.1 and P1.2, to minimise the likelihood of landslip risks. The Geomorphology Technical Report (prepared as part of the Converter Station EIS) assessed for the proposal that landslip risks would need to be minimised through mitigation measures prior to, and during construction of the proposal. The mitigation measures may include, however are not limited to the following: • Undertake construction excavations in accordance with Australian Standards and informed by geotechnical investigations • Prior to work commencing on a site, develop and implement a site drainage plan to minimise site run off and avoid impacts to ground stability • Develop a design that minimises, to the extent reasonably practicable, impacts to ground stability and the escarpment surrounding the site • Assess landslide risk to inform design and construction methods • Inspect slope stability following construction to prevent landslides.

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Performance criteria	Response of proposal
Performance criteria **P1.2** 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.	As provided above, mitigation measures would be implemented to assess landslip/landslide risk prior to construction to inform design and construction methods, and inspect slope stability post-construction to prevent landslides.

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Response to RFI dated 24 August 2022

13 C13.0 Bushfire Prone Areas Code

13.1 Council RFI

The application material for the Heybridge Converter Station states that the proposal is not a 'hazardous use' for the purposes of C13.0 Bushfire-Prone Areas Code.

The application refers to the use of sulfur hexafluoride, which is a type of compressed gas. It is not a flammable gas however it is still a type of hazardous chemical. It is unclear what quantity of this substance will be stored onsite. Clarification is sought on what the proposed quantities of hazardous chemicals are and whether it consequently is required to comply with the Bushfire-Prone Areas Code for a hazardous use.

If the proposed quantities of hazardous chemicals trigger the use to be deemed a hazardous use, please demonstrate achievement with clause C13.5.2.

13.2 Response to RFI

In accordance with Bushfire-Prone Areas code C13.3.1 (Definition of terms), a '**hazardous use**' is defined where:

1. *hazardous chemicals of a manifest quantity are stored on a site; or*
2. *Explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the Explosives Act 2012.*

Section 3.1 (Table 3.1) *Planning Terms and Definitions* of the Tasmanian Planning Scheme defines a '**hazardous chemical of a manifest quantity**' as:

> *'a hazardous chemical, as defined in the Work Health and Safety Regulations 2012, if the amount of hazardous chemical stored exceeds the manifest quantity as specified under the Work Health and Safety Regulations 2012[2].'*
>
> Footnote 2 states that '*It will be necessary to refer to the relevant Safety Datasheet*.'

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Note, the current version of the Work Health and Safety Regulations 2022 is from 12 December 2022, with the Work Health and Safety Regulations 2012 referred to in Section 3.1 (Table 3.1) now expired.

Before defining whether the proposed used of Sulphur Hexafluoride (SF_6) is classified as a 'manifest quantity', it is first necessary to determine whether it is classified as a 'hazardous chemical' in accordance with the Work Health and Safety Regulations 2022.

In accordance with the Work Health and Safety Regulations 2022, a '**hazardous chemical**' means:

> *a substance, mixture or article that satisfies the criteria for any one or more hazard classes in the GHS (including a classification referred to in Schedule 6), unless the only hazard class or classes for which the substance, mixture or article satisfies the criteria are any one or more of the following:*
>
> *(a) acute toxicity – oral – category 5;*
>
> *(b) acute toxicity – dermal – category 5;*
>
> *(c) acute toxicity – inhalation – category 5;*
>
> *(d) skin corrosion/irritation – category 3;*
>
> *(e) aspiration hazard – category 2;*
>
> *(f) flammable gas – category 2;*
>
> *(g) acute hazard to the aquatic environment – category 1, 2 or 3;*
>
> *(h) chronic hazard to the aquatic environment – category 1, 2, 3 or 4;*
>
> *(i) hazardous to the ozone layer*

An assessment against the tables included in Schedule 6 (Classification of Mixtures) of the Work Health and Safety Regulations 2022 is provided in Table 13-1 below.

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Table 13-1 Assessment of SF_6 against Work Health and Safety Regulations 2022 definition

Work Health and Safety Regulations 2022 definition	Assessment of SF_6 Safety Data Sheet[1] against Work Health and Safety Regulations 2022 definition
a) acute toxicity – oral – category 5;	a) Toxicological effects not expected from this product if occupational exposure limit values are not exceeded.
b) acute toxicity – dermal – category 5;	b) Toxicological effects not expected from this product if occupational exposure limit values are not exceeded.
c) acute toxicity – inhalation – category 5;	c) Toxicological effects not expected from this product if occupational exposure limit values are not exceeded.
d) skin corrosion/irritation – category 3;	d) No known effects from this product.
e) aspiration hazard – category 2;	e) Not applicable for gases and gas mixtures
f) flammable gas – category 2;	f) Non flammable
g) acute hazard to the aquatic environment – category 1, 2 or 3;	g) Because of its high volatility, the product is unlikely to cause ground or water pollution
h) chronic hazard to the aquatic environment – category 1, 2, 3 or 4;	h) Because of its high volatility, the product is unlikely to cause ground or water pollution
i) hazardous to the ozone layer	i) SF_6 is a potent greenhouse gas and has the potential to impact the ozone layer, however the quantity of SF_6 used for this proposal will not have a significant impact to the ozone layer.

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Table 13-2 Assessment of SF_6 against Schedule 6

Schedule 6 (Classification of mixtures) – Tables	Assessment of SF_6 against Schedule 6 tables
Table 6.11. Classification of mixtures containing respiratory or skin sensitisers	Respiratory or skin sensitisation: No known effects from this product.
Table 6.2 Classification of mixtures containing carcinogens	Carcinogenicity: No known effects from this product
Table 6.3 Classification of mixtures containing reproductive toxicants	Toxic for reproduction: Fertility & unborn child: No known effects from this product.
Table 6.4 Classification of mixtures containing specific target organ toxicants (single exposure)	Specific Target Organ Toxicity-single exposure: No known effects from this product.
Table 6.5 Classification of mixtures containing specific target organ toxicants (repeated exposure)	Specific Target Organ Toxicity-repeated exposure: No known effects from this product

As SF_6 does not satisfy the criteria to be defined as a 'hazardous chemical' under the Work Health and Safety Regulations 2022, an assessment of whether the proposed use is considered a 'manifest quantity' is not required. In addition, SF_6 insulated equipment will be managed and maintained in accordance with Australian Standard IEC 62271.4: 2015 – high-voltage switchgear and control gear – Part 4: Handling procedures for sulphur hexafluoride (SF_6) and its mixture and the Energy Network Australia Industry Guideline for SF_6 Management (Document 022-2008).

[1] http://docs.airliquide.com.au/msdsau/AL016.pdf

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Other hazardous chemicals

The proposal would be required to comply with the Bushfire-Prone Areas Code due to the proposed storage of hazardous chemicals: 5,000 litres of diesel fuel and a maximum of total of 840 tonnes of oil (120 tonnes per transformer x 7), which meets the definition of "hazardous chemicals of manifest quantity" (as per the applicable definitions in the Work Health and Safety Regulations 2012). The table below outlines the specific requirements to be addressed under Clause 13.5.2 and MLPL's compliance.

Table 13-3 Compliance of the requirements of Clause 13.5.2 relating to the proposed use and storage of hazardous chemicals.

Acceptable Solutions	Performance Criteria	Response of Proposal
A1 No Acceptable Solution	**P1** A hazardous use must only be located in a bush-fire prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to: a) The location, characteristics, nature and scale of the use. b) Whether there is an overriding benefit to the community; c) Whether there is no suitable alternative lower-risk site.	The hazardous use of the proposal site relates to the proposed storage of 5,000L of diesel fuel and a maximum of 840 tonnes of transformer insulating oil. The fuel tank, generators and transformers are located centrally within the site, separated from bushfire hazards and the proposed onsite buildings and assets. The fuel storage, and containment of the generators and transformers will be in accordance with applicable Australian Standards and other applicable requirements. The proposal would have built-in safety control systems in its design to minimise risks of hazardous materials being stored or used on site. The design of the proposed Converter Station would have operating and control systems in place such as emergency safety shutdown in line with the proposal's construction and operational environmental management plans, as well as an emergency management plans.

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Acceptable Solutions	Performance Criteria	Response of Proposal
	d) There emergency management strategy (hazardous use) and bushfire management plan; e) Other advice, if any from the Tasmania Fire Service (TFS).	The current Heybridge site is required to support the undersea cabling to the mainland and will be situated on a previously used industrial site. This site itself has bushfire protection advantages, with downhill fire runs lessening the potential severity of any bushfire attack. Further, there is reduced exposure to bushfire attack on three sides (north, east and south), lessening the likelihood of fire attack. An emergency management strategy and bushfire management strategy and plan to be prepared in accordance with A2 and A3 below. Marinus Link will work in consultation with the TFS and Burnie City Council in the development of such documents.
A2 An emergency management strategy (hazardous use) endorsed by the TFS or accredited person.	**P2** No performance criterion.	An emergency management strategy or plan for hazardous use would be prepared for the site and endorsed by the TFS or accredited person.
A3 A bushfire hazard management plan that contains appropriate bushfire protection measures that is	**P3** No performance criterion.	A bushfire hazard management plan that contains bushfire protection measures certified by the TFS or accredited person will be prepared for the construction and operation phases.

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Acceptable Solutions	Performance Criteria	Response of Proposal
certified by the TFS or an accredited person.		

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Attachment 1 – Application form

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Attachment 2 – Converter Station Conceptual site plan and Elevation of Buildings

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Attachment 3 – Planning Scheme Zone

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Attachment 4 – Vehicular Access Application

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Attachment 5 – Vegetation communities and scenic protection code

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Attachment 6 – Heybridge Converter Station Site Cut/Fill

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Attachment 7 – Landslip hazard overlay

BURNIE CITY COUNCIL
PO Box 973, BURNIE, TASMANIA 7320.
Ph : (03) 6430 5700
Email : burnie@burnie.tas.gov.au

Land Use Planning and Approvals Act 1993

Tasmanian Planning Scheme

PERMIT APPLICATION

Office use only

Application No _____

Date Received _____

Permit Pathway - *Permitted/Discretionary*

Use or Development Site:

Street Address

Corner of Bass Highway and Minna Road, Heybridge, 7316
22 Minna Road, Heybridge, 7316

Certificate of Title Reference

184295/1, 184295/2 and 177416/3

Applicant

First Name

Second Name

Surname

Postal Address:

PO Box 606
Moonah TAS 7009

Phone No:

Mobile: 0416 458 914

Email Address: paula.leonardo@tasnetworks.com.au

I/we consent for all giving of information and the serving of notices in relation to this application to be delivered electronically to the above email address? **YES** (●) **NO** ( )

Applicants Signature: _____

Owner (note – if more than one owner, all names must be indicated)

First Name Marinus Link Pty Ltd

Second Name TasNetworks Pty Ltd

Surname

Postal Address:

PO Box 606
Moonah TAS 7009

Phone No: 1300 765 275

Instruction for making a permit application

a) ***Use or development?***

The application must provide a full description of the proposed use and/or development and of the manner in which the use and/or development is to operate.

"Use" is the purpose or manner for which land is utilised. ‘‘Development" is any site works (including any change in natural condition or topography of land and the clearing or conversion of vegetation), and the construction, alteration, or removal of buildings, structures and signs, required in order to prepare a site for use or to change existing conditions within a site. Subdivision is development.

Clause 6.2 Tasmanian Planning Scheme provides the use classes by which all use or development must be described. Development must be categorised by reference to the use class it is to serve.

b) ***Required Information***

Adequate statements, plans and specifications must be included within the permit application to address and demonstrate compliance with all applicable requirements of the planning scheme, including any site analysis, impact report and recommendation, and advice, consent or determination required from a State agency or utility entity.

The application must clearly identify the documents relied upon for determination.

Section 51(1AC) *Land Use Planning and Approvals Act 1993* provides that a permit application is not valid unless it includes all of the information required by a planning scheme. Clause 6.1 Tasmanian Planning Scheme prescribes the minimum information that is necessary in order to complete a valid permit application.

S54 *Land Use Planning and Approvals Act 1993* provides that the planning authority may require the applicant to supply further information before it considers a permit application. If the planning authority requires further information to more particularly address one or more of the applicable requirements of the Tasmanian Planning Scheme, the statutory period for determination of a permit application does not run until that information is answered to the satisfaction of the planning authority

c) ***Applicable Provisions and Standards***

The permit application must be assessed against the applicable provisions and standards of the Tasmanian Planning Scheme. The

application is to identify by reference the clauses it relies upon to demonstrate compliance. (eg *clause 8.4.3 (A1 – A4, and P5*)

d) ***Discretionary Permits***

If a permit is discretionary the permit application must be notified for a period of 14 days to allow opportunity for any interested person to consider the proposed use and/or development and to provide comment on the discretionary matter.

If a permit application relies on performance criteria to satisfy an applicable standard or is discretionary under another provision of the interim planning scheme, the permit is discretionary only with respect to that standard.

The Council must have regard to all representations received during the notification period on a discretionary matter when determining whether to grant or refuse a permit.

e) ***If the applicant is not the landowner***

If the applicant is not the owner of the land in the use or development site, the applicant is required to notify all of the owners either prior to or within 7 days from the date of making the permit application.

The permit application must identify all of the landowners; and the applicant must sign the application form to acknowledge the obligation to advise such landowners that the permit application has been made.

If the site includes land owned or administered by the Burnie City Council or by a State government agency, the consent in writing from the Council or the Minister responsible for Crown land must be provided at the time of making the application.

f) ***Applicant declaration***

It is an offence for a person to do any act that is contrary to a compliance requirement created under the section 63 *Land Use Planning and Approvals Act 1993*. The applicant is required to complete a declaration that the information given in the permit application is true and correct.

g) ***Payment of Fees***

The Council is not required to take any action on the permit application until all the relevant fees have been paid.

Permit Information (NB If insufficient space, please attach separate document)

Proposed Use:

Use Class

Documents included with the permit application to describe the Use

Proposed Development

Use class to which the development applies

Documents included with the permit application to describe the Development

Provisions and Standards relied upon for grant of a Permit

Value of use and/or development

$

Notification of Landowner/s

If land is not in applicant's ownership

I, , declare that the owner/each of the owners of the land has been notified of the intention to make this permit application.

Signature of Applicant Date

If the permit application involves land owned or administered by the BURNIE CITY COUNCIL

Burnie City Council consents to the making of this permit application.

General Manager (Signature) Date

If the permit application involves land owned or administered by the CROWN

I, the Minister responsible for the land, consent to the making of this permit application.

Minister (Signature) Date

Applicant Declaration

I,
declare that the information I have given in this permit application to be true and correct to the best of my knowledge.

Signature of Applicant Date

Office use only

Planning Permit Fee $ .....

Public Notification Fee $ .....

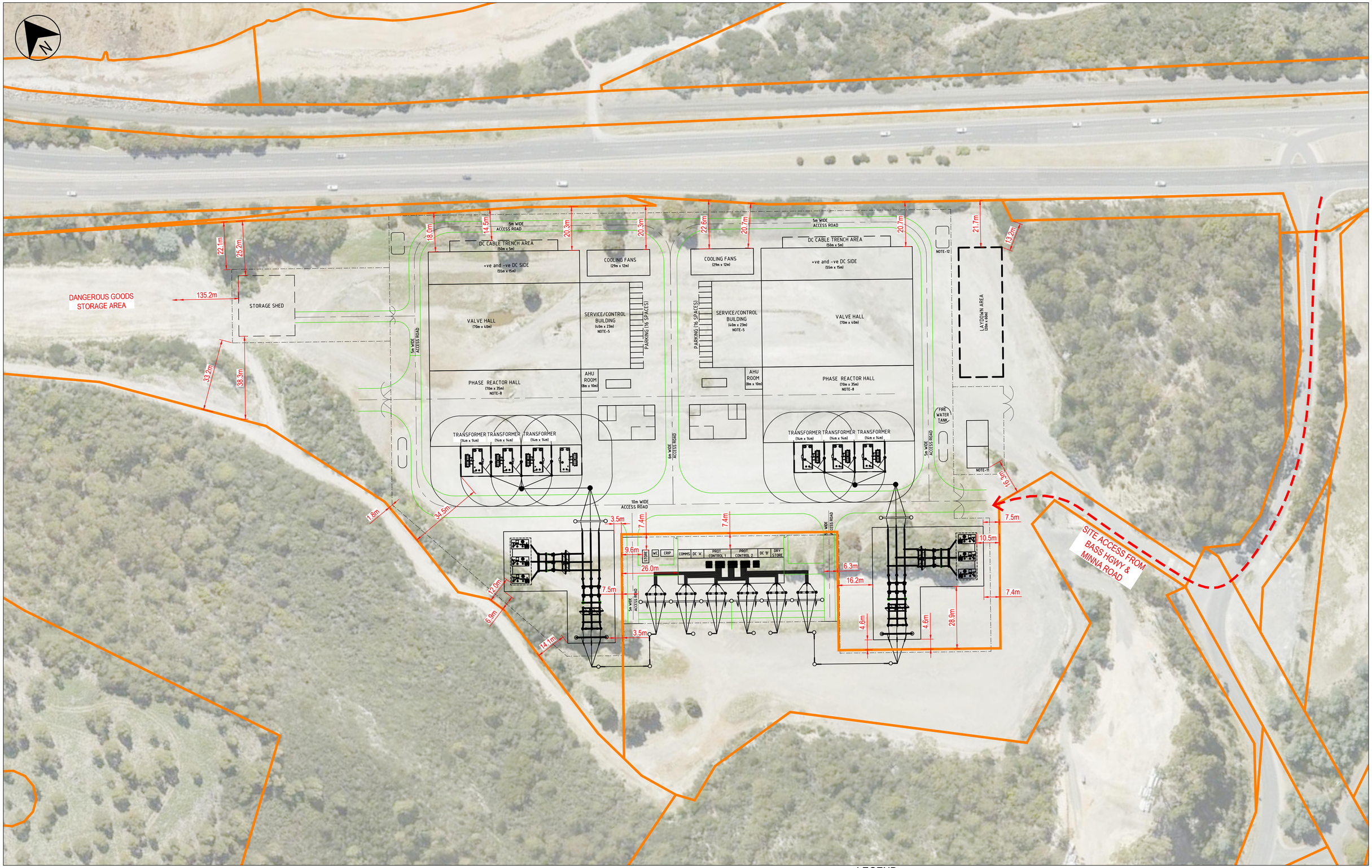
Amendment / Extension Fee $ .....

TOTAL: **$** .....

Receipt No: .....

Date: .....

DATE: 25/09/2023 4:01:01 PM NAME: MORRIS, BRIAN
LOCATION: C:\projectwise\jacobs_anz_ie\d0653993\IS360328-0000-GN-DLP-0520.dwg



LEGEND

PROPERTY BOUNDARIES

SCALE 1:800 (A1)

0 20 40 60 80m

16 8

CONSULTANT DWG No.
IS360328-0000-GN-DLP-0520

REV	DATE	APP'D	REVISION
A	15/08/23	BM	ISSUED FOR INFORMATION

SCALES AT A1

CONCEPT DESIGN - WORK IN PROGRESS

MARINUS LINK

ABN 37 001 024 095 and ACN 001 024 095
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JMME
Jacobs | Mott MacDonald | Elia Grid International

CLIENT	TASNETWORKS		
PROJECT	MARINUS LINK HEYBRIDGE CONVERTER STATION		
DRAWN B. MORRIS	DRAWING CHECK H.KEANE	REVIEWED DATE	APPROVED DATE
DESIGNED B. MORRIS	DESIGN REVIEW S.PATRICK		

TITLE
MARINUS LINK
HEYBRIDGE CONVERTER STATION
SITE SETOUT PLAN

SCALE	DRAWING No.	REV
1 : 800	IS360328-0000-GN-DLP-0520	A

A1

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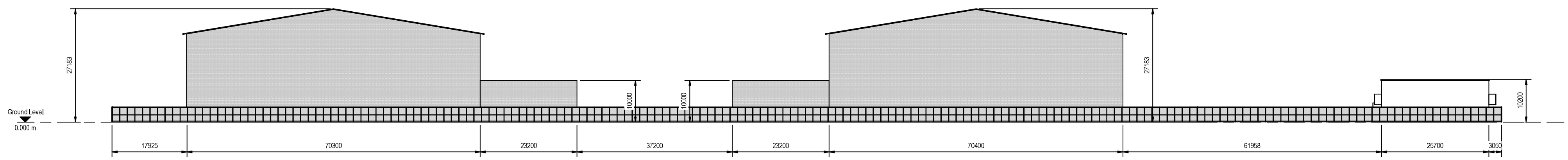

1 NORTH VIEW
GN-DLP-0000 SCALE 1 : 500

SCALE 1:500 (A1) 10 8 6 4 2 0 10 20 30 40 50m

CONCEPT DESIGN

CONSULTANT DWG No.
IS360328-SO28-GN-DLP-0001

REV	DATE	APP'D	REVISION
A	14/08/23		ISSUED FOR INFORMATION

SCALES AT A1

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JMME
Jacobs | Mott MacDonald | Ekz Grid International

CLIENT MARINUS LINK
PROJECT MARINUS LINK HEYBRIDGE CONVERTER STATION

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
GMU	IVM	HK	HK
DESIGNED	DESIGN REVIEW	DATE 14.08.23	DATE 14.08.23
-	-		

TITLE
MARINUS LINK HEYBRIDGE CONVERTER STATION SECTION VIEW

SCALE 1 : 500
DRAWING No IS360328-SO28-GN-DLP-0003
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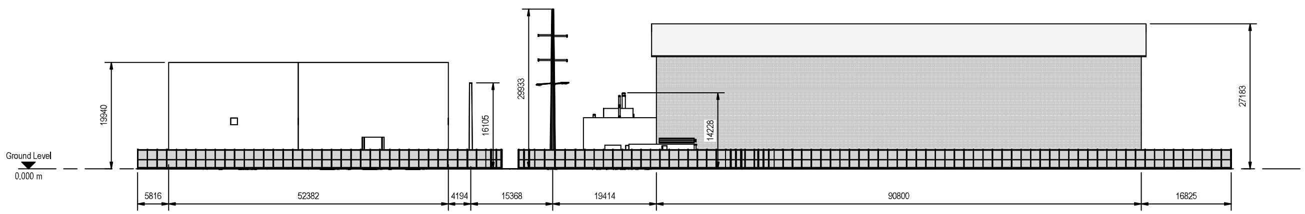
LOCATION: C:\Users\KeaneH1\Downloads\f5106ef4-7cd7-47e9-aeb8-fbcc5ae37d71\IS360328-SO28-GN-DLP-0003.dwg



1 EAST VIEW
GN-DLP-0000 SCALE 1 : 500

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CLIENT: MARINUS LINK
PROJECT: MARINUS LINK HEYBRIDGE CONVERTER STATION

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
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DESIGNED	DESIGN REVIEW	DATE 14.08.23	DATE 14.08.23
-	-		

TITLE: MARINUS LINK HEYBRIDGE CONVERTER STATION SECTION VIEW

SCALE 1 : 500
DRAWING No IS360328-SO28-GN-DLP-0004
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DATE: 14/08/2023 2:01:48 PM NAME: KEANE, HAYDEN

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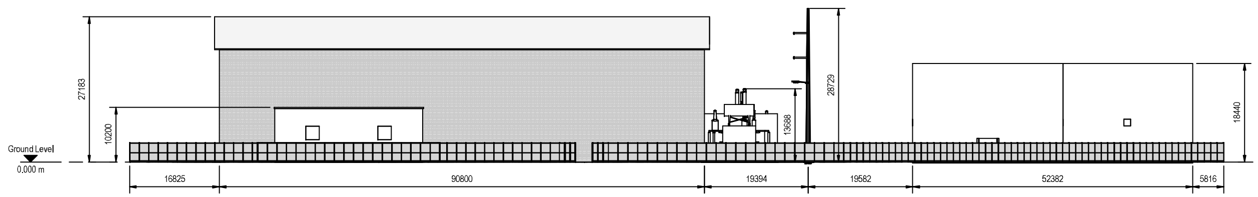
LOCATION: C:\Users\KeaneH1\Downloads\f5106ef4-7cd7-47e9-aeb8-fbbc0ae37d71\IS360328-SO28-GN-DLP-0003.dwg



1 WEST VIEW
GN-DLP-0000 SCALE 1 : 500

SCALE 1:500 (A1) 10 8 6 4 2 0 10 20 30 40 50m

CONCEPT DESIGN

CONSULTANT DWG No. IS360328-SO28-GN-DLP-0001

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CLIENT MARINUS LINK
PROJECT MARINUS LINK HEYBRIDGE CONVERTER STATION

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
GMU	IVM	HK	HK
DESIGNED	DESIGN REVIEW	DATE 14.08.23	DATE 14.08.23
-	-		

TITLE
MARINUS LINK
HEYBRIDGE CONVERTER STATION
SECTION VIEW

SCALE 1 : 500
DRAWING No IS360328-SO28-GN-DLP-0005
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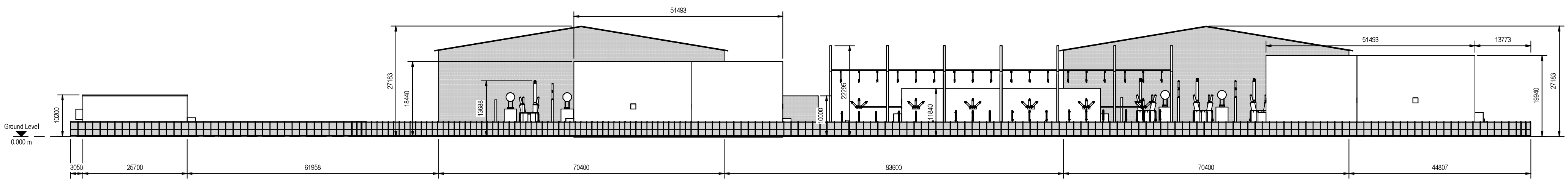

1 SOUTH VIEW
GN-DLP-0000 SCALE 1 : 500

SCALE 1:500 (A1) 10 8 6 4 2 0 10 20 30 40 50m

CONCEPT DESIGN

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CLIENT: MARINUS LINK
PROJECT: MARINUS LINK HEYBRIDGE CONVERTER STATION

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
GMU	IVM	HK	HK
DESIGNED	DESIGN REVIEW	DATE 14.08.23	DATE 14.08.23
-	-		

TITLE
MARINUS LINK
HEYBRIDGE CONVERTER STATION
SECTION VIEW

SCALE 1 : 500
DRAWING No IS360328-SO28-GN-DLP-0006
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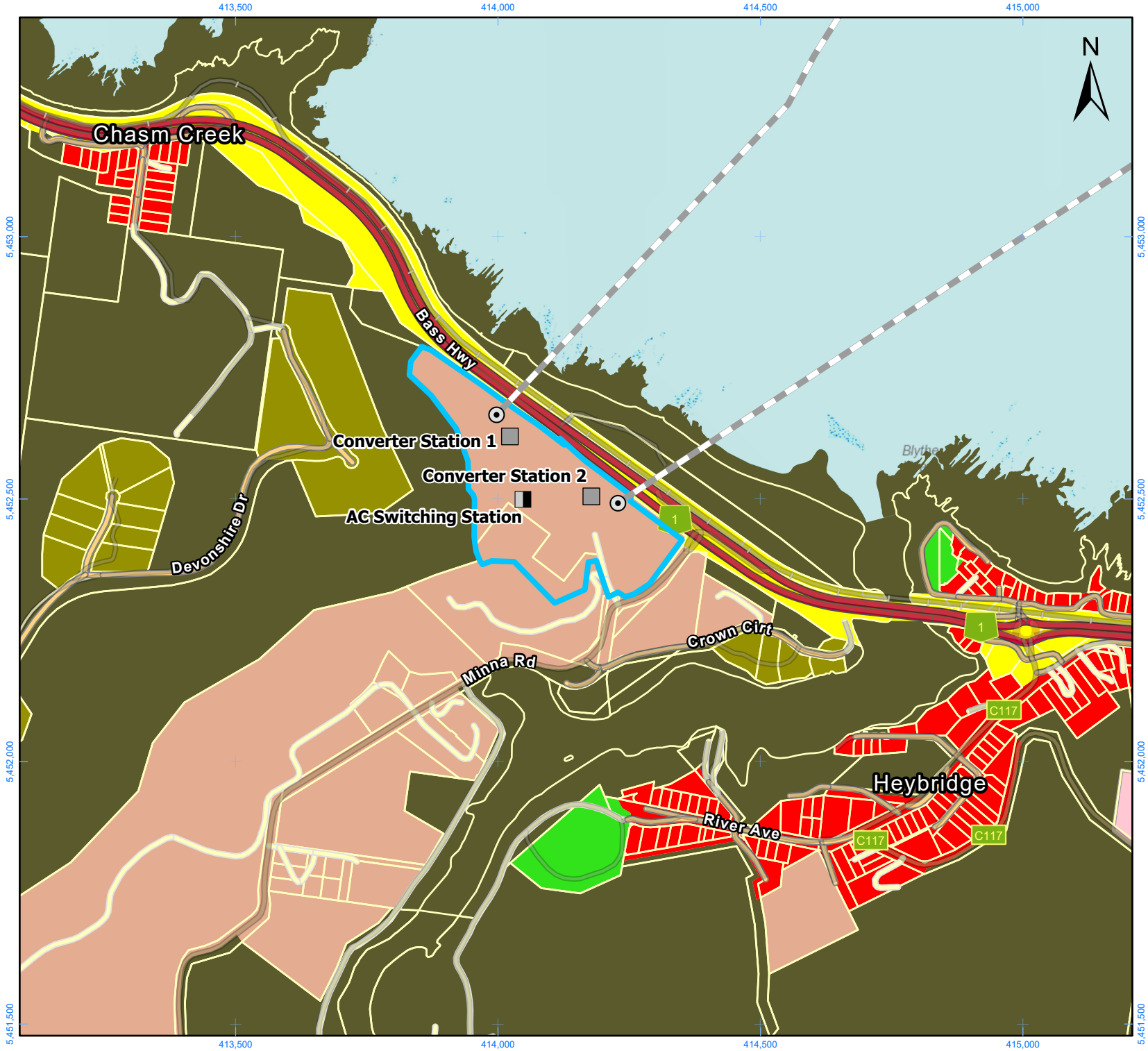
LOCATION: C:\Users\KeaneH1\Downloads\f5106ef4-7cd7-47e9-aeb8-fbbc0ae37d71\IS360328-SO28-GN-DLP-0003.dwg

Figure 12
Planning Scheme Zones



Legend

- HBHW Landfall Location - Rev J
- HBHW Cable Route - Rev J
- Heybridge Site Boundary
- AC Switching Station
- Converter Station 1
- Converter Station 2
- National/State Highway
- Local Road
- Access Road
- Cadastral Parcels

Tasmanian Planning Scheme Zones

- General Residential
- Rural Living
- Rural
- Landscape Conservation
- Environmental Management
- Utilities
- Recreation

Scale: 1:10,000 @ A4

Spatial Reference: GDA2020 MGA Zone 55

0 50 100 200 300 400 500

Metre

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HBHW Cable and Landfalls Rev J, Switching and Converter Stations are Indicative.
Roads and Cadastral Parcels are theLIST, Tasmanian Government, accessed 22/08/2023
Planning Scheme Data is theLIST, Tasmanian Government, accessed 22/08/2023

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Thankyou for Submitting your Vehicular Access - compliance request.

Hi Kate,
Thank you for Submitting your Vehicular Access - compliance request. Your details have been sent to a Council Officer who will review your request and respond by email as to whether or not your application is compliant. Note: Responses may take up to 10 working days.
Should you have any queries, please contact Council's Technical Officer – Development and Design on 6430 5700 or email burnie@burnie.tas.gov.au
Burnie City Council
PO Box 973
80 Wilson Street
BURNIE TAS 7320
www.burnie.net [burnie.net]

Applicant Details	
Business Name	Marinus Link Pty Ltd
Contact First name	Kate
Contact Last Name	Guard
Position Title	Head of Environment and Planning – Marinus Link
Postal Address	PO Box 606 Moonah Tasmania 7009
Contact Number	0474 889 130
email	team@marinuslink.com.au
Development Property	

Assessment Number (from Rates Bill) - if known	DA 2022/76
Property Identification (PID) number - if known	2920337, 9296310
Property address - number and street	Corner of Bass Highway/Minna Road, Heybridge, 7316 and 22 Minna Road, Heybridge, 7316
Suburb	Heybridge
Property owner / rental manager (if applicable)	Marinus Link Pty Ltd, TasNetworks Pty Ltd
Brief description of the nature of the proposed use or development.	The project is a proposed 1500-megawatt (MW) HVDC electricity interconnector between Heybridge in North West Tasmania and the Latrobe Valley in Victoria. The proposed use of the site is for the construction and operation of a converter station and switching station to connect to 255km of HVDC undersea cables to Victoria. The proposed Converter Station will connect to the Tasmanian transmission network via a switching station and new and upgraded 220 kilovolt (kV) transmission lines. The Heybridge converter station is accessed via the Bass Highway at Minna Road which has a seagull intersection layout. Access will be a sealed, two-lane access road Internal roads will also be constructed within the converter station site to provide access between buildings. Further information is available in the Heybridge Converter Station DA 2022/76.
	Does it require access to a public stormwater system?
Request Type	New or Modified Access Arrangement, or Intensification of use
Vehicular Traffic	
Will the proposed development increase the amount of vehicular traffic, or the number of movements, of vehicles longer than 5.5m?	
Deemed Compliance	
Vehicular and Drainage Access - new / modified / intensified	

What are the proposed development requirements for Vehicular and Drainage Access	Does the proposed development require a New vehicular access?: No Does the proposed development utilise an Existing vehicular access?: Yes Does the proposed development increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicular access?: Yes Does the proposed development require Relocation of an existing vehicular access?: No Does the proposed development require Modification of an existing vehicular access?: Yes Is the proposed development a subdivision that requires access to a public stormwater system: Yes
Upload a plan of the proposed access or any supporting information to describe the access requirements	Site Access Plan.pdf IS360328-0000-GN-DLP-0520-(A).pdf
Final Comments	
Is there anything else you would like to mention/ask related to this statement of compliance request?	For further information refer to DA 2022/76 and Marinus Link's response to the RFI.
Applicant Declaration	I declare that the information I have given in this application to be true and correct to the best of my knowledge.
Signature	b498e840-c183-4bcd-9bd6-9ad3b46808ed.jpg

Figure 15
Scenic Protection Overlay and Vegetation Communities

Legend

- HBHW Landfall Location
- HBHW Cable Route
- AC Switching Station
- Converter Station 1
- Converter Station 2
- Indicative Station Layout
- Heybridge Site Boundary

Scenic Protection Code

- Scenic protection area

Vegetation Communities

- [DAC] Eucalyptus amygdalina coastal forest and woodland
- [DOB] Eucalyptus obliqua dry forest
- [DVC] Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
- [SSC] Coastal scrub
- [FUM] Extra-urban miscellaneous
- [FPU] Unverified plantations for silviculture
- [FWU] Weed infestation
- [OSM] Sand, mud

Scale: 1:7,500 @ A4

Spatial Reference: GDA2020 MGA Zone 55

0 50 100 200 300 400

Metre

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Marinus Link ABN 47 630 194 562

HBHW Cable and Landfalls Rev J, Switching and Converter Stations are Indicative.
Planning Scheme Data is theLIST, Tasmanian Government, accessed 22/08/2023
Vegetation Data as per TasVeg and the Terrestrial Ecology Baseline and Impact Assessment 09/03/2023
Background: Creative Commons BY-NC-ND 3.0 AU © State of Tasmania

SITE LAYOUT
SCALE 1 : 1,000

LEGEND
(CUT = RED / FILL = GREEN)

From	To	Colour
-20	-15.00	red_032
-15.00	-10.00	red_040
-10.00	-5.00	red_064
-5.00	-2.00	red_096
-2.00	-1.00	red_112
-1.00	-0.50	red_144
-0.50	-0.25	red_176
-0.25	0.00	red_208
0.000	0.250	green
0.250	0.500	green 232
0.500	1.000	green 200
1.000	2.000	green 168
2.000	5.000	green 136
5.000	10.00	green 104
10.00	15.00	green 072
15.00	20	green 048

CONCEPT DESIGN - WORK IN PROGRESS

SCALE 1:1000 (A1) 20 10 0 20 40 60 80 100m

CONSULTANT DWG No. IS360328-SO28-CI-DLP-0512

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CLIENT TASNETWORKS
PROJECT MARINUS LINK HEYBRIDGE CONVERTER STATION
DRAWN B. MORRIS
DRAWING CHECK W. VISAGIE
REVIEWED
APPROVED
DESIGNED B. MORRIS
DESIGN REVIEW
DATE
DATE

TITLE MARINUS LINK
HEYBRIDGE CONVERTER STATION
SITE CUT/FILL ISOPATCH
SCALE 1 : 1,000
DRAWING No IS360328-SO28-CI-DLP-0512
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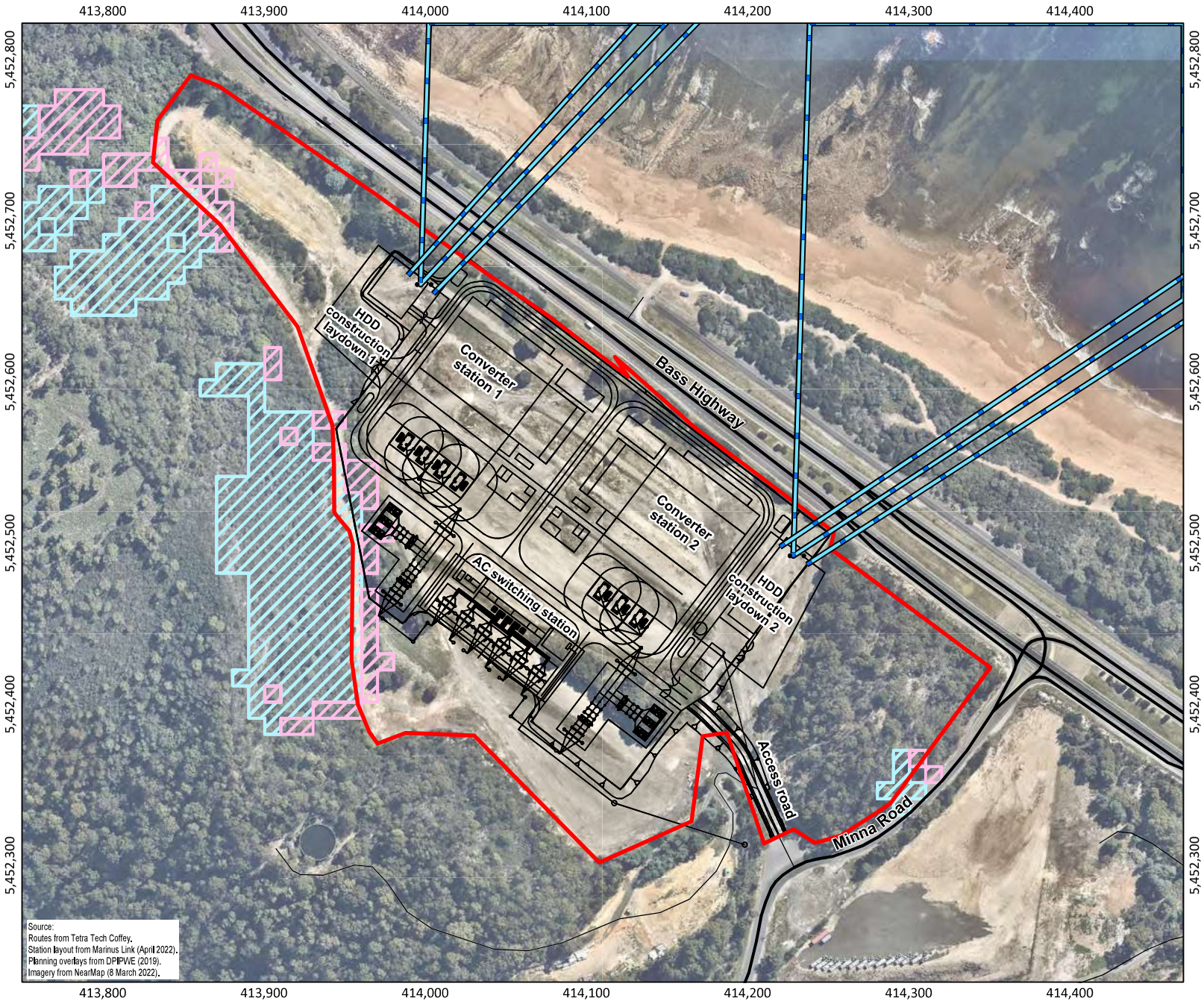
DATE: 5/05/2022 12:57:57 PM NAME: MORRIS, BRIAN
LOCATION: C:\users\morrisb\appdata\local\projectwise\jacobs_anz_ie\d0553993\IS360328-SO28-CI-DLP-0512.dwg

Figure 17
Landslip hazard overlay



Legend

- Landfall

Proposed route

- HVDC subsea cable
- Indicative station layout
- Heybridge converter and switching station site boundary
- Major road
- Minor road

Landslip hazard code

- Low landslip hazard band
- Medium landslip hazard band

N

Scale: 1:3,500

70 35 0 70 m

Coordinate System: GDA2020 MGA Zone 55
Projection: Transverse Mercator
Datum: GDA2020

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Prepared by: Helen.Unkovich

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