Planning Report

Berrybank Terminal Station Augmentation

Final

September 2026

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Berrybank Terminal Station Augmentation

Final

Prepared by
Umwelt (Australia) Pty Limited

On behalf of
Moreton Hill Wind Farm Nominees Pty Ltd (MHWF Nominees)

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Executive Summary

This Planning Report has been prepared on behalf of Moreton Hill Wind Farm Nominees Pty Ltd (MHWF Nominees) to support a planning permit application under the Golden Plains Planning Scheme for buildings and works associated with the proposed augmentation of the existing Berrybank Terminal Station located at 39 Willowvale Road, Mount Bute. The purpose of the proposed augmentation is to facilitate connection of the proposed Moreton Hill Wind Farm (MHWF) to the National Electricity Market (NEM).

The existing Berrybank Terminal Station was approved by the Minister for Planning under Planning Permit No. PA1700309 (Golden Plains Shire) on 5 March 2018 (amended 28 June 2019). The permit included both the immediate infrastructure needs at the time to connect the Berrybank Wind Farm to the NEM whilst also including additional capacity for future expansion plans within the approved site. The existing terminal station is owned and operated by Lumea Pty Ltd (part of the Transgrid Group) as the Transmission Network Service Provider (TNSP).

The proposal is wholly contained within the existing 3.26 ha terminal station site and utilises land that was originally secured to accommodate future expansion of the switchyard. The augmentation represents the development of one of the future line bay locations contemplated in the ultimate terminal station layout prepared by the Transmission Network Service Provider and therefore constitutes an efficient and orderly expansion of existing electricity transmission infrastructure.

The proposal comprises the following buildings and works which remain within the existing Berrybank Terminal Station approved site and generally aligns with the future capacity allowed for in the existing permit:

- an additional 220 kV line bay located north-east of the two existing line bays
- an additional control building located north-west of the existing control building
- extension of the existing switchyard hardstand to accommodate the new line bay, control building and associated operational infrastructure
- minor reconfiguration and extension of the existing security fence to accommodate the new line bay and control building
- extension of the perimeter access track and asset protection zone (APZ) around the extended hardstand and associated infrastructure, and associated minor reconfiguration of the existing farm fence to encompass these areas
- an approximately 100 m section of 220 kV underground transmission line extending from the north-eastern boundary of the subject site (where it connects with the section of MHWF underground transmission line that is subject to separate permit applications) to the new line bay
- a temporary construction laydown area.

The proposal is being assessed through the Development Facilitation Program under Clause 53.22 (Significant Economic Development) of the Golden Plains Planning Scheme. The proposal satisfies the eligibility criteria for a utility installation used to transmit or distribute electricity and would facilitate infrastructure required to support renewable energy generation within the Central Highlands Renewable Energy Zone.

Assessment of the proposal has found that:

- The proposal is consistent with the Municipal Planning Strategy and Planning Policy Framework by supporting renewable energy generation, electricity transmission infrastructure and the efficient use of existing infrastructure.
- The proposal represents a minor augmentation of an existing approved and operational utility installation and is compatible with the surrounding rural and agricultural land uses.
- The proposal is located in an area of low flooding risk, and potential impacts relating to stormwater, erosion and water quality can be appropriately managed through detailed drainage design and standard management measures to be captured in a management plan (as per the existing management plan for the terminal station).
- An Ecological Due Diligence Assessment determined that the subject site is a highly modified area of low ecological value, and that no native vegetation patches or scattered trees, threatened ecological communities or habitat for threatened species would be impacted by the proposal.
- The Environmental Noise Assessment determined that operational noise from the proposed augmentation can comply with the applicable Environment Protection Authority (EPA) requirements, including the General Environmental Duty, Noise Protocol and Environment Protection Regulations 2021, at surrounding noise sensitive receivers. Predicted noise levels during typical daily operations are below 10 dB which is significantly below the noise limits at all sensitive receivers. Predicted noise levels were also tested for a worst-case operating scenario (testing and maintenance of circuit breakers and switches during night time hours and continuous air conditioning operation) and an emergency scenario (diesel generators running day and night) which were both found to be below the night time noise limit at all sensitive receivers.
- A Bushfire Risk Assessment concludes that subject to implementation of the management measures contained in the report, the proposal can be developed without introducing an unacceptable bushfire risk.
- A Sensitive Receptor and Neighbour Visual Impact Assessment identified eight non-associated dwellings and one associated dwelling within 2 kilometre (km) of the proposal, along with four public roads with potential for views towards the proposal. The assessment determined that the proposed augmentation would predominantly be viewed as part of the existing Berrybank Terminal Station as a single structure, with views toward the proposal from surrounding dwellings filtered or completely obscured by existing or proposed screening vegetation (shelter belts, roadside plantings and scattered trees). The proposal is therefore not expected to result in a discernible change in visual impact.
- The proposal is not expected to result in adverse impacts on agricultural productivity, visual amenity, flooding, drainage or surrounding land uses, particularly in the context of the proposed works being a minor expansion of the existing operations.
- The subject site is not located within an Area of Aboriginal Cultural Heritage Sensitivity and the proposal does not trigger a Cultural Heritage Management Plan
- The proposal can be accommodated within the environmental management framework of the existing terminal station planning permit subject to updates to existing plans as required to construct and operate the extension as part of an integrated facility.

Overall, the proposal facilitates essential electricity transmission infrastructure required to connect the proposed MHWF to the NEM while making efficient use of existing terminal station infrastructure and previously disturbed land. The assessment undertaken demonstrates that the proposal can be accommodated within the existing terminal station site due to the future expansion plans in the original permit, without giving rise to significant planning, environmental or cultural heritage impacts.

Abbreviations

Abbreviation	Definition
BMO	Bushfire Management Overlay
CHMP	Cultural Heritage Management Plan
CMA	Catchment Management Authority
DEECA	Department of Energy, Environment and Climate Action
DFP	Development Facilitation Program
DTP	Department of Transport and Planning
EPA	Environment Protection Authority Victoria
ESO	Environmental Significance Overlay
FO	Floodway Overlay
FZ	Farming Zone
kV	Kilovolts
LSIO	Land Subject to Inundation Overlay
MHWF	Moreton Hill Wind Farm
MHWF Nominees	Moreton Hill Wind Farm Nominees Pty Ltd – the Applicant for the proposed augmentation of Berrybank Terminal Station, and for the MHWF
NEM	National Electricity Market
OHTL	Overhead transmission line
REZ	Renewable Energy Zone
TNSP	Transmission Network Service Provider
TRZ2	Transport Zone 2

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Appendix C Review of Existing Berrybank Terminal Station Planning Permit (PA1700309) Conditions

Appendix D TNSP Existing and Ultimate Potential Terminal Station Plans

Appendix E Extract of MHWF Traffic Impact Assessment

Appendix F Ecological Due Diligence Assessment

Appendix G Bushfire Risk Assessment

Appendix H Environmental Noise Assessment

Appendix I Sensitive Receptor and Surrounding Neighbour Visual Impact Assessment

1.0 Introduction

This report has been prepared on behalf of Moreton Hill Wind Farm Nominees Pty Ltd (MHWF Nominees) as the Applicant, to support a planning permit application under the Golden Plains Planning Scheme for the proposed augmentation of the existing Berrybank Terminal Station located on land described as Lot 1 on Plan PS838361 and situated at 39 Willowvale Road, Mount Bute ('subject site').

The proposed augmentation of the Berrybank Terminal Station is required to facilitate connection of the proposed Moreton Hill Wind Farm (MHWF), for which MHWF Nominees is separately seeking planning permits under the Golden Plains Planning Scheme and the Corangamite Planning Scheme.

Development plans for the proposed augmentation proposal are included in **Appendix A** and title searches are included **Appendix B**. The location of the subject site in relation to the proposed MHWF, existing electricity transmission network, and key environmental features is shown in **Figure 1.3**.

1.1 Background

1.1.1 Moreton Hill Wind Farm

MHWF Nominees is proposing to develop the MHWF on land located approximately 10–20 km north of the existing Berrybank Terminal Station. MHWF is planning to connect to the National Electricity Market (NEM) via the Berrybank Terminal Station, which is owned and operated by Lumea Pty Ltd (part of the Transgrid Group) as the Transmission Network Service Provider (TNSP). The Berrybank Terminal Station connects to AusNet's Ballarat–Terang 220 kV overhead transmission line (OHTL), which runs adjacent to the north-western boundary of the terminal station site.

Planning permit applications for the MHWF were lodged with the Minister for Planning under the Corangamite Planning Scheme (Application No. PA2604440) on 29 May 2026 and the Golden Plains Planning Scheme (Application No. PA2604445) on 01 June 2026. The planning permit applications for the MHWF include seeking approval for the use and development of land for an approximately 15 km long, 220 kV underground transmission line connecting the MHWF's on-site substation to the north-eastern boundary of the Berrybank Terminal Station site.

The planning permit applications for the MHWF do not include seeking approval for the use and development of land within the Berrybank Terminal Station site (Lot 1 on Plan PS838361) for the proposed augmentation of the terminal station or an approximately 100 m section of the 220 kV underground transmission line proposed within Lot 1 on Plan PS838361. This current planning permit application is required to complete the connection of the MHWF to the NEM.

1.1.2 Existing Berrybank Terminal Station

The existing Berrybank Terminal Station was constructed in about 2020 to facilitate the connection of the Berrybank Wind Farm to the NEM via the existing Ballarat–Terang 220 kV OHTL.

The Berrybank Wind Farm was approved by the Minister for Planning under Planning Permit No. 2009/2820 (Golden Plains Shire) and Planning Permit No. 2009/2821 (Corangamite Shire) on 24 April

2010. These planning permits were amended multiple times, most notably on 4 February 2018 to increase the height of the turbines and reduce the number of turbines. Amended development plans were endorsed by the Minister for Planning under Planning Permit Nos. 2009/2820 and 2009/2821 on 4 February 2019. These planning permits for the Berrybank Wind Farm did not provide planning approval for the 220kV transmission line and off-site substation required to connect the Berrybank Wind Farm to the existing electricity transmission network, which were sought separately.

The Minister for Planning approved the Berrybank Terminal Station and a 220 kV transmission line from the Berrybank Wind Farm to the terminal station under Planning Permit No. PA1700309 (Golden Plains Shire) on 5 March 2018 (amended 28 June 2019). The conditions of Planning Permit No. PA1700309 are summarised in **Appendix C** along with a review of relevance to the current planning permit application for augmentation of the Berrybank Terminal Station.

The review of the existing planning permit conditions in **Appendix C** demonstrates that the use and development of land for the proposed augmentation on the same land parcel (Lot 1 on Plan PS838361) as the existing terminal station would not result in any conflict with the conditions of Planning Permit No. PA1700309. As such, it is considered appropriate that a separate planning permit could be issued for the proposed augmentation, and could effectively operate alongside the existing Planning Permit No. PA1700309 providing the existing conditions of approval are transposed to continue to enable the site to function as a single integrated development upon augmentation works.

Cancellation of the existing Planning Permit No. PA1700309 to create an omnibus planning permit is not considered appropriate in this case given Planning Permit No. PA1700309 does not just provide approval for the existing terminal station, but also provides approval for the existing 220 kV transmission line connecting from the Berrybank Wind Farm. An amendment to the existing planning permit to update the endorsed plans was considered and then discarded based on regulatory advice to apply for a new permit.

At the time the Berrybank Terminal Station was established, a 3.26 ha land parcel was secured (Lot 1 on Plan PS838361), which was sufficient to establish the infrastructure required to connect the Berrybank Wind Farm and to provide for expansion to accommodate additional infrastructure to connect future generation assets in the area. The TNSP at the time, Transgrid, drafted plans for the ultimate potential terminal station, which considered a total of six line bays including two line bays for the Berrybank Wind Farm connection to the Ballarat–Terang 220 kV OHTL and four future line bays. Plans for the existing terminal station and ultimate potential terminal station prepared by the TNSP are provided in **Appendix D**. The proposed augmentation for connection of the MHWF would involve development of one of the four 'future' line bays shown on the endorsed Development Plans as described further in **Section 1.2**.

1.2 The Proposal

1.2.1 Overview and purpose

The proposal is for the augmentation of the existing Berrybank Terminal Station (utility installation) to include:

- an additional 220 kV line bay located north-east of the two existing line bays
- an additional control building and associated facilities (e.g. an additional 45,000 L water tank) located north-west of the existing control building

- extension of the existing switchyard hardstand to accommodate the new line bay, control building and associated operational infrastructure
- minor reconfiguration and extension of the existing security fence to accommodate the new line bay and control building
- extension of the perimeter access track and asset protection zone (APZ) around the extended hardstand and associated infrastructure, and associated minor reconfiguration of the existing farm fence to encompass these areas
- an approximately 100 m section of 220 kV underground transmission line extending from the north-eastern boundary of the subject site to the new line bay
- a temporary construction laydown area.

An additional standby generator would also be provided as part of the terminal station augmentation. The unit would comprise a containerised, self-bunded diesel generating set with an integral sub-base fuel storage tank, providing independent standby/prime power to the terminal station extension. The package integrates the engine-alternator, switchgear and controls, and diesel storage within a single weatherproof, sound-attenuated enclosure, with secondary containment sized to hold the full tank volume, eliminating the need for separate fuel bunding or bulk storage on site.

At the Berrybank Terminal Station, the 220 kV underground transmission line from the MHWF would transition from below ground to above ground. The underground cable would emerge from the ground adjacent to the proposed new line bay for the MHWF connection within the terminal station switchyard, where it would be supported on an approximately 7 m high steel structure or riser, before connecting to the station electrical equipment through cable switching assemblies (refer to **Appendix A**).

The purpose of the proposed development is to facilitate connection of the proposed MHWF to the NEM, by completing the grid connection works from the end of the 220 kV underground transmission line included in the MHWF planning permit applications (Application No. PA2604445 and Application No. PA2604440) to the existing electricity transmission network (i.e. into the Ballarat–Terang 220 kV OHTL). The proposed development is entirely contained within the boundary of the existing Berrybank Terminal Station site, with no external poles or towers required to connect to the adjacent transmission line.

Construction is expected to take approximately 9 months to complete. Lumea Pty Ltd as the TNSP would be responsible for operation of the augmentation infrastructure in conjunction with the existing terminal station. Operation and maintenance of the proposed augmentation is not expected to require additional staff compared to the staffing requirements of the existing terminal station. Accordingly, no additional on-site car parking or modification of the existing on-site septic system are considered necessary.

1.2.2 Site access

Access to the Berrybank Terminal Station site is off Lismore-Scarsdale Road via an existing access track across land described as Lot 2 on Plan LP112823 and Lot 1 on Plan LP99425. The existing access track across these two land parcels is subject to carriageway easements benefitting the subject site and therefore provides lawful access to the Berrybank Terminal Station.

The Traffic Impact Assessment (Impact Traffic, dated 24 April 2026) prepared for the MHWF considered the potential construction and operational traffic impacts associated with the proposed augmentation of Berrybank Terminal Station to facilitate the connection of the MHWF. An extract of the relevant section of the MHWF Traffic Impact Assessment is provided in **Appendix E**. Based on this assessment, no changes to the current access crossover or track are required or proposed to facilitate the construction and operation of the proposal, and no local road upgrades are expected to be required specifically for the proposed augmentation of the Berrybank Terminal Station.

A Traffic Management Plan would be prepared in consultation with the relevant road authorities (e.g. Council, Transport for Victoria) prior to construction to confirm any traffic management, road works or maintenance works required along the relevant sections of roads used during construction of the proposal.

1.2.3 Vegetation removal

No removal of native vegetation as defined in the Department of Energy, Environment and Climate Action (DEECA)'s Guidelines for the removal, destruction or lopping of native vegetation (DEECA 2025) is required for the proposal based on the results of a field survey undertaken by Umwelt on the 3 June 2026 (refer to **Appendix F**). Some removal of non-native vegetation, including various noxious and high threat environmental weeds, cropped paddocks, and some scattered native grasses, would be required (refer to **Appendix F**).

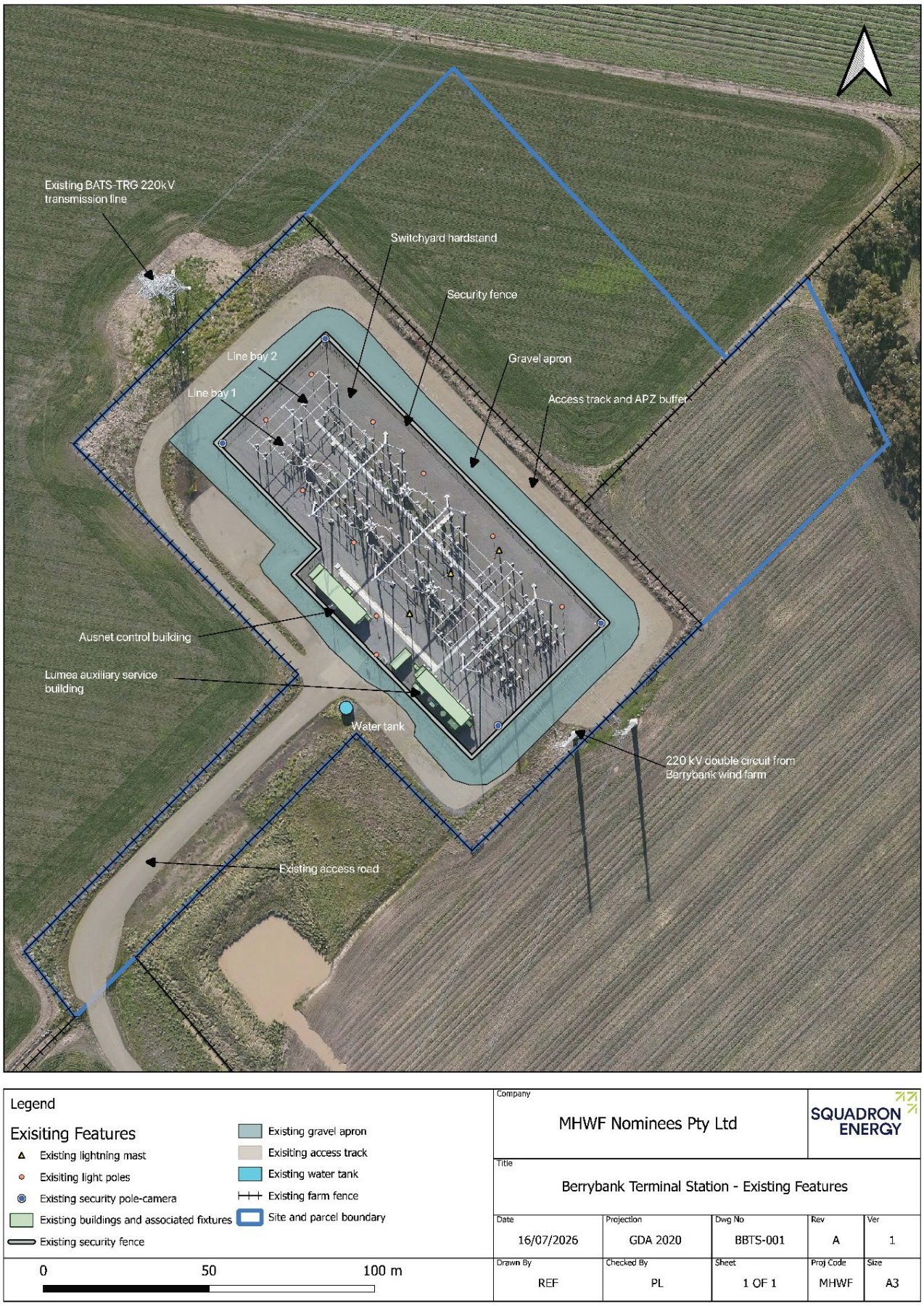


Figure 1.1 Existing terminal station features

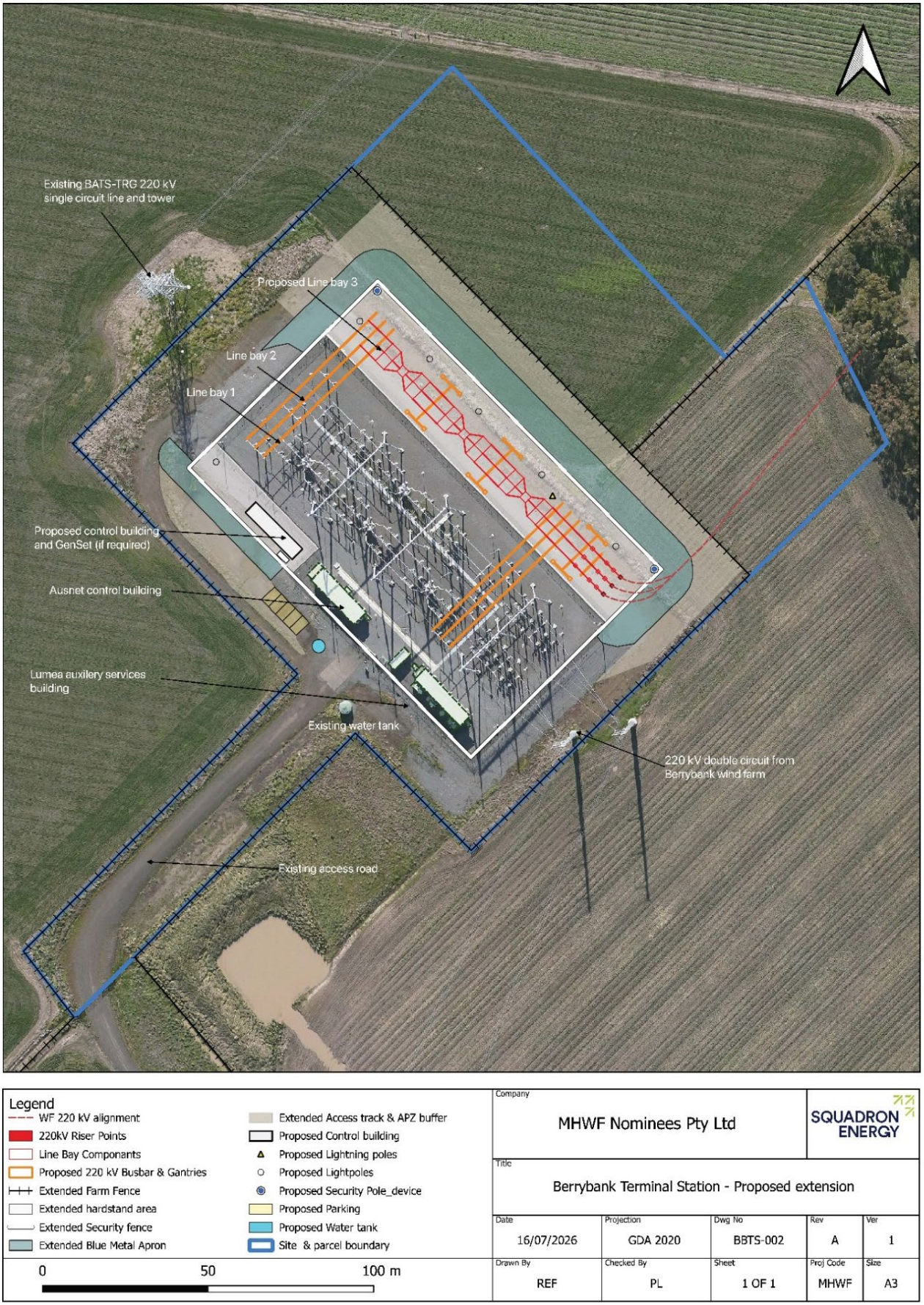
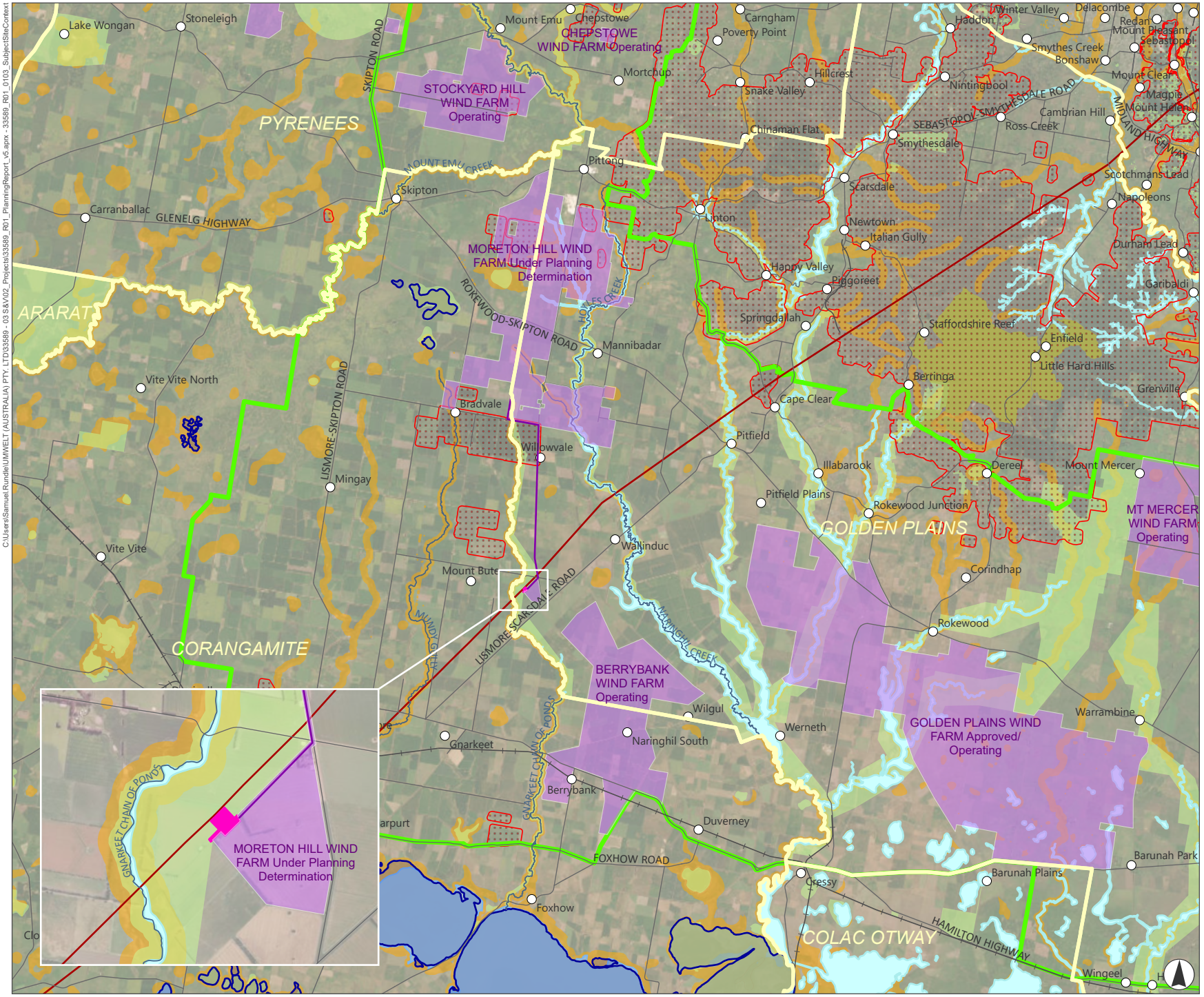


Figure 1.2 Proposed terminal station augmentation features

FIGURE 1.3

Subject Site - Regional Context



Legend

- Subject site (Berrybank Terminal Station, Lot 1 on PS838361)
- Township
- Roads
- Railway
- Watercourse
- Wind Energy Facility
- National park/state park
- Local Government Area Boundaries
- LSIO - Land Subject to Inundation Overlay
- ESO - Environmental Significance Overlay
- Areas of Aboriginal cultural heritage sensitivity
- Existing 220kV Transmission Line
- Renewable energy zones
- DIWA Wetland
- BMO - Bushfire Management Overlay
- Ramsar Wetland

Scale 1:300,000 at A4
GDA2020 MGA Zone 54

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1.3 Application summary

The planning permit application particulars are summarised in **Table 1.1**.

This planning permit application is proposed for submission to the Department of Transport and Planning (DTP) under the Development Facilitation Program (DFP) assessment pathway and pursuant to Clause 53.22 (Significant Economic Development) of the Golden Plains Planning Scheme as the Project meets the relevant eligibility criteria as further discussed in **Section 3.5.1**.

A pre-application meeting was held with DTP on 18 June 2026 to discuss the proposal and the proposed planning approval pathway. Relevant matters have been considered and addressed in the preparation of this Planning Report.

Table 1.1 Planning Permit Application Summary

Project	**Berrybank Terminal Station Augmentation**		
Applicant	Moreton Hill Wind Farm Nominees Pty Ltd (MHWF Nominees)		
Site			
Address	39 Willowvale Road, Mount Bute, VIC 3324		
Title description & restrictions	A summary of relevant titles and restrictions is provided below.		
	Title description	**Relevance to proposal**	**Title restrictions**
	Lot 1 on Plan PS838361	Contains the existing Berrybank Terminal Station and proposed augmentation ('subject site')	No restrictions or encumbrances on title.
	Lot 1 on Plan LP99425	Contains an existing access track on which the existing Berrybank Terminal Station and proposed augmentation would rely.	Carriageway Easements E-2 and E-4 in favour of Lot 1 on Plan PS838361. Electricity Easements E-3 and E-4 in favour of Lot 1 on Plan PS838361 (for Berrybank Wind Farm transmission line). Electricity Easement E-1 in favour of Lot 1 on Plan PS838361.
	Lot 2 on Plan LP112823	Contains an existing access track on which the existing Berrybank Terminal Station and proposed augmentation would rely.	Carriageway Easements E-2, E-3 and E-5 in favour of Lot 1 on Plan PS838361. Electricity Easements E-4, E-5 and E-6 in favour of Lot 1 on Plan PS838361 (for Berrybank Wind Farm transmission line). Electricity Easement E-1 in favour of Lot 1 on Plan PS838361.

Project	Berrybank Terminal Station Augmentation	
	A copy of the relevant title searches, plans and instruments are included at **Appendix B**.	
Area	**Total subject site area:**	3.26 ha
	Development footprint:	0.83 ha
Municipality	Shire of Golden Plains	
Planning		
Planning Scheme	Golden Plains Planning Scheme	
Responsible authority	Minister for Planning Pursuant to **Clause 72.01-1** (Minister is responsible authority) the Minister for Planning is the responsible authority for planning permits for the use and development of land for a utility installation used to transmit or distribute electricity. The Minister for Planning is also responsible authority for a matter to which **Clause 53.22** (Significant economic development) applies.	
Zones	Farming Zone (FZ) (**Clause 35.07**)	
Overlays	Environmental Significance Overlay (Schedule 2 – Watercourse Protection) (ESO2) (**Clause 42.01**)	
Land use definition	Utility installation ('land used to transmit, distribute or store power')	
Permit triggers	**Clause 35.07-4** – To construct or carry out building or works for a utility installation in FZ **Clause 35.07-4** – To construct a building within 100 m of a wetland **Clause 35.07-4** – To carry out earthworks identified in Schedule 1 to Clause 35.07 (earthworks which change the rate of flow or the discharge point of water across a property boundary) in FZ **Clause 42.01-2** – To construct a building or construct or carry out works in the ESO2 **Clause 42.01-2** – To remove, destroy or lop any vegetation, including dead vegetation in the ESO2 Note: No permit is required under Clause 35.07-1 for the use of land for a utility installation in the FZ as the land is already approved for use for a utility installation being the existing Berrybank Terminal Station under Planning Permit No. PA1700309.	
Referral authorities	**Clause 66.02-4** – AusNet (Determining referral authority)	
Notice requirements	Notice requirements as per section 52 of the *Planning and Environment Act 1987* (P&E Act). No additional notice requirements specified in the Planning Scheme. With respect to the notice requirements of section 52(1)(a) and (d) of the P&E Act, it is submitted that the giving of notice is not required because material	

Project	Berrybank Terminal Station Augmentation
	detriment having regard to key matters under the applicable Decision Guidelines would not occur for the following reasons: • The proposal would be located entirely within the boundaries of land already approved and used for a utility installation and would therefore not contribute to any further loss or fragmentation of agricultural land within the FZ (beyond that assessed and approved for establishment of the existing terminal station), or conflict with adjoining land uses. • The proposal would not add significant visual impact due to existing landscape screening elements (vegetation belts, scattered trees) as well as the proposed infrastructure likely to be viewed as part of the existing terminal station infrastructure. • Noise levels from the proposal can comply with the applicable Environment Protection Authority (EPA) noise limits (day and night) at surrounding noise sensitive receivers during both normal, maintenance and emergency scenarios. • Sufficient land is available within the existing terminal station site to effectively manage stormwater runoff (quality and quantity) from the proposed development to avoid adverse impacts on adjacent land.

1.4 Consultation

MHWF Nominees as the proponent of the MHWF began consultation with AusNet about the options to connect the MHWF in April 2020. Consultation is ongoing. The proponent began consultation with VicGrid in 2024 and consultation is ongoing. The proponent began consultation with Lumea in 2025 and consultation is ongoing.

The design of the Berrybank Terminal Station augmentation is derived from the TransGrid as-built and future plans (refer to **Appendix D**).

1.5 Supporting documents

This planning report has been prepared to be read in conjunction with the following supporting documentation:

- Development Plans (**Appendix A**)
- Title Searches and Plans (**Appendix B**)
- Review of Existing Berrybank Terminal Station Planning Permit (PA1700309) Conditions (**Appendix C**)
- TNSP Existing and Ultimate Potential Terminal Station Plans (**Appendix D**)
- Extract of MHWF Traffic Impact Assessment (**Appendix E**)
- Ecological Due Diligence Assessment (**Appendix F**)
- Bushfire Risk Assessment (**Appendix G**)
- Environmental Noise Assessment (**Appendix H**)
- Sensitive Receptor and Surrounding Neighbour Visual Impact Assessment (**Appendix I**).

2.0 Site context and analysis

2.1 Site

The subject site is located at 39 Willowvale Road, Mount Bute, approximately 12 km north-east of Lismore and 24 km south-east of Skipton. The subject site is located within the Golden Plains Shire LGA and the Corangamite Catchment Management Authority (CMA) area.

The subject site is located entirely within the Central Highlands Renewable Energy Zone (REZ) identified in VicGrid's Victorian Transmission Plan 2025 and formally declared under the *National Electricity (Victoria) Act 2005* by the Minister for Energy and Resources on 29 May 2026.

The subject site comprises a single parcel of freehold land having a total area of approximately 3.26 ha and described as Lot 1 on Plan PS838361. There are no registered restrictions on the land title. The subject site is owned by Lumea Pty Ltd, which is part of the Transgrid Group, and is the TNSP responsible for operation of the existing Berrybank Terminal Station located at the subject site.

The existing Berrybank Terminal Station is located adjacent to and connects into the 220 kV Ballarat–Terang OHTL. Ballarat is located approximately 50 km to the north-east and Terang is located approximately 60 km south-west of the existing terminal station.

2.1.1 Existing land use and infrastructure

The majority of the subject site is occupied by the existing terminal station. The existing terminal station infrastructure includes:

- Two line bays, comprised of: current measurement equipment, voltage measurement equipment, switches, gantries, bus bars, circuit breakers, surge arrestors
- Auxiliary infrastructure, including: security equipment, security perimeter fence, perimeter farm fence, light poles, lightning masts, water tank and fire services, control building, amenities building and septic tank, storage shed, diesel generator, gravel hardstand for infrastructure, gravel apron and access track.

The main terminal station infrastructure, including all electrical infrastructure and buildings, is contained within a security perimeter fence that surrounds the approximately 0.7 ha existing hardstand. Located outside of the security perimeter fence are parts of the hardstand batters, the water tank, gravel apron and perimeter access track. These parts of the existing terminal station, along with the existing hardstand and associated buildings and infrastructure, are surrounded by an existing farm fence encompassing an area of approximately 1.7 ha. The existing farm fence currently separates the terminal station activities from cropping activities that continue to occur within an area of approximately 1.3 ha in the north-eastern parts of the subject site in conjunction with cropping activities on adjacent land. The remaining approximately 0.3 ha of the subject site contains a section of the access track leading into the terminal station, which enters the fenced areas from the south-west.



Photo 2.1 Indicative location of proposed hardstand extension and new line bay, and temporary laydown area along north-eastern side of existing terminal station switchyard



Photo 2.2 Indicative location of proposed hardstand extension and new control building in north-western part of the existing terminal station site

2.1.2 Roads and access

The subject site does not have direct road frontage. The existing Berrybank Terminal Station is accessed off Lismore-Scarsdale Road via an existing dedicated access track and easement across two privately owned land parcels described as Lot 2 on Plan LP112823 and Lot 1 on Plan LP99425. No new access tracks will be required for the proposed works.

Lismore-Scarsdale Road is included in the Transport Zone 2 (TRZ2) under the Golden Plains Planning Scheme and is a declared arterial road managed by the Head, Transport for Victoria as the coordinating road authority under the *Road Management Act 2004*.

2.1.3 Flora and fauna

An Ecological Due Diligence Assessment (refer to **Appendix F**) determined that the subject site is a highly modified area of low ecological value, and that no native vegetation patches or scattered trees, threatened ecological communities or habitat for threatened species would be impacted by the proposal.

The subject site contains non-native vegetation, including various noxious and high threat environmental weeds, and cropped paddocks, and some scattered native grasses. All areas of vegetation requiring removal for the proposal are subject to regular disturbance, either through slashing and maintenance for routine operational or fire management purposes immediately surrounding the existing infrastructure, or as part of cropping activities.

2.1.4 Cultural heritage

The subject site is not located within an Area of Aboriginal Cultural Heritage Sensitivity as defined under the Aboriginal Heritage Regulations 2018. Although the proposed augmentation constitutes a high impact activity under the Aboriginal Heritage Regulations 2018, as the works are not located within an area of cultural heritage sensitivity, a mandatory Cultural Heritage Management Plan (CHMP) is not required under the *Aboriginal Heritage Act 2006*.

The subject site does not contain or adjoin any heritage places subject to a Heritage Overlay under the Golden Plains Planning Scheme (see **Figure 3.2**). The subject site does not contain or adjoin any heritage places listed in the Victorian Heritage Register or Victorian Heritage Inventory under the *Heritage Act 2017*.

2.1.5 Drainage and stormwater

The subject site is flat and does not contain any waterways or wetlands. The subject site and associated access are not subject to any flood-related planning overlays (e.g. Land Subject to Inundation Overlay (LSIO), Floodway Overlay (FO)) (refer **Figure 3.2**) and is therefore considered at low risk of flooding.

The Flood Impact Assessment prepared for the MHWF by Water Technology dated 25 August 2025 included hydraulic modelling for land within and surrounding the subject site. This hydraulic modelling shows that under existing conditions, some ponding of surface water (generally less than 0.03–0.1 m depth, and less than 0.5 m/s velocity) may occur within the proposed location of the new line bay during a 1% AEP event (refer to **Figure 2.1** and **Figure 2.2**).

The existing switchyard hardstand is elevated above surrounding ground level and drains to surrounding gravel surfaces and drainage swales. The proposed augmentation would be designed to integrate with the existing site drainage regime and maintain appropriate stormwater management outcomes, while extending the raised hardstand to achieve the required level of flood immunity for the proposed infrastructure.

Given the limited scale of the proposed works, the established drainage arrangements and the separation from designated waterways, potential impacts to surface water quality and quantity are expected to be low.

The existing Berrybank Terminal Station is subject to an endorsed Sediment, Erosion and Water Quality Management Plan approved under Planning Permit PA1700309. The endorsed plan includes measures relating to stormwater drainage design, erosion and sediment controls, spill management, drainage infrastructure, inspection and maintenance requirements. The proposed augmentation does not introduce materially different stormwater or water quality risks to those previously assessed and can be managed through the existing management framework, amended as needed through detailed design and permit conditions if required by the responsible authority.

The subject site and associated access are not located within a Special Water Supply Catchment Area or Declared Irrigation District, and do not intersect any designated waterways as defined under the *Water Act 1989*.

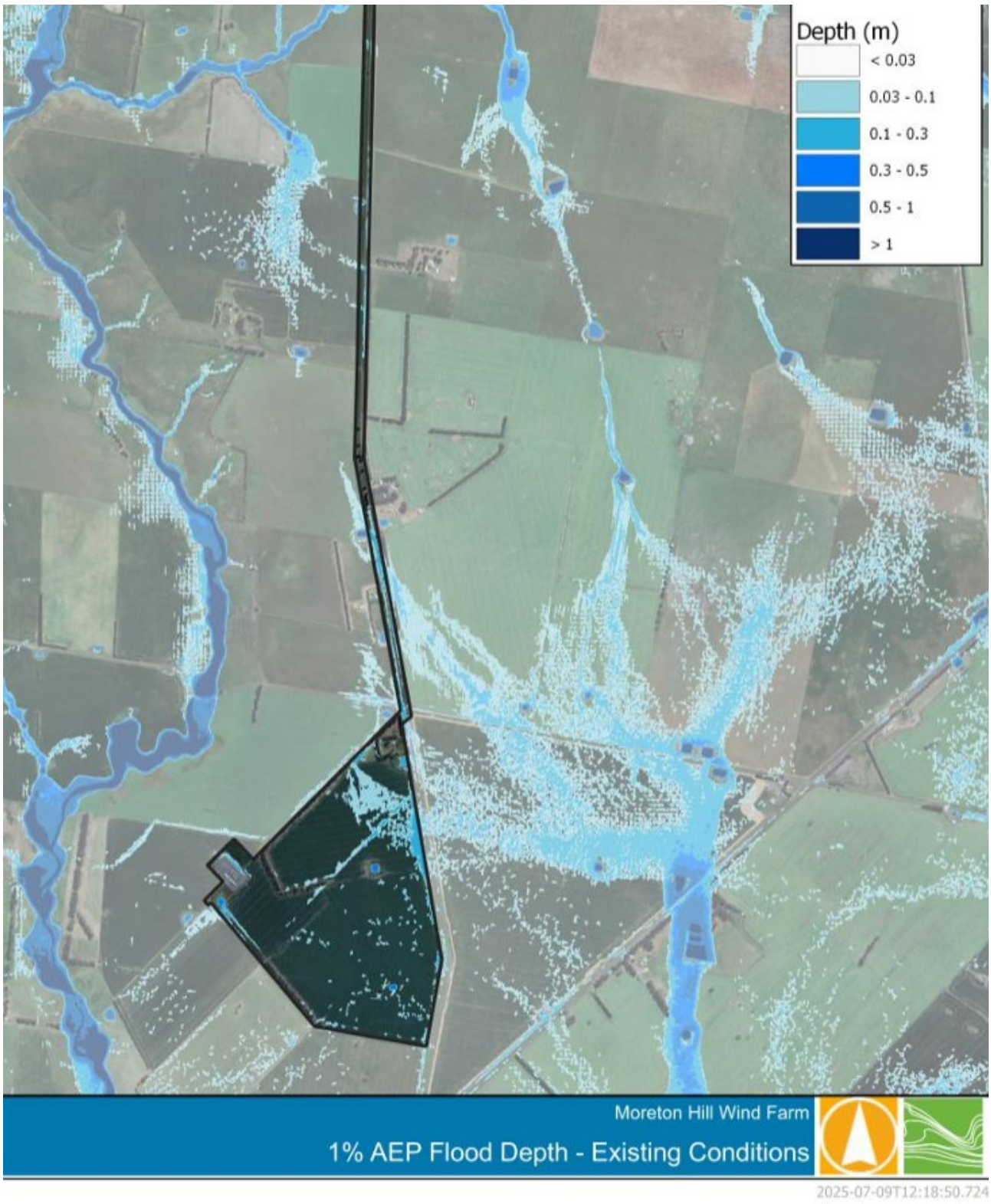

Figure 2.1 Modelled existing conditions 1% AEP flood depth

(Source: Extract from Figure 4-6 of the MHWF Flood Impact Assessment (Water Technology, 25 August 2025)

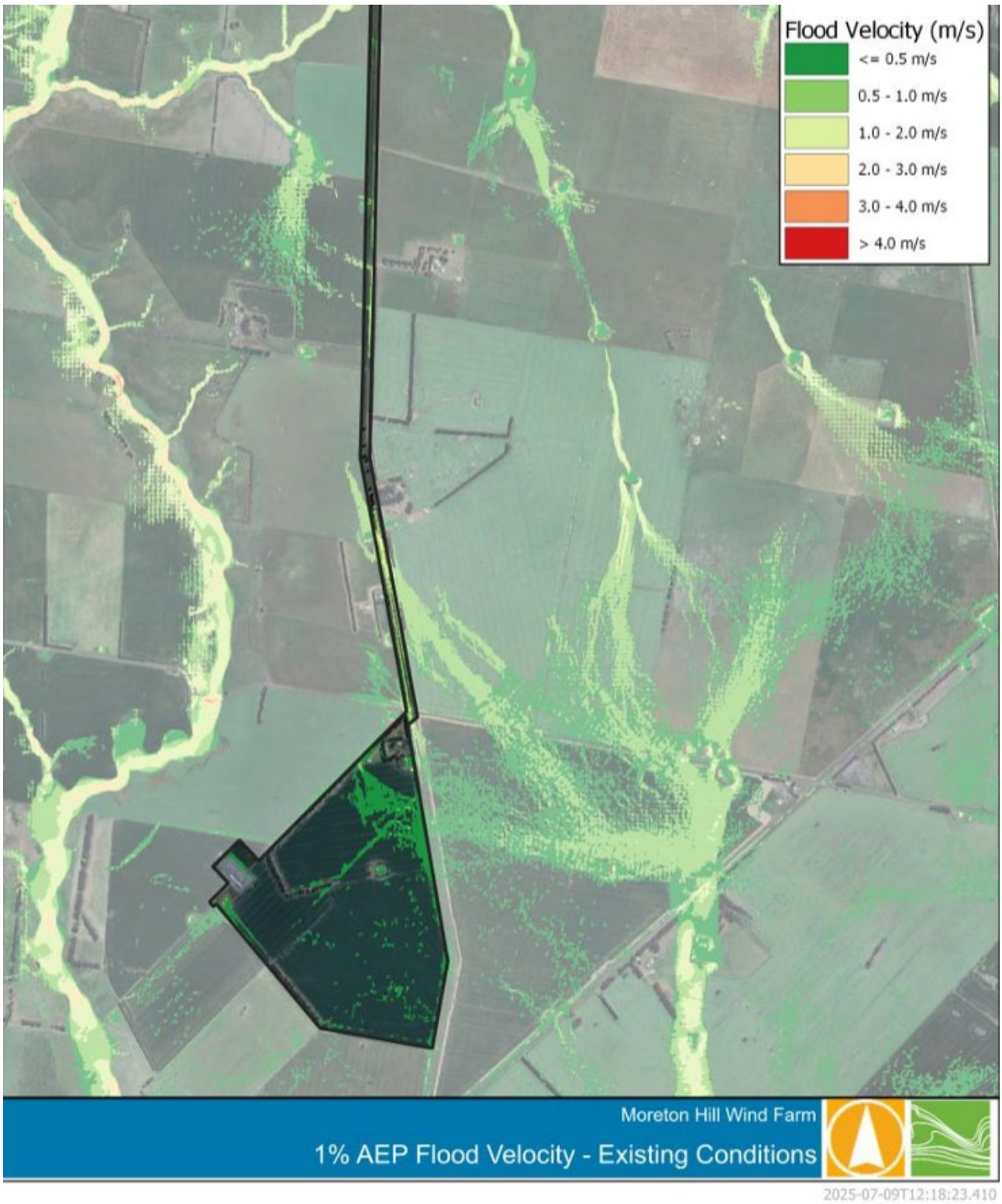

Figure 2.2 Modelled existing conditions 1% AEP flood velocity

(Source: Extract from Figure 4-7 of the MHWF Flood Impact Assessment (Water Technology, 25 August 2025)

2.1.6 Bushfire

The subject site and associated access are not located within a Bushfire Management Overlay, but are located within a Bushfire Prone Area. A Bushfire Risk Assessment (refer to **Appendix G**) has been undertaken for the proposal and has determined that:

- The surrounding agricultural land currently provides a relatively low and actively managed fuel environment, with vegetation predominantly classified as grassland for the purposes of bushfire assessment.
- While grassfires have the potential to spread rapidly under severe fire weather conditions, they generally produce lower radiant heat levels and shorter flame durations than forest fires.
- Historical bushfire records indicate relatively limited fire activity immediately surrounding the subject site.
- The existing and proposed terminal station would generally be exposed to radiant heat levels consistent with BAL-12.5 or lower when assessed using the methodology contained within AS3959 under FDI 100 conditions, reflecting the extensive cleared areas surrounding the infrastructure and the relatively low fuel hazard immediately adjacent to the development.
- Subject to implementation of the management measures contained in the report, the proposal can be developed without introducing an unacceptable bushfire risk.

2.2 Site surrounds

The subject site is located in a predominantly agricultural landscape with surrounding land used for mixed cropping and grazing.

Renewable energy developments and consequently associated electrical infrastructure, are increasingly co-locating with existing agricultural land use in the surrounding areas. The following wind farms are currently operating or approved within 40 km of the subject site:

- Berrybank Wind Farm (operating) – located approximately 3.3 km south-east
- Golden Plains Wind Farm (Stage 1 – operating, Stage 2 approved and under construction) – located approximately 13 km east
- Dundonnell Wind Farm (operating) – located approximately 38 km west
- Mt Fyans Wind Farm (approved) – located approximately 40 km south-west
- Stockyard Hill Wind Farm (operating) – located approximately 26 km north
- Chepstowe Wind Farm (operating) – located approximately 32 km north
- Mt Mercer Wind Farm (operating) – located approximately 35 km east.

The surrounding area is characterised by a low density of residential dwellings with no dwellings within 500 m and only one dwelling within 1 km of the subject site. The Environmental Noise Assessment (**Appendix H**) assessed the following dwellings as representative sensitive receivers:

- Receiver R1 – 169 Willowvale Road – located 899 m north-east of the subject site
- Receiver R2 – 630 Crambs Road – located 1,487 m north-west of the subject site
- Receiver R3 – 796 Calverts Road – located 1,750 m south-west of the subject site

- Receiver R4 – 1022 Lismore-Pitfield Road – located 1,806 m east of the subject site
- Receiver R5 – 680 Lismore-Pitfield Road – located 2,934 m south of the subject site.

The nearest dwelling (R1) is owned by a host landowner for the MHWF 220 kV underground transmission line, which crosses the land parcel containing this dwelling.

The nearest watercourse is Gnarkeet Chain of Ponds located approximately 500 m north-west of the subject site, which drains in a southerly direction into Lake Corangamite approximately 18 km south of the subject site. Four DEECA mapped wetlands are located within 500 m of the subject site, all associated with constructed farm dams, with the nearest located approximately 70 m south-west of the existing terminal station (fenced switchyard compound) and approximately 30 m from the existing access track. The internationally important Western District Lakes Ramsar site, which includes Lake Corangamite and multiple other lakes that are also listed as nationally important wetlands, are located approximately 18 km to the south and downstream of the subject site (refer to **Figure 1.3**).

The subject site does not adjoin any public land, with the nearest public land (other than road) being a linear natural features reserve along the Gnarkeet Chain of Ponds. Enfield State Park is the nearest state or national park and is located approximately 25 km north-east.

2.3 Site suitability

The subject site is considered suitable for the proposal for the following reasons:

- The subject site contains an existing utility installation being a terminal station connecting into an adjacent 220 kV OHTL, therefore the proposal is consistent with the existing land use and avoids the need for construction of a new terminal station site for the MHWF thereby avoiding additional disturbance, costs and social impacts associated with a new terminal station.
- The subject site is located in the Central Highlands REZ identified in VicGrid's Victorian Transmission Plan 2025 for its suitability across a range of criteria, to host transmission and renewable energy infrastructure.
- The subject site does not contain any native vegetation patches or scattered trees, threatened ecological communities or threatened species habitat, and the proposal is unlikely to impact on ecological values in the surrounding landscape.
- The subject site does not contain any areas of Aboriginal cultural heritage sensitivity or registered Aboriginal Places, and as such, a mandatory Cultural Heritage Management Plan (CHMP) is not required for the proposal under the *Aboriginal Heritage Act 2006* and Aboriginal Heritage Regulations 2018. If encountered during the proposal works, any previously unidentified Aboriginal cultural heritage values would be managed through an unexpected finds protocols as part of the Construction Environmental Management Plan (CEMP).
- The subject site does not contain any known historical heritage values, with any previously unidentified historical heritage values able to be managed through standard unexpected finds protocols as part of the CEMP.
- Sufficient separation distance is available to existing dwellings to achieve compliance with EPA requirements, including the Noise Protocol and Environment Protection Regulations 2021, without the need for noise walls. Predicted noise levels from the proposal can comply with the applicable

Environment Protection Authority (EPA) noise limits (day and night) at surrounding noise sensitive receivers during both normal, maintenance and emergency scenarios (refer to **Appendix H**).

- The subject site is in an area with a low risk of flooding and is not affected by the Land Subject to Inundation Overlay or Floodway Overlay. Hydraulic modelling undertaken for the MHWF identified only shallow and low velocity localised ponding within part of the proposed development footprint during a 1% AEP flood event. Consistent with the existing terminal station hardstand, the proposed hardstand extension would be raised to achieve appropriate flood immunity for the proposed infrastructure and would be designed to integrate with the existing site drainage regime.
- Sufficient separation is available to watercourses to manage potential water quality impacts through standard stormwater management measures consistent with those set out in the existing Sediment, Erosion and Water Quality Management Plan endorsed under Planning Permit PA1700309 subject to any updates required through detailed design.
- The subject site is located outside the Bushfire Management Overlay, and is surrounded by agricultural land that currently provides a relatively low and actively managed fuel environment. A Bushfire Risk Assessment has been undertaken and demonstrates that subject to implementation of the management measures contained in the report, the proposal can be developed without introducing an unacceptable bushfire risk (refer to **Appendix G**). An endorsed Bushfire Management Plan applies to the existing Berrybank Terminal Station approved under Planning Permit PA1700309 and includes measures relating to fuel management, access, firefighting water supply, maintenance of fire breaks and operational fire prevention procedures. The proposed augmentation can be readily accommodated within this existing management framework, updated as necessary to integrate detailed design, and is not expected to result in a material increase in bushfire risk.
- A Sensitive Receptor and Neighbour Visual Impact Assessment (refer to **Appendix I**) determined that the proposed augmentation would predominantly be viewed as part of the existing Berrybank Terminal Station, with views toward the proposal from surrounding dwellings and public roads filtered or completely obscured by existing or proposed screening vegetation (shelter belts, roadside plantings and scattered trees). No public viewpoints / lookouts or significant landscape overlays are present in the proposal locality.

3.0 Golden Plains Planning Scheme

3.1 Land use definition

Under Clause 73.03 (Land Use Terms) the proposed use is defined as a 'utility installation' being defined as:

'Land used to transmit, distribute or store power;'

The proposed use is consistent with the current use of the land approved under Planning Permit No PA1700309, and the proposal is therefore not seeking approval for a change in land use.

3.2 Municipal Planning Strategy

The proposal is consistent with the Municipal Planning Strategy as it facilitates essential electricity transmission infrastructure required to support renewable energy generation and strengthen network capacity within the Central Highlands REZ. The proposal represents an orderly expansion of existing infrastructure within the established Berrybank Terminal Station site, avoiding unnecessary disturbance of additional agricultural land and minimising potential land use conflicts. By utilising land and infrastructure already intended to accommodate future terminal station expansion, the proposal supports the efficient and sustainable development of strategic energy infrastructure within the Golden Plains Shire.

3.3 Planning Policy Framework

The proposal is consistent with the Planning Policy Framework, particularly the policy directions relating to orderly development, renewable energy generation, electricity transmission infrastructure and protection of agricultural land and environmental values. The proposal facilitates the connection of the proposed MHWF to the NEM through the efficient expansion of existing transmission infrastructure within an established utility installation site. Environmental impacts have been minimised through the use of previously disturbed land, avoidance of native vegetation removal and integration with existing environmental management frameworks where appropriate, consistent with the objectives of sustainable infrastructure development.

3.4 Zones and Overlays

The following zones and overlays of the Golden Plains Planning Scheme apply to the subject site:

- Farming Zone (FZ)
- Environmental Significance Overlay (Schedule 2 – Watercourse Protection) (ESO2).

The location and extent of the zones and overlays applying to the subject site are shown in **Figure 3.1** and **Figure 3.2**.

A Vegetation Protection Overlay (Schedule 2 – Bushland Reserves and Roadside Vegetation Areas) applies to the Willowvale Road reserve, which is adjacent to a section of the terminal station's existing

access track. However, no works are proposed along the existing access track or within the Willowvale Road reserve as part of this proposal. As such, no further consideration is given to the VPO2.

3.4.1 Clause 35.07 Farming Zone (FZ)

The whole of the subject site and associated access are located within the FZ.

No permit is required under Clause 35.07-1 (Table of uses) for the use of land for a utility installation in the FZ as the land is already approved for use for a utility installation being the existing Berrybank Terminal Station under Planning Permit No. PA1700309.

Under the FZ, a planning permit is required for the proposal:

- To construct a building or carry out works for a 'utility installation' (Section 2 use) pursuant to Clause 35.07-4 (Buildings and works)
- To carry out earthworks identified in Schedule 1 to Clause 35.07 (i.e. earthworks which change the rate of flow or the discharge point of water across a property boundary) pursuant to Clause 35.07-4 (Buildings and works)
- To construct a building within 100 m from a wetland pursuant to Clause 35.07-4 (Buildings and works). Note, this relates to a DEECA mapped wetland which is a constructed farm dam, located approximately 70 m south-west of the existing fenced switchyard compound and approximately 30 m from the existing access track.

Clause 35.07-7 (Signs) specifies that sign requirements are at Clause 52.05 and that the FZ is subject to Sign Category 4. However, the proposal does not involve the establishment of business identification or any other signage that would require a permit under Clause 52.05 (Signs).

An assessment of the proposal against the decision guidelines of the FZ is provided in **Table 3.1**.

Table 3.1 Assessment of the proposal against the FZ decision guidelines

Decision guidelines	Proposal response
General issues	
The Municipal Planning Strategy and the Planning Policy Framework.	The proposal supports the strategic directions of the Municipal Planning Strategy and Planning Policy Framework by facilitating electricity transmission infrastructure required to support renewable energy generation. The proposal represents an efficient expansion of existing infrastructure within the Berrybank Terminal Station and utilises land and infrastructure intended to accommodate future terminal station expansion.
Any Regional Catchment Strategy and associated plan applying to the land.	The proposal is contained within an existing utility installation site and does not involve direct impacts to waterways, wetlands or riparian vegetation. The proposal does not introduce materially different stormwater or water quality risks to those previously assessed for the existing terminal station and can be appropriately managed through the existing endorsed Sediment, Erosion and Water Quality

Decision guidelines	Proposal response
	Management Plan (SEWQMP), updated where necessary to integrate detailed design and permit conditions if required by the responsible authority.
The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	The subject site currently accommodates the Berrybank Terminal Station and has been developed and used for electricity transmission purposes for over 5 years. The proposal represents a minor expansion of the existing facility and can be accommodated within the established terminal station site. Existing service arrangements, including the existing septic system, would continue to support the development with no anticipated increase in operational and maintenance staff as a result of the proposal.
How the use or development relates to sustainable land management.	The proposal makes use of previously disturbed land within an existing utility installation site, avoiding the need for development on additional rural land. Existing environmental management measures provide an established framework for management of potential environmental impacts, with only minor modifications expected to be required through detailed design.
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	The subject site is suitable for the proposal as it contains an established terminal station directly connected to the electricity transmission network. The proposal is compatible with surrounding agricultural land uses, as demonstrated by the continuation of cropping activities within the boundaries of the terminal station site during operation of the existing terminal station, and is not expected to create land use conflicts.
How the use and development makes use of existing infrastructure and services.	The proposal utilises existing transmission infrastructure, access arrangements, security infrastructure, drainage systems, operational facilities and environmental management frameworks associated with the Berrybank Terminal Station, with only minor modifications expected to be required through detailed design.
Agricultural issues and the impacts from non-agricultural uses	
Whether the use or development will support and enhance agricultural production.	The proposal does not materially affect the ongoing use or viability of surrounding agricultural land and is not expected to constrain agricultural activities on adjoining properties.
Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.	The proposal involves a minor expansion of an existing utility installation footprint within an established terminal station site. It is not expected to result in adverse impacts on soil quality and would not result in the further loss or fragmentation of

Decision guidelines	Proposal response
	agricultural land beyond that assessed and approved for establishment of the existing terminal station site under Planning Permit PA1700309.
The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.	The proposal is not expected to limit the operation or future expansion of surrounding agricultural activities as it is contained within an existing utility installation site.
The capacity of the site to sustain the agricultural use.	The subject site is already occupied by terminal station infrastructure. Although parts of the subject site are currently used for cropping by adjoining landowners under agreement in conjunction with adjacent land, the future cessation of agricultural production within the subject site would have been anticipated and assessed through the approval process for the existing terminal station. The proposal would not affect the agricultural capacity of surrounding land.
The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.	The proposal is not expected to adversely affect soil resources, or access to water or rural infrastructure used by surrounding agricultural operations.
Any integrated land management plan prepared for the site.	Existing environmental management measures and operational procedures applying to the Berrybank Terminal Station provide an appropriate framework for management of the proposal, updated where necessary to integrate detailed design and permit conditions if required by the responsible authority.
Whether Rural worker accommodation is necessary having regard to: • The nature and scale of the agricultural use. • The accessibility to residential areas and existing accommodation, and the remoteness of the location.	Not applicable – no rural worker accommodation is necessary or proposed.
The duration of the use of the land for Rural worker accommodation.	
Accommodation issues	
Whether the dwelling will result in the loss or fragmentation of productive agricultural land.	Not applicable – the proposal is not a dwelling.
Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic and hours of operation.	

Decision guidelines	Proposal response
Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses.	
The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.	
The potential for accommodation to be adversely affected by noise and shadow flicker impacts if it is located within one kilometre from the nearest title boundary of land subject to: • A permit for a wind energy facility; or • An application for a permit for a wind energy facility; or • An incorporated document approving a wind energy facility; or • A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the *Environment Effects Act 1978*.	
The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the *Mineral Resources (Sustainable Development) Act 1990*.	
Environmental issues	
The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.	The proposal is contained within an existing utility installation site and does not involve direct impacts to waterways, wetlands or riparian vegetation. The proposal does not introduce materially different soil, stormwater or water quality risks to those previously assessed for the existing terminal station and can be appropriately managed through the existing endorsed Sediment, Erosion and Water Quality Management Plan (SEWQMP), updated where necessary to integrate detailed design and permit conditions if required by the responsible authority.
The impact of the use or development on the flora and fauna on the site and its surrounds.	The Ecological Due Diligence Assessment (see **Appendix F**) identified a highly modified site of low ecological value that does not contain any native vegetation (patches or scattered trees) as defined under the Guidelines for the removal, destruction or

Decision guidelines	Proposal response
	lopping of native vegetation (DEECA 2025). The Ecological Due Diligence Assessment did not identify any EPBC Act or FFG Act listed threatened ecological communities, species or suitable habitat for threatened species. No removal of native vegetation patches or scattered trees is required and significant impacts on flora, fauna or habitat values are not expected.
The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.	Biodiversity values are protected through avoidance of native vegetation removal and the use of previously disturbed land within the existing terminal station site. The Ecological Due Diligence Assessment (see **Appendix F**) confirmed the site is highly modified and of low ecological value. The proposal does not involve any buildings or works within any planning overlays relating to flooding or saline land management, or any designated waterways or land for which a permit would be required from the Corangamite CMA. Whilst the proposal does involve buildings and works, and removal of vegetation, within the ESO2 which relates to watercourse protection, all vegetation removal and works would occur within areas subject to past and ongoing disturbance associated with maintenance of the terminal station and cropping, including regular slashing or removal of vegetation cover.
The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.	The proposal is not expected to generate additional effluent disposal requirements beyond those associated with the existing Berrybank Terminal Station. Existing wastewater management arrangements would continue to apply and are not expected to result in impacts on waterways or native vegetation.
Design and siting issues	
The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.	Proposed infrastructure is located within the existing terminal station site and adjacent to existing operational infrastructure, minimising additional land disturbance and potential impacts on surrounding agricultural land.
The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.	The proposal represents a minor augmentation of existing terminal station infrastructure and would be viewed in the context of the existing Berrybank Terminal Station. Visual impacts are expected to be limited (see the Sensitive Receptor and Neighbour Visual Impact Assessment in **Appendix I**).
The impact on the character and appearance of the area or features of	The proposal represents a minor augmentation of the existing Berrybank Terminal Station and would

Decision guidelines	Proposal response
architectural, historic or scientific significance or of natural scenic beauty or importance.	extend an established utility installation within its existing operational setting. As such, the proposal is not expected to materially alter the existing character or appearance of the area. The subject site does not contain any areas of cultural heritage sensitivity or listed heritage places.
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.	The proposal integrates with existing infrastructure and drainage arrangements established for operation of the Berrybank Terminal Station and does not require substantial modification of existing site services.
Whether the use and development will require traffic management measures.	Construction traffic can be managed through standard traffic management measures. The proposal is not expected to generate additional operational traffic beyond that associated with the existing Berrybank Terminal Station.
The need to locate and design buildings used for accommodation to avoid or reduce noise and shadow flicker impacts from the operation of a wind energy facility if it is located within one kilometre from the nearest title boundary of land subject to: • A permit for a wind energy facility; or • An application for a permit for a wind energy facility; or • An incorporated document approving a wind energy facility; or • A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the *Environment Effects Act 1978*.	Not applicable – the proposal does not involve accommodation.
The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the *Mineral Resources (Sustainable Development) Act 1990*.	

3.4.2 Clause 42.01 Environmental Significance Overlay

The western portion of the subject site is located within the ESO2. The ESO2 applies to Gnarkeet Chain of Ponds and adjacent land. Gnarkeet Chain of Ponds is located approximately 500 m north-west of the subject site.

The purpose of the ESO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values."

The environmental objectives to be achieved for the ESO2 as stated in Section 2.0 of Schedule 2 (Watercourse Protection) are:

- "To maintain the quality and quantity of water within the watercourse.
- To maintain the ability of streams and watercourses to carry natural flows.
- To prevent erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.
- To protect and encourage the long term future of fauna and flora habitats along watercourses.
- To prevent pollution and increased turbidity of water in natural watercourses.
- To prevent increased surface runoff or concentration of surface water runoff leading to erosion or siltation of watercourses.
- To conserve existing wildlife habitats close to natural watercourses and, where appropriate, to allow for generation and regeneration of habitats.
- To restrict the intensity of use and development of land and to activities which are environmentally sensitive and which are compatible with potential drainage or flooding hazards."

Under the ESO2, a planning permit is required for the proposal:

- To construct a building or construct or carry out works in the ESO2
- To remove, destroy or lop any vegetation, including dead vegetation in the ESO2.

Clause 42.01-2 (Permit requirement) states that a permit is not required to remove, destroy or lop any vegetation if the table to Clause 42.01-3 (Table of exemptions) specifically states that a permit is not required. Relevant to this proposal, Clause 42.01-3 states that the permit requirement does not apply to:

- Fire protection – Vegetation that is to be removed, destroyed or lopped to the minimum extent necessary to enable the carrying out of fire protection activities, including making or maintenance of a fuel break or fire-fighting access track (or any combination thereof) that does not exceed a combined width of 6 metres; the removal of ground fuel within 30 metres of a building that is vegetation other than native vegetation.
- Noxious weeds – Vegetation that is a noxious weed subject of a declaration under section 58 or section 58A of the *Catchment and Land Protection Act 1994*.
- Planted vegetation – Vegetation that is to be removed, destroyed or lopped that was either planted or grown as a result of direct seeding for Crop raising or Grazing animal production.

Although it is likely that vegetation removal required for the proposal in the ESO2 would fall under one or more exemptions in the table to Clause 42.01-3 (Table of exemptions), a permit is being sought under this trigger as a precautionary approach. No native vegetation as defined in the Guidelines for the removal, destruction or lopping of native vegetation (DEECA 2025) was mapped within the proposed development footprint. Vegetation required to be removed for the proposal, including in the ESO2, as described in the Ecological Due Diligence Assessment (see **Appendix F**) is generally comprised of non-native groundcover species, including several environmental and noxious weeds, and some sown pasture and cropped areas (e.g. along the underground transmission line).

An assessment of the proposal against the decision guidelines for the ESO2 is provided in **Table 3.2**.

Table 3.2 Assessment of the proposal against the ESO2 decision guidelines

Decision guideline	Proposal response
The Municipal Planning Strategy and Planning Policy Framework.	Refer to **Sections 3.2** and **3.3**.
The statement of environmental significance and the environmental objective contained in a schedule to this overlay.	The proposal is consistent with the objectives of ESO2 as it does not involve direct impacts to waterways and can be managed through the existing environmental management framework applying to the Berrybank Terminal Station.
The need to remove, destroy or lop vegetation to create a defendable space to reduce the risk of bushfire to life and property.	No removal of native vegetation patches or scattered trees is required for the proposal. Any other vegetation removal required to undertake the proposed buildings and works would occur within areas subject to past and ongoing disturbance associated with maintenance of the terminal station and cropping, including regular slashing or removal of vegetation cover.
Any other matters specified in a schedule to this overlay.	Relevant environmental considerations have been assessed through technical investigations and existing environmental management frameworks applying to the Berrybank Terminal Station.
Section 5.0 of Schedule 2 to Clause 42.01 Environmental Significance Overlay	
Existing use of land and the reason for the development in relation to that use.	The proposal represents a minor augmentation of the existing Berrybank Terminal Station and is required to facilitate connection of renewable energy infrastructure to the electricity transmission network, within the declared Central Highland REZ.
Possible effect of the development on the quality and quantity of water.	The proposal is not expected to result in significant impacts on water quality or water quantity. The existing Berrybank Terminal Station is subject to an endorsed Sediment, Erosion and Water Quality Management Plan which includes measures relating to stormwater management, erosion and sediment control, spill response and drainage design. The proposal does not introduce materially different risks to those previously assessed and can be managed through this existing management framework, updated as necessary to

Decision guideline	Proposal response
	integrated detailed design and permit conditions if required by the responsible authority.
Potential for flooding to occur.	The subject site is not subject to any planning overlays relating to flooding. Existing drainage infrastructure and stormwater management measures have been established as part of the approved terminal station development. The proposed augmentation would be designed to integrate with these arrangements and is not expected to introduce materially different flood or drainage risks.
Conservation of natural terrestrial and aquatic habitats.	The Ecological Due Diligence Assessment (see **Appendix F**) identified a highly modified site with low ecological value and confirmed that vegetation present does not meet the definition of native vegetation under the Guidelines, and does not support any listed threatened ecological communities or species. Significant impacts on terrestrial or aquatic habitat values are not expected.
Preservation of and the impact on soils and the need to prevent erosion.	Potential erosion risks are consistent with those previously assessed for the existing terminal station and can be managed through implementation of the endorsed SEWQMP framework, which includes erosion and sediment control measures.
Protection of the area for its recreational value.	The proposal would not affect recreational values as the subject site is privately owned and not used for public recreation purposes.
Effect of any development on the flow of flood waters and flood control measures.	The proposal is a minor augmentation within an existing developed utility installation site and would integrate with established drainage arrangements. It is not expected to materially affect local flood behaviour.
Need to prevent or reduce the concentration of diversion of floodwater or stormwater.	Stormwater management requirements for the existing terminal station are addressed through the endorsed SEWQMP, which includes drainage design, runoff management and erosion control measures. The proposal can be accommodated within this existing management framework, updated where necessary to integrate detailed design and permit conditions if required by the responsible authority.
Conservation of natural habitats and the preservation of native fauna, fish and other aquatic life.	The proposal does not involve direct impacts to waterways, aquatic habitat or native vegetation and is not expected to adversely affect native fauna, fish or aquatic life.
Proper management of the land as a watercourse area.	The proposal is located more than 500 m from Gnarkeet Chain of Ponds and does not involve any buildings or works within or adjacent to this designated waterway for which a permit would be required from the Corangamite CMA. Whilst the proposal does involve buildings and

Decision guideline	Proposal response
	works on land within the ESO2, all vegetation removal and works would occur within areas subject to past and ongoing disturbance associated with maintenance of the terminal station and cropping, including regular slashing or removal of vegetation cover. Existing environmental management measures established for the existing terminal station provide an appropriate framework for protecting water quality and downstream environmental values.
The need for fencing off of waterways and other land management measures.	Existing separation distances and management measures applying to the terminal station are considered sufficient to protect nearby watercourse values. Additional waterway fencing is not considered necessary as part of the proposal.



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FIGURE 3.1

Planning Scheme Zones

Legend

- Subject site (Berrybank Terminal Station, Lot 1 on PS838361)
- Township
- Roads
- Watercourse
- Existing 220kV Transmission Line
- Local Government Area Boundaries

Planning Scheme Zone

- FZ - Farming Zone
- TRZ2 - Transport Zone 2-Principal Road Network

MHWF

- MHWF Project Area
- MHWF underground transmission line

0 1 2

Kilometres

Scale 1:50,000 at A4
GDA2020 MGA Zone 54

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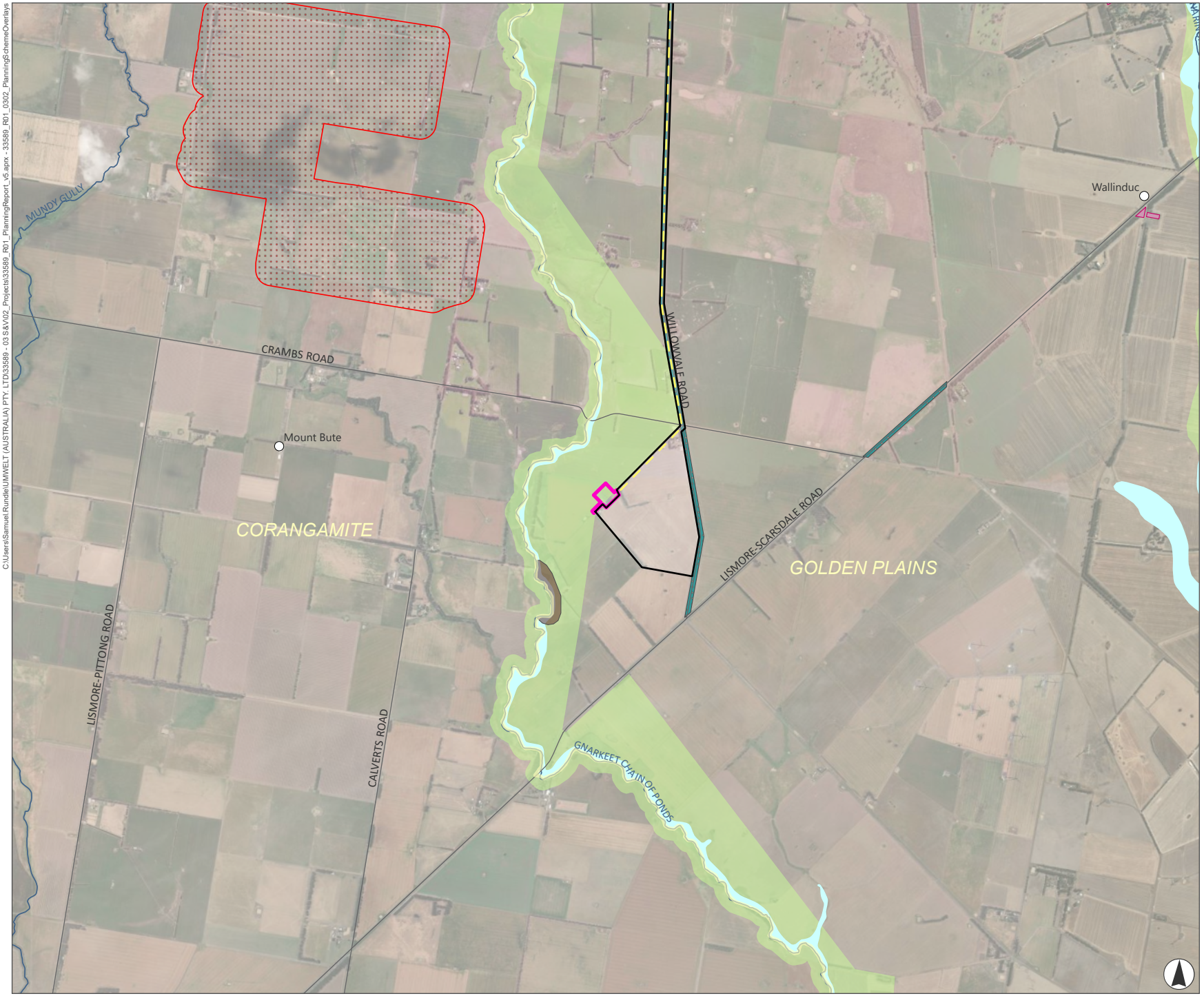

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FIGURE 3.2
Planning Scheme Overlays

Legend

- Subject site (Berrybank Terminal Station, Lot 1 on PS838361)
- Township
- Watercourse
- Roads
- Local Government Area Boundaries
- ESO - Environmental Significance Overlay
- LSIO - Land Subject to Inundation Overlay
- BMO - Bushfire Management Overlay
- HO - Heritage Overlay
- SMO - Salinity Management Overlay
- VPO - Vegetation Protection Overlay

MHWF

- MHWF Project Area
- MHWF underground transmission line

0 1 2
Kilometres

Scale 1:50,000 at A4
GDA2020 MGA Zone 54

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3.5 Particular Provisions

3.5.1 Clause 53.22 Significant Economic Development

The proposal seeks planning approval from the Minister for Planning under the DFP assessment pathway pursuant to Clause 53.22 (Significant Economic Development).

The purpose of Clause 53.22 is:

- "To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.
- To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture."

The proposal meets the Category 1 eligibility criteria in Clause 53.22-1 (Application) being a 'utility installation (other than a data centre)' used to transmit or distribute electricity that meets the relevant conditions.

Clause 53.22-3 (Application requirements) have been considered as follows:

- It is noted that Table 1 of Clause 53.22-1 (Application) states that the requirement to provide information demonstrating the likely feasibility of the proposed development does not apply to an application for use and development of land for a utility installation.
- The estimated cost of the development will be specified with the planning permit application lodgement, although it is noted that no minimum development cost is specified for a utility installation under Clause 53.22.
- The proposal does not involve an extractive industry and therefore does not require a report prepared by a suitably qualified person specifying the estimated value of the resource to be extracted.

Pursuant to Clause 53.22-4 (Exemption from review), an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the P&E Act.

3.6 General Provisions

3.6.1 Referral requirements

Under Clause 66.02 (Use and Development Referrals), the following referrals apply to the proposal:

- Pursuant to Clause 66.02-4 (Major electricity line or easement) a referral is required to AusNet as determining referral authority for an application to construct a building or construct or carry out works on land within 60 metres of a major electricity transmission line (220 Kilovolts or more) or an electricity transmission easement. A 220 kV transmission line and associated easement runs along the north-west boundary of the subject site (refer to **Figure 1.3**).

The proponent has indicated that although the area of the buildings and works will increase the existing utility installation by more than 25 per cent, it is not expected that any of the threshold

quantities under the Dangerous Goods Regulations or notification under the Occupational Health and Safety Regulations as specified in Clause 66.02-7 (Industry, utility installation and warehouse) would apply to the proposal. As such, no referral to WorkSafe Victoria is expected to be required.

No referral triggers apply to the proposal under Clause 66.03 (Referral of permit under other state standard provisions) or Clause 66.04 (Referral of permit applications under local provisions).

3.6.2 Notice requirements

No notice requirements apply to the proposal under Clause 66.05 (Notice of permit under state standard provisions) or Clause 66.06 (Notice of permit applications under local provisions).

4.0 Conclusion

The Berrybank Terminal Station Augmentation is required to connect the proposed Moreton Hill Wind Farm to the National Electricity Market and support renewable energy delivery within the Central Highlands Renewable Energy Zone. The proposal involves a minor expansion of the existing Berrybank Terminal Station, comprising one additional line bay, associated control and operational infrastructure, and a short section of underground transmission line within the existing terminal station site, along with a temporary construction laydown area

Assessment against the Golden Plains Planning Scheme, including the Municipal Planning Strategy, Planning Policy Framework, Farming Zone and Environmental Significance Overlay (Schedule 2 – Watercourse Protection), demonstrates that the proposal is consistent with the strategic objectives of the planning scheme and supports the efficient development of electricity transmission infrastructure required for renewable energy generation.

The proposal is an augmentation of an existing approved and operational utility installation rather than a new terminal station. All buildings and works are contained within the existing terminal station site, utilise land set aside for future expansion in the existing permit, and integrate with established access, drainage, operational infrastructure and environmental management systems.

Technical assessments prepared in support of the application confirm that:

- No removal of native vegetation patches or scattered trees removal is required and significant ecological impacts are not expected.
- Operational noise can comply with applicable EPA requirements at noise sensitive receivers.
- Stormwater, erosion, water quality and drainage can be managed through existing site management frameworks.
- The subject site is surrounded by agricultural land that currently provides a relatively low and actively managed fuel environment, and subject to implementation of management measures contained in the Bushfire Risk Assessment, the proposal can be developed without introducing an unacceptable bushfire risk.
- The proposal is not expected to notably change the visual impact of the existing terminal station and will have limited, mostly obscured views from public and surrounding neighbour dwellings due to screening afforded by existing vegetation in the surrounds.
- The site is not within an Area of Aboriginal Cultural Heritage Sensitivity and a mandatory CHMP is not required.

The proposal is not expected to result in significant impacts on agricultural land, environmental values, amenity, landscape character or surrounding land uses. Existing endorsed management plans provide an appropriate framework for managing construction and operational risks, with only minor updates likely to be required to integrate the proposal.

The review of the existing planning permit conditions for the site demonstrates that the use and development of land for the proposed augmentation would not result in any conflict with the conditions of Planning Permit No. PA1700309. As such, it is considered appropriate that a separate planning permit could be issued for the proposed augmentation, and could effectively operate alongside existing Planning Permit No. PA1700309 providing the existing conditions of approval are

transposed to continue to enable the site to function as a single integrated development upon augmentation works.

Overall, the proposal represents an orderly and efficient expansion of existing electricity transmission infrastructure to facilitate the connection of the proposed Moreton Hill Wind Farm to the National Electricity Market. It appropriately responds to the requirements of the Golden Plains Planning Scheme and is considered suitable for approval, subject to appropriate permit conditions.

Appendix A

Development Plans

Appendix B

Title Searches and Plans

Appendix C

Review of Existing Berrybank Terminal Station Planning Permit (PA1700309) Conditions

Appendix Table C.1. Review of Planning Permit No. PA1700309 conditions applicable to existing Berrybank Terminal Station for consistency with proposed augmentation

Permit condition	Relevance to proposed augmentation
Development Plans	
Condition 1: Before development starts, development plans must be submitted to and endorsed by the responsible authority. When endorsed the plans will form part of this permit. The plans must be fully dimensioned and drawn to scale and be generally in accordance with plans advertised as part of the planning permit application, but modified to show: a. The final location of the proposed substation b. The final layout and dimensions of all transmission poles and the 220kV transmission tower c. A six metre wide accessway and crossover to Lismore-Scarsdale Road.	Not relevant. This condition was required to be completed before development of the existing terminal station started and is therefore not relevant to the proposed augmentation subject to there being no conflict with the endorsed development plans as per Condition 2.
Condition 2: The use and development must be generally in accordance with the endorsed plans. The endorsed plans must not be altered or modified without the written consent of the responsible authority.	Development plans for the proposed augmentation of the existing terminal station have been submitted with this planning permit application (**Appendix A**). Some minor extension of the existing terminal station security fence and hardstand are required to accommodate the proposed infrastructure.
Native vegetation	
Condition 3: Before works start, the permit holder must advise all persons undertaking the vegetation removal or works on site of all relevant permit conditions and associated statutory requirements or approvals.	Not relevant. Native vegetation removal under PA1700309 was related to the transmission line only with no native vegetation identified as impacted (or to be retained) within the off-site substation site (now Berrybank Terminal Station). An Ecological Due Diligence Assessment (**Appendix F**) has been prepared to support this planning permit application and confirms no native vegetation or other significant ecological values would be impacted by the proposed augmentation.
Condition 4: To offset the removal of 0.076 hectares of native vegetation the permit holder must secure a native vegetation offset, in accordance with the Permitted clearing of native vegetation – Biodiversity assessment guidelines (DEPI 2013) and Native vegetation gain scoring manual (DEPI 2013) as specified below: a. A general offset of 0.007 general biodiversity equivalence units with the following attributes: i. be located within the Corangamite Catchment Management Authority boundary or Golden Plains Shire Council ii. have a strategic biodiversity score of at least 0.227 b. or as modified by extent, offset and strategic biodiversity scores in the report submitted in connection with	

Permit condition	Relevance to proposed augmentation
Condition 7.a to the satisfaction of the responsible authority.	
Condition 5: Before any native vegetation is removed, evidence that the required offset for the project has been secured must be provided to the satisfaction of the responsible authority. The offset evidence can be: a. A security agreement signed by both parties, to the required standard, for the offset site or sites, including a 10-year offset management plan and/or b. An allocated credit extract from the Native Vegetation Credit Register A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit. Within 30 days of endorsement of the offset evidence by the responsible authority, a copy of the endorsed offset evidence must be provided to the Department of Environment, Land, Water and Planning Environment Portfolio.	
Condition 6: In the event that a security agreement is entered into as per Condition 5, the applicant must provide the annual offset site condition report to the responsible authority by the anniversary date of the execution of the offset security agreement, for a period of 10 consecutive years. After the tenth year, the landowner must provide a report at the reasonable request of a statutory authority.	
Condition 7: Before any permitted clearing of native vegetation starts, plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will form part of this permit. The plans must include: a. a Biodiversity Impact and Offset Requirements report prepared in DELWP's Native Vegetation Information Management System. This report must confirm that the native vegetation to be removed aligns with the figures in Condition 4, to the satisfaction of the responsible authority. b. detailed description of the measures to be implemented to protect the native vegetation to be retained during construction works, and the person/s responsible for implementation and compliance. These measures must include the erection of a native vegetation protection fence around all native vegetation to be retained on site, to the satisfaction of the responsible authority, including the tree protection zones of all native trees to be retained. All tree protection zones must comply with AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the responsible authority.	

Permit condition	Relevance to proposed augmentation
c. a site plan, drawn to scale with dimensions and georeferences (such as VicGrid94 co-ordinates), that clearly shows: i. the location and identification of the land affected by this permit, including standard parcel identifiers for freehold land ii. the location and area of all native vegetation present, including scattered trees, that are permitted to be removed under this permit	
Condition 8: Except with the written consent of the responsible authority, within the area of native vegetation to be retained and protected, the following activities are prohibited: a. Vehicular or pedestrian access b. Trenching or soil excavation c. Storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products d. Entry and exit pits for underground services e. Any other actions or activities that may result in adverse impacts to retained native vegetation.	
Sediment, erosion and water quality management plan	
Condition 9: Before the development starts, a sediment, erosion and water quality management plan must be prepared in consultation with the Corangamite Catchment Management Authority to the satisfaction of and to be endorsed by the responsible authority. When endorsed the plan will form part of this permit. The plan must include: a. Procedures to manage overland flows during construction activities. b. Procedures to ensure stormwater drainage from the proposed buildings and impervious surfaces are retained and disposed of within the boundaries of the subject land to the satisfaction of the responsible authority. The use and development must be carried out in accordance with the endorsed sediment, erosion and water quality management plan, to the satisfaction of the responsible authority.	It is expected that the existing endorsed plan would be updated or a new plan be prepared to incorporate relevant aspects of the endorsed plan for the existing terminal station to provide an integrated management plan for the existing and proposed development.
Bushfire Management Plan	
Condition 10: Before development starts, a bushfire management plan is to be developed in consultation with the Country Fire Authority (CFA), to the satisfaction of and to be endorsed by the responsible authority. When endorsed the plan will form part of this permit. The bushfire management plan is to reflect the requirements of the 'CFA Emergency Management Guidelines for Wind Energy Facilities – August 2017'.	It is expected that the existing endorsed plan would be updated or a new plan be prepared to incorporate relevant aspects of the endorsed plan for the existing terminal station to provide an integrated management plan for

Permit condition	Relevance to proposed augmentation
	the existing and proposed development.
Materials	
Condition 11: All external finishes of buildings and works must be coloured in muted shades of a non-reflective nature to the satisfaction to the responsible authority.	If approved, it is anticipated that the planning permit for the proposed augmentation would include a similar condition requiring non-reflective materials to be used for external finishes. This would be addressed through detailed design.
Noise	
Condition 12: Noise levels must comply with the requirements of the Environment Protection Authority's Publication 1411 "Noise from industry in Regional Victoria (NIRV)".	An Environmental Noise Assessment (see **Appendix H**) has been prepared to support this planning permit application and determined that noise from the proposal (during normal, maintenance and emergency operating scenarios) can comply with relevant noise criteria at noise sensitive receivers in accordance with the EPA Publication 1826.5 Noise limit and assessment protocol – control of noise from commercial, industrial and trade premises and entertainment venues.
Traffic Management	
Condition 13: Before the development starts a traffic management plan must be prepared to the satisfaction of and endorsed by Golden Plains Shire Council and VicRoads. The traffic management plan must be complied with, unless varied by the written consent of Golden Plains Shire Council and VicRoads.	If approved, it is anticipated that the planning permit for the proposed augmentation would include similar conditions requiring a traffic management plan to be endorsed before development starts. As the traffic management plan endorsed for the existing terminal station under these conditions would have related primarily to the completed construction works and not the ongoing operation of the
Condition 14: The traffic management plan must: a. identify pre-construction, construction and transport vehicle routes to and from the substation site b. nominate the expected average daily vehicle movements on identified access routes to and from the substation site c. include detailed engineering plans showing the specifications of the access track and its crossover with	

Permit condition	Relevance to proposed augmentation
Lismore-Scarsdale Road, and information about when the construction of the access track will be undertaken d. identify construction traffic management measures to be implemented on public roads during the construction of the substation.	existing terminal station, there is not expected to be any risk of the traffic management plan prepared for proposed augmentation being inconsistent with this condition.
Condition 15: The traffic management, road works and maintenance works identified in the endorsed traffic management plan must be carried out in accordance with the endorsed traffic management plan to the satisfaction of Golden Plains Shire Council and VicRoads.	
VicRoads	
Condition 16: Prior to the construction of an access crossover, the applicant must enter into a works agreement with VicRoads, confirming crossover location, design plans and works approvals processes, including the determination of fees and the level of VicRoads' service obligations.	Not relevant. The access crossover works required by this condition were completed for the existing terminal station. The proposed augmentation would utilise the existing access crossover and access track for construction and operation. No upgrades to the existing access crossover and access track are expected to be required for the proposed augmentation (refer to **Appendix E**).
On-site landscaping plan	
Condition 17: Before the development starts, an on-site landscaping plan must be prepared to the satisfaction of the responsible authority. The on-site landscaping plan must be generally in accordance with the plan advertised as part of the planning permit application and be fully dimensioned and drawn to scale. When approved, the plan will be endorsed by the responsible authority and will then form part of this permit. The on-site landscaping plan must include: a. landscaping to screen the substation, switchyard and associated buildings b. details of plant species proposed to be used in the landscaping, including height and spread at maturity c. a timetable for implementation of all on-site landscaping works d. a maintenance and monitoring program to ensure the ongoing health of the landscaping.	If approved, it is anticipated that the planning permit for the proposed augmentation would include similar conditions requiring an on-site landscaping plan to be endorsed before the development starts and for the landscaping to be completed and maintained as per the endorsed plans. It is anticipated that the on-site landscaping plan prepared for the proposed augmentation would incorporate relevant aspects of the endorsed plan for the existing terminal station to provide an integrated landscaping plan for the existing and proposed development.
Condition 18: The landscaping as shown on the endorsed on-site landscaping plan must be completed in accordance with the implementation timetable, and monitored and maintained, all to the satisfaction of the responsible authority.	

Permit condition	Relevance to proposed augmentation
Decommissioning	
Condition 19: When the use of the substation ceases, the following must be undertaken to the satisfaction of, and within such timeframe as may be specified by, the responsible authority. a. remove all above ground non-operational equipment; b. remove and clean up any residual contamination; c. rehabilitation all storage areas, construction areas, access tracks and other areas affected by the decommissioning of the substation; d. submit a decommissioning traffic management plan to the responsible authority and, when approved by the responsible authority, implement that plan; e. submit a post-decommissioning revegetation management plan, including a timetable of works, to the responsible authority and, when approved by the responsible authority, implement that plan.	If approved, it is anticipated that the planning permit for the proposed augmentation would include a similar condition relating to decommissioning. Whilst it is likely that decommissioning of the existing and proposed augmentation of the terminal station would occur at the same time and could be managed in an integrated manner to address decommissioning conditions, the proposed augmentation would not preclude the separate decommissioning of existing terminal station components and is therefore not considered to conflict with this condition.

Appendix D

TNSP Existing and Ultimate Potential Terminal Station Plans

Appendix E

Extract of MHWF Traffic Impact Assessment

8 Terminal Station Traffic Considerations

8.1 General

The Berrybank Terminal Station would be upgraded to accommodate the new busbar configuration and associated infrastructure required to facilitate connection of the Project. Allowance area for this extension of the terminal station has been planned for by the transmission network service provider (TNSP). Upgrade works would be addressed as part of connection approvals by the TNSP. This section outlines the expected traffic impacts for the extension.

External traffic generated by the Project Site will generally be split into two (2) broad categories:

- General traffic generated by staff & couriers travelling to/from the Project Site; and
- Other heavy vehicle movements (HV) which are used for the delivery of terminal station components, and construction materials (such as aggregate and water)

8.2 Construction Stages

Based on the information provided by the Project team, we note that the following stages of construction (and anticipated timings) are proposed for the delivery of this Project:

- Site Setup 30 days
- Formation Area 60 days
- Civil Construction 150 days
- Electrical Construction 30 days

Note: These stages / timeframes are largely expected to occur independently of one another, with little / minimal overlap.

8.3 Traffic Generation

8.3.1 Construction Traffic Volumes

Construction is expected to take approximately 9 months to complete.

IMPACT® have been advised that the following movements are likely to occur:

Table 6 Berrybank Terminal Station - Estimated Construction Traffic

Type of Vehicle	Total Vehicle Movements	Peak Daily Movements
Light Vehicle	6,480 total LV movements	Peak of 30 LV movements / day
Over Dimensional Vehicle	Nil	Nil
Heavy Vehicles	800 total HV movements*	Peak of 4 HV movements / day*
Total Vehicles	**7,280 total movements**	**Peak of 34 daily movements**

* Includes both loaded and unloaded trips, for each loaded trip there will be one loaded (return) trip, where the transport vehicle will be collapsed to regulation dimensions where applicable.

8.3.2 Operation and Maintenance Traffic Volumes

For majority of the time, the terminal station is expected to operate with minimal-no staff and therefore generate minimal traffic movements. It is understood / expected that any movements (apart from the initial construction phase) will likely be captured by the existing maintenance and repair vehicles that are already travelling to the Berrybank Terminal Station. Noting the above, the proposal is not expected to yield any additional impact / traffic to the external road network once constructed.

8.4 Terminal Station Operating Traffic Generation

Maintenance of the terminal station will be subject to the routine maintenance schedules of each component. To broadly predict the traffic generation due to operation and maintenance, the following calculations outline expected traffic generation onset from maintenance:

- Routine maintenance to generate up to 2 vehicles per month; and
- General maintenance to generate up to 3 vehicles per day over a fortnight each year.

In the context of the terminal station construction and background traffic along surrounding local roads, operating traffic will be minimal. By virtue of the minimal traffic along other local roads, Project traffic will be negligible.

8.5 Vehicle Access Assessment

8.5.1 Access Route - Typical Construction Traffic

It is proposed to leverage the same access routes that were previously used for the construction of the Berrybank Terminal Station. Specifically, within a local context, all construction traffic is expected to arrive via Lismore-Scarsdale Road.

Note: Further afield, traffic will largely be distributed via the arterial road network, without significant impact.

Given that this access track was previously utilised for the construction of the Berrybank Terminal Station, we don't expect any specific constraints or issues with construction vehicles travelling to/from the Berrybank Terminal Station.

8.6 Road Capacity / Capability

8.6.1 Typical Construction Traffic

We note that the volume of traffic expected for this Project is consistent with the previous construction methodology for the Berrybank Terminal Station (albeit with slightly fewer daily vehicles, with total traffic spread across a longer construction period).

We are therefore comfortable that the local road network considered is appropriate for the construction of this Project, subject to the recommendations / upgrades previously provided (for the terminal station construction) being retained.

8.7 General Maintenance During Construction

8.7.1 Local Roads

Consistent with the normal construction methodology, we suggest that prior to construction, the TNSP would liaise with Council in respect to maintenance and repair work along the relevant sections of these roads during the construction period.

This liaison can be used to help ensure that the impact of the construction related traffic movements on the external road network is minimal and managed appropriately. This will be warranted during the construction phase, however once the construction has been completed, the traffic generated from the site is expected to be minimal and no additional maintenance or repair work is expected to be necessary.

Prior to the above, a conditions survey should be undertaken prior to the commencement and following completion of the Project. Details of this survey, in addition to the maintenance agreements and procedures for carrying out repairs or maintenance deemed necessary as a result of the construction activities on local roads should be further discussed within an associated TMP.

8.7.2 Arterial Roads

Given the short construction period (and relatively low construction volumes) we expect that DTP will retain maintenance responsibilities for these roads.

8.8 Other Impacts

Local roads in the vicinity of the site carry relatively low traffic volumes and as such, the proposed vehicle movements and construction traffic movements are not expected to adversely impact on local traffic operations. Additionally, all movements will be scheduled outside of school bus pick-up and drop-off periods to avoid any conflict with local bus services.

Further safety considerations have been outlined as part of this assessment, these potential safety measures and issues may require control measures to mitigate the risks as required, which would be developed within an associated TMP and in consultation with the relevant road authorities.

8.8.1 Noise Impact and Dust

Construction vehicles will naturally generate noise and dust pollution to the surrounding area however noting that the majority of uses along the proposed haulage route (particularly within the local / Council roads) are generally empty farmland with minimal dwellings.

Nevertheless, noise management and dust suppression mitigation measures should be addressed within an associated TMP and the Project's Construction Environment Plan (CEMP).

8.8.2 Operating Speeds and Access

It is envisaged that during the construction period, construction vehicles will be travelling at slower speeds and result in wider turning circles at the relevant intersections along the designated route.

It is therefore recommended to adopt appropriate signages including reduced posted speed limits and increased signages where appropriate, all to be adopted and recognised within an associated TMP.

Appendix F

Ecological Due Diligence Assessment

Appendix G

Bushfire Risk Assessment

Appendix H

Environmental Noise Assessment

Appendix I

Sensitive Receptor and Neighbour Visual Impact Assessment