Appendix I

Sensitive Receptor and Neighbour Visual Impact Assessment

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Berrybank Terminal Station Extension

SQUADRON ENERGY

Sensitive Receptor and Neighbour Visual Impact Assessment

18 September 2026



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1 Introduction

1.1 Project Overview

This document assesses the sensitive visual receptors specifically in the vicinity of the Berrybank terminal station (BBTS) extension works. The extent of the upgrade of BBTS will include the addition of a new line bay adjacent to and on the northeast side of the existing line bays. The proposed infrastructure of the line bay has a maximum height of 23.8 m (gantries) and 122 m in length, including new security fencing.

1.2 Purpose and Scope

The purpose of this assessment is to identify all sensitive visual receptors (public roads and dwellings) within 2 km of the terminal station, and to assess the likely visual impact of the proposed extension works, having regard to distance, intervening topography and existing vegetation. Sensitive visual receptors are shown on the Sensitive Visual receptors Overview Map (Figure 1), with individual dwelling assessments presented in Section 3.

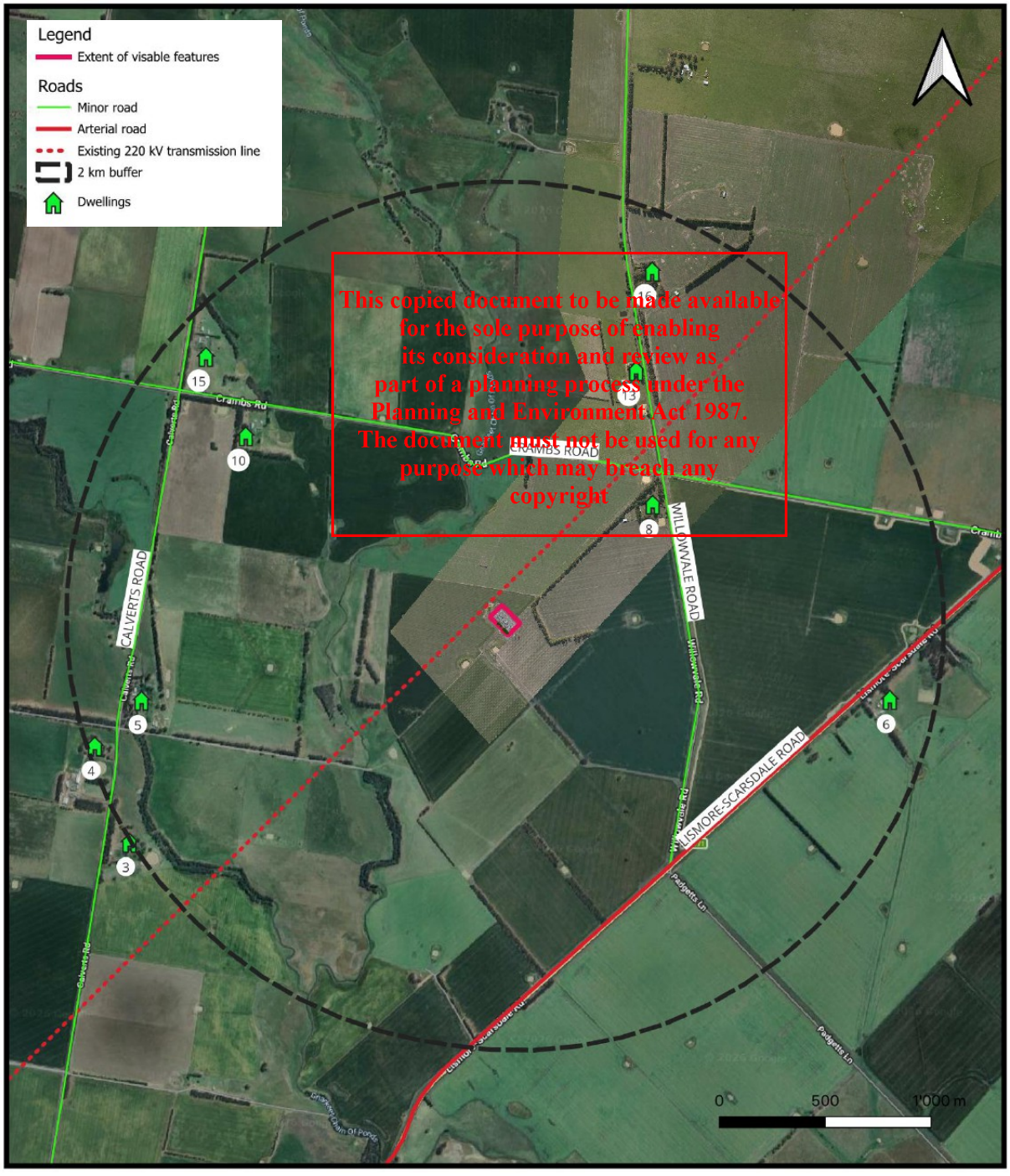

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Figure 1: Overview map showing dwellings and public roads within 2 km

2 Sensitive Receptors

2.1 Existing visibility of the terminal station

The existing terminal station is visible only from distant and intermittent viewpoints along public roads. Views from dwellings within 2 km of the site are filtered by the shelter belt screening shown on Figure 2. The open lattice steel form of the structure further reduces its visibility with increasing distance.

The proposed line bay would increase the footprint area / east–west length of the terminal station by approximately 36%, with the additional infrastructure located in the north-east sector of the existing compound. When viewed from the east or west, the line bay would be seen in front of or behind the existing structure and would not materially increase the visible extent of the facility. When viewed from the north or south, the visible horizontal extent of the terminal station would increase by up to 15 m. Given the viewing distances of 0.7 – 1.6km from public roads and the intervening screening, the change in visual impact from these directions is considered minor.

2.2 Public Viewing Locations

There are no public viewing points / lookouts or recreation areas in the immediate vicinity of BBTS. Nearby public roads with potential for views towards BBTS are described as follows and shown in Figures 1 and 2.

Crambs Road – Approximately 700 m north of BBTS. A minor road servicing local farms is aligned east – west, providing limited distant side views to BBTS. At its nearest point there is little roadside tree screening.

Willowvale Road – At its closest point 830 m from BBTS. A minor road servicing local farms is aligned northwest – southeast, providing limited distant side views to BBTS. Willowvale Road has intermittent roadside screening trees which break up passing side views to BBTS.

Lismore Scarsdale Road – A regional road connection between Lismore and Pitfield, aligned northeast – southwest, at its closest point 1300 m from BBTS. In the vicinity of BBTS, limited views to BBTS are broken by regular roadside shelterbelts.

Calverts Road – Approximately 1600 m west of BBTS. A minor road servicing local farms is aligned north – south, providing limited distant side views to BBTS. In the vicinity of BBTS, limited views to BBTS are broken by regular roadside shelterbelts.

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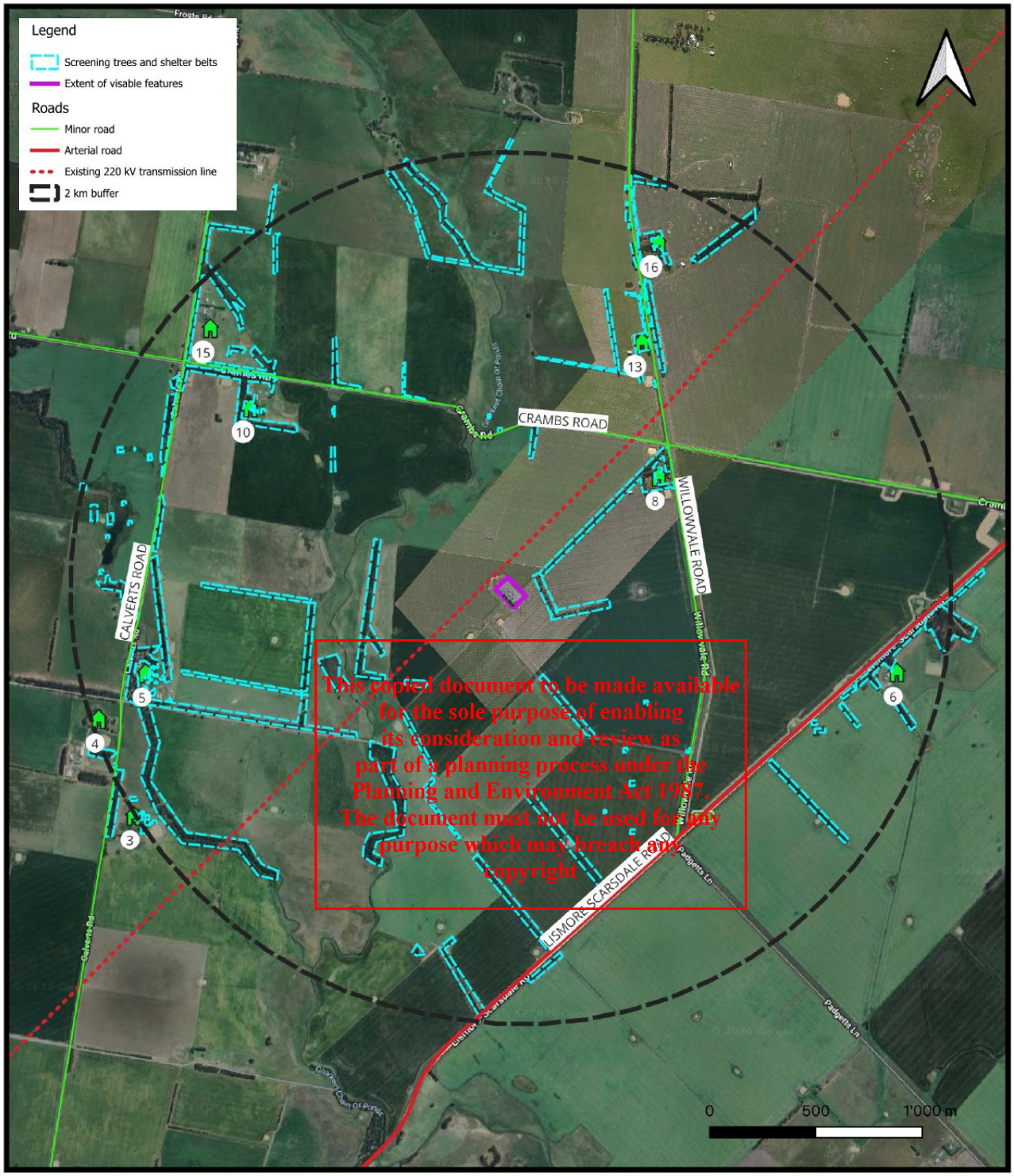

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Figure 2: Extent of shelter belts and screening vegetation within 2 km of the project

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2.3 Residential Views at Neighbouring Dwellings

Eight non-associated and one associated dwelling were identified within 2 km of the terminal station. Each is assessed below in terms of distance to visible terminal station features (gantries and busbars) and the effect of existing screening vegetation. Dwelling locations are shown on the Sensitive Visual receptors Overview Map (Figure 1) and individual assessment maps are provided below.

2.3.1 Dwelling No 3

Distance to terminal station visible features (gantries and busbars): 2070 m.

Screening trees in the vicinity of the dwelling will partially screen views toward the terminal station. Significant shelter belt screening 80 m from the dwelling will completely block views in the direction of the terminal station.

Addition of a new line bay will be behind the existing line bays and therefore will not add to theoretical viewable infrastructure.

Impact: Nil. No discernible visual impact.

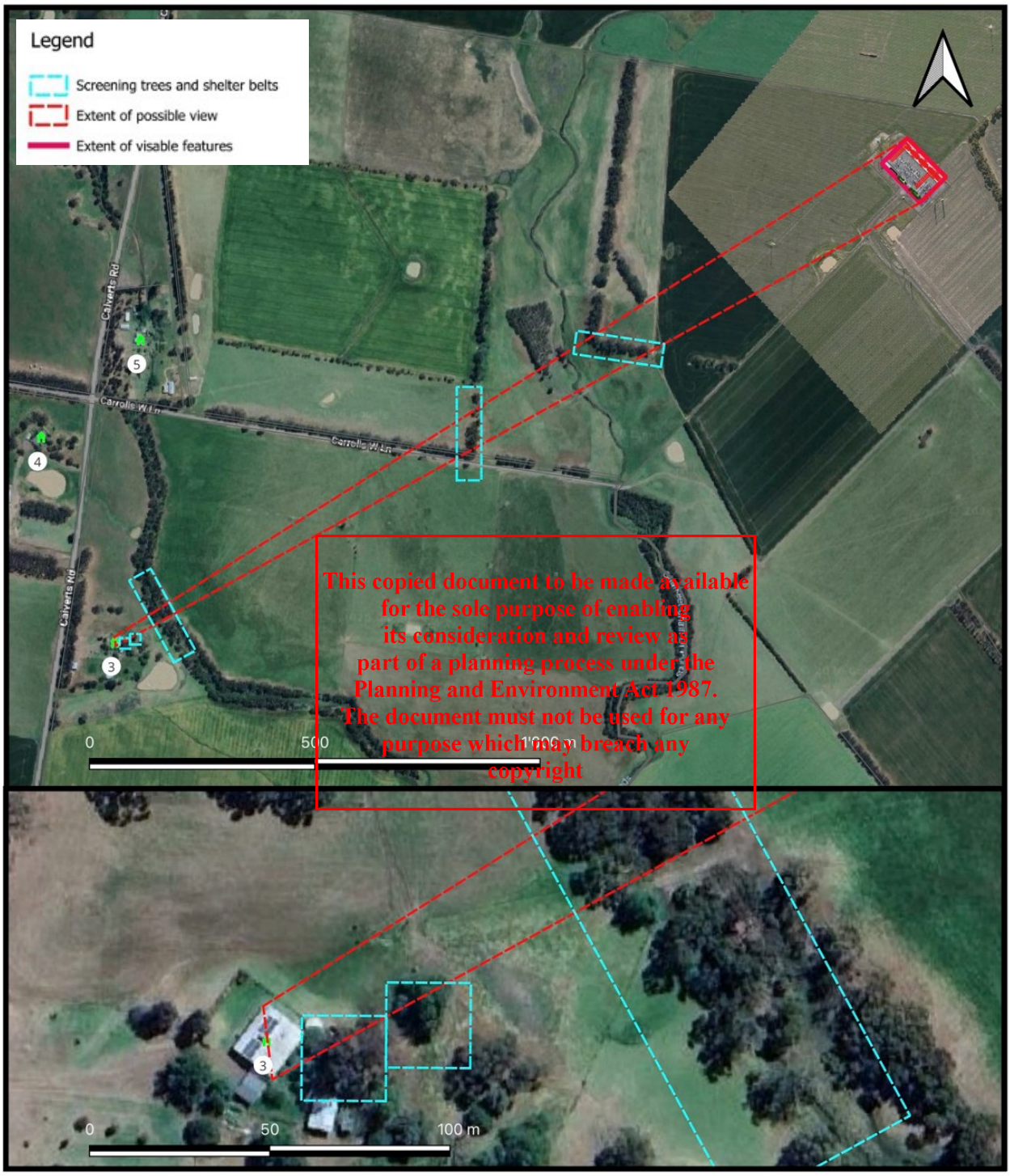

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Figure 3: Dwelling 3 overview and nearby detail

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2.3.2 Dwelling No 4

Distance to terminal station visible features (gantries and busbars): 2030 m

Screening trees in the vicinity of the dwelling will screen views toward the terminal station. Significant shelter belt screening exists in the direction of the terminal station. Addition of a new line bay will be behind the existing line bays and therefore will not add to theoretical viewable infrastructure.

Impact: Nil. No discernible visual impact.



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Figure 4: View to terminal station from nearby Dwelling No 4 showing approximate location of BBTS

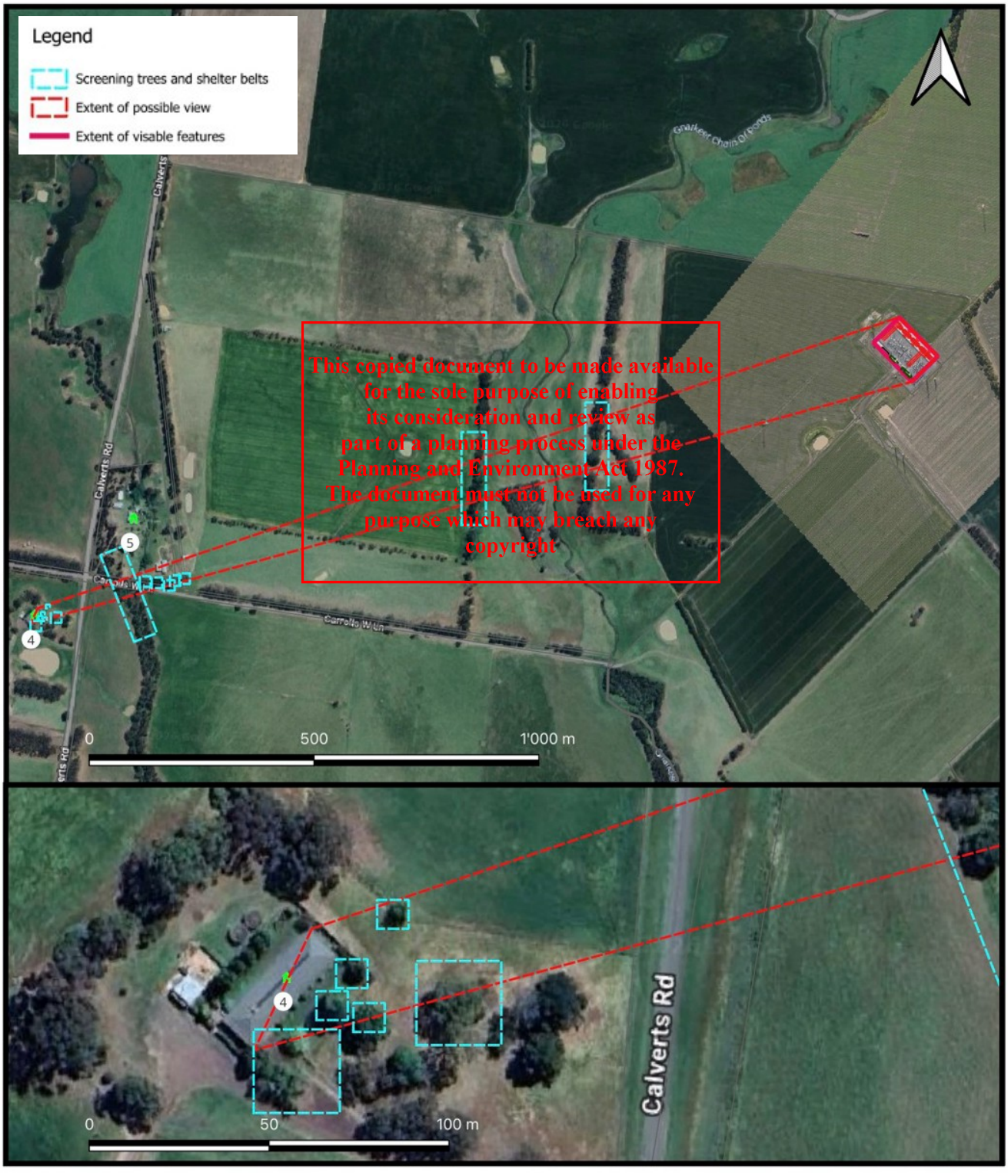

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Figure 5: Dwelling 4 overview and nearby detail

2.3.3 Dwelling No 5

Distance to terminal station visible features (gantries and busbars): 1755 m

Screening trees in the vicinity of the dwelling will screen views toward the terminal station. Significant shelter belt screening trees will diffuse distant views in the direction of the terminal station. Addition of a new line bay will be behind the existing line bays and therefore will not add to theoretical viewable infrastructure.

Impact: Very low. No discernible visual impact.

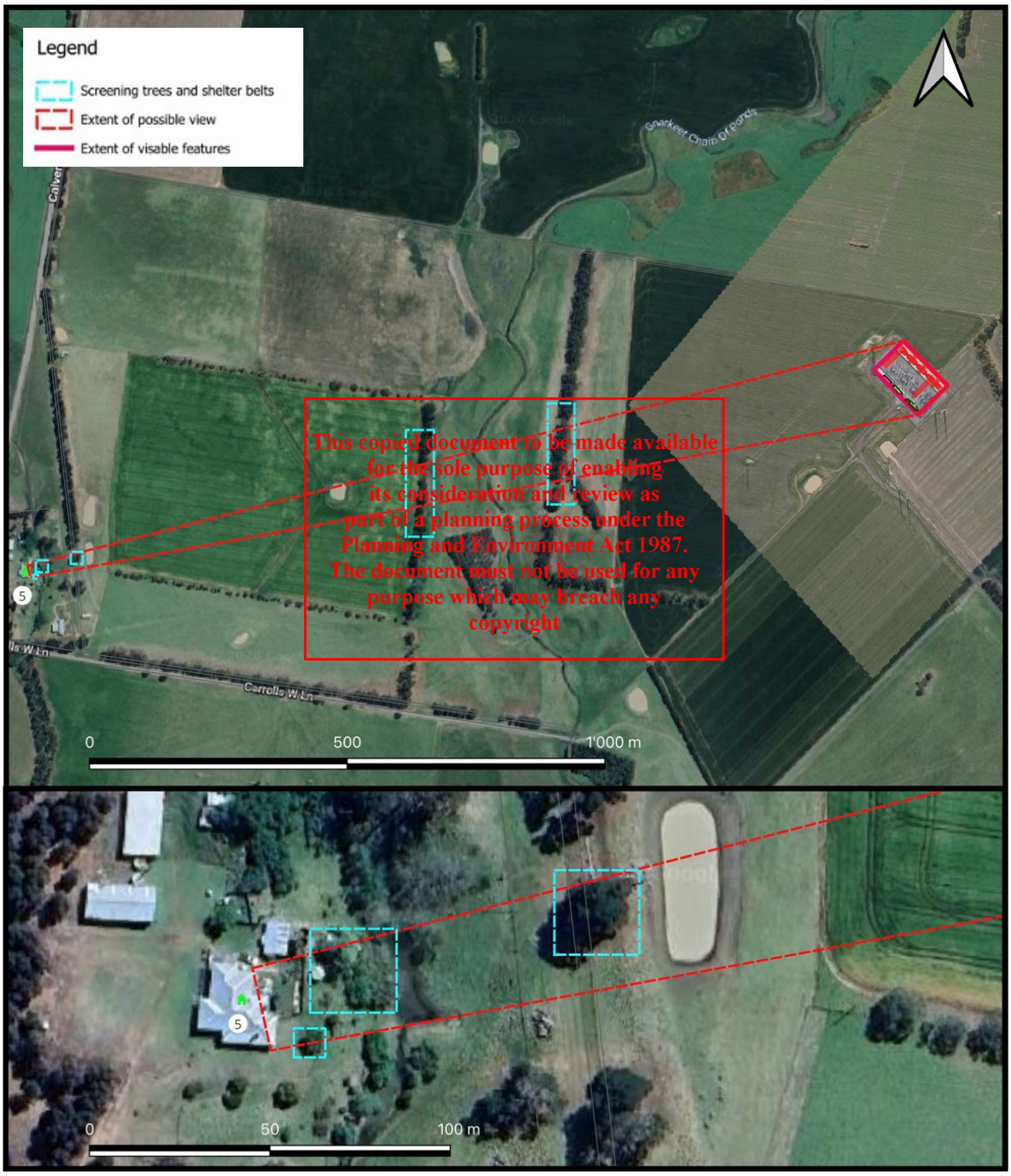

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Figure 6: Dwelling 5 overview and nearby detail

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2.3.4 Dwelling No 6

Distance to terminal station visible features (gantries and busbars): 1780 m

A mature stand of sugar gum shelter belt in the vicinity of the dwelling will screen views toward the terminal station. Distant shelter belt screening trees will diffuse distant views in the direction of the terminal station. Addition of a new line bay will be adjacent the existing line bays and theoretical viewable infrastructure will be increased.

Impact: Very low. No discernible visual impact.



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Figure 7: View from front gate of Dwelling No 6 showing location of terminal station 1700 m away

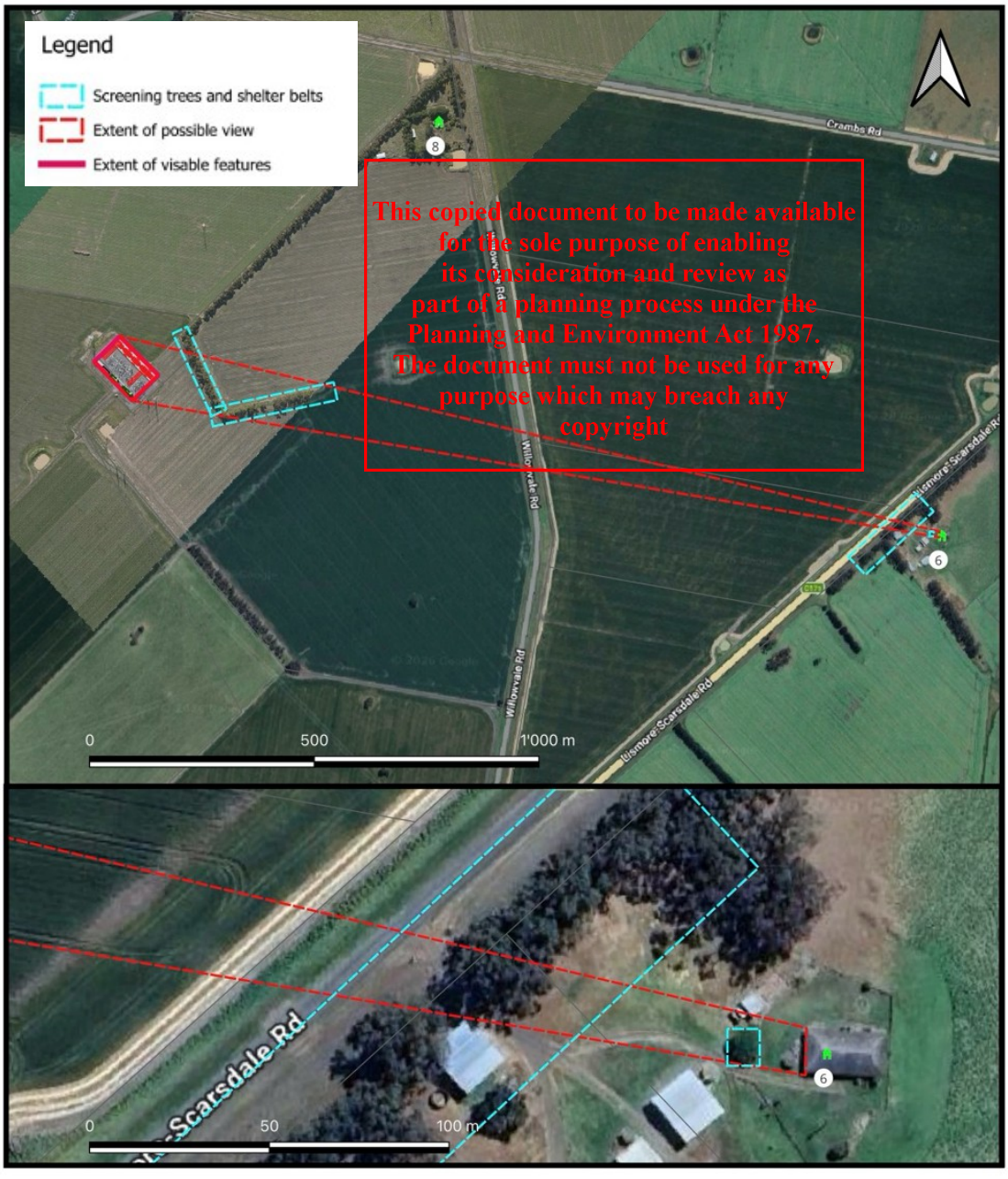

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Figure 8: Dwelling 6 overview and nearby detail

2.3.5 Dwelling No 8

Distance to terminal station visible features (gantries and busbars): 850 m

Associated dwelling. Significant shelter belt screening immediately adjacent the dwelling will completely obscure views in the direction of the terminal station.

Impact: Nil. No discernible visual impact.

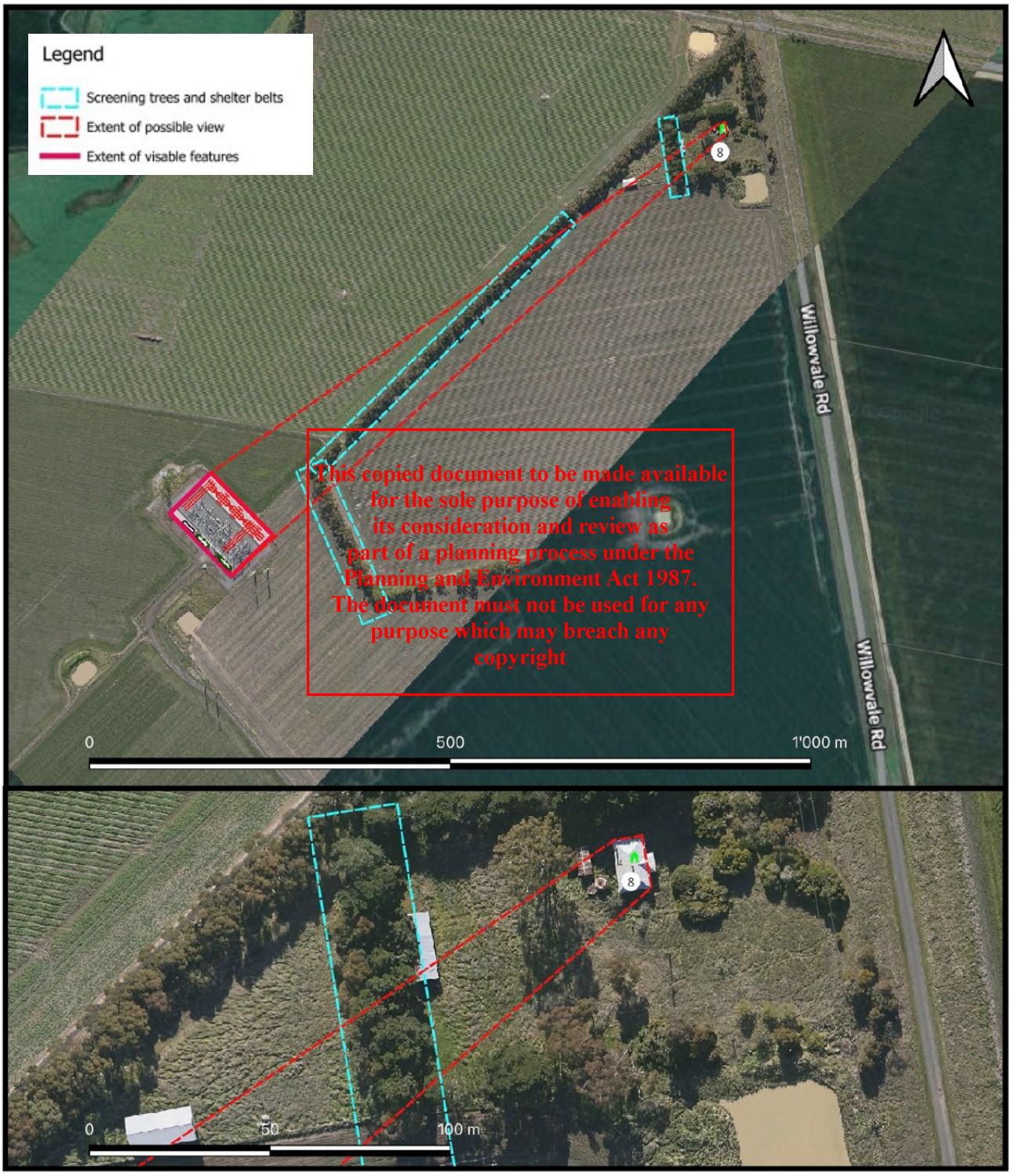

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Figure 9: Dwelling 8 overview and nearby detail

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2.3.6 Dwelling No 10

Distance to terminal station visible features (gantries and busbars): 1450 m

Tree screening immediately adjacent the dwelling will obscure most views in the direction of the terminal station. A significant shelter belt 130 m from the dwelling in the direction of the terminal station will completely obscure views to the terminal station.

Impact: Nil. No discernible visual impact.

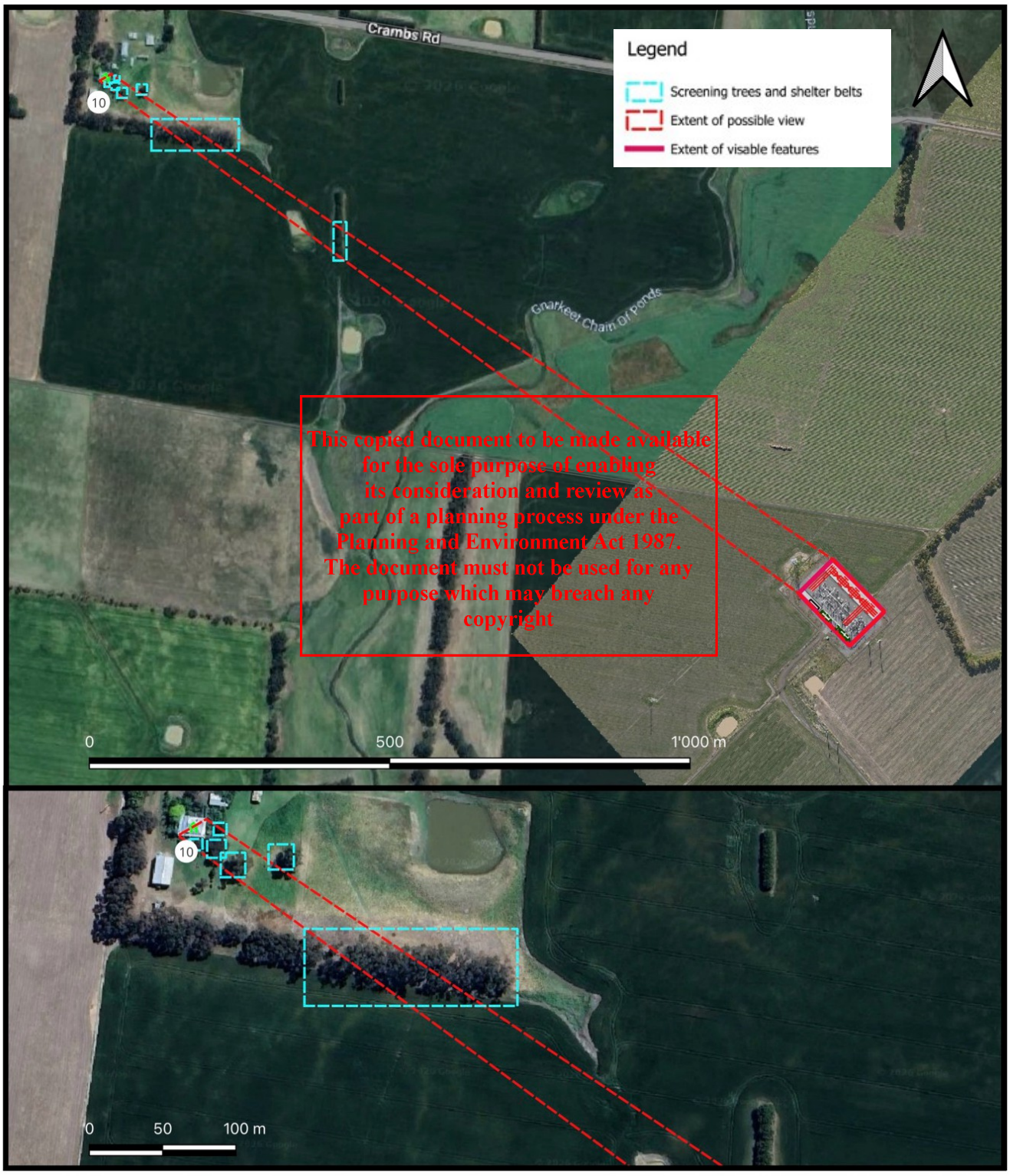

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Figure 10: Dwelling 10 overview and nearby detail

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2.3.7 Dwelling No 13

Distance to terminal station visible features (gantries and busbars): 1280 m

Significant shelter belt screening immediately adjacent the dwelling will completely obscure views in the direction of the terminal station.

Impact: Nil. No discernible visual impact.

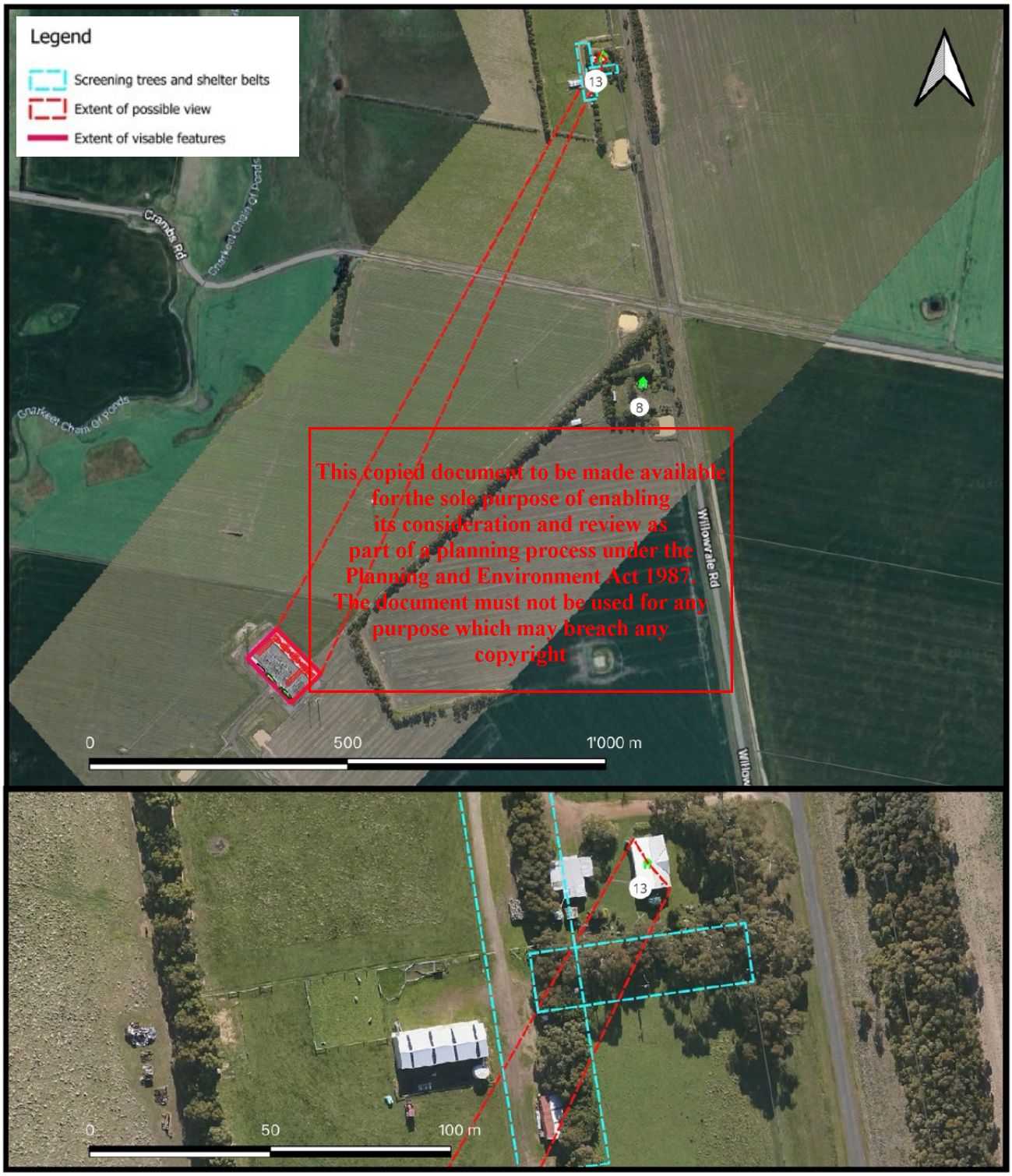

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Figure 11: Dwelling 13 overview and nearby detail

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2.3.8 Dwelling No 15

Distance to terminal station visible features (gantries and busbars): 1810 m

Trees immediately adjacent to the dwelling will partially obscure views toward the terminal station. Significant shelter belt screening between the dwelling and Crambs Road will completely obscure views in the direction of the terminal station.

Impact: Nil. No discernible visual impact.

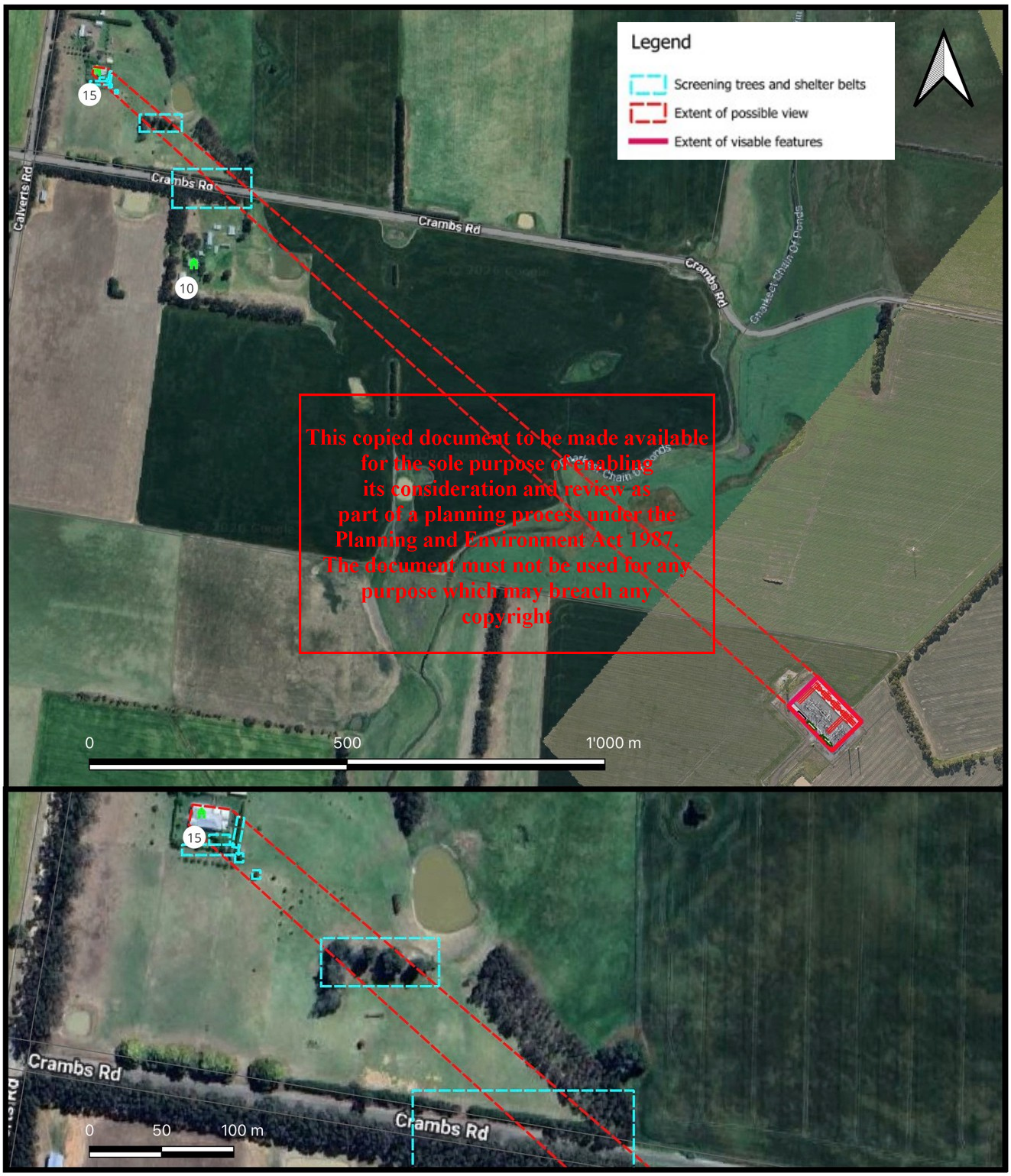

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Figure 12: Dwelling 15 overview and nearby detail

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2.3.9 Dwelling No 16

Distance to terminal station visible features (gantries and busbars): 1730 m

Significant shelter belt screening immediately adjacent the dwelling will completely obscure views in the direction of the terminal station.

Impact: Nil. No discernible visual impact.

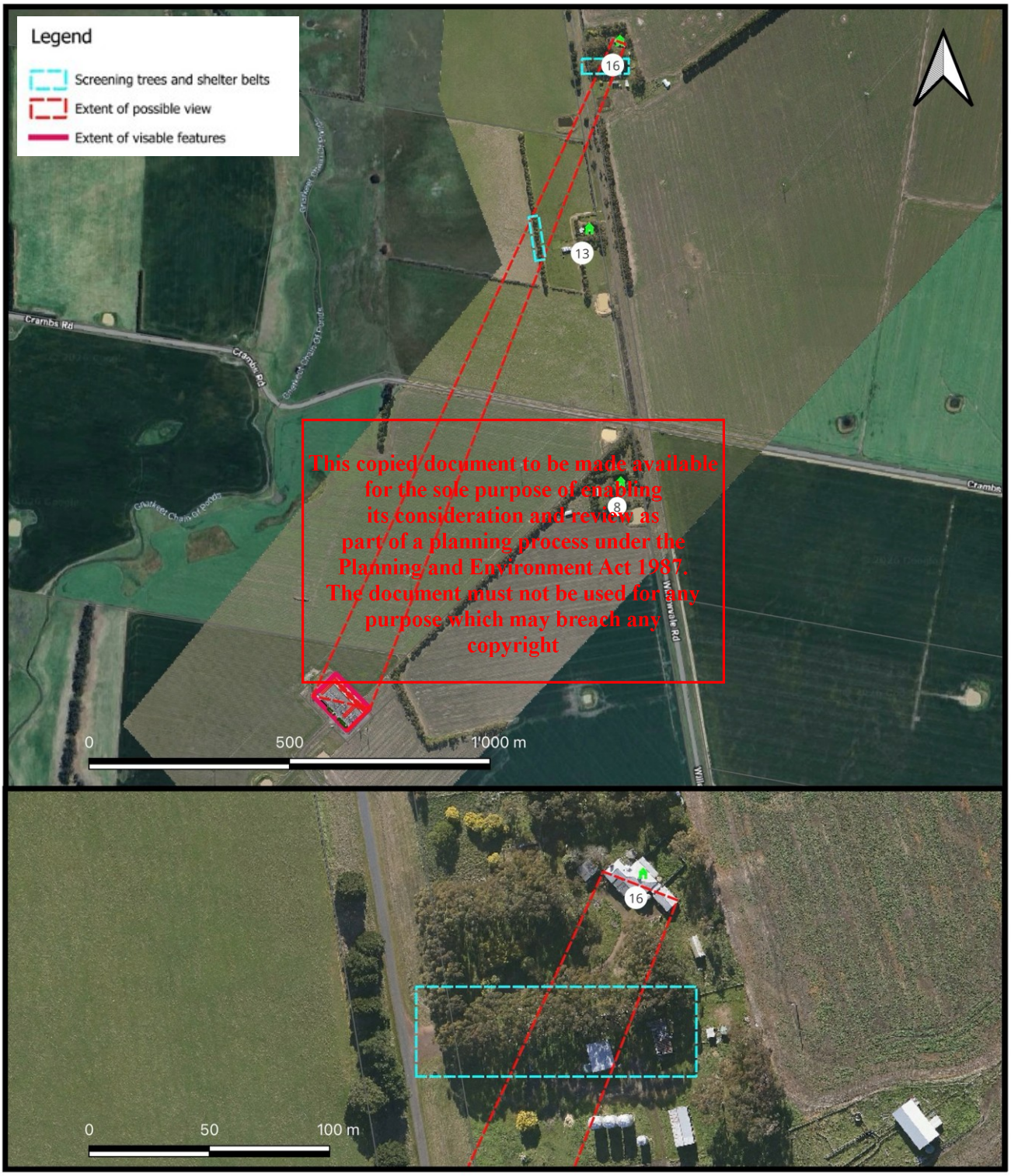

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Figure 13: Dwelling 16 overview and nearby detail

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3 Conclusion

This assessment has identified eight non-associated dwellings and one associated dwelling within 2 km of the Berrybank Terminal Station extension works, together with four public roads providing limited and generally screened distant views to the site. In all cases, existing or proposed screening vegetation – including mature shelter belts, roadside plantings and scattered trees – substantially breaks up or completely obscures views toward the terminal station from surrounding dwellings.

Since the existing terminal station currently presides in the landscape with potential views from the identified public and private viewpoints, the proposed new line bay will, in most cases, be located behind the existing line bays and be viewed as one together with the existing structure. As such, the upgrade will not significantly add to the theoretical viewable infrastructure of BBTS and therefore will not result in a material change to views from these receptors.

Where the new line bay may be visible as an extension to the side of the existing BBTS infrastructure (from Dwelling No 6), the increase in theoretical viewable infrastructure is not expected to result in a discernible change in visual impact, given the distance involved and the effectiveness of existing screening.

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