

|                     | <b>TRANSMISSION INFRASTRUCTURE</b>  |   |   |   |
|---------------------|---|---|---|---|
|                     | <b>Potential type of DIRECT impact</b>  |   | <b>Potential type of INDIRECT impact</b>  |   |
|                     | <b>Negative</b>   | <b>Positive</b>   | <b>Negative</b>   | <b>Positive</b>   |
| <b>CONCEPT</b>      | <ul style="list-style-type: none"> <li>- Ecological disturbance or clearance of natural habitats for pre-construction surveys</li> </ul>          | <ul style="list-style-type: none"> <li>- Opportunity to implement advanced enhancement actions</li> </ul> | <ul style="list-style-type: none"> <li>- Disassociation of individuals or communities from the landscape in expectation of project development</li> </ul>   | <ul style="list-style-type: none"> <li>- Opportunity to promote integrated landscape planning</li> </ul>  |
| <b>PLANNING</b>     | <ul style="list-style-type: none"> <li>- Direct tangible impacts due to surveying (e.g., removal of plants or extant built structures)</li> </ul> |   | <ul style="list-style-type: none"> <li>- Lack of or reduction in maintenance practices in expectation of project development</li> <li>- Controlled or uncontrolled removal of significant cultural attributes or species in expectation of project development</li> </ul> | <ul style="list-style-type: none"> <li>- Community engagement with planning processes can lead to a better understanding of significance and associations</li> <li>- The study of cultural and natural contexts can deliver new knowledge, such as through archaeological investigations, oral history projects, inventories of species and populations, geology, etc.</li> <li>- Identification and removal of invasive species</li> </ul> |
| <b>CONSTRUCTION</b> |   |   |   |   |

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| <b>Environmental</b><br>(also related to natural heritage values) | <ul style="list-style-type: none"> <li>- Loss or degradation of natural habitats</li> <li>- Disturbance of or injury to wildlife from construction traffic, noise, activities or night lighting</li> <li>- Pollution by dust, construction materials or vehicle emissions</li> <li>- Introduction of alien invasive species</li> <li>- Habitat loss or fragmentation from the construction of transmission lines</li> <li>- Collision and electrocution risk for bats and birds</li> </ul> | <ul style="list-style-type: none"> <li>- Opportunity to improve the biodiversity management of rights of way</li> </ul> | <ul style="list-style-type: none"> <li>- Increased local resource use, wildlife disturbance or pollution from temporary construction workforce</li> <li>- Induced access via cleared rights of way</li> <li>- Supply chain and manufacturing impacts</li> <li>- Displacement of agricultural or other activities</li> </ul> | <ul style="list-style-type: none"> <li>- Opportunity for increased local employment</li> </ul>  |
| <b>OPERATION</b>  |  |   |   | <ul style="list-style-type: none"> <li>- Potential for biodiversity enhancement along rights of way</li> </ul>                                  |
| <b>Environmental</b><br>(also related to natural heritage values) | <ul style="list-style-type: none"> <li>- Loss or degradation of natural habitats</li> <li>- Behavioural displacement (species-specific)</li> <li>- Wildlife collisions or electrocutions</li> </ul>  | <ul style="list-style-type: none"> <li>- Biodiversity enhancement along rights of way</li> </ul>                        | <ul style="list-style-type: none"> <li>- Induced access along cleared rights of way</li> </ul>  | <ul style="list-style-type: none"> <li>- Reduced carbon footprint</li> <li>- Contribution to addressing the global climate emergency</li> </ul> |

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|------------------------|--|--|---|---|
|                        | <ul style="list-style-type: none"> <li>- Barriers to wildlife movement</li> <li>- Light pollution from night lighting</li> <li>- Obstructed views and visual intrusions</li> </ul> |  |   |   |
| <b>REPOWERING</b>      | <ul style="list-style-type: none"> <li>- Collisions or displacement of wildlife species along reconfigured transmission lines</li> </ul>   | <ul style="list-style-type: none"> <li>- Potential for reducing collision risks through reconfiguration</li> </ul> | <ul style="list-style-type: none"> <li>- As for the construction phase</li> </ul>   | <ul style="list-style-type: none"> <li>- More efficient transmission of low-carbon electricity</li> </ul> |
| <b>DECOMMISSIONING</b> | <ul style="list-style-type: none"> <li>- Ecological disturbance from dismantling and removing turbines</li> </ul>  | <ul style="list-style-type: none"> <li>- Restoration of natural habitats</li> </ul>                                | <ul style="list-style-type: none"> <li>- Loss in biodiversity value through cessation of right-of-way management</li> </ul> | <ul style="list-style-type: none"> <li>- Opportunity to promote integrated landscape planning</li> </ul>  |
| <b>RECOVERY</b>        |  |  |   |   |

(Please note that these lists are intended only to provide examples and are by no means exhaustive. For the question of assessing visual impacts, see [‘Note 4’](#))