



# Landscape and Visual Impact Assessment

## Panorama Battery Energy Storage System (BESS)

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## Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Panorama BESS Subco Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

## Acknowledgement of Country

*SLR Consulting acknowledges the Wiradjuri people who are the traditional custodians of the land and pays respect to Elders past and present.*



## Executive Summary

Bathurst Panorama BESS SubCo Pty Ltd (Panorama BESS SubCo) is proposing to develop a battery energy storage system (BESS) with ancillary infrastructure at 800 Mid-Western Highway, Evans Plains, Bathurst NSW located approximately six (6) km southwest of Bathurst regional centre. The intent of this document is to inform the content of the Secretary's Environmental Assessment Requirements (SEARs) of the Landscape and Visual Impact Assessment (LVIA). This was prepared as part of the requirements for a State Significant Development (SSD) administered by the NSW Department of Planning, Housing and Infrastructure (DPHI). The key issues are to address:

*Visual – including a detailed assessment of the likely visual impacts (including night lighting) of all components of the project (including transmission lines and other ancillary infrastructure) on surrounding residences, scenic or significant vistas and road corridors in the public domain.*

Panorama BESS consists of SolBank BESS containers (or enclosures) with a total delivery capacity of 100 Megawatts (MW) and useable capacity of 200 Megawatt hours (MWh) to be located adjacent to the existing TransGrid substation. Access to the site is via an existing road off the Mid-Western Highway and the proposed development will occupy a total area up to two (2) hectares (ha) within the Lot.

The landscape and visual impact assessment (**LVIA**) generally applies the assessment techniques set out in the following:

- 1 'Guidelines for Landscape and Visual Impact Assessment, Third Edition' (LI & IEMA 2013) prepared by The Landscape Institute and the Institute for Environmental Management and Assessment (UK);
- 2 'Guidelines for landscape character and visual impact assessment' (TfNSW August 2020) Environmental impact assessment practice note EIA-N04 Prepared by Transport for NSW; and
- 3 'Technical Supplement Landscape and Visual Impact Assessment; Large-scale Solar Energy Guideline' (DPE August 2022), Prepared by Department of Planning and Environment (the **Technical Supplement**).

All guidelines above require the evaluation of potential impacts of the development on sensitive visual receptors and the determination of the effect significance when viewed at key public and private vantage points. This is undertaken in two (2) steps; firstly by assessing the contextual landscape character and secondly, by evaluating visual impact of the proposed development within its surroundings. As part of the assessment, a literature review of the relevant planning framework related to landscape and scenic values is included to ascertain what development outcomes the community anticipates for the region.

Due to the specific requirements of the technical supplement visual impact assessment guides, a second set of results are included. Where assessment measures were not fit-for-purpose, methodologies from the other guides were applied.

The LVIA identified a consistent requirement at both state and local government levels to protect and enhance the scenic quality of the Bathurst region for both environmental and economic benefit. This is due to the unique rural and agricultural setting that characterises the Bathurst region.

To objectively determine the visual impact of the proposed development, five (5) key public vantage points and several private receptor points have been assessed to ascertain the



effect significance of the development within its scenic surroundings. At these five (5) key public vantage points, the effect significance was identified to be Moderate to Minor.

This was due to:

- the elevated position that resulted in higher levels receptor sensitivity; and
- generally high scenic and landscape values identified in the state and local planning documents.

The impact significance of nearby private receptors varied. It produced Moderate to Negligible impact ratings. This range varied due to:

- established vegetation reducing visibility;
- the location of receptors in relation to adjacent topography; and
- the orientation of the private receptors in relation to the development site.

In all instances, any effect significance rating can be reduced by minimising the visual impacts of the development and by integrating it within its surrounding context. In regard to the ratings this would see a reduction to the magnitude of change in the landscape character. Currently, the development with no mitigation measures received a magnitude of change rating of Low and Negligible with an effect significance of Moderate to Minor; It is described as:

- minor memorable change to the landscape or views; and / or
- landscape dominant element and built form / development well integrated within it.

This produces an effect significance of Moderate to Minor and as per the Technical Supplement, a visual impact of Moderate to Low.

Following the implementation of the prescribed mitigation measures identified the development would blend into its surrounds, the magnitude of change rating would reduce to Negligible or Very Low magnitude; this is described as:

- no memorable or rarely perceptible change to landscape character or key views.

This would reduce the effect significance at key vantage points to **Minor-Moderate** to **Minor-Negligible** and as described in the Technical Supplement, a visual impact rating of **Low** and **Very low**.

The five (5) key public vantage point locations were also objectively assessed as per stages 3 (visual sensitivity) and 4 (visual impact) of the Technical Supplement. Guidelines for visual magnitude rating were not utilised as they could not be applied to the proposed development due its specific parameters for assessing solar arrays. Having regard to the framework of the Technical Supplement, at these five (5) key public vantage points, the effect significance was identified to be **Moderate** to **Low**; this was due to:

- the elevated position that resulted in higher levels of receptor sensitivity; and
- generally high scenic and landscape values identified in the state and local planning documents.

It is recommended that the proposed development consider the implementation of mitigation measures to meet the local and planning objectives in protecting and enhancing the rural scenic views and vistas that characterise the Bathurst region. The implementation of the measures would demonstrate that the development aligns with the aims and objectives for maintaining the rural landscape character of the Bathurst region and would assist in visually integrating / blend the proposed development with its surrounding context.



Mitigation measures can be effectively achieved for the site, through a range of options. The proposed mitigation is to colour all visible infrastructure elements to blend with its surrounding context by colour-matching with natural elements. This strategy will visually mitigate the proposal to integrate it with its surrounds.

The following table includes examples from the Bathurst Planning context in managing scenic amenity for the region.

| Planning Instrument                      | Relevant Action  | Mitigation Measure  | Reducing the Effect Significance   |
|--|--|---|--|
| Bathurst Region Rural Strategy 2010      | <i>Avoid locating new development on ridges and hilltops.</i>  | <b>Reduce the presence of the infrastructure by reducing its visibility within an elevated location. Such as locating behind existing terrain.</b>  | <p>Following the implementation of the prescribed mitigation measures identified, the development would blend into its surrounds. The magnitude of change rating would reduce to <b>Negligible</b> or <b>Very low</b> magnitude of change; this is described as:</p> <ul style="list-style-type: none"> <li><i>no memorable or rarely perceptible change to landscape character or key views.</i></li> </ul> |
|  | <i>Require the use of building materials that are naturally textured and coloured and are sympathetic to the natural environment and are not reflective.</i> | <b>All infrastructure elements visible from private receptor points and public vantage points to blend in with its surrounding context by colour matching with natural elements.</b>  |  |
| Bathurst Vegetation Management Plan 2019 | <i>Plan for urban development to protect the rural landscape and to provide a sense of containment of the built environment.</i>                             | <b>See above and below</b>  |  |
|  | <i>Ensure rural landscapes retain the visual characteristics of such a landscape with the advent of any future development.</i>                              | <b>Utilise species from the endemic Central Tableland Clay Apple Box Grassy Forest (PCT3366), plant around the existing stand of trees above the site and establishing new stands of trees below the site (Where practical to do so and at distances and spacing to meet APZ fire safety requirements in accordance with Appendix 4 of PBP 2019). This creates vegetative buffering that is in character with its surroundings.</b> |  |



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## Acronyms and Abbreviations

| Abbreviations  | Definitions  |
|----------------|--|
| °              | Degrees bearing of a point in the angle measured in a clockwise direction from the north line. |
| Ha             | hectare  |
| Km             | kilometre  |
| Km/h           | kilometres per hour  |
| m              | metre  |
| m <sup>2</sup> | metres squared   |

| Initialism | Definition  |
|------------|---|
| AHD        | Australian height datum                             |
| BLSPS      | Bathurst Local Strategic Planning Statement         |
| BRLEP      | Bathurst Regional Local Environmental Plan          |
| BRRS       | Bathurst Regional Rural Strategy                    |
| BVMP       | Bathurst Vegetation Management Plan                 |
| DCP        | Development Control Plan                            |
| DPHI       | Department of Planning, Housing, and Infrastructure |
| DPE        | Department of Planning And Environment (now DPHI)   |
| CAD        | computer aided design                               |
| CHM        | canopy and building height model                    |
| DFOV       | display field of view                               |
| DTM        | digital terrain model                               |
| GIS        | geographical information system                     |
| HFOV       | horizontal field of view                            |
| kVA        | kilovolt-ampere                                     |
| kW         | kilowatt  |
| LiDAR      | light detection and ranging                         |
| LGA        | local government area                               |
| LVIA       | landscape and visual impact assessment              |
| MWh        | megawatt - hour                                     |
| O&M        | Operations and Maintenance                          |
| PCT        | plant community types                               |
| SEARs      | secretary's environmental assessment requirements   |
| VA         | visual amenity                                      |
| VID        | viewpoint identification number                     |
| VFOV       | vertical field of view                              |
| VP         | viewpoint   |
| ZTV        | zone of theoretical visibility                      |



| Term                                       | Definition  |
|--|---|
| Apparent Horizon                           | The theoretical limit of visibility where the surface of the earth is no longer visible, accounting for atmospheric diffraction.  |
| Background                                 | Elements at the furthest reaches of a view.   |
| Baseline                                   | The environmental conditions against which any future changes can be measured or predicted and assessed.  |
| Cylindrical image projection               | Standard type rendered by traditional panoramic image captures that maintain a more accurate relative sizes of objects than rectilinear projections, however this is done at the expense of rendering lines parallel to the viewer's line of sight as being curved<br>(even though would otherwise appear straight)   |
| Foreground                                 | Elements at the closest reaches of a view   |
| Geographical information system            | A system that captures, stores, analyses, manages and presents data linked to location. It links spatial information to a digital database.   |
| Impact significance or effect significance | Is the evaluation of receptor sensitivity and magnitude of change where a rating is determined based off visual impacts objectively observed or predicted through a process of assessment of the proposed development.  |
| Landscape                                  | A spatially heterogeneous area scaled relative to the process of interest. Encompasses physical / environmental values and human values.  |
| Light Detection and Ranging                | Is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the Earth. These light pulses, combined with other data recorded by the airborne system, generate precise, three-dimensional information about the shape of the site and its characteristics.  |
| Magnitude of Change                        | A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short- or long-term duration.   |
| Midground                                  | Elements between the foreground and background.   |
| Mitigation Measures                        | Are means to prevent, reduce, or control adverse environmental effects of a development, and include restitution for any damage to the environment caused by those effects through replacement, restoration, compensation or any other means.   |
| Operations and Maintenance Building        | An operations and maintenance are a control, administration, operations and maintenance building installed in proximity to the battery energy storage system enclosures.  |
| Project Area                               | Refer to the area(s) where key planning proposal elements are located.  |
| Projection                                 | Refers to image projection that occurs whenever a curved surface is mapped onto a flat surface, or vice versa, in particular with panoramic photography.  |
| Receptors                                  | Refers to Individuals and / or defined groups of people who have the potential to be affected by a proposal in both the public and private realm.   |
| Receptor Sensitivity                       | The extent to which the surrounding landscape when viewed from the receptor point can accept a change of a particular type and scale without unacceptable adverse impacts on its character.   |
| Rectilinear Image Projection               | Rectilinear image projections map all straight lines in three-dimensional space to straight lines on the flattened two-dimensional grid. Its primary disadvantage is that it can greatly exaggerate perspective as the angle of view increases, leading to objects appearing skewed at the edges of the frame. It is for this reason that rectilinear projections are generally not recommended for angles of view much greater than 120 degrees. |
| Sensitive receivers / receptors            | Individuals and / or defined groups of people who have the potential to be affected by a proposal.  |
| The Development Site                       | Refers to proposed battery energy storage system and all ancillary infrastructure relevant to the assessment.   |
| The project                                | Refers to the planning proposal to seek development application approval.   |
| The site                                   | Refers to the area where key subdivision is to occur.   |



| Term                           | Definition   |
|--------------------------------|--|
| True horizon                   | The theoretical limit of visibility where the surface of the earth is no longer visible, assuming a perfect sphere and no atmosphere.  |
| Vantage point                  | A location assessed under this assessment as potentially being impacted by the Project.  |
| Viewpoint                      | A location that offers views of the surrounding area.  |
| Viewshed map                   | A viewshed map is the geographical area that is visible from the location. It includes all surrounding points that are in the line-of-sight with that location and excludes points that area beyond the horizon or obstructed by terrain and other features. |
| Visual absorbance capacity     | The capacity of a landscape to accommodate physical changes without a change in its character.   |
| Visual amenity                 | The overall pleasantness of the views people enjoy of their surroundings, which provide an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or traveling through an area.           |
| Visual catchment area          | Identifies the area within which the Project can potentially be seen.  |
| Visual impact assessment       | The analysis of changes in the appearance of the landscape because of a development. Impacts may be negative and/or positive.  |
| Visual receptors               | Individuals and / or defined groups of people who have the potential to be affected by a proposal.   |
| Zone of theoretical visibility | A map, digitally produced, showing areas of land within which, a development is theoretically visible.   |



## 1.0 Introduction

### 1.1 Purpose of this Document

The Environmental Planning and Assessment Act 1979 (EP&A Act) and Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) form the statutory framework for the environmental impact assessment and planning approval of development in New South Wales (NSW). Both the EP&A Act and the EP&A Regulation are administered by the NSW Department of Planning, Housing and Infrastructure (DPHI).

This Landscape and Visual Impact Assessment (**LVIA**) has been prepared for a State Significant Development (SSD) being prepared by SLR Consulting Pty Ltd on behalf of the proponent Panorama BESS SubCo for a Battery Energy Storage System (BESS).

The purpose of this LVIA is to respond to the requirements of the Secretary's Environmental Assessment Requirements (SEARs) issued by DPHI, as a delegate to the Minister for Planning, for the Environmental Impact Statement (EIS) for the project.

In particular, this LVIA is to address the key issues that states the EIS must address the following specific matters:

*Visual – including a detailed assessment of the likely visual impacts (including night lighting) of all components of the project (including transmission lines and any other ancillary infrastructure) on surrounding residences, scenic, or significant vistas and road corridors in the public domain.*



## 2.0 Project Description

**Table 1: Proponent Details**

| Requirement    | Detail   |
|----------------|--|
| Proponent      | Panorama BESS SubCo  |
| ABN/ACN        | Panorama BESS SubCo Pty Ltd (ACN 657 629 500) as trustee for the Panorama BESS Unit Trust (ABN 38 905 415 690) |
| Postal Address | Suite 4.02, Level 4, 99 King Street, Melbourne   |

### 2.1 The Infrastructural Proposal

The proposed Panorama BESS consists of SolBank BESS containers (or enclosures) with a total delivery capacity of 100 MW and useable capacity of 200 MWh to be located at 800 Mid-Western Highway (Lot 2 DP864272) (the Lot) and the adjacent to the existing TransGrid substation (Lot 521 DP 603541) at 749 Mid-Western Highway. Access to the site is via an existing road off the Mid-Western Highway and the proposed development will occupy a total area up to two (2) ha within the Lot. The project site is located approximately six (6) km south-west of Bathurst.

The key elements of the Project include:

- installation and operation of a SolBank BESS including lithium iron phosphate (LiFePO4) batteries, enclosures, inverters, and transformers.
- Associated ancillary infrastructure including:
  - a 132 kV underground cable connecting a 132/33 kV switch building to the existing substation;
  - formalisation of existing access from the Mid-Western Highway and existing access road within Lot 2 DP 864272 to accommodate heavy vehicles;
  - proposed access road from the BESS to connect to the existing access road within Lot 2 DP 864272;
  - operations and Maintenance (O&M) building;
  - stormwater management infrastructure, lighting, and security fencing; and
  - construction laydown areas.
- Decommissioning of the SolBank BESS at the end of life (EOL) including disassembly and removal of associated infrastructure from the site, to be returned as close as possible to its existing condition.

Construction of the Project is anticipated to take approximately 14 to 15 months and it is expected that the operational life of the Project would be approximately 20 years, after which the BESS would be decommissioned and the infrastructure removed, returning the site to its original use.

During the operational phase, activities on site will generally involve monitoring, testing and maintenance of equipment as well as receipt of goods, removal of waste and other general site maintenance (such as care of groundcover). It is anticipated that the site will be monitored and controlled remotely with a few people coming to site periodically for other activities.

The proposed enclosure dimensions are approximately 2.4m x 2.9m x 6m H. **Photo 1** as an indicative visualisation of a single BESS enclosure.



**Photo 1: Indicative Visualisation of a Single BESS Enclosure (Panorama BESS SubCo)**



These enclosures are to be organised in rows and integrated with power conversion systems (inverters / transformers) servicing a number of enclosures to convert direct current from the battery to alternating current required with the electricity network. The power distribution feeding electrical power to the substation is to include underground cabling.

## 2.2 Infrastructure Layout and Location

The proposed BESS is located southwest of an existing substation and includes:

- BESS storage units (2.9m H);
- Gantry and Poles (8m H);
- Inverters (2.3m H);
- O&M Building (3.5m H);
- Substation (3.5m H); and
- Switchroom (3.5m H).

These infrastructure components are within a fenced compound that has a similar area quantum as the existing substation adjacent to the proposed BESS. The arrangements of infrastructure components have been organised into a grid pattern that will be located on a benched area at approximately RL 741m. At the time the LVIA was prepared, earthworks modelling has not been provided to indicate the extent of modified grades that will occur surrounding the benched area in turn, increasing the area of disturbance than what is indicated on the proposed plan. However, it is understood that the benching will be cut into the western slope reducing its visual presence when viewed from the west in an easterly direction. Currently the extent of the fenced compound is approximately 95m (east to west orientation) x 172m (north to south orientation).

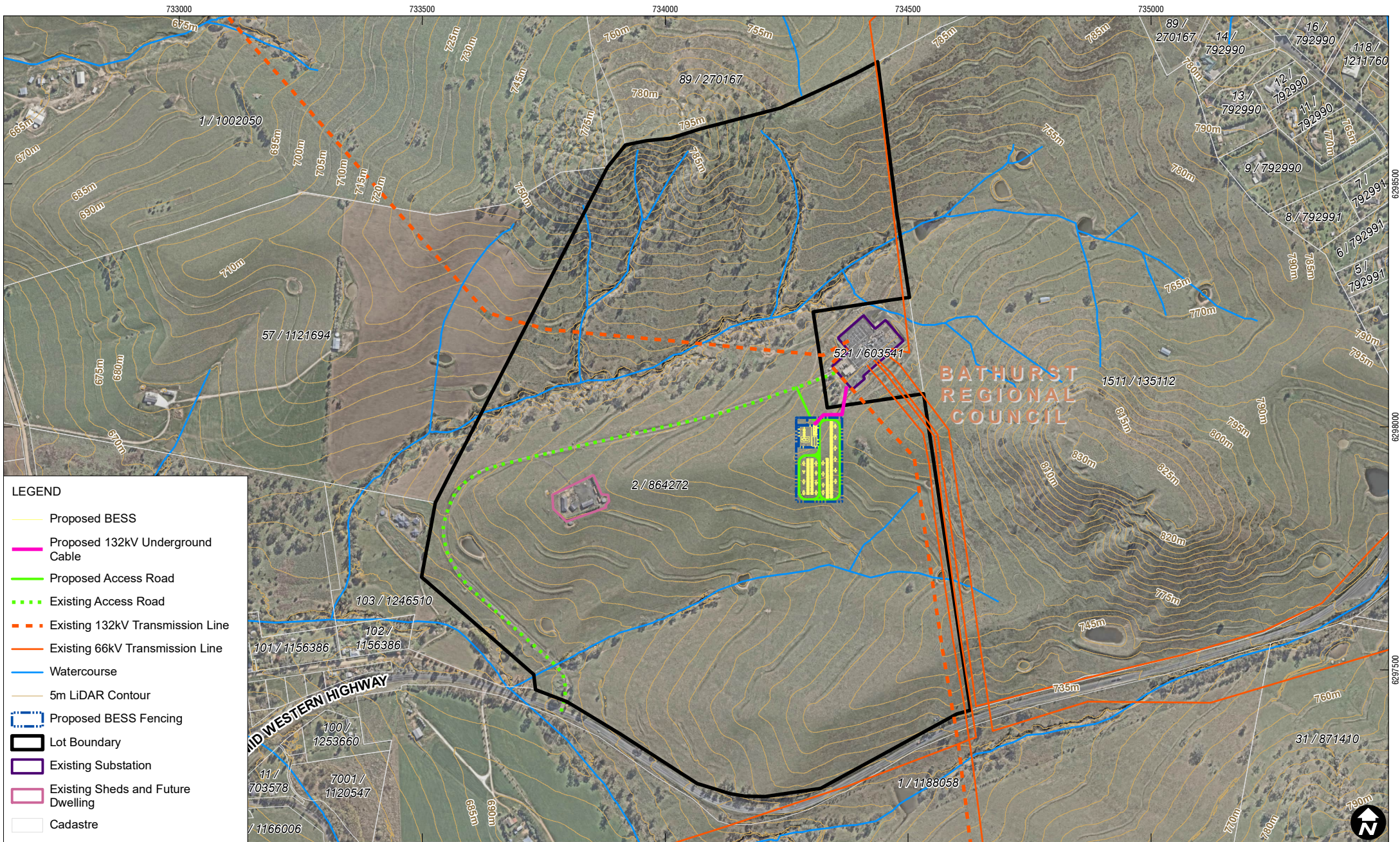
## 2.3 Fencing and Lighting

The Project site would be secured by up to 2.1 metre-tall chainmesh security fencing and access gates which would remain during operation. Lighting for the Project is limited to the



installation of emergency flood lighting which will not be operated during construction as construction is limited to standard daylight hours. Emergency flood lighting would remain during operation.





Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**SITE PLAN**

**FIGURE 1**

733500 734000 734500

57 / 1121694

521 / 603541

1511 / 135112

6 / 750397

2 / 864272

BATHURST REGIONAL COUNCIL

103 / 1246510













1156386

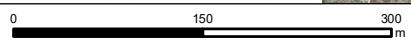
MID WESTERN HIGHWAY

1 / 1188058

1 / 1188058

LEGEND

-  Indicative Construction Impact
-  Proposed BESS
-  Proposed 132kV Underground Cable
-  Proposed Access Road
-  Existing Access Road
-  Existing 132kV Transmission Line
-  Existing 66kV Transmission Line
-  Watercourse
-  Proposed BESS Fencing
-  Existing Substation
-  Existing Sheds and Future Dwelling
-  Cadastre



Scale: 1:6,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

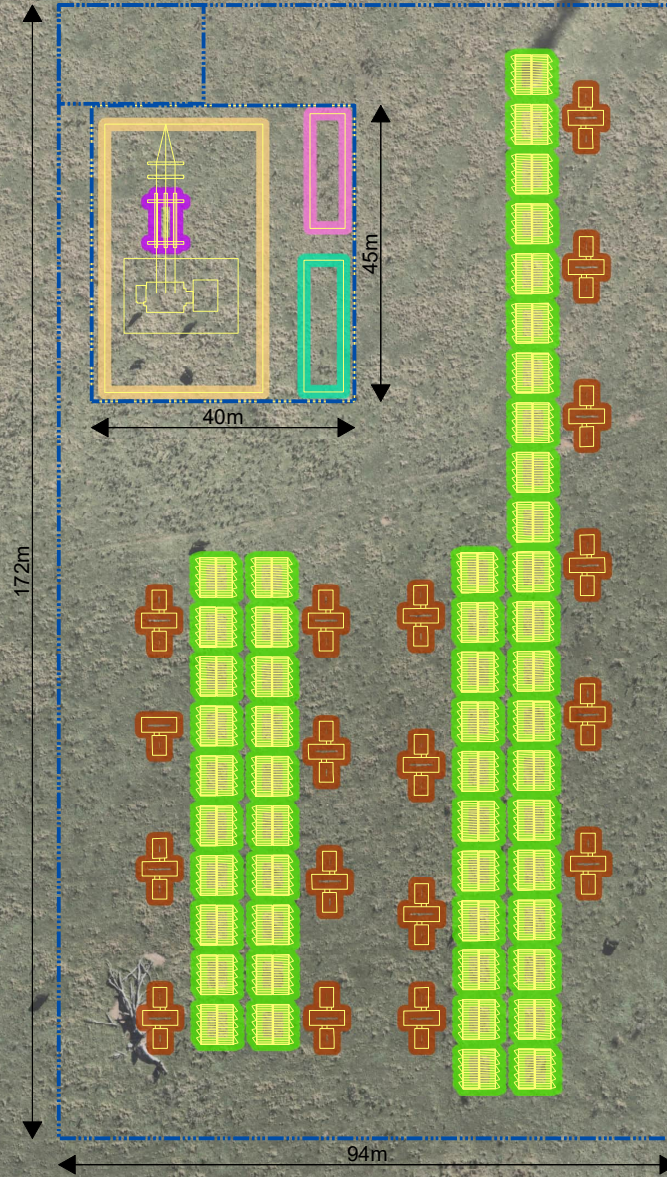
Date Drawn: 22-Jun-2023  
 Project Number: 660.30234.00000

Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



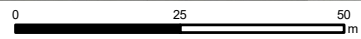
**INDICATIVE CONSTRUCTION IMPACT**

**FIGURE 2**



**LEGEND**

- ▭ Proposed BESS
- Proposed BESS Fencing
- Infrastructure and Heights**
- ▭ BESS storage units (2.9m)
- ▭ Gantry and Poles (8m)
- ✕ Inverters (2.3m)
- ▭ O&M building (3.5m)
- ▭ Substation (3.5m)
- ▭ Switchroom (3.5m)



Scale: 1:1,150 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 22-Jun-2023  
 Project Number: 660.30234.00000

Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**INFRASTRUCTURE HEIGHTS**

**FIGURE 3**

## 3.0 Planning Context

Consideration of the visual impacts of proposed state significant infrastructure is identified in several regional and local government guidance documents. They set out the desired planning outcomes for development within the study area. These have been included in the assessment as it provides a framework of the communities anticipated expectations for the region.

### 3.1 Regional Planning Documents

#### 3.1.1 Draft Central West and Orana Regional Plan 2041

The Draft Central West and Orana Regional Plan 2041 (DPIE 2021) is a strategic framework for the region that guides land use planning decisions in the region by the NSW Government, councils, and others to the year 2041. In the vision statement one of the concerns the plan identifies is environmental and heritage values of the Central West and Orana region. In particular the plan states:

*The character and identity of the region is celebrated and protected. Scenic landscapes ranging from the globally recognised Blue Mountains and the western plains to unique local settings such as the communities of Wellington and Coonabarabran which enjoys vistas of Mt Arthur Reserve and the Warrumbungle Range, provide aesthetic, social and economic value to the region.*

Part 1 – Region-shaping investment outlines Objective 2: Support the State's transition to Net Zero by 2050 and deliver the Central – West Orana Renewable Energy Zone. It states:

*There are concerns about projects impacting on the rural landscape and visual catchment values of the regional cities in particular. A sustainable renewables industry also includes remediation of sites and reinstatement of soil profiles to achieve pre-production land values, as well as consideration of end-of-life recycling.*

Part 2 – A sustainable and resilient place outlines Objective 9: Ensure site selection and design embraces and respects the region's landscapes, character, and cultural heritage. The objective states:

*The region's scenic and cultural landscapes provide unique settings for its urban areas and a strong link to its natural and historic landscapes... Visual landscapes and settings can be impacted through activities such as residential development encroaching on scenic backdrops and ridgelines and infrastructure development such as renewable energy projects... Scenic and cultural landscapes should be protected for their aesthetic, social and economic values and for the character and identity of the region.*

Part 2 continues to provide Strategy 9.1 which (for scenic amenity) states:

*Strategic and local planning will strengthen the amenity in centres across the region by:*

- *identifying and protecting scenic and cultural landscapes; and*
- *providing guidance on new development to ensure that views of scenic and cultural landscapes, particularly views from the public realm, are protected.*

Part 5 – Local government priorities for Bathurst Regional Council LGA state for scenic amenity:

*Aboriginal and non-aboriginal built heritage, heritage parks and gardens, natural landscape and vistas.*



## 3.2 Local Government Planning

The local government planning for land use is informed by both local and state government planning policies. In relation to the proposal, the Development Site is located within the Bathurst Regional Council local government area. Under the NSW Strategic Planning framework, the following documents outline the management of landscape values that are relevant to the proposal. These documents include the following:

- Bathurst Local Strategic Planning Statement;
- Bathurst Regional Local Environmental Plan;
- Bathurst Development Control Plan;
- Bathurst Region Rural Strategy; and
- Bathurst Vegetation Management Plan.

The relevant parts of these documents are summarised below.

### 3.2.1 Bathurst Local Strategic Planning Statement

The purpose of this planning statement is to outline the Region's economic, social, and environmental land use needs over the next 20 years as the region grows and changes and how it is to be managed into the future. Community consultation stated that with regard to the environment:

*The natural environment and rural landscape are a major drawcard for the Bathurst Region. The community said that they want it protected and enhanced. They also identified the following challenges that need to be addressed... the need to balance developing land against the retention of the natural character of the region....*

One of the main messages' communities related to landscape values within region states:

*Manage growth to protect the Region's heritage and maintain local character.*

In response to these communities' sentiments the following themes and planning priorities were identified that relate to managing landscape values that help shape the land use future of the Bathurst Region. As stated in:

- Planning Priority 9 – Protect Indigenous cultural heritage;
- Planning Priority 10 – Protect European and non-indigenous heritage;
- Planning Priority 11 – Maximise the Region's tourism opportunities;
- Planning Priority 12 – Enhance environmentally sensitive land and biodiversity; and  
- 1.4 *protect and improve the region's landscapes, views, vistas and open space.*

Under Planning Priority 12 – Enhance environmentally sensitive land and biodiversity it states:

*The Bathurst Region enjoys a range of important landscape and vistas.*

It also outlines the Bathurst Vegetation Management Plan (BVMP 2019):

*Identifies that the landscapes surrounding the city give it a sense of containment and provide a backdrop to the views from within and into the city. The landscapes provide for visual amenity and valued vistas into and out of the city. The floodplain and the rural surrounding Bathurst contribute to the unique rural identity of the city.*



The guiding landscape value principles of the BVMP 2019 that relate to the proposal include:

- *retain the slopes and hilltops as much as possible;*
- *preserve the ridges and hills running generally to the north, south and west of Bathurst; and*
- *protect the gentler slopes to the north, east and southwest.*

### **3.2.2 Bathurst Regional Local Environmental Plan 2014**

The Bathurst Regional Local Environmental Plan (LEP 2014) states the particular aims that relate to landscape values. This includes:

*(l) to protect and enhance the region's landscapes, views, vistas, and open spaces.*

Under the LEP 2014 the Development Site is located within the Land Zoning Map (Sheet LZN\_005DA) Zone RU1 Primary Production which states the objective of the zone:

*To maintain the rural and scenic character of the land.*

### **3.2.3 Bathurst Regional Council Development Control Plan 2014**

The aim of the Bathurst Regional Council Development Control (DCP 2014) is to allow detailed provisions to be made to control and guide development within the Bathurst Regional LGA. Priorities and objectives outlined in DCP 2014 that relate to landscape values are identified in the following sections that apply to all land within the Bathurst Regional Council. These include:

#### *9 Environmental considerations*

##### *Strategic Objective*

- a) *to protect, enhance and manage areas of high biodiversity conservation values and scenic quality.*

#### *9.10 Vegetation management and biodiversity*

##### *9.10.1 Objectives*

- c) *to protect, maintain and improve the diversity and stability of landscapes and waterways, minimise urban heat and other climate change impacts, reduce stormwater runoff and improve visual amenity of streetscapes and landscapes contributing to community well-being.*

#### *10 Urban design & heritage conservation*

##### *Strategic Objective*

- b) *to protect the Bathurst Region's Indigenous heritage and history and significant streetscape and landscape features.*
- c) *to protect and enhance the community's sense of identity and place.*

### **3.2.4 Bathurst Region Rural Strategy**

Within the Bathurst Region Rural Strategy (BRRS 2010) it is identified under the following sections to protect the general scenic qualities of the region. BRRS 2010 states:

#### *6.0 Environmental opportunities*

*Outlines the environmental opportunities and constraint that may impact on the rural and village areas.*



## 6.2 Rural landscape and features

*The rural landscape has important cultural and tourist value. The landscape is important to the region's identity and character. The Department of Environment and Conservation have indicated a need to identify and protect environmentally sensitive lands including scenic landforms. The community expressed a desire to protect hilltops and ridges, natural landscapes and rural views and vistas, again not only for the obvious environmental benefits but also for the potential economic benefits, for example eco-tourism. The community highlighted the importance of tourism to the villages and rural areas.*

*Priority: To determine the best way to protect and enhance rural landscapes and features.*

- *the following key issues require consideration in order to determine how best to achieve this priority;*
- *identify areas of high scenic quality and important landscape features; and*
- *identify the best means to protect areas of high scenic value.*

### 6.2.1 Areas of high scenic quality and important landscape features

#### Scenic Drives

*It could be argued that all roadways throughout the rural areas have a scenic value. Key scenic drives include:*

***All drives from Bathurst to all village and settlement locations and drives between villages and settlement locations.***

As identified in the local government planning documents viewing corridors such as highways, sealed and unsealed roads within the Bathurst Region can be considered as having a scale of scenic quality based upon the volume of visitations. This is reflected by rating scenic quality and / or receptor sensitivity as High for highways, Medium For sealed collector roads and Low for unsealed local roads due to the volume of motorists that frequent these viewing corridors.

### 6.2.2 Protection of rural landscape and features

*Key threats to scenic quality include inappropriately sited development located adjacent to roadways and new rural lifestyle living subdivision located within or near to key natural landscape areas.*

*The following actions are recommended to ensure that the general scenic quality of the region is protected.*

The three (3) relevant actions for the proposed development to protect the general scenic qualities of the region include:

- *establish appropriate minimum setbacks to roadways for new development including associated revegetation between the development and the roadway...;*
- *avoid locating new development on ridges and hilltops where it is highly visible; and*
- *require the use of building materials that are naturally textured and coloured and are sympathetic to the natural environment and are not reflective.*

## 3.2.5 Bathurst Region Vegetation Management Plan 2019

The Bathurst region vegetation management plan (BRVM 2019) establishes a series of aims and objectives in managing the environmental factors that influence the vegetation of the



Bathurst region. It identifies the importance of vegetation management in rural villages and surrounding lands by:

*... protection of its scenic quality within its agricultural setting.*

Within the theme consideration of the plan BRVM 2019 outlines specific points relevant to landscape values. These include:

- *the need to protect the landscape value of the ridges and prominent hills around the land systems of the Bathurst Regional LGA;*
- *the interface between the urban, village and rural landscapes;*
- *the visual appeal of Bathurst City as it is approached from the major access roads; and*
- *protect and promote the scenic values, views, and vistas within the rural landscapes.*

For the management of these landscapes within Bathurst the BRVM 2019 states relevant guiding principles, such as:

- *the edge of the urban development should be contained, with ridges and hills running generally north-south to the west of Bathurst being preserved;*
- *the scenic value of the wooded slopes and ridges should be protected and promoted to ensure the Region's rural landscapes, views and vistas are preserved and enhanced.*

To protect and enhance the significant natural landscapes the plan states objective 1: To protect the Bathurst Regional LGA's rural identity through landscape protection. Two of the strategies that is relevant to the development proposal is:

- *L2 Plan for urban development to protect the rural landscape and to provide a sense of containment of the built environment; and*
- *L3 Ensure rural landscapes retain the visual characteristics of such a landscape with the advent of any future development.*

The BRVM 2019 identifies the importance of gateways as the main entrances into the city of Bathurst. These entrances:

*reflect the identity of Bathurst and the surrounding heritage and natural environment whilst providing a strong entrance statement, often of heritage significance.*

They are recognised as being important features as they represent the following principles related to the Development Site:

***the beginning of the transition between a rural environment and the Bathurst urban environment.***

The Development Site is located on the Mid-western Highway the southwestern entry into the city. It is characterised as:

***the road reserve along the Mid-Western Highway retains or is flanked by remnant Box-Gum Woodland in a 'rural, semi-rural' setting, typifying the character of the gateway.***

BRVM 2019 goes on further to state the guiding principles for managing gateways:

***to maintain Bathurst Regional LGA's rural identity and cultural heritage; and to maintain and frame vistas of the surrounding rural landscape where appropriate.***



It identifies the Mid-Western Highway in Objective 6: To maintain a gateway into Bathurst from Blayney that complements the natural remnant vegetation in the area and enhances gateways to new subdivisions to transition from the rural and the city areas.

In Particular, G17 states:

***rehabilitate the road reserve along the Mid-western Highway from Hen & Chicken Lane to Boundary Road.***

It is within this location that vantage points of the Development Site are evident within the Bathurst Regional Councils gateway into the city.



## 4.0 Landscape and Visual Assessment Guidelines Review

The following section has been included to outline how this technical report has been designed to meet the criteria for impact assessment of landscape character and visual amenity values. It is done so to provide a fit-for-purpose evaluation of the proposed development; Panorama BESS.

The preparation of this visual impact assessment is informed by the methodologies for assessing impact from the following guidelines, these include:

- 1 'Guidelines for Landscape and Visual Impact Assessment, Third Edition' (LI & IEMA 2013) prepared by The Landscape Institute and the Institute for Environmental Management and Assessment (UK);
- 2 'Guidelines for landscape character and visual impact assessment' (TfNSW August 2020) Environmental impact assessment practice note EIA-N04 Prepared by Transport for NSW; and
- 3 'Technical Supplement - Landscape and Visual Impact Assessment; Large-scale Solar Energy Guideline' (DPE August 2022), prepared by Department of Planning and Environment (Technical Supplement).

The application of the Technical Supplement is designed to focus on the type of impacts associated with a large-scale solar projects. This is particularly evident with the preliminary visual assessment tool which, for the purposes of assessing the BESS, would be deemed as not requiring an assessment. However, this is based upon the visual impacts that are associated with solar arrays and their generally more extensive layouts. The following commentary has been provided to demonstrate how the visual impact assessment has been undertaken and how it aligns with the Technical Supplement and, where applicable, the impact assessment for the BESS.

The common technique present in the three (3) identified methodologies is measuring landscape character impact and the visual impact. These measurements are done so by a combination of sensitivity of the surrounding existing baseline environment and magnitude of change presented by the proposal. Where differences are present is with, *how the resulting judgements about sensitivity and magnitude are combined to inform judgement about the overall significance of effects.* (LI & IEMA 2013)

Understanding these differences are present with the determination of what is meant by "sensitivity" when assessing landscape and visual impact, a summary is provided below:

- As stated within the (TfNSW August 2020) sensitivity is understood as the ability of a *landscape character area or view and its capacity to absorb change of the nature of the proposal. In the case of visual impact this also relates to the types of viewers and number of viewers.*
- Outlined in the Technical Supplement "visual sensitivity" *refers to the quality of the existing view and how sensitive the view is to the proposed change* (DPE August 2022).
- Outlined in Stage 3 of Section 3 Visual Impact Assessment, *viewpoint sensitivity identifies the relative importance of viewpoints and the value that community or visitors may place on landscapes viewed from public use areas, public travel ways and private viewpoints such as dwellings.*

The three (3) steps below outline the process for determining **visual sensitivity**, having regard to the identified methodologies.



## 4.1 Step 1 Review for Determining Viewpoint Sensitivity

Step 1 – Viewpoint sensitivity of the Technical Supplement states that each viewpoint must classify the sensitivity of each viewpoint into one (1) of four (4) sensitivity ratings (very low, low, moderate, high). These are to be determined by the following:

- examples provided in Table 5 of the Technical Supplement;
- baseline landscape study;
- consultation with the community; and
- individual landholders.

The assumptions of viewpoint sensitivity levels and examples outlined in the guide table place a higher viewpoint sensitivity on dwellings in residential areas and lower the significance of view corridors such as tourist and scenic drives, walking tracks and navigable waterways. Taking into consideration (TfNSW August 2022) view corridors such as roadways, particular scenic drives or significant regional centre access road would lend itself to an increase in the number of viewers. Outlined in (LI & IEMA 2013) visual receptors sensitivity effected at specific vantage points, should be assessed in terms of both their susceptibility to change in views and visual amenity and also the **value attached to particular views**. It states the following that are relevant to the Panorama BESS:

*The visual receptors most susceptible to change are generally likely to include:*

- *residents at home; and*
- *travellers on road, rail or other transport routes tend to fall into an intermediate category of moderate susceptibility to change. **Where travel involves recognised scenic routes awareness of views is likely to be particularly high.***

As outlined in the planning context for the Bathurst region, community expectations demonstrate the value placed on the rural landscape that surrounds the Bathurst region. It is noted that the Technical Supplement states (Step 2 – Scenic Amenity) that the assessment *must take community values into consideration*. Although not specifically stated as requirement for Step 1 viewpoint sensitivity, landscape values are an important factor when determining viewpoint sensitivity.

For the purpose of this report, (and where relevant to do so) the rating levels and guide examples will be applied as per the table below to all key vantage points. It is important to note that these ratings do not reflect the community values as defined by the strategic planning outlined by the state and local government.



**Table 2: Viewpoint Sensitivity Levels and Examples (Table 5 of Technical Supplement)**

| Viewpoint Type             | Very Low Viewpoint Sensitivity  | Low Viewpoint Sensitivity   | Moderate Viewpoint Sensitivity   | High Viewpoint Sensitivity  |
|----------------------------|---|---|--|---|
| Residential                | No place of residence present   | Secondary view from dwellings in rural areas (zoned RU1, RU2, RU3, RU4, and RU6), large lot residential areas (zoned R5) and in environmental or conservation areas (zoned C2, C3 and C4) | Primary view from dwellings in rural areas (zoned RU1, RU2, RU3, RU4 and RU6), large lot residential areas (zoned R5) and in environmental areas (zoned R5) and in environmental or conservation areas (zoned C2, C3 and C4)   | Dwellings in residential areas and rural villages (land zoned R1, R2, R3, R4 and RU5)<br>Historic rural homesteads / residence on the national, state or local heritage list. |
| Transport / infrastructure | Local sealed and unsealed roads<br>Passenger rail lines with daily daylight services<br>State highways and freeways and classified main roads<br>Walking tracks and navigable waterways | Tourist roads and scenic drives<br>Walking tracks and navigable waterways   | N/A  | N/A   |
| Social / cultural          | Private recreation areas and sporting fields (defined as land zoned RE2)  | Cemeteries, memorial parks  | Tourist and visitor accommodation and places of worship (such as bed and breakfast, motels, hotels)<br>Tourist uses in tourist areas (zoned SP3)<br>Publicly accessible green and open spaces including picnic areas, parks public recreation areas<br>Town centres and central business districts | N/A   |

## 4.2 Step 2 Review for Determining Scenic Quality

Step 2 – Scenic quality of the Technical Supplement states the presence or absence of key landscape features known to be associated with community perceptions of low, moderate, or high scenic quality. It is suggested scenic quality is determined by the following:

- classification criteria for frame references outlined in **Table 6** of the Technical Supplement; and
- classification criteria for visual references outlined in **Table 7** of the Technical Supplement.






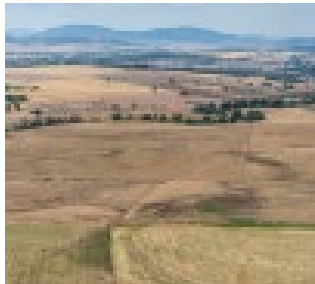
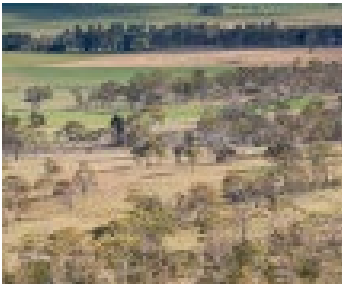


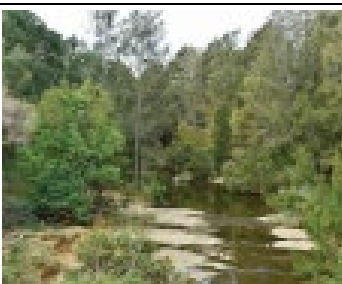
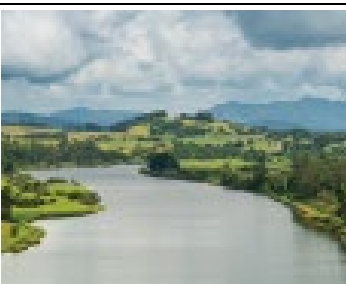
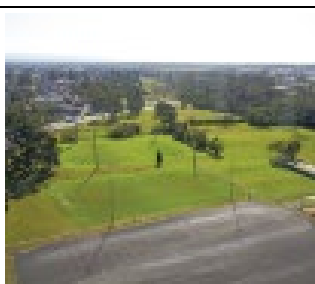

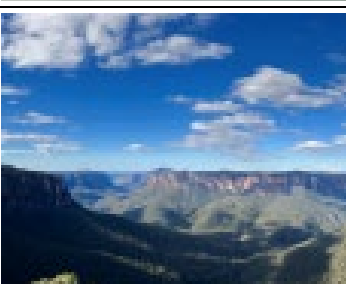

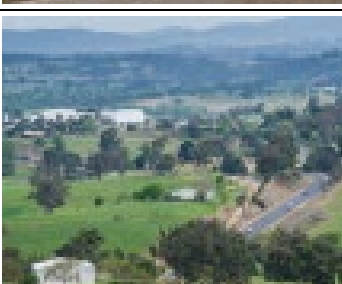
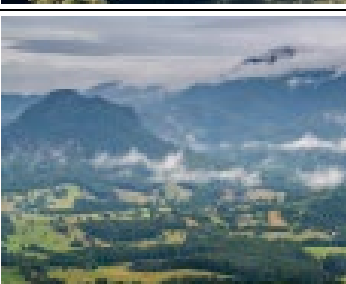
As stated in the Technical Supplement these tables are to be used as a guide and should consider whether a combination of landscape features influence the overall scenic quality of the setting as well as any community values.

**Table 3: Frame of References for Scenic Quality Values (Table 6 of Technical Supplement)**

| Viewpoint Type    | Very Low Viewpoint Sensitivity   | Low Viewpoint Sensitivity  | Moderate Viewpoint Sensitivity   |
|-------------------|--|--|--|
| Landform          | Large expanses of flat or gently undulating terrain. Indistinct, dissected, or unbroken landforms that provide little illusion of spatial definition or landmarks with which to orient.                              | Steep, hilly and undulating ranges that are not visually dominant.<br>Broad shallow valleys.<br>Moderately deep gorges or moderately steep valley walls.<br>Minor rock outcrops.   | Isolated peaks, steep rocky ridges, cones, or escarpments with distinctive form and / or colour contrast that becomes focal points.<br>Large areas of distinctive rock outcrops or boulders.<br>Well defined, steep sided valley gorges.                                       |
| Vegetation        | Extensively cleared and cropped areas with very limited variation in colour and texture.<br>Pastoral areas, human created paddocks, pastures or grasslands and associated buildings typical of grazing lands.        | Predominantly open forest or woodland combined with some natural openings in patterns that offer some visual relief.<br>Vegetative stands that exhibit a range of size, form, colour, texture and spacing including human influenced vegetation such as vineyards, and orchards. | Strongly defined patterns with combinations of native forest, naturally appearing openings, streamside vegetation and / or scattered exotics.<br>Distinctive stands of vegetation that may create unusual forms, colours, or textures in comparison to surrounding vegetation. |
| Waterbodies       | Absence of natural waterbody.<br>Farm dams, irrigation canals or stormwater infrastructure.  | Intermittent streams, lakes, rivers, swamps, and reservoirs.   | Visually prominent lakes reservoirs, rivers, streams, wetlands, and swamps.<br>Presence of harbour, inlet, bay or open ocean.  |
| Social / cultural | Places of worship, cemeteries / memorial parks, private open spaces.   | Local heritage sites<br>Distinguishable entry ways to a regional city identified in the Transport and Infrastructure SEPP.   | Culturally important sites, world heritage areas, national parks / reserves.<br>Commonwealth and state heritage sites  |
| Human presence    | Dominating presence of infrastructure, human settlements, highly modified landscapes and higher density populations such as regional cities, industrial areas, agricultural transport or electricity infrastructure. | Dispersed yet evident presence of human settlement such as villages, small towns, isolated pockets of production and industry, lower scale and trafficked transport infrastructure.  | Natural / undisturbed landscape.<br>Minimal evidence of human presence and production.   |



**Table 4: Visual Reference of Scenic Quality Values (Table 7 of the Technical Supplement)**

| Viewpoint Type    | Low Scenic quality  | Moderate Scenic Quality  | High Scenic Quality   |
|-------------------|---|--|---|
| Landform          |    |    |    |
| Vegetation        |    |    |    |
| Waterbodies       |  |  |  |
| Social / Cultural |  |  |  |
| Human Presence    |  |  |  |



The definition provided in the Technical Supplement states that:

*Scenic quality refers to the relative scenic, cultural, or aesthetic value of the landscape within the viewshed based on the presence or absence of key landscape features known to be associated with community perceptions of low, moderate, or high scenic quality.*

The limitation with this statement outlined in the Technical Supplement is that the scenic quality frame of references described and illustrated in the tables provided assume and prescribe landscape values for a particular community and are not qualified as to how the scenic quality values were determined. It also presumes what "the community" considers low, moderate, or high scenic quality.

Although it does state community values must be taken into consideration, the guidelines do not provide any investigatory process or method in determining what the landscape, scenic quality and / or community values might be for a particular region.

In relation to the proposed BESS these landscape values are clearly identified in the planning context outlined in this report. These values have been taken into consideration when determining the receptor sensitivity and magnitude of change.

### 4.3 Step 3 Review for Determining Visual Sensitivity

Step 3 – The Technical Supplement states that **visual sensitivity** is determined by combining **viewpoint sensitivity** with the **scenic quality values** described and illustrated in references tables provided. This rating system is to be applied to each assessable viewpoint (referred to as key vantage points in this report) to determine the overall visual sensitivity. Despite providing a simplified rating system it does state that in determining viewpoint sensitivity classifications are not “*determinative*” and must consider “*other inputs*” in arriving to a final rating. In addition, it states when determining scenic quality values, it “*must take community values into consideration*”.

In regard to scenic quality values the rating tables provided in the Technical Supplement are a guide only. For the purposes of assessing the BESS the scenic quality values are identified within the planning context as indicated above.

The following table demonstrates how the Technical Supplement determines the viewpoint sensitivity.

**Table 5: Viewpoint Sensitivity Matrix (Table 8 of the Technical Supplement)**

|                                | High Scenic Quality | Moderate Scenic Quality | Low Scenic Quality |
|--------------------------------|---------------------|-------------------------|--------------------|
| High viewpoint sensitivity     | High                | High                    | Moderate           |
| Moderate viewpoint sensitivity | High                | Moderate                | Moderate           |
| Low viewpoint sensitivity      | Moderate            | Low                     | Low                |
| Very low viewpoint sensitivity | Low                 | Very low                | Very low           |

### 4.4 Technical Supplement Stage 4 – Visual Impact

As described within the Technical Supplement overall visual impact rating of each viewpoint must be determined for each assessable viewpoint by combining the visual **magnitude** and visual **sensitivity** using the matrix below.

It is important to note that the description of **magnitude** within the Technical Supplement has been developed specifically for large-scale solar energy developments. Although the



premise remains the same the descriptions and process (such as measurement tools) are tailored toward the horizontal field of view that is inherent with large-scale solar energy developments. The visual magnitude tool grid has not been applied to this assessment as its not suitable for visual impact of the BESS. For the purpose of this report **7.6 Magnitude of landscape change** methodology has been utilised to determine the overall visual impact on viewpoints and are rated High, Medium, Low and Negligible. The **Table 6** below demonstrates visual impact rates for combining the Technical Supplement visual magnitude and visual sensitivity.

**Table 6: Visual Impact Matrix**

|                     | High Visual Sensitivity | Moderate Visual Sensitivity | Low Visual Sensitivity | Very Low Visual Sensitivity |
|---------------------|-------------------------|-----------------------------|------------------------|-----------------------------|
| Very high magnitude | High                    | High                        | Moderate               | Moderate                    |
| High magnitude      | High                    | Moderate                    | Moderate               | Low                         |
| Moderate magnitude  | Moderate                | Moderate                    | Low                    | Low                         |
| Low magnitude       | Moderate                | Low                         | Low                    | Very low                    |
| Very low magnitude  | Low                     | Low                         | Very low               | Very low                    |



## 5.0 Landscape Character Assessment

The baseline description outlines the existing visual and landscape conditions of the Subject Site (and its surrounds) as it would likely function in the absence of change resulting from the introduction of the proposal.

### 5.1 Regional Landscape

#### 5.1.1 Landform

The regional centre of Bathurst is located approximately 40km west of the Great Dividing Range adjacent to the Winburndale Nature Reserve and the Sunny Corner State Forest. The Bathurst region consists of two (2) physical components that include the Bathurst Basin and the surrounding tablelands. The basin is a floodplain that is surrounded by gently undulating hills and elevated areas. The surrounding tablelands known as the Central Tablelands is a larger region that includes towns such as Bathurst, Blayney, Cowra, Lithgow, Molong, Mudgee, Oberon and Orange.

#### 5.1.2 Major Waterways

The major waterways in Bathurst include the Turon, Macquarie, Fish, Campbell's and Abercrombie Rivers. The rivers generally run in an east-west direction with the exception of Macquarie River which is in a north-south direction adjacent to Bathurst regional centre. There are numerous creek tributaries that flow to these rivers with the majority of these tributaries flowing into the Macquarie River.

#### 5.1.3 Vegetation

The central low-lying floodplains are surrounded by timbered ridges and agricultural pastoral lands. Native vegetation has been cleared within the region and has been replaced exotic pastoral grasses for agricultural purposes. Remanent vegetation is located within riparian zones, road and highway verges. The vegetation communities include:

- PCT3348 Southern Tableland Granites Ribbon Gum Grassy Forest;
- PCT4039 Hunter Range Creekflat Apple-Red Gum Forest;
- PCT3366 Central Tableland Clay Apple Box Grassy Forest;
- PCT3376 Southern Tableland Grassy Box Woodland;
- PCT3387 Central West Creekflat Grassy Woodland;
- PCT3534 Central West Stony Hills Stringybark Box Forest;
- PCT3734 Central Tableland Dry Slopes Stringybark – Box Forest; and
- PCT4063 Central and Southern Tableland River Oak Forest

BVMP 2019 identifies the significance of this planting community is due to widespread clearing and is listed as Box-Gum Woodland of the White Box Yellow Box Blakely's Red Gum Woodland as a Critically Endangered Ecological Community (EEC). This has led to fragmentation of vegetation communities, in some instances, the native trees have been felled and Derived Native Grasslands ground layer remains.



## 5.1.4 Access

The main highways that connect Bathurst with its surrounding region include:

- Great Western Highway (A32);
- Mid-Western Highway (A41); and
- Mitchell Highway (A32)

These three (3) highways traverse through Bathurst in an east to west alignment with numerous collector roads connecting the many agricultural properties and surrounding towns within the greater region.

## 5.2 Local Landscape

### 5.2.1 Landform

The Subject Site is located within low rolling hills with numerous undulations and small creek valleys that are on either side. With a westerly orientation the site is located between two (2) distinct larger hills. These two (2) larger hills reduce visibility to the northeast.

### 5.2.2 Waterways

The Subject Site is located on the western side of an elevated ridge line adjacent to the Robin Hill. Surrounding creek lines are located to the periphery of the site and include Evans Plains, Spring, Sawpit and Jordan Creek.

### 5.2.3 Vegetation

Vegetation on the site is limited with an occasional lone standing eucalyptus trees. Adjacent to the Development Site is a stand of several trees (Central Tableland Clay Apple Box Grassy Forest PCT3366) that can be seen from numerous vantage points within the western precinct of Bathurst; in particular, in the suburb of Evan Plains on Evan Plains Road and Mid-Western Highway. Denser vegetation is located around the lower portion of the site periphery surrounding the entrance. Remnant vegetation is present to the northern perimeter refer to **Figure 5**.



### 5.2.4 Access

Access is via a private driveway that rises on an even grade around the western perimeter of the site. To the northeast it straightens to rise quickly towards the Development Site and existing substation. This access is solely via the Mid-Western Highway which is one of the main gateways into the Bathurst Regional Centre and connects Bathurst with surrounding towns such as Blayney.

## Photo 2: View Orientation from the Development Site



LEGEND

-  Lot Boundary
-  State Border



H:\Projects\SLR\660-Sr\WOL\660-WOL\660.30234-00000 Bathurst BESS SSD Approvals\06 SLR Data\01 CAD\GIS\GIS\SLR\66030234\_LVA\_G1\_RegionalContext\_002.mxd



Data Source: Basedata, NSW SS, 2022, Geoscience Australia  
 Basemap supplied by ESRI and other sources

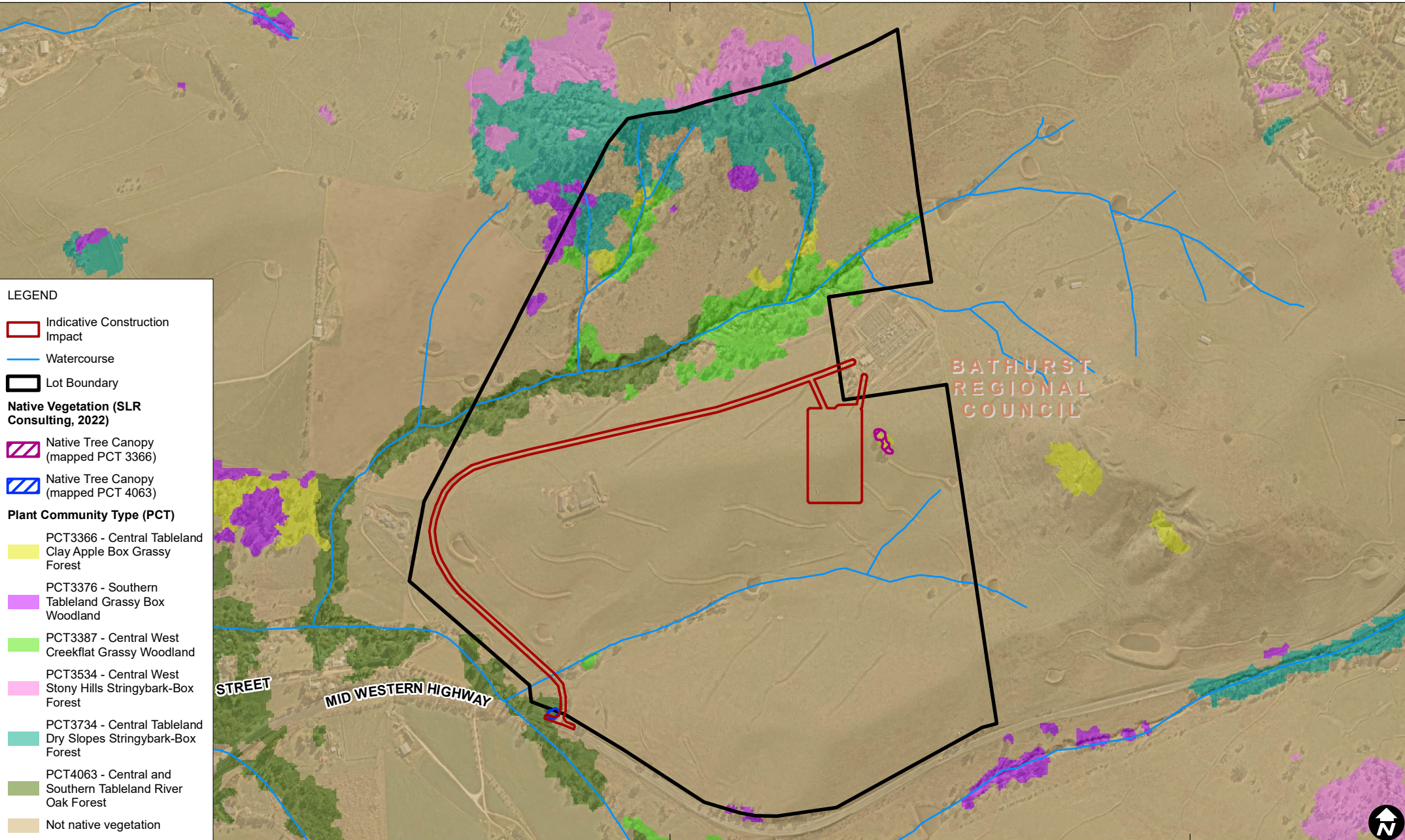
**REGIONAL CONTEXT OF THE SITE**

**FIGURE 4**

733000

734000

735000



**LEGEND**

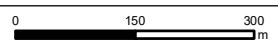
- Indicative Construction Impact
- Watercourse
- Lot Boundary

**Native Vegetation (SLR Consulting, 2022)**

- Native Tree Canopy (mapped PCT 3366)
- Native Tree Canopy (mapped PCT 4063)

**Plant Community Type (PCT)**

- PCT3366 - Central Tableland Clay Apple Box Grassy Forest
- PCT3376 - Southern Tableland Grassy Box Woodland
- PCT3387 - Central West Creekflat Grassy Woodland
- PCT3534 - Central West Stony Hills Stringybark-Box Forest
- PCT3734 - Central Tableland Dry Slopes Stringybark-Box Forest
- PCT4063 - Central and Southern Tableland River Oak Forest
- Not native vegetation



Scale: 1:9,500 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 21-Jun-2023  
 Project Number: 660.30234.00000

Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)  
 State Vegetation Type Map (SVTM) © State Government of NSW and Department of Planning and Environment 2022

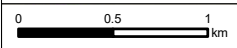
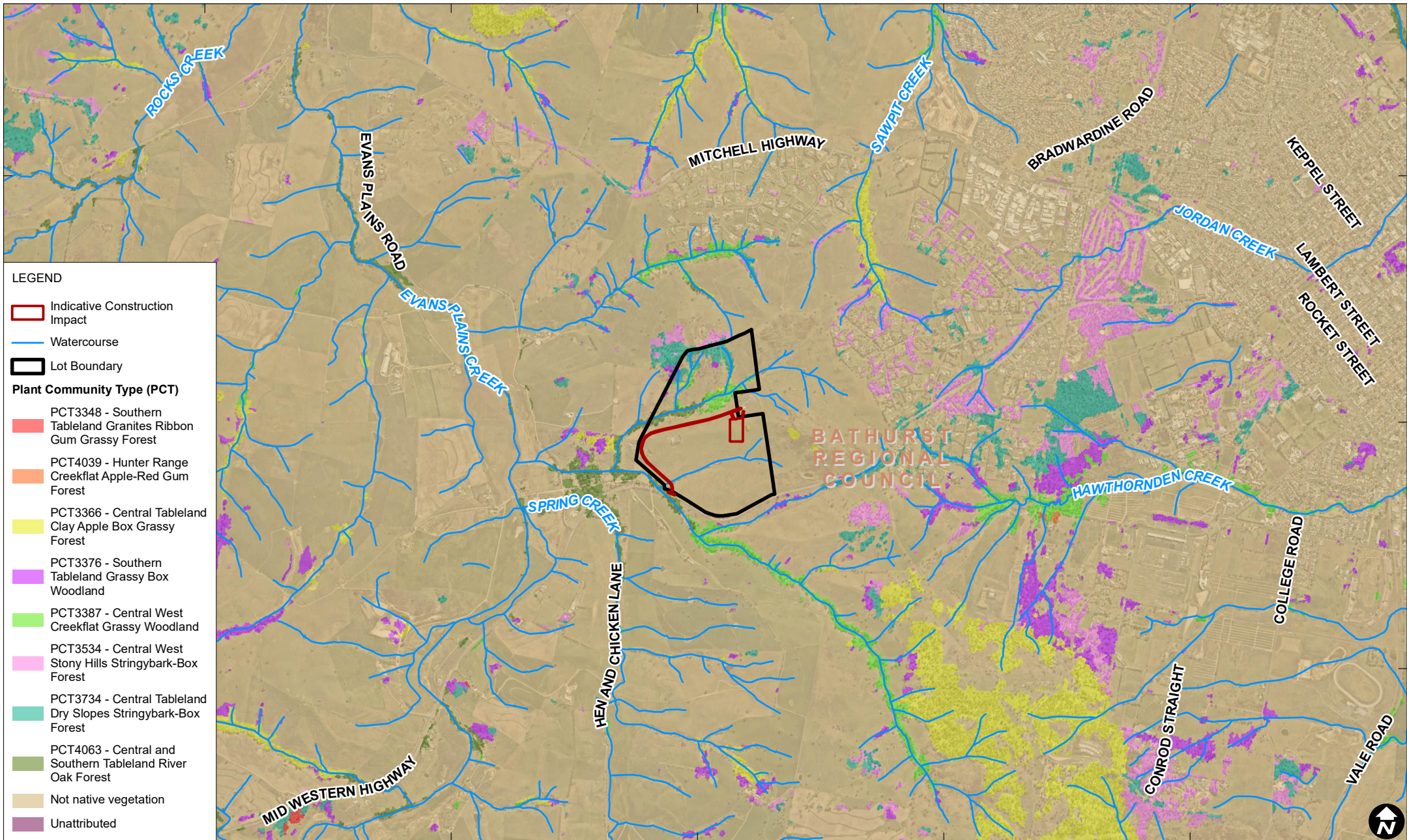


**PLANT COMMUNITY TYPES (PCT)**

**FIGURE 5**

H:\Projects\SLR\660-Srv\WOL\660-WOL\660.30234.00000 Bathurst BESS SSD Approvals\06 SLR Data\01 CADGIS\GIS\SLR\66030234\_LVIA\_G5\_PCTMapping\_002.mxd

730000 732000 734000 736000 738000



Scale: 1:40,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 22-Jun-2023  
 Project Number: 660.30234.00000

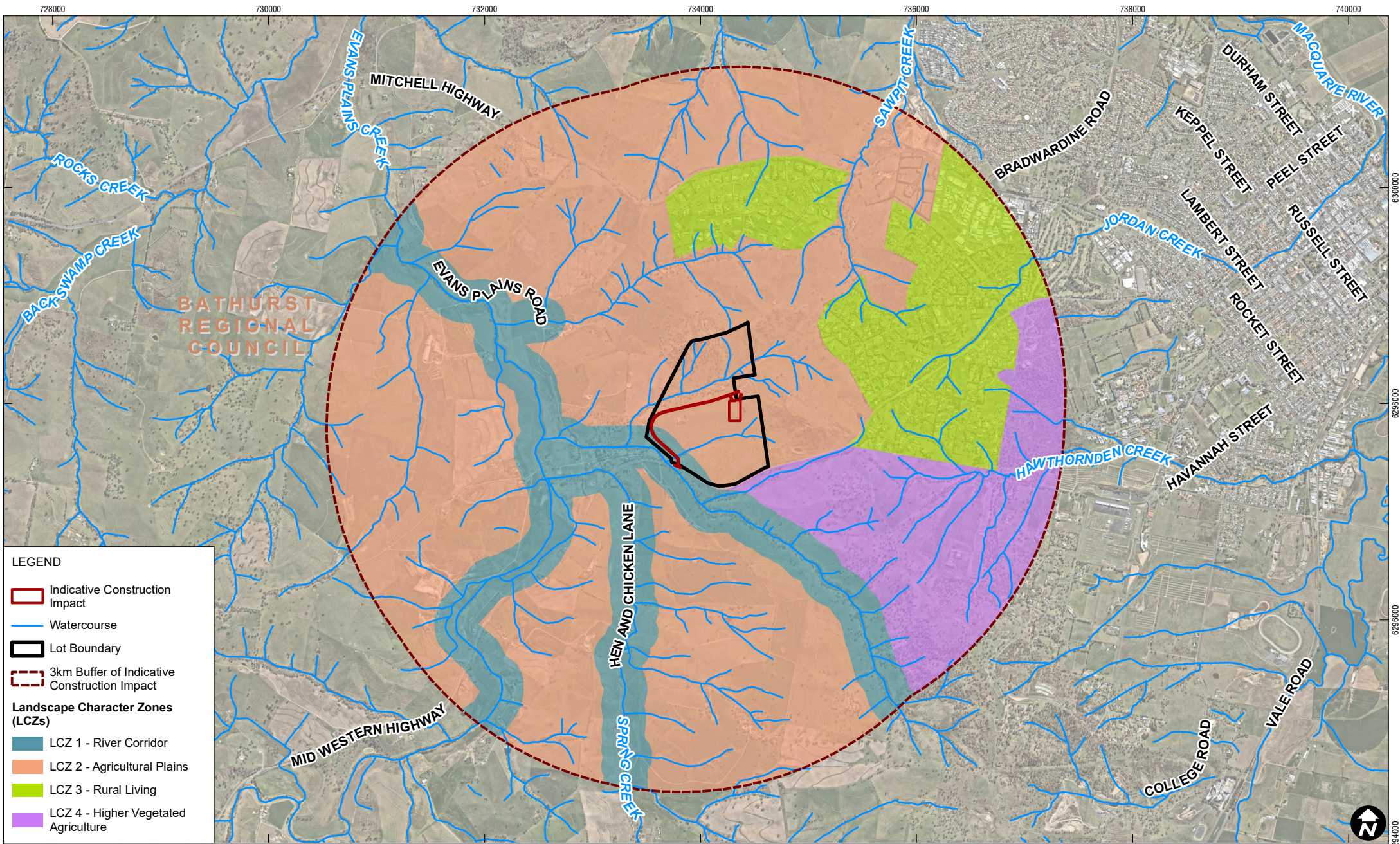
Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)  
 State Vegetation Type Map (SVTM) © State Government of NSW and Department of Planning and Environment 2022



**PLANT COMMUNITY TYPES (PCT)**

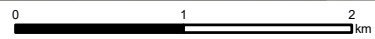
**FIGURE 6**

H:\Projects-SLR\660-SrvWOL\660-WOL\660.30234.00000 Bathurst BESS SSD Approvals\06 SLR Data\01 CADGIS\GIS\SLR\66030234\_LVIA\_G6\_PCTMapping3km\_002.mxd



**LEGEND**

- Indicative Construction Impact
- Watercourse
- Lot Boundary
- 3km Buffer of Indicative Construction Impact
- Landscape Character Zones (LCZs)**
- LCZ 1 - River Corridor
- LCZ 2 - Agricultural Plains
- LCZ 3 - Rural Living
- LCZ 4 - Higher Vegetated Agriculture



Scale: 1:45,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

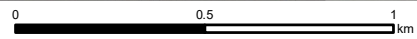
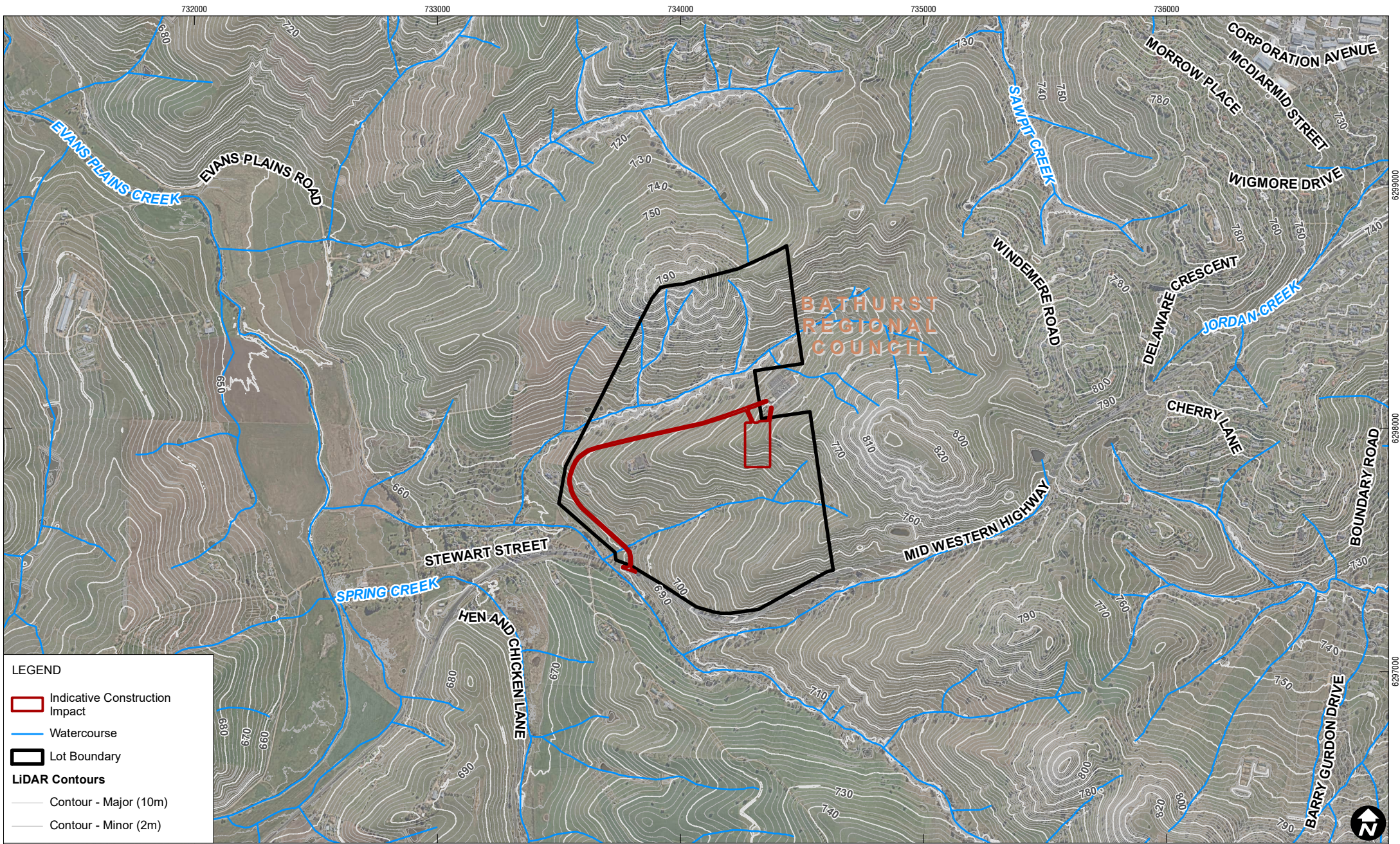
Date Drawn: 21-Jun-2023  
 Project Number: 660.30234.00000

Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**LANDSCAPE CHARACTER ZONES**

**FIGURE 7**



Scale: 1:20,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 21-Jun-2023  
 Project Number: 660.30234.00000

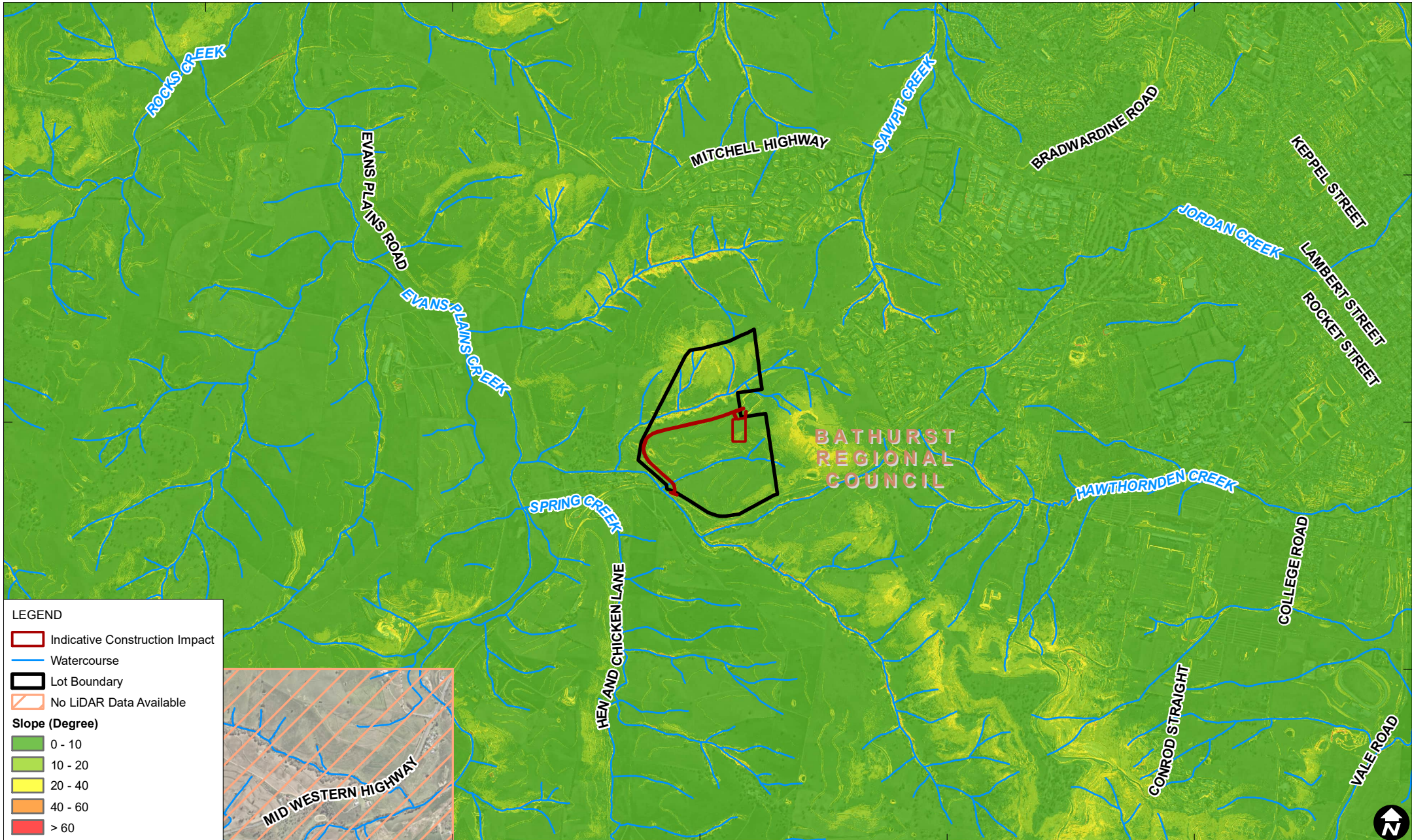
Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**TOPOGRAPHY**

**FIGURE 8**

730000 732000 734000 736000 738000

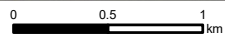


LEGEND

- Indicative Construction Impact
- Watercourse
- Lot Boundary
- No LIDAR Data Available

Slope (Degree)

- 0 - 10
- 10 - 20
- 20 - 40
- 40 - 60
- > 60



Scale: 1:40,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 21-Jun-2023  
 Project Number: 660.30234.00000

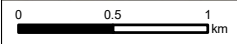
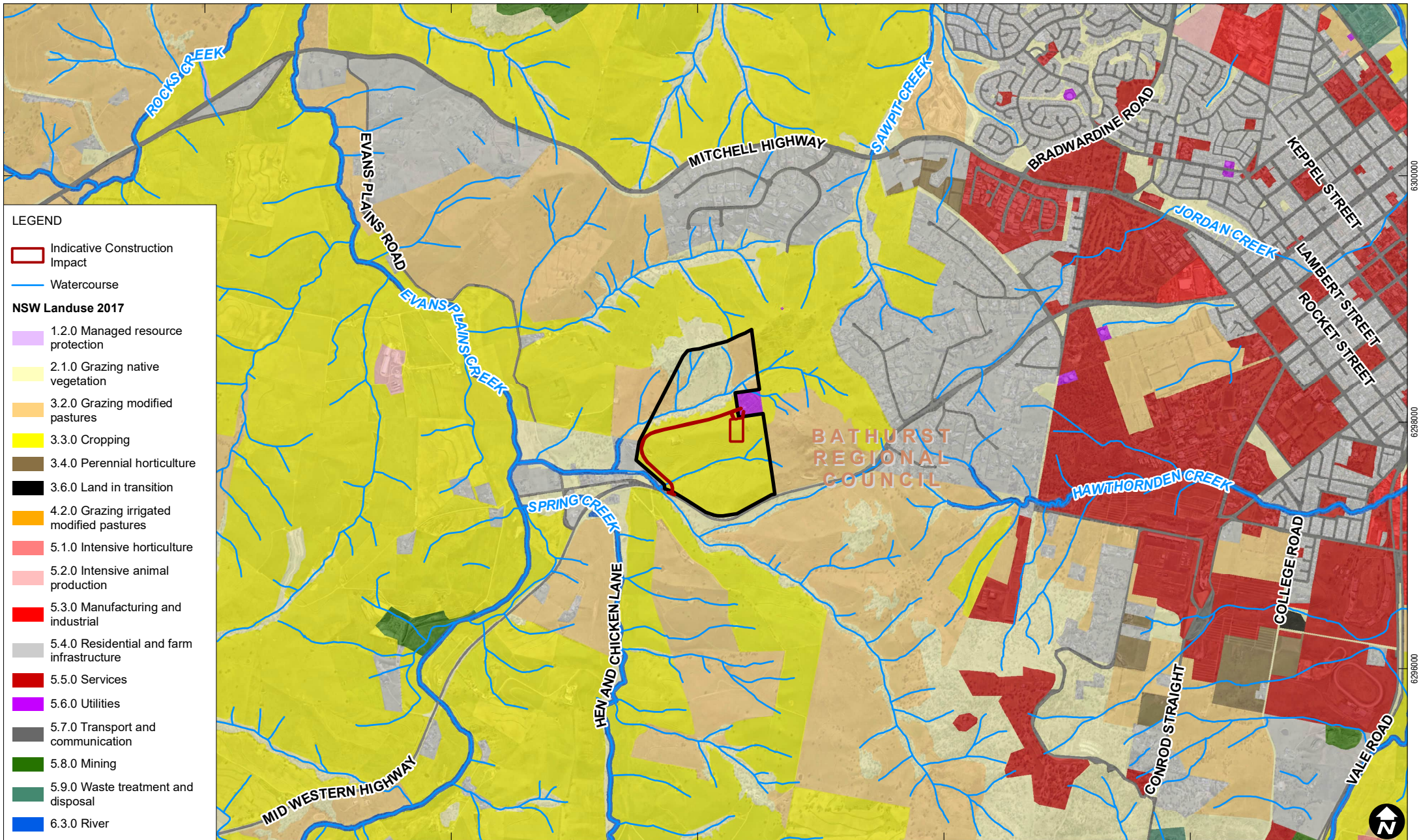
Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



SLOPE ANALYSIS

FIGURE 9

730000 732000 734000 736000 738000



Scale: 1:40,000 at A4  
 Coordinate System: GDA 1994 MGA Zone 55

Date Drawn: 22-Jun-2023  
 Project Number: 660.30234.00000

Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (May, 2023)  
 Elevation data supplied by DCS Spatial Services (July, 2019)  
 © State Government of NSW and Department of Planning and Environment 2020



**LAND USE**

**FIGURE 10**

## 6.0 Visual Impact Assessment

The purpose of this LVIA is to evaluate potential impacts of the proposed BESS on the visual environment surrounding the Subject Site. This may include adverse impacts on residences, scenic or significant vistas and road corridors within the public realm.

### 6.1 Process

The visual impact assessment generally applies the assessment techniques set out in the following:

- 1 *'Guidelines for Landscape and Visual Impact Assessment, Third Edition'* (LI & IEMA 2013) prepared by The Landscape Institute and the Institute for Environmental Management and Assessment (UK);
- 2 *'Guidelines for landscape character and visual impact assessment'* (TfNSW August 2020) Environmental impact assessment practice note EIA-N04 Prepared by Transport for NSW; and
- 3 *'Technical Supplement – Landscape and Visual Impact Assessment; Large-scale Solar Energy Guideline'* (DPE August 2022), prepared by Department of Planning and Environment (Technical Supplement).

The assessment includes the following:

- review of the proposal (bulk, height, scale, and location);
- analysis of the Development Site (visual exposure, visual qualities, and landscape values);
- mapping of theoretical visual catchment, visual receptors, and sensitive receptor groups;
- identification of potential impacts on key receptors including the rating of magnitude for each receptor group;
- rating of impact significance for each receptor group. The significance is evaluated as a product of the sensitivity or value of the receptor, and the magnitude of impacts on the receptor; and
- potential mitigation measures to meet the necessary planning requirements and any community expectations.

The assessment included a desktop analysis and a detailed site investigation conducted in October 2022. The desktop analysis and site investigation included the following:

- data review;
- aerial photography review;
- onsite image capture at key public vantage points and private receptor locations; and
- GIS modelling of the topography and the proposed development.

### 6.2 Determining Key Vantage Points

The visual vantage points have been selected by first analysing aerial photography to identify areas that may have impact significance. These include evaluating numerous viewpoints that are located within a 3km radius from the Development Site. Depending on the bulk, height, and scale of the development generally, sensitive receivers beyond 3km are unlikely to result in a high level of impact. Typically distances of vantage points within the



3km radius can vary depending on site conditions such as undulating topography and established vegetation.

A number of proposed vantage points are selected with the prospect of being impacted by the proposed development. A site visit was undertaken on 27 October 2022, and photographs are taken at each point with a general 90 to 180° bearing in the direction of the Development Site. These vantage points were analysed to ascertain the potential evident use and its likelihood of it to be absorbed into the surrounding context. For completeness, panoramic images were taken at the selected key vantage points. These image captures are created with a cylindrical image projection to maintain an accurate relative size of objects. All photos were taken on a Canon EOS 6D Mark II with GPS capability.

Once these vantage points, at key locations, have been determined a visibility model is run to ascertain the likelihood of the proposed infrastructure at the Development Site to be seen from these locations. This is referred to as the Zone of Theoretical Visibility (ZTV); the detail of such is provided below.

### 6.3 Zone of Theoretical Visibility (ZTV)

The 5m Digital Terrain Model (DTM), 5m Digital Surface Model (DSM) and 5m Canopy and Building Height Model (CHM) was derived from point cloud data supplied by Department of Customer Service, Spatial Services (DCS SS), August 2019.

The visibility tool was run using the 5m DSM as the raster input. The 5m DSM includes the existing surrounding surface and assumed RL 741m cut and fill works to occur within the infrastructure footprint. The proposed infrastructure features were used as the observer feature within the visibility tool using the infrastructure heights in the table below (applied to the assumed RL 741m cut and fill works).

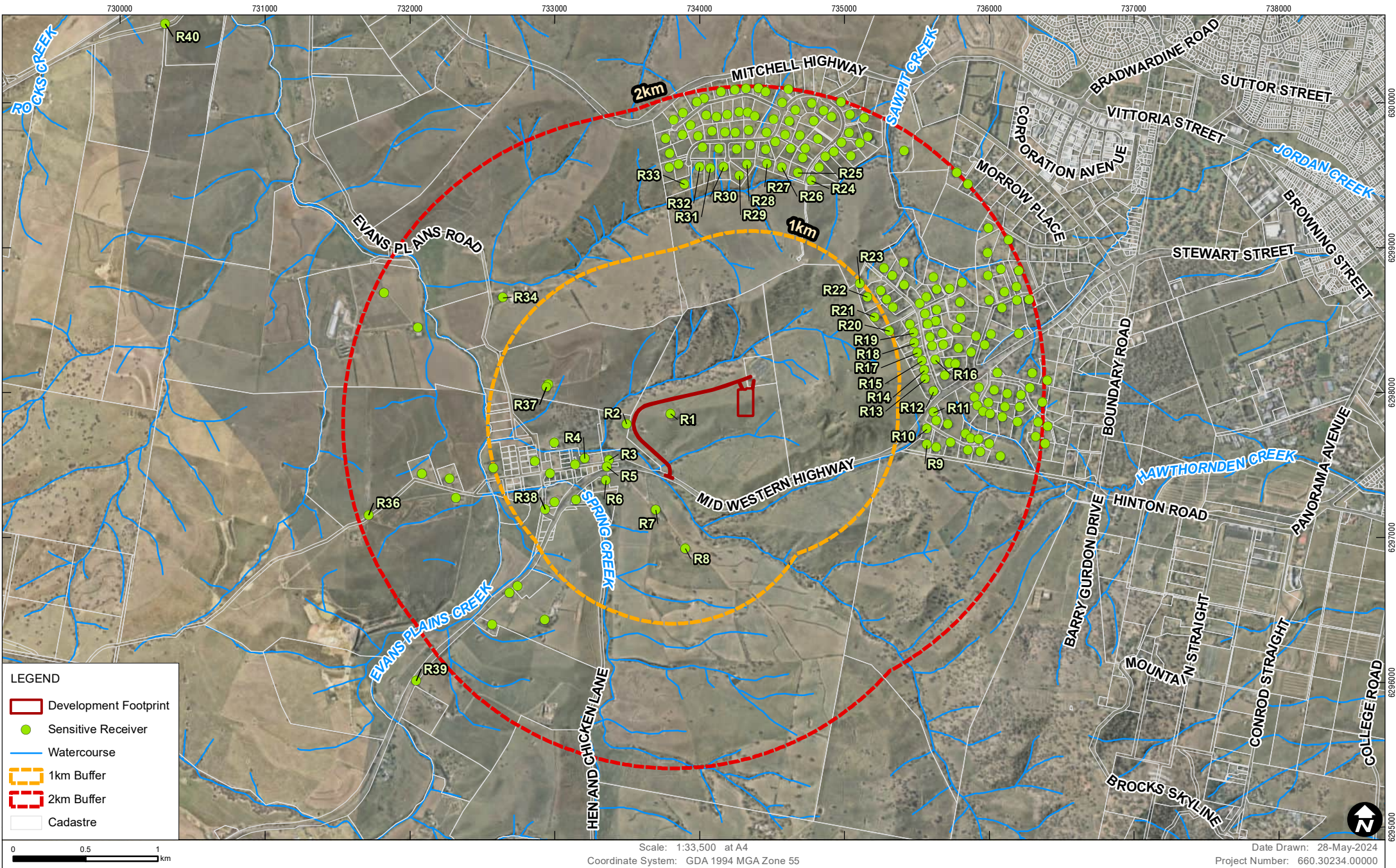
Following the initial run of the analysis it was determined that the existing 132kV and 66kV Transmission Lines were acting as a barrier and eliminating positive visibility results in the vicinity of this infrastructure. Upon review of the point cloud data the transmission lines were classed as vegetation and required manual removal. The extent of the transmission lines was digitised up until existing visual barriers (such as vegetation and buildings). The transmission line extent was used to clip the 5m DTM and a revised version of the 5m DSM was created to include the existing surrounding surface, assumed RL 741m cut and fill works and ground surface within the transmission line extent.

Raster Calculator was then used on the visibility output and CHM to 'clean' false positives. The final output shows positive visibility results of the observers position on the ground and not an elevated position. Positive visibility results occur within the Indicative Construction Impact boundary, a mask has been applied so these results are not displayed.

**Table 7: Height of Proposed Infrastructure Elements**

| Infrastructure                      | Height  |
|-------------------------------------|---|
| BESS storage units                  | 2.9 m   |
| Gantry and Poles                    | 8m  |
| Inverters                           | 2.3 m   |
| O&M building                        | 3.5 m   |
| Onsite substation and switchyard    | 3.5 m with ancillary components not greater than 10m                              |
| Switchroom                          | 3.5 m   |
| 132 kV transmission line connection | The BESS connection to the existing 132kv transmission line would be underground. |





Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (March, 2024)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**SENSITIVE RECEIVERS**

**FIGURE 11**

## 6.4 Assessment of Visual Impacts for Key Receptors

Visual receptors are people or groups of people that may be affected by the proposal. Described below are a list of potential visual receptors that are often identified based on several key parameters. Depending on the site, proposed use, and future anticipated impacts, not all of these may be selected as receptors.

- a) proximity of the receptor – most affected visual receptors are anticipated to be located within a 2 km radius of the Development Site (Greater consideration if proposed development is located in an elevated position);
- b) drivers or passengers of vehicles travelling past, through or alongside the Development Site;
- c) workers on or near the site that visit or work in nearby commercial or residential buildings;
- d) members of the general public accessing adjoining public areas (parks, open spaces, streets and waterways) for recreation or visual purposes; and
- e) permanent residents living near the Development Site.

Public receptors (views visible by the general public) are accepted as the most suitable for visual impact and amenity assessments, because they represent the highest number of visitations or views to the nominated site in question. Private receptors (namely from private residences) can be selected if the views are unique, significant or the combined effects on a few residents are considered high.

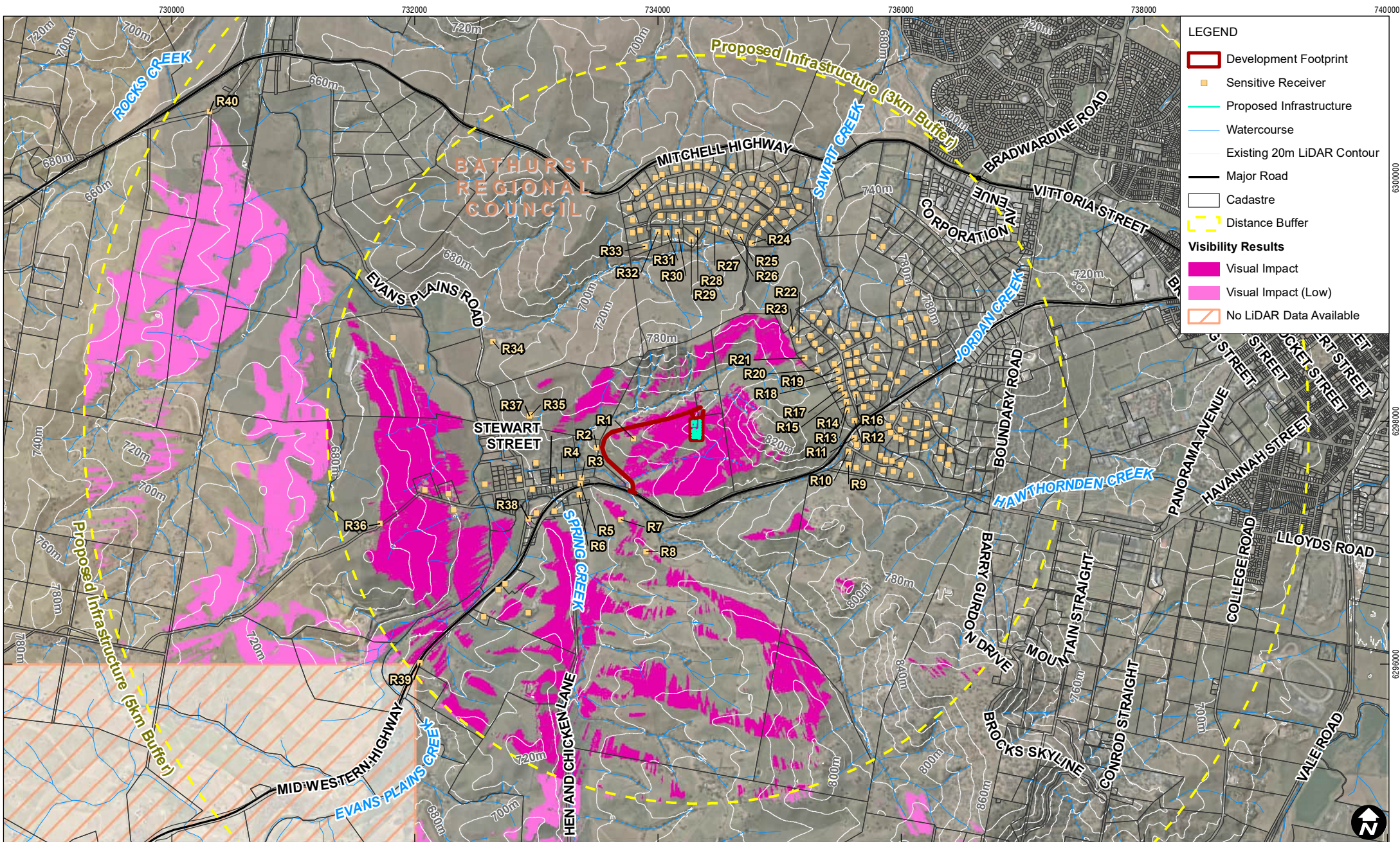
The five (5) vantage points chosen for this VA report, capture receptors that were located along the main roads surrounding the Development Site. These would include vehicular uses (local residence, work related commuters, tourists, etc). In all locations, public receptor groups are primarily moving through the space. All image captures were obtained at a 1.5m height to present the average human perspective from the selected vantage point.

The key vantage point locations are listed below in **Table 8** and include street address and coordinate locations.

**Table 8: Key Public Receptor Viewpoint Locations**

| Viewpoint  | Address                                    | Coordinates                          |
|------------|--|--------------------------------------|
| <b>VP1</b> | 663 Hen and Chicken Lane, Bathurst NSW     | 33°27'3.75" S 149°30'35.34" E        |
| <b>VP2</b> | 89 Stewart St, Evan Plains NSW             | 33° 26' 17.322" S 149° 30' 1.764" E  |
| <b>VP3</b> | 1022 Mid-Western Highway, Evans Plains NSW | 33° 26' 54.774" S 149° 29' 52.488" E |
| <b>VP4</b> | 663 Hen and Chicken Lane, Bathurst NSW     | 33° 27' 4.356" S 149° 30' 34.782" E  |
| <b>VP5</b> | 491 Evans Plains Road, Evans Plains NSW    | 33° 26' 20.25" S 149° 30' 24.126" E  |





Data Source: Basedata NSW SS, December 2021  
 Aerial imagery supplied by Nearmap (March, 2024)  
 Elevation data supplied by DCS Spatial Services (July, 2019)



**VISIBILITY RESULTS AND SENSITIVE RECEIVERS**

**FIGURE 12**



## 6.5 Receptor Sensitivity

The receptor sensitivity is derived from a combination of factors including:

- a) receptors interest in the visual environment (high, medium, low or negligible) and their interest in their everyday visual environment.
- b) receptors viewing opportunity (prolonged, regular viewing opportunities).
- c) number of viewers and their distance / angle of view form the source of the effect, extent of screening / filtering of view.

Whilst the assessment of the visual values and effects is largely measured on a qualitative basis, assessment against scale enables an objective evaluation and comparison of sensitivity of receptors and magnitude of effects.

The receptor sensitivity rating is High, Medium, Low or Negligible and is described below in **Table 9**.

**Table 9: Receptor Sensitivity Rating**

| Receptor Sensitivity | Description  |
|----------------------|--|
| <b>High</b>          | <ul style="list-style-type: none"> <li>• visitors to heritage sites, regionally important locations, scenic routes / gateways, lookouts within 2-3km (or closer) with quality views, important views of the site and surrounding areas where landscape is the specific focus.</li> <li>• high numbers of visitors.</li> <li>• views to landscape that are rare and / or unique and are possibly vulnerable to change.</li> <li>• views from residences within 1km of the site and are representative of high-quality views.</li> </ul>   |
| <b>Medium</b>        | <ul style="list-style-type: none"> <li>• travellers / visitors along roads or rail routes that are not scenic routes but offer quality views within 1km of the site.</li> <li>• recreational users / viewers beyond 2-3km from the site with moderate interest in their surrounds.</li> <li>• medium numbers of visitors / residents (suburban and rural residents).</li> <li>• views that are representative of local character or sense of place but are not rare or unique.</li> <li>• views from residences within 3km buffer of the site or are representative of moderate quality views.</li> </ul>  |
| <b>Low</b>           | <ul style="list-style-type: none"> <li>• travellers / visitors along roads or rail routes that are not scenic routes but offer reasonable views within 1km of the site.</li> <li>• recreational users not dependent on views or scenic quality of landscape.</li> <li>• view experienced take in broad context with which site is visible but not an important element.</li> <li>• small numbers of visitors with passing interest in their surroundings (those travelling along mid-level roads).</li> <li>• viewers whose interest is not specifically focused on landscape or scenic qualities (local residents, commuters and workers).</li> </ul> |
| <b>Negligible</b>    | <ul style="list-style-type: none"> <li>• very occasional or low level of users with passing interest in their surrounds (those travelling along minor roads or views from the air).</li> <li>• travellers / visitors along roads offering views greater than 1km of the site.</li> </ul>   |



## 6.6 Magnitude of Landscape Change

The magnitude of change to the landscape character depends on the nature, scale, intensity, extent and duration of the impacts / change due to development proposal. The magnitude of change also depends on the loss, change or addition of any features to the existing landscape and is based on the landscape character type that is most likely to be impacted by the project prior to the addition of any mitigation measures.

The magnitude of change is rated as High, Medium, Low or Negligible and is described below in **Table 10**.

**Table 10: Magnitude of Change**

| Magnitude of Change | Description  |
|---------------------|--|
| High                | <p><b>Dominant Change</b></p> <ul style="list-style-type: none"> <li>major change in view at close distances, affecting substantial part of the view continuously visible for a long duration or obstructing a substantial part or important elements of the view.</li> <li>overwhelming loss or additional features in the view such as the nature of view or landscape character fundamentally changed.</li> <li>views to key landscape features affected.</li> <li>visual amenity of local residents or road users substantially diminished.</li> <li>substantial change to the landscape due to loss of and / or change to elements, features or characteristics of the landscape creating an overall worsening of visual quality of the landscape character.</li> </ul> |
| Medium              | <p><b>Considerable Change</b></p> <ul style="list-style-type: none"> <li>clearly perceptible changes in views at intermediate distances resulting in either distinct new element in a significant part of the view or a more widely ranging, less concentrated change across a wider area.</li> <li>significant loss or addition of features in the view, such that nature of view or character of landscape is altered.</li> <li>considerable contrast of any new features in the view such that the nature of the view or landscape character is changed.</li> <li>considerable contrast of any new features or changes compared to existing landscape.</li> <li>views to key landscapes partially obstructed but views remain intact.</li> </ul>                          |
| Low                 | <p><b>Noticeable Change</b></p> <ul style="list-style-type: none"> <li>minor memorable change to the landscape or views.</li> <li>temporary or reversible impact.</li> <li>landscape dominant element and built form / development well integrated within it.</li> <li>little permanent change or no fundamental change to local landscape character.</li> </ul>   |
| Negligible          | <p><b>Barely perceptible change</b></p> <ul style="list-style-type: none"> <li>no memorable or rarely perceptible change to landscape character or key views.</li> </ul>   |

## 6.7 Impact Significance on the Landscape Character

The impact significance is evaluated according to two (2) key criteria as noted above and is reflected below in **Table 11** effect significance rating. The rating is a means of comparing impacts on different receptors. Professional judgement and experience have been applied to



identify the level of significance for each landscape character type which has been assessed on its own merits, such as:

- a) the sensitivity of the receptor or existing landscape; and
- b) the magnitude of the change or impact that is likely to occur.

The process of assessment and the use of the rating tables reflect typical outcomes for visual impacts.

- a) impacts on receptors that are particularly sensitive to change in views and visual amenity are more likely to be significant; and
- b) impacts that constitute a substantial change to the visual environment are likely to be more significant.

**Table 11: Effect Significance Rating**

| Receptor Sensitivity | Magnitude of Change in Landscape |                              |                         |  |
|----------------------|----------------------------------|------------------------------|-------------------------|--|
|                      | High (Dominant Change)           | Medium (Considerable Change) | Low (Noticeable Change) | Negligible (Barely Perceptible Change) |
| High                 | High                             | Moderate-High                | Moderate                | Minor-Moderate                         |
| Medium               | Moderate-High                    | Moderate                     | Minor-Moderate          | Minor                                  |
| Low                  | Moderate                         | Minor-Moderate               | Minor                   | Minor - Negligible                     |
| Negligible           | Minor-Moderate                   | Minor                        | Minor - Negligible      | Negligible                             |

## 6.8 Views and Visibility

The inspection of the Development Site and its contextual surrounds provided a range of viewpoints from which the proposed development could potentially be visible.

Consideration for selecting vantage points were from within the public realm and were chosen based on the ability (wherever possible) to:

- a) view the site unencumbered;
- b) view the site from varying locations within the local context;
- c) view the site for a range of receptor groups from public locations; and
- d) demonstrate the proposed development height within the local context.

The location of the five (5) key vantage points were selected in response to onsite analysis and the overall theoretical zone of visibility of the proposed development. All public vantage points that were identified on the field trip have been listed below in **Table 12**.



**Table 12: Public Vantage Points Identified on the Field Trip**

| VP         | VID   | Location                               | Coordinates                        | Elevation (m) |
|------------|-------|--|------------------------------------|---------------|
| -          | 2     | 663 Hen and Chicken Lane, Evans Plains | - 33°27'29.394" S 149°30'34.968" E | 692.6         |
| <b>VP1</b> | 3     | 663 Hen and Chicken Lane, Evans Plains | - 33°27'3.75" S 149°30'35.34" E    | 707.5         |
| -          | 9     | 90 Stewart Street, Evans Plains        | - 33°26'23.988" S 149°29'33.372" E | 716.7         |
| <b>VP2</b> | 11    | 89 Stewart Street, Evans Plains        | - 33°26'17.322" S 149°30'1.764" E  | 783.6         |
| -          | 17&18 | 475 Evans Plains Road, Evans Plains    | - 33°26'13.656" S 149°30'19.158" E | 660.6         |
| -          | 22    | 586 Mid-Western Highway, Robin Hill    | - 33°26'4.872" S 149°31'57.282" E  | 762.4         |
| -          | 23    | 1041 Mid-Western Highway, Evans Plains | - 33° 27' 1" S, 149° 29' 47" E     | 663.6         |
| <b>VP3</b> | 24    | 1022 Mid-Western Highway, Evans Plains | - 33°26'54.774" S 149°29'52.488" E | 663.6         |
| <b>VP4</b> | 27    | Hen and Chicken Lane, Evans Plains     | - 33°27'4.356" S 149°30'34.782" E  | 682.9         |
| -          | 28&29 | Hen and Chicken Lane, Evans Plains     | - 33°26'41.52" S 149°30'36.498" E  | 676.3         |
| <b>VP5</b> | 34    | 491 Evans Plains Road, Evans Plains    | - 33°26'20.25" S 149°30'24.126" E  | 663.1         |

As identified in the local government planning documents viewing corridors such as highways, sealed and unsealed roads within the Bathurst Region can be considered as having a scale of scenic quality based upon the volume of visitations. This is reflected by rating scenic quality and / or receptor sensitivity as High for highways, Medium For sealed collector roads and Low for unsealed local roads due to the volume of motorists that frequent these viewing corridors.

## 6.9 Assessment of Vantage Points

The changes to the visual environment having regard to the height of the proposed dwellings are outlined below and in the **vantage point assessment summary**.

Each vantage point assessment includes:

- a) photograph of the existing situation at key vantage point locations;
- b) image capture summary of visual impact assessment; and
- c) identifying the Development Site within the vantage point and indicating its potential extent and scale.

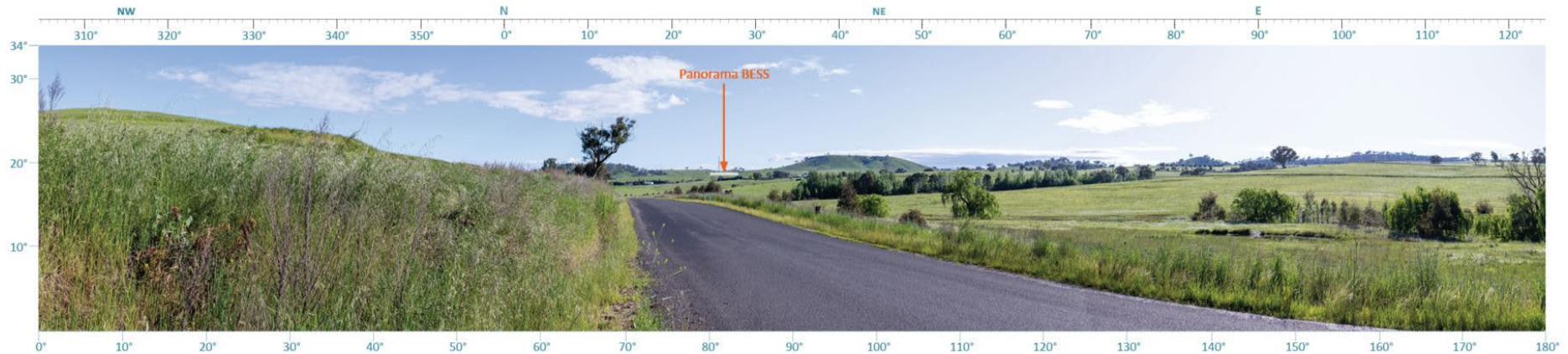
Refer to **Figure 12** to geographically locate these key vantage points in relation to the Development Site and how they relate to the visual impact results.



## 6.10 Summary of Potential Visual Impact to Landscape Character

### 6.10.1 Vantage Point 1 (Viewpoint ID 3)

#### Photo 3: VP1 – Location Description



Viewpoint ID 3 180° [Vantage Point VP1]

**Vantage point 1** (33°27'3.75" S 149°30'35.34" E) is located approximately 2.5 kilometres from the Development Site. Viewing is a north-northeast direction at a bearing of 25.4°. This vantage point captures the potential visibility of the BESS within its surrounding rural landscape context of green undulating hills scattered with trees.

Refer to appendix **Viewpoint ID 3** for enlarged image capture



**Table 13: Vantage Point VP1 (Viewpoint ID 3) – Summary of Visual Impact Assessment**

| Vantage Point - VP1                | Summary of Visual Impact Assessment   |
|------------------------------------|---|
| Vantage point location             | 663 Hen and Chicken Lane, Bathurst NSW  |
| Vantage point coordinates          | 33°27'3.75" S 149°30'35.34" E   |
| Projection                         | Cylindrical (panorama)  |
| Date of image capture              | 27 October 2022 7:24am  |
| Camera (make and model)            | Canon EOS 6D Mark II  |
| Camera lens                        | EF 50mm (f/1.8STM)  |
| Image HFoV & VFoV                  | 180° (HVoF) & 34° (VFoV)  |
| Direction of View                  | 25.4° (north-northeast)   |
| Elevation                          | 707.5m  |
| Distance from development          | 2495m toward proposed battery energy storage system (BESS)  |
| Reduce evident use                 | High  |
| Foreground elements                | Sealed road surrounding by low lying areas with pastoral grasses  |
| Midground elements                 | Open fields with pastoral grasses for grazing cattle  |
| Background elements                | Undulating hills with of pockets scattered trees and minimal built form within a rural landscape character                        |
| Viewer motion                      | At speed (50-80km/h)  |
| Usage                              | Local. Access to rural properties and connection to surrounding towns such as Perthville  |
| Accessibility                      | High. Access between Mid-Western Highway (A41) & Vale Road  |
| Visual baseline description        | Sealed road surrounding undulating low lying fields with scattered trees on grassed hillside                                      |
| Receptor sensitivity rating        | <b>Medium</b><br><i>(viewers beyond 2-3km from the site with a moderate interest in their surrounds)</i>                          |
| Magnitude of change rating         | <b>Low</b><br><i>(landscape dominant element and built form / development well integrated within it)</i>                          |
| Effect significance rating         | <b>Minor - Moderate</b>   |
| Mitigation measures                | <b>Colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements.</b> |
| Post Mitigation Significant Rating | <b>Negligible / Very low</b>  |



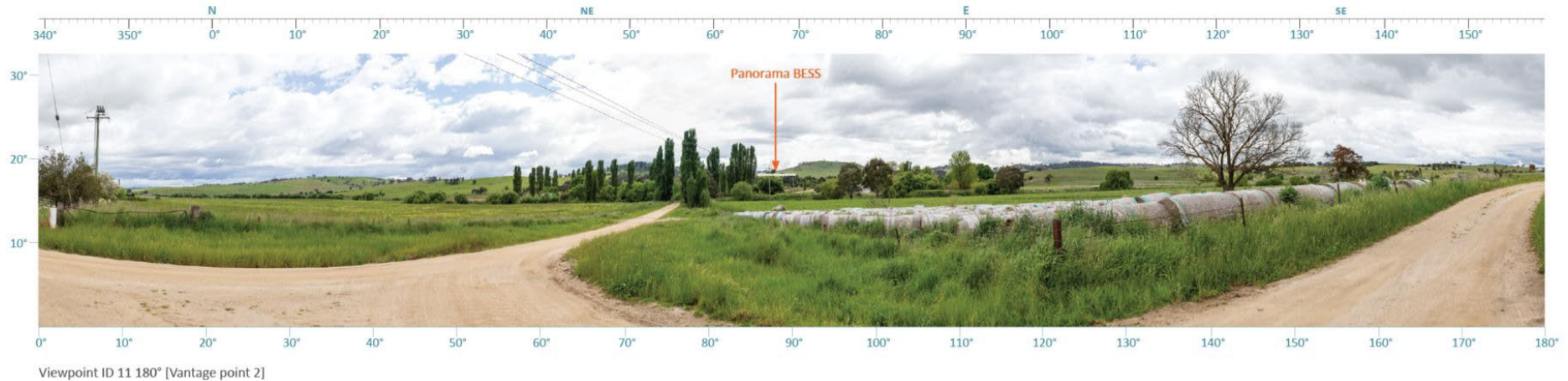
**Table 14: Vantage Point VP1 (Viewpoint ID 3) – Summary of Visual Impact (Technical Supplement)**

| Technical Supplement Ratings | Summary of Visual Impact (Technical Supplement)   |
|------------------------------|---|
| Viewpoint sensitivity        | <b>Moderate</b><br><i>(Table 5 of the Tech. Supplement does not reflect the community values of the Bathurst region)</i>                              |
| Scenic quality               | <b>High</b><br><i>(Table 6 &amp; 7 of the Tech. Supplement does not reflect the scenic quality values of Bathurst)</i>                                |
| Visual sensitivity           | <b>High</b><br><i>(Rating moderated by taking community values of the Bathurst region into consideration)</i>   |
| Visual magnitude             | <b>Low</b><br><i>(Rating applied as per above)</i>  |
| Visual impact                | <b>Moderate</b><br><i>(colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements)</i> |



## 6.10.2 Vantage Point 2 (Viewpoint ID 11)

### Photo 4: VP2 – Location Description



**Vantage point 2** (33° 26' 17.322" S 149° 30' 1.764" E) is located approximately 2.2 kilometres from the Development Site. Viewing is a northeast direction at a bearing of 67.2°. This vantage point captures the potential visibility of the BESS within its surrounding rural landscape context of green undulating hills scattered with trees. The BESS would be located within the backdrop of the naturalistic area that features European deciduous trees within the undulating hills and pastoral fields.

Refer to appendix **Viewpoint ID 10 & 11** for enlarged image capture.



**Table 15: Vantage Point VP2 (Viewpoint ID 11) – Summary of Visual Impact Assessment**

| Vantage Point VP1                  | Summary of Visual Impact Assessment   |
|------------------------------------|---|
| Vantage point location             | 89 Stewart Street, Evans Plains NSW   |
| Vantage point coordinates          | 33° 26' 17.322" S 149° 30' 1.764" E   |
| Projection                         | Cylindrical (panorama)  |
| Date of image capture              | 27 October 2022 7:26am  |
| Camera (make and model)            | Canon EOS 6D Mark II  |
| Camera lens                        | EF 50mm (f/1.8STM)  |
| Image HFoV & VFoV                  | 180° (HVoF) & 34° (VFoV)  |
| Direction of View                  | 67.2° (northeast)   |
| Elevation                          | 783.6m  |
| Distance from development          | 2495m toward proposed battery energy storage system (BESS)  |
| Reduce evident use                 | High  |
| Foreground elements                | Unsealed road surrounding by low lying areas with pastoral grasses and agricultural activity  |
| Midground elements                 | European trees; poplar and other deciduous varieties surrounding rural suburban setting   |
| Background elements                | Undulating hills with pockets of scattered trees and minimal built form within a rural landscape character  |
| Viewer motion                      | At speed (50-80km/h)  |
| Usage                              | Local. Access to rural properties within the suburb of Evan Plains  |
| Accessibility                      | Low. Access to adjoining properties   |
| Visual baseline description        | Unsealed road surrounding undulating low lying fields with scattered trees on grassed hillside  |
| Receptor sensitivity rating        | <b>Low</b><br><i>(viewers whose interest is not specifically focused on landscape or scenic qualities<br/>(local residents, commuters and workers).</i> |
| Magnitude of change rating         | <b>Low</b><br><i>(landscape dominant element and built form / development well integrated within it)</i>  |
| Impact significance rating         | <b>Minor</b>  |
| Mitigation measures                | <b>Colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements.</b>                       |
| Post Mitigation Significant Rating | <b>Negligible / Very low</b>  |



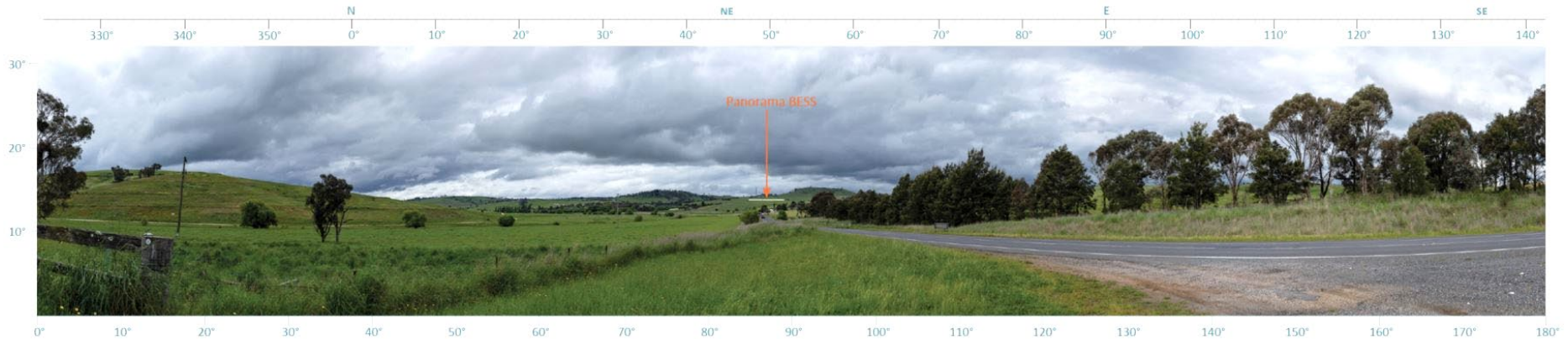
**Table 16: Vantage Point VP2 (Viewpoint ID 11) – Summary of Visual Impact (Technical Supplement)**

| Technical Supplement Ratings | Summary of Visual Impact (Technical Supplement)  |
|------------------------------|--|
| Viewpoint sensitivity        | <b>Low</b><br><i>(Table 5 of the Tech. Supplement does not reflect the community values of the Bathurst region)</i>    |
| Scenic quality               | <b>High</b><br><i>(Table 6 &amp; 7 of the Tech. Supplement does not reflect the scenic quality values of Bathurst)</i> |
| Visual sensitivity           | <b>Moderate</b><br><i>(Rating moderated by taking community values of the Bathurst region into consideration)</i>      |
| Visual magnitude             | <b>Low</b><br><i>(Rating applied as per above)</i>   |
| Visual impact                | <b>Low</b>   |



### 6.10.3 Vantage Point 3 (Viewpoint ID 24)

#### Photo 5: VP3 – Location Description



Viewpoint ID 24 180° [Vantage Point 3]

**Vantage point 3** (33° 26' 54.774" S 149° 29' 52.488" E) is located approximately 2.9 kilometres from the Development Site. Viewing is a northeast direction at a bearing of 48.1°. This vantage point captures the potential visibility of the BESS within its surrounding rural landscape character of green undulating hills scattered with trees. The BESS would be located within the backdrop of an open undulating hills and pastoral fields.

Refer to appendix **Viewpoint ID 24** for enlarged image capture.



**Table 17: Vantage Point VP3 (Viewpoint ID 24) – Summary of Visual Impact Assessment**

| Vantage Point VP3                  | Summary of Visual Impact Assessment  |
|------------------------------------|--|
| Vantage point location             | 1022 Mid-Western Highway, Evans Plains NSW   |
| Vantage point coordinates          | 33° 26' 54.774" S 149° 29' 52.488" E   |
| Projection                         | Cylindrical (panorama)   |
| Date of image capture              | 27 October 2022 1:37pm   |
| Camera (make and model)            | Canon EOS 6D Mark II   |
| Camera lens                        | EF 50mm (f/1.8STM)   |
| Image HFoV & VFoV                  | 180° (HVoF) & 34° (VFoV)   |
| Direction of View                  | 48.1° (northeast)  |
| Elevation                          | 663.6m   |
| Distance from development          | 2893m toward proposed battery energy storage system (BESS)   |
| Reduce evident use                 | High   |
| Foreground elements                | Sealed highway surrounding by low lying areas with pastoral grasses and agricultural activity  |
| Midground elements                 | Variety of endemic and exotic trees planted in a linear formation for wind break purposes  |
| Background elements                | Undulating hills with pockets of scattered trees and minimal built form within a rural landscape character   |
| Viewer motion                      | At speed (80-100km/h)  |
| Usage                              | Regional. Access to surrounding town centres such as Blayney. Main road to numerous properties. Main industry and tourist route. Gateway into Bathurst Regional Centre.  |
| Accessibility                      | High. Access to surrounding town centres   |
| Visual baseline description        | Unsealed road surrounding undulating low lying fields with scattered trees on grassed hillside   |
| Receptor sensitivity rating        | <b>High</b> ( <i>Visitors to heritage sites, regionally important locations, scenic routes / gateways, lookouts within 2-3km (or closer) with quality views, important views of the site and surrounding areas where landscape is a specific focus</i> ) |
| Magnitude of change rating         | <b>Low</b><br>( <i>landscape dominant element and built form / development well integrated within it</i> )   |
| Impact significance rating         | <b>Moderate</b>  |
| Mitigation measures                | <b>Colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements.</b>  |
| Post Mitigation Significant Rating | <b>Negligible / Very low</b>   |



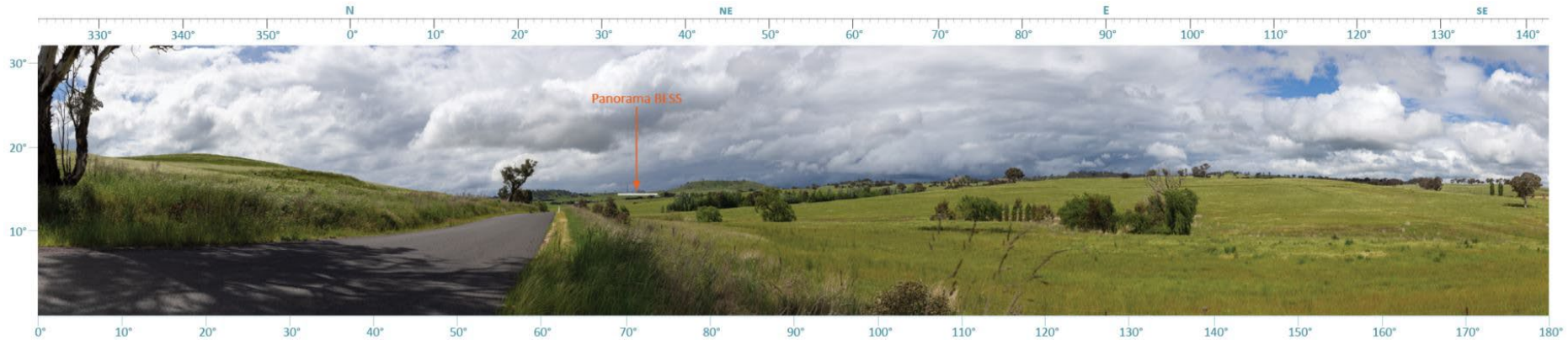
**Table 18: Vantage Point VP3 (Viewpoint ID 24) – Summary of Visual Impact (Technical Supplement)**

| Technical Supplement Ratings | Summary of Visual Impact (Technical Supplement)   |
|------------------------------|---|
| Viewpoint sensitivity        | <b>Moderate</b><br><i>(Table 5 of the Tech. Supplement does not reflect the community values of the Bathurst region)</i>                              |
| Scenic quality               | <b>High</b><br><i>(Table 6 &amp; 7 of the Tech. Supplement does not reflect the scenic quality values of Bathurst)</i>                                |
| Visual sensitivity           | <b>High</b><br><i>(Rating moderated by taking community values of the Bathurst region into consideration)</i>   |
| Visual magnitude             | <b>Low</b><br><i>(Rating applied as per above)</i>  |
| Visual impact                | <b>Moderate</b><br><i>(colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements)</i> |



### 6.10.4 Vantage Point 4 (Viewpoint ID 27)

#### Photo 6: VP4 – Location Description



Viewpoint ID 27 180° [Vantage Point 4]

**Vantage point 4** (33° 27' 4.356" S 149° 30' 34.782" E) is located approximately 2.5 kilometres from the Development Site. Viewing is a north-northeast direction at a bearing of 33.4°. This vantage point captures the potential visibility of the BESS within its surrounding rural landscape character of green undulating hills scattered with trees.

Refer to appendix **Viewpoint ID 27** for enlarged image capture.



**Table 19: Vantage Point VP4 (Viewpoint ID 27) – Summary of Visual Impact Assessment**

| Vantage Point VP4                  | Summary of Visual Impact Assessment   |
|------------------------------------|---|
| Vantage point location             | 663 Hen and Chicken Lane, Evans Plains NSW  |
| Vantage point coordinates          | 33° 27' 4.356" S 149° 30' 34.782" E   |
| Projection                         | Cylindrical (panorama)  |
| Date of image capture              | 27 October 2022 1:54pm  |
| Camera (make and model)            | Canon EOS 6D Mark II  |
| Camera lens                        | EF 50mm (f/1.8STM)  |
| Image HFoV & VFoV                  | 180° (HVoF) & 34° (VFoV)  |
| Direction of View                  | 48.1° (Northeast)   |
| Elevation                          | 682.9m  |
| Distance from development          | 2464m from proposed battery energy storage system (BESS)  |
| Reduce evident use                 | High  |
| Foreground elements                | Sealed road surrounding by low lying areas with pastoral grasses  |
| Midground elements                 | Open fields with pastoral grasses for grazing cattle  |
| Background elements                | Undulating hills with pockets scattered trees and minimal built form with a rural landscape character                             |
| Viewer motion                      | At speed (50-80km/h)  |
| Usage                              | Local. Access to rural properties and connection to surrounding towns such as Perthville.   |
| Accessibility                      | High. Access between Mid-Western Highway (A41) & Vale Road  |
| Visual baseline description        | Sealed road surrounding undulating low lying fields with scattered trees on grassed hillside.                                     |
| Receptor sensitivity rating        | <b>Medium</b><br><i>(viewers beyond 2-3km from the site with a moderate interest in their surrounds)</i>                          |
| Magnitude of change rating         | <b>Low</b><br><i>(landscape dominant element and built form / development well integrated within it)</i>                          |
| Effect significance rating         | <b>Minor - Moderate</b>   |
| Mitigation measures                | <b>Colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements.</b> |
| Post Mitigation Significant Rating | <b>Negligible / Very low</b>  |



**Table 20: Vantage Point VP4 (Viewpoint ID 27) – Summary of Visual Impact (Technical Supplement)**

| Technical Supplement Ratings | Summary of Visual Impact (Technical Supplement)  |
|------------------------------|--|
| Viewpoint sensitivity        | <b>Low</b><br><i>(Table 5 of the Tech. Supplement does not reflect the community values of the Bathurst region)</i>    |
| Scenic quality               | <b>High</b><br><i>(Table 6 &amp; 7 of the Tech. Supplement does not reflect the scenic quality values of Bathurst)</i> |
| Visual sensitivity           | <b>Moderate</b><br><i>(Rating moderated by taking community values of the Bathurst region into consideration)</i>      |
| Visual magnitude             | <b>Low</b><br><i>(Rating applied as per above)</i>   |
| Visual impact                | <b>Low</b>   |



### 6.10.5 Vantage Point 5 (Viewpoint ID 34)

#### Photo 7: VP5 – Location Description



Viewpoint ID 34 180° [Vantage Point 5]

**Vantage point 5** (33° 26' 20.25" S 149° 30' 24.126" E) is located approximately 1.6 kilometres from the Development Site. Viewing is a north-northeast direction at a bearing of 56.1°. This vantage point demonstrates the type of vegetated screening that occurs in private properties that reduces the visibility of the Development Site. Removal of vegetation on private properties is a common occurrence. Recommendations is to provide visually attenuate the BESS by integrating it with its surrounding context to avoid it altering the distinct rural landscape setting within the gateways to Bathurst regional centre.

Refer to appendix **Viewpoint ID 34** for enlarged image capture.



**Table 21: Vantage Point VP5 (Viewpoint ID 34) – Summary of Visual Impact Assessment**

| Vantage Point VP5                  | Summary of Visual Impact Assessment  |
|------------------------------------|--|
| Vantage point location             | 491 Evans Plains Road, Evans Plains NSW  |
| Vantage point coordinates          | 33° 26' 20.25" S 149° 30' 24.126" E  |
| Projection                         | Cylindrical (panorama)   |
| Date of image capture              | 27 October 2022 2:52pm   |
| Camera (make and model)            | Canon EOS 6D Mark II   |
| Camera lens                        | EF 50mm (f/1.8STM)   |
| Image HFoV & VFoV                  | 180° (HVoF) & 34° (VFoV)   |
| Direction of View                  | 56.1° (Northeast)  |
| Elevation                          | 663.1m   |
| Distance from development          | 1604m from proposed battery energy storage system (BESS)   |
| Reduce evident use                 | High   |
| Foreground elements                | Sealed highway surrounding by low lying areas with pastoral grasses and agricultural activity  |
| Midground elements                 | Variety of endemic and exotic trees planted in a linear formation for wind break purposes  |
| Background elements                | Undulating hills with pockets scattered trees and minimal built form with a rural character  |
| Viewer motion                      | At speed (80-100km/h)  |
| Usage                              | Regional. Access to surrounding town centres such as Blayney. Main road to numerous properties. Main industry and tourist route. Gateway into Bathurst Regional Centre.  |
| Accessibility                      | High. Access to surrounding town centres.  |
| Visual baseline description        | Sealed highway surrounding undulating low lying fields with groups of trees on grassed hillside that create vistas.  |
| Receptor sensitivity rating        | <b>High</b> ( <i>Visitors to heritage sites, regionally important locations, scenic routes / gateways, lookouts within 2-3km (or closer) with quality views, important views of the site and surrounding areas where landscape is a specific focus</i> ) |
| Magnitude of change rating         | <b>Negligible</b>  |
| Impact significance rating         | <b>Minor-Moderate</b>  |
| Mitigation measures                | <b>Colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements.</b>  |
| Post Mitigation Significant Rating | <b>Negligible / Very low</b>   |



**Table 22: Vantage Point VP5 (Viewpoint ID 34) – Summary of Visual Impact (Technical Supplement)**

| Technical Supplement Ratings | Summary of Visual Impact (Technical Supplement)  |
|------------------------------|--|
| Viewpoint sensitivity        | <b>Moderate</b><br><i>(Table 5 of the Tech. Supplement does not reflect the community values of the Bathurst region)</i> |
| Scenic quality               | <b>High</b><br><i>(Table 6 &amp; 7 of the Tech. Supplement does not reflect the scenic quality values of Bathurst)</i>   |
| Visual sensitivity           | <b>High</b><br><i>(Rating moderated by taking community values of the Bathurst region into consideration)</i>            |
| Visual magnitude             | <b>Very low</b><br><i>(Rating equates to Negligible and applied as per above)</i>  |
| Visual impact                | <b>Low</b>   |



## 7.0 Summary of Assessment for Public Receptors

The summary of the assessment for the public vantage point locations were objectively assessed for their sensitivity of change and the likelihood for these points to be impacted by the proposed development.

As identified in the local government planning documents viewing corridors such as highways, sealed and unsealed roads within the Bathurst Region can be considered as having a scale of scenic quality based upon the volume of visitations. This is reflected by rating scenic quality and / or receptor sensitivity as High for highways, Medium For sealed collector roads and Low for unsealed local roads due to the volume of motorists that frequent these viewing corridors.

**Table 23: Summary of Visual Impact Ratings for Each Public Vantage Point**

| Vantage Points | Receptor Sensitivity | Magnitude of Change | Effect Significance |
|----------------|----------------------|---------------------|---------------------|
| VP1            | Medium               | Low                 | Minor-Moderate      |
| VP2            | Low                  | Low                 | Minor               |
| VP3            | High                 | Low                 | Moderate            |
| VP4            | Medium               | Low                 | Minor-Moderate      |
| VP5            | High                 | Negligible          | Minor-Moderate      |

All public receptor key vantage were selected based upon the following:

- visibility results determined in the zone of theoretical visibility indicating visual impact for the proposed development.
- site observations that demonstrated clear unencumbered vantage points of the site within public locations.
- relevance to the state and local planning principles, aims, objectives and strategies where receptor points identified landscape and scenic values that related to the protection of views and vistas.

The summary of the visual impact rating demonstrate that locations ranged from **High** to **Low** receptor sensitivity. This was due to:

- *regionally important locations, scenic routes / gateways... with quality views important views of the site and surrounding areas where landscape is the specific focus.*

The magnitude of change presented results ranging from **Low** (noticeable change) to **Negligible** (barely perceptible change). This was due to:

- *minor memorable change to the landscape or views; and*
- *no memorable or rarely perceptible change to landscape character of key views.*

Overall, these results provided effect significant ratings of **Moderate** to **Minor**. This is mainly due to the higher rating identified for receptor sensitivity and by the scenic and landscape values identified in the State and local planning documents.

The site is located within an elevated position and is considered to be part of the ridgelines and hilltops. Within the Bathurst region these are anticipated to be protected for its scenic value. However, due to the proposed infrastructure components having a compact form and low heights minimises the potential for visual impact within its surrounding landscape character.



## 8.0 Summary of Assessment for Public Receptor Technical Supplement

The summary of the assessment for the public vantage point locations were objectively assessed as per stages 3 (visual sensitivity) and 4 (visual impact) of the Technical Supplement. Guidelines for visual magnitude rating was not utilised as it cannot be applied to the proposed development due to its specific parameters for assessing solar arrays.

**Table 24: Summary of Visual Impact Ratings for Each Public Vantage Point as per Technical Supplement Process**

| Vantage Points | Viewpoint Sensitivity | Scenic Quality | Visual Sensitivity | Visual Magnitude | Visual Impact   | Post Mitigation Visual Impact |
|----------------|-----------------------|----------------|--------------------|------------------|-----------------|-------------------------------|
| <b>VP1</b>     | Moderate              | High           | High               | Low              | <b>Moderate</b> | <b>Negligible / Very Low</b>  |
| <b>VP2</b>     | Low                   | High           | Moderate           | Low              | <b>Low</b>      | <b>Negligible / Very Low</b>  |
| <b>VP3</b>     | Moderate              | High           | High               | Low              | <b>Moderate</b> | <b>Negligible / Very Low</b>  |
| <b>VP4</b>     | Low                   | High           | Moderate           | Low              | <b>Low</b>      | <b>Negligible / Very Low</b>  |
| <b>VP5</b>     | Moderate              | High           | High               | Very low         | <b>Low</b>      | <b>Negligible / Very Low</b>  |



## 9.0 Summary of Assessment for Private Receptors

Details of the nearby private receptors are identified in **Table 25** as having potential visibility of the proposed Development Site. The likelihood of potential impacts varies considerably due to:

- the location / orientation of the private receptor;
- established tree canopy and screening vegetation;
- site location and orientation; and
- topography on and surrounding the Development Site.

Private receptor locations were captured in proximity to private residence usually within the front vehicle entrance or adjacent the property boundary. Access into private property was limited and only occurred from driveway locations and when permitted by property owners to do so.

The summary of the impact significance rating for private receptors varied from **Moderate** to **Negligible**. The reduced visibility results were due to:

- established vegetation reducing visibility to the Development Site.
- location of receptor in relation to adjacent topography.
- orientation of the private receptor in relation to the Development Site.

Distance of the receptor to the Development Site did not play a significant role due to the numerous unobstructed views and vista within the undulating terrain. This produced **High** to **Negligible** sensitivity results as there were clear sightlines toward the Development Site.

The magnitude rating was generally **Medium** to **Negligible**. This was due to the scale and height of the proposed built form only presenting minimal evident use with its surrounding landscape context.

Private receptors that had a **Minor**, **Minor – Negligible** and **Negligible** impact significance rating included:

- R2 [VID 7, 13 & 14] 16 Stewart Street, Evans Plains
- R37 [VID 12] 447 Evans Plains Road, Evans Plains
- R5 [VID 15 & 16] 27 Stewart Street, Evans Plains
- R38 [VID 19 & 20] 491 Evans Plains Road, Evans Plains
- R17 [VID 21] 27 Windemere Road, Robin Hill
- R39 [VID 25] 1022 Mid-Western Highway, Evans Plains
- R6 [VID 31] 814 Hen and Chicken Lane, Evans Plains
- R34 [VID 32] 337 Evans Plains Road, Evans Plains
- R40 [VID 33] 82 Marys Lane, Dunkeld

Private receptors that had a **Moderate** impact significance rating included:

- R1 [VID 6] 800 Mid-Western Highway, Evans Plains *\*this address is a host landowner.*
- R36 [VID 9] 90 Stewart Street, Evans Plains

In all instances, any impact significance rating can be reduced by minimising the evident use of the development by integrating it within its surroundings.



**Table 25: Nearby Private Receptors**

| Closest Sensitive Receptor No. | Viewpoint ID | Address                              | Location                               | Distance from Development | Impact Significance Rating | Post Mitigation Impact Significance Rating |
|--------------------------------|--------------|--------------------------------------|--|---------------------------|----------------------------|--|
| R1*                            | 6*           | 800 Mid-Western Hwy, Evans Plains    | 33° 25' 59.592"S<br>149° 30' 53.346"E  | 632m NE                   | Moderate                   | Negligible / Very Low                      |
| R2                             | 7            | 16 Stewart Street, Evans Plains      | 33° 26' 2.334" S<br>149° 30' 44.898" E | 906m NE                   | Minor-Negligible           | Negligible / Very Low                      |
| R36                            | 8 & 9        | 90 Stewart St, Evans Plains          | 33° 26' 23.988"S<br>149° 29' 33.372" E | 2834m NE                  | Moderate                   | Negligible / Very Low                      |
| R37                            | 12           | 447 Evans Plains Rd, Evans Plains    | 33° 25' 54.336"S<br>149° 30' 20.016"E  | 1418m NE                  | Minor-Negligible           | Negligible / Very Low                      |
| R2                             | 13 & 14      | 19 Stewart St, Evans Plains          | 33° 26' 10.614"S<br>149° 30' 41.88"E   | 1069m NE                  | Minor                      | Negligible / Very Low                      |
| R5                             | 15 & 16      | 27 Stewart St, Evans Plains          | 33° 26' 11.124"S<br>149° 30' 35.76"E   | 1213m NE                  | Minor-Negligible           | Negligible / Very Low                      |
| R38                            | 19 & 20      | 491 Evans Plains Rd, Evans Plains    | 33° 26' 21.768"S<br>149° 30' 20.46"E   | 1720m NE                  | Minor-Negligible           | Negligible / Very Low                      |
| R16                            | 21           | 27 Windemere Rd, Robin Hill          | 33° 25' 42.942" S<br>149° 32' 0.99" E  | 1180m SW                  | Negligible                 | Negligible / Very Low                      |
| R39                            | 25           | 1022 Mid-Western Hwy, Evans Plains   | 33° 27' 0.882"S<br>149° 29' 47.136"E   | 3145m NE                  | Minor-Negligible           | Negligible / Very Low                      |
| R6                             | 31           | 814 Hen and Chicken Ln, Evans Plains | 33° 26' 20.328"S<br>149° 30' 28.338"E  | 1525m NE                  | Minor                      | Negligible / Very Low                      |
| R34                            | 32           | 337 Evans Plains Rd, Evans Plains    | 33° 25' 32.298"S<br>149° 30' 3.642"E   | 1954m SE                  | Minor-Negligible           | Negligible / Very Low                      |
| R40                            | 33           | 82 Marys Lane, Dunkeld               | 33° 24' 35.082"S<br>149° 28' 35.94"E   | 4746m SE                  | Minor-Negligible           | Negligible / Very Low                      |



| Closest Sensitive Receptor No.   | Viewpoint ID | Address | Location | Distance from Development | Impact Significance Rating | Post Mitigation Impact Significance Rating |
|--|--------------|---------|----------|---------------------------|----------------------------|--|
| <i>Refer to appendix for enlarged image captures and impact significant ratings.</i> |              |         |          |                           |                            |  |

\*800 Mid-Western Hwy, Evans Plains is a host landowner



## 10.0 Limitations and Assumptions

The following limitations and assumptions were identified in preparing the LVIA. These include:

- modelling was based on the information provided by the client and includes assumptions on the extent of required bulk earthworks.
- locating the assumed Development Site extent of works within key vantage point image data were based on the information available.
- material choice and reflectivity impacts will be mitigated through the visual management plan, which will consider material and external façade treatments to determine its contrasting and reflectivity within its surrounding context.
- it is assumed that all lighting is restricted to emergency lighting only and will be designed and operated in accordance with AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting.
- LiDAR information for a portion of the southwest not available between a 3-5km buffer radius from proposed development.
- Technical Supplement guides are designed to assess visual impact of Large-scale solar, preliminary assessment and measurement tools designed specifically visual characteristics of arrays and not BESS.
- viewing corridors such as highways, sealed and unsealed roads are scaled for scenic sensitivity based upon its assumed volume of visitations.

To address the limitations identified, a conservative approach to assumptions has been made, and mitigation measure proposed accordingly.



## 11.0 Mitigation Measures

Mitigation measures can be effectively achieved for the site, through a range of options. The proposed mitigation is to colour all visible infrastructure elements to blend with its surrounding context by colour matching with natural elements. This strategy will effectively mitigate the proposal to the surrounds.

The following table includes examples from the Bathurst Planning context in managing scenic amenity for the region. Consultation with the owners of 800 Mid-Western Highway, Evans Plains NSW has also taken place in relation to potential mitigation measures from this dwelling. This dwelling is on the site of the proposal and already has the benefit of an established landscaped screen. It is noted that 800 Mid-Western Highway is a host landowner.

**Table 26: Mitigation Measures**

| Planning Instrument                      | Relevant Action  | Mitigation Measure  | Reducing the Effect Significance   |
|--|--|---|--|
| Bathurst Region Rural Strategy 2010      | <i>Avoid locating new development on ridges and hilltops.</i>  | <b>Reduce the presence of the infrastructure by reducing its visibility within an elevated location. Such as locating behind existing terrain.</b>  | Following the implementation of the prescribed mitigation measures identified the development would blend into its surrounds, the magnitude of change rating would reduce to <b>Negligible</b> or <b>Very low</b> magnitude of change; this is described as: <ul style="list-style-type: none"> <li><i>no memorable or rarely perceptible change to landscape character or key views.</i></li> </ul> |
|  | <i>Require the use of building materials that are naturally textured and coloured and are sympathetic to the natural environment and are not reflective.</i> | <b>All infrastructure elements visible from private receptor points and public vantage points to blend in with its surrounding context by colour matching with natural elements.</b>  |  |
| Bathurst Vegetation Management Plan 2019 | <i>Plan for urban development to protect the rural landscape and to provide a sense of containment of the built environment.</i>                             | <b>See above and below</b>  |  |
|  | <i>Ensure rural landscapes retain the visual characteristics of such a landscape with the advent of any future development.</i>                              | <b>Utilise species from the endemic Central Tableland Clay Apple Box Grassy Forest (PCT3366), plant around the existing stand of trees above the site and establishing new stands of trees below the site (Where practical to do so and at distances and spacing to meet APZ fire safety requirements in accordance with Appendix 4 of PBP 2019). This creates vegetative buffering that is in character with its surroundings.</b> |  |



## 12.0 Conclusion

Panorama BESS is located at 800 Mid-Western Highway, Evan Plains. It was assessed to evaluate the visual impact of the infrastructural components may have surrounding residences, scenic, or significant vistas and road corridors in the public domain. The assessment provided a planning context that related to the management of landscape and scenic values for the Bathurst region and drew upon the strategies, actions and aims outlined within these state and local planning documents to select relevant mitigation measures. These mitigation measures are informed by the analysis of the existing landscape character and the visual impact assessment of five (5) key public vantage points and several private receptor points.

At these five (5) keys public vantage points, the effect significance was identified to be Moderate to Minor; this was due to:

- higher rates of receptor sensitivity being located within an elevated position; and
- scenic and landscape values identified in the state and local planning documents.

As identified in the local government planning documents viewing corridors such as highways, sealed and unsealed roads within the Bathurst Region can be considered as having a scale of scenic quality based upon the volume of visitations. This is reflected by rating scenic quality and / or receptor sensitivity as High for highways, Medium for sealed collector roads and Low for unsealed local roads due to the volume of motorists that frequent these viewing corridors.

The nearby private receptors produced a range of significance impact ratings, from Moderate to Negligible; this range varied due to:

- established vegetation reducing visibility;
- the location of receptor in relation to adjacent topography; and
- orientation of the private receptor in relation to the Development Site.

The five (5) key public vantage point locations were also objectively assessed as per stages 3 (visual sensitivity) and 4 (visual impact) of the Technical Supplement. Guidelines for visual magnitude rating was not utilised as it cannot be applied to the proposed development due its specific parameters for assessing solar arrays.

At these five (5) keys public vantage points, the effect significance was identified to be Moderate to Low this was due to:

- higher rates of receptor sensitivity being located within an elevated position.
- scenic and landscape values identified in the state and local planning documents.

In all instances, any effect significance rating can be reduced by minimising the evident use of the development by integrating it within its surrounding context. In regard to the rating, this would see a reduction to the magnitude of change in the landscape character. Currently, the development is rated for magnitude of change as Low and Negligible with an effect significance of Moderate to Minor with no mitigation measures and is described as:

- minor memorable change to the landscape or views; and / or
- landscape dominant element and built form / development well integrated within it.



As per the Technical Supplement, a visual impact rating is **Moderate to Low**. Following the implementation of the prescribed mitigation measures identified, the development would blend into its surrounds, the magnitude of change rating would reduce to Negligible or Very low magnitude; this is described as:

- no memorable or rarely perceptible change to landscape character or key views.

This would reduce the effect significance at key vantage points to **Minor-moderate to Minor-negligible** and as described in the Technical Supplement, a visual impact rating of **Low** and **Very low**.

The existing land use adjacent to the site is not only rural in nature but also critical infrastructure. The BESS development is an anticipated development required to meet the changing needs for renewal energy infrastructure that is endorsed at all levels of government.

It is recommended that the proposed development consider the options of mitigation measures to meet the local and planning objectives in protecting and enhancing the rural scenic views and vistas. These characterise Bathurst region by visually integrating it so that it blends in with its surrounding context.



## 13.0 References

### 13.1 Landscape Character and Visual Analysis

Bathurst Regional Council (DCP 2014), Bathurst Regional Council Development Control Plan 2017, Viewed 01 September 2022.

Bathurst Regional Council (BRRS 2010), Bathurst Region Rural Strategy, Viewed 01 September 2022.

Bathurst Regional Council (LSPS 2020), Vision Bathurst 2040, Bathurst Region Local Strategic Planning Statement, Viewed 01 September 2022.

Department of Planning and Environment (DPE August 2022), Technical Supplement Landscape and Visual Impact Assessment; Large-scale Solar Energy Guideline, Viewed 01 September 2022.

Department of Planning and Environment (DPE December 2016), Wind Energy: Visual Assessment Bulletin; For State significant wind energy development, viewed 09 December 2022.

Department of Planning and Environment (DPE September 2021), The Trees Near Me NSW, Accessed 01 September 2022.

Department of Planning, Industry and Environment (DPIE November 2021), Draft Central West and Orana Regional Plan 2041, Viewed 01 September 2022.

Molino Stewart; Environment and Natural Hazards; Bathurst Vegetation Management Plan; (Map A1 Date of Issue 31 January 2019)

Molino Stewart; Environment and Natural Hazards; Bathurst Vegetation Management Plan; Significant Vegetation & Natural Landscapes, (Map B1 Date of Issue 27 August 2018)

NSW Government, DP&E, Planning Secretary's Environmental Assessment Requirements; Application Number: SSD-50587460, (Date of Issue 09 December 2022)

SLR November 2022 (SLR R01 v1.2 November 2022), Scoping Report; Panorama Battery Energy Storage System (BESS), 660.30234.00000-R010v1.2.

### 13.2 Geographic Information System

Bathurst Regional Local Environmental Plan 2014; Land Zoning Map – Sheet LZN\_005DA; Map Identification Number 0470\_COM\_LZN\_005DA\_02020140321 (Accessed online January 2023 [www.bathurst.nsw.gov.au](http://www.bathurst.nsw.gov.au))

LiDAR, (NSW 2011, 2012, 2019) New South Wales Government, <https://elevation.fsdf.org.au/>

Nearmap (Nearmap 2023) (Updated 25 February 2023). Bathurst NSW 2795, Australia. Retrieved from <http://maps.au.nearmap.com/>





# Appendix A Public Vantage Points

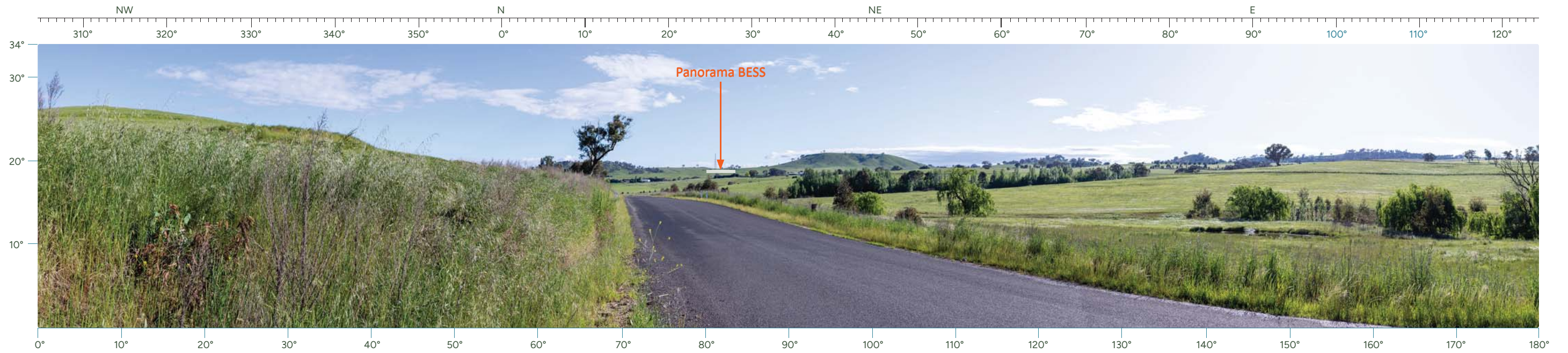
## Landscape and Visual Impact Assessment

Panorama Battery Energy Storage System (BESS)

Panorama BESS Subco Pty Ltd

SLR Project No.: 660.30234.00000

28 May 2024



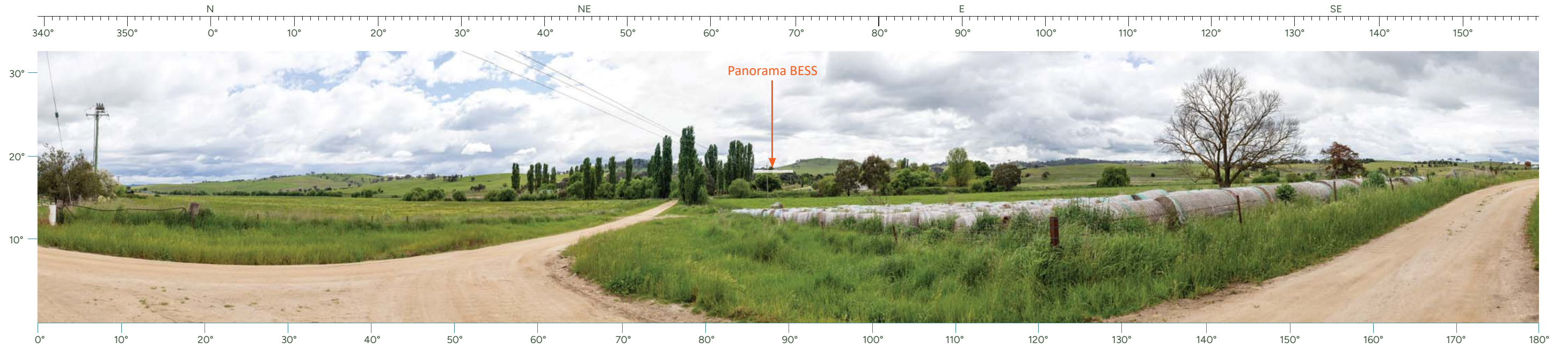
Viewpoint ID 3 180° [Vantage Point VP1]

| Viewpoint ID 3                      | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 663 Hen and Chicken Lane, Bathurst NSW  |
| Viewpoint coordinates               | 33°27'3.75" S 149°30'35.34" E   |
| Date of capture                     | 27 October 2022 7:24am  |
| Direction of view                   | 25.4° (north-northeast)   |
| Distance from development           | 2495m toward proposed battery energy storage system (BESS)                                |
| Elevation                           | 707.5m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Local. Access to rural properties and connection to surrounding towns such as Perthville. |
| Receptor sensitivity                | <b>Medium</b>   |
| Magnitude of change rating          | <b>Low</b>  |
| Impact significance rating          | <b>Minor - Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





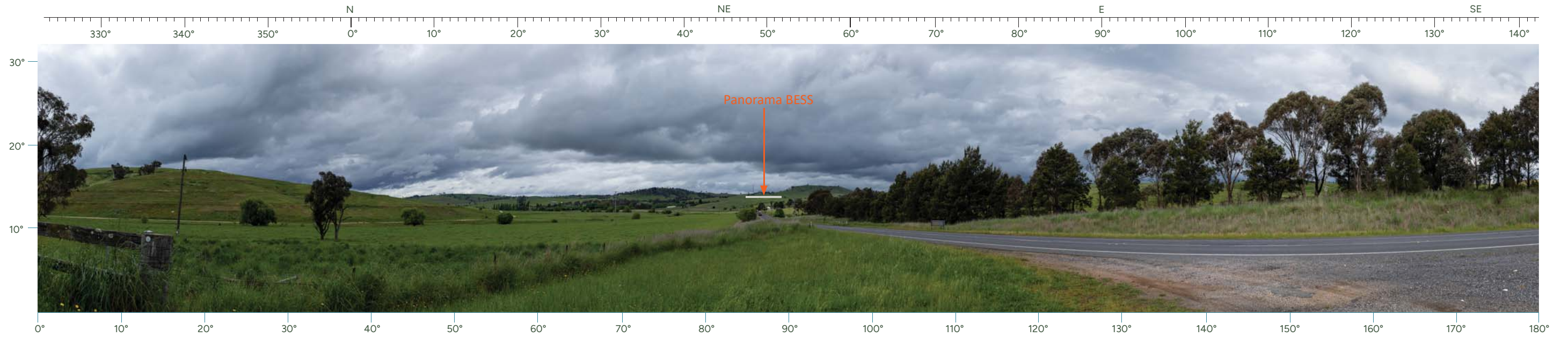
Viewpoint ID 11 180° [Vantage point 2]

| Viewpoint ID 11                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 89 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 17.322" S 149° 30' 1.764" E                        |
| Date of capture                     | 27 October 2022 9:26am                                     |
| Direction of view                   | 67.2° (northeast)  |
| Distance from development           | 2168m toward proposed battery energy storage system (BESS) |
| Elevation                           | 783.6m   |
| Viewer motion                       | At speed (50-80km/h)                                       |
| Usage                               | Local. Access to adjoining properties                      |
| Receptor sensitivity                | <b>Low</b>   |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Minor</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





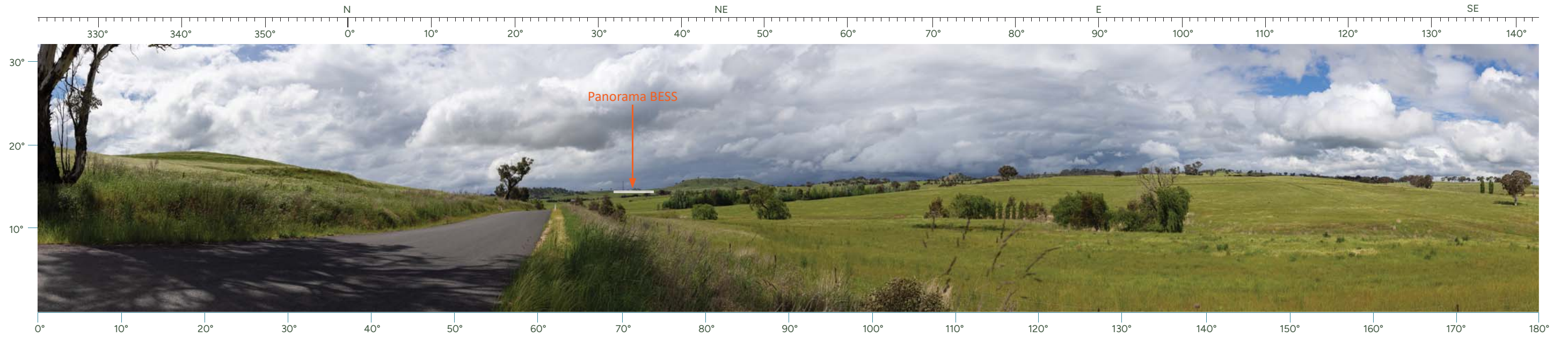
Viewpoint ID 24 180° [Vantage Point 3]

| Viewpoint ID 24                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 1022 Mid-Western Highway, Evans Plains NSW  |
| Viewpoint coordinates               | 33° 26' 54.774" S 149° 29' 52.488" E  |
| Date of capture                     | 27 October 2022 1:37pm  |
| Direction of view                   | 48.1° (northeast)   |
| Distance from development           | 2893m toward proposed battery energy storage system (BESS)  |
| Elevation                           | 663.6   |
| Viewer motion                       | At speed (80-100km/h)   |
| Usage                               | Regional. Access to surrounding town centres such as Blayney. Main road to numerous properties. Main industry and tourist. Gateway into Bathurst regional centre. |
| Receptor sensitivity                | <b>High</b>   |
| Magnitude of change rating          | <b>Low</b>  |
| Impact significance rating          | <b>Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





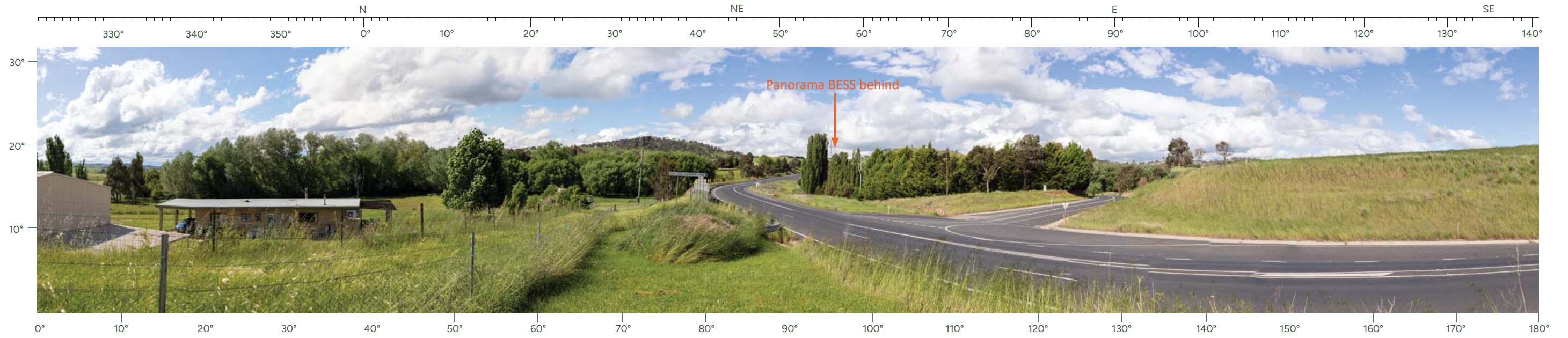
Viewpoint ID 27 180° [Vantage Point 4]

| Viewpoint ID 27                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 663 Hen and Chicken Lane, Evans Plains NSW   |
| Viewpoint coordinates               | 33° 27' 4.356" S 149° 30' 34.782" E  |
| Date of capture                     | 27 October 2022 1:54pm   |
| Direction of view                   | 33.4° (north-northeast)  |
| Distance from development           | 2464m toward proposed battery energy storage system (BESS)                               |
| Elevation                           | 682.9m   |
| Viewer motion                       | At speed (50-80km/h)   |
| Usage                               | Local. Access to rural properties and connection to surrounding towns such as Perthville |
| Receptor sensitivity                | <b>Medium</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Minor - Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>  |



Viewpoint Location Map NTS





Viewpoint ID 34 180° [Vantage Point 5]

| Viewpoint ID 34                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 491 Evans Plains Road, Evans Plains NSW (adjacent Mid-Western Highway)  |
| Viewpoint coordinates               | 33° 26' 20.25" S 149° 30' 24.126" E   |
| Date of capture                     | 27 October 2022 2:52pm  |
| Direction of view                   | 56.1° (north-northeast)   |
| Distance from development           | 1604m toward proposed battery energy storage system (BESS)  |
| Elevation                           | 663.1m  |
| Viewer motion                       | At speed (80-100km/h)   |
| Usage                               | Regional. Access to surrounding town centres such as Blayney. Main road to numerous properties. Main industry and tourist route. Gateway into Bathurst Regional Centre. |
| Receptor sensitivity                | <b>High</b>   |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor-Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





# Appendix B Private and Public Viewpoints

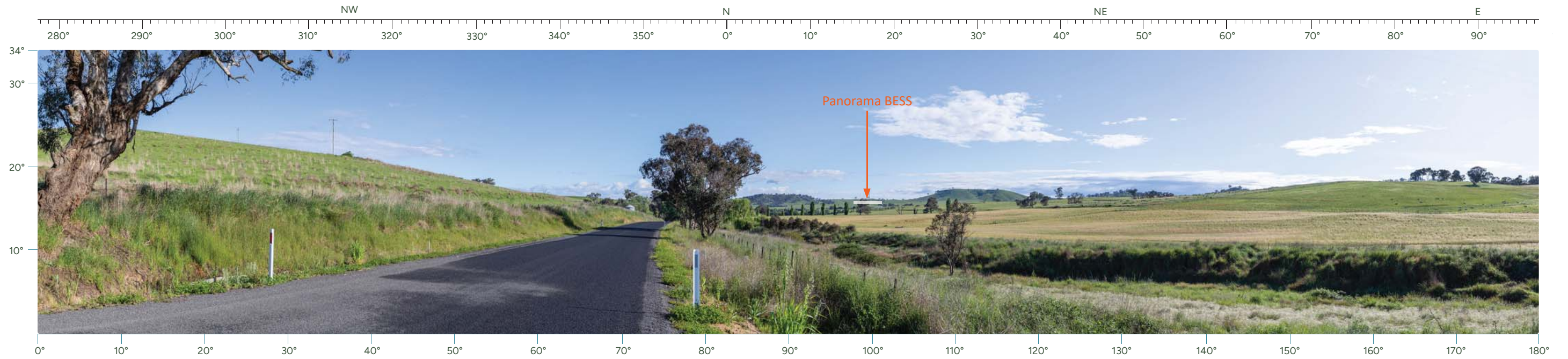
## Landscape and Visual Impact Assessment

Panorama Battery Energy Storage System (BESS)

Panorama BESS Subco Pty Ltd

SLR Project No.: 660.30234.00000

28 May 2024



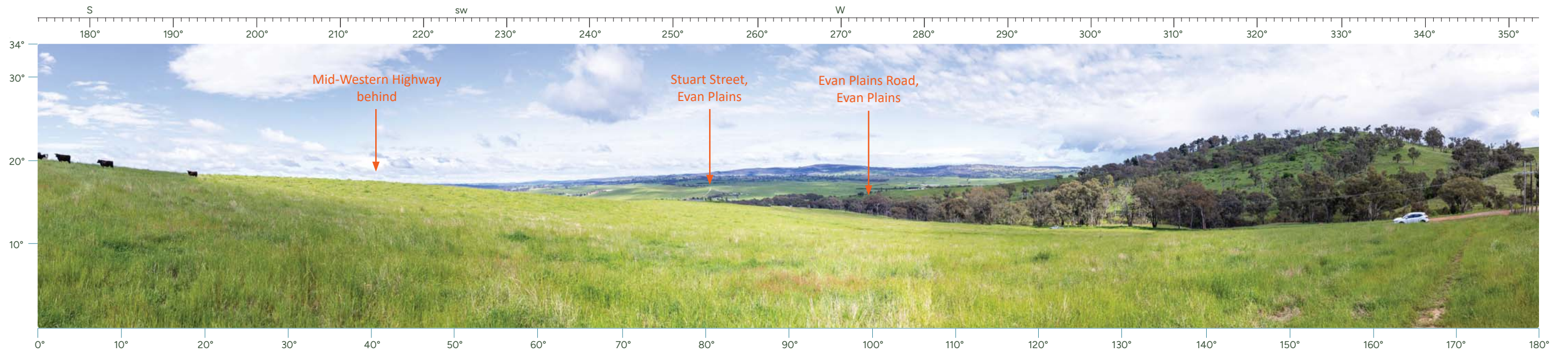
Viewpoint ID 2 180°

| Viewpoint ID 2                      | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 663 Hen and Chicken Lane, Bathurst NSW   |
| Viewpoint coordinates               | 33° 27' 29.394" S 149° 30' 34.968" E   |
| Date of capture                     | 27 October 2022 7:14am   |
| Direction of view                   | 19.4° (north)  |
| Distance from development           | 2871m toward proposed battery energy storage system (BESS)   |
| Elevation                           | 692.6m   |
| Viewer motion                       | At speed (80-100km/h)  |
| Usage                               | Low. Access to rural residence, agricultural industries and connection to surrounding towns such as Perthville |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>  |



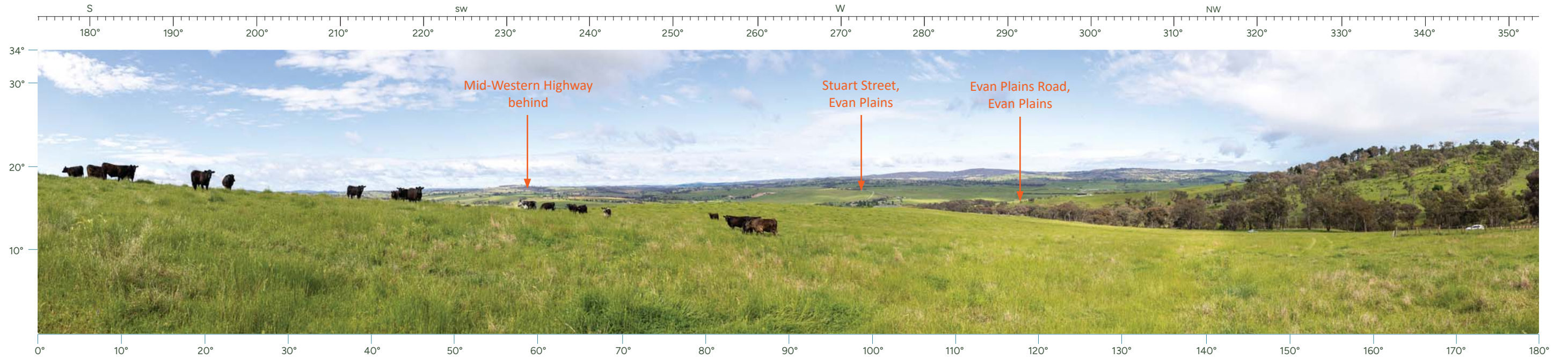
Viewpoint Location Map NTS





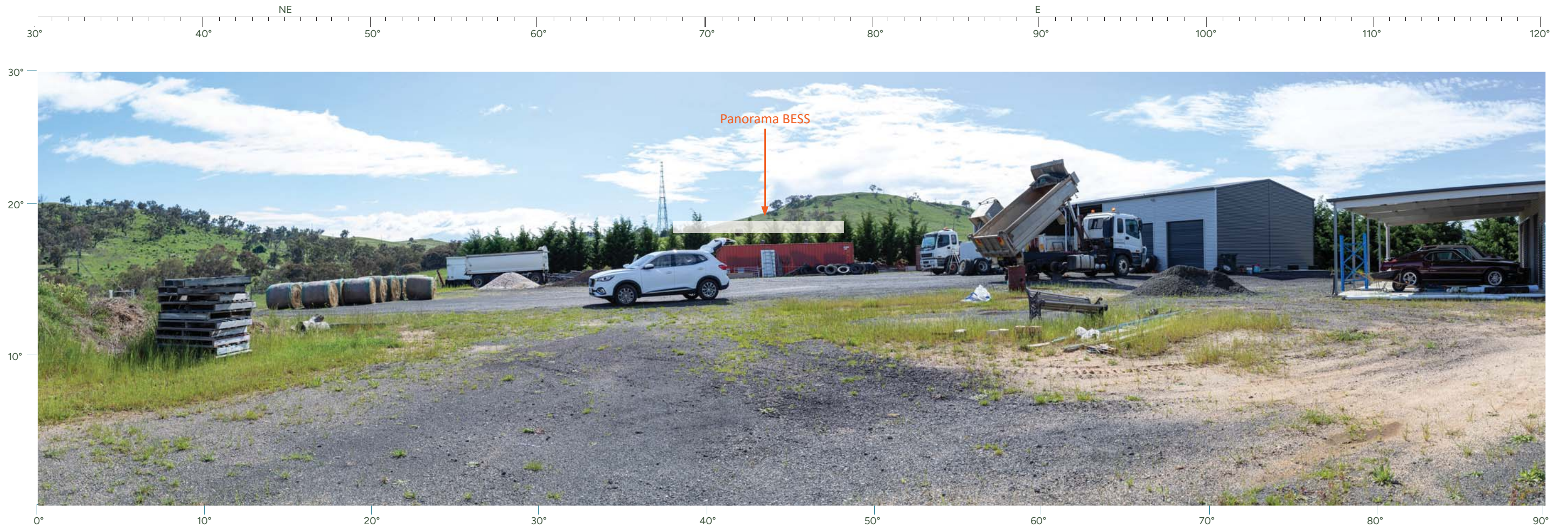
Viewpoint ID 4 180°

| Viewpoint ID 4                      | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 800 Mid-Western Highway, Robin Hill (Views out from the subject site) |
| Viewpoint coordinates               | 33° 25' 53.22" S 149° 31' 13.71" E                                    |
| Date of capture                     | 27 October 2022 8:21am  |
| Direction of view                   | 252° (west)   |
| Distance from development           | -   |
| Elevation                           | 753.9m  |
| Viewer motion                       | -   |
| Usage                               | Proposed battery energy storage system                                |
| Receptor sensitivity                | -   |
| Magnitude of change rating          | -   |
| Impact significance rating          | -   |
| Post mitigation significance rating | -   |



Viewpoint ID 5 180°

| Viewpoint ID 5                      | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 800 Mid-Western Highway, Robin Hill NSW (Views out from the subject site) |
| Viewpoint coordinates               | 33° 25' 54.654" S 149° 31' 15.306" E                                      |
| Date of capture                     | 27 October 2022 8:21am  |
| Direction of view                   | 263° (west)   |
| Distance from development           | -   |
| Elevation                           | 747.5m  |
| Viewer motion                       | -   |
| Usage                               | Proposed battery energy storage system                                    |
| Receptor sensitivity                | -   |
| Magnitude of change rating          | -   |
| Impact significance rating          | -   |
| Post mitigation significance rating | -   |



Viewpoint ID 6 90°

| Viewpoint ID 6                      | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 800 Mid-Western Highway, Evans Plains NSW                   |
| Viewpoint coordinates               | 33° 25' 59.592" S 149° 30' 53.346" E                        |
| Date of capture                     | 27 October 2022 8:47am                                      |
| Direction of view                   | 67.6° (northeast)   |
| Distance from development           | 632.3m toward proposed battery energy storage system (BESS) |
| Elevation                           | 728.7m  |
| Viewer motion                       | Stationery  |
| Usage                               | Adjacent to private property (associated dwelling)          |
| Receptor sensitivity                | <b>High</b>   |
| Magnitude of change rating          | <b>Medium</b>   |
| Impact significance rating          | <b>Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                 |



Viewpoint Location Map NTS





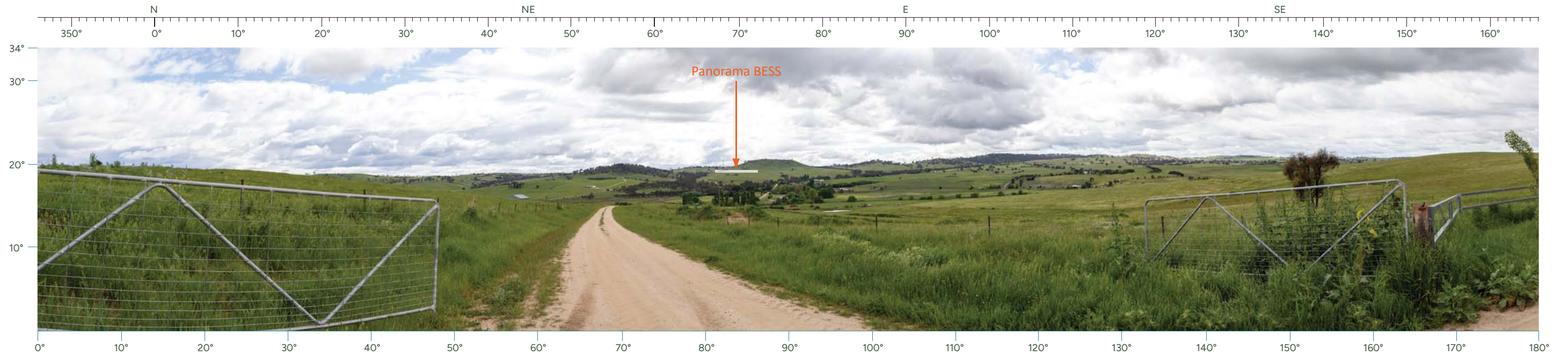
Viewpoint ID 7 90°

| Viewpoint ID 7                      | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 16 Stewart Street, Evans Plains NSW (adjacent)            |
| Viewpoint coordinates               | 33° 26' 2.334" S 149° 30' 44.898" E                       |
| Date of capture                     | 27 October 2022 8:52am                                    |
| Direction of view                   | 67.6° (northeast)   |
| Distance from development           | 906m toward proposed battery energy storage system (BESS) |
| Elevation                           | 718.3m  |
| Viewer motion                       | Private access  |
| Usage                               | Private access  |
| Receptor sensitivity                | <b>Low</b>  |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor-Negligible</b>                                   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                               |



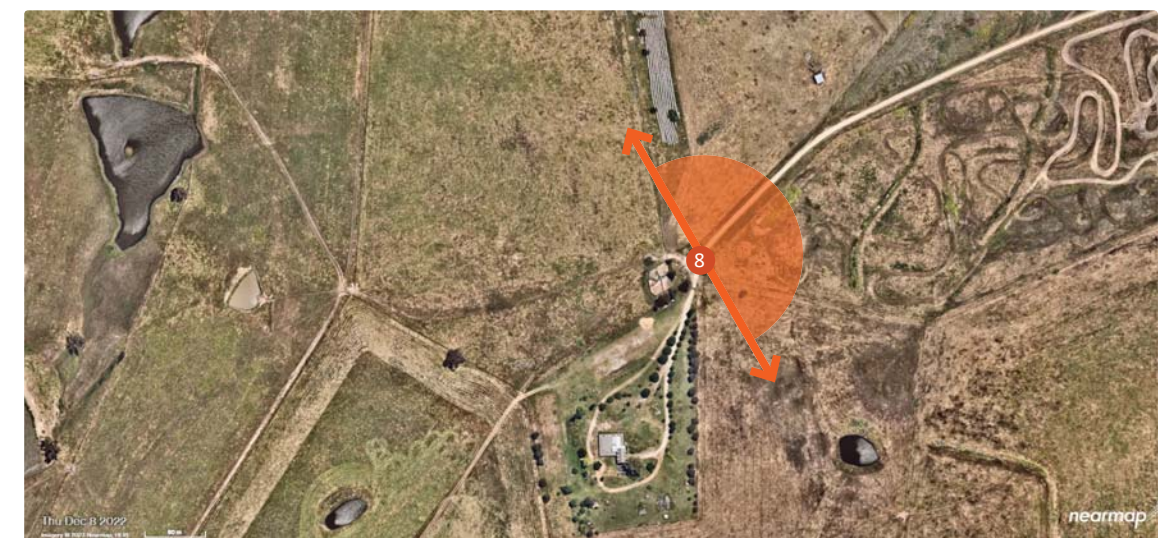
Viewpoint Location Map NTS





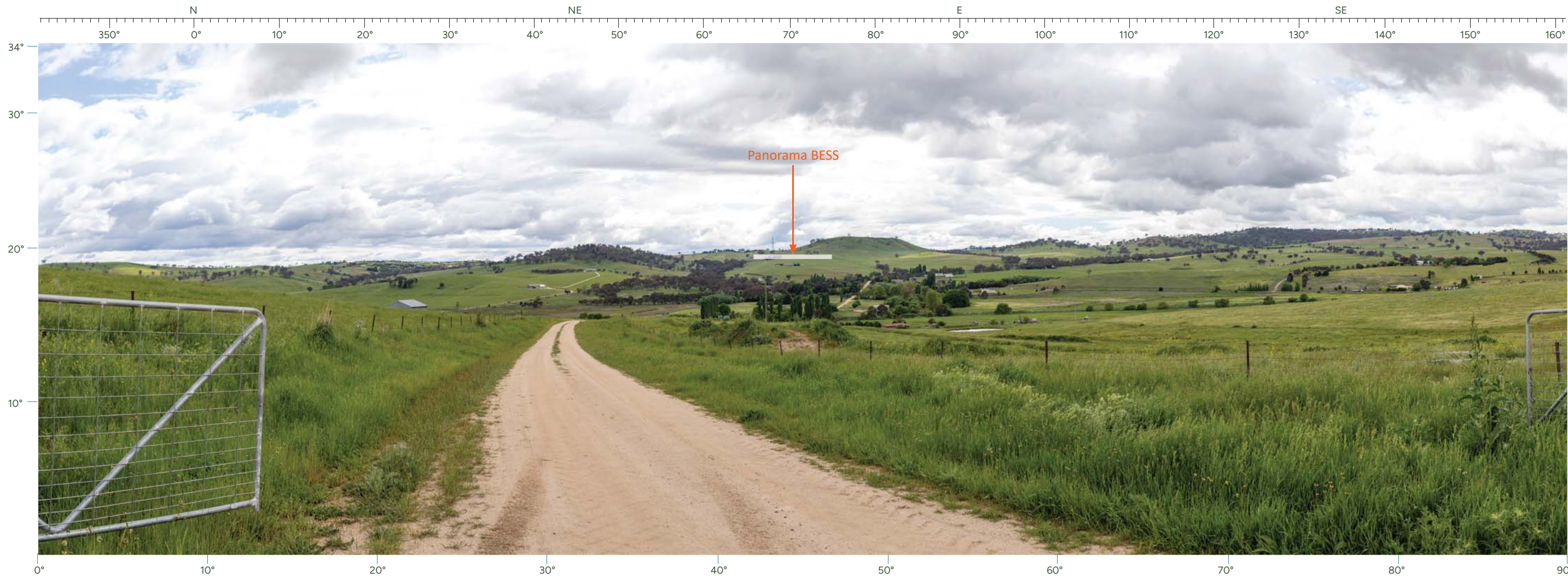
Viewpoint ID 8 180°

| Viewpoint ID 8                      | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 90 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 23.988" S 149° 29' 33.372" E                       |
| Date of capture                     | 27 October 2022 9.16am                                     |
| Direction of view                   | 69° (northeast)  |
| Distance from development           | 2834m toward proposed battery energy storage system (BESS) |
| Elevation                           | 716.7m   |
| Viewer motion                       | Private access   |
| Usage                               | Private access   |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





Viewpoint 9 (VP9) 90°

| Vantage Point ID 9                  | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 90 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 23.988" S 149° 29' 33.372" E                       |
| Date of capture                     | 27 October 2022 9.18am                                     |
| Direction of view                   | 69° (northeast)  |
| Distance from development           | 2834m toward proposed battery energy storage system (BESS) |
| Elevation                           | 716.7m   |
| Viewer motion                       | Private access   |
| Usage                               | Private access   |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





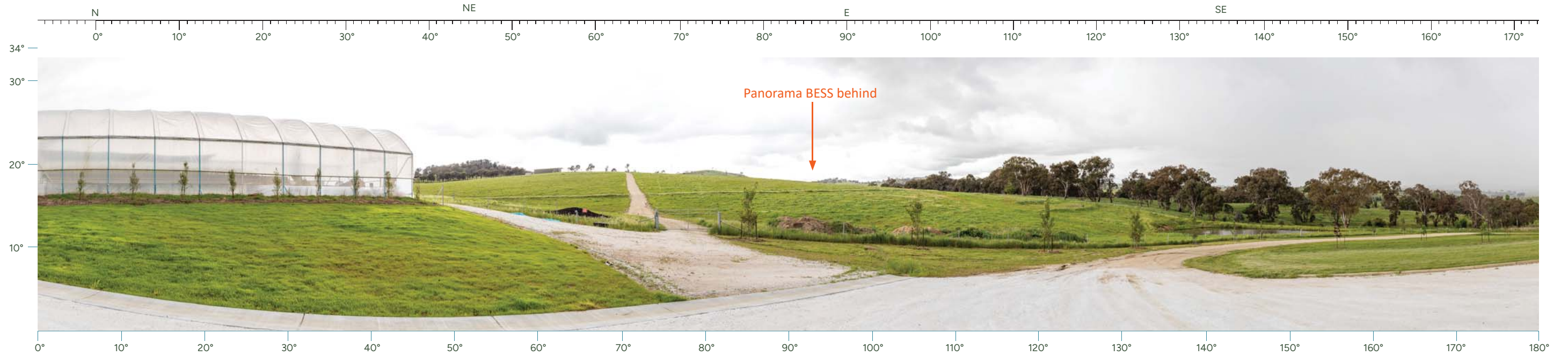
Viewpoint ID 10 90°

| Vantage Point ID 10                 | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 89 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 17.322" S 149° 30' 1.764" E                        |
| Date of capture                     | 27 October 2022 9:24am                                     |
| Direction of view                   | 67.2° (northeast)  |
| Distance from development           | 2168m toward proposed battery energy storage system (BESS) |
| Elevation                           | 783.6m   |
| Viewer motion                       | At speed (50-80km/h)                                       |
| Usage                               | Local. Access to adjoining properties                      |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





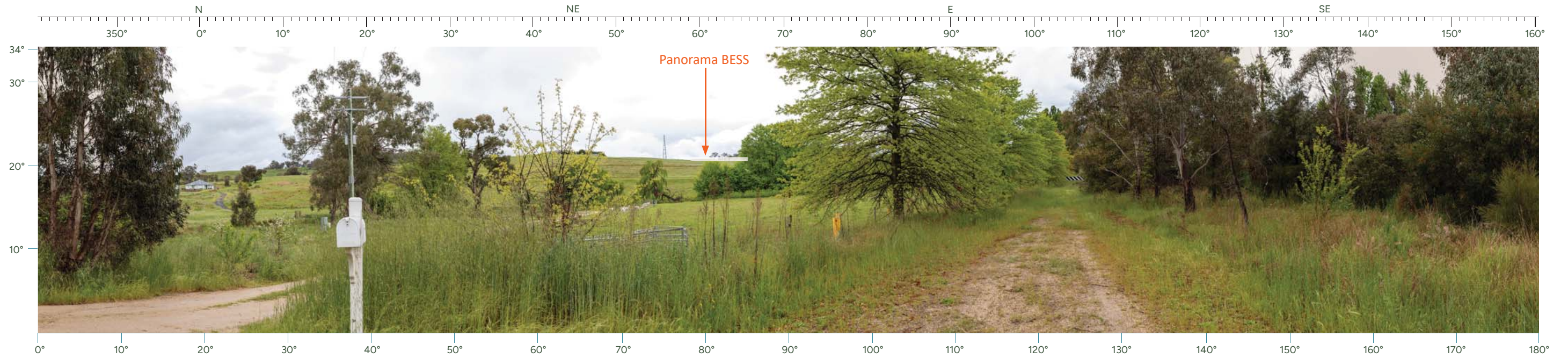
Viewpoint ID 12 180°

| Viewpoint ID 12            | Description  |
|----------------------------|--|
| Viewpoint location         | 447 Evans Plains Road, Evans Plains NSW                    |
| Viewpoint coordinates      | 33° 25' 54.336" S 149° 30' 20.016" E                       |
| Date of capture            | 27 October 2022 9:38am                                     |
| Direction of view          | 86.5° (northeast)  |
| Distance from development  | 1418m toward proposed battery energy storage system (BESS) |
| Elevation                  | 637.8m   |
| Viewer motion              | Private access   |
| Usage                      | Private access   |
| Receptor sensitivity       | <b>Low</b>   |
| Magnitude of change rating | <b>Negligible</b>  |
| Impact significance rating | <b>Minor-Negligible</b>                                    |
| Post mitigation rating     | -  |



Viewpoint Location Map NTS





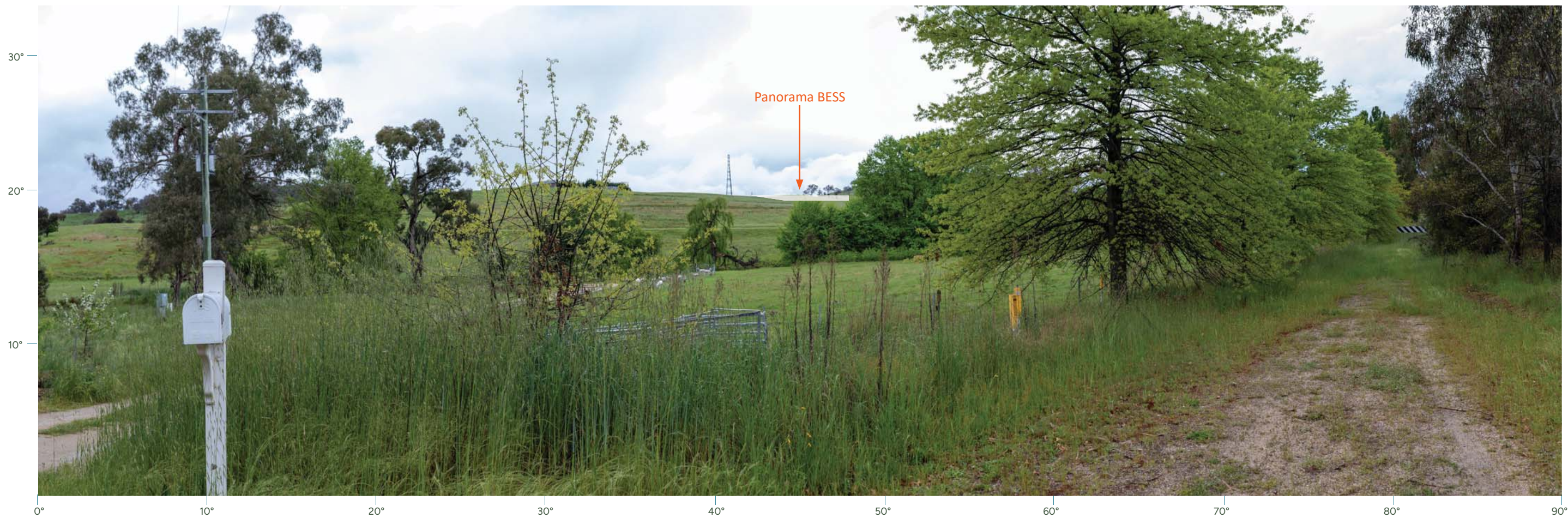
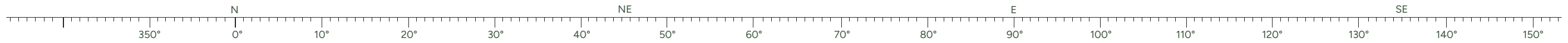
Viewpoint ID 13 180°

| Viewpoint ID 13                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 16 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 10.614" S 149° 30' 41.88" E                        |
| Date of capture                     | 27 October 2022 10:02am                                    |
| Direction of view                   | 56.1° (northeast)  |
| Distance from development           | 1069m toward proposed battery energy storage system (BESS) |
| Elevation                           | 677.9m   |
| Viewer motion                       | At speed (50km/h), stationery                              |
| Usage                               | Local. Access to rural properties                          |
| Receptor sensitivity                | <b>Medium</b>  |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Minor</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





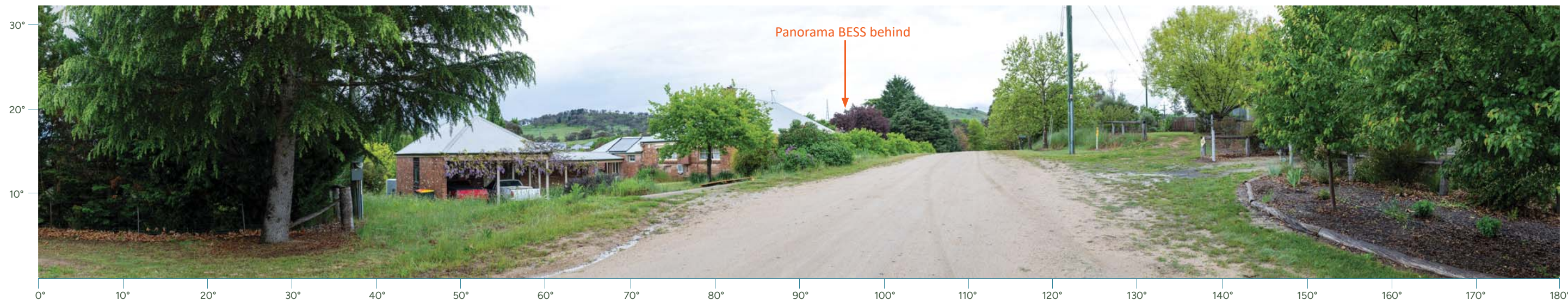
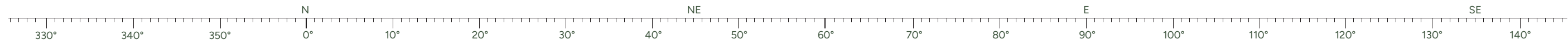
Viewpoint ID 14 90°

| Viewpoint ID 14                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 16 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 10.614" S 149° 30' 41.88" E                        |
| Date of capture                     | 27 October 2022 10:03am                                    |
| Direction of view                   | 56.1° (northeast)  |
| Distance from development           | 1069m toward proposed battery energy storage system (BESS) |
| Elevation                           | 677.9m   |
| Viewer motion                       | At speed (50km/h), stationery                              |
| Usage                               | Local. Access to rural properties                          |
| Receptor sensitivity                | <b>Medium</b>  |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Minor</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





Viewpoint ID 15 180°

| Viewpoint ID 15                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 27 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 11.124" S 149° 30' 35.76" E                        |
| Date of capture                     | 27 October 2022 10.09am                                    |
| Direction of view                   | 59.6° (northeast)  |
| Distance from development           | 1213m toward proposed battery energy storage system (BESS) |
| Elevation                           | 683.9m   |
| Viewer motion                       | At speed (50km/h)  |
| Usage                               | Local. Access to rural properties                          |
| Receptor sensitivity                | <b>Low</b>   |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Minor - Negligible</b>                                  |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





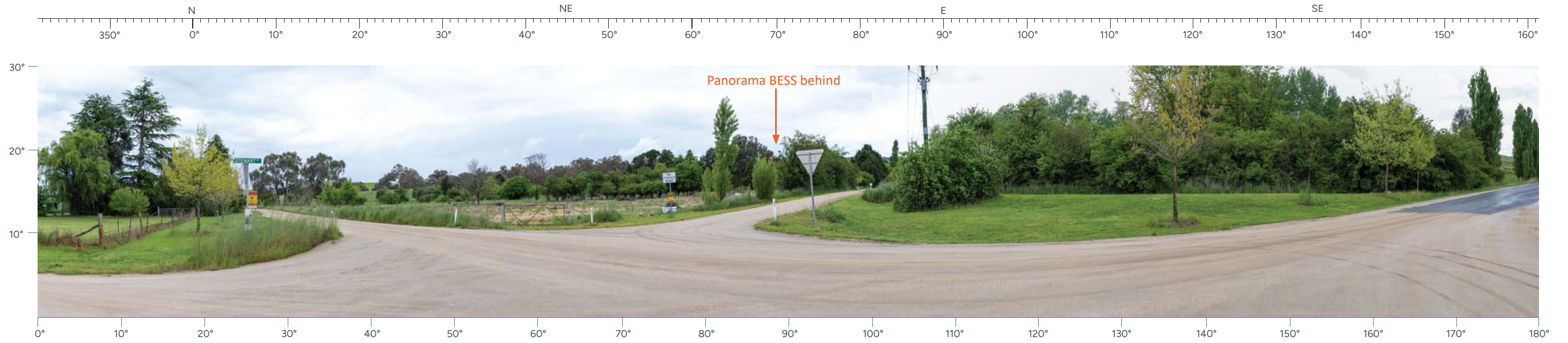
Viewpoint ID 16 90°

| Vantage Point ID 16                 | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 27 Stewart Street, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 11.124" S 149° 30' 35.76" E                        |
| Date of capture                     | 27 October 2022 10.10am                                    |
| Direction of view                   | 59.6° (northeast)  |
| Distance from development           | 1213m toward proposed battery energy storage system (BESS) |
| Elevation                           | 683.9m   |
| Viewer motion                       | At speed (50km/h)  |
| Usage                               | Local. Access to rural properties                          |
| Receptor sensitivity                | <b>Low</b>   |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Minor - Negligible</b>                                  |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





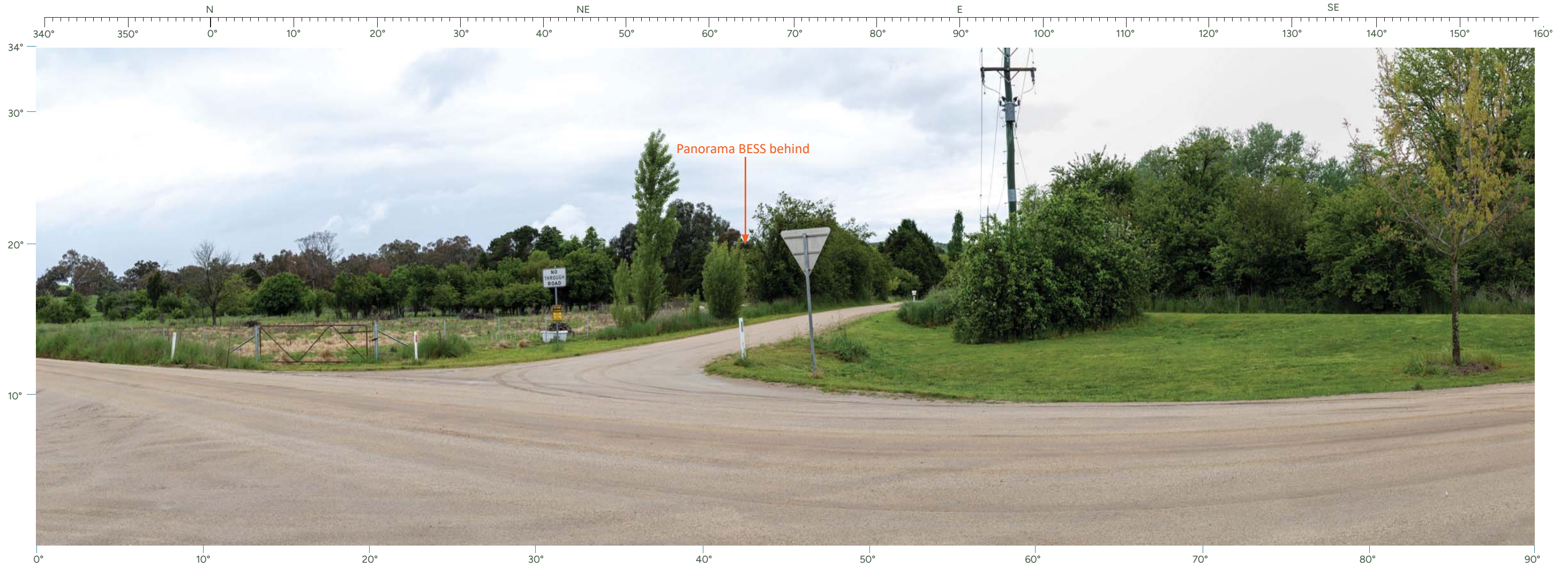
Viewpoint ID 17 180°

| Viewpoint ID 17                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 475 Evans Plains Road, Evans Plains NSW (Corner of Stewart Street)                    |
| Viewpoint coordinates               | 33° 26' 13.656" S 149° 30' 19.158" E  |
| Date of capture                     | 27 October 2022 10:18am   |
| Direction of view                   | 64.7° (northeast)   |
| Distance from development           | 1627m toward proposed battery energy storage system (BESS)                            |
| Elevation                           | 660.6m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Local. Access to rural properties and connection to surrounding towns such as Dunkeld |
| Receptor sensitivity                | <b>Low</b>  |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor - Negligible</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





Viewpoint ID 18 90°

| Vantage Point 18 (VP18)             | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 475 Evans Plains Road, Evans Plains NSW   |
| Viewpoint coordinates               | 33° 26' 13.656" S 149° 30' 19.158" E  |
| Date of capture                     | 27 October 2022 10:18am   |
| Direction of view                   | 64.7° (northeast)   |
| Distance from development           | 1627m toward proposed battery energy storage system                                   |
| Elevation                           | 660.6m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Local. Access to rural properties and connection to surrounding towns such as Dunkeld |
| Receptor sensitivity                | <b>Low</b>  |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor - Negligible</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





Viewpoint ID 19 180°

| Viewpoint ID 19                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 491 Evans Plains Road, Evans Plains NSW                       |
| Viewpoint coordinates               | 33° 26' 21.768" S 149° 30' 20.46" E                           |
| Date of capture                     | 27 October 2022 10.29am                                       |
| Direction of view                   | 56.7° (northeast)   |
| Distance from development           | 1720m toward proposed battery energy storage system (BESS)    |
| Elevation                           | 673.2m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Private property adjacent to local access to rural properties |
| Receptor sensitivity                | <b>Low</b>  |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor - Negligible</b>                                     |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                   |



Viewpoint Location Map NTS





Viewpoint ID 20 90°

| Viewpoint ID 20                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 491 Evans Plains Road, Evans Plains NSW                       |
| Viewpoint coordinates               | 33° 26' 21.768" S 149° 30' 20.46" E                           |
| Date of capture                     | 27 October 2022 10.30am                                       |
| Direction of view                   | 56.7° (northeast)   |
| Distance from development           | 1720m toward proposed battery energy storage system (BESS)    |
| Elevation                           | 673.2m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Private property adjacent to local access to rural properties |
| Receptor sensitivity                | <b>Low</b>  |
| Magnitude of change rating          | <b>Negligible</b>   |
| Impact significance rating          | <b>Minor - Negligible</b>                                     |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                   |



Viewpoint Location Map NTS





Viewpoint ID 21 90°

| Viewpoint ID 21                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 27 Windemere Road, Robin Hill NSW                          |
| Viewpoint coordinates               | 33° 25' 42.942" S 149° 32' 0.99" E                         |
| Date of capture                     | 27 October 2022 1:16pm                                     |
| Direction of view                   | 257.6° (southwest)   |
| Distance from development           | 1180m toward proposed battery energy storage system (BESS) |
| Elevation                           | 798.2m   |
| Viewer motion                       | At speed (50km/h), walking                                 |
| Usage                               | Adjacent private property                                  |
| Receptor sensitivity                | <b>Negligible</b>  |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Negligible</b>  |
| Post mitigation significance rating | -  |



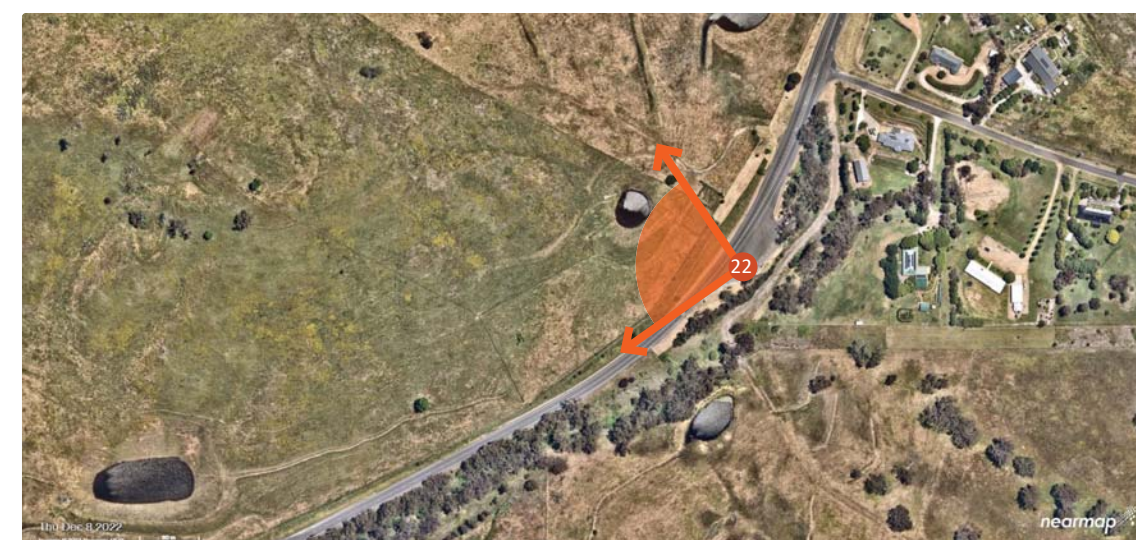
Viewpoint Location Map NTS





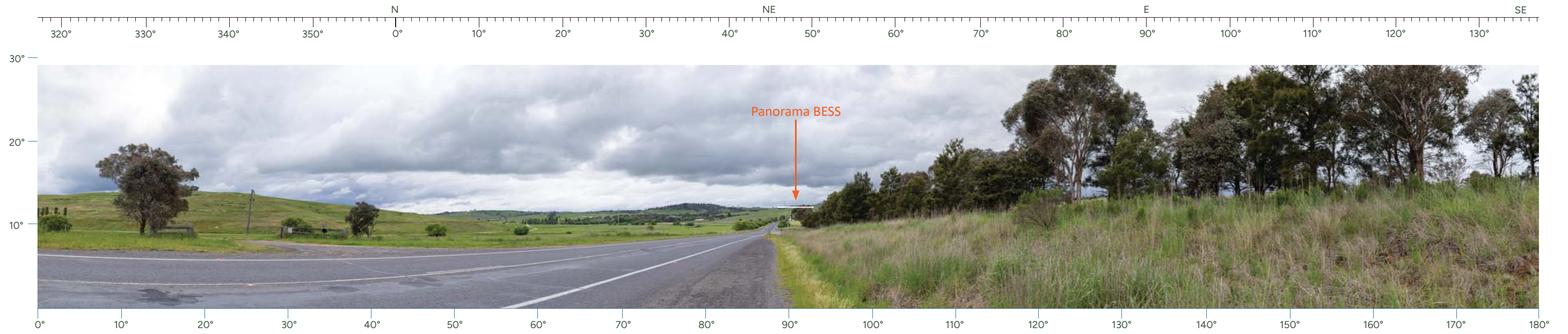
Viewpoint ID 22 90°

| Viewpoint ID 22                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 586 Mid-Western Highway, Robin Hill NSW                    |
| Viewpoint coordinates               | 33° 26' 4.872" S 149° 31' 57.282" E                        |
| Date of capture                     | 27 October 2022 1:27pm                                     |
| Direction of view                   | 291.9° (southwest)   |
| Distance from development           | 1119m toward proposed battery energy storage system (BESS) |
| Elevation                           | 762.4m   |
| Viewer motion                       | At speed (80-100km/h), walking and standing                |
| Usage                               | Public rest area   |
| Receptor sensitivity                | <b>Negligible</b>  |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Negligible</b>  |
| Post mitigation significance rating | -  |



Viewpoint Location Map NTS





Viewpoint ID 23 180°

| Viewpoint ID 23                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | 1041 Mid-Western Highway, Evans Plains NSW  |
| Viewpoint coordinates               | 33° 26' 54.774" S 149° 29' 52.488" E  |
| Date of capture                     | 27 October 2022 10.29am   |
| Direction of view                   | 47.6° (north)   |
| Distance from development           | 1720m toward battery energy storage system (BESS)   |
| Elevation                           | 663.6m  |
| Viewer motion                       | At speed (80-100km/h)   |
| Usage                               | Regional. Access to surrounding town centres such as Blayney. Main road to numerous properties. Main industry and tourist route. Gateway into Bathurst Regional Centre. |
| Receptor sensitivity                | <b>High</b>   |
| Magnitude of change rating          | <b>Low</b>  |
| Impact significance rating          | <b>Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>   |



Viewpoint Location Map NTS





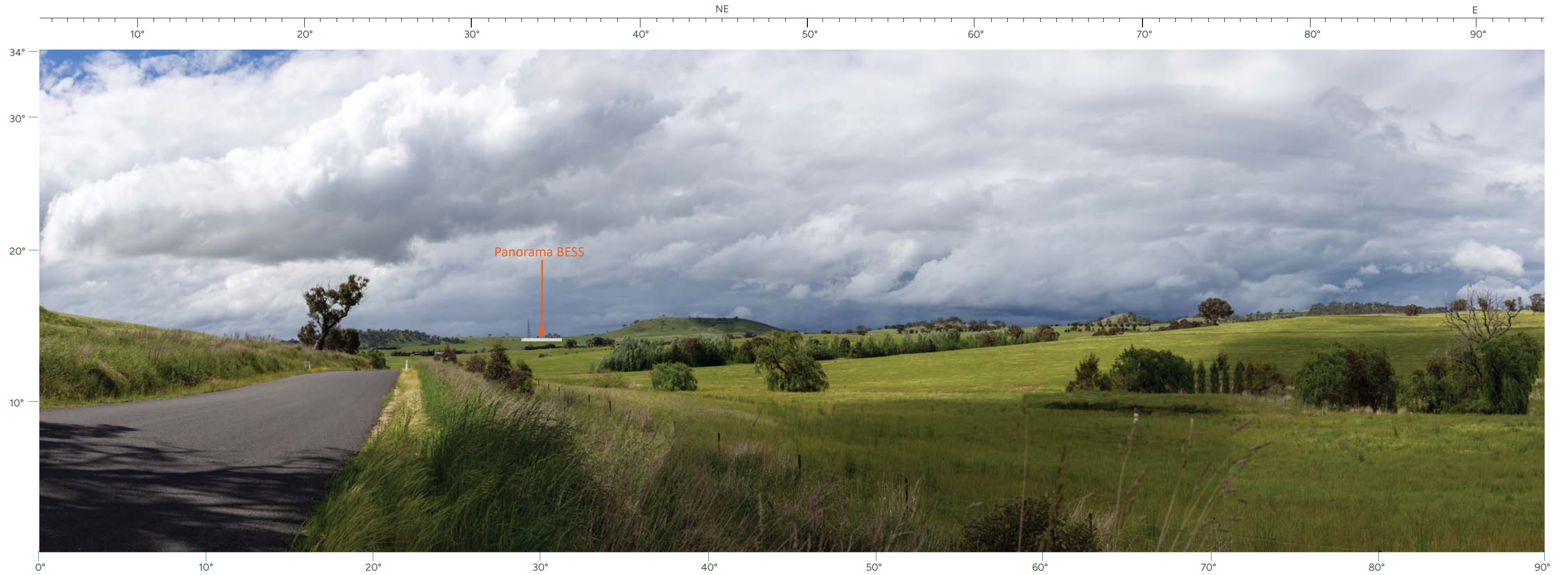
Viewpoint ID 25 90°

| Viewpoint ID 25                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | Hopewood, 1022 Mid-Western Highway, Evans Plains NSW |
| Viewpoint coordinates               | 33° 27' 0.882" S 149° 29' 47.136" E                  |
| Date of capture                     | 27 October 2022 1:44pm                               |
| Direction of view                   | 46.9° (northeast)                                    |
| Distance from development           | 3145m toward battery energy storage system (BESS)    |
| Elevation                           | 660.8m   |
| Viewer motion                       | At speed (50-80km/h)                                 |
| Usage                               | Private residence                                    |
| Receptor sensitivity                | <b>Low</b>   |
| Magnitude of change rating          | <b>Negligible</b>                                    |
| Impact significance rating          | <b>Minor-Negligible</b>                              |
| Post mitigation significance rating | <b>Negligible/ very low</b>                          |



Viewpoint Location Map NTS





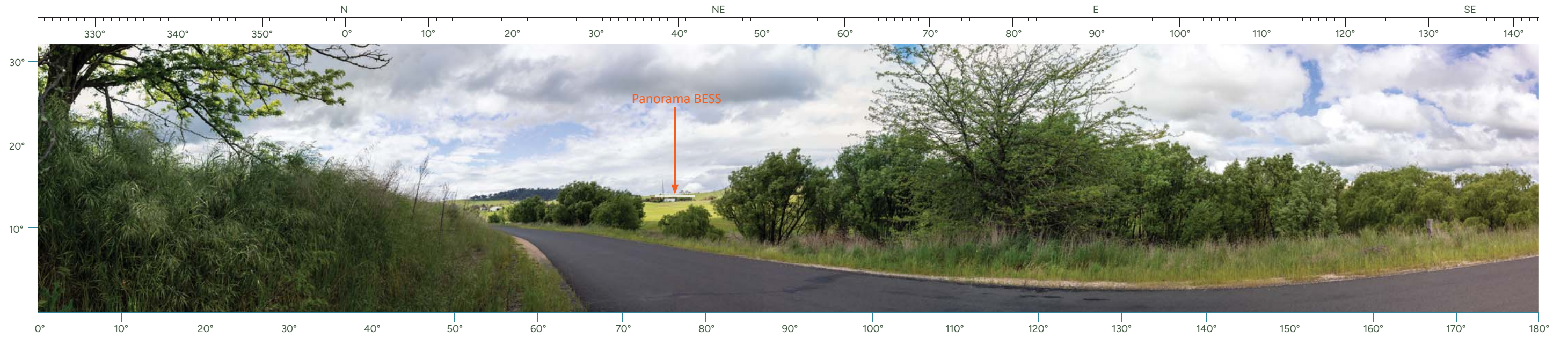
Viewpoint ID 26 90°

| Viewpoint ID 26                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 663 Hen and Chicken Lane, Evans Plains NSW   |
| Viewpoint coordinates               | 33° 27' 4.356" S 149° 30' 34.782" E  |
| Date of capture                     | 27 October 2022 1:52pm   |
| Direction of view                   | 33.4° (north-northeast)  |
| Distance from development           | 2464m toward battery energy storage system (BESS)  |
| Elevation                           | 682.9m   |
| Viewer motion                       | At speed (50-80km/h)   |
| Usage                               | Local. Access to rural properties and connection to surrounding towns such as Perthville |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>  |



Viewpoint Location Map NTS





Viewpoint ID 28 180°

| Viewpoint ID 28                     | Description   |
|-------------------------------------|---|
| Viewpoint location                  | Hen and Chicken Lane, Evans Plains NSW                        |
| Viewpoint coordinates               | 33° 26' 41.52" S 149° 30' 36.498" E                           |
| Date of capture                     | 27 October 2022 2:02pm  |
| Direction of view                   | 33.8° (north-northeast)                                       |
| Distance from development           | 1858m toward battery energy storage system (BESS)             |
| Elevation                           | 676.3m  |
| Viewer motion                       | At speed (50-80km/h)  |
| Usage                               | Local. Access between Mid-Western Highway (A41) and Vale Road |
| Receptor sensitivity                | <b>High</b>   |
| Magnitude of change rating          | <b>Low</b>  |
| Impact significance rating          | <b>Moderate</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                   |



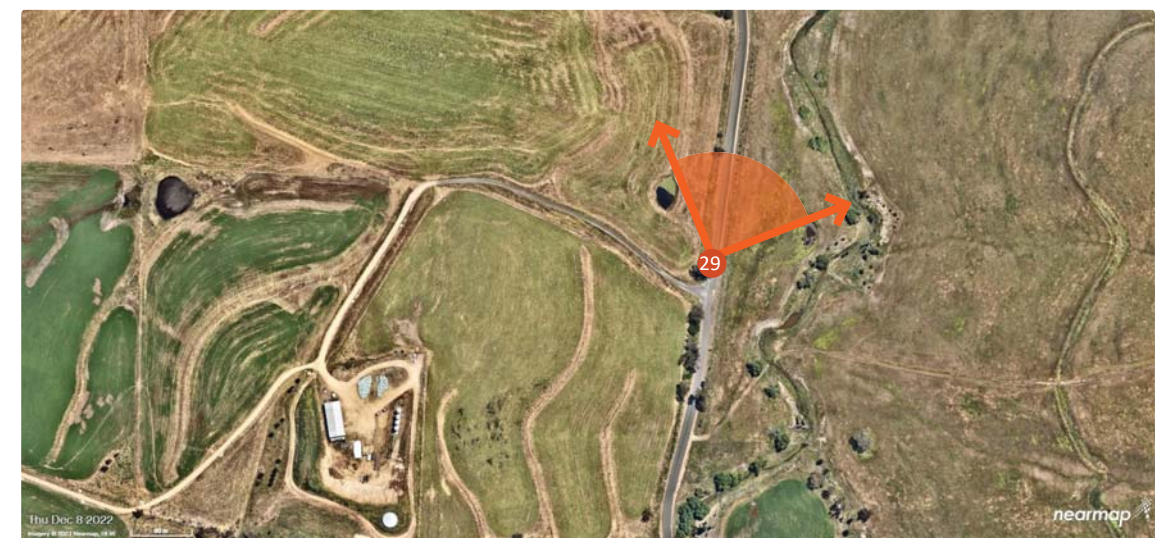
Viewpoint Location Map NTS





Viewpoint ID 29 90°

| Viewpoint ID 29                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | Hen and Chicken Lane, Evans Plains NSW   |
| Viewpoint coordinates               | 33° 26' 41.52" S 149° 30' 36.498" E  |
| Date of capture                     | 27 October 2022 2:03pm   |
| Direction of view                   | 33.8° (north-northeast)  |
| Distance from development           | 1858m toward proposed battery energy storage system (BESS)                             |
| Elevation                           | 676.3m   |
| Viewer motion                       | At speed (50-80km/h)   |
| Usage                               | Local. Access to rural properties and connection to surrounding towns as as Perthville |
| Receptor sensitivity                | <b>High</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Moderate</b>  |
| Post mitigation significance rating | <b>Negligible/ very low</b>  |



Viewpoint Location Map NTS





Viewpoint ID 31 90°

| Viewpoint ID 31                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 814 Hen and Chicken Lane, Evans Plains NSW                 |
| Viewpoint coordinates               | 33° 26' 20.328" S 149° 30' 28.338" E                       |
| Date of capture                     | 27 October 2022 2:16pm                                     |
| Direction of view                   | 53.6° (northeast)  |
| Distance from development           | 1525m toward proposed battery energy storage system (BESS) |
| Elevation                           | 650.9m   |
| Viewer motion                       | At speed (50-80km/h)                                       |
| Usage                               | Private residence  |
| Receptor sensitivity                | <b>Medium</b>  |
| Magnitude of change rating          | <b>Low</b>   |
| Impact significance rating          | <b>Minor</b>   |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





Viewpoint ID 32 90°

| Viewpoint ID 32                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 337 Evans Plains Road, Evans Plains NSW                    |
| Viewpoint coordinates               | 33° 25' 32.298" S 149° 30' 3.642" E                        |
| Date of capture                     | 27 October 2022 2:25pm                                     |
| Direction of view                   | 107.3° (east-southeast)                                    |
| Distance from development           | 1954m toward proposed battery energy storage system (BESS) |
| Elevation                           | 651.9m   |
| Viewer motion                       | At speed (50-80km/h)                                       |
| Usage                               | Private residence  |
| Receptor sensitivity                | Low  |
| Magnitude of change rating          | Negligible   |
| Impact significance rating          | Minor-Negligible   |
| Post mitigation significance rating | Negligible/ very low                                       |



Viewpoint Location Map NTS





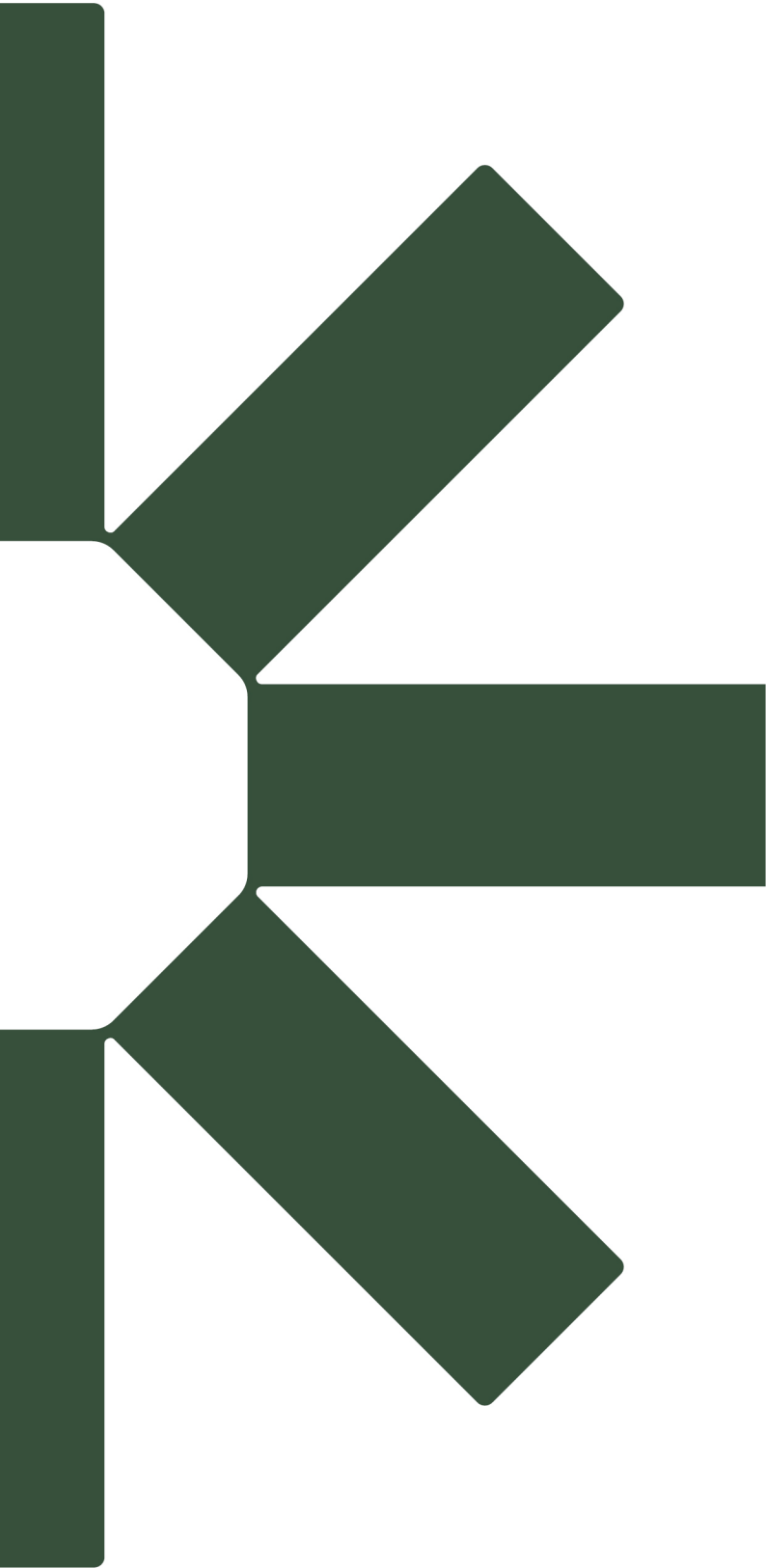
Viewpoint ID 33 90°

| Viewpoint ID 33                     | Description  |
|-------------------------------------|--|
| Viewpoint location                  | 82 Marys Lane, Dunkeld NSW                                 |
| Viewpoint coordinates               | 33° 24' 35.082" S 149° 28' 35.94" E                        |
| Date of capture                     | 27 October 2022 2:38pm                                     |
| Direction of view                   | 119.7° (northeast)   |
| Distance from development           | 4746m toward proposed battery energy storage system (BESS) |
| Elevation                           | 664.0m   |
| Viewer motion                       | At speed (50-80km/h)                                       |
| Usage                               | Private residence  |
| Receptor sensitivity                | <b>Low</b>   |
| Magnitude of change rating          | <b>Negligible</b>  |
| Impact significance rating          | <b>Minor-Negligible</b>                                    |
| Post mitigation significance rating | <b>Negligible/ very low</b>                                |



Viewpoint Location Map NTS





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