Appendix 12

Visual Assessment Addendum

umwelt

Wattle Creek Battery Energy Storage System

SSD-63345458

Landscape & Visual Impact Assessment

Addendum

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Revision	Date	Author	Checked	Comment
A	08.12.25	AR / YL	AR	Draft for Review
B	15.12.25	AR / YL	AR	Revised Memo
C	02.02.26	AR / YL	AR	Revised Memo
D	18.03.26	AR / YL	AR	Revised Memo
E	23.03.26	AR / YL	AR	Final Memo

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1.0 Introduction

Moir Landscape Architecture Pty Ltd (t/a Moir Studio) prepared a Landscape and Visual Impact Assessment (LVIA) for the proposed Wattle Creek Battery Energy Storage System (SSD-63345458) in March 2025. The LVIA formed part of the Environmental Impact Statement (EIS) which was publicly exhibited from Friday 9th May 2025 until Friday 6th June 2025.

The purpose of this LVIA Addendum is to provide additional information in response to the submission received from Wingecarribee Shire Council (WSC) dated 7th July 2025 relevant to visual impact. **Table 1** provides an overview of the parts of submission addressed in this Addendum.

WSC Submission
1. Limited Study Area Excludes Elevated Viewpoints in WSC. The Landscape and Visual Impact Assessment (LVIA) restricts its detailed assessment to a 5 km radius from the project boundary. This fails to adequately consider elevated landforms east of the development Site within the WSC, which are capable of experiencing line of sight views over the proposed development from many locations, including: • Canyonleigh • Elevated portions of Tugalong Road • Ridgetop properties adjoining including rural residences with long range western outlooks.
2. Community Submissions Indicate Concerns from WSC Residents Numerous community submissions in the EIS reference visual amenity concerns and view loss from properties in Tugalong, Mt Penang, Paddys River and nearby locations which are all located in the Shire. Despite this, the LVIA does not include targeted viewpoints or ground truthed validation in these locations. This is a significant omission, as the EIS acknowledges that submission raised concerns about visual impact from areas within Wingecaribee, yet is does not follow through with assessing these locations.
3. Topographic and Vegetation Filtering Assumptions May Not be Valid The LVIA assumes that intervening topography and vegetation will sufficiently screen the project from WSC vantage points. However: • Large parts of the Shire east of the site lie at elevation above 700m AHD, higher than the development site (680m AHD), which may afford clear views westwards across the site. • Assumptions of vegetative screening may be unreliable, particularly in open pasture blocks or cleared ridgetops, common in rural WSC areas.
Council requests that the proponent undertake an expanded LVIA, or a supplementary visual assessment, that includes elevated view-sensitive areas within Wingecarribee Shire east of the Project Area. Furthermore, Council requests: • The addition of new photomontages or visual simulations from key elevated locations within the Wingecarribee Shire. • Consideration of the cumulative long-range impacts on landscape character from the regional perspective. • Engagement with affected Wingecarribee residents in future consultation or design refinement.

Table 01 Overview of submission provided by WSC relevant to LVIA

2.0 Revised Viewshed Mapping

A viewshed map has been prepared that extends beyond 10 km to demonstrate the theoretical line of sight to the Proposed Infrastructure from areas located within the Wingecarribee Shire Council (WSC) Local Government Area (LGA). Refer to **Figure 1**. The viewshed mapping represents a theoretical and deliberately conservative worst-case scenario, identifying potential visibility based on topography alone. The viewshed map does not take into account vegetation and built form and is to be considered a conservative assessment tool utilised to identify areas for further assessment.

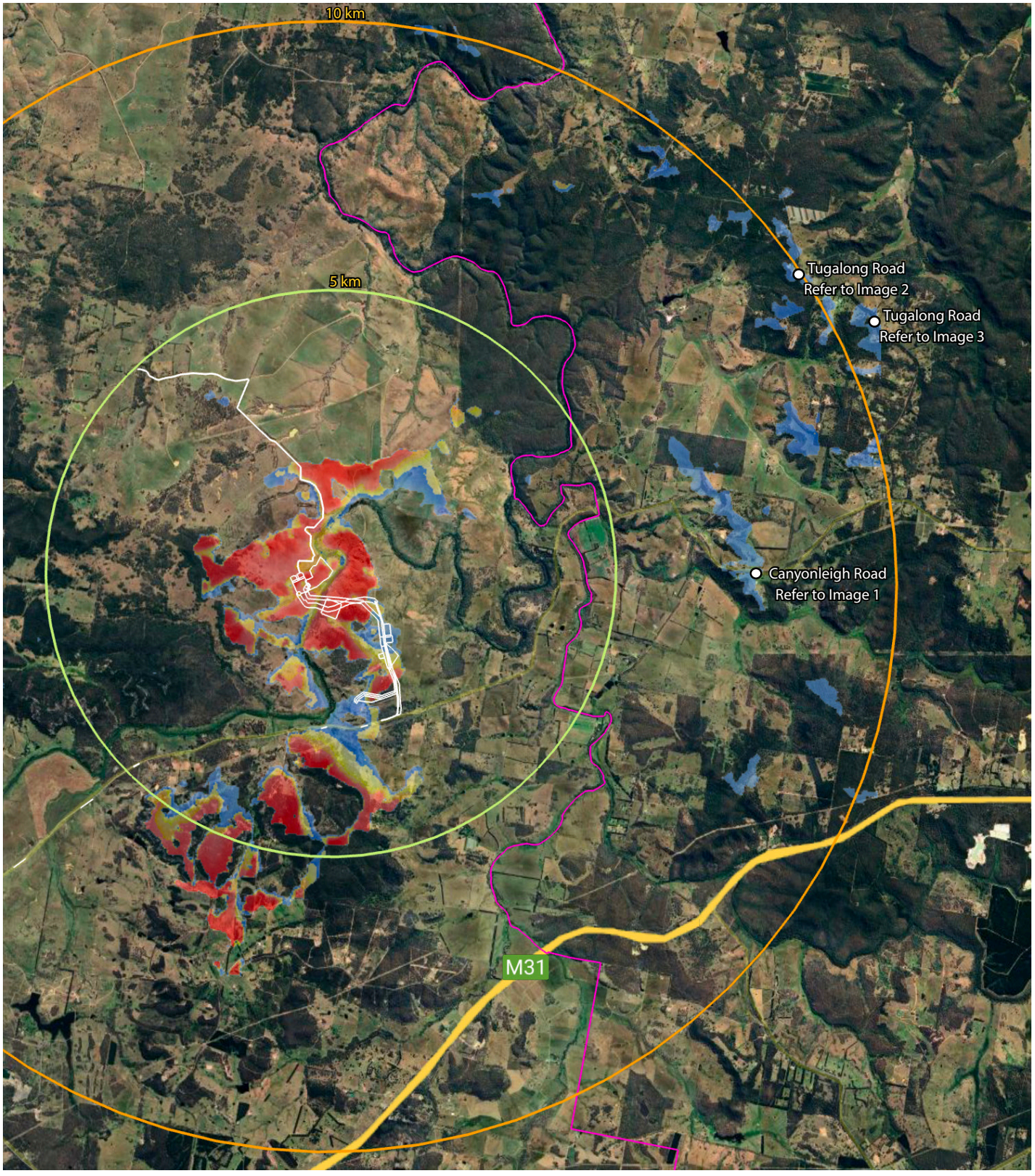
The viewshed map demonstrates there are a very small number of areas beyond the 5 km Study Area that have potential line of sight to the Project Area. Where visibility is available, it is limited to less than 25% of the BESS Infrastructure.

3.0 Additional Viewpoint Analysis

The submission prepared by WSC requested specific locations to be assessed to determine the level of visual impact. The following table provides an overview of the locations and a response to the request.

Location identified by WSC:	Response
Canyonleigh	Moir have undertaken an assessment of the visibility from Canyonleigh using viewshed mapping. Canyonleigh is located approximately 10 kilometres from the Project. There are limited opportunities for a theoretical line of sight to the Project Infrastructure from key viewpoints in Canyonleigh (ie. Community Hall, Canyonleigh Retreat and Canoynleigh Trails). A small section of Canyonleigh Road was identified as having the potential for theoretical visibility to the Project Infrastructure. Further analysis indicates there is dense roadside vegetation that would prevent visibility to the Project Infrastructure from this section of road. Refer to **Figure 2 and Image 1.**
- Elevation portions of Tugalong Road **- Properties in Tugalong** **- Ridgetop properties adjoining including rural residences with long range western outlooks**	Viewshed mapping prepared for the Project indicates that there is limited potential for visibility of the Project Infrastructure from Tugalong Road and the associated properties in the Tugalong Road vicinity. Where there are opportunities for a theoretical line of sight to the Project, Moir have undertaken further analysis. It is determined that dense roadside vegetation that characterises the landscape prevents views to the Project from Tugalong Road. Refer to **Figure 3, Images 2 & 3.** The viewshed map indicates potential visibility to the Project Infrastructure from small pockets of land associated with the ridgeline. Where these areas have been identified, vegetation typical of the area is likely to reduce visibility. Where views are available, views to the Project would be distant and the visual impact would be negligible.
Mt Penang	Mt Penang is located in excess of 20 km from the Project Area. At this distance, the Project Infrastructure would be indiscernible. Any potential visibility of the Project at this distance would occupy a very minor portion of the view and would have a negligible visual impact.
Paddys River	The viewshed map prepared for the Project demonstrates that topography will screen views to the Project from Paddys River and associated residences. Therefore no additional assessment is required for residences in this area

Table 02 Locations identified for further assessment by WSC



LEGEND

- LGA Boundary
- 5 km from BESS
- 10 km from BESS

Viewshed Legend

- < 25 % Visibility
- 25 - 50% Visibility
- 50 - 75% Visiblity
- 75 - 100% Visibility

Figure 01 Viewshed Map for BESS Project
Basemap Source - Google Earth, 2025

Figure 02 Viewshed Map for Canyonleigh

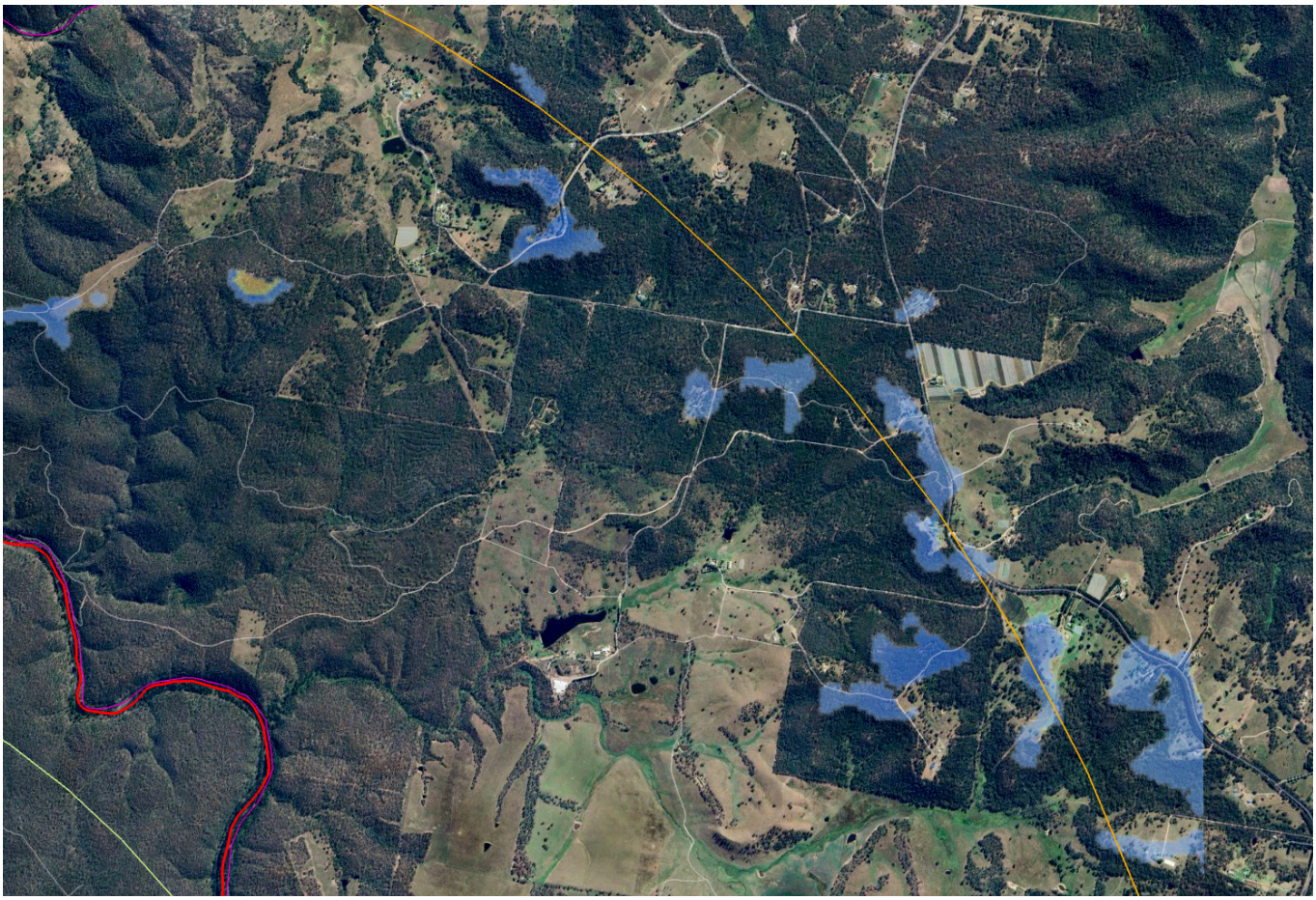


Figure 03 Viewshed Map for Tugalong Road

Image demonstrates the views from Canyonleigh Road will be screened by dense vegetation.

Image 1. Canyonleigh Road (Source: Google Earth, 2025)

Image demonstrates the dense vegetation typical of Tugalong Road that contains views toward the Project Infrastructure from the area identified as having a theoretical line of sight.

Image 2. Tugalong Road (Source: Google Earth, 2025)

Image demonstrates the dense vegetation typical of Tugalong Road that contains views toward the Project Infrastructure from the area identified as having a theoretical line of sight.

Image 3. Tugalong Road (Source: Google Earth, 2025)

4.0 Revised Transmission Line Route

The LVIA prepared for the EIS submission identified two route options that were assessed for optionality. The transmission line consists of up to 7 km of internal overhead cables from the BESS to the grid connection point. Since the lodgement of the EIS, a final route layout has been proposed that is located between the two route options assessed in the EIS (see Figure 4). As this third option sits within the envelope of the previously assessed routes, it does not result in any change to the outcomes of the assessment.

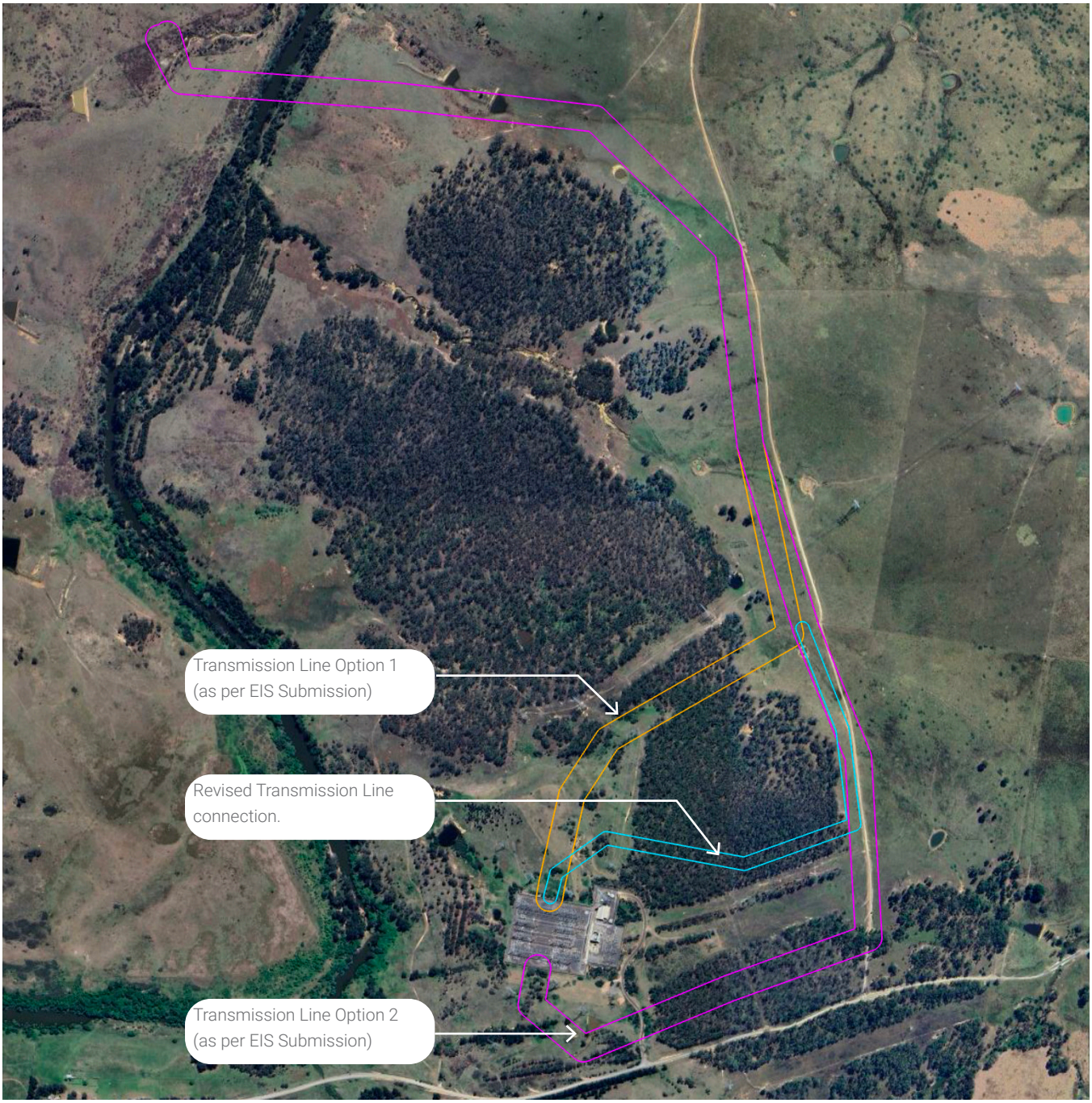


Figure 04 Revised Transmission Line Route

5.0 Telecommunications Mast

A Telecommunications Mast (Mast) is proposed at the substation site. The Mast is proposed at a maximum height of 80 metres. A viewshed map has been prepared to illustrate areas from which the mast has the potential to be theoretically visible (based on topography alone). Due to the vertical scale of the Mast the viewshed map identifies opportunities for views of the Mast from surrounding public viewpoints, however in reality, opportunities will be limited due to existing intervening vegetation which is typical of the area.

Although there are potential opportunities to view the Mast, it has been designed as a thin, lightweight structure, minimising bulk and reducing overall visibility within the surrounding landscape. Due to the slender and design, it will be difficult to discern. The appearance of the Mast is consistent with existing utility structures existing in the area and will result in a negligible visual impact.

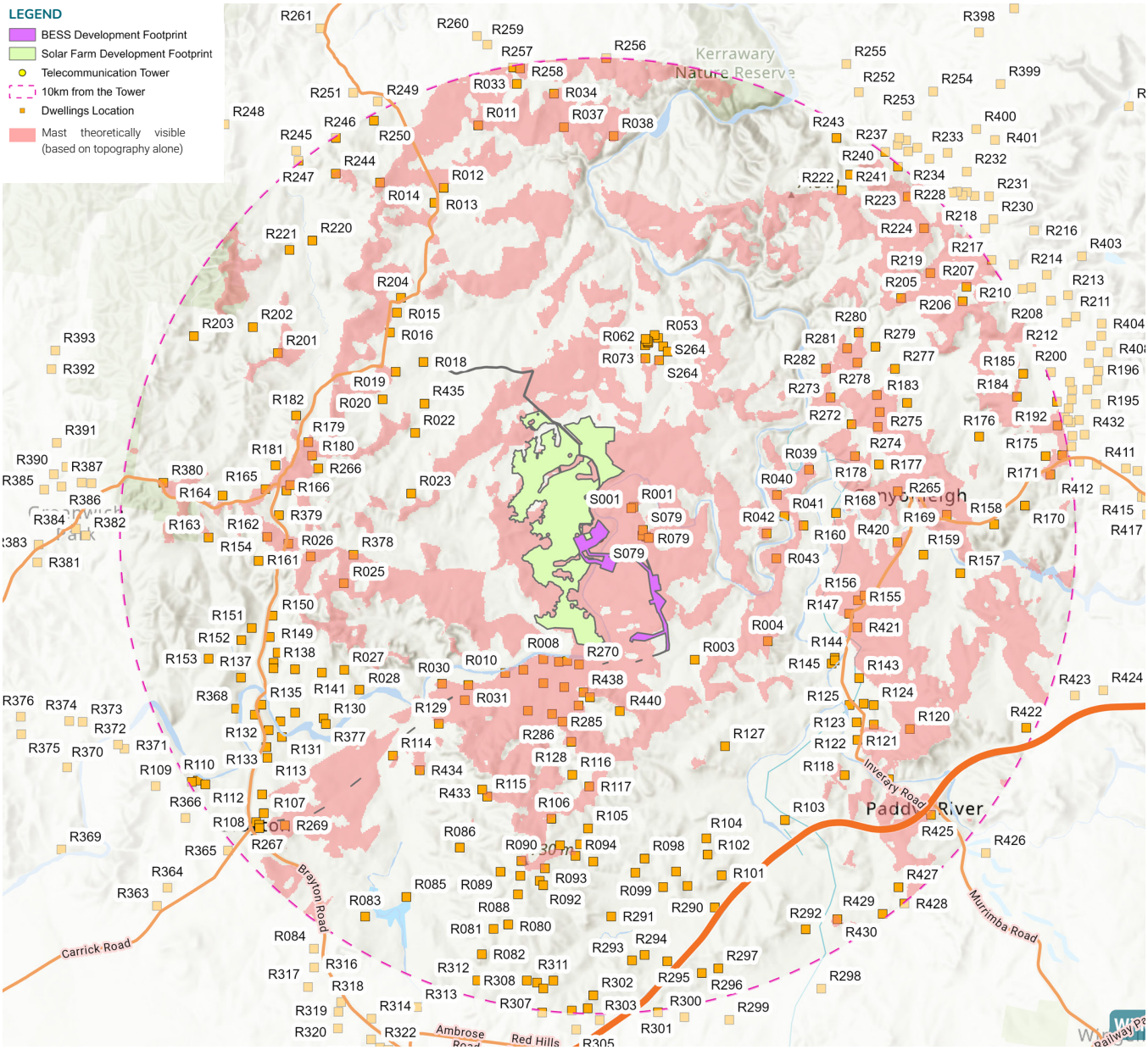


Figure 05 Viewshed of Telecommunications Mast

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