# VISUAL IMPACT ASSESSMENT

## Finley Battery Energy Storage System

BESS Pacific Pty Ltd

P001993 VIA

Rev: F

6 May 2025

Premise

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| A | 07/03/25 | Draft Issue for review | | | |
| B | 2/04/2025 | Draft for client review | | | |
| C | 7/04/2025 | Client updates added. | | | |
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# 1. INTRODUCTION

## 1.1 Background

Premise Australia Pty Ltd (Premise) has been engaged by BESS Pacific C/o Gransolar Development Australia Pty Ltd (hereafter 'BESS Pacific') to undertake a Visual Impact Assessment (VIA) to support an EIS for a State Significant Development (SSD) Application for a 100 Megawatt AC ($MW_{AC}$) / 200 Megawatt Hour (MWh) Battery Energy Storage System (BESS) near Finley, NSW.

The development site for the Finley BESS project impacts land within Lot 3 DP740920 (private land under agreement by the proponent), Lot B DP961693 (Transgrid Finley Substation) and the road reserves of Canalla Road and Broockmanns Road, Finley.

The VIA has been prepared to assess the visual and landscape character implications associated with the development of an approximately 100$MW_{AC}$/200MWh BESS. The report assesses the visual impacts of the proposed BESS works on its immediate surrounds as well as suggests mitigation measures to further reduce any impacts that may occur (as appropriate).

## 1.2 Site Location

The development site is approximately 5 km west of the Finley town centre. The Riverina Highway is located approximately 1.2 km north of the site and the Newell Highway is approximately 5.1 km due east. The proposed BESS will connect to the existing Transgrid Finley Transmission Substation via a proposed underground transmission line (TL). The BESS infrastructure will be located on Lot 3 DP740920 (**Figure 1**). The connecting transmission line will traverse Lot 3, the Broockmanns and Canalla Road reserves and connect to the Transgrid Finley Substation located on Lot B DP961693.


**Legend**

- Development Site
- Lot
- Major Road
- Railway
- Runway
- Major Water Body
- Watercourse

Premise

**Finley BESS**

**Figure 1**
**Locality Plan**

# 2. SITE AND PROJECT DESCRIPTION

## 2.1 Development Site and Surrounding Context

The development site is located across Lot B DP961693, Canalla and Broockmanns Road reserves and Lot 3 DP740920. Lot 3 is cleared agricultural land while Lot B is the existing Transgrid Finley Substation.

Broockmanns Road is a local, gravel road with a posted speed limit of 100 km/hr. The BESS will be located on land zoned RU1 Primary Production via the *Berrigan Local Environmental Plan 2013* (LEP) and is used for rural purposes including cropping and grazing. The surrounding land, with the exception of the Transgrid Finley Substation site, is also in use for extensive agricultural purposes. The development site and neighbouring lots are generally flat.

The development site is to be accessed by heavy vehicles via a proposed driveway off Canalla Road in the west with secondary accesses for light vehicles from Broockmanns Road to the south. There are several rural roads within the local context. The most significant road is the Riverina Highway which is approximately 1.2km north of the proposed site.

The development site and surrounding context have been cleared of most vegetation for agricultural purposes. The proposed location of the BESS is cleared of significant vegetation.

There are no structures on the development site except for the Transgrid Finley Substation.

Existing above ground power lines are located in Broockmanns and Canalla Roads. An existing (unrelated) solar farm is located approximately 490m southwest of the Finley BESS development site.

**Image 1 - Photo from Broockmanns Road looking towards development site**

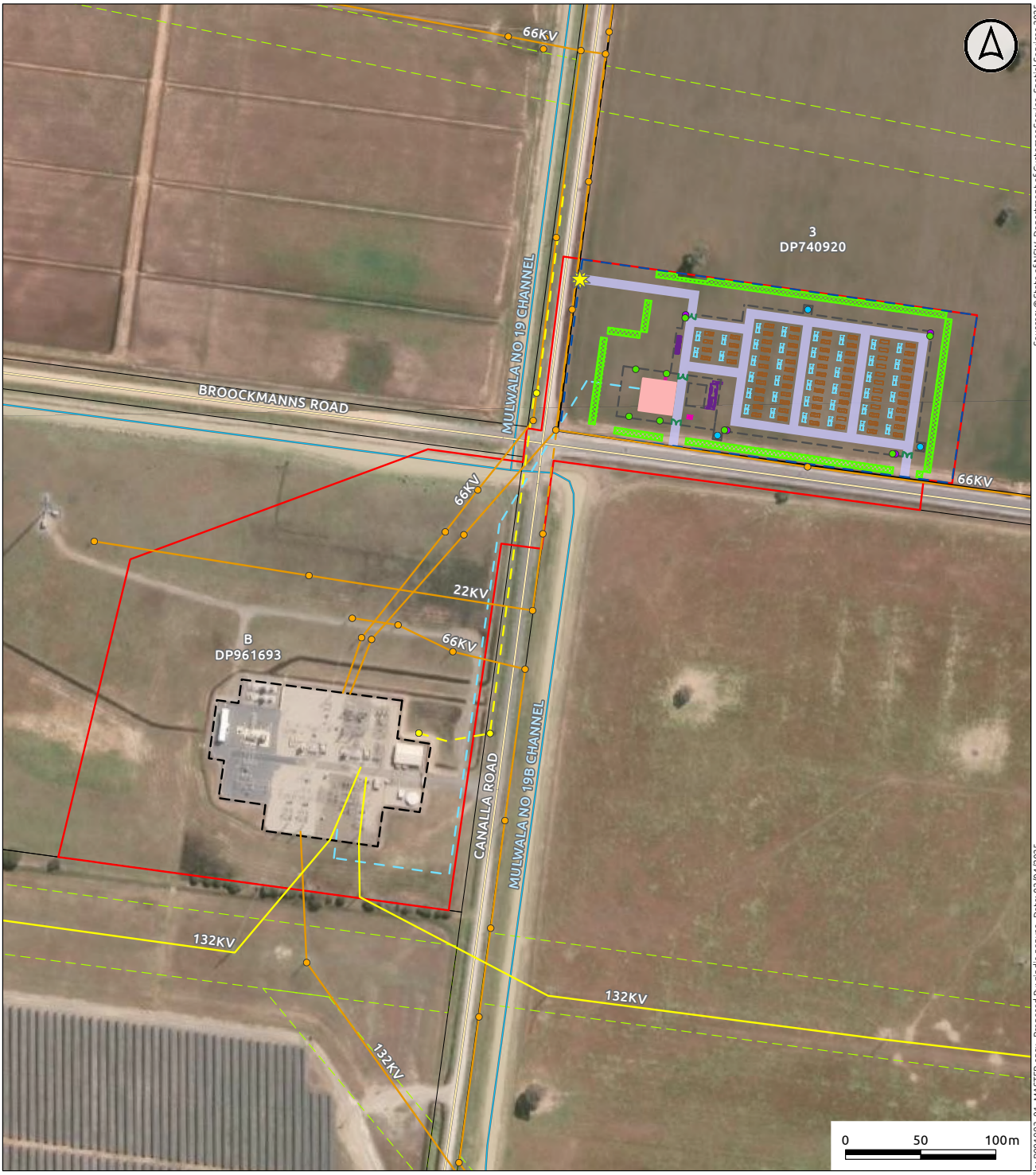
## 2.2 Project Description

The proposed Finley BESS will connect to the existing Transgrid Finley Transmission Substation via a proposed transmission line (TL) route comprising of underground transmission cables. The Finley BESS comprises of approximately 80 modular containers comprising of the batteries and approximately 40 inverters, located externally to the modular containers. Access to the development site will be from Canalla and Broockmanns Roads and an internal road will be used to access the batteries and inverters. Car parking will be provided.

The development site has an area of approximately 10 ha. Of that area, the BESS infrastructure will occupy an area of approximately 3 ha. The batteries and inverters are fixed to hardstand footings.

The following infrastructure is associated with the project:

- Site establishment works bulk earthworks and temporary construction compound;
- Construction of hardstand, control room (~6.516m high) and switch gear, auxiliary transformer (~6.568 high) and transformer station (~3.196 high);
- Vehicular access crossing to Canalla Road (heavy vehicles) and two crossings to Broockmanns Road (light vehicles); one new and one existing to be upgraded;
- Installation of approximately 80 modular containers (~2.44m wide x ~6.06m long x ~3.20m high) comprising of Lithium-Ion batteries with the appropriate cooling and protection system and approximately 40 inverters (~2.5m wide x ~6m long x ~2.9m high) located externally to the modular containers;
- Construction of 132 kV TL route ~480m length underground transmission line to facilitate connection to the existing Transgrid Finley 132/66 kV Substation;
- Earthing and lightning protection systems. The height of the lightning mask will be ~11.5m;
- Construction of ancillary works including internal roads, parking areas, water tanks, storage structures, stormwater management infrastructure, CCTV, low level security lighting and fencing (~3.15m); and
- Vegetation buffer to include 2 rows of tress up to 3m high.




**Legend**

- Development Site
- BESS Lease Area
- Substation
- Primary Site Access (Heavy Vehicle)
- Subject Site
- Substation Site
- Lot
- Road
- Watercourse
- Easement
- Essential Energy Pole
- Transgrid Pit
- Essential Energy OH
- Essential Energy UG
- Transgrid OH
- Transgrid Optic Fibre

**Proposed Layout**

- Substation Switch Area
- Internal Road
- BESS Battery
- BESS Inverter Line
- BESS Buildings
- Fence
- Gate
- BESS Substation
- Proposed BESS underground line
- Vegetation
- Watertank
- CCTV Mast
- BESS Lighting Mast

Premise

**Finley BESS**

**Figure 2**
**Development Site and Concept Layout**

## 2.3 Dwelling Entitlements

A review of available data to identify any nearby properties with capacity to lawfully accommodate a dwelling included, identifying dwelling and subdivision approvals, was conducted via the NSW Planning Portal DA Tracker in lieu of the Berrigan Shire Council DA tracker as Council's DA tracker has not been available during the preparation of the EIS.

While the lack of available data regarding nearby approved developments or lodged applications limits the ability to perform a more comprehensive assessment of potential visual impacts, the flat topography and low scenic value of the surrounding area suggest that the proposed development will not result in significant visual disruption for any existing dwellings or land with the potential to lawfully accommodate a dwelling.

A review of spatial data concluded that within the visual catchment and within a 2 kilometre buffer of the development site indicates existing lots that met the minimum lot size of 120 hectares, pursuant to Clauses 4.2A, or already contain an existing dwelling and therefore could accommodate the erection of a rural workers' dwelling, pursuant to Clause 4.2B of the LEP, being:

**Table 1 - Dwelling Entitlements**

| Lot/Section/DP | Address | Comment |
|---|---|---|
| Lot 111, DP 752299 | 76 Broockmanns Road | Existing dwelling already located on the land. |
| Lot 4, DP 740920 | 384 Broockmanns Road | Existing dwelling already located on the land. |
| Lot 55, DP 661469 | 16891 Riverina Highway | Existing dwelling already located on the land, also lot for the proposed Berrigan BESS SSD-78106206. |
| Lot 133, DP 752299 | 198 Canalla Road | Existing Finley Solar Farm SSD-8540 |
| Lot 1341, DP 1247098 | Canalla Road | Vacant land, located south east to the development site, separated by Finley Solar Farm. |
| Lot 129, DP 752299 | 311 Broockmanns Road | Existing dwelling already located on the land. |
| Lot 1253, DP 1129454 | 231 Broockmanns Road | Existing dwelling already located on the land. |
| Lot 1372, DP 792806 | Riverina Highway | Vacant land, located west of the development site, separated by the proposed Berrigan BESS SSD-78106206. |
| Lot 109/DP752299 | Riverina Highway | Vacant land. |
| Lot 45, DP 661474 | 251 South Coree Road | Existing dwelling already located on the land. |

The Finley BESS is not anticipated to introduce any substantial visual intrusion or adversely affect the visual amenity of the surrounding residences or potential residences, public view corridors or view points within the locality.

Mitigation measures proposed, including vegetation screening will further ameliorate any potential visual impacts.

# 3. VISUAL IMPACT ASSESSMENT

## 3.1 Process

This VIA has generally followed the assessment techniques outlined in the '*Technical Supplement – Landscape and Visual Impact Assessment. Large-Scale Solar Energy Guideline*' prepared by the NSW Government Department of Planning and Environment.

The analysis follows the following stages:

- Stage 1: Refine and classify viewpoints.
- Stage 2: Determine Magnitude.
- Stage 3: Determine visual sensitivity.
- Stage 4: Determine visual impact.
- Stage 5: Performance Objectives and Mitigation.

## 3.2 Methodology

Photographs were taken of the site to assist in the assessment of visual impact. Photos were taken with a Nikon D7500 Digital single-lens reflex DSLR camera with a 50mm lens.

Four photomontage images were created to help in the Visual Analysis process. The four receivers used in the photomontage images were selected to analyse a range of visual solutions and illustrate views from areas of perceived sensitivity.

The photomontage images in **Section 3.3** of this report and show the following information.

- Existing visual baseline; and
- Overlay of the proposed BESS.

### 3.2.1 REFINE AND CLASSIFY VIEWPOINTS

Viewpoints can be classified into two categories, primary and secondary viewpoints. Table 2 has been used to classify the viewpoints.

**Table 2 - Viewpoint Classification**

| Primary viewpoint | Secondary viewpoint |
|---|---|
| Principal/frequented living spaces (for example, living rooms, kitchens and dining areas) | Less frequented living and service areas (for example, bedrooms, laundries, bathrooms, garages and studies) |
| Front and rear views from a rural dwelling, particularly from any porch, balcony, verandah, entertainment area, adjacent garden, deck or patio | Side views from a dwelling |

(Source: Technical Supplement Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

### 3.2.2 MAGNITUDE

The visual magnitude of a project is its apparent size determined by the volume of the horizontal and vertical fields of view occupied. Table 3 has been used to determine the visual magnitude rating.

**Table 3 - Visual magnitude thresholds**

| Number of occupied cells | Visual magnitude rating |
|---|---|
| 1 to 7 | Very low |
| 8 to 14 | Low |
| 15 to 25 | Moderate |
| 26 to 36 | High |
| More than 37 | Very high |

(Source: Technical Supplement Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

### 3.2.3 VISUAL SENSITIVITY

Visual Sensitivity refers to the quality of the existing view and how sensitive the view is to the proposed change. The visual sensitivity is determined by identifying the sensitivity of each viewpoint and categorising the scenic quality of the area in view

#### 3.2.3.1 Viewpoint Sensitivity

Viewpoint sensitivity relates to the relative importance of viewpoints and the value that the community or visitors may place on landscapes viewed from public use areas, public travel ways and private receivers such as dwellings. **Table 4** has been used to determine the viewpoint sensitivity.

**Table 4 - Viewpoint sensitivity levels and examples**

| Viewpoint type | Very low viewpoint sensitivity | Low viewpoint sensitivity | Moderate viewpoint sensitivity | High viewpoint sensitivity |
|---|---|---|---|---|
| **Private receiver** | Private recreation areas and sporting fields (land zoned RE2) | Secondary view from dwelling rural area (zoned RU1, RU2, RU3, RU4 and RU6), large lot residential areas (zoned R5) and 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 environmental or conservation areas (zoned C2, C3 and C4)<br>Tourist and visitor accommodation (bed-and-breakfasts, motels and hotels) and places of worship | Dwellings in residential and rural villages (zoned R1, R2, R3, R4 and RU5)<br>Historic rural homesteads/ residences on the national, state or local heritage list |
| **Public viewpoint** | State highways, freeways and classified main roads<br>Local sealed and unsealed roads | Cemeteries, memorial parks<br>Tourist roads and scenic drives[4]. Significant entry ways to regional towns and cities<br>Walking tracks and navigable waterways | Tourist uses in tourist areas (zoned SP3)<br>Publicly accessible green and open spaces, including picnic areas, parks, public recreation areas and lookouts<br>Town centres and central business districts | n/a |

(Source: Technical Supplement Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

#### 3.2.3.2 Scenic Quality

The scenic quality refers to the holistic and 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 very low, low, moderate or high scenic quality. Table 4 has been used to determine the scenic quality.

**Table 5 - Frame of reference for scenic quality values**

| Viewpoint type | Very low scenic quality | Low scenic quality | Moderate scenic quality | High scenic quality |
|---|---|---|---|---|
| **Landform** | Large expanses of flat or gently undulating terrain<br>Indistinct, dissected or broken landforms that provide little illusion of spatial definition or landmarks with which to orient | Mostly flat or gently undulating terrain with isolated areas of undulating topography | 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 colour contrast that become focal points<br>Large areas of distinctive rock outcrops or boulders<br>Well-defined, steep 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 cleared and cropped areas with small areas of variation in colour and texture<br>Most pastures or grasslands with small blocks of distinct native vegetation | Predominantly open forest or woodland combined with some natural openings in patterns that offer some visual relief<br>Vegetative stands ranging in size, form, colour, texture and spacing, including human-influenced vegetation (for example, vineyards, plantation forests and orchards) | Strongly defined natural patterns with combinations of native forest, naturally appearing openings, streamside vegetation and scattered exotics<br>Distinctive stands of vegetation that may create unusual forms, colours or textures compared with surrounding vegetation |
| **Waterbodies** | Absence of natural waterbody<br>Farm dams, irrigation canals or stormwater infrastructure | Minor water forms, such as creeks and streams | 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 and cultural** | Places of worship, cemeteries, memorial parks, private open spaces | Places of worship, cemeteries, memorial parks, private open spaces<br>Local heritage sites | Local or state heritage sites<br>Distinguishable entry ways to a regional city identified in the State Environmental Planning Policy (Transport and Infrastructure) 2021 | Culturally important sites, wilderness, world heritage areas and protected areas<br>World, national 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 | Highly modified landscapes with visible infrastructure, such as transmission lines and railway corridors | 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 |

(Source: Technical Supplement Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

### 3.2.3.3 Visual Sensitivity

Once the viewpoint sensitivity and scenic quality are determined, these have been combined using the visual sensitivity matrix in **Table 6** to determine the overall visual sensitivity of each viewpoint.

**Table 6 - Visual sensitivity matrix**

| Viewpoint sensitivity level | High scenic quality | Moderate scenic quality | Low scenic quality | Very low scenic quality |
|---|---|---|---|---|
| **High viewpoint sensitivity** | High | High | Moderate | Low |
| **Moderate viewpoint sensitivity** | High | Moderate | Moderate | Low |
| **Low viewpoint sensitivity** | Moderate | Low | Low | Very low |
| **Very low viewpoint sensitivity** | Very low | Very low | Very low | Very low |

(Source: Technical Supplement 0Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

### 3.2.4 VISUAL IMPACT

The overall visual impact of each viewpoint has been determined for each assessable viewpoint by combining the visual magnitude and visual sensitivity using matrix in Table 7.

**Table 7 - Visual impact matrix**

| Magnitude | 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 |

(Source: Technical Supplement Landscape and Visual Impact Assessment, by NSW Department of Planning and Environment, August 2022)

### 3.2.5 NIGHT LIGHTING

The applicant commits to designing and developing in accordance with the requirements of AS/NZS 4282:2023 *Control of the obtrusive effects of outdoor lighting*. The location and design of the lighting mast heights will be determined during detailed design and addressed in the detailed designs lodged for construction certificate.

## 3.3 Public Viewpoints

### 3.3.1 PUBLIC VIEWPOINTS MAP


**Legend**

- Development Site
- Substation
- BESS Lease Area
- Lot
- Major Road
- Major Water Body
- Watercourse
- Viewpoint

Premise

**Finley BESS**

**Figure 3**
**Selected Viewpoints**

### 3.3.2 VIEWPOINT 1 – EXISTING

**Image 4 - Baseline Panoramic Photograph**


### 3.3.3 VIEWPOINT 1 – PROPOSED

**Image 5 - Panoramic Photomontage**


**Image 6 - Visual Magnitude Image**

| Viewpoint– VP1 | Location |
|---|---|
| Coordinate Location | -35° 38' 14.43", 145° 30' 34.07" |
| View Description | Looking North towards the BESS from Canalla Road. |
| Distance from Site | Approx. 570m |

| Viewpoint – VP1 | Impact Assessment Summary |
|---|---|
| Visual Magnitude | Low (11 occupied cells) |
| Viewpoint Sensitivity | Very Low |
| Scenic Quality | Low |
| Visual Sensitivity | Very Low |
| View Impact | Very Low |
| Mitigation Measures | No mitigation is required from this viewpoint due to very low view impact. |

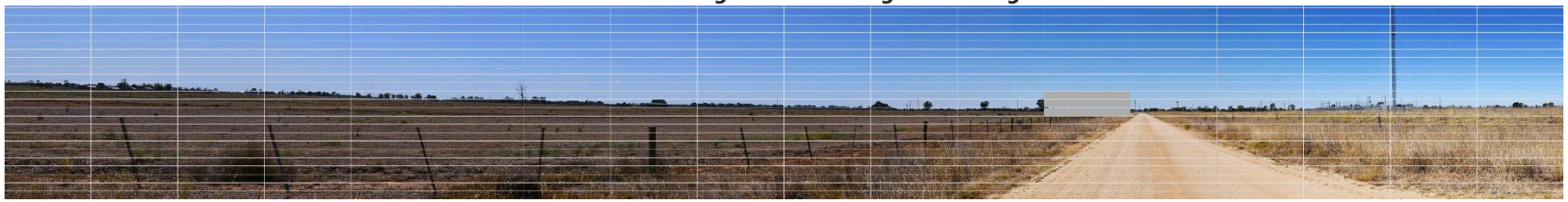
### 3.3.4 VIEWPOINT 2 – EXISTING

**Image 7 - Baseline Panoramic Photograph**


### 3.3.5 VIEWPOINT 2 – PROPOSED

**Image 8 - Panoramic Photomontage**


**Image 9 - Visual Magnitude Image**



| Viewpoint – VP2 | Location |
|---|---|
| Coordinate Location | -35° 38' 14.37", 145° 30' 34.55" |
| View Description | Looking East towards the BESS from Broockmanns Road. |
| Distance from Site | Approx. 465m |

| Viewpoint – VP2 | Impact Assessment Summary |
|---|---|
| Visual Magnitude | Very Low (3 occupied cells) |
| Viewpoint Sensitivity | Very Low |
| Scenic Quality | Low |
| Visual Sensitivity | Very Low |
| View Impact | Very Low |
| Mitigation Measures | No mitigation is required from this viewpoint due to very low view impact. |

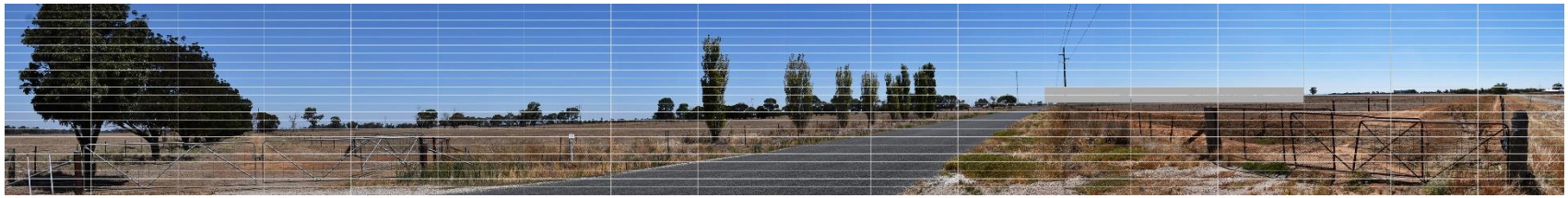
### 3.3.6 VIEWPOINT 3 – EXISTING

**Image 10 - Baseline Panoramic Photograph**


### 3.3.7 VIEWPOINT 3 – PROPOSED

**Image 11 -Panoramic Photomontage**


**Image 12 -Visual Magnitude Image**



| Viewpoint – VP3 | Location |
|---|---|
| Coordinate Location | -35° 38' 19.69", 145° 31' 18.54" |
| View Description | Looking West towards the BESS from Broockmanns Road. |
| Distance from Site | Approx. 415m |

| Viewpoint – VP3 | Impact Assessment Summary |
|---|---|
| Visual Magnitude | Very Low (6 occupied cells) |
| Viewpoint Sensitivity | Very Low |
| Scenic Quality | Low |
| Visual Sensitivity | Very Low |
| View Impact | Very Low |
| Mitigation Measures | No mitigation is required from this viewpoint due to very low view impact. |

### 3.3.8 VIEWPOINT 4 – EXISTING

**Image 13 - Baseline Panoramic Photograph**


### 3.3.9 VIEWPOINT 4 – PROPOSED

**Image 14 - Panoramic Photomontage**


**Image 15 - Visual Magnitude Image**

| Viewpoint – VP4 | Location |
|---|---|
| Coordinate Location | -35° 37' 29.86", 145° 30' 59.78" |
| View Description | Looking South towards the BESS from Riverina Highway. |
| Distance from Site | Approx. 1.26km |

| Viewpoint – VP4 | Impact Assessment Summary |
|---|---|
| Visual Magnitude | Low (10 occupied cells) |
| Viewpoint Sensitivity | Very Low |
| Scenic Quality | Low |
| Visual Sensitivity | Very Low |
| View Impact | Very Low |
| Mitigation Measures | No mitigation is required from this viewpoint due to very low view impact. |

**Table 8 – Summary Public Viewpoints**

| Viewpoint | Visual Sensitivity | Visual Magnitude | View Impact |
|---|---|---|---|
| **VP1** | Very Low | Low | Very Low |
| **VP2** | Very Low | Very Low | Very Low |
| **VP3** | Very Low | Very Low | Very Low |
| **VP4** | Very Low | Low | Very Low |

The proposed BESS will have a low visual impact from public viewpoints due to its limited visibility within the landscape. This is attributed to both the scale of the infrastructure and the significant distance from key viewing locations, located along local roads, including both sealed and unsealed sections.

These roads primarily serve local traffic and do not offer high scenic value or key recreational corridors, resulting in limited viewer expectation for visual quality.

## 3.4 Private Receivers

### 3.4.1 PRIVATE RECEIVERS

Within 2km of the site, there are nine (9) non associated private residential receivers as shown on **Figure 4**.

Of these receivers, R1 and R4 are the closest (600 m and 1,200 m respectively) and have a direct line of site to the proposed BESS. All other receivers are further removed from the proposed BESS (minimum 990 m of separation) and views to the site from these receivers are obscured by intervening vegetation and/or development. It is also noted that the properties on which R1 and R4 are located are both subject to pending SSD development applications for large scale battery projects. Should these projects proceed, views towards the Finely BESS will be wholly or partly obscured.

Due to the current line of sight, it is considered that both R1 and R4 will experience a moderate impact. Neither property was able to accessed for the purposes of preparing this VIA and therefore photomontages were unable to be prepared.

Landscaping treatment is recommended to address the impact of the proposed BESS on the impacted receivers. It is recommended that the landscaping treatment should be located around the perimeter of the security fencing consisting of two rows of staggered trees up to 3m high.

Analysis of viewpoints from the nine (9) non-associated receivers is provided in the following sections.

### 3.4.2 VIEWPOINT 1: VIEWS FROM RECEIVERS 1, 2 & 6.

#### 3.4.2.1 Viewpoint Description

This viewpoint location represents views visible from a cluster of houses within 2km to the Northeast of the development site;

- R1 – 384 Broockmanns Road, Finley ~ 600 m from development site.
- R2 – 16731 Riverina Highway, Finley ~ 990 m from development site.
- R6 – 276 Broockmanns Road, Finley ~ 1.58 km from development site

Views from these dwellings are characterised by property infrastructure common for this area, such as unsealed roads/driveways, fencing and rural machinery. The landscape character is flat and open with little interrupting the view towards the development site.

**Table 9 - Viewpoints 1, 2 & 6**

| Sensitivity | Magnitude | Impact | Mitigation measures |
|---|---|---|---|
| Low<br>> The dwellings are in rural areas.<br>> The landform is mostly flat or gently undulating terrain with isolated areas of undulating topography. | Moderate<br>> The proposed BESS and inverters are to be approximately 3m high.<br>> Associated infrastructure to include 6.5m high control room and 6.5m high transformer.<br>> R1 has direct and uninterrupted views towards the development site. | Low Impact | Vegetation screening planting on the northern and eastern boundaries of the BESS to manage residual impacts. |

### 3.4.3 VIEWPOINT 2: VIEWS FROM RECEIVERS 3, 5 & 7.

#### 3.4.3.1 Viewpoint Description

This viewpoint location represents views visible from a cluster of houses within 2km to the Southwest of the development site;

> R3 – 198 Canalla Road, Finley ~ 1.6 km from development site.

> R5 – 589 Broockmanns Road, Finley ~ 1.65 km from development site.

> R7 - 402 Canalla Road, Finley ~ 2.14 km from development site.

Views from these dwelling are obscured by the existing solar farm that surrounds the dwelling.

**Table 10 - Viewpoints 3, 5 & 7**

| Sensitivity | Magnitude | Impact | Mitigation measures |
|---|---|---|---|
| Low<br>> The dwellings are in rural areas.<br>> The landform is mostly flat or gently undulating terrain with isolated areas of undulating topography. | Very Low<br>> All receivers are more than 1.6km away from the development site and therefore considerably reducing the magnitude of the proposed BESS.<br>> An existing solar farm surrounds the viewpoints and therefore obscuring the view towards the development site. | Very Low Impact | None |

### 3.4.4 VIEWPOINT 3: VIEW FROM RECEIVER 4.

#### 3.4.4.1 Viewpoint Description

This viewpoint location represents the view visible from a house within 2km to the Northwest of the development site;

> R4 – 16891 Riverina Highway, Finley ~ 1.2 km from development site.

The view from this dwelling is characterised by property infrastructure common for this area, such as unsealed roads/driveways, fencing and rural machinery. The landscape character is flat and open with little interrupting the view towards the development site.

**Table 11 – Viewpoint 4**

| Sensitivity | Magnitude | Impact | Mitigation measures |
|---|---|---|---|
| Low<br>> The dwellings are in rural areas.<br>> The landform is mostly flat or gently undulating terrain with isolated areas of undulating topography. | Low<br>> The viewpoint is 1.2km away from the development site and therefore considerably reducing the magnitude of the proposed BESS.<br>> Direct and uninterrupted views towards the development site. | Low Impact | Vegetation screening on the western boundary recommended to manage residual impact. |

### 3.4.5 VIEWPOINT 4: VIEW FROM RECEIVER 8.

#### 3.4.5.1 Viewpoint Description

This viewpoint location represents the view visible from a house within 2km to the North of the development site;

> R8 – 56 Marantellis Road, Finley ~ 1.88 km from development site.

The view from this dwelling is characterised by property infrastructure common for this area, such as unsealed roads/driveways, fencing and rural machinery. Although the landscape character is flat and open, there are broken views to the development site due to trees, landscaping, farm shed and the highway.

**Table 12 – Viewpoint 8**

| Sensitivity | Magnitude | Impact | Mitigation measures |
|---|---|---|---|
| Low<br>> The dwellings are in rural areas.<br>> The landform is mostly flat or gently undulating terrain with isolated areas of undulating topography. | Low<br>> The viewpoint is 1.88km away from the development site and therefore considerably reducing the magnitude of the proposed BESS.<br>> Broken views towards the development site due to trees, landscaping, farm shed and the highway obscuring the view. | Low Impact | None |

### 3.4.6 VIEWPOINT 5: VIEW FROM RECEIVER 9.

#### 3.4.6.1 Viewpoint Description

This viewpoint location represents the view visible from a house within 2km to the North of the development site;

> R9 – 311 Broockmanns Road, Finley ~ 1.97 km from development site.

The view from this dwelling is characterised by property infrastructure common for this area, such as unsealed roads/driveways, fencing and rural machinery. The landscape character is flat and open with little interrupting the view towards the development site.

**Table 13 – Viewpoint 9**

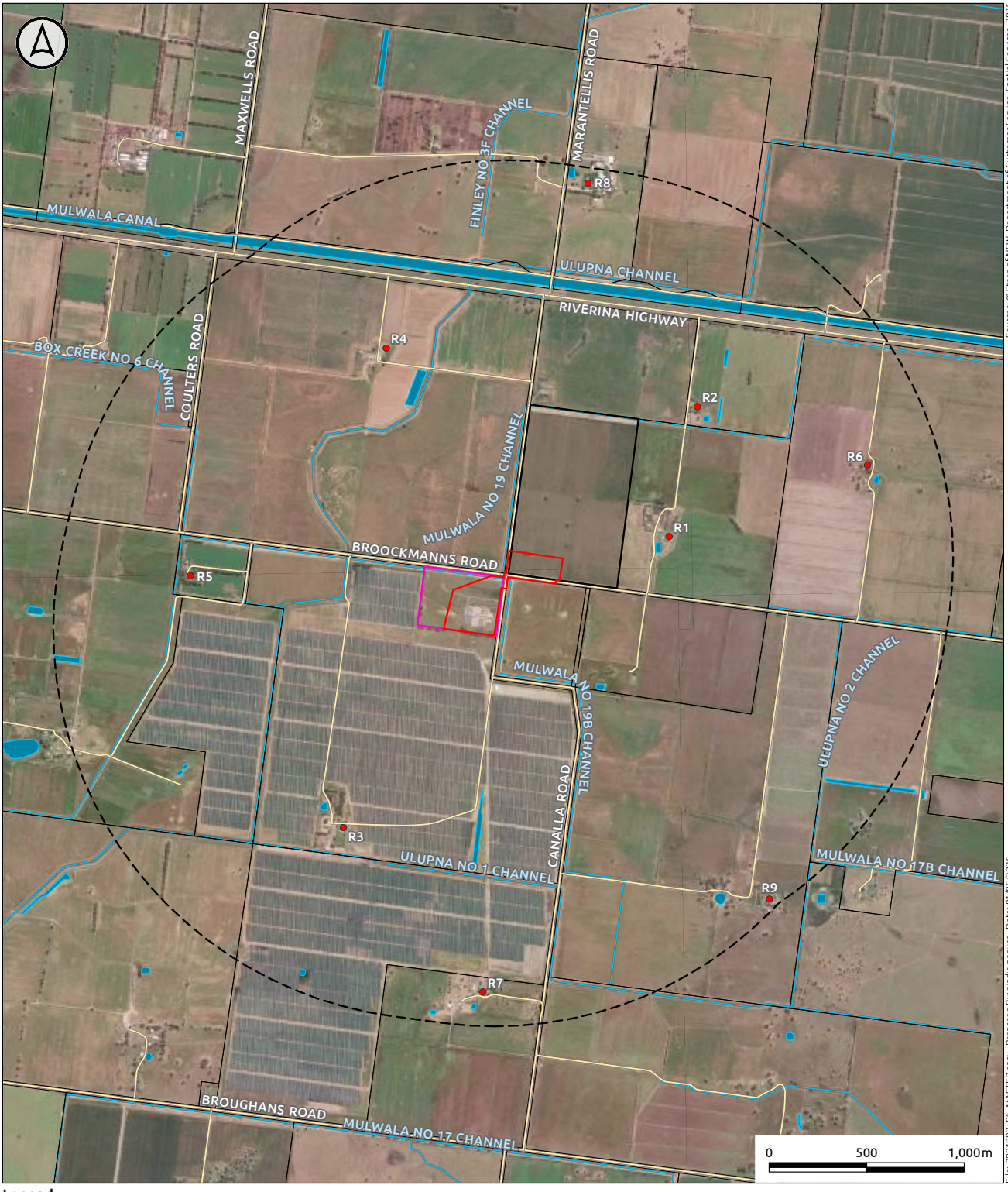
| Sensitivity | Magnitude | Impact | Mitigation measures |
|---|---|---|---|
| Low<br>> The dwellings are in rural areas.<br>> The landform is mostly flat or gently undulating terrain with isolated areas of undulating topography. | Low<br>> The viewpoint is 1.97km away from the development site and therefore considerably reducing the magnitude of the proposed BESS.<br>> Direct and uninterrupted views towards the development site. | Low Impact | None |

**Table 14 – Summary Private Receivers**

| Receiver | Address | Proximity to Proposal | Visual Sensitivity | Visual Magnitude | View Impacted |
|---|---|---|---|---|---|
| **R1** | 384 Broockmanns Road, Finley. | 600m | Low | Moderate | Low |
| **R2** | 16731 Riverina Highway, Finley. | 990m | Low | Moderate | Low |
| **R3** | 198 Canalla Road, Finley. | 1.6km | Low | Very Low | Very Low |
| **R4** | 16891 Riverina Highway, Finley. | 1.2km | Low | Low | Low |
| **R5** | 589 Broockmanns Road, Finley. | 1.65km | Low | Very Low | Very Low |
| **R6** | 276 Broockmanns Road, Finley. | 1.58km | Low | Moderate | Low |
| **R7** | 402 Canalla Road, Finley. | 2.14km | Low | Very Low | Very Low |
| **R8** | 56 Marantellis Road, Finley. | 1.88km | Low | Low | Low |
| **R9** | 311 Broockmanns Road, Finley. | 1.97km | Low | Low | Low |

A desktop assessment of private receivers was undertaken; this considered factors such as distance to the proposed BESS, existing vegetation and existing development in the locality. Based on this review, the visual impact to private receivers is determined to be Low to Very Low, with minimal views anticipated and no significant change to the existing visual character or amenity.

To ameliorate the residual impacts to private receivers, vegetation screening planting to the northern, eastern and western boundaries of the BESS is recommended.




**Legend**

- Development Site
- Substation Site
- Subject Site
- Development Site 2km Buffer
- Lot
- Road
- Water Body
- Watercourse

**Residential Receivers**

- Non-Associated

Premise

**Finley BESS**

**Figure 4:**
**Residential Receivers Within 2km**

# 4. CONCLUSION

## 4.1 Summary of Assessment

The viewpoint sensitivity levels have been classified as Low-Very Low. The transport/infrastructure viewpoint sensitivity was Very Low as the viewpoint was taken from a local sealed and unsealed road. These roads primarily serve local traffic and do not offer high scenic value, or are key recreational corridors, resulting in limited viewer expectation for visual quality.

The scenic quality of the viewpoints has been characterised as extensively cleared and cropped areas with very limited variation in colour and texture and therefore characterised as Low scenic quality.

Therefore, when factoring the viewpoint sensitivity level and scenic quality values the visual sensitivity is Very Low. The visual magnitude of each viewpoint is Low and Very Low. When factoring in the visual sensitivity and magnitude scores the visual impact rating for the viewpoints was Very Low. Residential receiver R1, located north of public VP3, was identified to have a moderate magnitude and low viewpoint sensitivity due to the topography of the area.

The only night lighting proposed are for security purposes. The night lighting would be inwardly focused and will not result in light spill impacts to neighbouring properties. Commitment is made to design and develop in accordance with the requirements of AS/NZS 4282:2023 *Control of the obtrusive effects of outdoor lighting*. The lighting mast heights will be determined during detailed design and included in detailed drawings at construction certificate stage.

A desktop review of the private residential receivers was undertaken and the visual impact was found to be low or very low.

## 4.2 Mitigation Measures

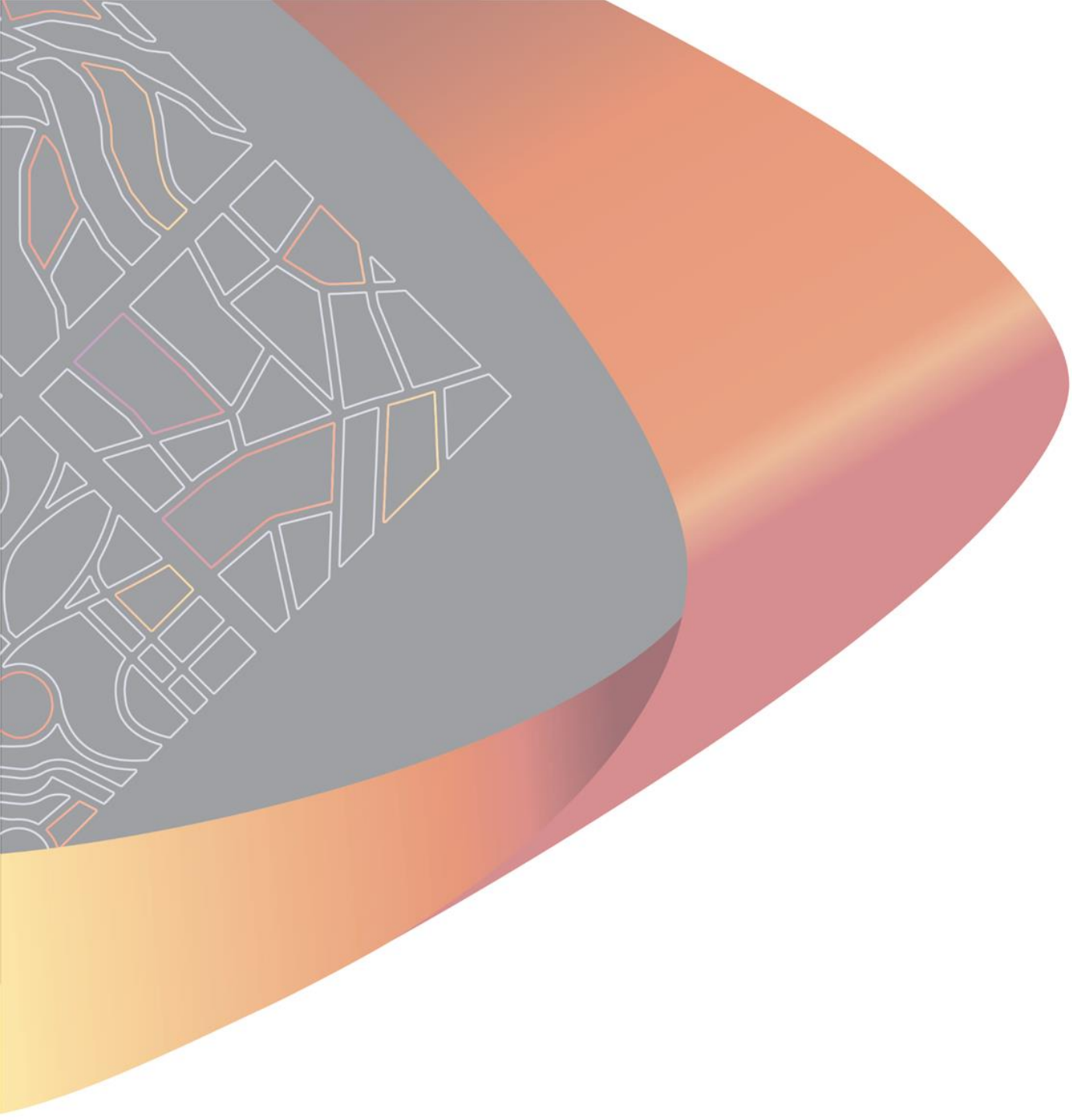
The proposed BESS will have limited visibility within the landscape from the viewpoints because of the size of the proposed BESS and the distance between the BESS and the viewpoint locations.

Due to the visual impact results being low or very low at all receivers, no specific mitigation is required.

Mitigation in the form of vegetation screening is recommended in relation to viewpoints R1 and R4 due to the lack of visual shielding from these receivers, although noting the separation distance is reasonable and both receivers are proposed to host battery projects (subject to approval). The implementation of screening on the northern and eastern boundaries of the BESS, shielding residual visual impacts from R1, and western boundary, shielding residual visual impacts from R4, would effectively manage the minor residual impacts from these receivers.

A landscape plan providing details of species, planting matrix and timing would be provided prior to construction commencing.

Subject to compliance with AS/NZS4282:2023, proposed night lighting is minimal and does not require mitigation.



Premise