Landscape and Visual Impact – Addendum Report

Proposed Molong BESS:
1 Deight Street & 19 Back Saleyards Road, Molong NSW 2866

FOR: StorEnergy 3 Pty Limited

SLR PROJECT No: 620.041615.00021 Revision: 0.2

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Revision Record

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Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with StorEnergy 3 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. SLR may have used AI in the preparation of this document.

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Table of Contents

Figures

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) was engaged by StorEnergy 3 Pty Ltd (Stor) to prepare a Landscape and Visual Impact Assessment (LVIA) of the proposed Battery Energy Storage System (BESS) facility in Molong, New South Wales (the Project). The LVIA formed part of a suite of technical studies to support the approvals process for the Project. The final submitted edition of the LVIA was dated 28 October 2025.

The LVIA focussed on the key visually prominent components of the Project including noise walls, battery units, inverters, transformers, a substation, a 132kV Transmission Line and ancillary infrastructure. The assessment was undertaken from publicly accessible locations within the surrounding area, with no visits to private property. The LVIA considered the daytime impact of the Project components on the visual amenity of the site and surrounding area focussing on key landscape values and viewpoints.

Since the LVIA was prepared, changes to the Project design have been proposed. These relate to:

- Temporary Laydown Areas.
- Operations and Maintenance (O&M) Building.
- Overhead Transmission Line.

This addendum report has examined the proposed design changes with respect to the LVIA to identify whether there would be an alteration to the visual impact of the Project from the original assessment. This has been undertaken in a qualitative manner without any additional 3D modelling.

2.0 Temporary Laydown Areas

The temporary laydown areas associated with the Project would incorporate stockpiled materials, machinery, equipment and a temporary site office. Figure 1 shows the location of the temporary laydown areas in relation to the Project footprint.

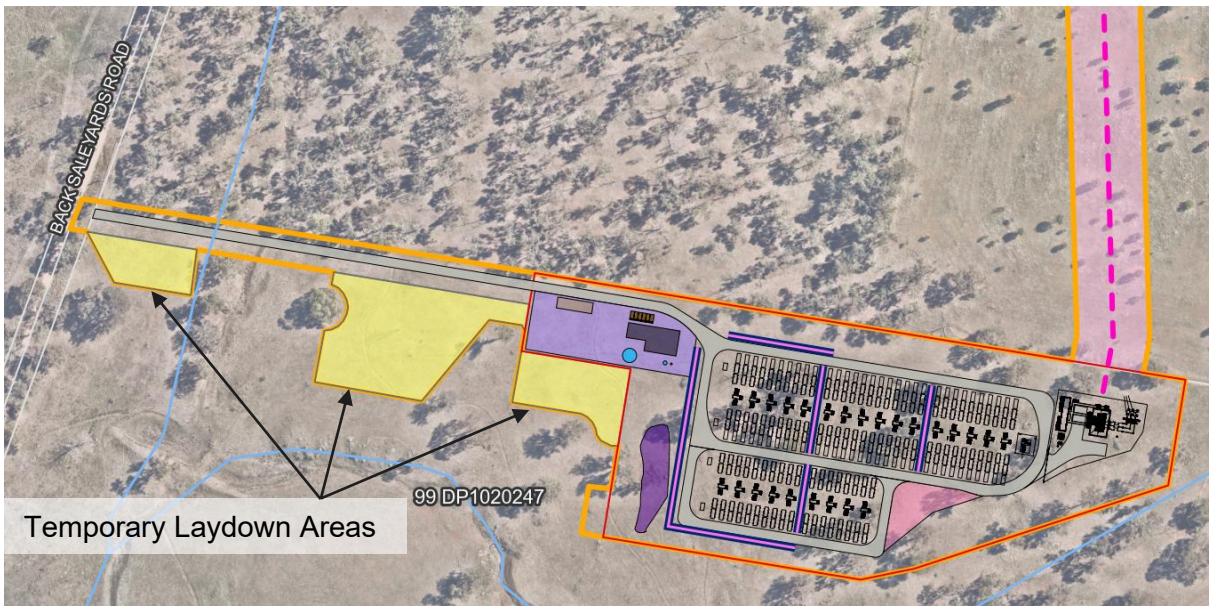

Figure 1 Temporary Laydown Areas

The temporary laydown areas would be associated with the construction phase of the Project. The LVIA assessed visual impact due to construction activities (section 9) in a qualitative manner as follows:

Construction of the Project will require heavy vehicles, plant, and equipment for the transportation and installation of components. The Project is likely to require earth-moving equipment for civil and road works, cable trenching equipment, forklifts, and cranes subject to detailed design to install the BESS and complete ancillary works. It is anticipated that the construction duration will be 14 months with an 8 month commissioning phase.

Visual impact from construction would include the sight of machinery and vehicles involved in construction activities. Other impacts may include views of stockpiled materials, dust in the atmosphere. These visual impacts would be temporary and limited to the duration of the construction works. Once construction has completed, impacts would be limited to those described in Section 8.0.

The temporary laydown areas or their location was not specifically identified in the LVIA. However, the original assessment covered the key components such as stockpiled materials, machinery and equipment. On review of the plan shown in Figure 1, their location was found to be appropriate given their proximity to the Project site and would not give rise to adverse visual impact beyond what was identified in the original assessment.

For this reason, there would be **no change** to the original assessment result due to the temporary laydown areas.

3.0 Operations and Maintenance (O&M) Building

The proposed location for the Operations and Maintenance (O&M) building has moved from the southeastern corner of the Project site to the northwestern section as shown in Figure 2.

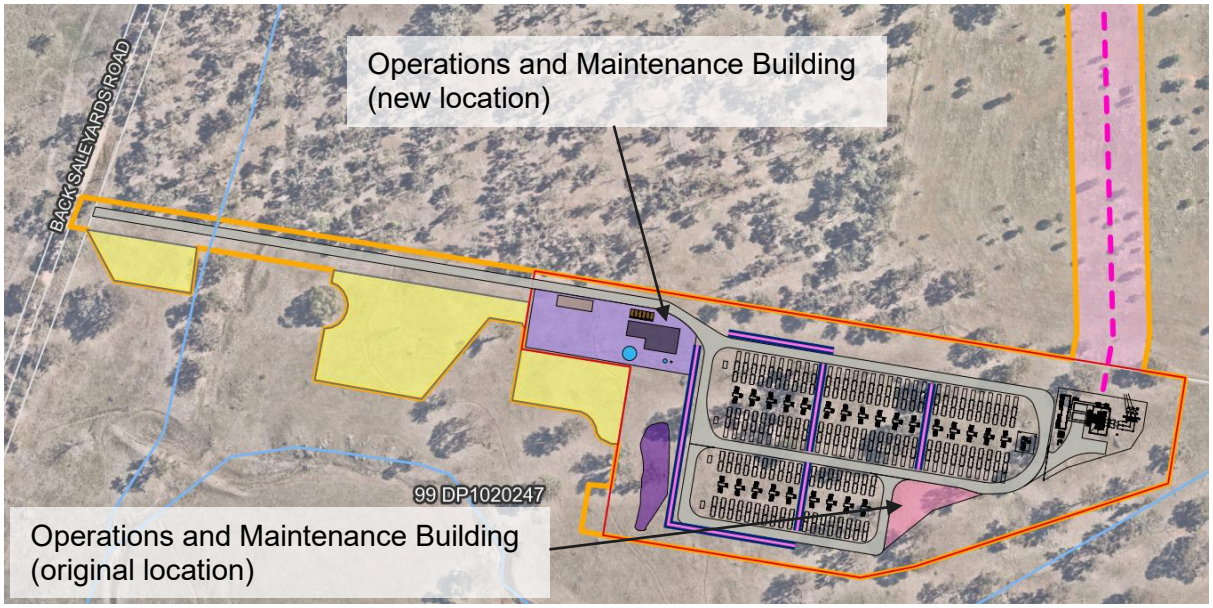

Figure 2 Operations and Maintenance (O&M) Building

The O&M building is expected to be similar in appearance to a farm shed, with external colours to match those of the proposed noise walls or otherwise chosen to blend appropriately with the surrounding landscape.

The LVIA defined the O&M building as an integral part of the Project description in section 3.4 as follows:

One Operations and Maintenance Building would be installed which measures 20 m x 13.5 m x 5 m.

The location of the O&M building was not specifically mentioned or indicated on a plan within the LVIA, although it was included within the 3D modelling associated with the photomontages. However, in the photomontages it would be difficult to discern by the lay person from other buildings, structures and elements associated with the Project. For these reasons the assessment focussed on the Project as a whole, as defined in the Project description, without a particular emphasis on the visual impact of the O&M building.

For this addendum report, the visual impact assessment (section 8.0) of the LVIA was reviewed with respect to the relocation of the O&M building. Particular attention was given to the viewpoint assessment tables and views toward the Project. Upon completion of the review, there were no observed instances where the relocation of the O&M building would result in a discernible change to the visual impact of the Project in terms of height, scale, visual bulk or form.

For this reason, there would be **no change** to the original visual impact assessment results due to the relocation of the O&M building.

4.0 Overhead Transmission Line

The proposed changes to the overhead transmission line comprise the following:

- A total of six transmission poles (of monopole design), reduced from eight.
- These would be distributed equally along the originally proposed transmission line easement, from the Project site to the existing electrical substation to the north.
- A height of 30 m each for all six poles, increased from 18 m.

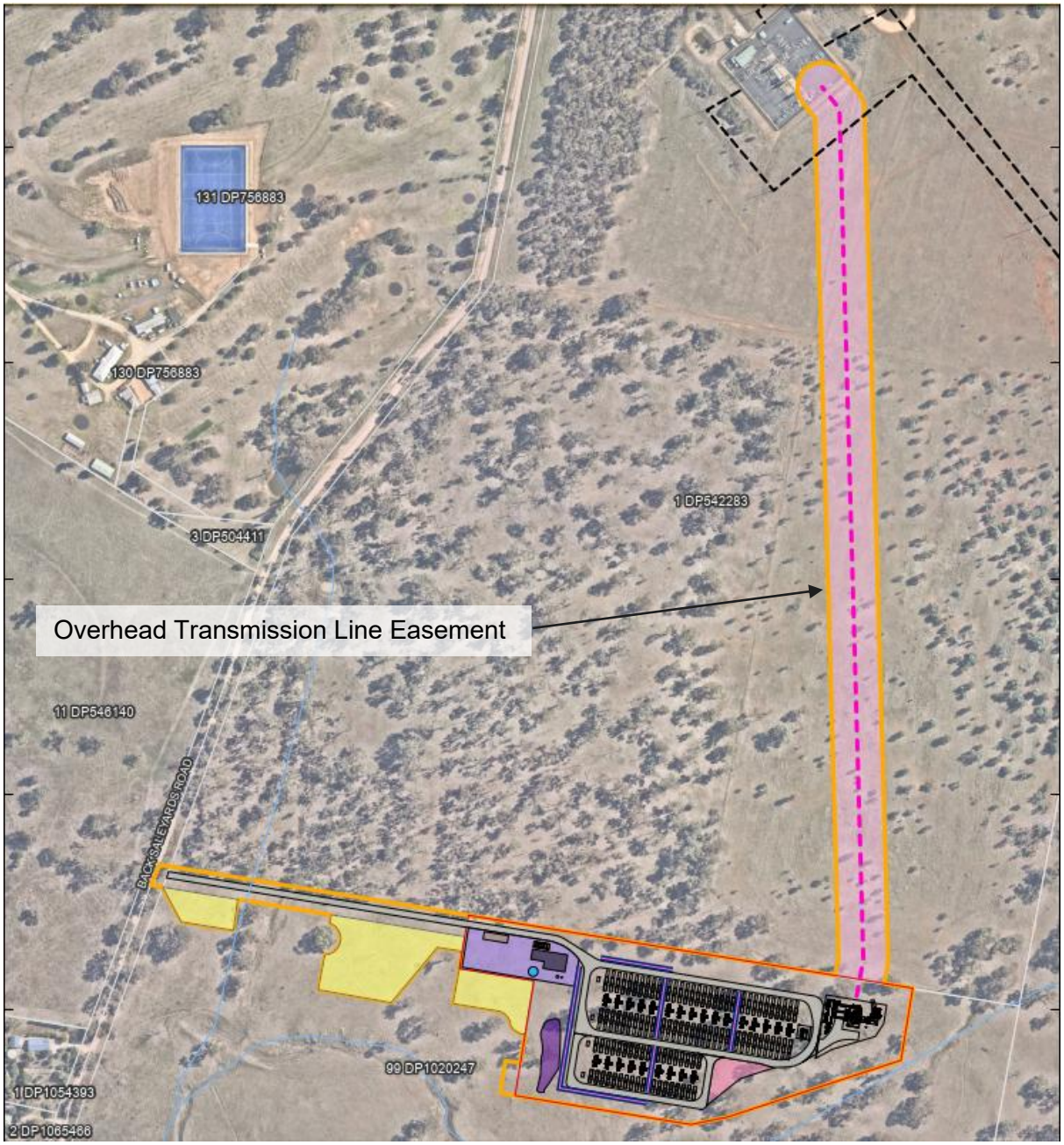

Figure 3 Overhead Transmission Line Easement

The LVIA defined the overhead transmission line as an integral part of the Project description in section 3.6 as follows:

An overhead transmission line will be constructed to connect the BESS substation, to the existing Transgrid Molong 132/66 kV substation. The overhead transmission line will be approximately 900 m in length within a 45 m wide easement. The transmission line route will run north from the eastern side of the BESS Footprint in Lot 99, before connecting to the Molong substation.

The overhead transmission line poles will be up to 18 m in height above ground with a minimum ground clearance of 7.5 m, located within the proposed 45 m wide transmission line easement. Approximately eight transmission line poles are proposed to connect the BESS to the Molong substation.

The overhead transmission line was included within the 3D modelling associated with the photomontages.

In the photomontage prepared for Viewpoint 4 – Marsden Street #2, two of the original eight transmission poles were marginally visible above existing vegetation. The other six were completely concealed from view by the vegetation. As a result of this project refinement, the additional pole height is expected to result in slightly increased visual prominence of two poles closest to the BESS site with no increase in visibility of the others along the transmission line route.

In the photomontage prepared for Viewpoint 5 – Back Saleyards Road #1, all eight transmission poles were concealed from view by existing vegetation. The additional pole height is expected to potentially result in the increased visual prominence of two poles with no change in visibility of the others.

Given the reasons above, the change in pole design is expected to potentially result in the increased visual prominence of a small proportion of poles from Viewpoints 4 and 5. In the photomontages, the transmission poles constitute a minor, thin vertical element compared to the visual bulk of the rest of the Project, such as the noise walls. The increased height would therefore not cause a significant change to the level of visual impact of the Project from Viewpoints 4 and 5.

In addition, the visual impact assessment (section 8.0) of the LVIA was reviewed with respect to the increased height of the transmission poles. Particular attention was given to the viewpoint assessment tables and views toward the Project.

Upon completion of the review, there were no observed instances where the increased height of the transmission poles would result in a change in the visual impact rating of the Project in terms of overall scale, visual bulk or form.

For this reason, there would be **no change** to the original visual impact assessment results due to the increased height of the transmission poles.

5.0 Conclusion

This addendum report has examined the proposed design changes with respect to the LVIA to identify whether there would be an alteration to the visual impact of the Project from the original assessment. This has been undertaken with respect to the temporary laydown areas, O&M building and overhead transmission line. For the reasons outlined in this report there would be no change to the visual impact of the Project as assessed in the LVIA, due to the minor proposed changes to the Project design.

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