Landscape and Visual Impact Assessment

Frasers Lane BESS

Frasers Lane Development Pty Ltd

Level 35, 60 Collins Street

Melbourne VIC 3000

Prepared by:

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SLR Project No.: 640.032213.00001

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Revision Record

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1.1	11 March 2026	J.John & N.Chow	D.Dharmaraj	D.Dharmaraj
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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 South Energy Pty Ltd on behalf of Frasers Lane Development 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.

Executive Summary

SLR Consulting Australia Pty Ltd (SLR) was engaged by South Energy Pty Ltd on behalf of Frasers Lane Development Pty Ltd (the Client) to prepare a Landscape and Visual Impact Assessment (LVIA) of the proposed Battery Energy Storage System (BESS) facility in Frasers Lane, Glengarry North Victoria 3854 (the Project). This assessment forms part of a suite of technical studies to support the Project's approvals process.

This LVIA assesses the Project's impact on the surrounding landscape and visual amenity and ensure alignment with local and State legislation and planning policies. The assessment focused on key visual elements, including battery units, inverters, substation infrastructure and ancillary components such as fencing, to evaluate the visual impact.

The study area is characterised by a rural setting, flat topography of the Gippsland Plains, and strong visual relationship with the surrounding agricultural land and the Great Dividing Range. The wide fields and expansive views contribute to the openness and visual connection with the wider regional landscape, forming the baseline for the assessment.

The LVIA analysed the Project's visual impact from publicly accessible locations within the study area. No visits to private property were undertaken. Findings indicated that the Project would not compromise any key view lines or create any significant visual impact. The character of rural landscape has been assessed as capable of visually absorbing the Project's permanent elements, without significant adverse effects.

Of the eight viewpoints that were assessed, seven were rated as having an impact ranging from Negligible to Minor, with one viewpoint assessed as Moderate. This is due to the visual elements of the Project being visually absorbed by the landscape or screened by existing vegetation. There would be no views of the Project from the township of Glengarry and Toongabbie. Visual impact may be further reduced through adoption of the proposed mitigation measures.

Mitigation measures include considering the form and finish of structures, including minimising the size of structures where possible, using colours which match the surroundings and less reflective materials. Considering the co-location or clustering of elements to reduce visual bulk and complexity. Maintaining and enhancing the vegetation buffer along road frontages and measures to reduce the impact of night lighting.

Given the above findings, the Project is well-sited to minimise impacts on landscape and visual amenity on the site and surrounding area. This is consistent with relevant legislative and policy frameworks, supporting sustainable development in the region.

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Abbreviations

Term	Meaning
AHD	Australian Height Datum
BESS	Battery Energy Storage System
km	Kilometre(s)
LCZ	Landscape Character Zone
LVIA	Landscape and Visual Impact Assessment
m	Metre(s)
VIC	Victoria
VP	Viewpoint

Definitions

Term	Meaning
Amenity	Any quality, condition or factor that makes or contributes to making a locality harmonious, pleasant or enjoyable.
Impact	The effect of a proposed development when measured against an existing condition.
Landscape	An area of land as defined by its qualities of landform, vegetation, water, urban development and infrastructure.
Landscape character	The combined qualities of developed and natural features which define an area as distinct from neighbouring areas, which gives it its unique sense of place.
Landscape character zone	An area of landscape with similar properties or strongly defined spatial qualities, as distinct from adjacent or nearby areas.
Magnitude	The measurement of the scale, form and character of a development proposal when compared to the existing condition.
Photomontage	A computer-generated image showing a proposed development as it would appear on the existing landscape.
Scenic	Elements of a landscape that makes it pleasing to an observer such as dramatic landforms, natural vegetation, presence of water, buildings in harmony etc.
Sensitivity	The capacity of a landscape character zone or view to absorb visual changes without significant effect to its character.
Study area	The area under consideration for landscape and visual impact.
Topography	Physical surface features of the land such as hills and valleys.
Visually absorb	The ability of the landscape to naturally mitigate visual impact without introduced mitigation measures.

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) was engaged by South Energy Pty Ltd on behalf of Frasers Lane Development Pty Ltd (the Client) to prepare a Landscape and Visual Impact Assessment (LVIA) of the proposed Battery Energy Storage System (BESS) facility to be located at Frasers Lane, Glengarry North, Victoria (the Project) to support the development application for the Project. The proposal involves the installation of a BESS facility on a 5 hectare portion of a larger 25 hectare land parcel, located southeast of the proposed Frasers Solar Farm at 1205 Traralgon-Maffra Road, Glengarry North, Victoria 3854.

The assessment was undertaken from publicly accessible locations within the surrounding area only, with no visits to private property. The LVIA has been based primarily on site observations with photography, a photomontage and desktop research to support the findings as appropriate. The methodology is outlined in section 2.0.

2.0 Methodology

The methodology for carrying out this LVIA was drawn from and is generally in accordance with *The Landscape Institute and Institute for Environmental Management and Assessment LIIEMA* (2013), *Guidelines for Landscape and Visual Impact Assessment, Routledge 3rd Edition* (GLVIA).

The methodology has been adapted from GLVIA to address the scoping requirements and to relate to the specific issues of this Project. This guidance is considered best practice nationally. Further details on the methodology adopted is described in the following sections.

2.1 Site visit

The site visit was undertaken on 19 and 20 February 2026 to observe and photograph the site and surrounding area. The purpose of the visit was to establish a firsthand account of the existing landscape and visual conditions and views toward the Project from a representative range of locations. The observations, notes and photographs from these visits were used to inform this assessment.

Weather conditions during the site visit were generally sunny with some cloudy periods. There were clear views toward the Project and surrounding area, and weather conditions did not affect the assessment.

A selection of eight viewpoint locations was included for use in the assessment, typically those representing a worst-case scenario in terms of visual impact or from key viewing locations within the study area, representing a range of distances and directions from the Project.

2.2 LVIA Approach

The report structure and approach of the LVIA is described as follows:

- *Project description*. Describes the project, including location, site design, and access points. Identifies and describes the main visually prominent Project components that are likely to affect landscape and visual amenity.
- *Study area*. Nominates the extent to which the addition of the Project may bring about a discernible visual change to the landscape. Locations outside this extent are not considered, as the Project would not be discernible. Therefore, these locations would not have a visual impact.

- *Legislative and planning context*. Summarises the relevant legislation and policy requirements that apply to the assessment.
- *Existing landscape and visual context*. The existing landscape was analysed in terms of topography, vegetation, settlement patterns, existing infrastructure, human made modifications and other key characteristics to determine its capacity to visually absorb the Project. Landscape Character Zones (LCZs) were mapped and their sensitivity to visual changes were nominated. This information was used in the assessment of visual impact.
- *Visual impact assessment*. The visual impact assessment was undertaken from a range of locations within the study area, at different distances and directions from the Site. Views toward the Project were used as a basis to assess the magnitude of change as well as the sensitivity of the landscape to visual changes. These representative selection of locations were then used to assess the visual impact of the Project as a whole. One (1) photomontage was prepared and used to inform the assessment.
- *Construction impacts*. The assessment of visual impact during the construction phase of the Project was undertaken in a qualitative manner.
- *Mitigation measures*. A range of mitigation measures were nominated to assist in reducing visual impact.
- *Conclusion*

2.3 Photography

A Nikon Z7 digital camera was used with a 50 mm lens in accordance with industry standards for LVIA photography.

Firsthand observations made during the site visits are more important in the assessment of visual impact with photos taken during the site visit serving as supporting evidence.

Photographs were taken with the camera was held approximately 1.6 m above ground level, to capture viewpoints at eye level. Global Positioning System (GPS) positions and site observations were also recorded on a separate handheld device at the locations from which the photographs were taken.

2.4 Photomontage

One photomontage has been used to assist in the assessment by illustrating the bulk, scale, form, materials, colours and location of the Project over base photographs. This has been included in Appendix A.

Topographical and surface feature data as well as the Project are modelled within a computer program (3DS Max). A virtual camera is set up in the 3D model at the GPS coordinates where the photograph was taken. Using geo-referenced markers, aerial photos, terrain, roads and property boundaries as a guide, a computer rendered image was overlain and incorporated within the photograph to produce a spatially accurate, visual representation of the Project.

The photomontage has been arranged to show both the existing view and view post-construction as a basis of comparison to support the assessment.

3.0 Project Description

3.1 Site location

The Project is proposed on a 5 hectare (ha) portion of a 25 ha agricultural land parcel located about 2 km south of the Toongabbie township and 7 km north of the township of Glengarry within the Latrobe Local Government Area (LGA). This site is situated in the Gippsland region of Victoria, approximately 160 km east of Melbourne. The nearest major regional centre is Traralgon, located approximately 15 km to the south. Refer to Figure 1.

The proposed development site and the wider contextual landscape is predominantly agricultural with both crop production and cattle grazing as the main land use activity. The Gippsland Plains Rail Trail passes along the eastern verge of the Traralgon-Maffra Road (C105), running parallel with the eastern site boundary and at an offset distance of approximately 80 m.

The BESS Site is roughly rectangular in shape, relatively flat and contains no existing dwellings or permanent structures. It is zoned FZ1 Farming Zone in accordance with the Latrobe Planning Scheme. The overall 25 ha site is currently encircled by a standard post and wire rural fencing.

Access to the BESS Site is proposed via two driveway crossovers along the northern boundary of the site, connecting to a local access road that branches off from the Traralgon-Maffra Road and runs along the eastern edge of the subject site. A solar farm has been approved adjacent to the site, north of the local access road. Refer to Figure 2.

A description of the main visually prominent components of the Project has been provided in Section 3.2.

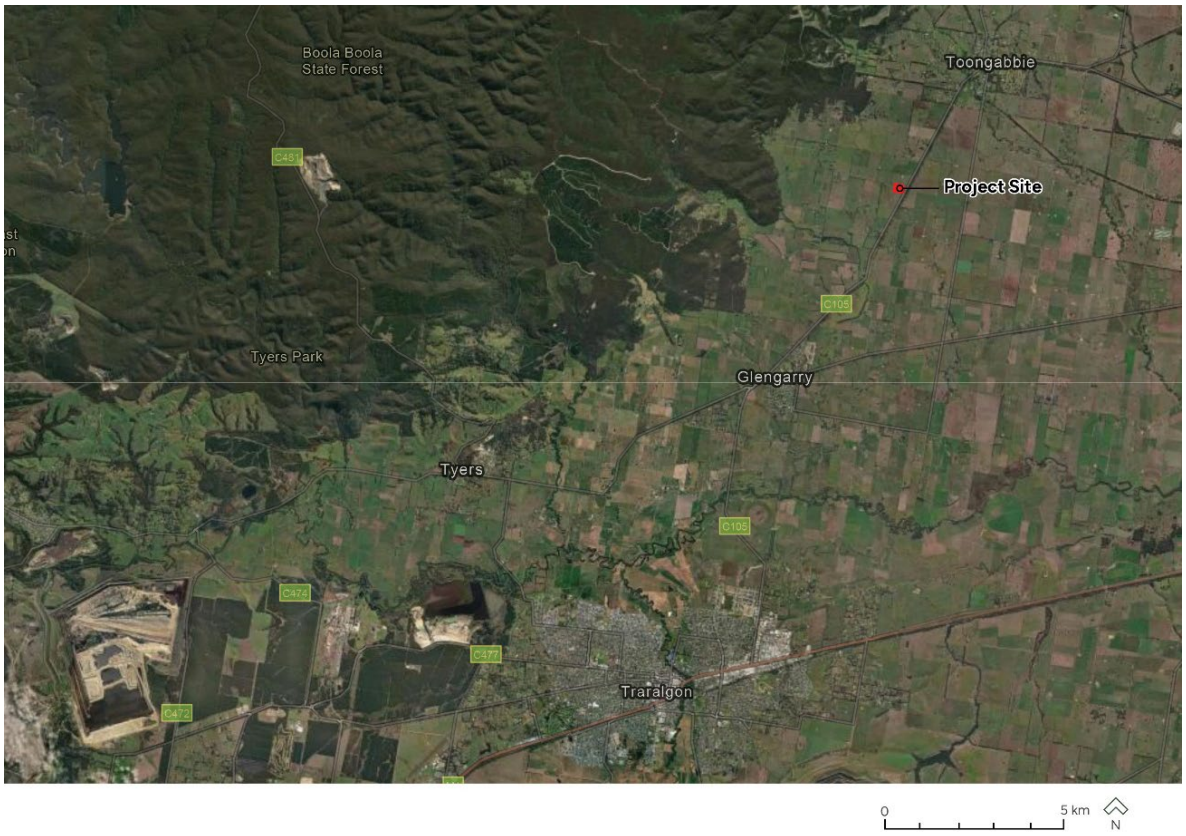


Figure 1 Site location in regional context

Figure 2 Site Layout

3.2 Project components

The following sections provide a description of the main visually prominent components of the Project.

3.2.1 Batteries

The proposed BESS comprises of 144 battery units that measure approximately 6 m in length, by 3 m by 2.9 m each. The BESS units will be placed in rows with industry standard separation distances.

Approximately 18 inverters will be installed. These inverters measure approximately 12 m by 3.6 m by 2.9 m. Battery units and inverters will be mounted on hardstand area where they would be accessible by a 5metre wide internal access roadway. Figure 3 and Figure 4 show examples of the battery and inverter units.

The final selection of the original equipment manufacturer (OEM) is yet to be confirmed and may influence the precise distribution of equipment within the designated area. However, any such changes would not alter the substance of the study, as comparable equipment from different manufacturers is expected to have broadly similar dimensions and configuration.

Figure 3 Computer Render of Battery Unit

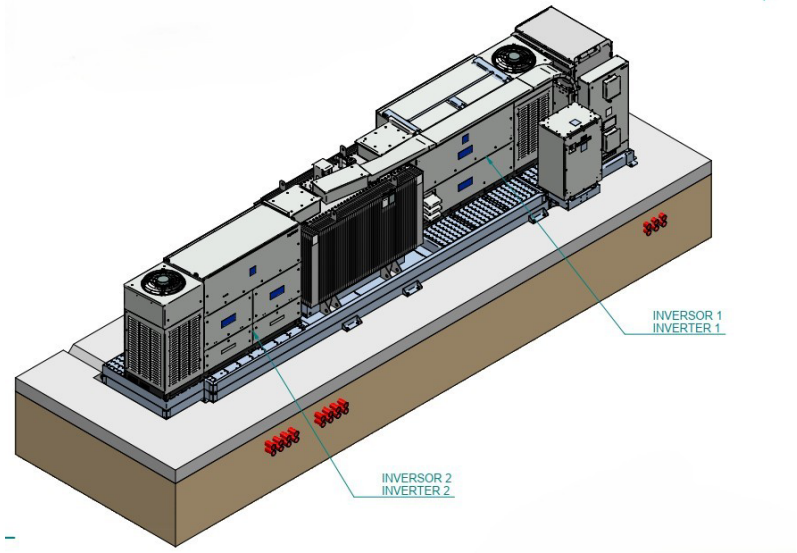


Figure 4 Computer render of inverter unit

3.2.2 Lightning Masts

There would be 27 lightning masts dispersed across the Site. 25 of the 27 masts will be approximately 12 metres in height, and two of the 27 masts will be approximately 22m in height. Figure 5 shows an example of a lighting mast.

Figure 5 Photo of lightning mast

3.2.3 Substation Area

The substation would be located in a fenced off part of the site, measuring approximately 53 m x 46 m. Infrastructure such as transformers, harmonic filters, circuit breakers and cables will be located in the substation area. Figure 6 shows an example of a transformer. It is noted that the substation may not be required pending final engineering designs.

Figure 6 Photo of transformer

Figure 7 shows an example of a harmonic filter.

Figure 7 Photo of Harmonic Filter

One raised demountable building will be located within the substation area incorporating the switch room, services room and control room, and would measure approximately 17 m x 6 m x 6 m. Figure 8 shows an example of a similar building to that which is being proposed. It is noted that the harmonic filter may not be required pending final engineering designs.

Figure 8 Photo of Raised Demountable Building

3.2.4 Ancillary Infrastructure

Within the Project site, there will be other ancillary infrastructure to support the BESS operations. Acoustic walls of approximately 5 m in height will be located on the south and west boundary of the site to attenuate potential noise impacts. Water tanks and an operations building will also be located on the site. The site boundary will be fenced with 3.2 m high chain wire security fencing.

3.3 Cumulative effects

The Project contributes low cumulative effect due to its compact footprint and low-profile built form. The Project would not significantly increase visual effects beyond those that would be introduced by the approved Frasers Solar Farm.

4.0 Study Area

The study area has been based on the limit of discernibility of the most visually prominent Project elements as described in Section 3.0. Beyond this limit, the Project is not likely to be discernible therefore the visual impact would be negligible.

The most prominent component would be the lightning masts that would be approximately 22 m in height and the 5 m tall noise walls. The study area for the Project has been defined as those locations within a 7 km radius of the site boundary as shown in Figure 9. This distance has been derived from site observations and has been informed by other projects with a similar visual profile. Figure 9 also shows the locations that were observed and photographed on site, a selection of which has been used in the visual impact assessment in section 7.0.

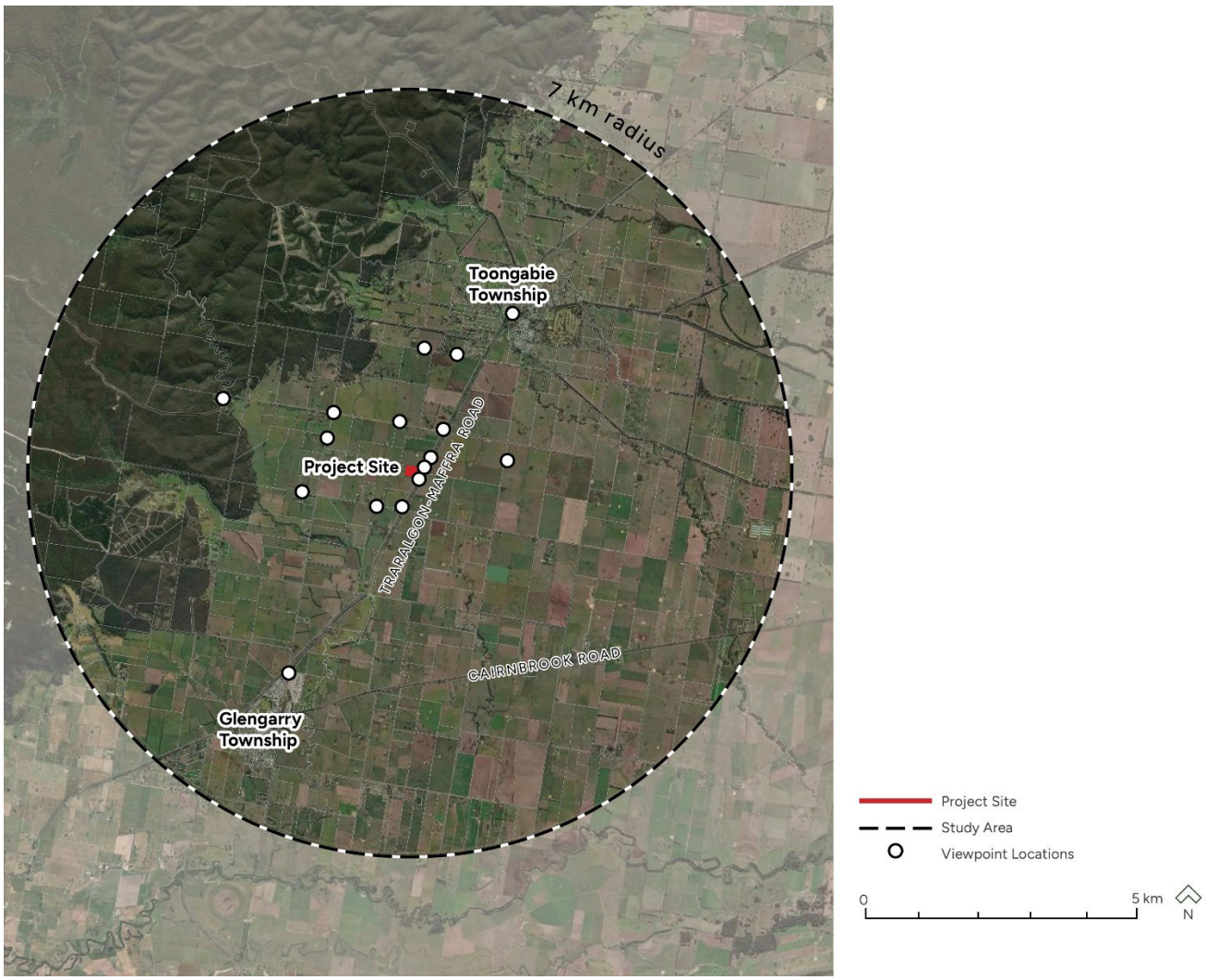


Figure 9 Study area

5.0 Legislation and policy context

This LVIA assesses the consistency of the development with Council and State planning and evaluates the impacts of the Project on the surrounding landscape and visual amenity.

The Project is under a Farming Zone under Latrobe City Council Planning Scheme and adjacent to a Principal Road Network Zone, Traralgon-Maffra Road. No overlays exist on the site. The Project is in a designated bushfire prone area.

Latrobe City Council's planning policy describes protecting and enhancing natural landscape character as part of the built environment objectives listed below.

Clause 15.01-5S Neighbourhood Character states:

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

Clause 15.01-6S Design for Rural Areas states:

- Ensure that the siting, scale and appearance of development protects and enhances rural character.
- Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.
- Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

An overview of the key planning provisions with respect to landscape and visual amenity has identified general requirements for landscape character and visual amenity policy directions.

6.0 Existing landscape and visual environment

The landscape of Glengarry North is characterised by predominantly flat to gently undulating agricultural land that has been extensively modified for grazing and cropping. Glengarry is the closest township to the Project site and is located approximately 4 km to the south of the Project boundary. Broad paddocks extend across the study area, enclosed by post-and-wire fencing and straight rural roads, with scattered shelterbelts and remnant vegetation generally confined to property boundaries and creek lines. Isolated rural dwellings, farm sheds and associated agricultural infrastructure are intermittently dispersed throughout the locality.

Traralgon–Maffra Road (C105) crosses the study area and forms a key transport corridor, with powerlines generally aligned along the road reserve. To the east of the roadway, the former rail corridor has been repurposed as the Gippsland Plains Rail Trail, which provides recreational access and intermittent views westward across the proposed Frasers BESS site and toward the forested ranges beyond.

A defining feature of the broader landscape setting is the vegetated upland backdrop to the west, where wooded slopes rise toward Boola Boola State Forest and the more distant Moondarra State Park which form a discernible and continuous treed horizon. These forested uplands provide a scenic backdrop and contribute visual amenity from surrounding locations. To the east, the landscape transitions to broad agricultural areas extending across East Gippsland, with distant views toward the Strzelecki Ranges from elevated or open vantage points.

Views to the south and south-east are influenced by the prominent vertical elements of the Loy Yang Power Station, which are visible on the horizon from parts of the wider area. The scale and industrial character of this infrastructure represents a contrasting built form within the otherwise rural setting and are seen across many locations in the surrounding area.

Overall, the landscape exhibits a regular geometric field pattern defined by straight paved and unpaved road alignments and property boundaries, reflecting a high degree of landscape modification. Except for the ridgelines to the west, the uniformity of paddock forms and limited vertical elements contribute to a landscape of relatively low scenic quality and low sensitivity to change in the context of the proposed Frasers BESS Farm.

Further details of landscape character types are provided in section 6.1.

6.1 Landscape Character Zones

Landscape character zones (LCZs) are distinct areas within a broader landscape that share similar patterns of physical, natural, and cultural features such as landform, vegetation, land use, and settlement patterns. The inclusion of these zones assists to organise the assessment by recognising the unique qualities and sensitivities of different parts of the landscape. By assessing each zone, the potential impacts of a proposed development can be more objectively assessed.

Figure 10 shows the configuration of LCZs within the study area. Note, the map extent displays only those LCZs that are relevant to the viewpoints assessed. Furthermore, there are occurrences of Parks and Reserves LCZ within the LCZs that are too small and numerous to be readable at this scale.

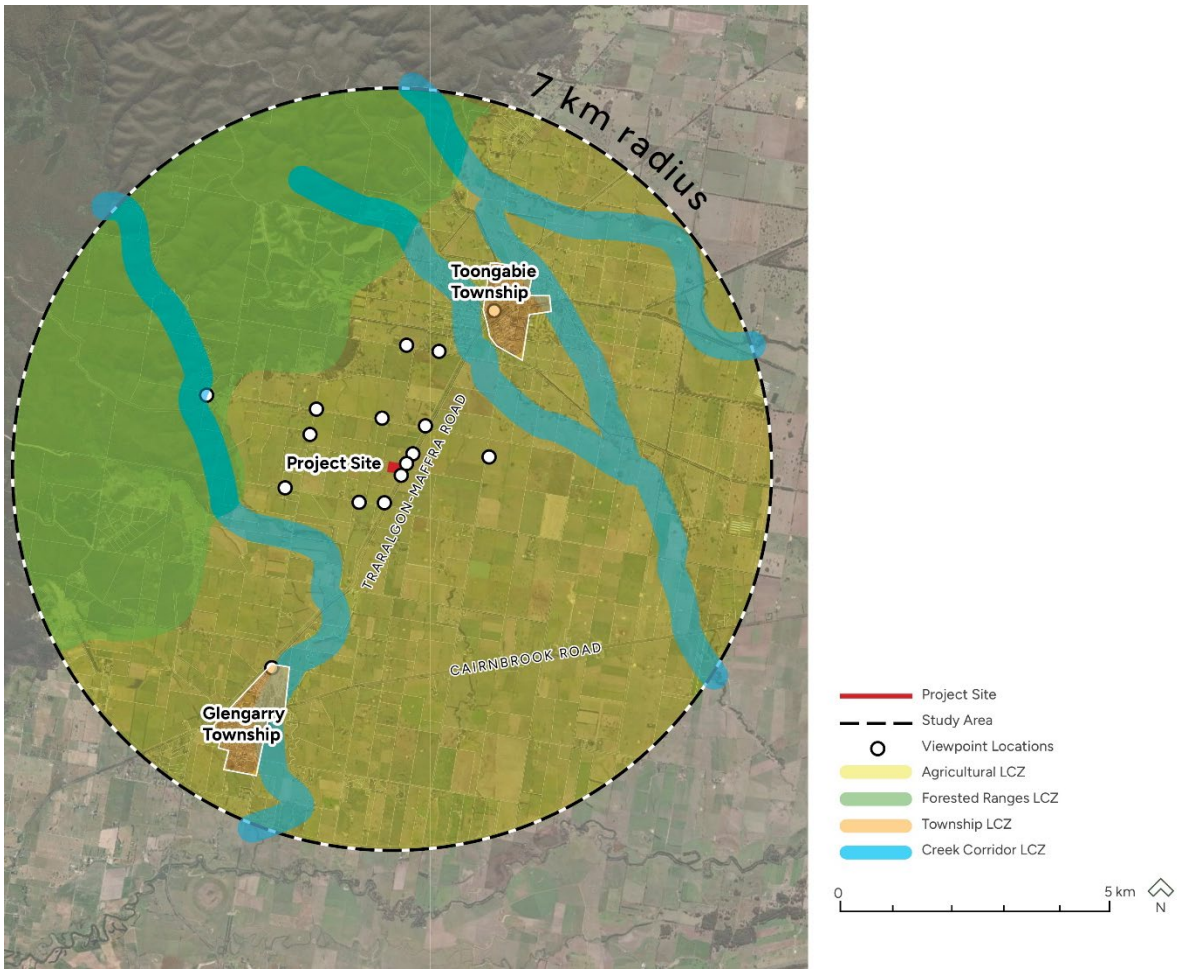


Figure 10 Landscape Character Zones (LCZs) within the study area

The following sections provide details on the LCZs within the study area.

6.1.1 LCZ 1 - Agricultural

Agricultural LCZ comprises a substantial portion of the study area. This LCZ is characterised by flat, open fields, mainly used for grazing, creating an open rural and utilitarian landscape character. The flat terrain permits broad open views across fields with distant views of the Great Dividing Range and the Loy Yang Power Station.

The agricultural vegetation generally presents as open fields interspersed with windbreaks or isolated patches of vegetation. These landscapes are generally flat with little topographical variation, often with clear lines of sight across the landscape. The built form consists of utilitarian structures and sheds that are located sporadically across the landscape.

6.1.2 LCZ 2 - Forested Ranges

The forested ranges to the north and west of the site form part of the foothills of the Strzelecki system within the broader Gippsland highlands. The landform of the forested ranges is characterised by steep hills with rounded tops and narrow ridges. The transition between the Agricultural LCZ and Forested Ranges LCZ is distinct. The vegetation typically consists of tall to medium canopy eucalypt forests with a dense understory. Long-range views from within the forested ranges are limited due to the vegetation density and topography.

6.1.3 LCZ 3 - Township

The landscape character of surrounding townships, Glengarry and Toongabbie, are defined by its flat, open setting in the Latrobe Valley.

The dominant characteristics of the townships are the compact rural settlement footprint, low-density built form with detached dwellings with generous setbacks. The vegetation within the townships includes informal streetscapes with both native and exotic trees, ovals and reserves are also a key central feature of both towns.

6.1.4 LCZ 4 - Creek Corridor

The Creek Corridor LCZ forms a linear landscape element comprised of a riparian corridor that follows natural drainage and creek lines through the study area. The key visual attributes are the linear element of the creek across the landscape, vegetation density and topographical undulations. This visually creates contrast with the Township and Agricultural LCZ while providing a visual connection to the Forested Ranges LCZ.

6.2 Summary of landscape and visual environment

The character of the study area is dominated by the rural setting, flat topography and strong visual relationship with the surrounding agricultural land and the mountain ranges. The open fields, expansive views and low-rise built form contribute to its openness and visual connection with the wider regional landscape.

The landscape character zones of the study area vary in visual sensitivity. Given the agricultural landscape has been highly modified with little topographical variation, it has a low sensitivity to visual changes. The residential and township LCZs tend to be more visually contained as the existing built form and vegetation absorb visual changes. Forested Ranges have a high sensitivity to change but are not a dominant visual element from most locations. Creek Corridors are also not a dominant visual element from most locations.

Table 6-1 shows the sensitivity of each LCZ to visual changes.

Table 6-1 Sensitivity of LCZ to visual changes

LCZ	Sensitivity
Agricultural LCZ	Low
Forested Ranges LCZ	High
Township LCZ	Low
Creek Corridor LCZ	Moderate

7.0 Visual Impact Assessment

The assessment of visual impact follows a process of evaluating a range of publicly accessible locations with a potential view of the Project. By assessing a representative range of viewpoints that are at different distances and directions from the Project and from a range of LCZs, one can evaluate the visual impact of the Project on the broader landscape.

Each viewpoint has been assessed using ratings of:

- The Sensitivity of the landscape to visual changes from the viewpoint.
- The Magnitude of visual changes that would be brought about by the development.

These have been combined to give the overall visual impact assessment rating as shown in Table 7-1.

Table 7-1 Evaluating Visual Impact

VISUAL IMPACT ASSESSMENT			Magnitude of change in views caused by development			
			Dominant change	**Considerable change**	**Noticeable change**	**Barely perceptible change ***
			Major changes in view, typically at close distances and/or affecting a substantial part of the view, continuously visible for a long duration, or obstructing a substantial part or important elements of view.	Clearly perceptible changes in views, typically at intermediate distances and/or resulting in either a distinct new element in a significant part of the view, or a wider ranging, less concentrated change across a wider area.	Minor changes in views typically at longer distances or visible for a short duration, and/or are expected to blend in with the existing view to a moderate extent.	Change which is barely visible, typically at a very long distance and/or visible for a very short duration, and/or are expected to blend with the existing view.
Sensitivity of viewpoints to proposal		**Indicator**				
	High	Large numbers of viewers or those with primary interest and prolonged viewing opportunities such as residents and users of attractive and/ or well-kept recreational areas. Views from a regionally important location such as a scenic lookout whose interest is specifically focussed on a scenic landscape.	**Major**	**Moderate to Major**	**Moderate**	**Negligible to Minor**
	Medium	Medium numbers of residents and moderate numbers of visitors with an interest in their environment e.g. visitors to State Forests, including bush walkers, horse riders, trail bikers. Larger numbers of travellers with an interest in their surroundings.	**Moderate to Major**	**Moderate**	**Minor to Moderate**	**Negligible to Minor**
	Low	Small number of visitors with a passing interest in their surroundings e.g., those travelling along principal roads. Viewers whose interest is not specifically focussed on the landscape e.g., workers, commuters. Landscape is highly modified or commonly occurring	**Moderate**	**Minor to Moderate**	**Minor**	**Negligible to Minor**
	Negligible	Very occasional numbers of viewers with a passing interest in their surroundings e.g., those travelling along minor roads e.g., those travelling along minor routes. Highly degraded landscape where the Project would be an unnoticeable addition.	**Minor to Moderate**	**Minor**	**Negligible to Minor**	**Negligible**

* If ***no*** **changes** would be perceptible an overall visual impact rating of **Negligible** would apply.

Figure 11 shows the Viewpoint (VP) locations that were assessed for visual impact as a representative sample of places. These locations have been selected to show either a worst-case scenario or locations from key viewing areas.

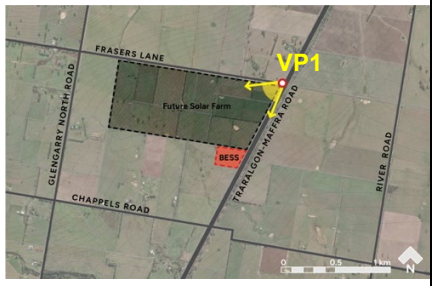
The following sections provide an assessment of visual impact from a selection of eight Viewpoints, including detailed location maps and information. One photomontage was prepared from Viewpoint 4 and has been included in Appendix A.

Figure 11 Viewpoint Locations

7.1 Viewpoint 1 – Frasers Lane #1

Location Details	
Location description	Intersection of Traralgon - Maffra Road (C105) and Frasers Lane, approximately 1 km northeast from the Project.
Coordinates (DMS)	38° 04' 50.37" S, 146° 36' 28.86" E
View direction	Southwest
Description of view	
Description of viewpoint	This viewpoint is located within the Agricultural LCZ at the intersection of Traralgon-Maffra Road and Frasers Lane. The foreground comprises of fenced open grassy fields typical of rural farmland. Scattered native trees punctuate the middle and background, providing a lightly vegetated, semi-open character. A line of transmission poles is visually prominent in the foreground guiding the eye along the Traralgon - Maffra Road on the left and receding toward the horizon while the transmission lines

Viewpoint Key Plan

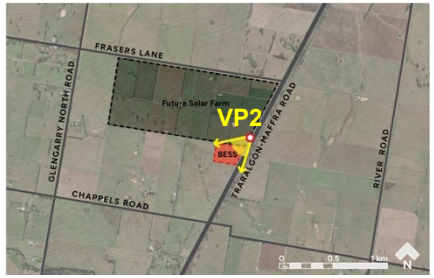


	are faintly discernible. In the distance, the low forested ranges and hills are visible to an extent to the right in the image.	
Expected visual change	The Project would be a new low profile infrastructure element in a ubiquitous landscape of mostly low scenic quality. It will be located to the right of the transmission poles within the fenced enclosure. Other than the lightning masts and the acoustic wall, the remaining components of the Project would not be visible from this location due to the screen planting and elements of the proposed Solar farm in the future.	
Assessment of visual impact (Viewpoint 1)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The view is characterised primarily by farmland with visual or landscape values of minimal local significance. The Forested Ranges are not a dominant visual element in this view.
Magnitude of change	Barely perceptible change	Project would be mostly concealed by existing vegetation and proposed screen planting associated with Frasers solar farm and (all components).
Overall visual impact	**Negligible to Minor**	Does not significantly impact on visual amenity (all components).

7.2 Viewpoint 2 – Traralgon-Maffra Road #1

Location Details	
Location description	Verge along the Traralgon - Maffra Road (C105), approximately 0.25 km northeast from the Project.
Coordinates (DMS)	38° 05' 07.59" S, 146° 36' 17.45" E
View direction	Southwest
Description of view	
Description of viewpoint	This viewpoint is located within the Agricultural LCZ approaching the site from the north along the Traralgon - Maffra Road. The foreground comprises the thick roadside verge of taller, unmaintained grass transitioning into open, dry grassy paddocks characteristic of rural farmland, with a post-and-wire fence running diagonally from the lower right toward the mid-left of the view delineating the adjoining farmland from the road reserve.

Viewpoint Key Plan

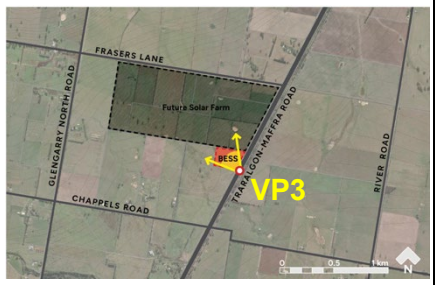


	Newly planted saplings protected by light-blue tree guards are spaced at regular intervals along the fence line indicating the proposed vegetation buffer for screening Frasers Solar Farm. Vegetation is sparse and scattered, with occasional small native trees and regenerating plantings dispersed across the paddock. A prominent dead tree with bare, branching limbs stands slightly left of centre in the mid-distance marking the northeastern corner of the project site and forming a distinct vertical focal point within the otherwise low and horizontal landscape pattern. Transmission poles line the Traralgon - Maffra road to the left, receding into the distance delineating the road corridor. A continuous belt of established native vegetation extends across the horizon in the background with low, gently undulating hills beyond.	
Expected visual change	The Project is expected to result in a moderately noticeable visual change from this viewpoint. The physical infrastructure and built form would be partially concealed by the Frasers Solar Farm and associated planting intended to visually blend the development into the surrounding rural context. Limited or partial views of taller elements such as the lightning masts and transmission poles may be visible above the intervening vegetation and infrastructure. For those travelling in either direction along the Traralgon - Maffra Road (C105), views of the Project will be brief as observers are passing through.	
Assessment of visual impact (Viewpoint 2)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The view is characterised primarily by farmland with visual or landscape values of minimal local significance.
Magnitude of change	Noticeable change	The Project would be partially concealed by the future solar farm elements and proposed screen planting.
Overall visual impact	**Minor**	The Project would have a minor visual impact, with most of its components concealed by the future solar farm infrastructure.

7.3 Viewpoint 3 – Traralgon-Maffra Road #2

Location Details	
Location description	Verge along the Traralgon - Maffra Road (C105), approximately 0.1 km southeast from the Project.
Coordinates (DMS)	38° 05' 19.83" S, 146° 36' 09.20" E
View direction	Northwest
Description of view	
Description of viewpoint	This viewpoint is located within the Agricultural LCZ approaching the site from the south along the Traralgon - Maffra Road (C105). The foreground comprises open, dry grassy paddocks characteristic of rural farmland, with a post-and-wire fence running diagonally through the view and delineating the Project site boundary from the road reserve. Taller grasses and thick roadside vegetation are visible to the right of the view.

Viewpoint Key Plan



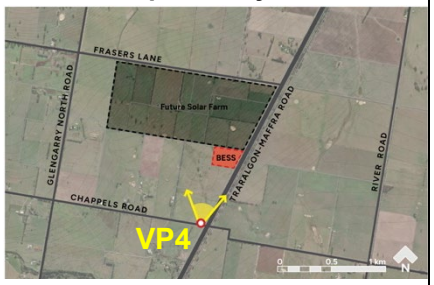
	The middle ground (the Project site) is characterised by expansive, relatively flat pastureland with scattered native trees and linear bands of vegetation. A prominent dead tree with bare branches is visible to the right of the view marking the northeastern corner of the project site and forms a distinct vertical element within the otherwise lightly vegetated landscape. Transmission poles line the Traralgon - Maffra road corridor to the far right, receding into the distance and subtly marking the skyline. The associated transmission lines are visible against the sky but remain visually fine in scale. Low, undulating ranges extend across the distant background, creating a continuous natural backdrop and contributing to scenic amenity from this location.	
Expected visual change	The Project's substation infrastructure and battery units, along with road accessways laid for future vehicular movement would be visible as would chain-wire security fencing. Together with the proposed solar farm elements behind the Project site, additional lightning masts and the acoustic wall along the southern edge of the project would also be visible in the middle ground, resulting in a noticeable alteration to the existing view. For those travelling in either direction along the Traralgon - Maffra Road, views of the Project will be brief as observers are passing through.	

Assessment of visual impact (Viewpoint 3)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The view is characterised primarily by farmland with visual or landscape values of minimal local significance. Some ridgelines can be seen in the distance but are partially concealed by vegetation.
Magnitude of change	Dominant change	The Project would represent dominant visual change due to the 5 m noise walls.
Overall visual impact	**Moderate**	The Project elements would have a noticeable visual impact, but this can be substantially reduced through the implementation of the mitigation measures recommended in Section 9, such as screen planting.

7.4 Viewpoint 4 – Chappels Road

Location Details	
Location description	Intersection of Traralgon-Maffra Road (C105) and Chappels Road, approximately 0.75 km southwest from the Project.
Coordinates (DMS)	38° 05' 36.04" S, 146° 35' 56.16" E
View direction	Northeast
Description of view	
Description of viewpoint	This viewpoint is located within the Agricultural LCZ at the intersection of Traralgon - Maffra Road and Chappels Road which is unsealed. The foreground comprises flat, open, grassy paddocks characteristic of rural farmland with a post-and-wire fence delineating the roadside boundary. The landform is generally flat and consistent with the open, rural character of the landscape. Scattered native trees and small clusters of vegetation are sparsely distributed across the middle ground, characterising a sparsely vegetated landscape.

Viewpoint Key Plan



	Transmission poles are visible along Traralgon - Maffra Road to the right of the view, where they are visible against sky. The transmission cables are faint and barely perceptible against the sky. Low, undulating ranges extend across the distant background, providing a natural backdrop and contributing to the visual amenity at this location.	
Expected visual change	The Project would introduce additional lightning masts and acoustic wall structures into the view, positioned to the left of the existing transmission poles along Traralgon–Maffra Road (C105). While this would represent a noticeable change to the current rural outlook, the primary infrastructure, including the battery units, would be largely concealed behind the proposed acoustic walls. A Photomontage which supports these statements has been prepared from this location and is included in Appendix A.	
Assessment of visual impact (Viewpoint 4)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The view is characterised primarily by farmland with visual or landscape values of minimal local significance with some views of distant ridgelines.
Magnitude of change	Noticeable change	The Project would be visible but would not significantly affect scenic amenity of the ridgelines in the distance.
Overall visual impact	**Minor**	The acoustic wall would have a negligible impact and can be minimised further by implementing the mitigation measures recommended in Section 9.

7.5 Viewpoint 5 – Glengarry North Road

Location Details	
Location description	Road shoulder of Glengarry North Road, approximately 1.75 km west from the Project.
Coordinates (DMS)	38° 04' 56.93" S, 146° 35' 00.38" E
View direction	East
Description of view	
Description of viewpoint	This viewpoint is located within Agricultural LCZ along the Glengarry North Road. The foreground comprises of dry, relatively flat cropping and grazing fields framed by barbed wire fencing and scattered roadside planting with the distant Strzelecki Ranges faintly tracing the horizon. Sparse lines and groups of mature native trees define the distant field boundaries which are typical elements in an open, rural landscape. Built elements are minimal with distant farm structures visible and reading as minor components in the view.

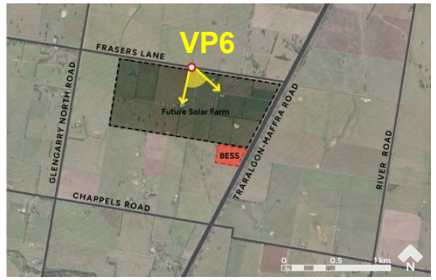
Viewpoint Key Plan

Expected visual change	The Project would be a low-profile infrastructure element in a landscape of low visual amenity and will be located to the right in the view. The Project would not result in any notable visual impact from this viewpoint. It would be largely screened by intervening vegetation, with only the lightning masts potentially visible as a slender grey line set against the broad horizon.	
Assessment of visual impact (Viewpoint 5)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The viewpoint is in Agricultural LCZ, and view is dominated by visual, or landscape values, of minimal local significance.
Magnitude of change	Barely perceptible change	The lightning masts of 22m height would be faintly visible in the horizon.
Overall visual impact	**Negligible to Minor**	Does not significantly impact on visual amenity (all components).

7.6 Viewpoint 6 – Frasers Lane #2

Location Details	
Location description	Frasers Lane, approximately 1.0 km northwest from the Project.
Coordinates (DMS)	38° 04' 44.95" S, 146° 35' 51.79" E
View direction	Southeast
Description of view	
Description of viewpoint	The viewpoint presents an expansive rural landscape viewed across a large grazing paddock. The foreground contains post-and-wire fencing and roadside vegetation shadows, with dry grass pasture extending across the middle ground. The terrain appears generally flat, allowing broad and uninterrupted views across the open paddock and landscape. Vegetation is sparse, consisting primarily of scattered trees and a continuous band of tree cover on the horizon line. The distant background contains low hills beyond the tree line. Built form is minimal, limited to agricultural fencing and occasional isolated trees. Overall, the

Viewpoint Key Plan



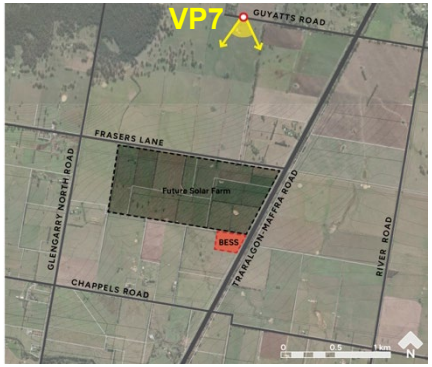
	view is characterised by a pastoral setting dominated by open farmland and views of distant ridgelines. The approved Frasers Solar Farm will be located in the foreground, introducing a field of photovoltaic panels arranged in regular rows across portions of the paddock. The panels would form a low, dark, and horizontally extensive built element that contrasts with the existing grassland. Due to the flat terrain and open views, the solar arrays would likely be clearly visible from the viewpoint. Over time, proposed perimeter landscaping and retained vegetation would assist in filtering views of the solar arrays.	
Expected visual change	The Project is not expected to introduce a perceptible visual change to this view. The physical infrastructure and built form would be concealed by Frasers Solar Farm and intervening vegetation.	

Assessment of visual impact (Viewpoint 6)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The viewpoint is in Agricultural LCZ, and view will be dominated by solar farm infrastructure.
Magnitude of change	Barely Perceptible Change	The project would not be visible (all components)
Overall visual impact	**Negligible to Minor**	The project would not be visible (all components)

7.7 Viewpoint 7 – Guyatts Road

Location Details	
Location description	Guyatts Road, approximately 2.5 km north from the Project.
Coordinates (DMS)	38° 04' 04.31" S, 146° 36' 34.72" E
View direction	South
Description of view	
Description of viewpoint	The foreground contains post-and-wire fencing and low grass pasture, with the flat terrain and expansive views. The distant horizon is characterised by low hills and ridgelines. Agricultural infrastructure is visible in the middle distance, including wrapped hay bales, fencing structures, water troughs and scattered farm equipment, indicating an active farm property. Vegetation is sparse, with scattered trees and shelterbelts forming a band of tree cover toward the horizon. Power transmission poles and lines are scattered through the paddocks in the far

Viewpoint Key Plan

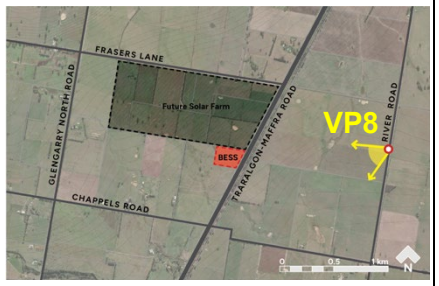


	distance. Overall, the landscape appears as a characteristic rural landscape with limited built form and long distance views across open farmland. The Loy Yang power station complex can be seen in the far distance along the horizon, partially obstructed by mature trees. Due to the power station's substantial distance from the viewpoint, it is a recessive element within the view.	
Expected visual change	The Project is expected to introduce minimal visual change to this view. Most of physical infrastructure and built form would be concealed by intervening vegetation, partial view of lightning masts and transmission poles may be visible.	
Assessment of visual impact (Viewpoint 7)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The viewpoint is in Agricultural LCZ with existing view of infrastructure.
Magnitude of change	Noticeable Change	The project would be partially visible
Overall visual impact	**Minor**	The project would be partially visible

7.8 Viewpoint 8 – River Road

Location Details	
Location description	Road shoulder of River Road, approximately 2.5 km east from the Project.
Coordinates (DMS)	38° 05' 08.80" S, 146° 37' 14.33" E
View direction	West
Description of view	
Description of viewpoint	The view typifies an open rural landscape seen from the edge of a sealed road, looking across expansive agricultural paddocks dominated by dry grasses and subdivided by post-and-wire fencing and windbreaks. The terrain appears generally flat, allowing long views toward a distant horizon that is characterised by low hills and ridgelines.

Viewpoint Key Plan



	The Loy Yang power station complex can be seen in the far distance along the road. Due to the power station's substantial distance from the viewpoint, it is a visually recessive element within the landscape.	
Expected visual change	The Project is not expected to introduce a significant visual change to this view. The physical infrastructure and built form would be mostly concealed by vegetation.	
Assessment of visual impact (Viewpoint 8)		
Assessment criteria	**Value**	**Supporting comments**
Viewpoint sensitivity	Low	The viewpoint is in Agricultural LCZ with existing view of power infrastructure.
Magnitude of change	Barely Perceptible Change	The project would not be visible (all components)
Overall visual impact	**Negligible to Minor**	The project would not be visible (all components)

7.9 Summary of Visual Impact Assessment

Table 7-2 provides a summary of Visual Impact of the Project from the Viewpoint locations assessed.

Table 7-2 Summary of Visual Impact

Viewpoint	Visual Impact
Viewpoint 1 – Frasers Lane #1	Negligible to Minor
Viewpoint 2 – Traralgon-Maffra Road #1	Minor
Viewpoint 3 – Traralgon-Maffra Road #2	Moderate
Viewpoint 4 – Chappels Road	Minor
Viewpoint 5 – Glengarry North Road	Negligible to Minor
Viewpoint 6 – Frasers Lane #2	Negligible to Minor
Viewpoint 7 – Guyatts Road	Minor
Viewpoint 8 – River Road	Negligible to Minor

Of the eight viewpoints that were assessed, seven were rated as having an impact ranging from Negligible to Minor, with Viewpoint 3 assessed as Moderate. This is because the visual elements of the Project would be visually absorbed by the landscape or screened by existing or proposed vegetation. Visual impact may be further reduced through adoption of the mitigation measures.

8.0 Construction Impacts

Construction of the Project would comprise heavy vehicles, plant, and equipment for the transportation of components and installation of the components on the site. 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.

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 7.0.

9.0 Mitigation Measures

The following mitigation measures may assist in reducing visual impact during the construction and operational phases of the project.

9.1 Construction

Recommended mitigation measures to reduce visual impact during construction include:

- Rehabilitation work on disturbed areas will be undertaken at an appropriate time to minimise potential impacts.
- Avoiding or minimising vegetation clearing as far as practical.
- Minimising temporary hoarding of barriers, traffic management devices, signage and construction materials where practicable, without affecting construction activities.
- Lighting for compounds and worksites to be designed to utilise low-impact lighting as required.
- Locating storage facilities away from residential areas and views from residential properties.
- Storing materials and machinery neatly during the works, and where possible behind solid hoardings.
- Maintaining access roads to site compounds and works areas as free of dust and mud as far as reasonably practicable.
- Removing all construction materials to a suitable location upon completion of construction. Construction equipment and infrastructure should be demobilised from site as soon as practicable and all unnecessary project flagging and signage should be removed and disposed of at the completion of construction.

9.2 Operation

Recommended mitigation measures to reduce visual impact during operation include:

- Considering the form and finish of structures, including minimising the size of structures where possible, using colours which match the surroundings and less reflective materials.
- Considering the co-location or clustering of elements to reduce visual bulk and complexity.
- Maintaining and enhancing the vegetation buffer along road frontages, particularly along the eastern boundary, with planting located along the site border and set away as much as possible from the BESS facility to reduce potential fire risk.

10.0 Conclusion

The LVIA considered the visual impact of the Project on publicly accessible locations within the study area. Key visually prominent components of the Project that were considered for this assessment including battery units, inverters, transformers, a substation and ancillary infrastructure.

The viewpoint locations that were assessed had been selected to show a worst-case scenario and representative range of distances and directions from the Project. Of the eight viewpoints that were assessed, seven were rated as having an impact ranging from Negligible to Minor with Viewpoint 3 assessed as Moderate. This is because the visual elements of the Project would be visually absorbed by the landscape, the approved solar farm or screened by existing vegetation. Visual impact may be further reduced through adoption of the proposed mitigation measures.

The addition of the Project would not detract from any key view lines of significant visual amenity from most locations. In addition, the flat topography and highly modified nature of the agricultural and rural landscape gives it a capacity to visually absorb the permanent elements of the Project.

In addition, views to key topographical features such as Boola Boola State Forest, the more distant Moondarra State Park, the Strzelecki Ranges and its associated ridgelines would not be adversely affected to any significant degree from most of the Viewpoints that were assessed.

Given the above reasons, the Project is well-sited to minimise impact to landscape and visual amenity of the site and surrounding area.

Appendix A Photomontage

Landscape and Visual Impact Assessment

Frasers Lane BESS

South Energy Pty Ltd

SLR Project No.: 620.032213.00001

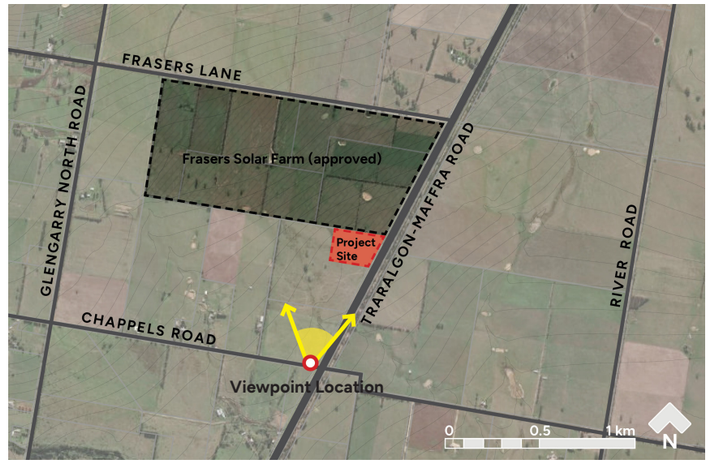
SLR

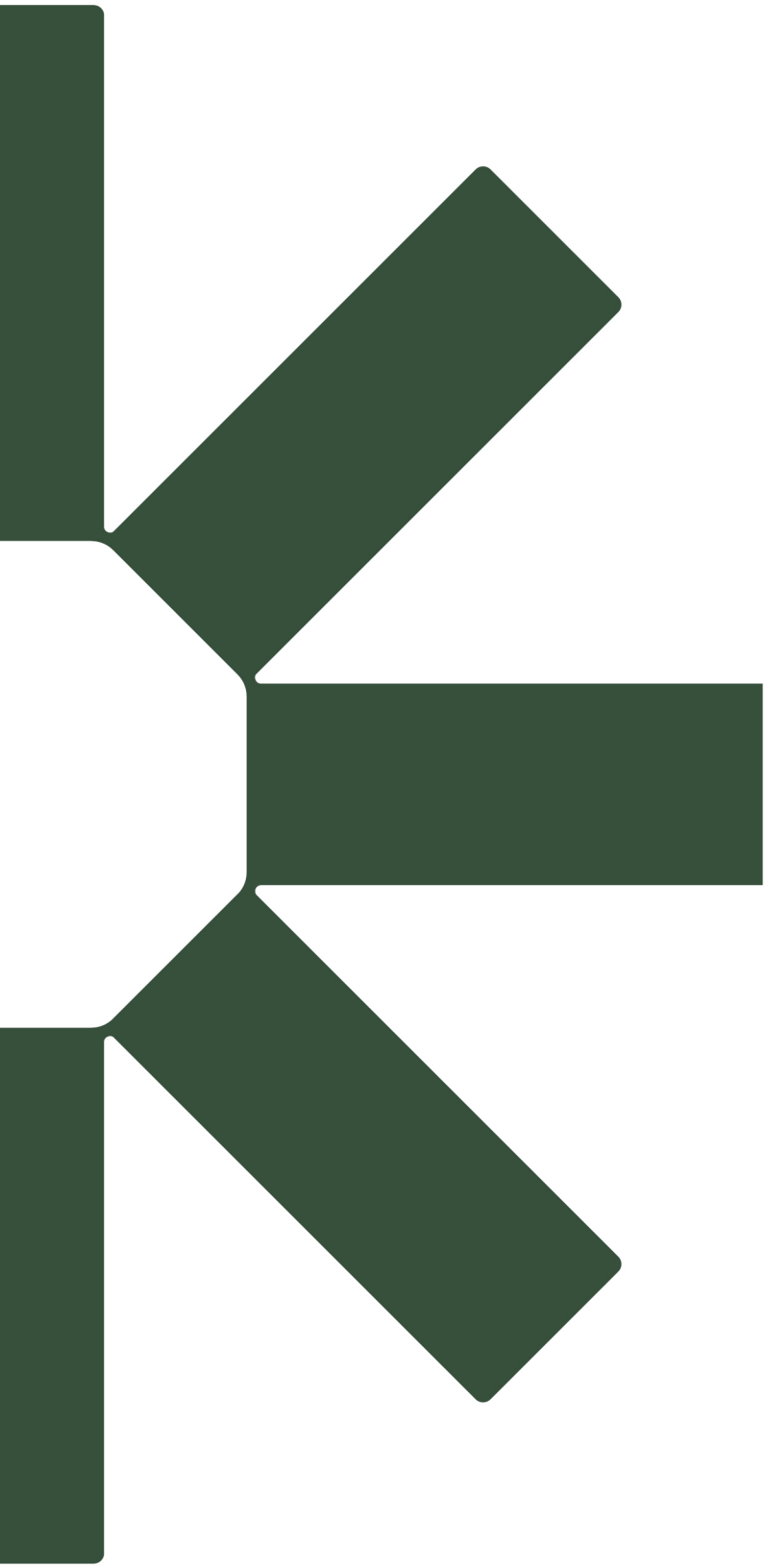
Photomontage Viewpoint 4 - View from Chappels Road

Existing view looking northwest to northeast from the corner of Chappels Road and Traralgon-Maffra Road

Photomontage of Project

Location	Chappels Road, approximately 630 m from the Project Site
Coordinates	-38.093367, 146.598791
View direction	Northwest to northeast
Panorama configuration	4 Photos @ 50mm
Date of photography	20/02/2026
Date of photomontage	06/03/2026
Sheet no	1 of 1





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