9 Impact assessment

9.1 Introduction

Review of the potential cause and effect pathways for seascape and landscape visual impacts identified that the key issues and impacts are more likely to result during the project's operation phase[1] because of the introduction of offshore wind assets within the seascape, including views of the assets from potentially more sensitive viewpoints, such as within Wilsons Promontory National Park.

Consideration of impacts during the project construction phase is discussed in Section 9.3.

9.2 Visual exposure

Viewshed extents are determined based upon the geographical extent of DEM map data provided by ELVIS (Elevation and Depth - Foundation Spatial Data). Where the geographical area of extents of this data is limited and is also within the determined SLVIA study area, a 'maximum proposed project scope parameter' approach has been adopted and these areas are assumed to fall within the viewshed extents i.e. assumed to be 'potentially visible'.

Viewshed mapping has relied upon the following project infrastructure design dimensions:

- Offshore wind turbine generators – Turbine tip height of 271m and 350m
- Offshore substations – Dimensions ranging from approximately 30x 25x20 m (LxBx H) with up to a maximum platform height of 30 m above LAT, to 70x50x30 m (LxBxH).

The results of that mapping are provided in Figures 55 & 56 on the following pages.

1 The screening values are summed together to determine an assessment priority as identified in the Proposed Study Program: Environmental Impact Statement / Environment Effects Statement, March 2021. as supported by the 'C' rating in the screening table for construction, and the 'A' rating for operation for seascape, landscape and visual impact.

Star of the South Offshore Wind Farm SLVIA

The offshore wind farm and transmission infrastructure

Cumulative viewshed map
Lower envelope parameter viewpoints at RL 271m AHD (proposed turbines tip height)

Legend

- Offshore wind farm area
- Offshore substations
- Onshore transmission alignment option 1
- Onshore transmission alignment option 2
- Onshore transmission alignment option 3
- Municipality boundary
- Major roads
- Inland settlements
- Coastal settlements
- Existing contours (10m intervals)
- Study area extents
- State water boundary
- Australian Marine Parks
- Viewshed generation point
- Theoretical limit of viewshed extent (approximately 15.9km from the site)

Potential Visual Exposure

- Very high (>120 wind turbines potential visible area)
- High (91-120 wind turbines potential visible area)
- Moderate (61-90 wind turbines potential visible area)
- Low (31-60 wind turbines potential visible area)
- Very low (1-30 wind turbines potential visible area)
- No wind turbines visible

0 5 10km

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Figure 54 Offshore wind farm and offshore transmission infrastructure cumulative viewshed map - 271 metres tip height parameter

Star of the South Offshore Wind Farm SLVIA

The offshore wind farm and transmission infrastructure

Cumulative viewshed map
Upper envelope parameter viewpoints at RL 350m AHD (proposed turbines tip height)

LATROBE
SOUTH GIPPSLAND
WELLINGTON
SOUTH GIPPSLAND
COMMONWEALTH JURISDICTION

Carrajung
Grand Ridge Rd
Blackwarry
Strzelecki Range
Boodyarm Plantation
Tarra-Bulga National Park
Macks Plantation
Grand Ridge Plantation
Binginwarri Plantation
Bulga Plantation
Tarra Valley
Tarra Valley Rd
Hyland Hwy
Livingston Plantation
Gunyah
Albert Plantation
Jack Plantation
Devon North
Yarram
Alberton west state forest
Albert River
Tarra River
Alberton
South Gippsland Hwy
Hedley
Agnes River
Toora
Welshpool
Port Welshpool
Port Franklin - Port Welshpool Coastal Reserve
Little Snake Island
Nooramunga Marine & Coastal Park
Sand Island
Sunday Island
Clonmel Island
Corner Inlet Marine & Coastal Park
Lighthouse Point
Johnny Souey Cove
Wilsons Promontory National Park
Vereker Outlook
Seal Islands Wildlife Reserve
Five Mile Beach
Sealers Cove
Tidal River
Refuge Cove
Wilsons Promontory Lightstation
Beagle Marine Park
Tarraville
Port Albert
Robertsons Beach
Manns Beach
Saint Margaret Island
McLoughlins Beach
Reeves Beach
Tarra Tarra Bushland Reserve
Bruthen Nature Conservation Reserve
Woodside North
Woodside
Woodside Beach
Woodside H28 Bushland Reserve
Jack Smith Lake Wildlife Reserve
Wonwron Plantation
Mullungdung Nature Conservation Reserve
South Gippsland Hwy
Giffard (Rifle Range) Flora Reserve
Seaspray
Ninety Mile Beach Marine National Park
20.6 km

Figure 55 Offshore wind farm and offshore transmission infrastructure cumulative viewshed map - 350 metres tip height parameter

Legend

- Offshore wind farm area
- Onshore transmission alignment option 1
- Onshore transmission alignment option 2
- Onshore transmission alignment option 3
- Municipality boundary
- Major roads
- Inland settlements
- Coastal settlements
- Existing contours (10m intervals)
- Study area extents
- State water boundary
- Australian Marine Parks
- Viewshed generation point
- Theoretical limit of viewshed extent (approximately 20.6 km from the site)

Potential Visual Exposure

- Very high (>96 wind turbines potential visible area)
- High (73-96 wind turbines potential visible area)
- Moderate (49-72 wind turbines potential visible area)
- Low (25-48 wind turbines potential visible area)
- Very low (1-24 wind turbines potential visible area)
- No wind turbines visible

0 5 10km

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9.3 Construction impact assessment

The typical timeline for the development and construction of an offshore wind project is up to ten years. The expected operational lifespan of the offshore wind farm is approximately 30 years. This section discusses the potential impacts of the project as a result of construction activities.

9.3.1 Project parameters that form the basis of impact assessment

To assess potential impacts associated with the project, the assessment has considered the following assumptions and indicative construction techniques:

- Onshore infrastructure construction using traditional plant and infrasturcture. Visible construction equipment would likely include mobile cranes, piling rigs, a variety of wheeled and tracked construction vehicles, demountable buildings associated with construction compounds and ancillary structures.
- Offshore infrastructure construction using mobile jack-up rigs and barge transportation.

With regard to SLVIA, construction impacts are temporary and only experienced during the construction phase.

9.3.2 Assumptions in relation to impact assessment

An assumption has been made that the magnitude of visibility of construction infrastructure will be lower than the magnitude of visibility of operation phase project infrastructure, on the basis that a maximum of two turbines would be installed concurrently.

Wind turbine generator construction activities will occur no closer than 10km from the coastline, at which distance they will be partly obscured due to being beyond the horizon relative to views from the coastline. At a 10km distance, any infrastructure and associated activity within 6.7 metres above sea level will be beyond the horizon and not visible. This increases to 15 metres above sea level not visible at a 15km distance, 41.7 metres not visible at 25km distance and 106.8 metres not visible at 40km distance.

Cable installation will occur between the wind farm site and the coastline, by an offshore supply ship.

Onshore construction activities are temporary, are anticipated to involve the establishment of relatively small scale construction compounds and use of typical construction equipment that would have limited visual impact in confined localities.

Noting the anticipated scale of construction-related plant and infrastructure, the distance from the shoreline of construction activities and the temporary nature of the construction phase, impacts are expected to be low during construction works, and non-existent once construction works are complete. There will be no residual impact in relation to the construction phase.

9.4 Operation impact assessment - seascape and landscape effects

The extent to which the project will affect the character and value of the seascape and landscape character areas within the project study area is outlined as follows:

9.4.1 Seascape effects

Table 10 Seascape effects

Character area	Value	Effects on existing features
Wilsons Promontory	Very High (Wilsons Promontory Wilderness Zone) and High (other parts of Wilsons Promontory National Park - State Significance)	▪ Introduction of offshore turbines affects the openness of views. ▪ Offshore substations are unlikely to be visible due to distance. ▪ 'Wild' nature of the seascape is reduced by the introduction of built elements into views, albeit at a significant distance. ▪ Views of Seal Islands are altered by the visual presence of turbines behind and beyond. ▪ 'Unspoilt' views of the open sea will change. ▪ Marine and aviation safety lighting associated with offshore turbines may be visible where no lighting is presently visible.
Corner Inlet	High (SLO3 and ESO01 - Regional Significance) and Moderate	▪ Minimal effects anticipated on the basis that visual exposure to project infrastructure is low or very low.
Gippsland Coast	High (ESO, SLO and Gippsland Lakes - State and Regional Significance) and Moderate	▪ Introduction of offshore turbines and substations affects the openness of views. ▪ 'Unspoilt' views of the open sea will change. ▪ Marine and aviation safety lighting associated with offshore turbines and substations will be visible where no lighting is presently visible.
Seal Islands	Low	▪ Introduction of offshore turbines and substations affects the openness of views. ▪ 'Wild' nature of the seascape is reduced by the introduction of built elements into views. ▪ 'Unspoilt' views of the open sea will change, noting that Seal Islands are uninhabited and visitation numbers are very low. ▪ Marine and aviation safety lighting associated with offshore turbines and substations will be visible where no lighting is presently visible.
Bass Strait Offshore Waters	Moderate	▪ Offshore turbines and substations will be located within this character area. ▪ Introduction of offshore turbines and substations affects the openness of views. ▪ 'Wild' nature of the seascape is reduced by the introduction of built elements into views, albeit at a significant distance. ▪ Views towards the coast from open sea will change, noting that this character area is vast and the proposed offshore wind farm will occupy a very small proportion of the overall extent of Bass Strait offshore waters. ▪ Marine and aviation safety lighting associated with offshore turbines and substations will be visible where no lighting is presently visible.

In summary, the project will result in changes to the character of seascapes within the study area, with the Gippsland Coast, Seal Islands and Bass Strait Offshore Waters being the most affected seascape character areas within the project study area. For the Gippsland Coast and Seal Islands character areas, effects are limited to changes to views of the sea. For the Bass Strait Offshore Waters character area, effects include changes to views of the sea and the introduction of offshore turbines and substations as a new physical element within the character area, in a manner which will alter the character of that part of the seascape within which the proposed offshore wind farm is located.

9.4.2 Landscape effects

Table 11 Landscape effects

Character area	Value	Effects on existing features
Wilsons Promontory Granite Coast	Very high (Northern Wilderness Area and Wilsons Promontory Lightstation) and High (other parts of Wilsons Promontory National Park - State Significance)	▪ Visual presence of offshore turbines reduces perceived level of naturalness of this character area.
Coastal Islands	High (State Significance)	▪ Visual presence of offshore turbines reduces perceived level of naturalness of this character area, however visitation numbers are very low.
South Gippsland Coastal Plains	High (Significant Landscape Overlay - Regional Significance area) and Low	▪ Limited effects on landscape features of this character area.
Ninety Mile Coast	High(Seaspray and beyond - State Significance) and High (McLoughlins Beach to Seaspray - Regional Significance)	▪ Visual presence of offshore turbines and substations reduces perceived level of naturalness of this character area.
Settlements	High (Foster township within ESO3 area, Bennison township within SLO and ESO3 area, Port Welshpool township within SLO, HO and ESO3 area, Hedley township within SLO, the southern part of Alberton township within ESO3 and HO area, the western part of Tarraville within ESO3 and HO area, Port Albert township within HO area and the northern part of Woodside township within VPO area - Regional Significance) and Low	▪ Visual presence of offshore turbines alters the otherwise uninterrupted vistas of natural horizons, where these are present.
Timber Plantation Forest	Low	▪ Limited effects on landscape features of this character area.
Strzelecki Ranges and Foothills	HIGH (The southwestern part of the Strzelecki Ranges area covered by SLO3 area - recognised for Regional Significance) and Moderate	▪ Limited effects on landscape features of this character area.
Forest Foothills	Low	▪ Limited effects on landscape features of this character area.

In summary, the project will result in changes to the character of the Wilsons Promontory Granite Coast, Coastal Islands, Ninety Mile Coast and Settlements character areas, with the Ninety Mile Coast being subject to the greatest level of change, with the visual presence of offshore turbines and substations reducing the perceived level of naturalness where this is influenced by views of the sea. Where views of the sea are not available, changes are negligible. The Wilsons Promontory Granite Coast, Coastal Islands and Settlements character areas are affected to a lesser degree, due to the mitigating influence of coastal vegetation and greater distances between offshore turbines and these character areas. The Timber Plantation Forest, Strzelecki Ranges and Foothills and Forest Foothills areas will experience negligible levels of change to the elements which define their landscape character.

9.5 Operation impact assessment - visual impacts - day time

The EIS Guidelines and the EES Scoping Requirements both require consideration of impacts on public and private views. Noting the nature of landscapes within the study area (where private land ownership is prevalent) comprises relatively flat topography, viewshed mapping demonstrates that there are no private landholdings which are likely to have significantly greater levels of visual exposure than others, making the selection of specific private landholdings for impact assessment problematic. In order to address this issue, the methodology incorporates visual impact assessment from viewpoint locations adjacent to private residences within every township/settlement within the study area, where those private residences are considered to be in locations most likely to be visually exposed to project infrastructure. For most settlements this will be the residence or dwelling closest to the proposed turbines, in order to demonstrate the 'maximum proposed project scope assessment' for each settlement. Additional viewpoints from public realm vantage points representative of typical views available to residents, visitors and others - for each township/settlement - will also be assessed to address public views. The following page displays the comprehensive map of all the view locations.

Assessment of impact from representative viewpoints adjacent to private residences assumes that receptor sensitivity to impacts is high, on the basis that private residents are assumed to have a high level of exposure to visual impact regardless of the circumstances.

This Section considers day time impacts, with photomontages prepared. The final impact assessment as determined on the basis of impacts assessed at each representative viewpoint is arrived at on the basis of 3 variables:

- Landscape value,
- Magnitude of visibility of the proposed infrastructure (as depicted within the photomontage views from representative view locations), and
- The sensitivity of visual receptors.

For the purposes of the SLVIA, all changes to views as a result of the project are assumed to constitute negative impacts.

Star of the South Offshore Wind Farm SLVIA

Overall view locations map

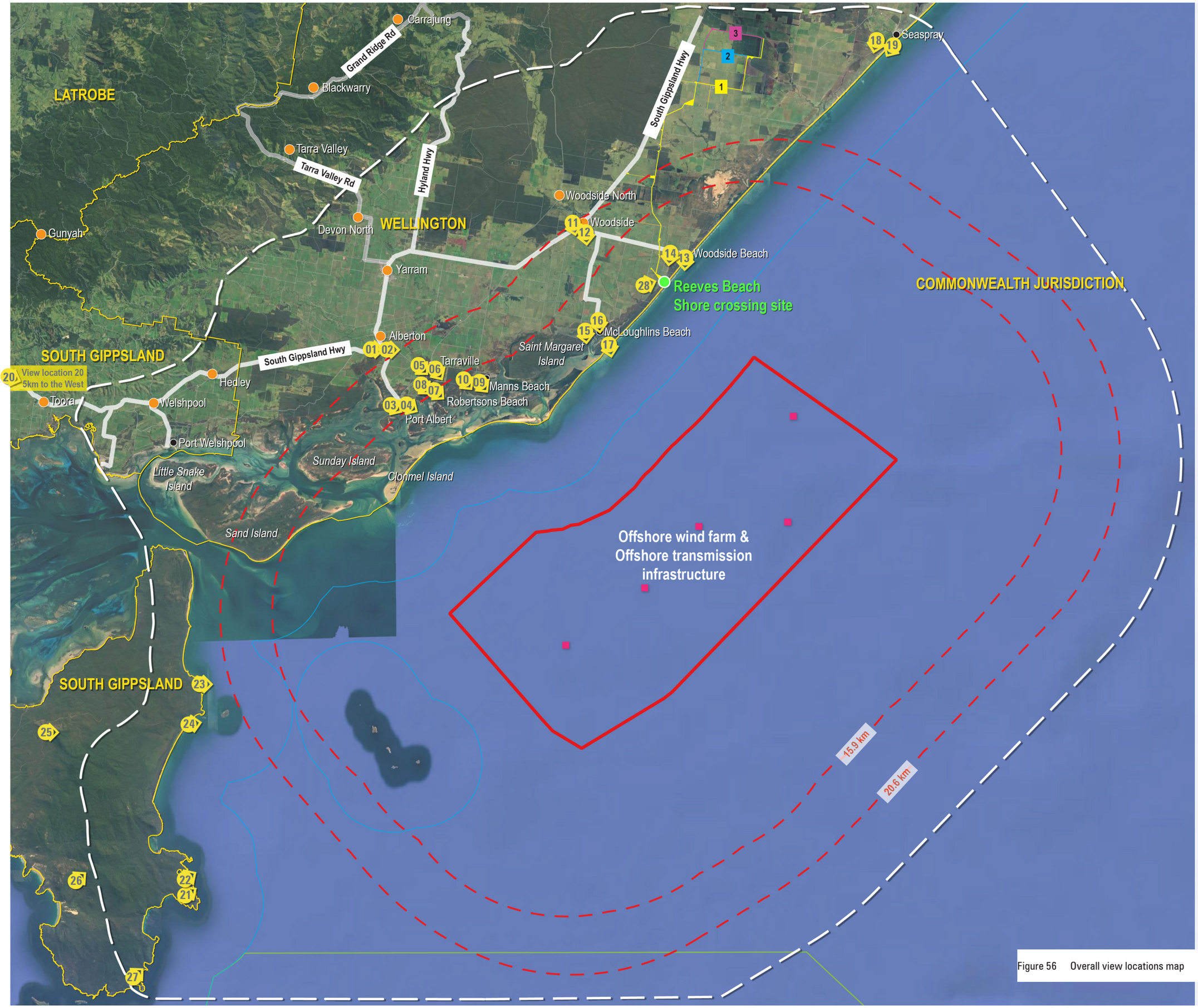

Figure 56 Overall view locations map

Legend

- Municipality boundary
- Major roads
- Inland settlements
- Coastal settlements
- Victoria coastal water boundary
- Australian marine parks
- Offshore wind farm area
- Offshore substations
- Onshore transmission alignment option 1
- Onshore transmission alignment option 2
- Onshore transmission alignment option 3
- Offshore wind farm study area extent
- Theoretical limit of viewshed extent (approximately 15.9km & 20.6km from offshore wind farm)
- Shore crossing site
- View location

Source: Nearmap & DataVic

0 5 10km

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9.5.1 View location 01 - South Gippsland Hwy, Alberton (Impact ID: SLVR01)

Location

View Location 01 is located on the South Gippsland Highway, Alberton, next to Sobiewski Street and an existing service station. The view is oriented south-east towards the proposed offshore wind farm project infrastructure, with the closest turbines approximately 22 kilometres from the viewing location.

Rationale for selection

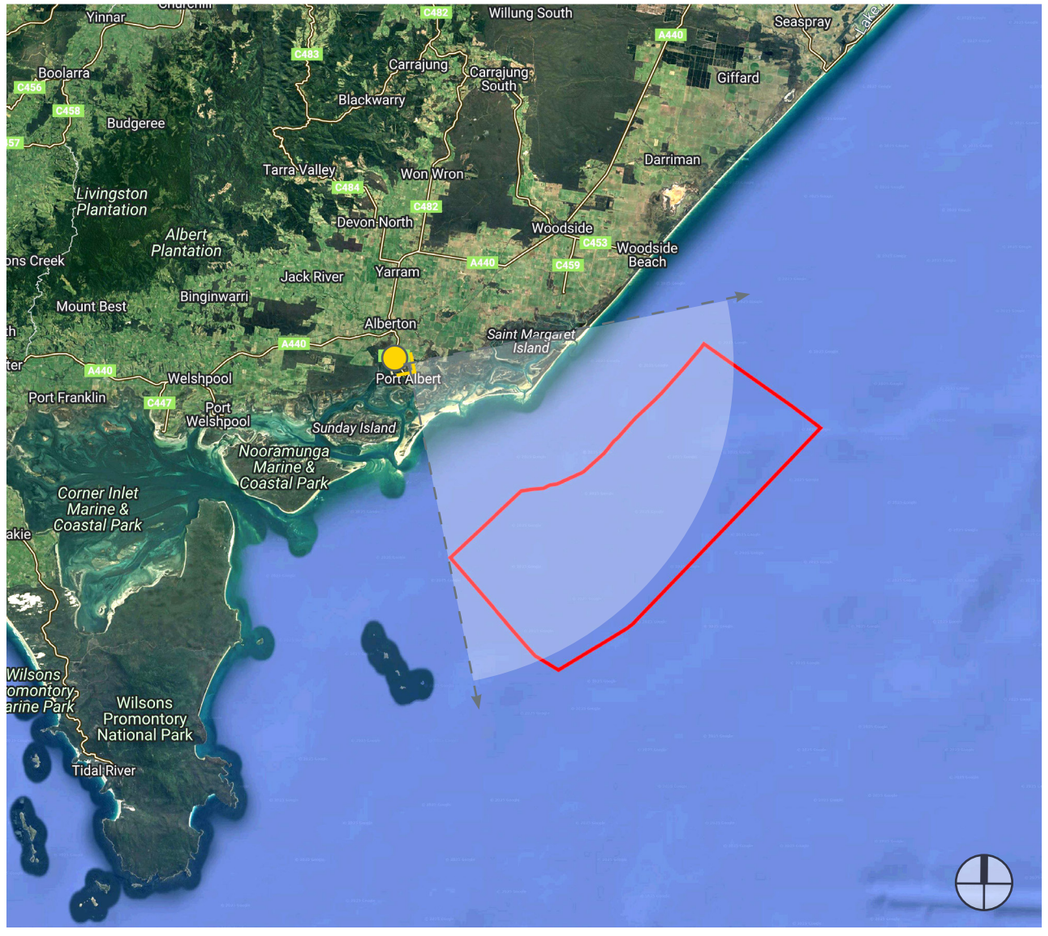
This view location falls within the potential viewshed of the proposed project infrastructure (refer to mapping in Section 9.2) and is considered representative of views readily available within the public realm towards the proposed offshore wind farm and transmission infrastructure from Alberton township.

View location 01 - Existing view

The existing view is in a rural township context, featuring buildings, overhead power lines, and fencing as visible structures. Roadside vegetation is prevalent, along with more distant canopy vegetation scattered throughout the township. The open waters of Bass Strait, where the offshore wind farm is proposed, are not visible.

View location 01 - Photomontage views

Photomontage views of the 271-metre and 350-metre turbine configurations show no change to the existing view, as the offshore wind farm infrastructure, located approximately 22 kilometres from the viewing location, is entirely screened by existing elements in the view.



Camera location

View Location 01 - Existing view

Figure 57 View location 01: Existing view

70° 80° 90° 100° 110° 120° 130° SE 140° 150°
E

View Location 01 - on South Gippland Highway, Alberton, next to Sobiewski Street and an existing service station - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.03am on 26/10/21
Photo taken at:
160cm above ground level

View location 01:
e: 471093.5668
n: 5725488.0390
rl: 7.857AHD

Project ref: 2019/0520
Dwg no.: VIA-001
Date: 03/02/26
Revision: P9

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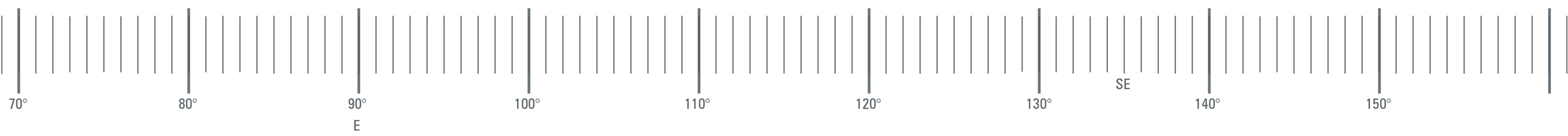
View Location 01 - Wireframe view - 271 metres tip height parameter

Figure 58 View location 01: Wireframe view – 271-metre tip height parameter



View Location 01 - on South Gippland Highway, Alberton, next to Sobiewski Street and an existing service station - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.03am on 26/10/21
Photo taken at:
160cm above ground level

View location 01:
e: 471093.5668
n: 5725488.0390
rl: 7.857AHD

Approx distance to closest turbine
22135m

Project ref: 2019/0520
Dwg no.: VIA-002
Date: 03/02/26
Revision: P9

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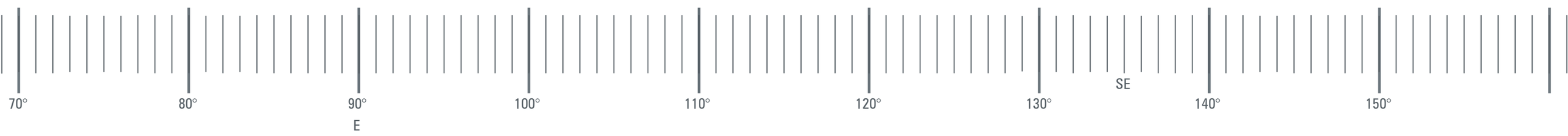
View Location 01 - Photomontage view - 271 metres tip height parameter

Figure 59 View location 01: Photomontage view – 271-metre tip height parameter



View Location 01 - on South Gippland Highway, Alberton, next to Sobiewski Street and an existing service station - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.03am on 26/10/21
Photo taken at:
160cm above ground level

View location 01:
e: 471093.5668
n: 5725488.0390
rl: 7.857AHD

22135m

Project ref: 2019/0520
Dwg no.: VIA-003
Date: 03/02/26
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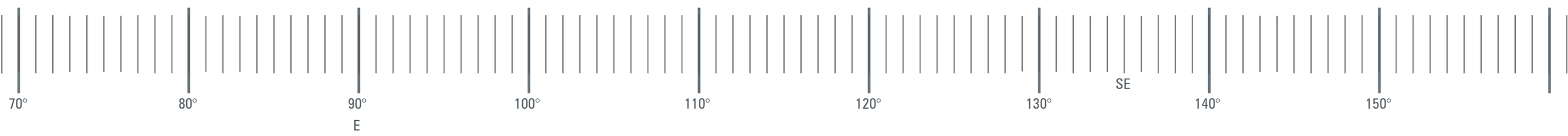
View Location 01 - Wireframe view - 350 metres tip height parameter

Figure 60 View location 01: Wireframe view – 350-metre tip height parameter



View Location 01 - on South Gippland Highway, Alberton, next to Sobiewski Street and an existing service station - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.03am on 26/10/21
Photo taken at:
160cm above ground level

View location 01:
e: 471093.5668
n: 5725488.0390
rl: 7.857AHD

Approx distance to closest turbine
22142m

Project ref: 2019/0520
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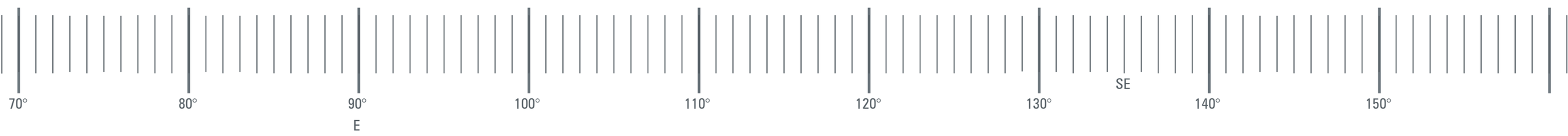
View Location 01 - Photomontage view - 350 metres tip height parameter

Figure 61 View location 01: Photomontage view – 350-metre tip height parameter



View Location 01 - on South Gippland Highway, Alberton, next to Sobiewski Street and an existing service station - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.03am on 26/10/21
Photo taken at:
160cm above ground level

View location 01:
e: 471093.5668
n: 5725488.0390
rl: 7.857AHD

22142m

Project ref: 2019/0520
Dwg no.: VIA-005
Date: 03/02/26
Revision: P9

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View location 01 - Impact assessment

The assessments of the seascape, landscape, and visual impact of the proposed project infrastructure (271-metre and 350-metre tip height parameters) at view location 01 are summarised in Tables 12 and 13 below.

Table 12 271-metre tip height parameter impact assessment - view location 01

Assessment criteria	Assessment ranking	Rationale
Landscape value/Seascape value	Low	The view location is within the 'Settlement' landscape character area, for which the assessed landscape value is 'low'.
Magnitude of visibility	Nil	Photomontage imagery prepared to represent the visual impact at this view location (refer to Figure 60) illustrates that the magnitude of visibility of the proposed project infrastructure is 'nil', with no infrastructure visible.
Nature of receptors	Low	The view location is at South Gippsland Highway adjacent to a service station. Receptors would typically be either people travelling at the Highway, service station patrons or service station workers.
Number of receptors	Moderate	South Gippsland Highway is a declared A Class Arterial Highway[1] within Victoria's road network, with annual average daily traffic (AADT)[2] volume of 3,100 vehicles.
Frequency	Low	Individual receptors are assumed to visit this view location infrequently.
Duration	Very low	Other than service station employees, the duration of stay at this view location is assumed to be very low.
Receptor sensitivity	Low	Receptor sensitivity at this view location is assessed as 'low'.
Overall impact assessment	Nil	

Table 13 350-metre tip height parameter impact assessment - view location 01

Assessment criteria	Assessment ranking	Rationale
Landscape value/Seascape value	Low	The view location is within the 'Settlement' landscape character area, for which the assessed landscape value is 'low'.
Magnitude of visibility	Nil	Photomontage imagery prepared to represent the visual impact at this view location (refer to Figure 61) illustrates that the magnitude of visibility of the proposed project infrastructure is 'nil', with no infrastructure visible.
Nature of receptors	Low	The view location is at South Gippsland Highway adjacent to a service station. Receptors would typically be either people travelling at the Highway, service station patrons or service station workers.
Number of receptors	Moderate	South Gippsland Highway is a declared A Class Arterial Highway[1] within Victoria's road network, with annual average daily traffic (AADT)[2] volume of 3,100 vehicles.
Frequency	Low	Individual receptors are assumed to visit this view location infrequently.
Duration	Very low	Other than service station employees, the duration of stay at this view location is assumed to be very low.
Receptor sensitivity	Low	Receptor sensitivity at this view location is assessed as 'low'.
Overall impact assessment	Nil	

Anticipated impact

The final impact assessments for view location 01, determined based on landscape/seascape value, magnitude of visibility of the proposed project infrastructure, and receptor sensitivity for both the 271-metre tip height and 350-metre tip height parameters, are assessed as 'nil', as the proposed project infrastructure will not be visible.

1 A Class Arterial Highway: In rural areas, these roads usually consist of a single carriageway with the majority of them having sealed shoulders and overtaking lanes in some sections. In metropolitan areas, these roads tend to be dual carriageway.

2 Annual average daily traffic (AADT): Traffic Volumes for Freeways and Arterial Roads. This data is provided by the Victorian Governments Department of Transport Open Data Hub, shows traffic volumes for freeways (excluding toll roads) and arterial roads in Victoria. The data provided is for the current year, with values derived from traffic surveys or estimates.

9.5.2 View location 02 - 60 Tannery Rd, Alberton (Impact ID: SLVR02)

Location

View location 02 is adjacent to private property at 60 Tannery Road, Alberton. The view is oriented south-east towards the proposed offshore wind farm project infrastructure, with the closest turbines approximately 21 kilometres from the viewing location.

Rationale for selection

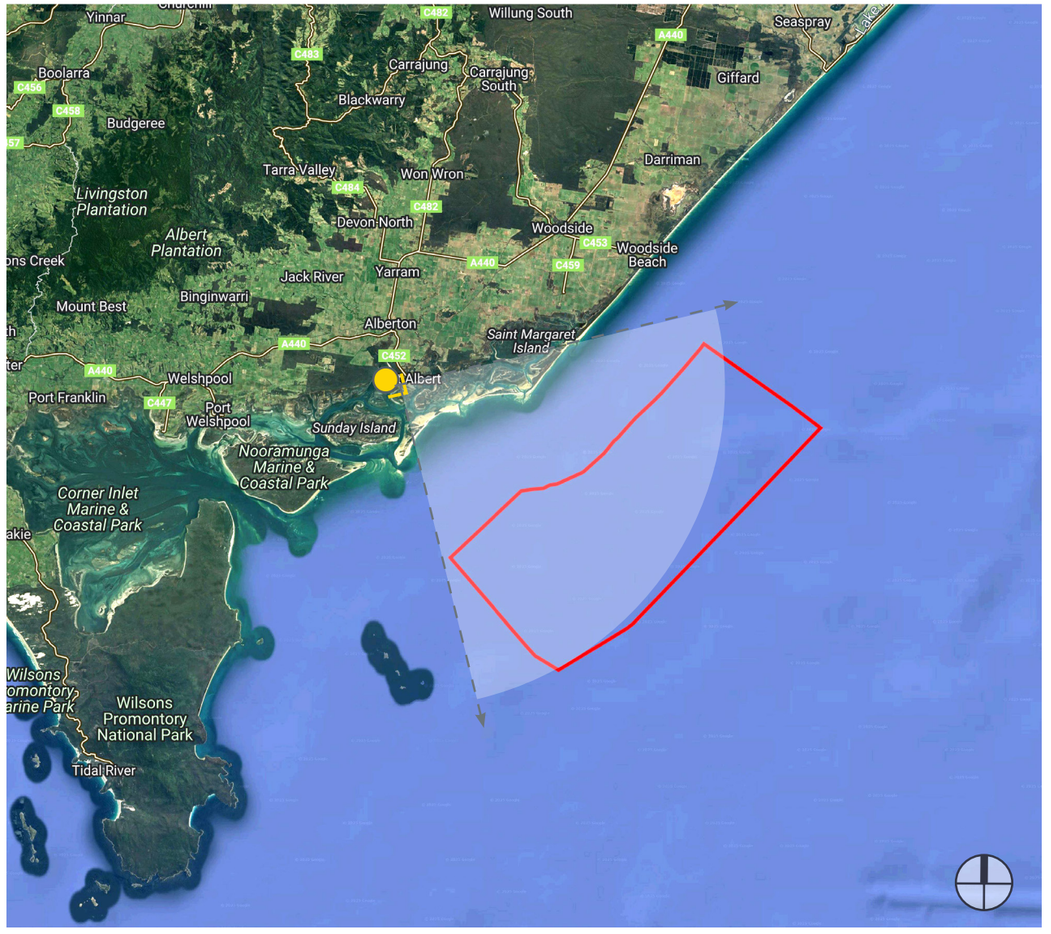
This view location falls within the potential viewshed of the proposed project infrastructure (refer to mapping in Section 9.2) and is considered representative of views from nearby private residences towards the proposed offshore wind farm and transmission infrastructure from Alberton township.

View location 02 - Existing view

The existing view is in a rural context, featuring a local road, overhead power lines, and road 'furniture' associated with a bicycle path crossing point, along with a distant telecommunications tower. Roadside vegetation is prevalent, with open paddocks visible through breaks in the vegetation. The open waters of Bass Strait, where the offshore wind farm is proposed, are not visible.

View location 02 - Photomontage views

Photomontage views of the 271-metre and 350-metre turbine configurations show no change to the existing view, as the offshore wind farm infrastructure, located approximately 21 kilometres away, is entirely screened by existing elements in the view.



Camera location

View Location 02 - Existing view

Figure 62 View location 02: Existing view

80° 90° E 100° 110° 120° 130° SE 140° 150°

View Location 02 - adjacent to private property at 60 Tannery Road, Alberton - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.05am on 26/10/21
Photo taken at:
160cm above ground level

View location 02:
e: 471580.0517
n: 5725276.8326
rl: 8.171AHD

Project ref: 2019/0520
Dwg no.: VIA-006
Date: 03/02/26
Revision: P9

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View Location 02 - Wireframe view - 271 metres tip height parameter

Figure 63 View location 02: Wireframe view – 271-metre tip height parameter

View Location 02 - 60 Tannery Road, Alberton - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.05am on 26/10/21
Photo taken at:
160cm above ground level

View location 02:
e: 471580.0517
n: 5725276.8326
rl: 8.171AHD

Approx distance to closest turbine
21682m

Project ref: 2019/0520
Dwg no.: VIA-007
Date: 03/02/26
Revision: P9

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View Location 02 - Photomontage view - 271 metres tip height parameter

Figure 64 View location 02: Photomontage view – 271-metre tip height parameter

80° 90° E 100° 110° 120° 130° SE 140° 150°

View Location 02 - 60 Tannery Road, Alberton - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.05am on 26/10/21
Photo taken at:
160cm above ground level

View location 02:
e: 471580.0517
n: 5725276.8326
rl: 8.171AHD

Approx distance to closest turbine
21682m

Project ref: 2019/0520
Dwg no.: VIA-008
Date: 03/02/26
Revision: P9

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View Location 02 - Wireframe view - 350 metres tip height parameter

Figure 65 View location 02: Wireframe view – 350-metre tip height parameter

80° 90° E 100° 110° 120° 130° SE 140° 150°

View Location 02 - 60 Tannery Road, Alberton - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.05am on 26/10/21
Photo taken at:
160cm above ground level

View location 02:
e: 471580.0517
n: 5725276.8326
rl: 8.171AHD

Approx distance to closest turbine
21737m

Project ref: 2019/0520
Dwg no.: VIA-009
Date: 03/02/26
Revision: P9

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View Location 02 - Photomontage view - 350 metres tip height parameter

Figure 66 View location 02: Photomontage view – 350-metre tip height parameter

80° 90° E 100° 110° 120° 130° SE 140° 150°

View Location 02 - 60 Tannery Road, Alberton - Facing south-east towards proposed turbines.

Photomontage created by:
OZ - 3D Visualizer
Images created using:
3ds max 2024, Vray 6, autocad 2023, adobe photoshop, illustrator & indesign cc 2024
Method used to collect relevant data:
Photo locations surveyed on site by Geocomp Consulting pty ltd on 26/10/21
Camera:
Canon EOS 5Ds Digital SLR
Camera lens:
Canon EF 50mm f/1.8 USM

Photograph taken:
11.05am on 26/10/21
Photo taken at:
160cm above ground level

View location 02:
e: 471580.0517
n: 5725276.8326
rl: 8.171AHD

Approx distance to closest turbine
21737m

Project ref: 2019/0520
Dwg no.: VIA-010
Date: 03/02/26
Revision: P9

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View location 02 - Impact assessment

The assessments of the seascape, landscape, and visual impact of the proposed project infrastructure (271-metre and 350-metre tip height parameters) at view location 02 are summarised in Tables 14 and 15 below.

Table 14 271-metre tip height parameter impact assessment - view location 02

Assessment criteria	Assessment ranking	Rationale
Landscape value/Seascape value	High (regional significance)	The view location is within the 'Settlement' landscape character area and ESO3, for which the assessed landscape value is 'high (regional significance)'.
Magnitude of visibility	Nil	Photomontage imagery prepared to represent the visual impact at this view location (refer to Figure 65) illustrates that the magnitude of visibility of the proposed project infrastructure is 'nil', with no infrastructure visible.
Nature of receptors	Very high	The view location is adjacent to private property at 60 Tannery Road, Alberton, and is considered to be representative of views from proximate private residences.
Number of receptors	Very low	Tannery Road is a local road used primarily for access to adjacent properties. At the 2021 census, Alberton had a population of 297 (Australian Bureau of Statistics, QuickStats, accessed 02/02/2024). Therefore the number of receptors is assumed to be very low.
Frequency	Very high	Private residents are assumed to have a very high frequency of visitation.
Duration	Very high	Private residents are assumed to have a very high duration of visitation.
Receptor sensitivity	High	Receptor sensitivity at this view location is assessed as 'high'.
Overall impact assessment	Nil	

Table 15 350-metre tip height parameter impact assessment - view location 02

Assessment criteria	Assessment ranking	Rationale
Landscape value/Seascape value	High (regional significance)	The view location is within the 'Settlement' landscape character area and ESO3, for which the assessed landscape value is 'high (regional significance)'.
Magnitude of visibility	Nil	Photomontage imagery prepared to represent the visual impact at this view location (refer to Figure 67) illustrates that the magnitude of visibility of the proposed project infrastructure is 'nil', with no infrastructure visible.
Nature of receptors	Very high	The view location is adjacent to private property at 60 Tannery Road, Alberton, and is considered to be representative of views from proximate private residences.
Number of receptors	Very low	Tannery Road is a local road used primarily for access to adjacent properties. At the 2021 census, Alberton had a population of 297 (Australian Bureau of Statistics, QuickStats, accessed 02/02/2024). Therefore the number of receptors is assumed to be very low.
Frequency	Very high	Private residents are assumed to have a very high frequency of visitation.
Duration	Very high	Private residents are assumed to have a very high duration of visitation.
Receptor sensitivity	High	Receptor sensitivity at this view location is assessed as 'high'.
Overall impact assessment	Nil	

Anticipated impact

The final impact assessments for view location 02, determined based on landscape/seascape value, magnitude of visibility of the proposed project infrastructure, and receptor sensitivity for both the 271-metre tip height and 350-metre tip height parameters, are assessed as 'nil', as the proposed project infrastructure will not be visible.