

8. Publicly Accessible Viewpoints

This section will assess the potential visual impact of the proposed Delburn Wind Farm from publicly accessible locations. Viewpoints have been selected to consider the location of the proposed wind turbines from key vantage points, major roads, tourist routes, townships, local roads, parks and trails sufficient to give a sense of the Project and its setting following the requirements set out in clause 53.32 Wind Energy Facility of the VPP.

8.1 Viewpoint Locations

79 viewpoints have been selected as representative of the publicly accessible locations in and around the wind farm. Figure 8-1 shows the locations of each of these viewpoints.

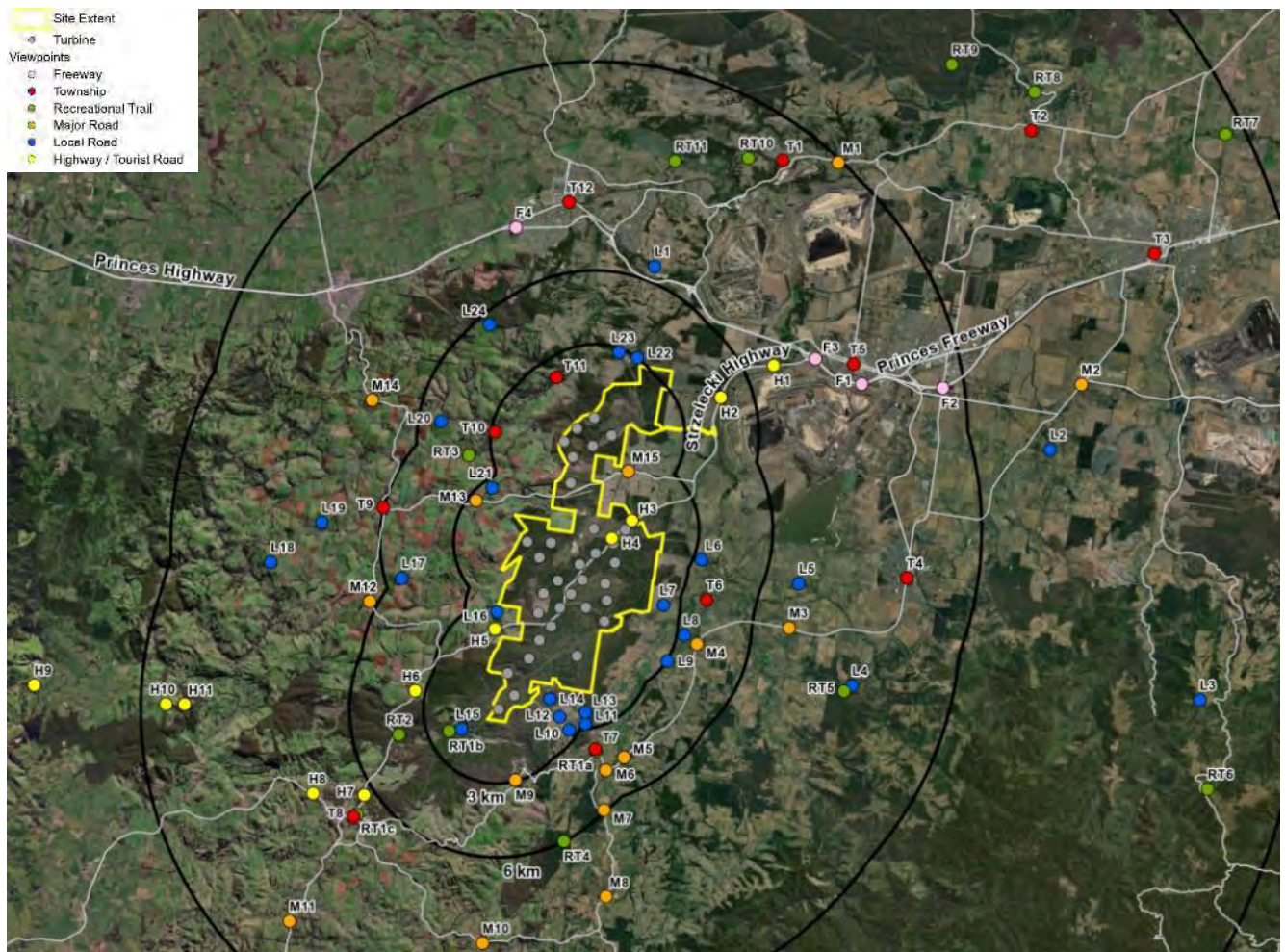


Figure 8-1: Overall viewpoint map

Viewpoints have been selected where the SAA model identified the greatest potential for turbine visibility or where these locations coincide with key vantage points or viewing locations. This has been done to ensure the “worst case” visual impact is being assessed. For this reason, the majority of viewpoints are within 15 km of the proposed wind turbines. Beyond this distance the proposed wind turbines will not be a dominant feature in views or will not be visible due to intervening topography or terrain. (Refer to Section 4 – The Viewshed).

Figure 8-2 shows the viewpoints mapped on the SAA with their theoretical visibility.

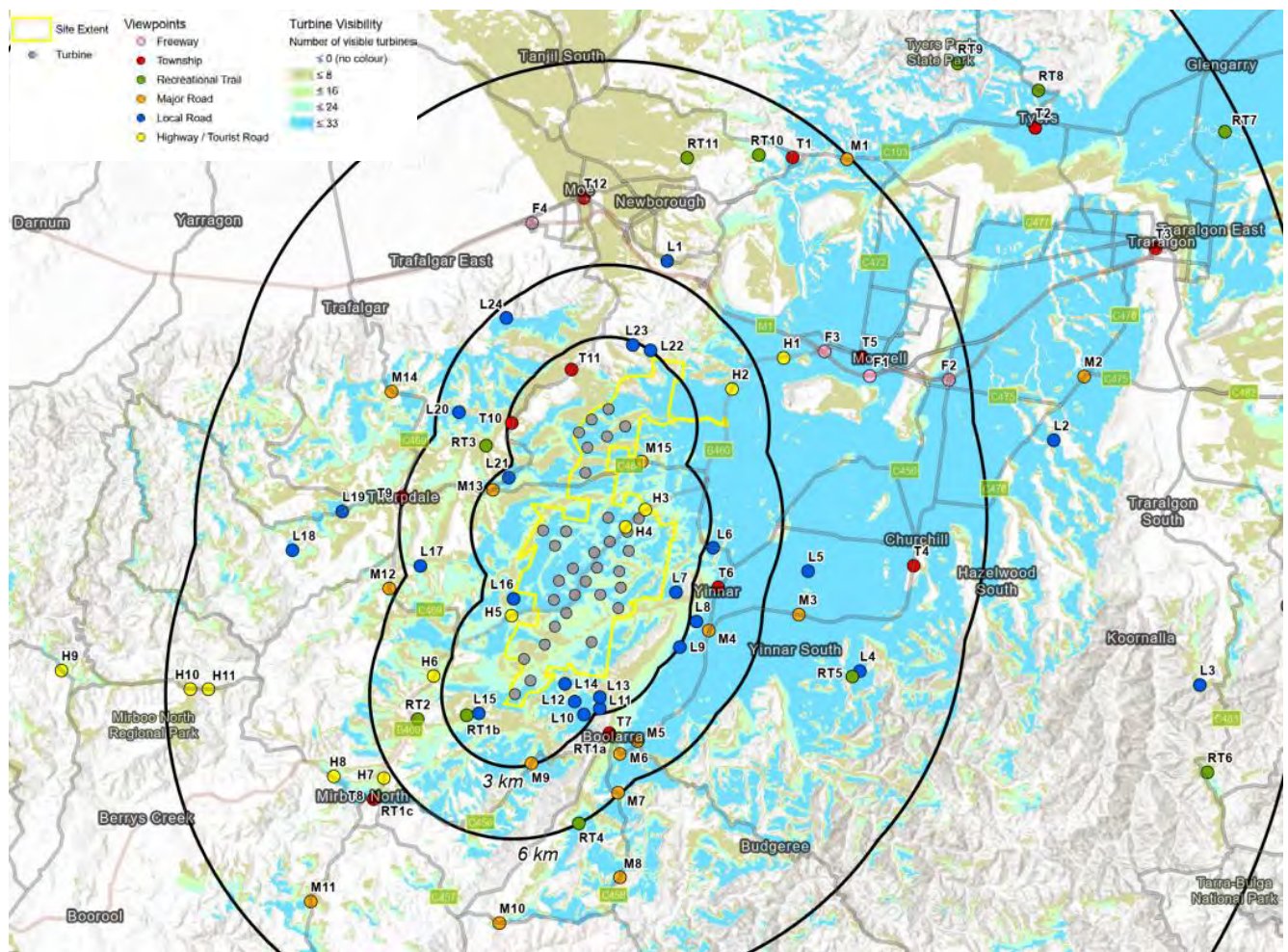


Figure 8-2: Overall viewpoint map with SAA

The visual impact from each of these 79 viewpoints assists to compile the overall visual impact of the proposed Delburn Wind Farm upon the surrounding area. Viewpoints have been grouped to assist with the assessment of areas set out in the National Wind Farm Guidelines which require the consideration of views from townships and urban areas, significant conservation and recreation areas, National Parks and State forests, water features, tourist routes and walking tracks and major roads. In doing so, these groupings also assist to discuss and ascertain the overall visual impact from different areas or locations. For these reasons the 79 viewpoints are set out under the following groupings:

- Freeways (Viewpoints F1-F4)
- Highways and Tourist Routes (Viewpoints H1-H11)
- Major Roads (Viewpoints M1-M15)
- Local Roads (Viewpoints L1-L24)
- Townships (Viewpoints T1-T12)
- Recreational trails, parks and elevated lookouts (Viewpoints RT1(a-c)-RT11)

The visual impact of the wind farm from locations is also informed by photomontages which have been prepared for 10 locations H1, H5, L7, M6, L10, L14, L21, L22, M3 and T6. for the Revised Layouts. Two wireframes have also been prepared for Viewpoints L15 and T9 of the Concept Layout (v1.5, being 53 wind turbines) only.

Virtual reality scenes were prepared from six locations around the project and in locations where turbines would be wholly visible or in part. The virtual reality scenes were made available at the community consultation and

drop-in days undertaken in March 2020. The six locations were selected to provide for a range of viewing distances, view angles and landscape settings to assist the community to engage with the project and understand how it would sit in the landscape should the Project be approved. The six selected locations included:

- Darlimurla Road
- McDonalds Track
- Morwell Thorpdale Road
- Strzelecki Highway
- Ten Mile Creek Road; and
- Yinnar Township.

Figure 8.3 shows the locations where virtual reality scenes have been prepared.

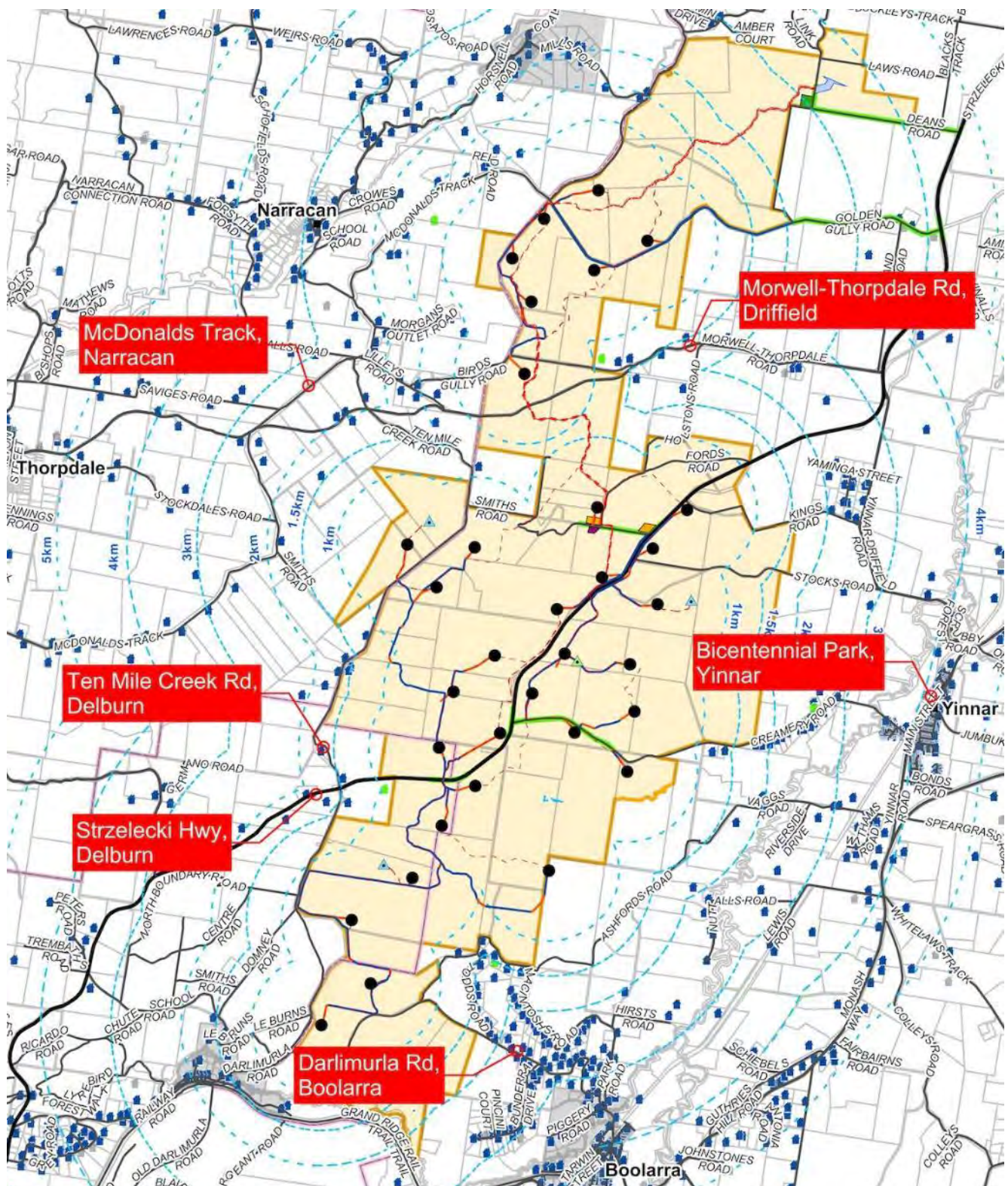
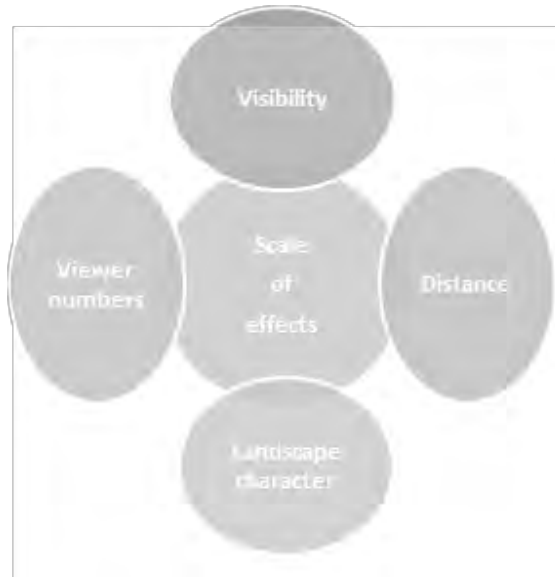


Figure 8.3: Virtual reality viewpoint locations

A link to this imagery is provided on the Project's website. Where relevant, stills from the virtual reality scenes have been included at the corresponding viewpoint in the assessment of views and visual impact in this LVIA.

8.1.1 Assessment of Visual Impact

The assessment of the visual impact of a wind farm development from the public domain is based upon four criteria, namely visibility, distance, landscape character and viewer numbers.



8.1.2 Visibility

The visibility of the Project elements can be affected by topography, vegetation, built form and infrastructure. Where no turbines are visible there will be no visual impact.

8.1.3 Distance

Distance ranges or Zones of Visual Influence (ZVI) are one parameter used within this assessment to determine the influence that distance has on assessing the visual impact of the project. For example, the visibility of turbines is less at 28.6km than the visibility of a turbine seen from 3.0km.

8.1.4 Landscape Character

The landscape character and the sensitivity of the landscapes within the viewshed have been discussed in Chapter 6.

8.1.5 Viewers Numbers

In this visual assessment, it is important to differentiate between a “visual impact” and a “landscape impact”. Viewer numbers are important in the assessment of a visual impact as if few people see a particular development then the visual impact is reduced, even though there may be a significant change to the landscape and hence a large landscape impact.

When assessing the viewer numbers at viewpoints along roads within the viewshed, the viewer numbers have been based on road classifications such as Freeways are rated as high viewer numbers, B Class Roads as moderate to high, C Class roads as moderate and single lane asphalt and unsealed roads are given a low level of viewer numbers.

8.1.6 Scale of Effects

The overall visual impact of the Project from an indicative publicly accessible viewpoint has been assessed using the following scale:

- **Nil** – There are no visible turbines and the Project will be screened by topography, vegetation or buildings and structures.
- **Negligible** – minute level of effect that is barely discernible over ordinary day-to-day effects. The assessment of a 'negligible' level of visual impact is usually based on distance. That is, the wind farm is at such a distance that, when visible in good weather, it would be a minute element in the view within a modified landscape. If there is limited visibility of turbines such as tip of blades only due to intervening topography, vegetation or buildings and structures the visual impact would also be considered negligible.
- **Low** – visual impacts are those where the Project is noticeable but that will not cause significant adverse impacts. The assessment of a "low" level of visual impact will be arrived at if the rating of several of the four criteria, (visibility, distance, viewer numbers and landscape sensitivity), are assessed as low.
- **Medium/Moderate** – visual impact may occur when several of the four assessment criteria are considered as higher than "low" or the visual effects can be mitigated/remedied from an initial rating of High. This will be moderated by the context of the existing view and the modifications within the landscape
- **High or unacceptable adverse effect** – extensive adverse effects that cannot be avoided, remedied or mitigated. The assessment of a "high or unacceptable adverse effect" from a publicly accessible viewpoint requires the assessment of all criteria to be high. For example, a highly sensitive landscape, viewed by many people, with the proposed wind farm in close proximity and largely visible would lead to an assessment of an unacceptable adverse effect.
- **Positive Visual Impact** – is a visual change that improves the outlook or view. For renewable energy projects, a positive visual impact may be experienced where the individual viewer appreciates the view of wind turbines in the landscape or the link to renewable energy. This positive reaction is supported by the findings in numerous community perceptions surveys undertaken within Australia and globally.

The following sections will assess views from Freeways, Highways and Tourist Routes, Major Roads, Local Roads, Townships and Recreational Trails, Parks and Elevated Lookouts to build up an overall assessment of the visual impact of the proposed Delburn Wind Farm.

A summary table is provided at the end of each of the viewpoint assessments to outline the key quantitative elements that form part of the views and visual impacts. The overall visual impact considers both qualitative and quantitative criteria which is discussed at each viewpoint. The sum of the quantitative considerations alone does not form the basis of the overall visual impact.

8.2 Freeways

Four viewpoint locations (F1-F4) have been selected as representative of views from the Princes Freeway which is to the north of the Project. Viewer numbers from the freeway would be assessed as high while the landscape sensitivity would vary dependent on the location of the viewpoint.

The location of each viewpoint in proximity to the project is shown in Figure 8-4.



Figure 8-4: Freeway Viewpoint Locations

The location, co-ordinates, distance to the nearest turbine and prevalent landscape unit towards the wind farm are described in Table 8-1.

Table 8-1: Freeway Viewpoint Locations

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
F1	Princes Freeway	55H 447406, 5766936	10.3km SW (T01)	Unit 3
F2	Princes Freeway / Tramway Rd	55H 450708, 5766753	13.6km SW (T01)	Unit 3
F3	Princes Freeway / Strzelecki Hwy	55H 445526, 5767963	8.8 km SW (T01)	Unit 3
F4	Princes Freeway/Old Gippsland Rd	55H 433341, 5773312	8.4km SE (T03)	Unit 4b

8.2.1 Viewpoint F1 – Princes Freeway

Viewpoint F1 is located on the Princes Freeway approximately 300m south-west of the Commercial Road onramp.

The nearest turbine (T01) is approximately 10.3km south-west.

Figure 8-5 shows the view looking south-west from the Princes Freeway.

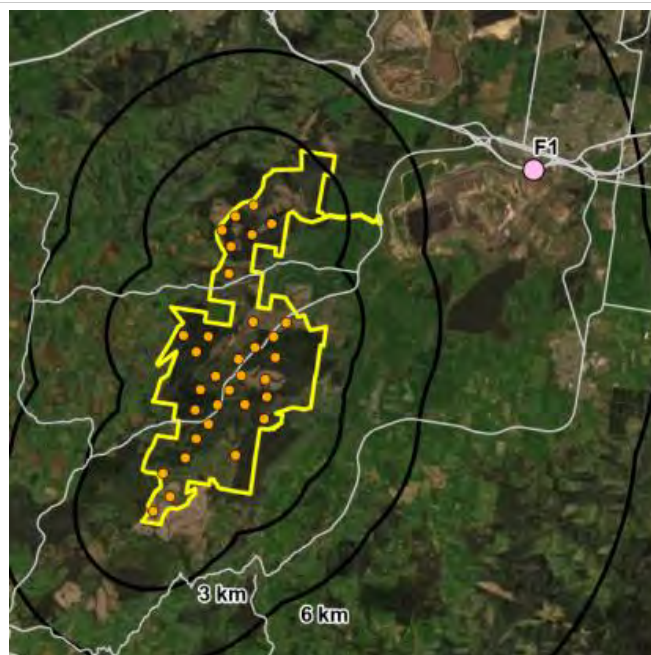


Figure 8-5: Viewpoint F1 – Existing view looking south-west

In this view, the proposed turbines would be visible along part of the elevated ridgeline in the background of the view. At a distance of approximately 10.3km, the turbines have the potential to be visible and can dominate the view. However, they would be visible through nearby transmission lines, rail infrastructure and over open-cut coal mines. It is understood that the areas of open-cut coal mines are in a state of transition through rehabilitation and closure of Hazelwood. It is however unknown what the final view in the area will comprise.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT F1 – PRINCES FREEWAY		
Distance	10.3km south-west (T01)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Freeway	High
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.2.2 Viewpoint F2 – Princes Freeway / Tramway Road Overpass

Viewpoint F2 on the Tramway Road overpass near the on ramp.

The nearest turbine (T01) is approximately 13.6km south-west.

Figure 8-6 shows the view looking south to south-west from the Tramway Road overpass.

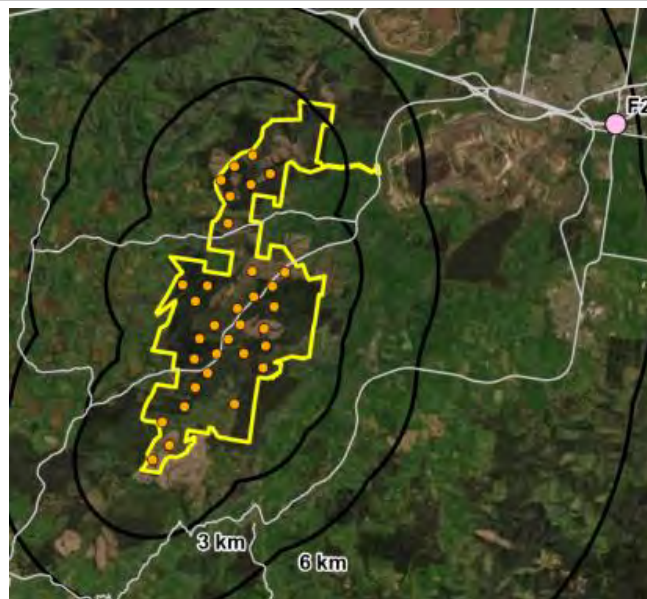


Figure 8-6: Viewpoint F2 – Existing view looking south to south-west

Views from the freeway are at speeds of approximately 100 km per hour with the turbines being oblique to the direction of travel. Turbines will be visible where breaks in roadside vegetation permit views beyond the freeway and these break line up with the project. Where views are available, they would be over a landscape that is highly modified to include open-cut coal mines and through substation station of transmission line infrastructure. At a distance of approximately 13.6km, the turbines have the potential to be visible, however, they will not be a dominant element in the view and would sit below existing infrastructure.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT F2 – PRINCES FREEWAY		
Distance	13.6km south-west (T01)	Potentially noticeable and can dominate landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Freeway	High
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.2.3 Viewpoint F3– Princes Highway - Strzelecki Highway Overpass

Viewpoint F3 is located on the Strzelecki Highway overpass of the Princes Freeway.

The nearest turbine (T01) is approximately 8.8 km south-west.

Figure 8-7 shows the view looking south-west from the Strzelecki Highway overpass at the Princes Freeway.

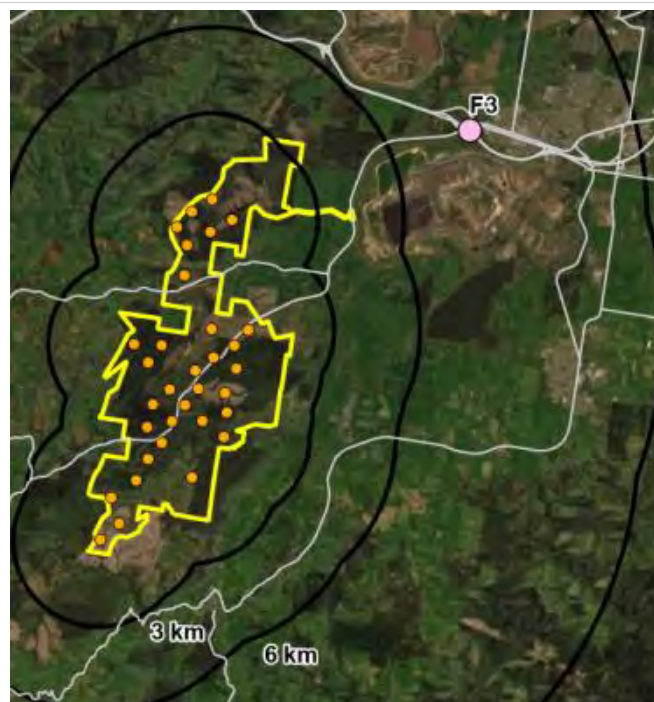


Figure 8-7: Viewpoint F3 – Existing view looking south-west

This elevated location will allow clear views to the existing pine plantations and turbines located at the northern end of the Project and the elevated hills of the Strzelecki Ranges in the background. Views from this location also include power stations, high voltage transmission lines and the Princes Freeway infrastructure.

In this view, the proposed turbines would be visible, however, due to distance and the short duration of this view, the turbines would not be visually dominant nor detrimental to views. Further, this viewpoint is not one that is sensitive, nor are the views towards the Project.

For these reasons, the overall visual impact would be **Low-negligible**.

VIEWPOINT F3 – PRINCES HIGHWAY - STRZELECKI HIGHWAY OVERPASS		
Distance	8.8km south-west (T01)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Highway/Freeway	Moderate-High
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.2.4 Viewpoint F4– Princes Freeway – Old Gippsland Drive Overpass

Viewpoint F4 is located on Old Gippsland Drive overpass where it crosses the Princes Freeway to the north-west of the Project.

The nearest turbine (T03) is approximately 8.4 km south-east.

Figure 8-8 shows the view looking south-east from the Old Gippsland Drive overpass.

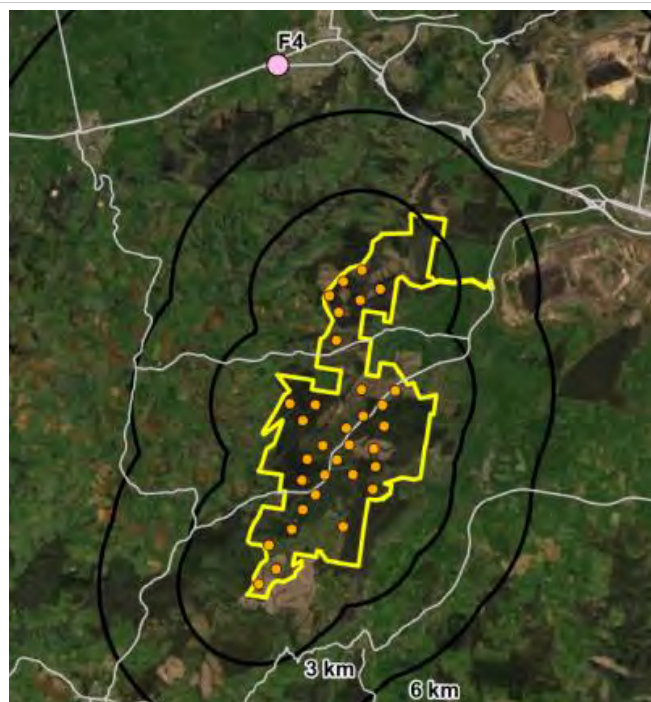


Figure 8-8: Viewpoint F4 – Existing view looking south-east

This elevated location was selected as it demonstrated the low setting of the freeway in the context of vegetation and topography to the south of the roadway.

Local vegetation and topography notwithstanding, the proposed turbines would be screened in these views by the low vegetated hill seen in the background of this view.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT F4 – PRINCES FREEWAY – OLD GIPPSLAND DRIVE OVERPASS		
Distance	8.4km South-east (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Freeway	High
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.2.5 Summary of Freeway Viewpoints

Table 8-2 summarises the four viewpoint locations selected from the Princes Freeway, the distance of the view to the nearest proposed wind turbine and the overall visual impact assessed for each view.

Table 8-2 Summary of views from Freeways

VP	Location	Nearest Turbine Rev 3.4	Visual Impact
F1	Princes Freeway	10.3km SW (T01)	Negligible
F2	Princes Freeway / Tramway Rd	13.6km SW (T01)	Negligible
F3	Princes Freeway / Strzelecki Hwy	8.8 km SW (T01)	Low-Negligible
F4	Princes Freeway / Old Gippsland	8.4km SE (T03)	Negligible-Nil
OVERALL VISUAL IMPACT - FREEWAYS			NEGLIGIBLE

The overall visual impact on views from the Princes freeway is considered to be Negligible. The four selected viewing locations demonstrate the range of views afforded from the Princes Freeway to the north of the Project, which at its nearest point is approximately 6.0 km. Views range from clear open views over existing open-cut - coal mines and those that are transitioning to closure, to views where breaks in topography and vegetation allow longer views beyond the roadway. For locations that are nearer to the Project, views are either filtered by roadside vegetation and vegetation on the elevated hills to the north of the wind farm or are completely screened by topography and vegetation.

Further, views from the freeway are at speeds of approximately 100 km per hour, typically oblique to the direction of travel. Where the turbines are visible, they are at a distance where they are would not be visually dominant features in the view or over landscapes that are modified to include plantations, open-cut coal mines, power stations and a range of transmission lines and therefore of low visual value and low sensitivity to further change.

8.3 Highways and Tourist Routes

Highways and Tourist Routes within the viewshed include Grand Ridge Road which runs south from 10km south of Warragul to Mirboo North and then heads south-east and the Strzelecki Highway which runs through the middle of the Project.

Eleven viewpoint locations (H1-H11) have been selected as representative of the view and landscape character types within the viewshed.

Viewer numbers for these roads have been considered as moderate to high with the landscape sensitivity varying dependent on the viewing location and proximity to the Project.

The location of each viewpoint in proximity to the Project is shown in Figure 8-9.

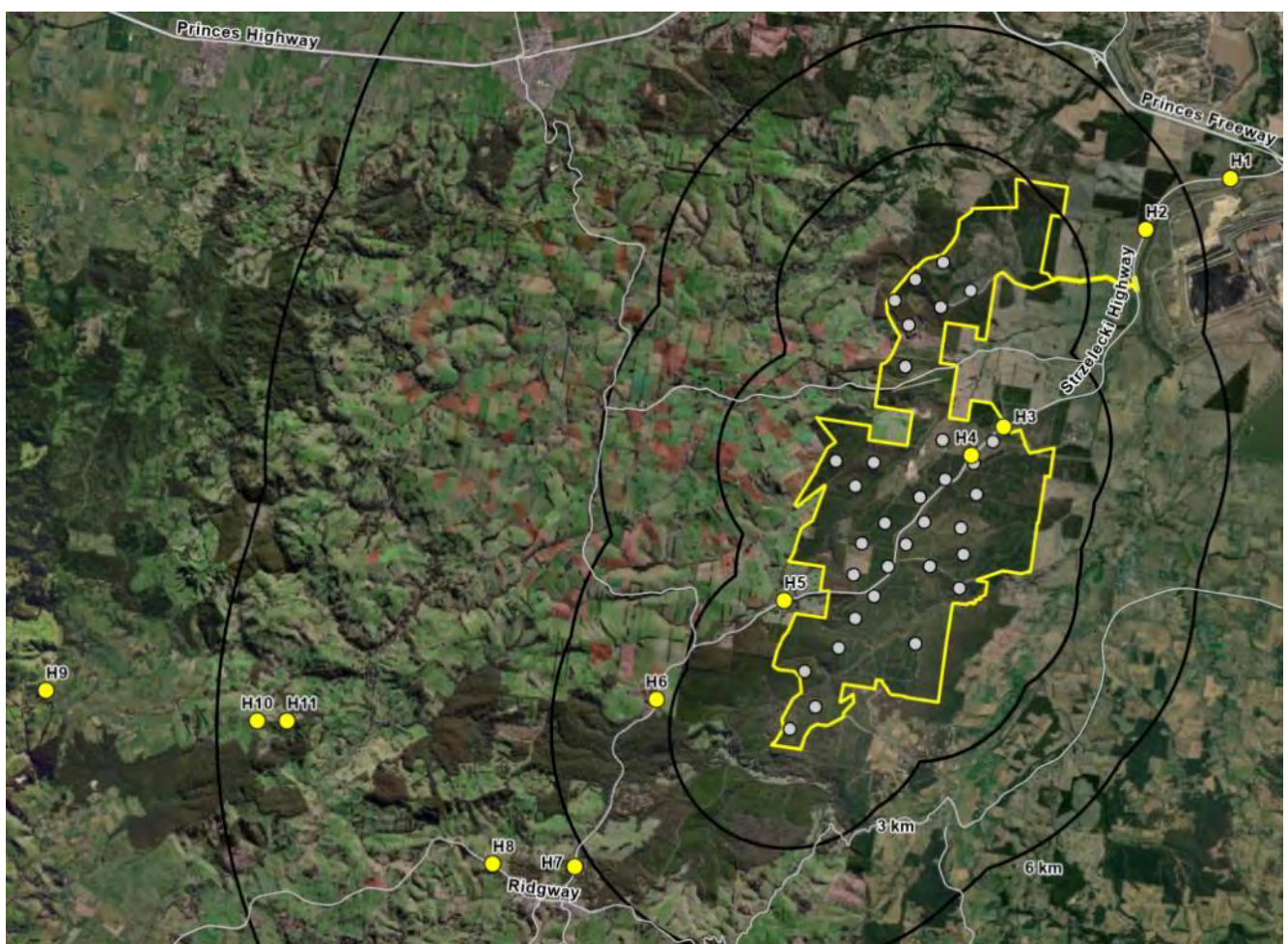


Figure 8-9: Highways and Tourist Routes

The viewpoint, GPS co-ordinates, distances to the nearest wind turbine and landscape unit in views towards the Project are described in Table 8-3.

Table 8-3: Highways and Tourist Routes

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
H1	Strzelecki Highway #1	55H 443821, 5767692	7.1 km SW (T01)	Unit 3
H2	Strzelecki Highway #2	55H 441670, 5766395	4.7 km SW (T01)	Unit 4b
H3	Strzelecki Highway #3	55H 438059, 5761381	460 m SW (T16)	Unit 4b
H4	Strzelecki Highway #4	55H 437239, 5760659	200m SE (T15)	Unit 4b
H5	Strzelecki Highway #5	55H 432486, 5756968	1.8 km SE (T28)	Unit 4b
H6	Strzelecki Highway #6	55H 429241, 5754456	3.4 km E (T33)	Unit 2a
H7	Strzelecki Highway #7	55H 427167, 5750208	6.5 km NE (T33)	Unit 2b
H8	Strzelecki Highway #8	55H 425081, 5750278	8.3km NE (T33)	Unit 2a
H9	Grand Ridge Road #1	55H 413736, 5754685	18.9km E (T33)	Unit 2b
H10	Grand Ridge Road #2	55H 419101, 5753913	13.5km E (T33)	Unit 2b
H11	Grand Ridge Road #3	55H 419858, 5753909	12.8km E (T33)	Unit 4b

8.3.1 Viewpoint H1– Strzelecki Highway #1

Viewpoint H1 is located on the Strzelecki Highway where it crosses the Morwell River Diversion approximately 570 m northeast of Marrett's Road.

The nearest turbine (T01) is approximately 7.1 km south-west.

Figure 8-10 shows the existing view from the Strzelecki Highway looking south-west.

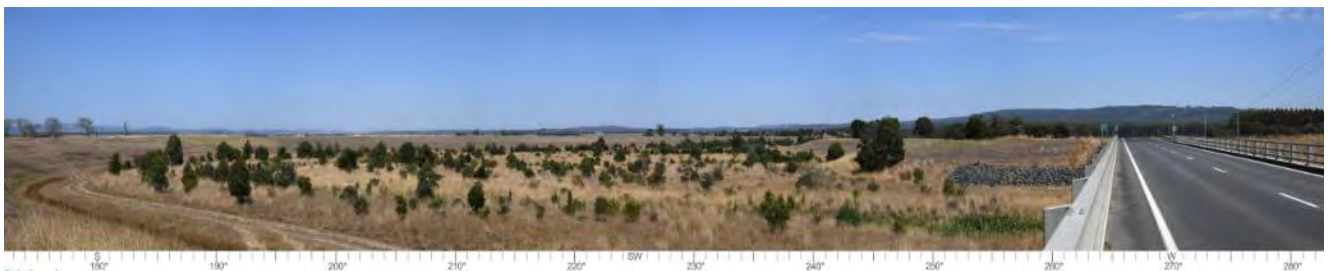
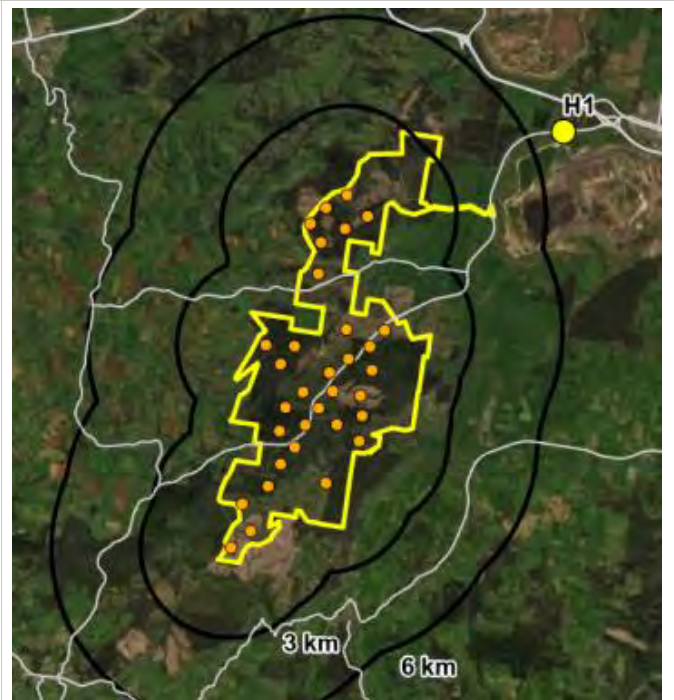


Figure 8-10: Viewpoint H1 – Existing view looking south-west

Figure 8-11 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.

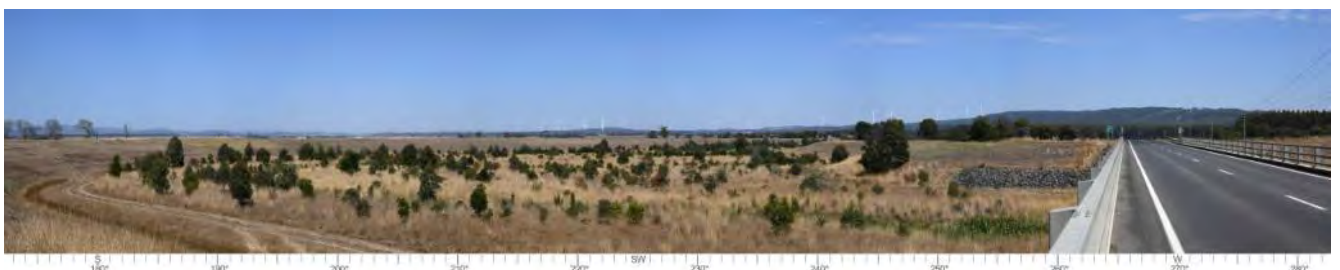


Figure 8-11: Viewpoint H1 – Photomontage Revised Layout (Layout 2.1)

Figure 8-12 shows an enlargement of the photomontage looking south-west from the Strzelecki Highway.

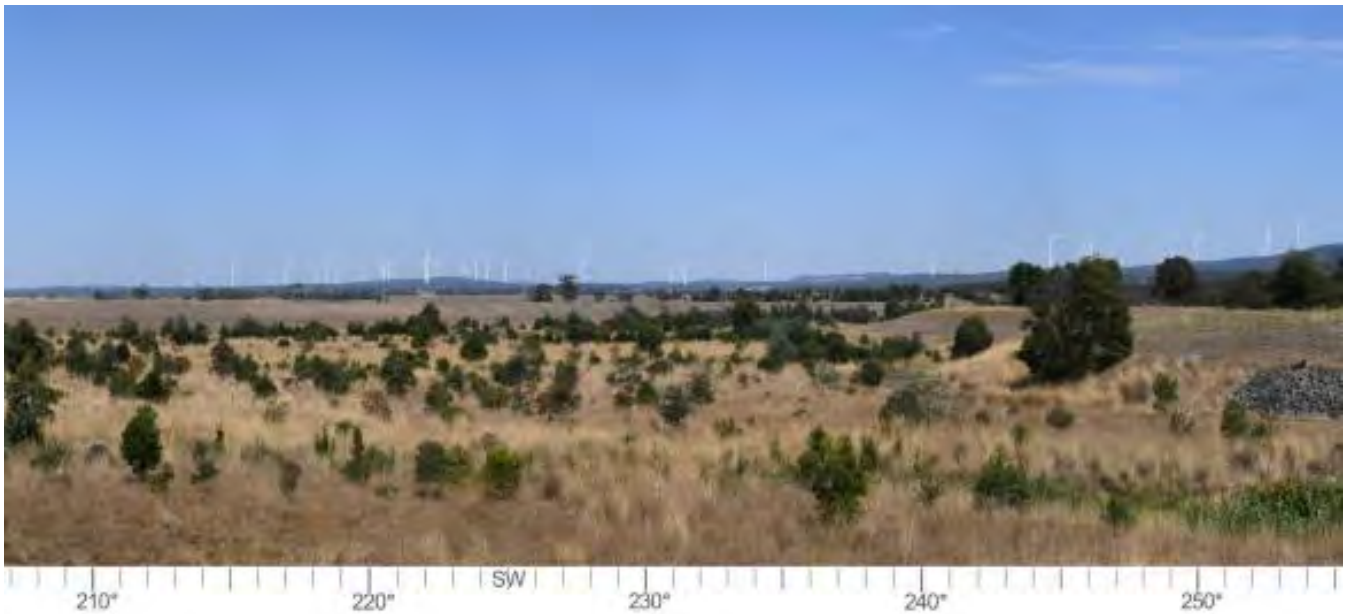


Figure 8-12: Enlargement Viewpoint H1 – Photomontage Revised Layout (Layout 2.1)

Views from this location include the Morwell River Diversion, revegetation areas, power lines and timber plantations. The proposed turbines would be located on the elevated hills and plantation areas in the background.

The photomontage shows that turbines, which would be at a distance of approximately 7.1km would be noticeable in views, however, they would not be visually dominant. For some viewers, the turbines may be considered to frame or accentuate to the topography of the site.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT H1 – STRZELECKI HIGHWAY #1		
Distance	7.1km south-west (T01)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.3.2 Viewpoint H2 – Strzelecki Highway #2

Viewpoint H2 is located on the Strzelecki Highway at the intersection of Deans Road.

The nearest turbine (T01) is approximately 4.7 km south-west.

The investigation area of the proposed terminal substation and battery storage area is approximately 2.0 km to the west. A separate approval is being sought for the terminal station and its' landscape and visual impacts will be assessed separately.

Figure 8-13 shows the view looking south along the Strzelecki Highway and west along Deans Road. The existing 220 kV transmission line which the Project is proposed to connect to, is located along the northern side of Dean's Road.

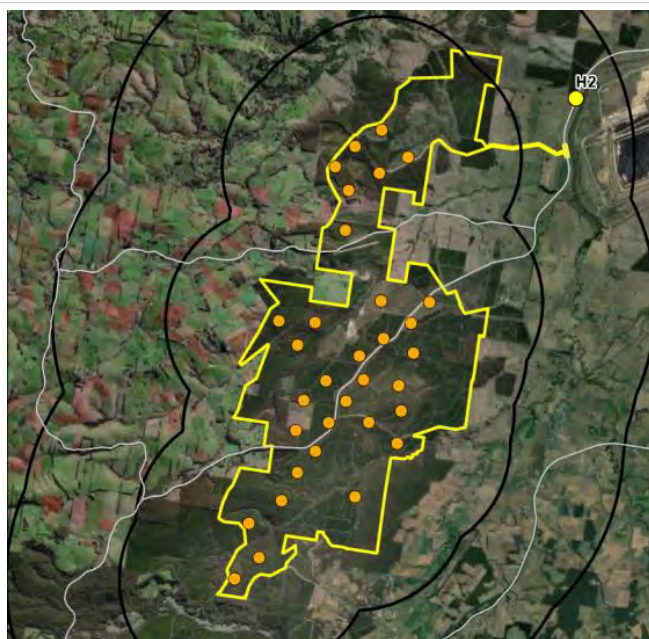


Figure 8-13: Viewpoint H2 – Existing view looking south-west along Strzelecki Highway

The proposed turbines will be to the left of the existing 220kV transmission line and right of the roadway roughly central to the image in Figure 8-13. Views further to the east of the Strzelecki Highway include the former Hazelwood mine, and power station.

At a distance of 4.7km, the turbines have the potential to be highly visible where breaks in roadside and nearby vegetation permit views to the south-west. The proposed battery storage area will sit to the right of Deans Road behind the small rise seen in Figure 8-13. Many views in this area including those towards the proposed turbines include permanent structures such as the high voltage transmission lines and modified landscapes that are not sensitive or protected and see regular visual change.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT H2 – STRZELECKI HIGHWAY #2		
Distance	4.7km south-west (T01)	Highly visible and can dominate the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW	

8.3.3 Viewpoint H3 – Strzelecki Highway #3

Viewpoint H3 is located on the Strzelecki Highway approximately 1.0 km northeast of the intersection of Smiths Road.

This location shows the view looking north where road users emerge from the established plantings with the plantations to the east and west of the road and the extensive native roadside vegetation. Longer views to the north include the elevated hills around Mt Baw Baw.

The nearest turbine (T16) is approximately 460m south-west (opposite direction). Several turbines will be located in the timber plantations further to the north of this view. Figure 8-14 shows the view looking north from the Strzelecki Highway.

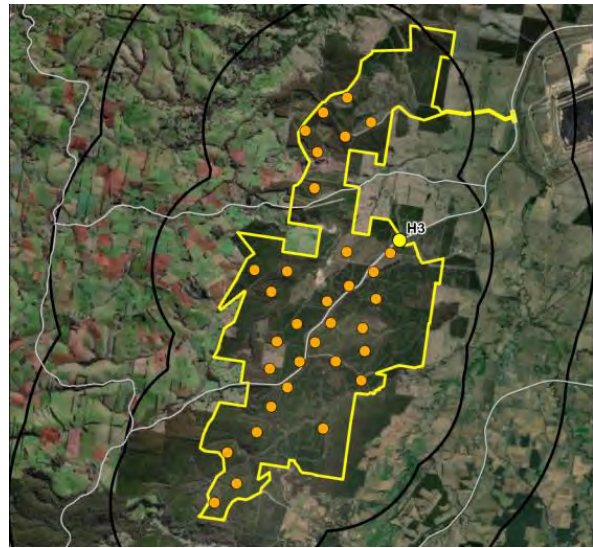


Figure 8-14: Viewpoint H3 – Existing view looking north to northeast

On clear days, views to the north include the elevated locations around Mt Baw Baw and the Baw Baw National Park. Over time, these views will be screened by the plantation timbers seen to the left and right of the view. This same view would be temporarily revealed upon timber harvesting.

Figure 8-15 shows the view looking west and shows the view for road users travelling south along the Strzelecki Highway before entering the stretches of roadside vegetation seen in the left of the view.



Figure 8-15: Viewpoint H3 – Existing view looking west

The northern cluster of turbines will be visible to the right of the Strzelecki Highway in Figure 8-15.

Views from this section of the highway would be temporary and available until such a time that the existing plantation timbers become further established. When available, views would include the Strzelecki Ranges further to the west and Baw Baw National Park to the north, visible through the existing dual circuit 500 and 220 kV power lines.

Although the turbines will be in close proximity to the road and seen by many people, views from this location would be fleeting and in transit only, with no roadside stops or pull-out bays where road users would pull over and take in views.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT H3 – STRZELECKI HIGHWAY #3		
Distance	460m south-west (T16)	Will always be visually dominant in the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW	

8.3.4 Viewpoint H4 – Strzelecki Highway #4

Viewpoint H4 is located on the Strzelecki Highway at the intersection of Smiths Road.

The nearest turbine (T15) is approximately 200m south-east.

This will also be the location of the operations and maintenance facility.

Figure 8-16 shows the view looking east from the intersection of Strzelecki Highway and Smiths Road through roadside vegetation. Smith Road is a local road providing access to forestry and plantation areas.

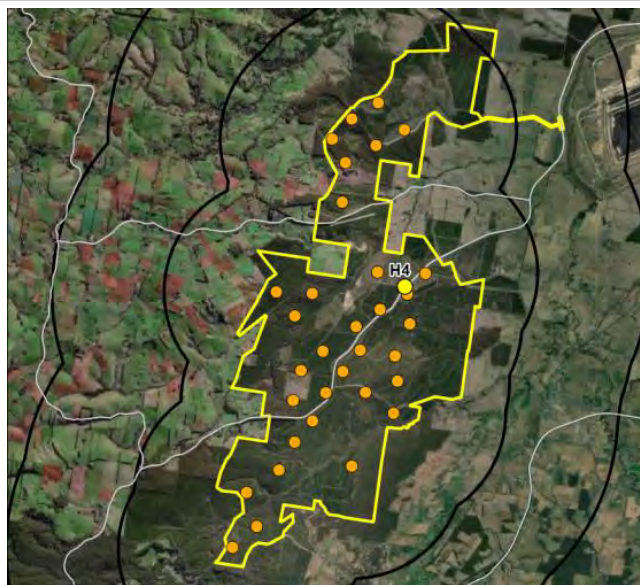


Figure 8-16: Viewpoint H4 – Existing view looking east

At a distance of 200m, the proposed turbines will be dominant elements when visible. Views from this location are through roadside vegetation and include the timber plantations within Landscape Unit 4b – Hills (plantation), a landscape that has a low-moderate sensitivity to visual change and one that changes regularly. Further, once the plantation establishes further this will assist to filter views to the turbines.

Although the turbine will be in close proximity to the road and seen by many people, views from this location would be fleeting and in transit only, with no roadside stops or pull-out bays where road users would pull over and take in views. Over time, these views would be filtered or completely screened. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT H4 – STRZELECKI HIGHWAY #4		
Distance	200m south-east (T15)	Will be visually dominant in the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	Low	

8.3.5 Viewpoint H5 – Strzelecki Highway #5

Viewpoint H5 is located on the Strzelecki Highway approximately 360 m south-west of its intersection with Ten Mile Creek Road.

The nearest turbine (T28) is approximately 1.8 km south-east.

Similar to the previous viewpoint, this view is taken where vegetation permits views over the landscape.

Virtual Reality imagery has also been prepared from this location, albeit the other side of the road.

Figure 8-17 shows the view looking south-east from the Strzelecki Highway.

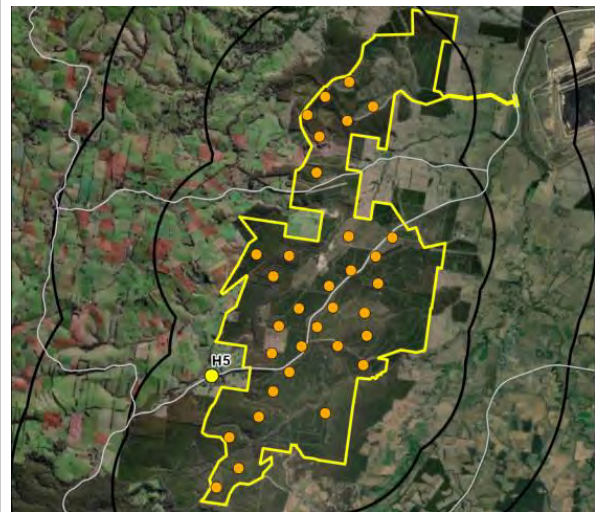


Figure 8-17: Viewpoint H5 – Existing view looking south-east

Figure 8-18 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.

As noted earlier in this report, the photomontage provides for a sense of scale and context in the view. Larger images included in the appendices of this report and in A0 size as well and the Virtual Reality Imagery should be used to consider the actual size and scale of the turbines in the view.



Figure 8-18: Viewpoint H5 – Photomontage Revised Layout (Layout 2.1)

Figure 8-19 shows an enlargement of the view focussing on the area of visible turbines.



Figure 8-19: Enlargement Viewpoint H5 – Photomontage Revised Layout (Layout 2.1)

Figure 8-20 shows a still capture from the virtual reality scene prepared by Ignition Immersive studios for use at the community consultation days undertaken in March 2020.



Figure 8-20 Strzelecki Highway Still Capture - Source Ignition Immersive Studios Strzelecki Highway Delburn

<https://vimeo.com/395878200> (Password: OSMI-IGNITION)

Existing vegetation to the left of Figure 8-17 will screen parts of the bases of the turbines. At approximately 1.2 km, the proposed turbines have the potential to be dominant features where gaps in vegetation permit views.

Although the turbines would be dominant, views would be short in duration and at speeds of approximately 100 km per hour.

For these reasons, the overall visual impact would be **Low - Moderate**.

VIEWPOINT H5 – STRZELECKI HIGHWAY #5		
Distance	1.8km south-east (T28)	Will always be visually dominant in the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW - MODERATE	

8.3.6 Viewpoint H6 – Strzelecki Highway #6

Viewpoint H6 is located on the Strzelecki Highway at the intersection of Peters Lane.

The nearest turbine (T33) is approximately 3.4 km east.

Figure 8-21 shows the view looking east from the Strzelecki Highway.

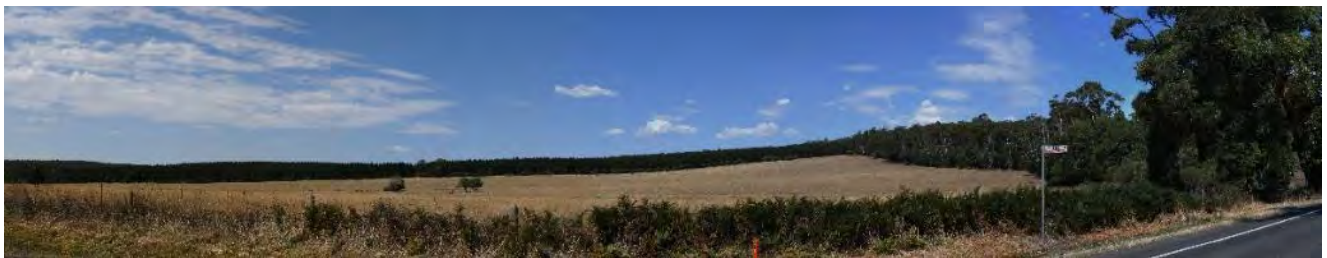
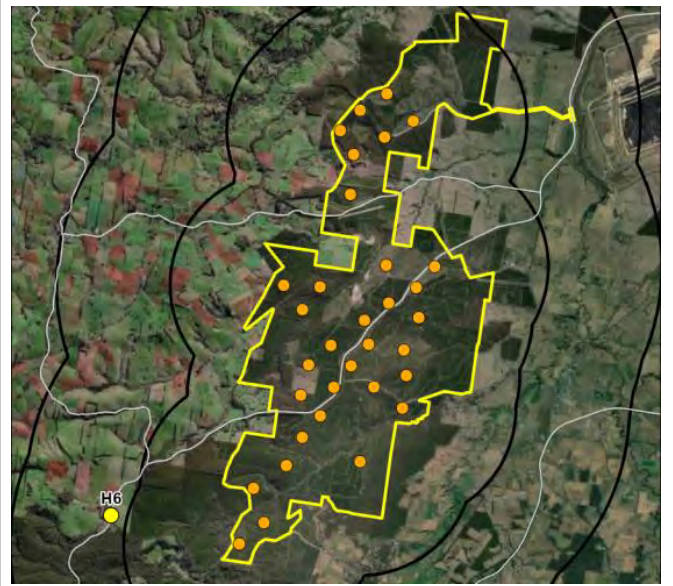


Figure 8-21: Viewpoint H6 – Existing view looking east

Viewpoint H6 is taken from a section of road, where vegetation within the roadside and nearby farming properties allows views towards the project. The proposed wind turbines would be located to the east extending through to the northeast with increasing distance.

The upper portions of the turbines directly to the east and northeast would be visible above vegetation to the left and centre of Figure 8-21. Turbines further to the north-east would be screened or filtered by topography and vegetation. Although the turbines would be highly visible and seen by many people, views would be short in duration and over a landscape that is not sensitive to visual change.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT H6 – STRZELECKI HIGHWAY #6		
Distance	3.4km east (T33)	Highly visible and will usually dominate in the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW	

8.3.7 Viewpoint H7 – Strzelecki Highway #7

Viewpoint H7 is located on the Strzelecki Highway approximately 240 m north of its intersection with Galvin's Road.

The nearest turbine (T33) is approximately 6.5 km northeast.

This is the northern entrance to Mirboo North and near to the Grand Ridge Rail Trail. Figure 8-22 shows the view looking northeast from the Strzelecki Highway.

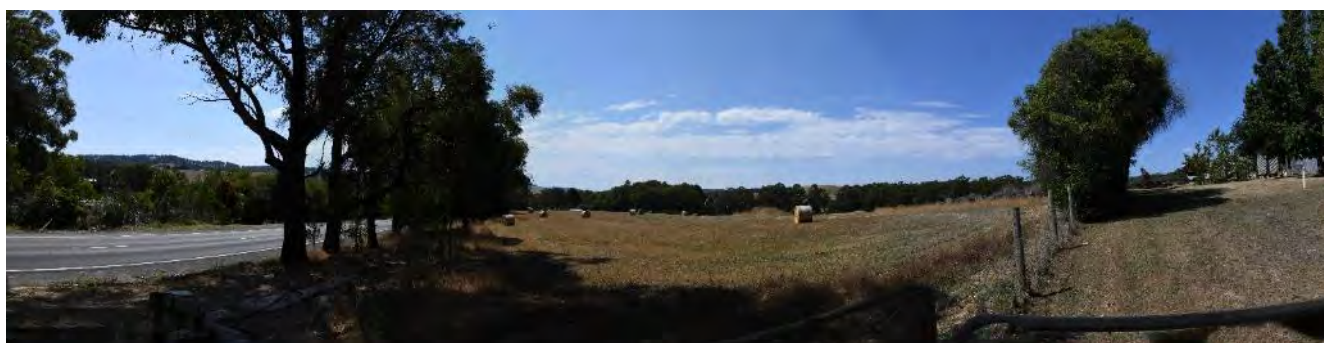
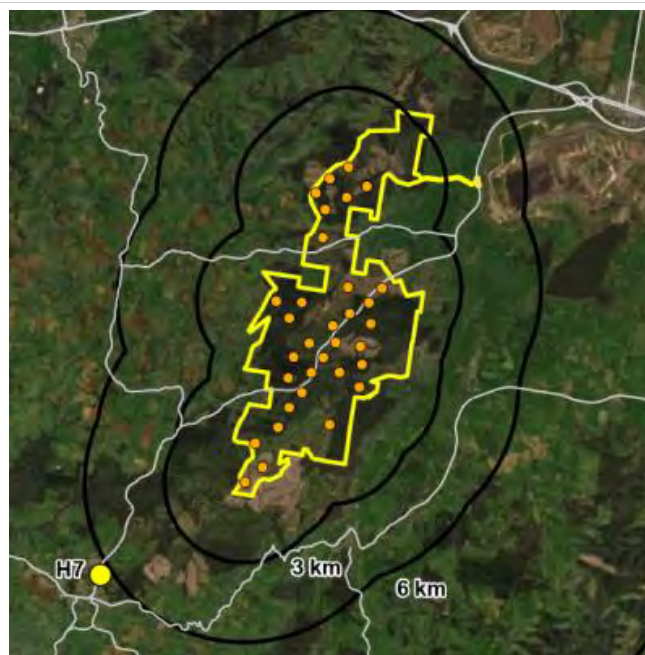


Figure 8-22: Viewpoint H7 – Existing view looking northeast

Viewpoint H7 is taken through a break in roadside vegetation over cleared farming land. The proposed turbines located at the southern extent of the Project may be visible above the vegetation seen in the background of the view. A combination of topography, existing vegetation and distance will screen turbines towards the centre and northern end of the Project. Views from the road would be filtered or screened by roadside vegetation seen to the left of Figure 8-22.

The landscape in this area, while interesting for the topography, vegetation and dynamic views, is not one that is sensitive to visual change. Due to filtered views, short duration of turbine visibility and low-moderate landscape sensitivity, the overall visual impact is considered to be **Low**.

VIEWPOINT H7 – STRZELECKI HIGHWAY #7		
Distance	6.5km northeast (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low-Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW	

8.3.8 Viewpoint H8 - Strzelecki Highway #8

Viewpoint H8 is located on the Strzelecki Highway approximately 320m north-west of the Wanke Road intersection on the outskirts of Mirboo North.

The nearest turbine (T33) is approximately 8.3km northeast.

Figure 8-23 shows the view looking northeast from the Strzelecki Highway.

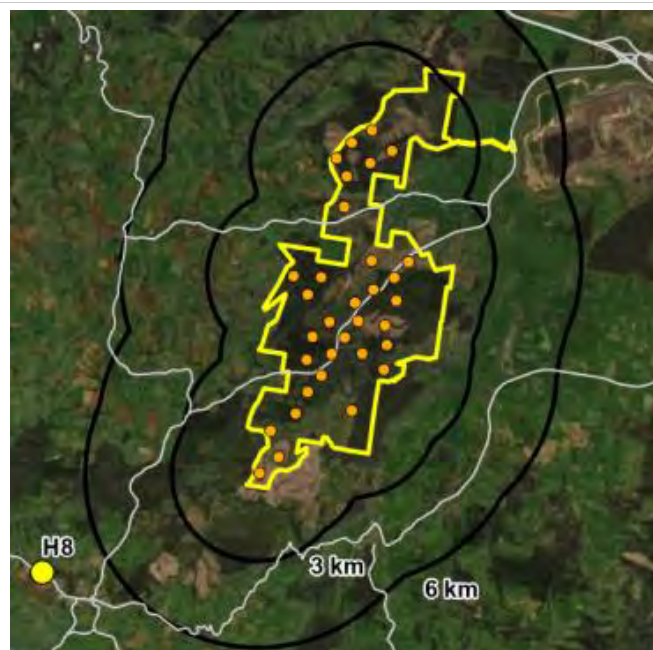


Figure 8-23: Viewpoint H8 – Existing view looking northeast

Viewpoint H8 is taken from a gap in roadside vegetation that allows views towards the Project. This view is taken from near the Mirboo North Garden Centre that sits within the rural residential area on Strzelecki Highway on the western fringe of Mirboo North township.

The turbines would be visible above the vegetation to the centre of Figure 8-23. At a distance of 8.3km the turbines have the potential to be noticeable, however, they would not be a dominant element in this view. This would be a fleeting view before entering the township of Mirboo North.

For these reasons, the overall visual impact would be **Low- Negligible**.

VIEWPOINT H8 – STRZELECKI HIGHWAY #8		
Distance	8.3km northeast (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1b – Rural Residential	Moderate
Viewer Numbers	Highway	Moderate-High
OVERALL VISUAL IMPACT	LOW - NEGLIGIBLE	

8.3.9 Viewpoint H9 - Grand Ridge Road #1

Viewpoint H9 is located on Grand Ridge Road approximately 1.1km north of the intersection with Leongatha-Yarragon Road.

The nearest turbine (T33) is approximately 18.9km east.

Grand Ridge Road is a local tourist route that runs south from 10km south of Warragul to Mirboo North and then heads southeast.

Figure 8-24 shows the view looking east from Grand Ridge Road.

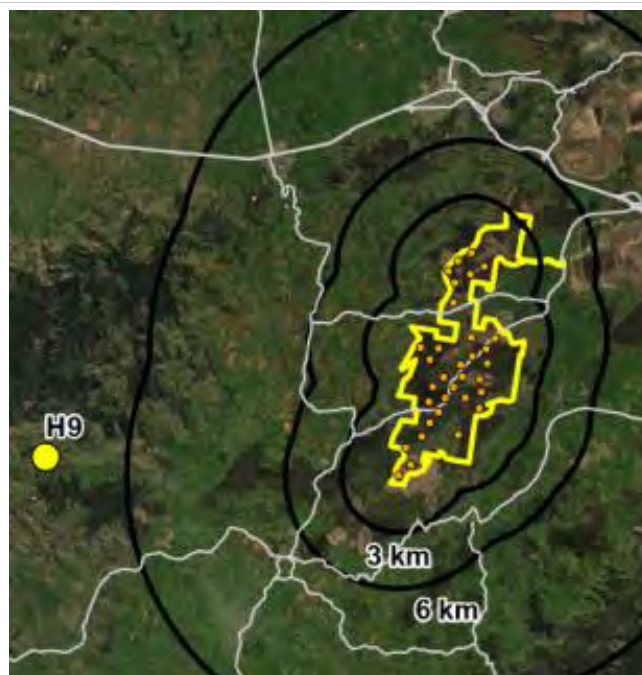


Figure 8-24: Viewpoint H9 – Existing view looking east

Viewpoint H9 is taken from a break in roadside vegetation where views are afforded towards the Project. Views are across rolling hills, incised valleys.

While this view is taken from a tourist route with moderate viewers and across rolling hills with a low-moderate level of sensitivity, at a distance of 18.9km the turbines may be discernible but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT H9 – GRAND RIDGE ROAD #1		
Distance	18.9km east (T33)	Discernible, but will not be dominant in views
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Tourist Route	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.3.10 Viewpoint H10 - Grand Ridge Road #2

Viewpoint H10 is located on Grand Ridge Road at the intersection with Forresters Road.

The nearest turbine (T33) is approximately 13.5km east.

Grand Ridge Road is a local tourist route that runs south from 10km south of Warragul to Mirboo North and then heads south-east.

Figure 8-25 shows the view looking east from Grand Ridge Road.

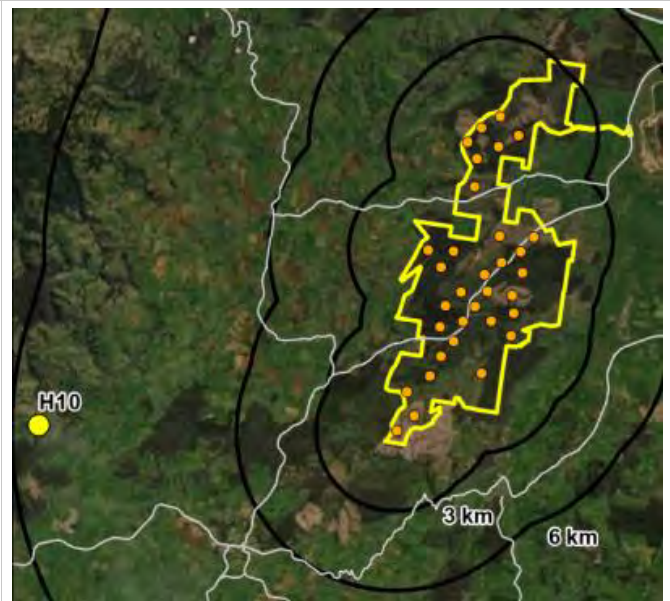


Figure 8-25: Viewpoint H10 – Existing view looking east

Topography and vegetation seen to the left of Figure 8-25 would filter or screen views to turbines.

While this view is taken from a tourist route with moderate viewers and across rolling hills with a low-moderate level of sensitivity, at a distance of 13.5km the turbines may be noticeable where gaps in roadside vegetation allow views but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT H10 – GRAND RIDGE ROAD #2		
Distance	13.5km east (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Tourist Route	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.3.11 Viewpoint H11 - Grand Ridge Road #3

Viewpoint H11 is located on Grand Ridge Road approximately 550m south of the intersection with Cooks Road.

The nearest turbine (T33) is approximately 12.8km east.

Grand Ridge Road is a local tourist route that runs south from 10km south of Warragul to Mirboo North and then heads south-east.

Figure 8-26 shows the view looking east from Grand Ridge Road.

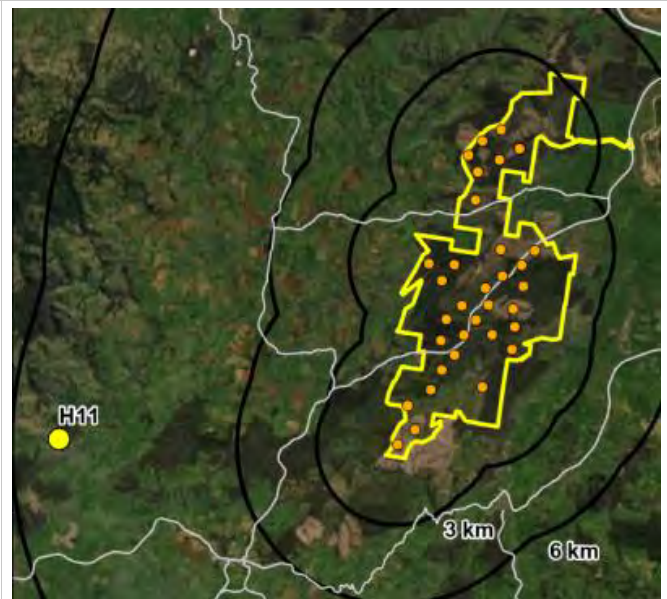


Figure 8-26: Viewpoint H11 – Existing view looking east

Viewpoint H11 is taken from a section of road where a small break in roadside vegetation potentially allows views towards parts of the Project.

There is the potential to see the nacelle and above of up to 8 turbines to the left of the vegetation seen in the centre of Figure 8-26. Where visible in gaps in vegetation and at a distance of 12.8km, turbines may be noticeable but would not be dominant features in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT H11 – GRAND RIDGE ROAD #3		
Distance	12.8km east (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Tourist Route	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.3.12 Summary of Highways and Tourist Routes Viewpoints

Table 8-4 summarises the overall visual impact from 11 locations from highways and tourist routes within the project viewshed.

Table 8-4 Summary of views from highways and tourist routes

VP	Location	Nearest Turbine Rev 3.4	Visual Impact
H1	Strzelecki Highway #1	7.1 km SW (T01)	Low-Negligible
H2	Strzelecki Highway #2	4.7 km SW (T01)	Low
H3	Strzelecki Highway #3	460 m SW (T16)	Low-Moderate
H4	Strzelecki Highway #4	200m SE (T15)	Low
H5	Strzelecki Highway #5	1.8 km SE (T28)	Low-Moderate
H6	Strzelecki Highway #6	3.4 km E (T33)	Low
H7	Strzelecki Highway #7	6.5 km NE (T33)	Low
H8	Strzelecki Highway #8	8.3km NE (T33)	Low-Negligible
H9	Grand Ridge Road #1	18.9km E (T33)	Negligible
H10	Grand Ridge Road #2	13.5km E (T33)	Negligible
H11	Grand Ridge Road #3	12.8km E (T33)	Negligible
OVERALL VISUAL IMPACT – HIGHWAYS/ TOURIST ROUTES			LOW

Overall, the visual impact of the Project in views from Tourist Routes and Highways will be assessed as **Low**. This is due to the majority of views towards the Project being limited by vegetation within roadsides, plantation areas and adjoining farming properties and screening afforded by nearby and surrounding topography. Views and visual impact would be further modified by the presence of other infrastructure which at times will be noticeable if not more dominant than the presence of the proposed wind turbines.

Highways and Tourist Routes within the viewshed include Grand Ridge Road a local tourist route that runs south from 10km south of Warragul to Mirboo North and then heads south-east and the Strzelecki Highway which runs through the middle of the Project. When travelling south, views along the Strzelecki Highway will be diverse and range from open clear views which include several turbines, to large sections encapsulated by roadside vegetation, with extensive timber plantations beyond.

Views from sections along the Strzelecki Highway towards the northern end of the Project will include turbines in long-range views also contain the elevated views of Mt Baw Baw and the national park to the north, high-voltage transmission lines and timber plantations. While these views may be currently available, timber in the adjoining plantation areas will filter and screen these views.

8.4 Major Roads

Major roads are frequently used by locals as they go about their daily lives in the area. Major roads include Monash Way to the east and the Morwell – Thorpdale Road which runs through the part of the northern end of the site.

Fifteen viewpoint locations (M1-M15) have been selected as representative of the view and landscape character types within the viewshed. Roads within this section are all classified as C-Class Roads, viewer numbers for these roads have been considered as medium/moderate. The landscape sensitivity varies and is dependent on the viewing location and landscapes in the area to the Project.

The location of each viewpoint in proximity to the Project is shown in Figure 8-27.

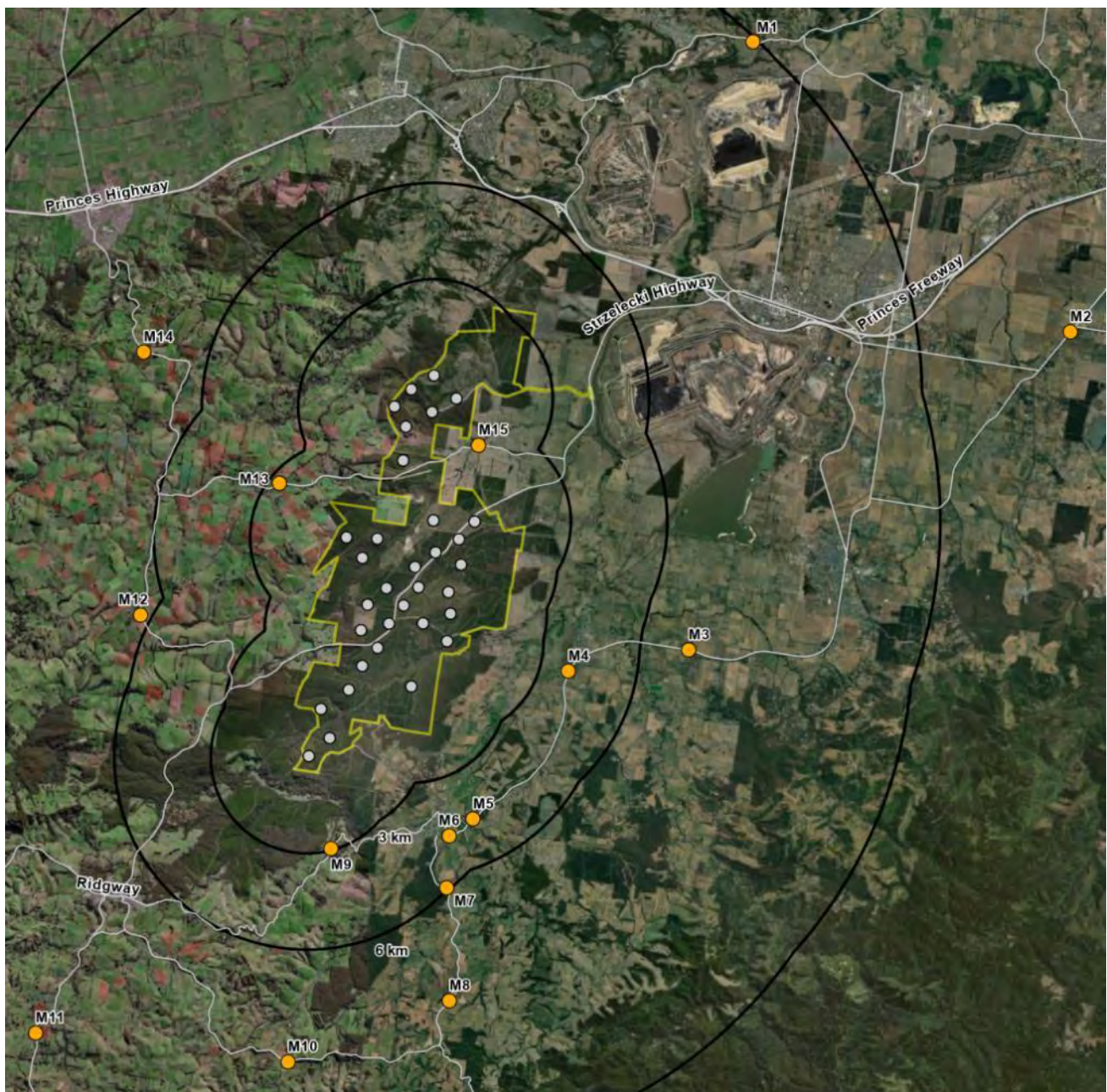


Figure 8-27: Major Roads Viewpoints

The viewpoint, GPS co-ordinates, distances to the nearest wind turbine and landscape unit in views towards the Project are described in Table 8-5.

Table 8-5: Major Roads Viewpoints

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
M1	Brown-Coalmine Road	55H 446457, 5775955	14.3km SW (T03)	Unit 3
M2	Hazelwood Road	55H 456342, 5766918	19.2 km SW (T01)	Unit 2a
M3	Monash Way	55H 444454, 5757011	7.4km W (T18)	Unit 2a
M4	Monash Way – Yinnar Road	55H 440705, 5756352	3.9km NW (T19)	Unit 2b
M5	Monash Way / Budgerie Road	55H 437738, 5751746	4.5km NW (T29)	Unit 2a
M6	Monash Way	55H 437001, 5751214	4.8km NW (T29)	Unit 2a
M7	Foster Road #1	55H 436921, 5749600	5.9km NW (T32)	Unit 4a
M8	Foster Road #2	55H 437002, 5746081	8.8km NW (T33)	Unit 2b
M9	Boolarra-Mirboo North Rd	55H 433371, 5750823	2.9km NW (T33)	Unit 4b
M10	Boolarra South – Mirboo North Rd	55H 431981, 5744177	9.4km N (T33)	Unit 2b
M11	Mardan Road	55H 424122, 5745075	12.1km NE (T33)	Unit 2b
M12	Mirboo North – Trafalgar Road	55H 427390, 3758097	6.2km SE (T31)	Unit 2b
M13	Morwell–Thorpdale Rd #1	55H 431712, 5762203	2.6 km SE (T24)	Unit 2b
M14	Trafalgar – Thorpdale Road	55H 427488, 5766289	8.0km E (T05)	Unit 2b
M15	Morwell – Thorpdale Road #2	55H 437909, 5763384	1.6km NW (T01)	Unit 2b

8.4.1 Viewpoint M1 – Brown-Coalmine Road

Viewpoint M1 is located on Brown-Coalmine Road approximately 325 m east of its intersection with Quarry Road.

The nearest turbine (T03) is approximately 14.3 km to the south-west.

Figure 8-28 shows the view looking south-west from Brown-Coalmine Road.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

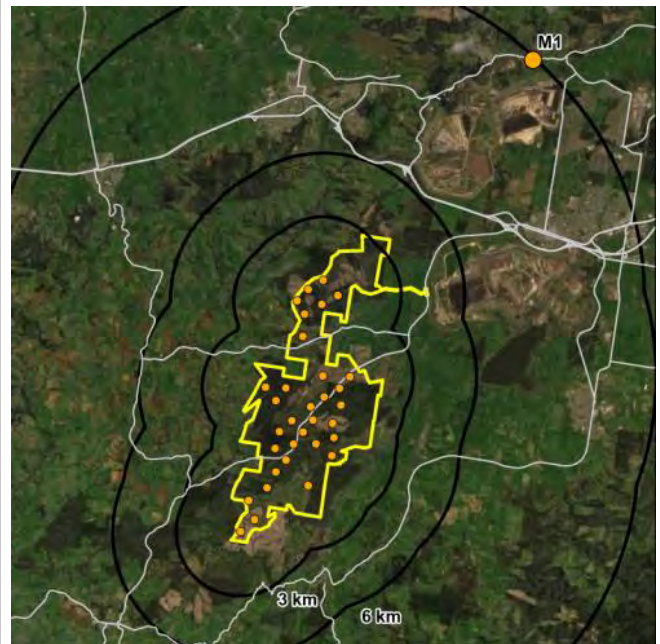


Figure 8-28: Viewpoint M1 – Existing view looking south-west

Views from this location are over Landscape Unit 3 – Industrial/Mining and include the Yallourn Open Cut Mine, Yallourn power station and other associated infrastructure.

At a distance of approximately 14.3 km, the turbines have the potential to be noticeable, but would not be visually dominant features.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT M1 – BROWN-COALMINE ROAD		
Distance	14.3km south-west (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.4.2 Viewpoint M2 – Hazelwood Road

Viewpoint M2 is located on Hazelwood Road approximately 200 m south of its intersection with Sanders Road.

The nearest turbine (T01) is approximately 19.2 km south-west.

Figure 8-29 shows the view looking south-west from Hazelwood Road.

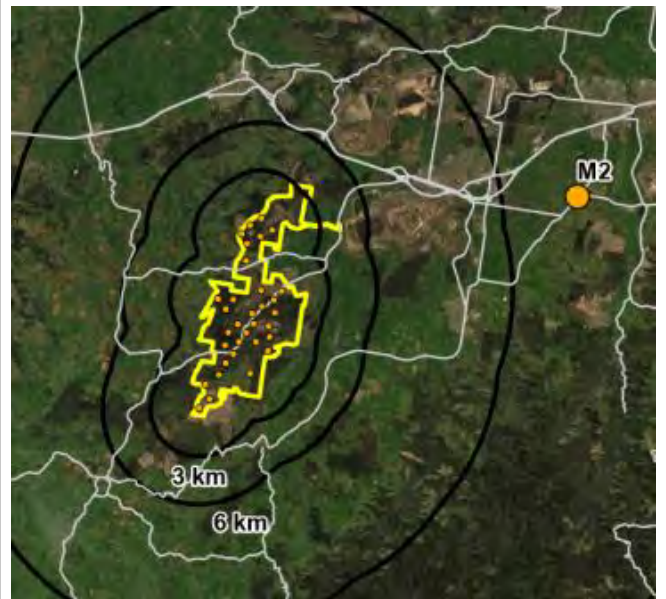


Figure 8-29: Viewpoint M2 – Existing view looking south-west

This view is taken from one of the few areas where a gap in the roadside vegetation would allow views towards the Project. Views from this location are over cleared farmland which is not a landscape that is recognised as being visually sensitive.

Further, at approximately 19.2 km and oblique to the direction of travel the turbines would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT M2 – HAZELWOOD ROAD		
Distance	19.2km south-west (T01)	Discernible, but will not be dominant in views
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.4.3 Viewpoint M3 – Monash Way

Viewpoint M3 is located on Monash Way approximately 80 m west of its intersection with Walshs Road.

The nearest turbine (T18) is approximately 7.4km west.

Figure 8-30 shows the view looking-south-west to north-west from Monash Way.

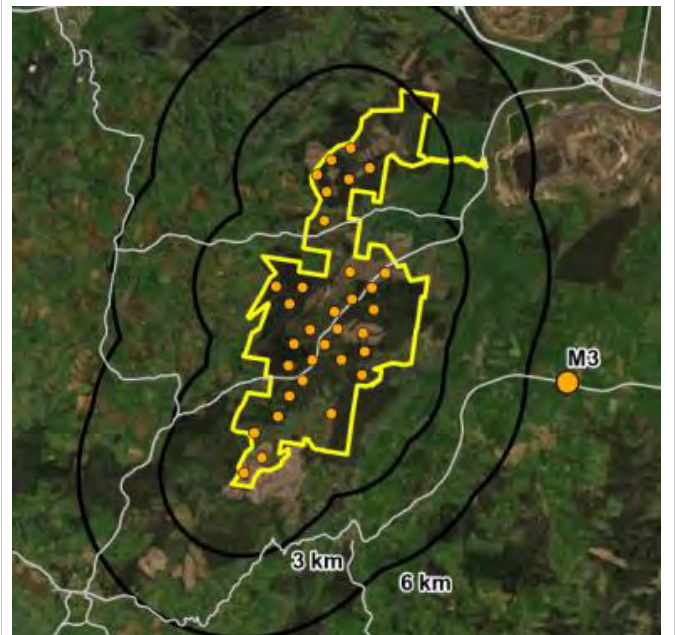


Figure 8-30: Viewpoint M3 – Existing view looking west

Existing views are over cleared flat farmland towards the elevated hills on which the Delburn Windfarm is proposed. In this view, the hills are generally low lying and provide a visual backdrop to the nearby farming land. Views towards the proposed wind farm include the existing transmission line within the southern edge of the road reserve which provide a reference of visual scale for the turbines.

At this distance, the proposed wind turbines will be highly noticeable due to their elevation and the silhouette on the horizon. Figure 8-31 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-31: Viewpoint M3 – Photomontage Revised Layout (Layout 2.1)

Figure 8-32 shows an enlargement of the view looking west along Monash Way.



Figure 8-32: Enlargement Viewpoint M3 – Photomontage Revised Layout (Layout 2.1)

The proposed wind turbines will be noticeable due to their position along the elevated hills in the background of the view, their silhouette on the horizon and limited vegetation along roadsides, property boundaries and fence lines. They would, however, be similar in size and scale to the existing transmission line that follows this section of Monash Way.

Although this view is one that would be seen by many people regularly and in the direct line of travel, the turbines would be noticeable but not dominant due to distance and visible over landscapes that are not sensitive to visual change. For these reasons, the overall visual impact is considered to be **Low- Moderate**

VIEWPOINT M3 – MONASH WAY		
Distance	7.4km west (T18)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.4.4 Viewpoint M4 – Monash Way – Yinnar Road Intersection

Viewpoint M4 is located at the intersection of Monash Way and Yinnar Road.

The nearest turbine (T19) is approximately 3.9km north-west.

Figure 8-33 shows the view looking west from the intersection of Monash Way and Yinnar Road.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

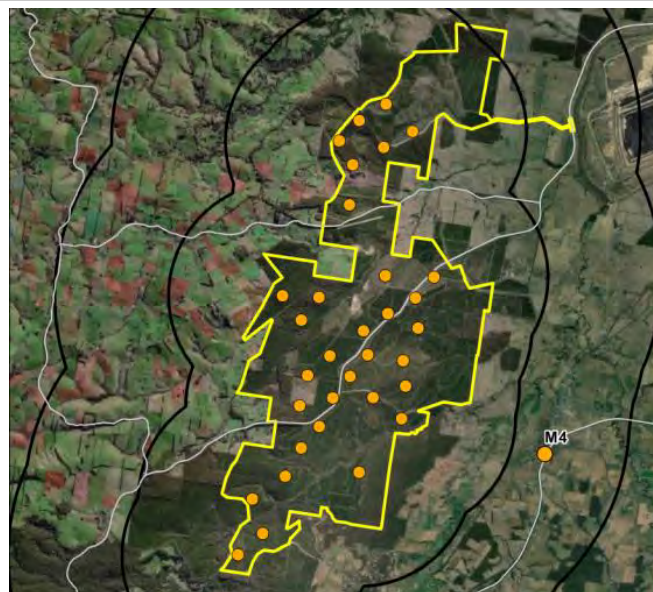


Figure 8-33: Viewpoint M4 – Existing view looking west

Viewpoint M4 is taken from a gap in roadside vegetation that will allow views through to the southern section of turbines. Turbines to the north of the Project will sit behind the vegetation seen to the right of Figure 8-33.

At a distance of 3.9km, the proposed turbines have the potential to be highly visible and dominate the landscape, where visible.

Views to the turbines from this location are perpendicular to the direction of travel and would be somewhat fleeting through breaks in roadside and other vegetation.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M4 – MONASH WAY – YINNAR ROAD INTERSECTION		
Distance	3.9km west (T19)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.5 Viewpoint M5 – Monash Way & Budgerie Road Intersection

Viewpoint M5 is located on Monash Way at the Budgerie Road intersection.

The nearest turbine (T29) is approximately 4.9km north-west.

Figure 8-34 shows the view looking north-west from Monash Way near the Budgerie Road intersection.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

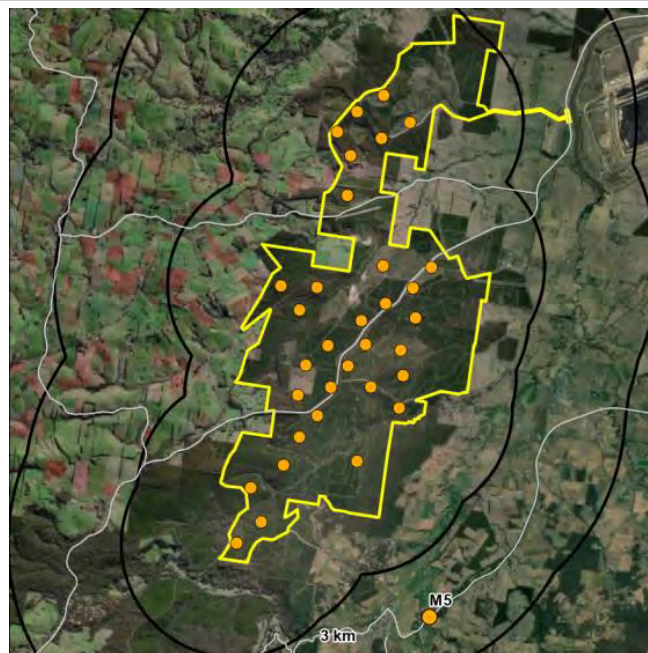


Figure 8-34: Viewpoint M5 – Existing view looking north-west

Views from this location are over cleared flat farmland which is a landscape that is recognised as being a low sensitivity to visual change. At a distance of 4.9km, the turbines have the potential to be a dominant element in the view where visible.

Vegetation and built form within the farm central to the view in Figure 8-34 will filter or screen the majority of the turbines from this location. It is recognised that the vegetation within the frontage of this farm is deciduous and will therefore lose their leaves through autumn and winter, however as seen in this view, the structure of the vegetation will still provide filtering of the slender profile of the turbines and their blades. In summer months, the turbines would be filtered or completely screened.

Due to distance and filtered or screened views, the overall visual impact would be **Low- Negligible**.

VIEWPOINT M5 – BUDGERIE ROAD		
Distance	4.9km north-west (T29)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW - NEGLIGIBLE	

8.4.6 Viewpoint M6 – Monash Way

Viewpoint M6 is located on Monash Way near the intersection of Morwell River Road. This viewpoint is near to the entry to Boolarra.

The nearest turbine (T29) is approximately 4.8 km north-west.

Virtual Reality imagery has also been prepared from this location.

Figure 8-35 shows the view looking north-west from Monash Way.

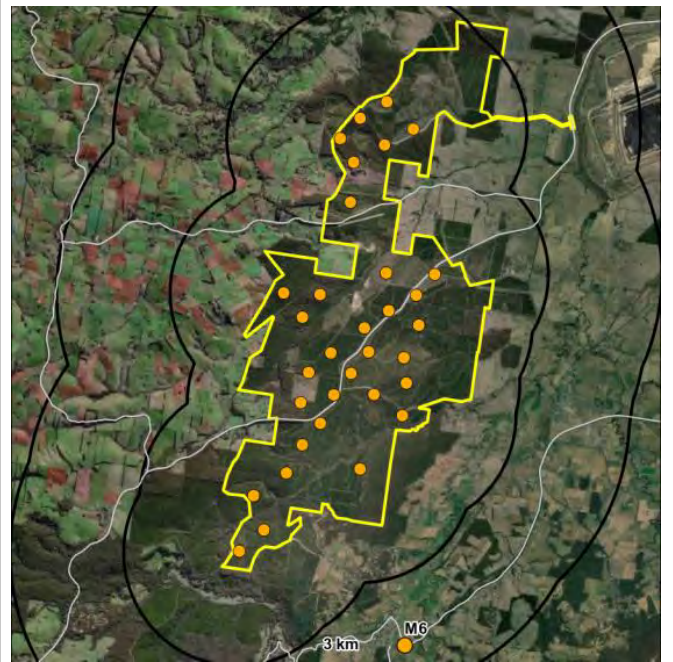


Figure 8-35: Viewpoint M6 – Existing view looking north-west

Figure 8-36 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-36: Viewpoint M6 – Photomontage Revised Layout (Layout 2.1)

Viewpoint M6 is taken from a section of road, where a gap in roadside vegetation allows for clear views towards part of the northern section of the Project. Visible turbines in this direction are at a distance of approximately 6.0 km or greater. The nearest wind turbines to the west north-west of Boolarra are screened by both topography and vegetation.

Visible turbines would be over Landscape Unit 2a - Cleared Flat Farmland and at a distance of approximately 6.0 km. It is clear from the photomontages, that although visible, the turbines would not be visually dominant features in these views.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M6 – MONASH WAY		
Distance	4.8km north-west (T29)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.7 Viewpoint M7 – Foster Road #1

Viewpoint M7 is located on Foster Road approximately 2.0km south-east of the intersection of Bastin Street.

The nearest turbine (T33) is approximately 5.9km north-west.

Figure 8-37 shows the existing view looking north from Foster Road.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

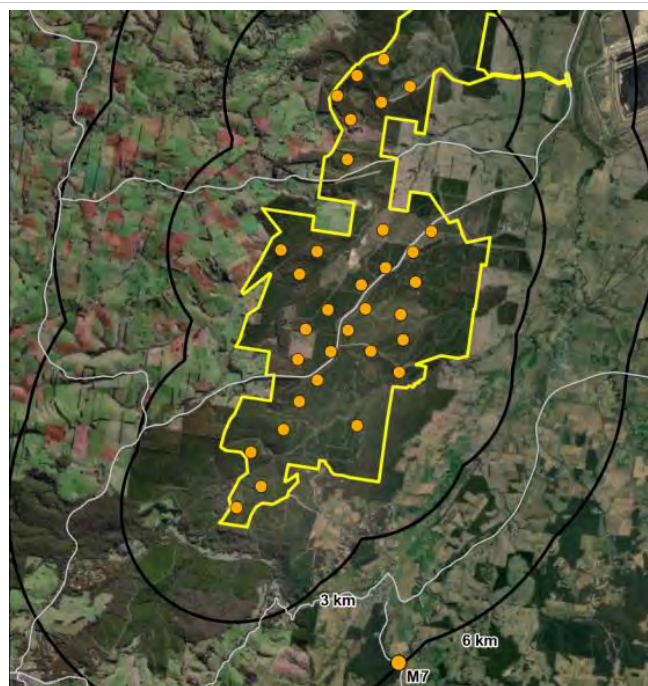


Figure 8-37: Viewpoint M7 – Existing view looking north

This view is taken from one of the few areas where a gap in the roadside vegetation would allow views towards the Project. Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

Further, this view is oblique to the direction of travel, short in duration and along a section of road with many twists and turns. At a distance of 5.9km the turbines have the potential to be visible but would not be a dominant element in the fleeting view. Existing roadside vegetation would also filter or screen most views towards the turbines. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M7 – FOSTER ROAD		
Distance	5.9km north-west (T33)	Highly visible and will usually dominate the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.8 Viewpoint M8 - Foster Road #2

Viewpoint M8 is located on Foster Road approximately 1.0km northeast of the intersection of Livingstone Road.

The nearest turbine (T33) is approximately 8.8km north-west.

Figure 8-38 shows the existing view looking north from Foster Road.

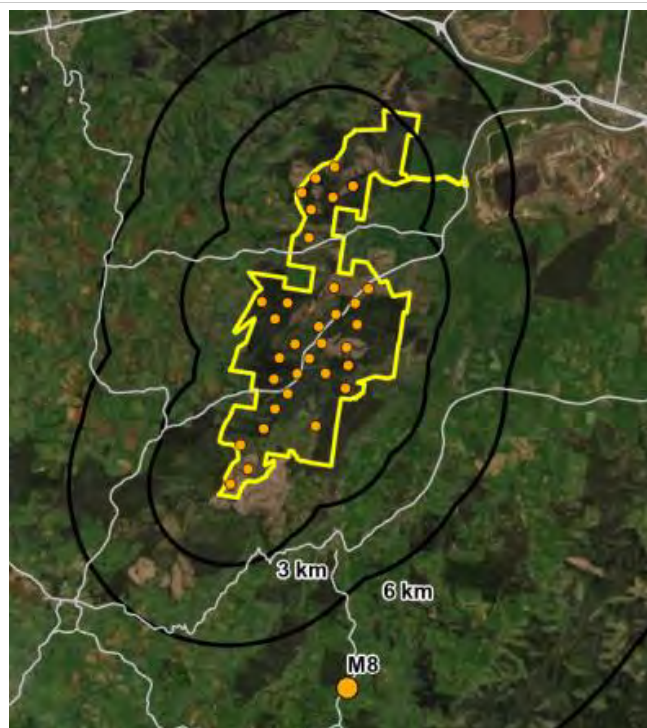


Figure 8-38: Viewpoint M8 – Existing view looking north

This view is taken from one of the few areas where a gap in the roadside vegetation would allow views towards the Project. Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

Further, this view is oblique to the direction of travel, at a distance of 8.8km the turbines have the potential to be noticeable but would not be a dominant element in the fleeting view.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M8 – FOSTER ROAD		
Distance	8.8km north-west (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.9 Viewpoint M9 - Boolarra – Mirboo North Road

Viewpoint M9 is located on Boolarra-Mirboo North Road.

The nearest turbine (T33) is approximately 2.9km north-west.

Figure 8-39 shows the view looking north from Boolarra-Mirboo North Road.

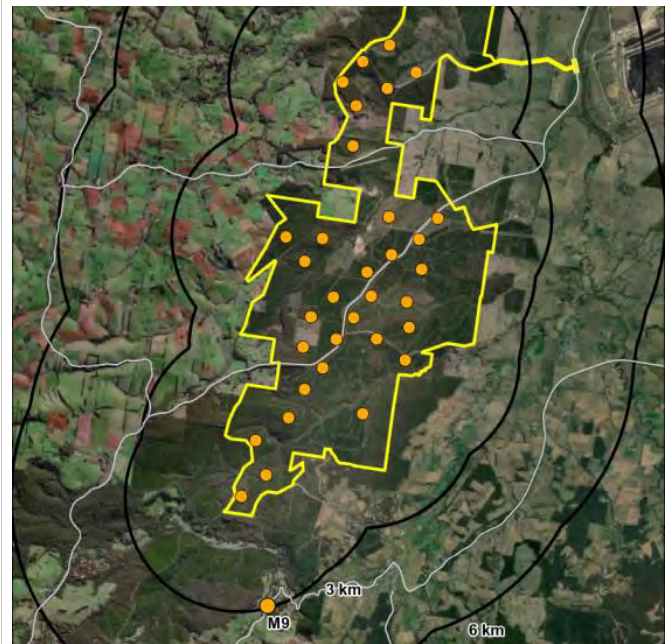


Figure 8-39: Viewpoint M9 – Existing view looking north

Viewpoint M9 is taken from a small section of Boolarra-Mirboo North Road where there is a gap in roadside vegetation and the road aligns to have a view to the southern end of the Project.

At a distance of 2.9km, the turbines have the potential to be a dominant element in the view where visible. However, this will be a fleeting view for the short section of road with no roadside vegetation.

For these reasons, the overall visual impact would be **Low - Moderate**.

VIEWPOINT M9 – BOOLARRA – MIRBOO NORTH ROAD		
Distance	2.9km north-west (T33)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Plantation)	Moderate-High
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW - MODERATE	

8.4.10 Viewpoint M10 – Boolarra South – Mirboo North Road

Viewpoint M10 is located on Boolarra South-Mirboo North Road approximately 380m south-east of Clear Creek Valley Road.

The nearest turbine (T33) is approximately 9.4km north.

Figure 8-40 shows the view looking north from Boolarra South – Mirboo North Road.

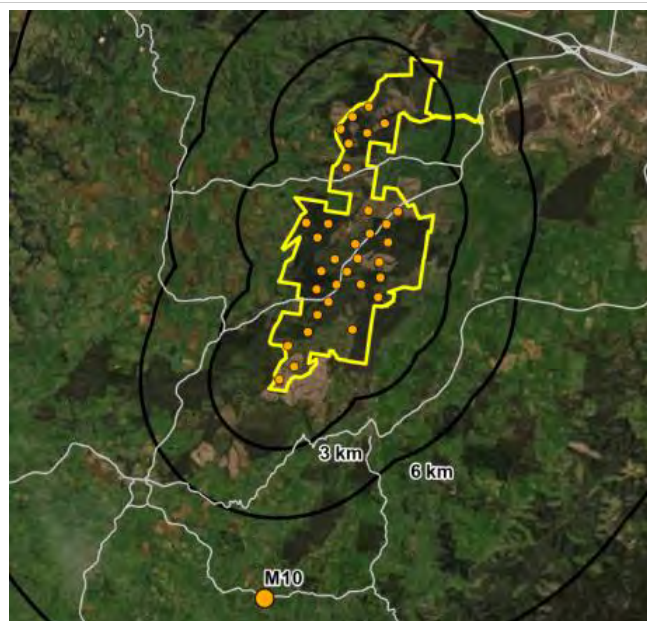


Figure 8-40: Viewpoint M10 – Existing view looking north

This view is taken from a gap in the roadside vegetation which would allow views towards the Project. Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

Further, this view is oblique to the direction of travel, and at a distance of 9.5km, a distance at which the turbines have the potential to be visible but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M10 – BOOLARRA SOUTH – MIRBOO NORTH ROAD		
Distance	9.4km north (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.11 Viewpoint M11 – Mardan Road

Viewpoint M11 is located on Mardan Road approximately 80m north of the Mindlay Road intersection.

The nearest turbine (T33) is approximately 12.1km northeast.

Figure 8-41 shows the view looking northeast from Mardan Road.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

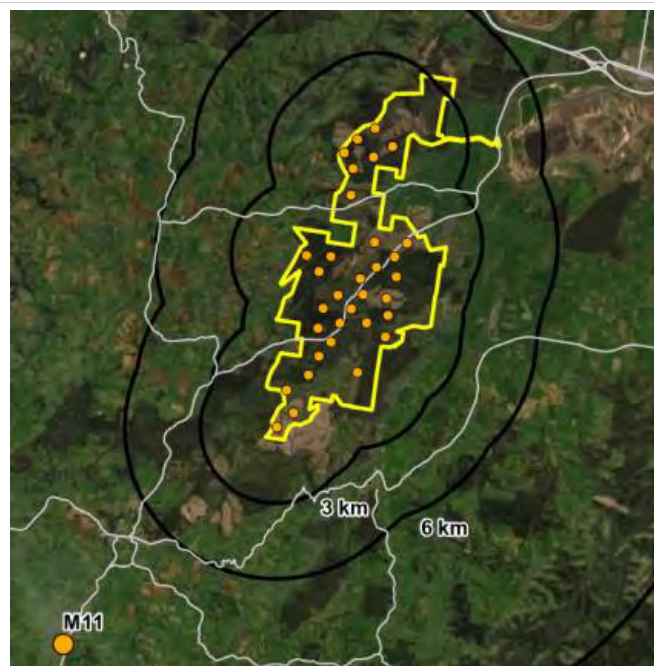


Figure 8-41: Viewpoint M11 – Existing view looking northeast

This view is taken from a location along Mardan Road where a gap in the roadside vegetation and the local topography would allow views towards the Project. Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

Further, this view is oblique to the direction of travel, at a distance of 12.2km the turbines have the potential to be visible but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT M11 – MARDAN ROAD		
Distance	12.2km northeast (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW	

8.4.12 Viewpoint M12 - Mirboo North – Trafalgar Road

Viewpoint M12 is located on Mirboo North – Trafalgar Road approximately 330m north-west of Walshs Road.

The nearest turbine (T31) is approximately 6.2km south-east.

Figure 8-42 shows the view looking east from Mirboo North-Trafalgar Road.

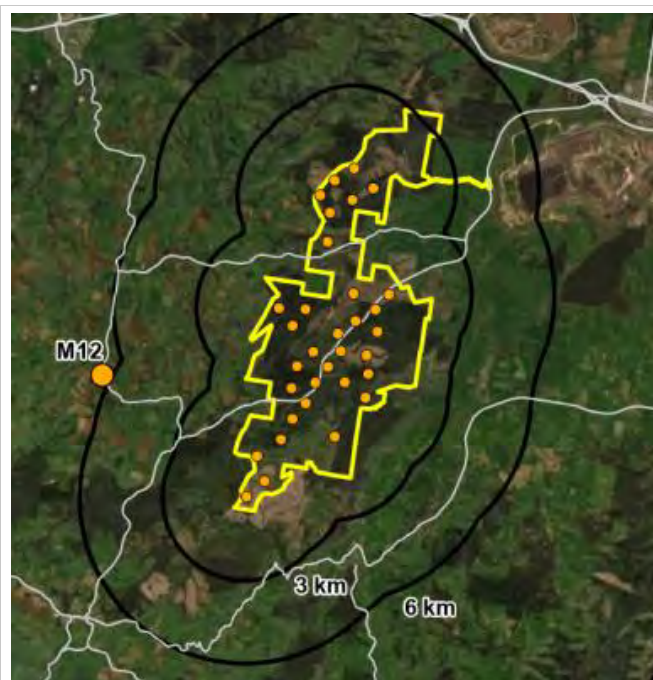


Figure 8-42: Viewpoint M12 – Existing view looking east

Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

Further, this view is oblique to the direction of travel, at a distance of 6.0km the turbines have the potential to be visible and would likely be a noticeable element in the view.

For these reasons, the overall visual impact would be **Low-Moderate**.

VIEWPOINT M12 – MIRBOO NORTH – TRAFALGAR ROAD		
Distance	6.2km south-east (T31)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.4.13 Viewpoint M13 – Morwell – Thorpdale Road #1

Viewpoint M13 is located on Morwell-Thorpdale Road at the intersection of McDonald's Track.

The nearest turbine (T24) is approximately 2.6 km south-east.

Figure 8-43 shows the view looking south-east from Morwell-Thorpdale Road at the intersection with McDonald's Track.

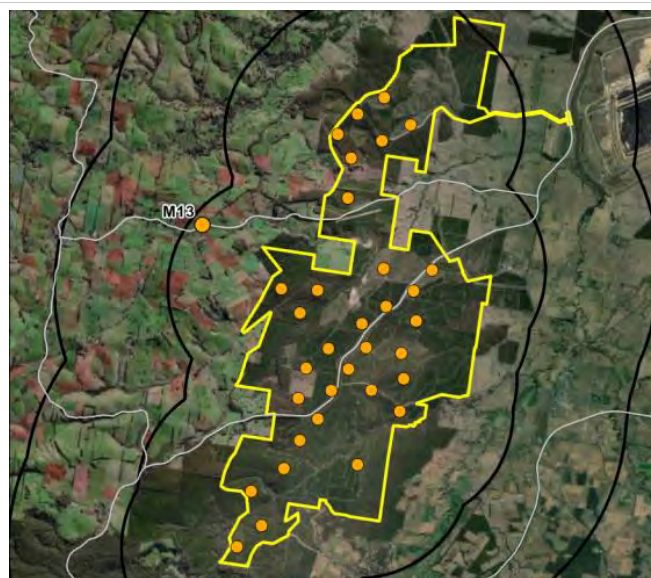


Figure 8-43: Viewpoint M13 – Existing view looking south-east

Turbines towards the northeast would be screened by native roadside vegetation and trees located along fence lines and property boundaries. Turbines to the south-east would be approximately 2.6 km and at a distance that when visible, through breaks in vegetation such that they would be a dominant element in that views albeit in scale and proportion consistent with this vegetation.

Views from this location would be somewhat fleeting and filtered by roadside vegetation. For these reasons, the overall visual impact would be **Low-Moderate**.

VIEWPOINT M13 – MORWELL-THORPDALE ROAD		
Distance	2.6km south-east (T24)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.4.14 Viewpoint M14 - Trafalgar – Thorpdale Road

Viewpoint M14 is located on Trafalgar-Thorpdale Road approximately 700m south-east of Trafalgar South Road.

The nearest turbine (T05) is approximately 8.0km east.

Figure 8-44 shows the view looking south-east from Trafalgar-Thorpdale Road.

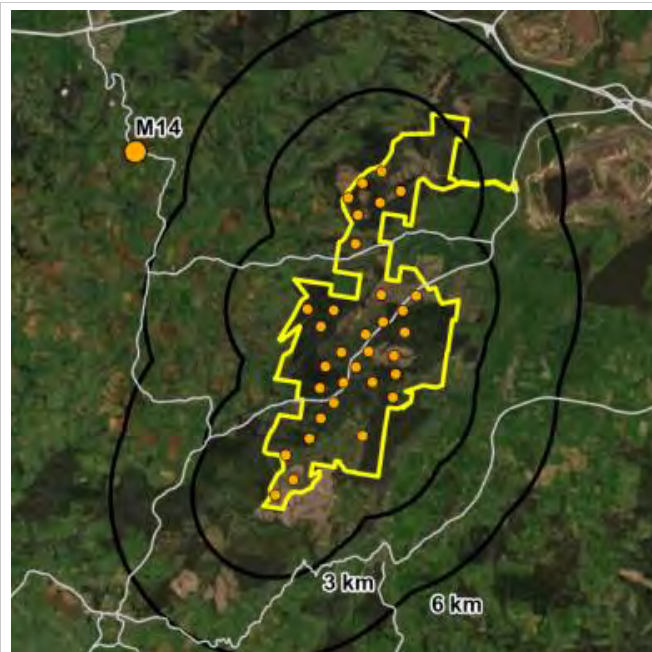


Figure 8-44: Viewpoint M14 – Existing view looking south-east

Viewpoint M14 has been taken from a section of road that aligns with a view through to the southern section of the Project. Views to the northern section of turbines would be filtered and screened by topography and the vegetation seen to the left of Figure 8-44.

At a distance of 8.0km turbines would be noticeable and have the potential to be a dominant element in the landscape. However, as shown in the earlier photomontage at viewpoint M3, the turbines would be visible, however, they would be at a visual scale that is similar to the nearby vegetation. For these reasons, the overall visual impact would be **Low-Moderate**.

VIEWPOINT M14 – TRAFALGAR-THORPDALE ROAD		
Distance	8.0km east (T05)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.4.15 Viewpoint M15 - Morwell – Thorpdale Road #2

Viewpoint M15 is located on Morwell-Thorpdale Road approximately 100m west of Holstons Road.

The nearest turbine (T01) is approximately 1.6km north-west.

Virtual Reality imagery has also been prepared from this location.

Figure 8-45 shows the view looking west from Morwell-Thorpdale Road.

This view is taken from a section of the Morwell Thorpdale road with the potential for clear open towards the northern end of the Project and just west of the location where it passes under a high voltage transmission line. Sections of the road to the west of this location become winding with steep cuttings and extensive roadside vegetation which screens and filters views.

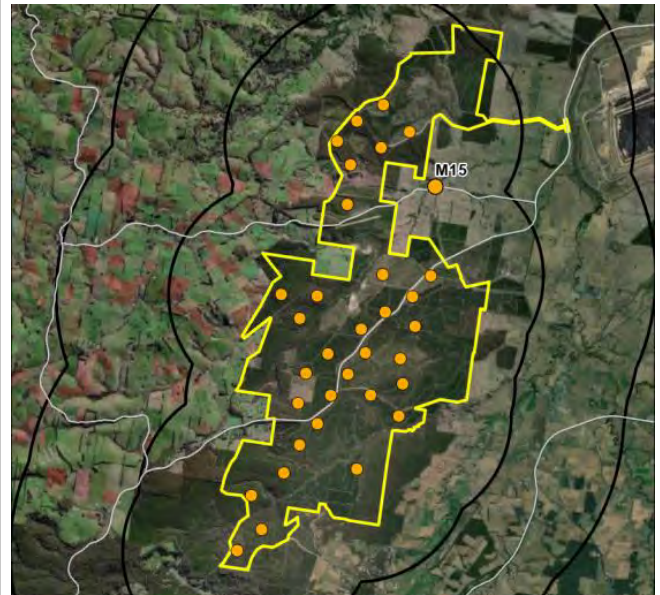


Figure 8-45: Viewpoint M15 – Existing view looking west

Figure 8-46 shows a still capture from the Virtual Reality imagery prepared for this location by Ignition Immersive Studios for use at the community consultation days undertaken in March 2020.

As mentioned above, not only does the virtual reality imagery animate the turbines, to provide scale and context against features in existing views, the imagery also captures vehicles moving along the road network, trees and vegetation moving in the breeze and sounds from the local area.



Figure 8-46 Morwell Thorpdale Road Still Capture - Source: Ignition Immersive Studios Virtual Reality Footage Morwell Thorpdale Road Driffield

<https://vimeo.com/395878079> (Password: OSMI-IGNITION)

At a distance of 1.6km the turbines have the potential to be a dominant element in the view. Turbine T07 would be located central to the view and above the road roughly central to the view seen in Figure 8-45 and at a distance of approximately 2.4km. Turbines in the northern section of the Project would be visible on the hill to the right. Turbines in the central and southern areas of the Project would be screened by topography and vegetation.

From this location, the overall visual impact would be **Moderate**. This is due to the turbines being nearby, with the potential for clear and open views. Morwell-Thorpdale Road is not a high traffic road and the views are over landscapes that or a low to moderate sensitivity to visual change.

VIEWPOINT M15 – MORWELL-THORPDALE ROAD		
Distance	1.6km north-west (T01)	Will always be visually dominant in the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	MODERATE	

8.4.16 Summary of Major Roads Viewpoints

Table 8-6 summarises the 15 viewing locations selected from major roads within the project viewshed, the distance to the nearest turbine and the overall visual impact for each location.

Table 8-6 Summary of views from Major Roads

VP	Location	Nearest Turbine	Visual Impact
Rev 3.4			
M1	Brown-Coalmine Road	14.3km SW (T03)	Low-Negligible
M2	Hazelwood Road	19.2 km SW (T01)	Negligible
M3	Monash Way	7.4km W (T18)	Low-Moderate
M4	Monash Way – Yinnar Road	3.9km NW (T19)	Low
M5	Monash Way / Budgerree Rd	4.5km NW (T29)	Low-Negligible
M6	Monash Way	4.8km NW (T29)	Low
M7	Foster Road #1	5.9km NW (T32)	Low
M8	Foster Road #2	8.8km NW (T33)	Low
M9	Boolarra-Mirboo North Rd	2.9km NW (T33)	Low-Moderate
M10	Boolarra South – Mirboo North Rd	9.4km N (T33)	Low
M11	Mardan Road	12.1km NE (T33)	Low
M12	Mirboo North – Trafalgar Road	6.2km SE (T31)	Low-Moderate
M13	Morwell–Thorpdale Rd #1	2.6 km SE (T24)	Low-Moderate
M14	Trafalgar – Thorpdale Road	8.0km E (T05)	Low-Moderate
M15	Morwell – Thorpdale Road #2	1.6km NW (T01)	Moderate
OVERALL VISUAL IMPACT – MAJOR ROADS			LOW-MODERATE

Overall, the visual impact of the Project in views from major roads would be assessed as **Low-Moderate**. This is due to the majority of views towards the Project being limited by vegetation within roadsides, plantation areas and adjoining farming properties and screening afforded by nearby and surrounding topography.

Major roads include Hazelwood Road and Monash Way to the east and the Morwell – Thorpdale Road which runs through the part of the northern end of the site. Major roads are frequently used by locals as they go about their daily lives in the area and have a moderate number of road users.

Major roads throughout the viewshed vary from open clear views towards the Project to folding undulating topography that open and close to views towards the Project. Views in Section 8.4 have highlighted the ability for vegetation to filter and screen views to the Project from major roads within the area.

8.5 Local Roads

Twenty-four viewpoint locations (L1-L24) have been selected as representative of view that are likely to be afforded from local roads within the viewshed. Viewer numbers are considered to be low while the landscape sensitivity would vary dependant on the location of the viewpoint.

The location of each viewpoint location is shown in Figure 8-47.

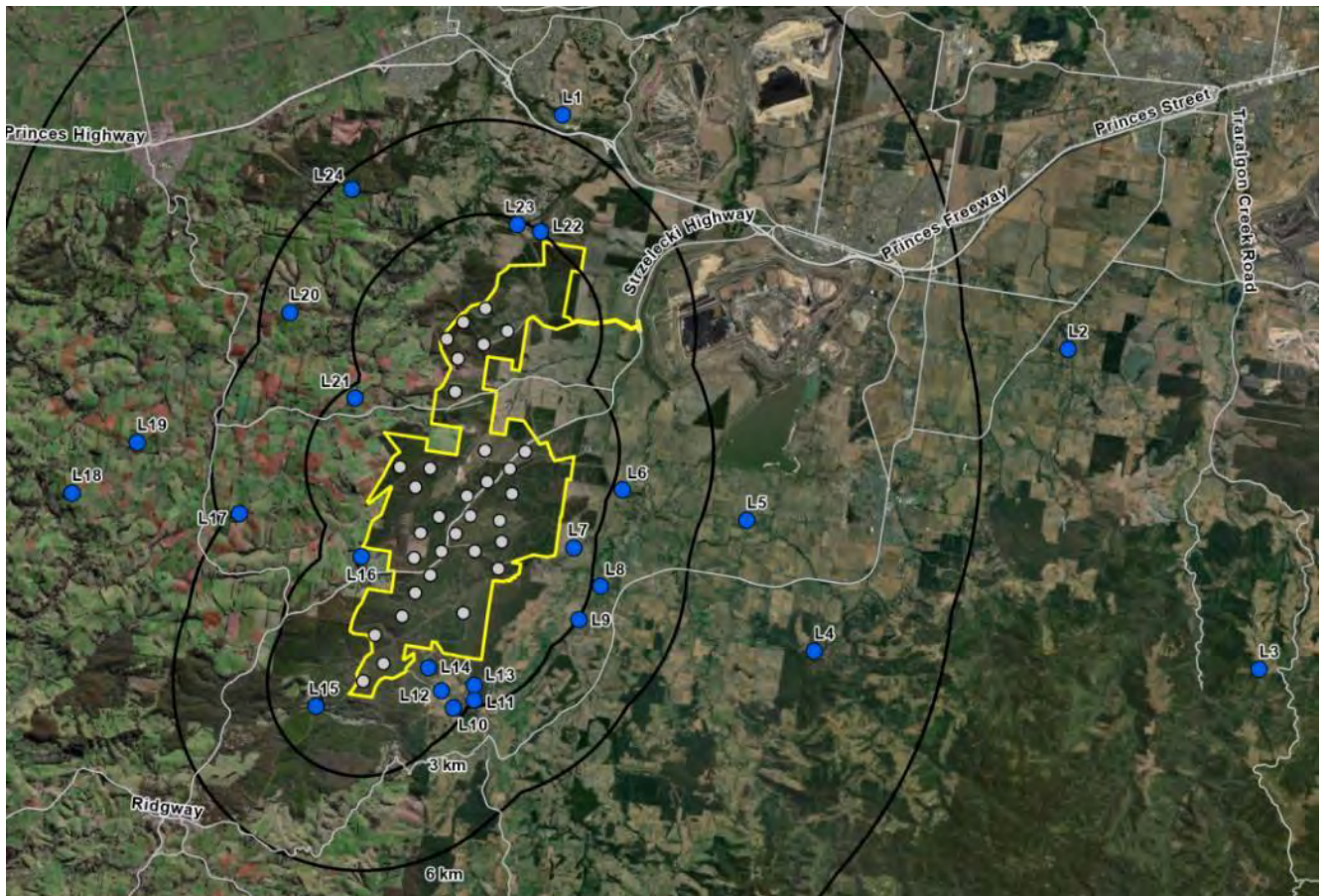


Figure 8-47: Local Roads

The viewpoint location, corresponding GPS co-ordinates, distances to the nearest wind turbine and landscape sensitivities are listed in Table 8-7.

Table 8-7: Local Roads

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
L1	Haunted Hills Road	55H 438973, 5771721	6.5km SW (T03)	Unit 2b
L2	Jeeralang North Road	55H 455073, 5764263	17.6km W (T16)	Unit 1b
L3	Red Hill Road	55H 461160, 5754080	24.4km NW (T19)	Unit 4b
L4	Jumbuk Road	55H 446997, 5754660	10.4km NW (T19)	Unit 2b
L5	Hazelwood Estate/Walshs Rd	55H 444842, 5758819	7.3km NW (T16)	Unit 2a
L6	Yinnar-Driffield Road	55H 440550, 5762032	2.9km SW (T16)	Unit 2a
L7	Creamery Road	55H 439336, 5757942	2.3km W (T18)	Unit 4b
L8	Vaggs Road	55H 440187, 5756723	3.2km W (T29)	Unit 2a
L9	Nuttalls Road	55H 439398, 5755660	2.9km NW (T19)	Unit 2a
L10	Bunderra Drive	55H 435501, 5752853	2.6km NW (T32)	Unit 1b
L11	Darlimurla Road #1	55H 436164, 5753103	2.7km NW (T29)	Unit 1b
L12	Darlimurla Road #2	55H 435118, 5753395	2.0km NW (T32)	Unit 1b
L13	McIntosh's Road	55H 436164, 5753578	2.3km NW (T29)	Unit 4a
L14	Todds Road	55H 434710, 5754128	1.4km W (T32)	Unit 4b
L15	Darlimurla Road #3	55H 431126, 5752903	1.7km NE (T33)	Unit 4a
L16	Ten Mile Creek Road	55H 432569, 5757667	1.6km E (T21)	Unit 2b
L17	McDonalds Track #1	55H 428688, 5759035	5.3km NE (T24)	Unit 2b
L18	McDonalds Track #2	55H 423357, 5759689	10.4km NE (T24)	Unit 2b
L19	Childers-Thorpdale Road	55H 425432, 5761301	8.4km E (T24)	Unit 2b
L20	Narracan Connection Road	55H 430294, 5765432	5.0km E (T05)	Unit 2b
L21	McDonalds Track #3	55H 432370, 5762710	2.6km SE (T24)	Unit 2b
L22	Sayers Track	55H 438274, 5768007	3.0km SW (T03)	Unit 3
L23	McDonalds Track	55H 437538, 5768230	2.8km SW (T03)	Unit 4a
L24	Moe South Road	55H 432269, 5769356	5.4km SE (T04)	Unit 2b

8.5.1 Viewpoint L1 – Haunted Hills Road

Viewpoint L1 is located on Haunted Hills Road approximately 500 m east of its intersection with Ghost Way. Haunted Hills Road is a local road to the north of the Princes Freeway and east of Moe.

The nearest turbine (T03) is approximately 6.5 km south-west.

Figure 8-48 shows the view looking south through a break in roadside vegetation.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

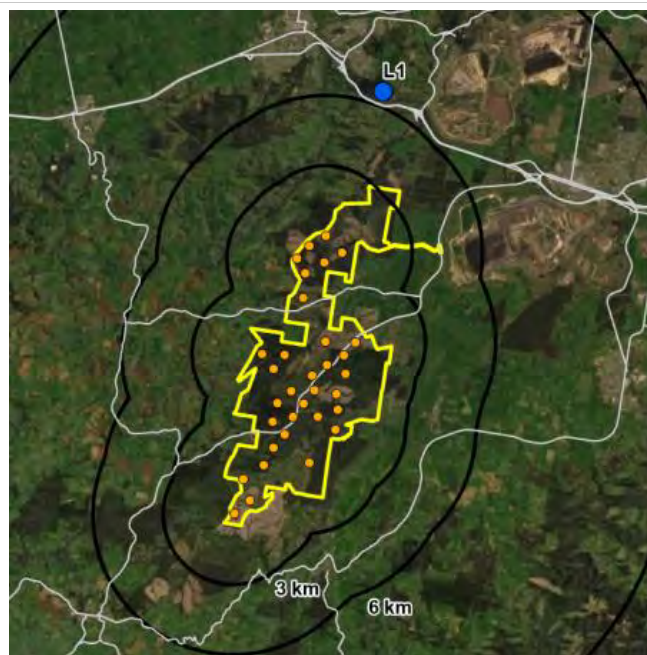


Figure 8-48: Viewpoint L1 – Existing view looking south-west from behind existing roadside vegetation

The tips and upper sections of several turbines located in the northern section of the wind farm would be visible above the hills seen in the background of the view.

Views from this location will be oblique to the direction of travel and largely screened or filtered by nearby roadside vegetation.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT L1 – HAUNTED HILLS ROAD		
Distance	6.5km south-west (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.5.1 Viewpoint L2 – Jeeralang North Road

Viewpoint L2 is located on Jeeralang North Road approximately 240 m south of its intersection with Arrandoon Drive.

The nearest turbine (T16) is approximately 17.6 km west.

Figure 8-49 shows the view looking west along Jeeralang North Road.

This view is from a location where theoretical turbine visibility was demonstrated in the SAA described in Section 7 of this report.

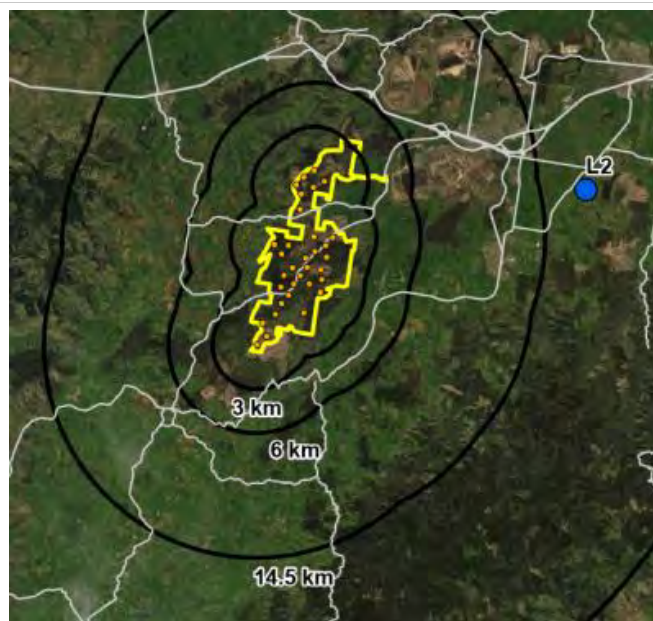


Figure 8-49: Viewpoint L2 – Existing view looking west

Jeeralang North Road is a local road, only used by residents of this rural residential community.

Existing vegetation within the road reserve and property boundaries will filter views towards the Project. At a distance of approximately 17.6 km, the proposed turbines may be noticeable where visible, but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT L2 – JEERALANG NORTH ROAD		
Distance	17.6km west (T16)	Discernible, but will not be dominant in views
Landscape Unit	LU1b – Rural Residential	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.5.2 Viewpoint L3 – Red Hill Road

Viewpoint L3 is located on Red Hill Road approximately 650m north-west of Traralgon Balook Road.

The nearest turbine (T19) is approximately 24.4km north-west.

Figure 8-50 shows the view looking north-west from Red Hill Road.

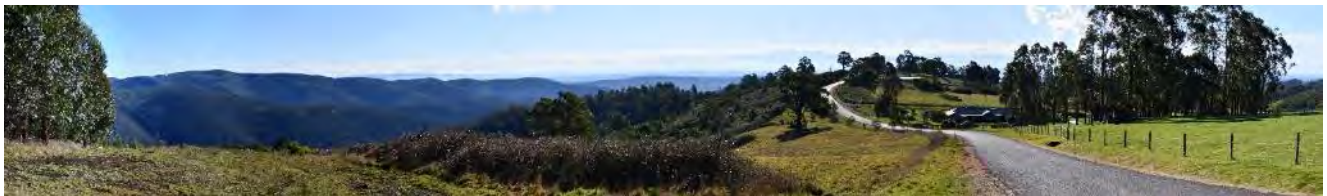
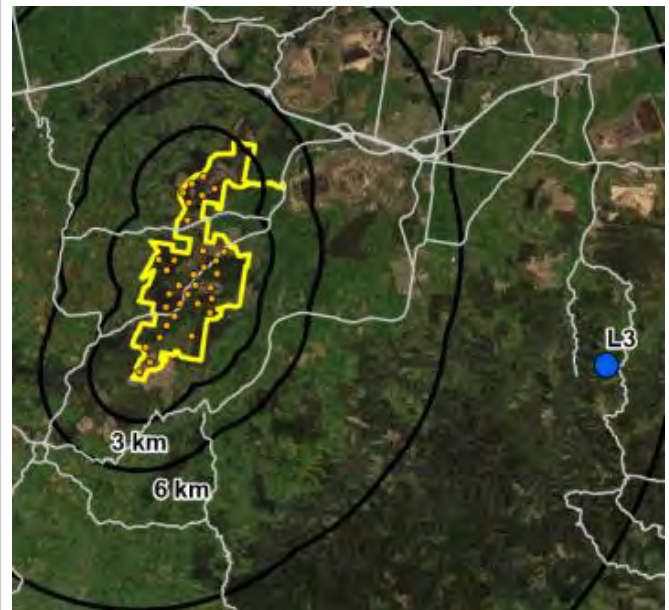


Figure 8-50: Viewpoint L3 – Existing view looking north-west

Viewpoint L3 is taken from a section of road where a gap in roadside vegetation and topography allows views towards the Project. While this view is across a landscape with a moderate to high sensitivity to change at a distance of 24.4km the turbines may be discernible but would not be a dominant element in views.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT L3 – RED HILL ROAD		
Distance	24.4km north-west (T19)	Discernible, but will not be dominant in views
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.5.3 Viewpoint L4 - Jumbuk Road

Viewpoint L4 is located on Jumbuk Road approximately 350m east of Kerry Road.

The nearest turbine (T19) is approximately 10.4km north-west.

Figure 8-51 shows the view looking north-west from Jumbuk Road.

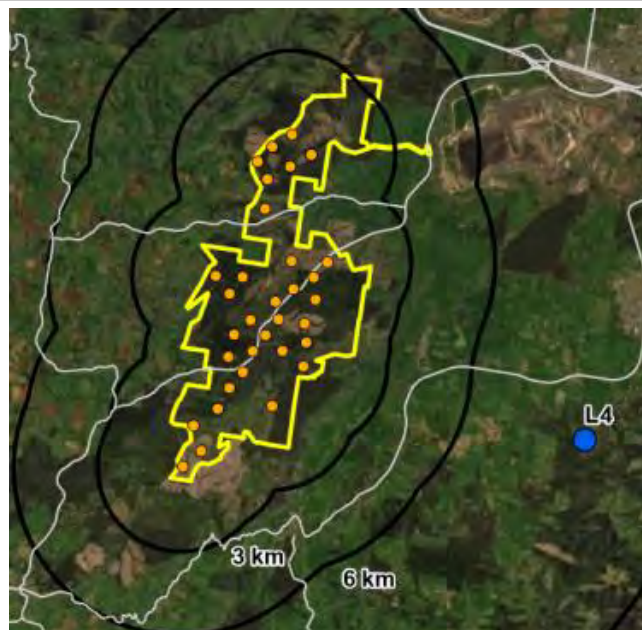


Figure 8-51: Viewpoint L4 – Existing view looking north-west

Viewpoint L4 is taken from a section of Jumbuk Road where topography and limited roadside vegetation in the direction of the turbines allows for fleeting albeit narrow views towards the southern end of the Project. Views from this location are over cleared hilly farmland which is a landscape that is recognised as being a low to moderate sensitivity to visual change.

At a distance of 10.4km the turbines have the potential to be visible but would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT L4 – JUMBUK ROAD		
Distance	10.4km north-west (T19)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.5.4 Viewpoint L5 - Corner Hazelwood Estate – Walshs Road

Viewpoint L5 is located at the intersection of Hazelwood Estate and Walshs Roads.

The nearest turbine (T16) is approximately 7.3km north-west.

Figure 8-52 shows the view looking west from the intersection of Hazelwood Estate Road and Walshs Road.

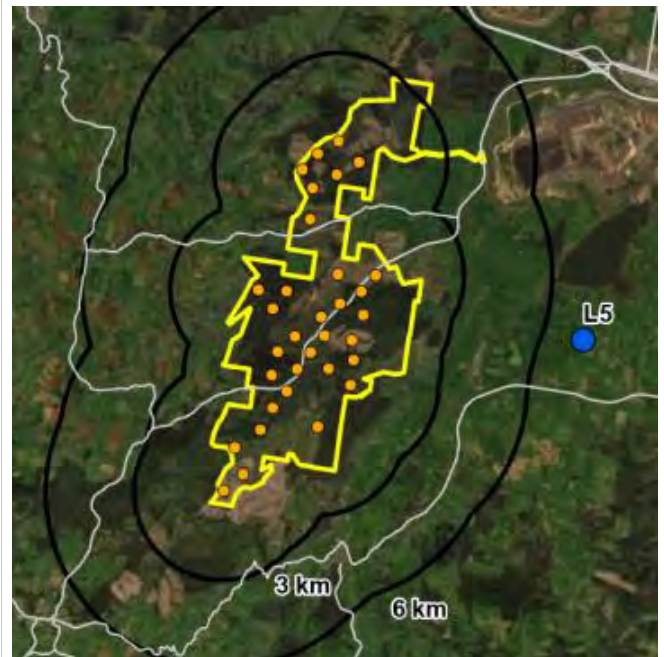


Figure 8-52: Viewpoint L5 – Existing view looking west

Hazelwood Estate Road is located on the flat plains to the northeast of the Project. Limited roadside vegetation will allow clear views to the Project and the turbines visible on the ridgeline in the background of the view. The former Hazelwood open cut mine, cooling ponds and existing high voltage transmission lines are visible to the north of this location and the right Figure 8-52. The proposed turbines would be visible on the elevated hills seen in the background of the view and would be similar in distance and orientation to the photomontage included at viewpoint M3 above.

View towards the project are over a landscape that is highly modified and not sensitive to visual change. At a distance of approximately 7.3km the turbines have the potential to be noticeable, however, seen by few people.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L5 – CORNER HAZELWOOD ESTATE – WALSHS ROAD		
Distance	7.3km north-west (T16)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.5 Viewpoint L6 – Yinnar-Driffield Road

Viewpoint L6 is located on Yinnar-Driffield Road approximately 550 m south of its intersection with the Strzelecki Highway.

The nearest turbine (T16) is approximately 2.9 km south-west.

Figure 8-53 shows the view looking west from Yinnar Driffield Road through a break in roadside vegetation and over cleared farmland.

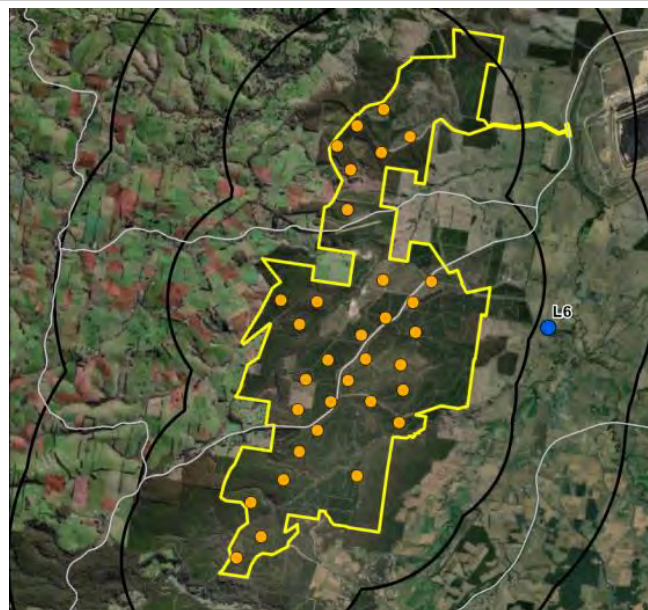


Figure 8-53: Viewpoint L6 – Existing view looking west

At a distance of approximately 2.0km, the wind turbines will be a dominant element in the view. Views from this location are over Landscape Unit 2a – Cleared Flat Farmland, which has a low sensitivity to visual change and with few road users taking in this particular view.

Due to the relatively few viewers who would take in this view and the low sensitivity of the landscape in the view towards the proposed turbines, the overall visual impact would be **Low**.

VIEWPOINT L6 – YINNAR-DRIFFIELD ROAD		
Distance	2.9km south-west (T16)	Will always be visually dominant in the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.6 Viewpoint L7 – Creamery Road

Viewpoint L7 is located on Creamery Road.

The nearest turbine (T18) is approximately 2.3 km west.

Photomontages have been prepared from this location as there are clear views and to demonstrate views from the east of the Project.

Figure 8-54 shows the existing view looking north-west from Creamery Road.

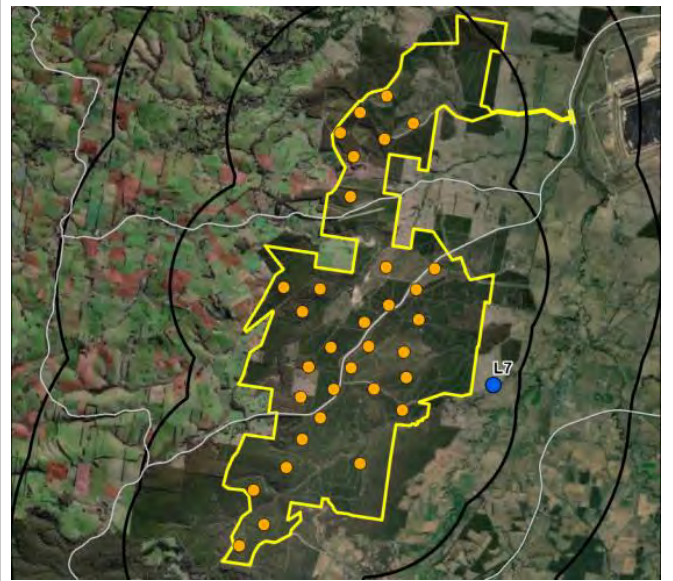


Figure 8-54: Viewpoint L7 – Existing view looking north-west

Figure 8-55 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-55: Viewpoint L7 – Photomontage Revised Layout (Layout 2.1)

Figure 8-56 shows an enlargement of this photomontage looking directly west.



Figure 8-56: Enlargement Viewpoint L7 – Photomontage Revised Layout (Layout 2.1)

The photomontage shows that at a distance of approximately 2.3 km the turbines will be visually dominant where clear views are permitted. These photomontages also demonstrate the effectiveness of turbine placement in moderating turbine visibility and visual impact from sensitive viewing locations and the effectiveness of vegetation at screening views of 250 m high turbines.

The vegetation including the small nearby shrub roughly central to the views and larger trees in the distance to the left of these comparative images also demonstrate role and effectiveness of landscape mitigation and screening views from sensitive locations (e.g. residential dwellings). Although a local road, Creamery Road provides the shortest route between Yinnar and Thorpdale through the HVP plantations areas and is well used. Views from Creamery Road include the nearby open farmland, HVP plantations and views over the Morwell River Valley towards Yinnar and away from the proposed turbines. For these reasons, the overall visual impact would be **Low-Moderate**.

VIEWPOINT L7 – CREAMERY ROAD		
Distance	2.3km west (T18)	Will always be visually dominant in the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.5.7 Viewpoint L8 - Vaggs Road

Viewpoint L8 is located on Vaggs Road approximately 575m west of the intersection with Yinnar Road.

The nearest turbine (T19) is approximately 3.2km west.

Figure 8-57 shows the existing view looking east along Vaggs Road.

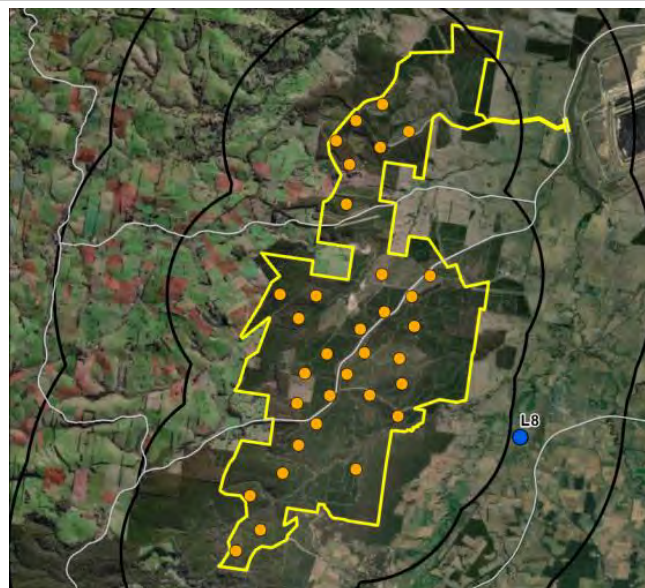


Figure 8-57: Viewpoint L8 – Existing view looking east

Viewpoint L8 is taken from the section of Vaggs Road with limited roadside vegetation. Locations further to the west and closer to the proposed turbines include many large old trees which will filter views of the turbines and can be seen roughly central to this view. Limited roadside vegetation and flat topography at this location would allow clear views to the majority of the wind farm.

While there will be a clear view towards the majority of the wind farm, views are over Landscape Unit 2a which is recognised as having a low sensitivity to change and will have a low number of road users. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L8 – VAGGS ROAD		
Distance	3.2km west (T19)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.8 Viewpoint L9 – Nuttalls Road

Viewpoint L9 is located on Nuttalls Road at the intersection with Riverside Drive. Nuttalls Road is truncated to the south of this location and closed to through traffic. Riverside Drive turns to the north and joins Vaggs Roads.

The nearest turbine (T19) is approximately 2.9km north-west.

Figure 8-58 shows the view looking west from the intersection of Nuttalls Road and Riverside Drive.

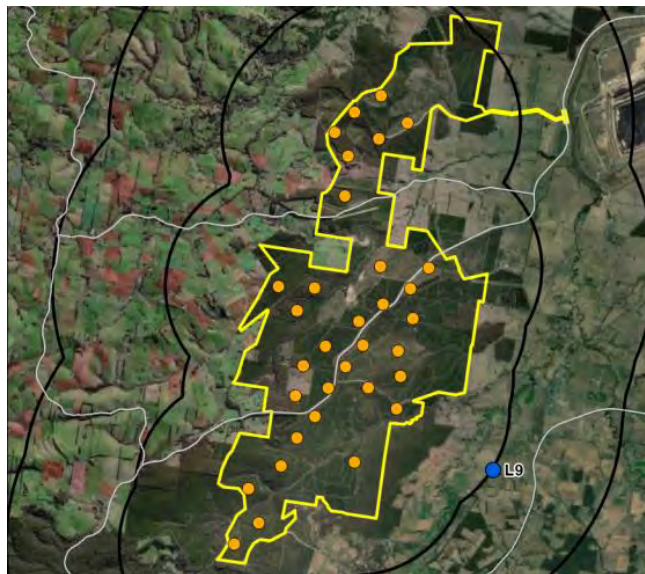


Figure 8-58: Viewpoint L9 – Existing view looking west

Viewpoint L9 is taken from the section of Nuttalls Road that aligns with the centre of the wind farm before the road bends and heads south. Limited roadside vegetation and flat topography allow clear views to the majority of the wind farm. Turbines in the northern section will be filtered by the vegetation shown to the right of Figure 8-58.

While there will be a clear view towards the majority of the wind farm, views are over Landscape Unit 2a which is recognised as having a low sensitivity to change. Being a closed road to the south, and link to Vaggs to the north there are few, albeit regular road users who will take in this view. Due to the low landscape sensitivity and overall limited number of people who will take in this view the overall visual impact would be **Low**.

VIEWPOINT L9 – NUTTALLS ROAD		
Distance	2.9km north-west (T03)	Will always be visually dominant in the landscape
Landscape Unit	LU2a – Cleared Flat Farmland	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.9 Viewpoint L10 – Bunderra Drive

Viewpoint L10 is located on Bunderra Drive approximately 350 m south of its intersection with Darlimurla Road.

The nearest turbine (T32) is approximately 2.6 km north-west.

Figure 8-59 shows the view looking west from Bunderra Drive where a break in roadside vegetation allows for views to the Project.

Photomontages have been prepared due to the clear views from the roadway and to assist with views and visual impact associated with the layout changes.

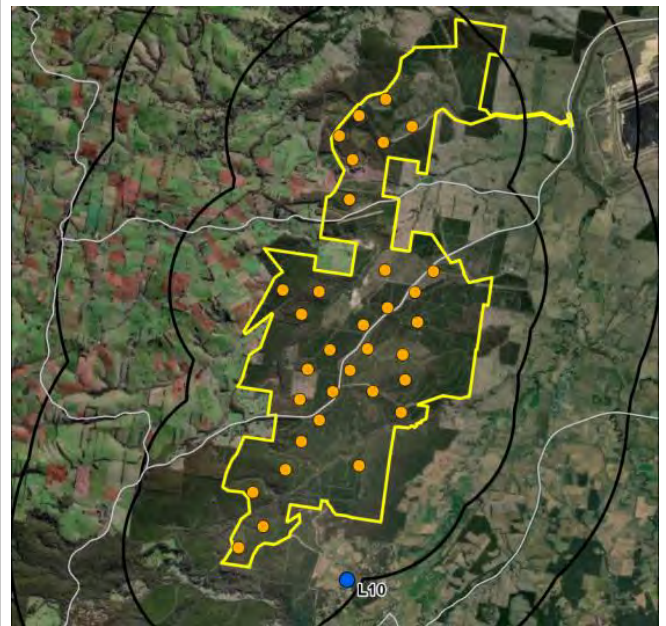


Figure 8-59: Viewpoint L11 – Existing view looking west

Extensive roadside vegetation and in areas to the north and south of this location will filter and screen views from many locations along Bunderra Road. Examples of this vegetation can be seen in the images above and below.

Figure 8-60 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-60: Viewpoint L11 – Photomontage Revised Layout

Figure 8-61 shows an enlargement of this view.



Figure 8-61: Enlargement Viewpoint L11 – Photomontage Revised Layout

Figure 8-59 is taken from a section of Bunderra Drive where a gap in vegetation allows clear views towards the Project. At a distance of approximately 2.6 km, the turbines may dominate the view.

From the roadway, these views will be short in duration due to the extent of roadside vegetation and until such a time that the recently planted trees take up this vegetation break. Where visible, the overall visual impact from Bunderra Road would be **Low**. This impact is for road users and visitors to the area and not the same as views and visual impact from residential dwellings.

VIEWPOINT L10 – BUNDERRA DRIVE		
Distance	2.6km north-west (T32)	Will always be visually dominant in the landscape
Landscape Unit	LU1b – Rural Residential	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.1 Viewpoint L11 – Darlimurla Road #1

Viewpoint L11 is located on Darlimurla Road approximately 500 m east its intersection with Bunderra Drive.

The nearest turbine (T29) is approximately 2.7 km north.

Figure 8-63 shows the view looking west from Darlimurla Road.

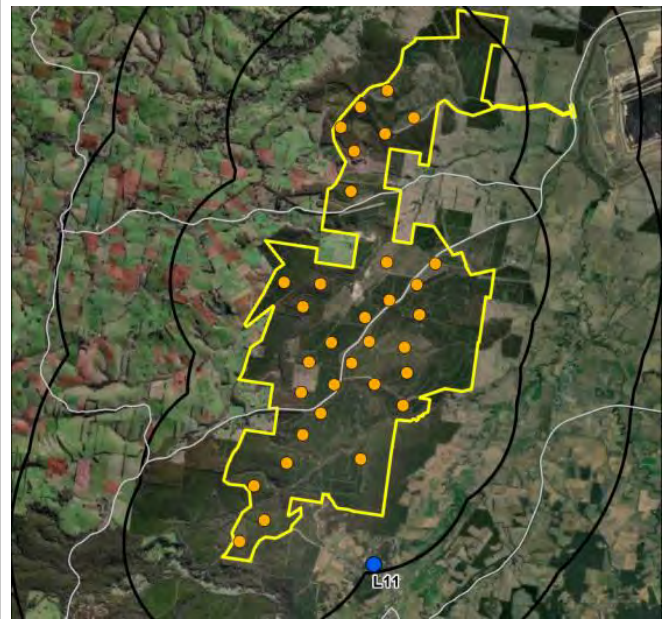


Figure 8-62: Viewpoint L11 – Existing view looking west

Existing vegetation will filter the majority of views along this section of Darlimurla Road. Turbines may be visible where breaks in vegetation and fences allow for views beyond the road reserve. The height and scale of the turbines in the context of the existing vegetation would not be of significance.

For these reasons, the visual impact is assessed as **Low-Negligible**.

VIEWPOINT L11 – DARLIMURLA ROAD #1		
Distance	2.7km north (T29)	Will always be visually dominant in the landscape
Landscape Unit	LU1b – Rural Residential	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.5.2 Viewpoint L12 – Darlimurla Road #2

Viewpoint L12 is located on Darlimurla Road approximately 620m north-west of the Bunderra Drive intersection.

The nearest turbine (T32) is approximately 2.0 km north-west.

Virtual Reality imagery has also been prepared from this location.

Figure 8-63 shows the view looking north-west along Darlimurla Road.

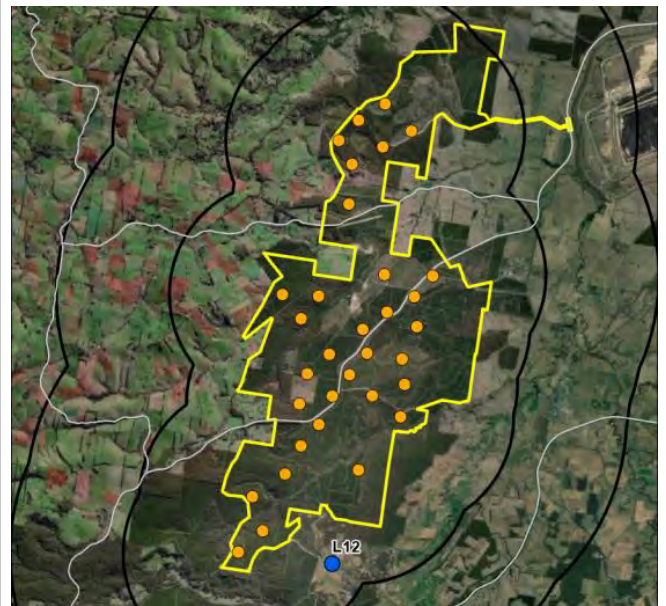


Figure 8-63: Viewpoint L12 – Existing view looking north-west

The view shown in Figure 8-64 is a still capture of the Virtual Reality imagery prepared by Ignition Immersive Studios from this location. The Virtual Reality imagery not only animates the turbines in the view, the footage also provides soundscapes from the location and captures the movement of vegetation, vehicles and elements from each location providing useful context that cannot be captured or presented in still images and photomontages.



Figure 8-64 Darlimurla Road Still Capture - Source Ignition Immersive Virtual Reality Footage Darlimurla Road

<https://vimeo.com/395877048> (Password: OSMI-IGNITION)

Existing vegetation will filter the majority of views along this section of Darlimurla Road. Turbines will be visible to the left of road and along the roadway for a short section when heading west. The upper section of turbines towards the centre of the wind farm would also be visible above the tree line in background of the view through breaks in roadside vegetation. The scene taken from the virtual reality imagery shown in Figure 8-64 shows that the height and scale of the turbines in the context of the existing vegetation would not be of significance.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT L12 – DARLIMURLA ROAD #2		
Distance	2.0km north (T32)	Will always be visually dominant in the landscape
Landscape Unit	LU1b – Rural Residential	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.5.3 Viewpoint L13 – McIntosh’s Road

Viewpoint L13 is located on McIntosh’s Road approximately 600 m east its intersection with Heists Road.

The nearest turbine (T29) is approximately 2.3 km north-west.

McIntosh’s Road is a local road that runs between Boolarra and the Strzelecki Highway through the elevated HVP timber plantation areas.

Figure 8-63 shows the view looking north-west from McIntosh’s Road.

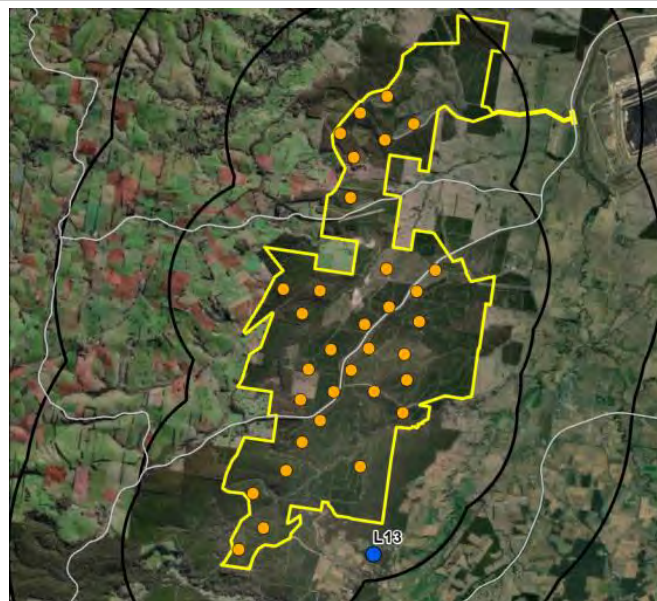


Figure 8-65: Viewpoint L13 – Existing view looking north-west

Viewpoint L13 is taken from a narrow stretch of road where roadside vegetation allows views towards the Project.

Existing vegetation will filter the majority of views along this section of McIntosh’s Road. Tips of turbines may be visible above the vegetation seen in Figure 8-63. Where visible views will be oblique to the direction of travel and for a brief duration where a gap in roadside vegetation allows. There are few locations where the turbines would be visible and by a limited number of road users. For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT L13 – MCINTOSH’S ROAD		
Distance	2.3km north-west (T29)	Will always be visually dominant in the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.5.4 Viewpoint L14 – Todds Road

Viewpoint L14 is located on an unsealed road called Todds Road off Darlimurla Road approximately 750 m north-west of the intersection with Darlimurla Road.

The nearest turbine (T32) is approximately 1.4 km west. Again, photomontages have been prepared due to the currently relatively open views and to assist with considering the alterations to the turbine layout.

Figure 8-66 shows the view looking south-west from Todds Road off Darlimurla Road.

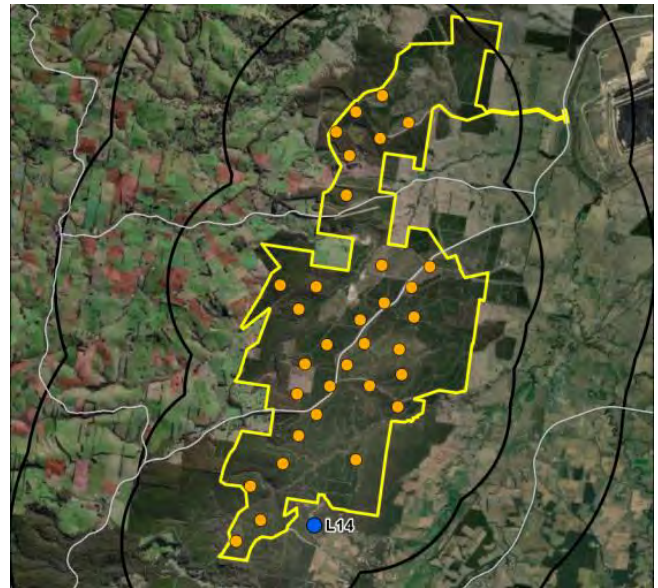


Figure 8-66: Viewpoint L14 – Existing view looking south-west

Figure 8-67 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-67: Viewpoint L14 – Photomontage Revised Layout (Layout 2.1)

Figure 8-68 shows an enlargement of the view focussing on the nearby turbines.



Figure 8-68: Enlargement Viewpoint L14 – Photomontage Revised Layout (Layout 2.1)

This view is one that would ordinarily be experienced by few, albeit local residents of the area. Over time, this view would also be screened by the existing timber plantations as demonstrated in Figure 8-66. For these reasons, the overall visual impact would be **Low**.

The photomontage and the enlargement shown in Figure 8-68 further demonstrates the way in which vegetation can be effective at screening or filtering views of structures that are up to 250 m in height and at distances of between 1-2 km of a turbine. The recently established pine trees in the plantation areas are approximately 3 – 4 meters in height. The turbines are on elevated topography, with the nearest being approximately 1.4 km. The nearby pines are of height and scale that can filter or screen views to the elevated turbine seen above bearing marker 333° to the right of the view.

VIEWPOINT L14 – TODDS ROAD		
Distance	1.4km west (T32)	Will always be visually dominant in the landscape
Landscape Unit	LU4b – Forested Hills (Plantation)	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.5 Viewpoint L15 – Darlimurla Road #3

Viewpoint L15 is located on Darlimurla Road approximately 100 m east of its intersection with Old Darlimurla Road.

The nearest turbine (T33) is approximately 1.7 km northeast.

Figure 8-69 shows the view looking northeast from Darlimurla Road.

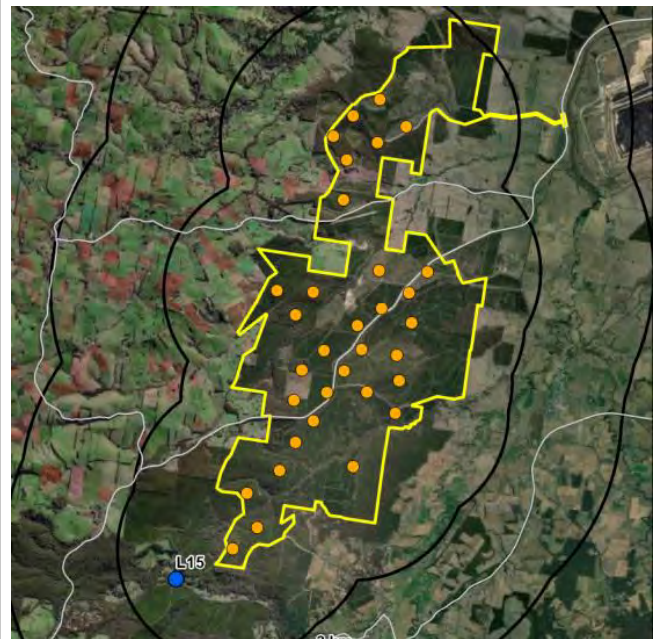


Figure 8-69: Viewpoint L15 – Existing view looking northeast

Figure 8-70 shows a wireframe view of the “Concept Layout” (V1.5, being 53 wind turbines). The wireframe view shows that the proposed wind turbines would be largely screened by topography and vegetation. From some locations, the tip of a turbine blade may be visible above vegetation.



Figure 8-70: Viewpoint L14 – Wireframe of Concept Layout (V1.5, being 53 wind turbines)

There may be glimpses of parts of turbines, where gaps in vegetation allow. However, due to existing topography and vegetation the turbines will be barely visible and from limited locations. Where visible, the turbines would not be dominant elements. For these reasons, the overall visual impact would be **Negligible - Nil**.

VIEWPOINT L15 – DARLIMURLA ROAD #3		
Distance	1.7km northeast (T33)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLIGIBLE - NIL	

8.5.6 Viewpoint L16 - Ten Mile Creek Road

Viewpoint L16 is located on Ten Mile Creek Road approximately 665m north-west of the Strzelecki Highway intersection.

The nearest turbine (T21) is approximately 1.6km east.

Virtual Reality imagery has also been prepared from this location.

Figure 8-71 shows the existing view looking northeast through east from Ten Mile Creek Road.

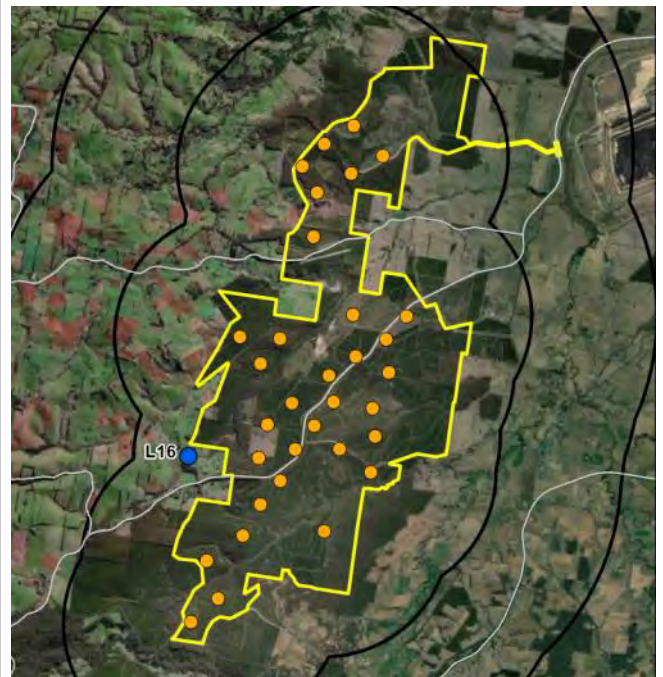


Figure 8-71: Viewpoint L16 – Existing view looking northeast to east

A virtual reality scene was also captured from this location for use at the community consultation days undertaken in March 2020. A still capture of this view is shown in Figure 8-72. The view in Figure 8-71 is more recent than the background imagery used for virtual reality imagery. A number of trees that are visible along the right-hand side of the virtual reality scene from of Ten Mile Creek Road have since been removed and are not shown in the existing view above.

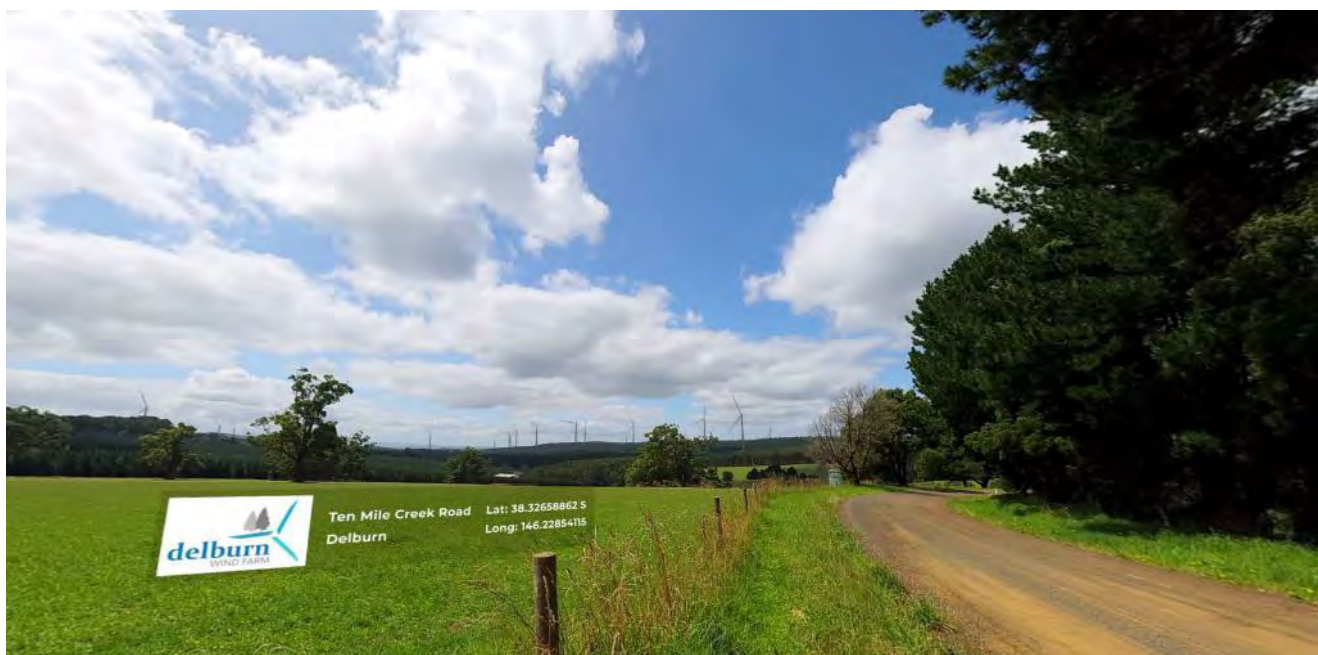


Figure 8-72 Ten Mile Creek Road Still Capture - Source Ignition Immersive Virtual Reality Footage Ten Mile Creek Delburn

<https://vimeo.com/395878305> (Password: OSMI-IGNITION)

Viewpoint L16 is taken from the section of Ten Mile Creek Road where it turns and heads east to align with the wind farm. Limited roadside vegetation and the elevated nature allow clear views to the middle section of the wind farm.

While there will be a clear view towards the majority of the wind farm, views are over Landscape Unit 2b which is recognised as having a low-moderate sensitivity to change, there are also few, albeit the same people who will take in this view. The scale of the turbines in the context of this view is commensurate with the existing roadside and other vegetation found in the landscape between this location and the turbines. For these reasons, the overall visual impact for road users of Ten Mile Creek Road would be **Low**.

VIEWPOINT L16 – TEN MILE CREEK ROAD		
Distance	1.6km east (T21)	Will always be visually dominant in the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	Low	

8.5.7 Viewpoint L17 – McDonalds Track #1

Viewpoint L17 is located on McDonalds Track approximately 1.2 km east of its intersection with Mirboo North – Trafalgar Road.

The nearest turbine (T24) is approximately 5.3 km northeast.

Figure 8-73 shows the view looking northeast from McDonalds Track.

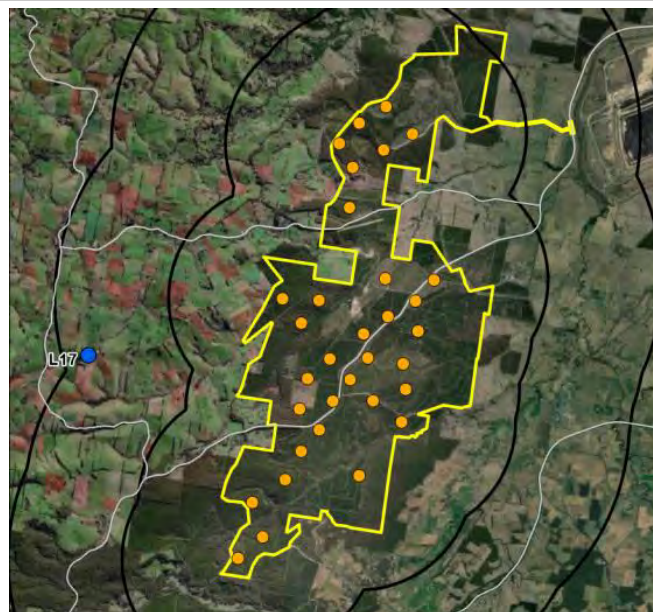


Figure 8-73: Viewpoint L17 – Existing view looking northeast

Figure 8-73 is taken through a break in roadside vegetation which allows for views over the cleared farmland towards the Project.

Vegetation on the roadside and within property boundaries will filter some views to turbines, at a distance of approximately 5.2 km, the turbines have the potential to be highly visible, due to the fleeting nature of views, topography and vegetation in the surrounding landscape, the turbines will not be visually dominant features. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L17 – MCDONALDS TRACK #1		
Distance	5.3km northeast (T24)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.8 Viewpoint L18 - McDonalds Track #2

Viewpoint L18 is located on McDonalds Track approximately 530m north-west of the intersection with Chute Road.

The nearest turbine (T24) is approximately 10.4km northeast.

Figure 8-74 shows the view looking east from McDonalds Track.

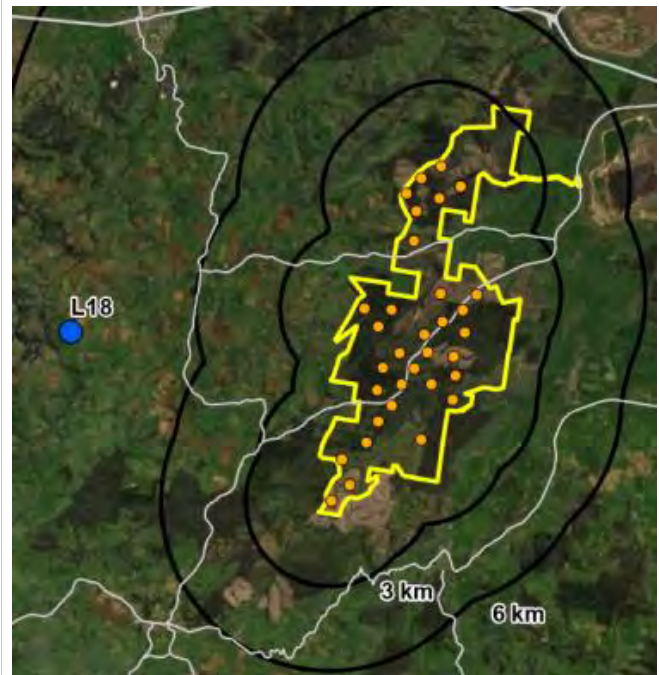


Figure 8-74: Viewpoint L18 – Existing view looking east

Viewpoint L18 is taken from an elevated section of McDonalds Track at the eastern end of a line of roadside vegetation where clear views through to the Project would be available for road users travelling east along this section of road before turning right and descending into one of the many local valleys and depressions along this section of road.

At a distance of 10.4km the turbines have the potential to be visible but would not be a dominant element in the view. However, this will be from the small section of road where breaks in vegetation and the alignment of the road allow views. Few road users would take in this particular view. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L18 – MCDONALDS TRACK #2		
Distance	10.4km northeast (T24)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.9 Viewpoint L19 - Childers – Thorpdale Road

Viewpoint L19 is located on Childers-Thorpdale Road at the intersection of Sunny Creek Road.

The nearest turbine (T24) is approximately 8.4km east.

Figure 8-75 shows the view looking south-east from Childers-Thorpdale Road.

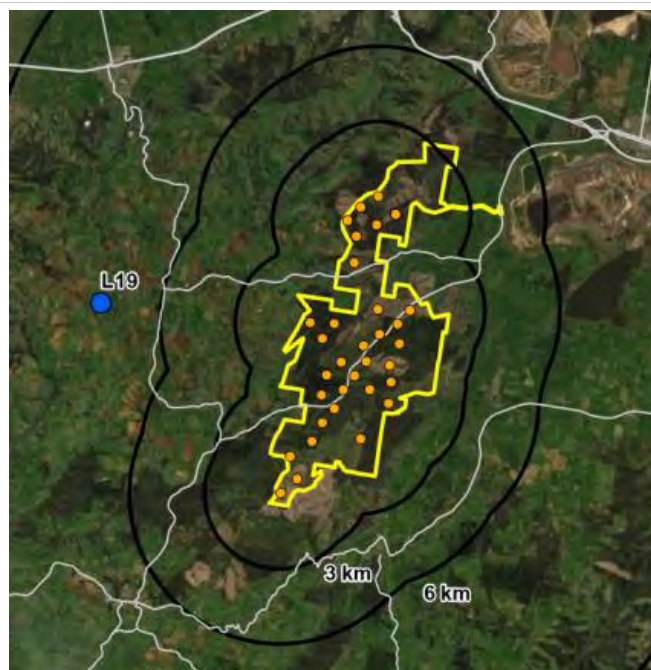


Figure 8-75: Viewpoint L19 – Existing view looking south-east

Viewpoint L19 is taken from where vegetation and the alignment of Childers-Thorpdale Road allow for views towards the Project.

At a distance of 8.4km the turbines have the potential to be visible but would not be a dominant element in the view. However, this will be from a relatively short section of road and oblique to the direction of travel.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L19 – CHILDERS-THORPDALE ROAD		
Distance	8.4km east (T24)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.10 Viewpoint L20 - Narracan Connection Road

Viewpoint L20 is located on Narracan Connection Road approximately 325m south-east of the Rogers Road intersection.

The nearest turbine (T05) is approximately 5.0km east.

Figure 8-76 shows the view looking south-east from Narracan Connection Road.

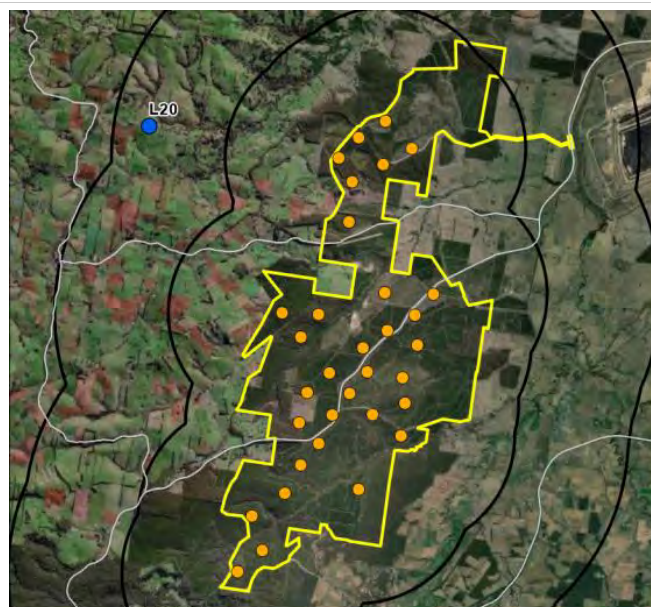


Figure 8-76: Viewpoint L20 – Existing view looking south-east

Viewpoint L20 is taken from a section of Narracan Connection Road vegetation along the roadside and in nearby farming land allow views towards the project.

At a distance of approximately 5.0km, the wind turbines will be a noticeable element in views afforded by breaks in vegetation and topography. Views from this location are over Landscape Unit 2b – Cleared Hilly Farmland, which has a low to moderate sensitivity to visual change and with few road users taking in this particular view.

For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L20 – NARRACAN CONNECTION ROAD		
Distance	5.0km east (T05)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW	

8.5.11 Viewpoint L21 – McDonalds Track #3

Viewpoint L21 is located on McDonalds Track approximately 850 m northeast of the intersection with Morwell-Thorpdale Road.

The nearest turbine (T24) is approximately 2.6 km south-east.

Virtual Reality imagery has also been prepared from this location.

Figure 8-77 shows the existing view looking south-east from McDonalds Track where a break in roadside vegetation allows for views to the Project.

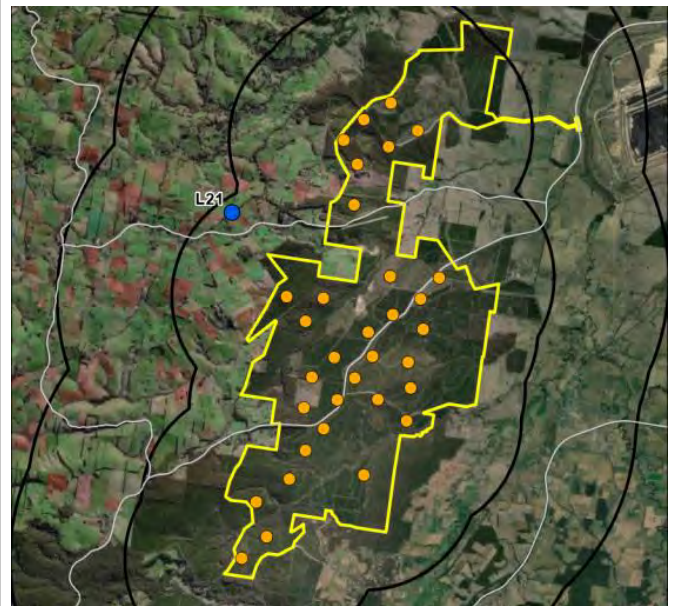


Figure 8-77: Viewpoint L21 – Existing view looking south-east

Figure 8-78 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-78: Viewpoint L21 – Photomontage Revised Layout (Layout 2.1)

Figure 8-79 shows a still capture in the animated virtual reality scene prepared by Ignition Immersive studios from the same location. This scene formed one of six that were made available at the community consultation days undertaken in March 2020.



Figure 8-79 McDonalds Track Still Capture - Source Ignition Immersive Studios Virtual Reality Scene McDonalds Track Narracan

<https://vimeo.com/395877940> (Password: OSMI-IGNITION)

Viewpoint L21 shows the view across nearby rolling hills and farmland that allow long views to the east and views towards the Project.

At a distance of approximately 2.4 km, the proposed wind turbines have the potential to be a dominant visual element in this view. However, when compared to the existing vegetation and turbine placement on the nearby hills, the turbines are not out of scale or context. Views, while picturesque are fleeting for road users are not in a location where formal roadside stops are provided to stop or take in this view. For these reasons, the overall visual impact would be **Low**.

VIEWPOINT L21 – MCDONALDS TRACK #3		
Distance	2.6km south-east (T24)	Will always be visually dominant in the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-MODERATE	

8.5.12 Viewpoint L22 – Sayers Track

Viewpoint L22 is located on Sayers Track approximately 600 m east of its intersection with McDonalds Track.

The nearest turbine (T03) is approximately 3.0 km south-west.

Figure 8-80 shows the existing view looking south-east from Sayers Track.

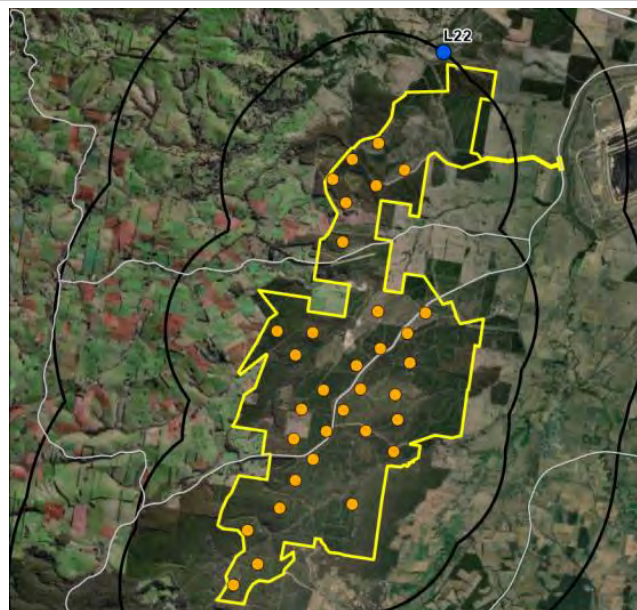


Figure 8-80: Viewpoint L22 – Existing view looking south-east

There are long views to the lower plains which include the Hazelwood Cooling Pond, former power station and high voltage power lines. The existing 220 kV power line relevant to this project can be seen in the foreground of this view. Views towards the Project and the existing high-voltage transmission line will be closed out by the recently planted and establishing timber plantation.

Figure 8-81 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.

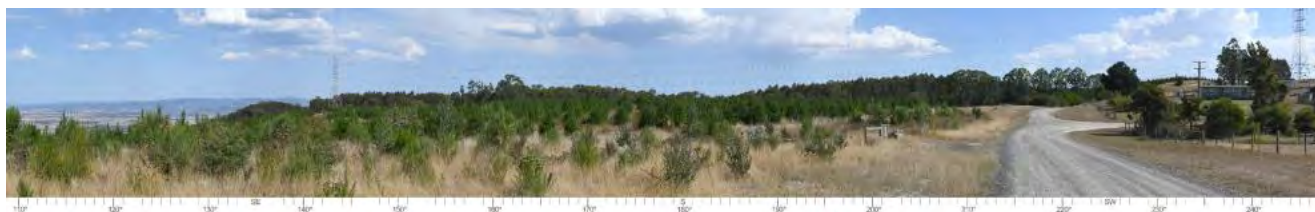


Figure 8-81: Viewpoint L22 – Photomontage Revised Layout (Layout 2.1)

The tips of turbines located in the northern section of the Project have the potential to be visible above the vegetation seen in Figure 8-80. Where visible they will appear less dominant than the large vertical infrastructure seen to the right of Figure 8-80 and seen by few road users.

For these reasons, the overall visual impact would be **Negligible**. Over time, this would reduce to **Nil**.

VIEWPOINT L22 – SAYERS TRACK		
Distance	3.0km south-west (T03)	Will always be visually dominant in the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE - NIL	

8.5.13 Viewpoint L23 – McDonalds Track #4

Viewpoint L23 is located on McDonalds Track approximately 450 m north-west of the intersection with Sayers Track.

The nearest turbine (T03) is approximately 2.8 km south-west.

Figure 8-82 shows the view looking south-east from McDonalds Track.

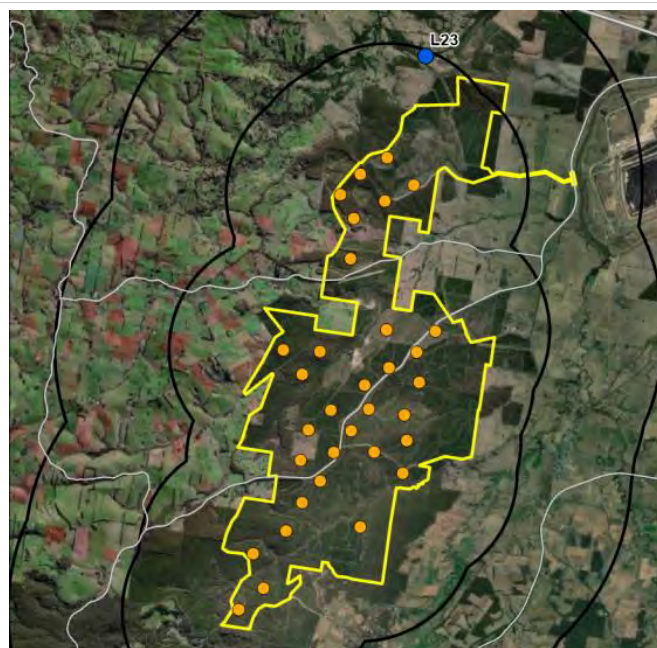


Figure 8-82: Viewpoint L23 – Existing view looking south-east

Viewpoint L23 is located on the edge of the SLO1 within the Baw Baw Shire area. Existing vegetation along the roadside and nearby properties filter or screen the majority of views to the surrounding landscape and towards the Project. Views from this location also include the existing high voltage transmission line. With the turbines being approximately 2.8 km in the distance, the nearby would be visually larger and more noticeable than the turbines.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT L23 – MCDONALDS TRACK #4		
Distance	2.8km south-west (T03)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.5.14 Viewpoint L24 – Moe South Road

Viewpoint L24 is located on Moe South Road approximately 1.3km west of the intersection with Genaro Road.

The nearest turbine (T04) is approximately 5.4 km south-east.

Figure 8-83 shows the view looking south from Moe South Road.

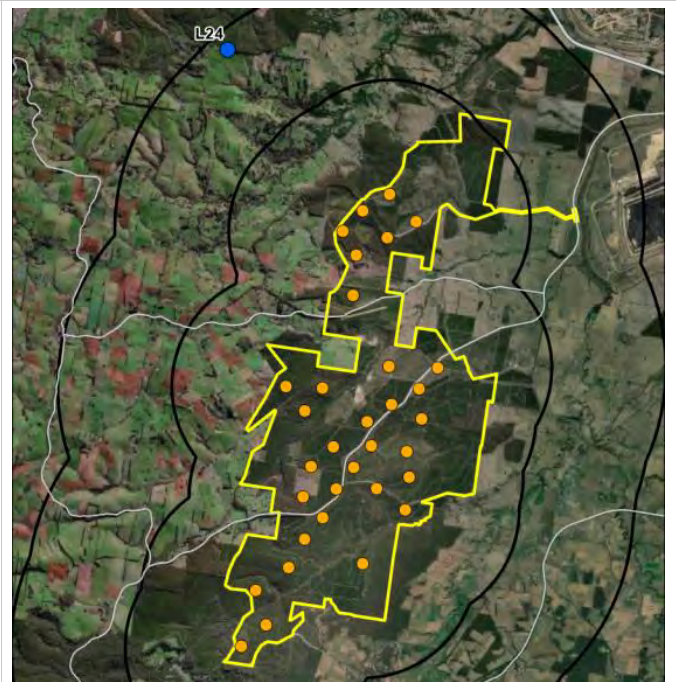


Figure 8-83: Viewpoint L24 – Existing view looking south

Viewpoint L24 is taken from a section of Moe South Road where breaks vegetation along the roadside and nearby farming properties allow views south and towards the Project. Existing dual circuit high voltage transmission lines are located in the farming areas in the foreground of this view.

The landscape seen in the foreground of Figure 8-83 is covered by the SLO1 within the Baw Baw Shire. SLO1 seeks to, amongst other things protect the landscape form of the Strzelecki Range and the rural landscape from insensitively designed development and to protect them and the surrounding landscapes from visual intrusion and inappropriate development. The proposed turbines would be in the background of this view. Figure 8-84 shows an enlargement of the view in the direction of the proposed turbines.



Figure 8-84: Enlargement Viewpoint L24 – Existing view looking south

Several turbines located in the northern section of the wind farm would be visible above the hills seen in the background of the view. The proposed wind farm, while visible, will not alter the landform of the Strzelecki Range

and will reside in views that include existing high voltage transmission lines as foreground and noticeable elements.

Views from this location will be oblique to the direction of travel and largely screened or filtered by nearby roadside vegetation. However, the view is over a landscape that is highly modified to include transmission lines and other large vertical structures as seen in Figure 8-83.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT L24– MOE SOUTH ROAD		
Distance	5.4km south-east (T04)	Highly visible and will usually dominate the landscape
Landscape Unit	LU2b – Cleared Hilly Farmland	Low-Moderate
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.5.15 Summary of Local Roads Viewpoints

The assessment of views and visual impacts from local roads reviewed 24 locations from a range of distances and viewing angles towards the Project. The assessment of these views concluded that overall, the visual impact from local roads would be low. This assessment considered the viewer numbers, landscape sensitivity, availability and duration of views, and, was supported by imagery from the site, photomontages and virtual reality imagery presented to the community at the community consultation days. Table 8-8 summarises the overall visual impact for each location.

Table 8-8 Summary of the overall visual impact from local roads

VP	Location	Nearest Turbine Rev 3.	Visual Impact
L1	Haunted Hills Road	6.5km SW (T03)	Low-Negligible
L2	Jeeralang North Road	17.6km W (T16)	Negligible
L3	Red Hill Road	24.4km NW (T19)	Negligible
L4	Jumbuk Road	10.4km NW (T19)	Negligible
L5	Hazelwood Estate/Walshs Rd	7.3km NW (T16)	Low
L6	Yinnar-Driffield Road	2.9km SW (T16)	Low
L7	Creamery Road	2.3km W (T18)	Low-Moderate
L8	Vaggs Road	3.2km W (T29)	Low
L9	Nuttalls Road	2.9km NW (T19)	Low
L10	Bunderra Drive	2.6km NW (T32)	Low
L11	Darlimurla Road #1	2.7km NW (T29)	Low-Negligible
L12	Darlimurla Road #2	2.0km NW (T32)	Low-Negligible
L13	McIntosh's Road	2.3km NW (T29)	Low-Negligible
L14	Todds Road	1.4km W (T32)	Low
L15	Darlimurla Road #3	1.7km NE (T33)	Negligible - Nil
L16	Ten Mile Creek Road	1.6km E (T21)	Low
L17	McDonalds Track #1	5.3km NE (T24)	Low
L18	McDonalds Track #2	10.4km NE (T24)	Low
L19	Childers-Thorpdale Road	8.4km E (T24)	Low
L20	Narracan Connection Road	5.0km E (T05)	Low
L21	McDonalds Track #3	2.6km SE (T24)	Low-Moderate

L22	Sayers Track	3.0km SW (T03)	Negligible-Nil
L23	McDonalds Track	2.8km SW (T03)	Negligible
L24	Moe South Road	5.4km SE (T04)	Low-Negligible
OVERALL VISUAL IMPACT – LOCAL ROADS			LOW

Views and visibility of the proposed turbines from local roads will vary greatly depending on location and proximity to the Project. The local road network is located within a landscape of great diversity ranging from views over cleared flat farmland where long views are available across the valley floor and plain, through to confined views from the tightly folding landscape of the vegetated elevated hills.

Local roads within the area to the west tend to be more confined due to the rolling hills, extensive roadside vegetation and trees within the pine plantations of the Project. Views in this location tend to be more dramatic due to the regular closing and opening up of views across the landscape permitted by topography and vegetation.

More broadly the views from areas to the east of the project that is near to or within the land in the SUZ1 would be less sensitive to visual change due to the presence of electrical generating and distributing infrastructure, there are however sensitive views to elevated features such as Strzelecki Ranges and Mt Baw Baw.

Overall visual impact from local roads is assessed as Low. This is in part due to viewer numbers and the visibility of turbines which would be influenced by topography and vegetation and the context of the view where these are available.

8.6 Townships

Twelve viewpoint locations (T1-T12) have been selected as representative of the visual impact on viewers using the townships within the viewshed.

Landscape sensitivity is assessed as moderate/high due to the residential component of townships, while the viewer numbers range from low to high depending on the township.

Each viewpoint location is shown in Figure 8-85.

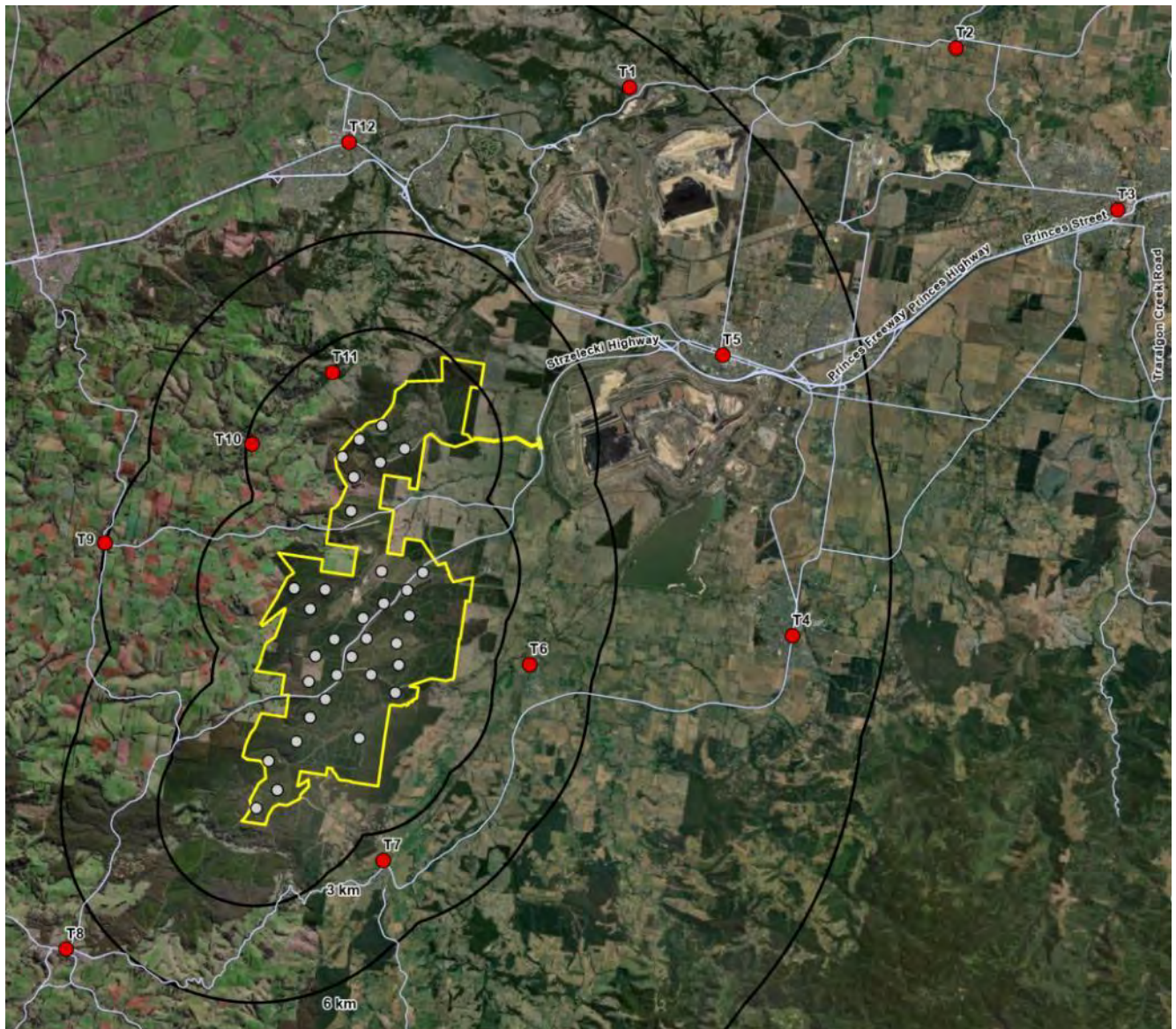


Figure 8-85: Township Viewpoint Locations

The viewpoint location, corresponding GPS co-ordinates, distances to the nearest wind turbine and landscape sensitivities are listed in Table 8-9.

Virtual reality scenes and photomontages were prepared from Yinnar Township

Table 8-9: Township Viewpoint Locations

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
T1	Yallourn	55H 444194, 5776042	13km SW (T03)	Unit 1a
T2	Tyers	55H 454305, 5777264	21km SW (T01)	Unit 1a
T3	Traralgon	55H 459315, 5772249	23km SW (T01)	Unit 1a
T4	Churchill	55H 449238, 5759046	11.6km W (T16)	Unit 1a
T5	Morwell	55H 447080, 5767745	10.2km SW (T01)	Unit 1a
T6	Yinnar	55H 441097, 5758150	4.0km W (T14)	Unit 1a
T7	Boolarra	55H 436563, 5752078	3.8km NW (T29)	Unit 1a
T8	Mirboo North	55H 426733, 5749334	7.3km NE (T33)	Unit 1a
T9	Thorpdale	55H 428175, 5762013	6.0km E (T24)	Unit 1a
T10	Narracan	55H 432495, 5764986	2.8km E (T05)	Unit 4a
T11	Coalville	55H 434986, 5767209	2.2km SE (T04)	Unit 4a
T12	Moe	55H 435501, 5774344	8.8km S (T03)	Unit 1a

8.6.1 Viewpoint T1 – Yallourn

Viewpoint T1 is located at the Yallourn North Oval.

The nearest turbine (T03) is approximately 13 km south-west.

Figure 8-86 shows the view looking south-west from the edge of Yallourn North Oval near the playground.

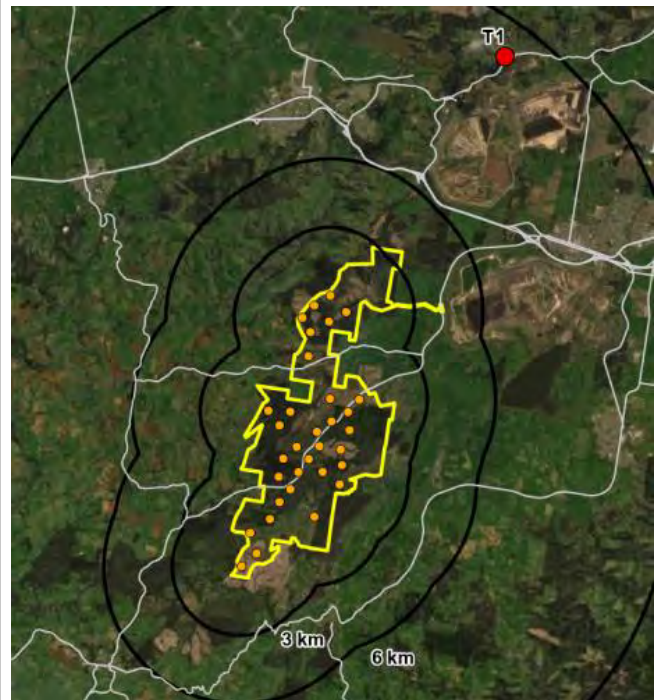


Figure 8-86: Viewpoint T1 – Existing view looking south-west

The landscape sensitivity of townships is rated medium, however at a distance of approximately 13km wind turbines would not be a noticeable element within the view. From this location, they would most likely be completely screened by existing vegetation on the southern edge of the township.

For these reasons, the overall visual impact would be **Negligible - Nil**.

VIEWPOINT T1 – YALLOURN		
Distance	13km south-west (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Townships	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE - NIL	

8.6.2 Viewpoint T2 – Tyers

Viewpoint T2 is located in the township of Tyers.

The nearest turbine (T01) is approximately 21.0 km south-west.

Figure 8-87 shows the view looking south-west from the edge of Tyers Recreation Reserve.

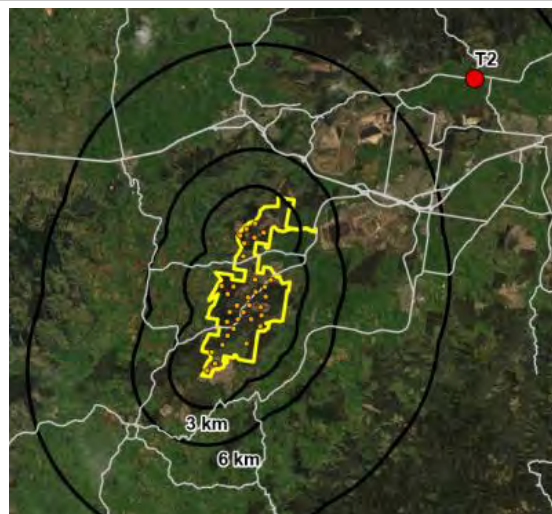


Figure 8-87: Viewpoint T2 – Existing view looking south-west from Tyers Recreation Reserve

Figure 8-88 shows the view looking south-west from Tyers Road on the western outskirts of Tyers. The closest turbine is also (T01) 21km southwest.

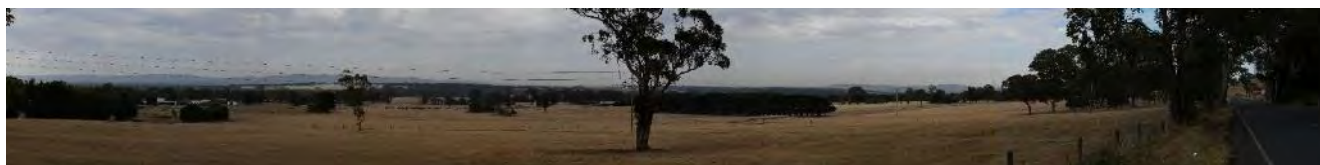


Figure 8-88: Viewpoint T2 – Existing view looking south-west from Tyers Road

These two views have been taken from the edge of the township and absent of vegetation and buildings that would screen or filter views towards the Project. At a distance of approximately 21.0 km the turbines may be visible on clear days, however, at a distance of approximately 21 km, would not be dominant features in these views. Views towards the project also include many other constructed elements including nearby transmission lines, operation power stations and associated development

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT T2 – TYERS		
Distance	21km south-west (T01)	Discernible, but will not be dominant in views
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.6.3 Viewpoint T3 – Traralgon

Viewpoint T3 is located in Traralgon.

The nearest turbine (T01) is approximately 23.0 km south-west.

Figure 8-89 shows the view looking south-west along Church Street.

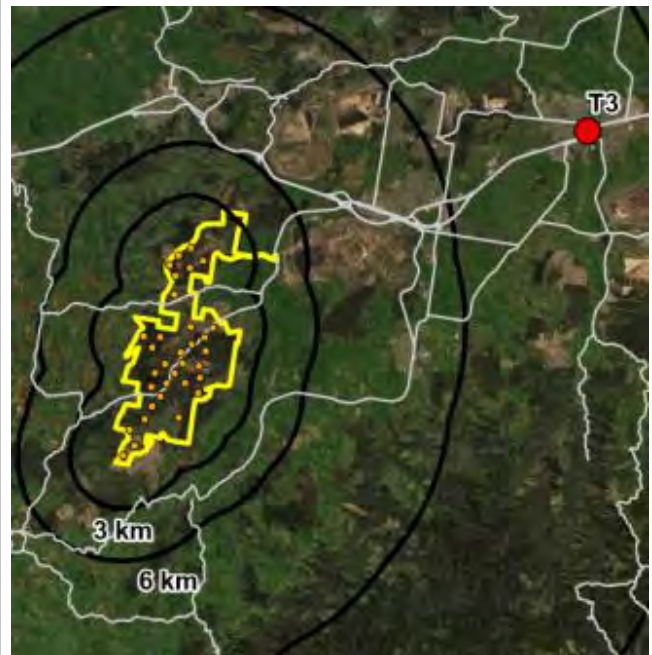


Figure 8-89: Viewpoint T3 – Existing view looking south-west along Church Street

The landscape sensitivity of townships is rated medium, however at a distance of approximately 23.0 km wind turbines would not be a noticeable element within the view. From this location they would be completely screened by existing buildings and vegetation with the township.

Figure 8-90 shows the view looking south-west from the new estate on the outskirts of Traralgon.



Figure 8-90: Viewpoint T3 – Existing view looking south-west from the outskirts of Traralgon

Built from within the majority of the estate will filter or screen views from within the estate towards the proposed wind farm. Figure 8-91. Shows the view from the western edge of a new development stage that is yet to be established with houses, landscaping and streetscape elements. As such there are clear views towards the wind farm over farming land to the east of the Project.



Figure 8-91: Viewpoint T3 – Existing view looking south-west from the outskirts of Traralgon

The majority of views towards the project from residential areas within the new residential subdivisions would be screened from views. Where turbines are visible, they would be at a distance of approximately 20 km and a small element within the views.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT T3 – TRARALGON		
Distance	23km south-west (T01)	Discernible, but will not be dominant in views
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.6.4 Viewpoint T4 – Churchill

Viewpoint T4 is located in Churchill.

The nearest turbine (T16) is approximately 11.6 km west.

The SAA modelling described in Section 8 of the report demonstrated theoretical turbine visibility from many areas within Churchill.

Figure 8-92 shows the view looking northeast near the retail precinct location on Monash Way towards the centre of town.

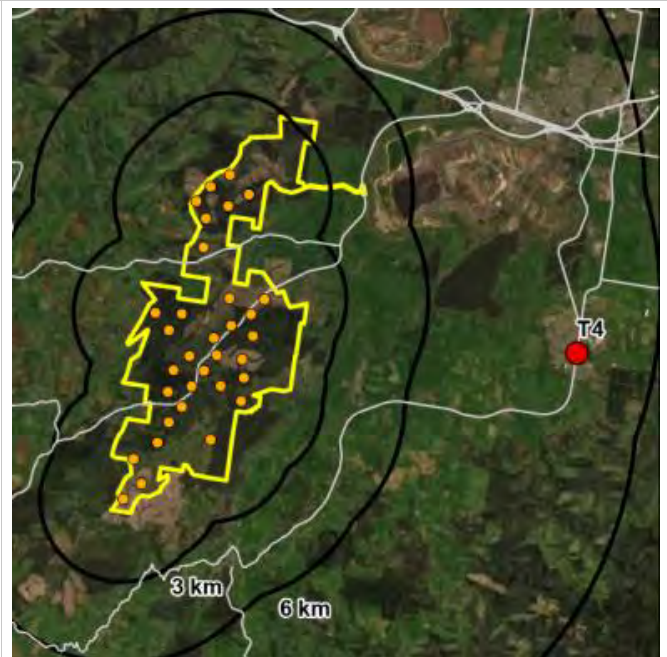


Figure 8-92: Viewpoint T4 – Existing view from the Churchill retail complex

Views towards the project area and the proposed turbines from this location and the nearby areas within Churchill would be screened by existing buildings, vegetation and topography.

Figure 8-93 shows the view looking west along Switchback Road near the intersection Blackwood Crescent looking west. This location was selected as it is slightly elevated and provides views over built form, fences and vegetation towards the hills on which the project is proposed to be located



Figure 8-93: Viewpoint T4 – Existing view looking west

From this location, turbines would be visible along the elevated hills and ridgeline seen along Switchback Road, and between vegetation and existing buildings. At a distance of approximately 11.6 km, the turbines have the potential to be noticeable, however in the context of these views, which include many other constructed elements, they would not be visually dominant and less obvious than the many other constructed elements already visible.

Many views to the west from Churchill are modified to include existing power infrastructure associated with brown coal reserves and power stations located within the land zoned SUZ.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT T4 – CHURCHILL		
Distance	11.6km west (T16)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.6.5 Viewpoint T5 – Morwell

Viewpoint T5 is located in Morwell.

The nearest turbine (T01) is approximately 10.2 km south-west.

Figure 8-94 shows the existing view from the edge of the Morwell Recreation Reserve.

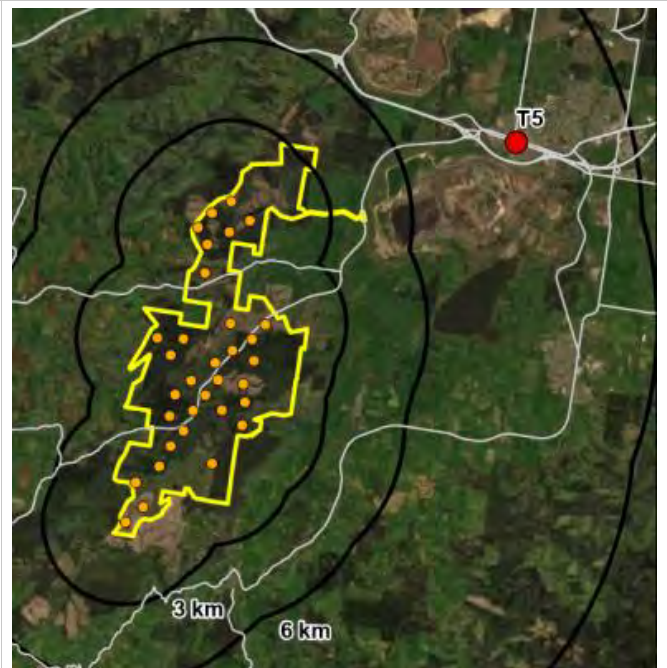


Figure 8-94: Viewpoint T5 – Existing view looking from the edge of Morwell Recreation Reserve

Turbines may be visible to the centre of Figure 8-94, but would not be a dominant element in the view. There are many vertical elements in view, including vertical poles within the recreation reserve and infrastructure around the former Hazelwood power station.

Figure 8-95 shows the views along Commercial Road near the local council office.



Figure 8-95: Viewpoint T5 – Existing view looking along Commercial Road

Views from within Morwell township will be screened by existing buildings, vegetation and other urban elements located within and around the town.

Figure 8-96 shows the view from the elevated rotunda located roughly central to Norman Sharpe Reserve.



Figure 8-96: Viewpoint T5 – Existing view looking from Norman Sharpe Reserve

Turbines may be visible on the elevated hills in the background, however, in this context, the turbines would not be dominant features in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT T5 – MORWELL		
Distance	10.2km south-west (T01)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.6.6 Viewpoint T6 – Yinnar

Viewpoint T6 is located in Yinnar.

The nearest turbine (T14) is approximately 4.0 km north-west. Photomontages have been prepared to assist with considering views from the broader landscape. The change in these views from alterations to the turbine layout has been also been captured in these images.

A photomontage and virtual reality scene have been prepared from within the town to assist with considering views towards the project and visual impact.

Figure 8-97 shows the view looking south along Main Street which runs through the centre of town.

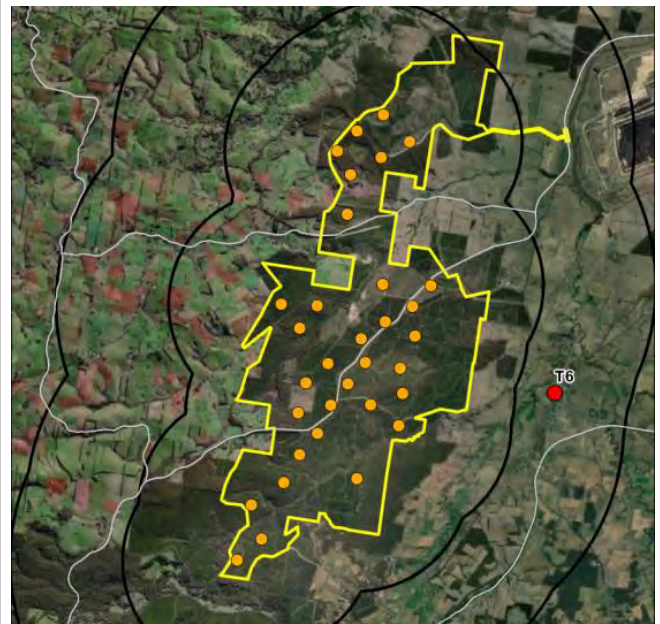


Figure 8-97: Viewpoint T6 – Yinnar character images

Retail shops and cafés are located along the eastern side of the main street, with several service businesses and other development along the western side. The former train line which ran through to Mirboo North also runs along the western edge and parallel to Main Street. Vegetation located along the rail reserve and surrounding streetscape can also be seen in this view.

Figure 8-98 shows the view looking west from Creamery Road towards the southern end of Yinnar.



Figure 8-98 View from Creamery Road looking west

From this southern end of Yinnar and west of Main Road there is the potential for open views towards the turbines located at the northern end of the project.

Figure 8-102 shows the view from the Yinnar Football oval which is located east of the town on Jumbuk Road.



Figure 8-99: Viewpoint T6 – Yinnar Football Oval

Views from within the Yinnar Football Oval will be filtered by the existing vegetation along the western edge. Clear views towards the Project will be seen by people travelling from the Yinnar Football Oval back into town along Jumbuk Road where it aligns with the centre of the windfarm and clear flat farmland and limited vegetation allows for views.

Figure 8-100 shows the view looking east from the picnic bench within Yinnar Centenary Gardens.

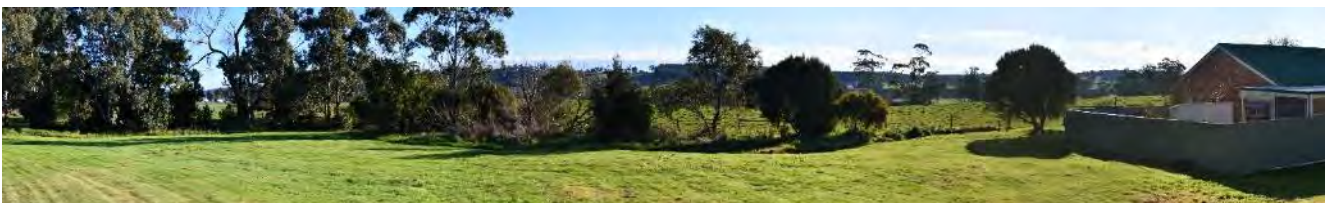


Figure 8-100: Viewpoint T6 – Yinnar Township

Views from within the gardens will be filtered by existing vegetation along the western edge of the gardens. Where visible they will not be a dominant element in the view. A virtual reality scene was prepared from this location. A still from this scene is shown in Figure 8-101. The full view from this location includes the more

substantial vegetation along the former rail corridor to the left of the view which provides screening to the majority of the project.



Figure 8-101 Yinnar Township Still Capture – Source Ignition Immersive Studios Virtual Reality Scene Yinnar Township Yinnar

<https://vimeo.com/395878400> (Password: OSMI-IGNITION)

The turbines are visible behind the plantation areas in the background of this still capture. This view also demonstrates the effectiveness of small trees and low shrubs seen in the centre of this view shows at screening turbines which are at a distance of approximately 4.0 km and on elevated hills.

Figure 8-102 shows the existing view looking west of gravel parking area behind buildings to the west of Main Street.



Figure 8-102: Viewpoint T6 – Existing view looking west from the roadside stop

Figure 8-103 shows a photomontage of the same view with the turbines from an earlier layout (Layout 2.1) superimposed into the view. This layout was used as the basis for environmental referrals and provides for a sense of scale and likely turbine visibility from this location. Due to distance, the changes in turbine layout and placement and reduction in turbine numbers between versions 2.1 and 3.5 would not be a noticeable change in views and therefore are still relevant to informing this Landscape and Visual Impact Assessment.



Figure 8-103: Viewpoint T6 – Photomontage Revised Layout (Layout 2.1)

Figure 8-104 shows an enlargement of the photomontage focused on the nearby, visible turbines.



Figure 8-104: Enlargement Viewpoint T6 – Photomontage Revised Layout (Layout 2.1)

This enlarged view of the photomontage shows that where there are clear views over farmland that the proposed turbines have the potential to be visually dominant features. It is recognised, however, that the visual impact will be dependent on the perception of turbines and individuals' perspectives on renewable energy.

The selection of views and imagery from locations within and around Yinnar demonstrate that there is a broad range of views, visual settings and screening from areas within the town. There will be locations with clear and open views towards the proposed wind turbines, however, these locations would be limited and generally towards the western edges of the town. The majority of views are either completely screened or filtered by either built form and vegetation within private allotments, public reserves and parks, road reserves and surrounding farming areas.

The visual impact from the majority areas within Yinnar would range from **Nil-Low**. From locations areas along the western edge of town, the visual impact would be **Moderate**. For these reasons, the overall visual impact from Yinnar township is considered to be **Low**.

VIEWPOINT T6 – YINNAR		
Distance	4.0km north-west (T14)	Highly visible and will usually dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	LOW	

8.6.7 Viewpoint T7 – Boolarra

Viewpoint T7 is located in Boolarra.

The nearest turbine (T29) is approximately 3.8 km north-west.

Figure 8-105 shows the view looking back towards town along Duke Street.

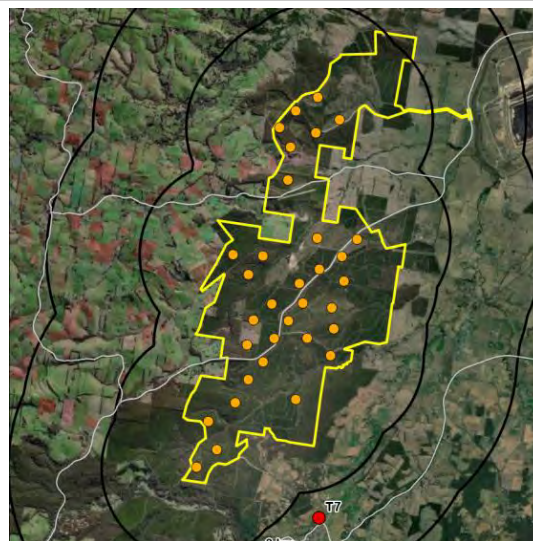


Figure 8-105: Viewpoint T7 – Existing view looking back towards town along Duke St

Figure 8-106 shows the view looking north from Foster Road at the southern edge of Boolarra.



Figure 8-106: Viewpoint T7 – Existing view looking north along Foster Road.

Views from within the town are largely screened by existing topography, vegetation and buildings within the township. There may be longer views along roads where turbines to the north are visible. These would be at distances of approximately 6.0 km and would be smaller in scale than urban elements such as light and telegraph poles also seen in these views.

Due to the limited visibility of the turbines from the town and extensive screening provided by topography and vegetation, the overall visual impact would be **Low-Negligible**.

VIEWPOINT T7 – BOOLARRA		
Distance	3.8km north-west (T29)	Highly visible and will usually dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.6.8 Viewpoint T8 – Mirboo North

Viewpoint T8 is located in Mirboo North.

The nearest turbine (T33) approximately 7.3 km to the northeast.

Figure 8-107 shows the view looking along the Strzelecki Highway approximately 100 m west of its intersection with Grand Ridge East Road towards the western end of the Grand Ridge Rail Trail which ends at Baromi Park shown in Figure 8-108.

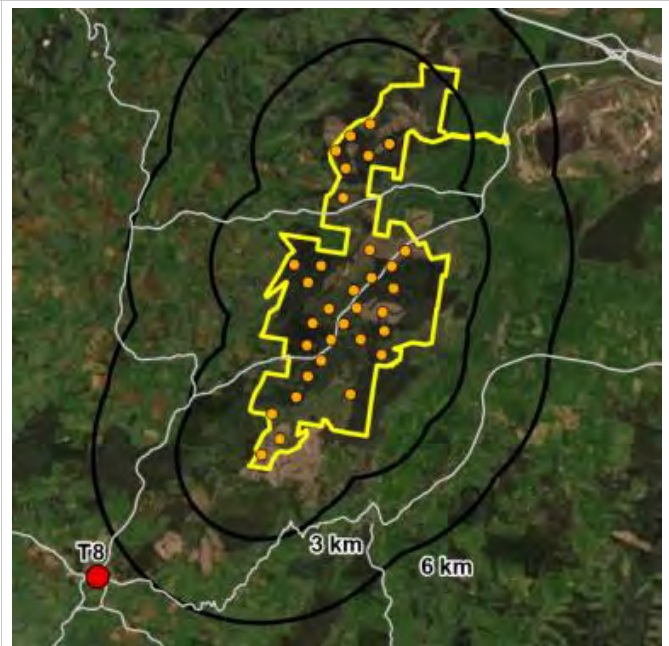


Figure 8-107: Viewpoint T8 – Existing view looking along the Strzelecki Highway

Views from within town will be largely screened or filtered by existing buildings and vegetation in foreground views and topography and vegetation in longer views towards the Project.

Figure 8-108 shows the view from Baromi park to the north of the main street and retail shops.



Figure 8-108: Viewpoint T8 – Existing view looking northeast towards the project from the park behind the main street

Turbines may be visible through breaks in vegetation seen in the background of the view. These locations would be limited to few locations within and around the town. Where turbines are visible, they would be at a distance of approximately 7.1 km and although noticeable, in the context of these views, would not be visually dominant features.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT T8 – MIRBOO NORTH		
Distance	7.3km northeast (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.6.9 Viewpoint T9 – Thorpdale

Viewpoint T9 is located in Thorpdale.

The nearest turbine (T24) is approximately 6.0 km to the east.

Figure 8-109 shows views of the streetscape and areas within Thorpdale.

The SAA model discussed in Section 7 of this report shows the theoretical turbine visibility from some areas within Thorpdale. The SAA model is based on high-level contour information and does not include small changes in topography, buildings or vegetation.

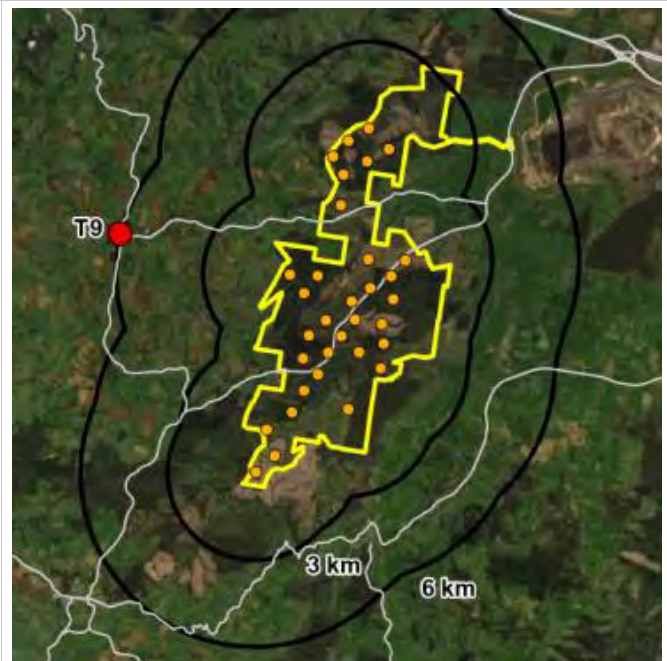


Figure 8-109: Viewpoint T9 – Existing view looking from Station Street within the centre of Thorpdale

Figure 8-110 shows the existing view looking east from Hamilton Street at the eastern edge of the town.



Figure 8-110: Viewpoint T9 – Existing view looking east from Hamilton Street

Figure 8-111 shows a wireframe view of the “Concept Layout” (v1.5, being 53 wind turbines). These earlier wireframe views demonstrated that from this elevated location to the east of Thorpdale and at this the turbines would be screened by topography and vegetation. Although the project layout has changed, turbines have not been added to this view, nor have turbines moved closer to this viewing location. For this reason, the wireframe is still relevant to this view and this location and has not been updated.



Figure 8-111: Viewpoint T9 – Wireframe Concept Layout (V1.5, being 53 wind turbines)

Figure 8-112 shows an enlargement of wireframe view focussing on the location of the proposed turbines.

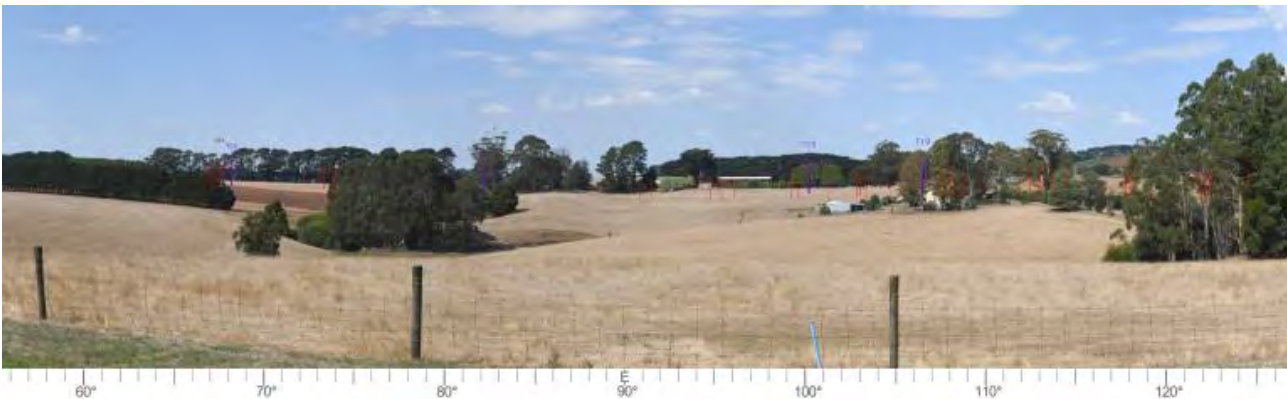


Figure 8-112: Enlargement Viewpoint T9 – Wireframe Concept Layout (V1.5, being 53 wind turbines)

Views within Thorpdale township will be filtered or completely screened by existing topography, vegetation and buildings.

For these reasons, the overall visual impact would be **Negligible** where part of the turbine may be visible to **Nil**.

VIEWPOINT T9 – THORPDALE		
Distance	6.0km east (T24)	Highly visible and will usually dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE - NIL	

8.6.10 Viewpoint T10 – Narracan

Narracan is a low-lying village located amongst extensive canopy trees to the north-western end of the Project. The SAA model discussed in Section 7 of this report demonstrated little to no turbine visibility from areas within Narracan.

The nearest turbine (T05) is approximately 2.8 km to the east.

Figure 8-113 shows the view looking east through roadside vegetation from Coalville Road, situated to the northeast of Narracan. This view is through one of the few locations where there is a clear break in vegetation that permits views across the landscape.

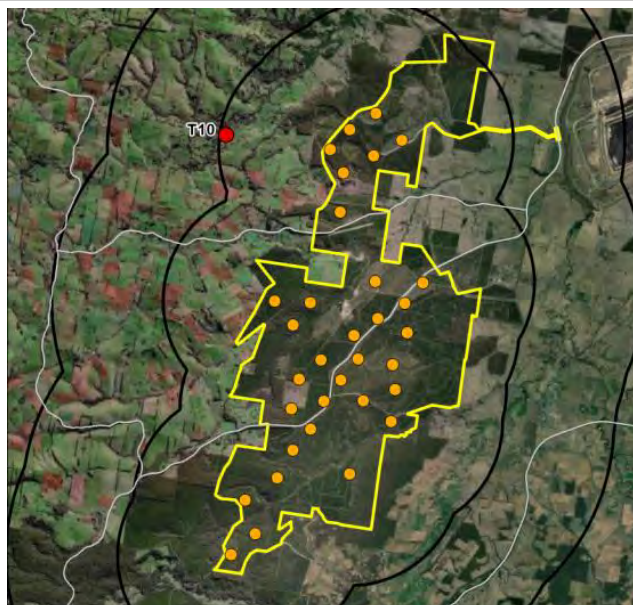


Figure 8-113: Viewpoint T10 – Existing view looking east from Coalville Road

Views from of the Project from the majority of locations within Narracan will be filtered or screened by either topography, roadside vegetation or both. Turbines may be visible from locations from the east-facing hillsides along the western side of the village.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT T10 – NARRACAN		
Distance	2.8km east (T05)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE - NIL	

8.6.11 Viewpoint T11 – Coalville

Coalville is a small residential cluster located towards the north-western edge of the project. The locality is situated on the lower north facing slopes below the same hills on which the Project is proposed.

Viewpoint T11 is located on Coalville Road roughly central to the locality of Coalville.

The nearest turbine (T04) is approximately 2.2 km south-east.

Figure 8-114 shows the view looking south-east from the side of Coalville Road.

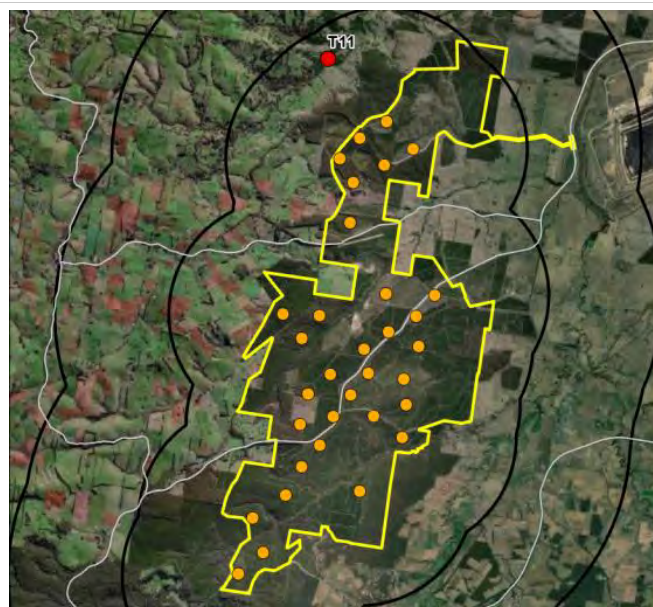


Figure 8-114: Viewpoint T11 – Existing view looking south-east

Coalville township is covered by the Significant Landscape Overlay (SLO1). SLO1 seeks to, amongst other things protect the landscape form of the Strzelecki Range and the rural landscape from insensitively designed development and to protect them and the surrounding landscapes from visual intrusion and inappropriate development.

Views from this location will be predominantly filtered or screened by topography and existing vegetation. There may be viewing opportunities for glimpses to turbines where breaks in vegetation allow. Where visible, the turbines would not be dominant features due to the scale and extent of vegetation in most views towards the Project.

This may vary from some residential dwellings where breaks in vegetation have been created to take in specific views or aspects. Views from these locations would be considered in a more detailed assessment should they be of concern to the individual owners.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT T11 – COALVILLE		
Distance	2.2km south-east (T04)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.6.12 Viewpoint T12 – Moe

Viewpoint T12 is located in Moe.

The nearest turbine (T03) is approximately 8.8 km south.

The SAA demonstrates theoretical visibility for the nacelle and above of approximately 9 turbines.

Figure 8-115 shows the view looking south across the trainline to east of the Moe train station. This location was selected as it is slightly elevated, roughly central to the town and include the elevated and vegetated hills at the northern end of the Project.

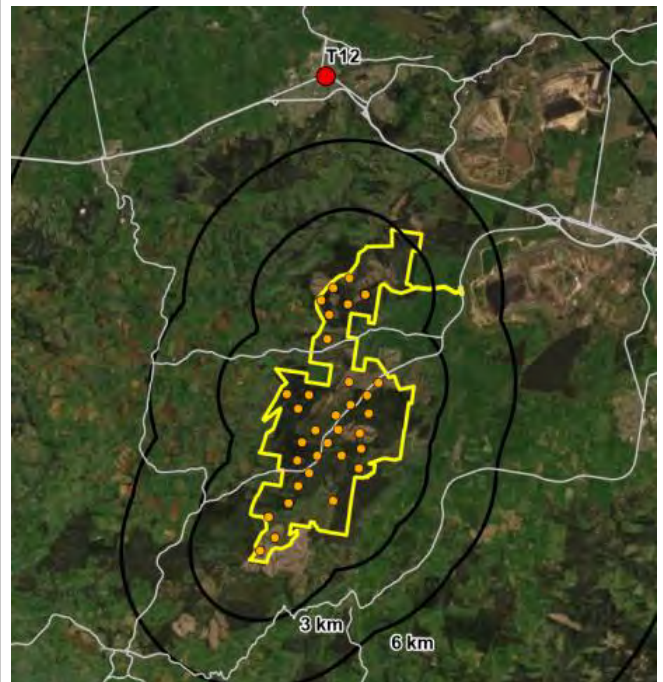


Figure 8-115: Viewpoint T12 – Existing view looking south across the train line in Moe township

Views from within town will be predominantly screened by buildings, vegetation and infrastructure within the township.

Figure 8-116 shows the view looking south along Coalville Road towards the southern edge of Moe. This viewing location is approximately 7.0 km from the nearest wind turbine (T03).



Figure 8-116: Viewpoint T12 – Existing view looking south on Coalville Road

Views from the outskirts on this side of town are also likely to be screened by existing topography, vegetation, buildings and infrastructure.

The SAA model indicated visibility of up to 9 turbines from areas within the township of Moe. Actual visibility would be limited to few locations where breaks in vegetation, buildings and other structures allow views to the south and towards the Project.

For these reasons, the overall visual impact would be **Low-Negligible**.

VIEWPOINT T12 – MOE		
Distance	8.8km south (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	LOW-NEGLIGIBLE	

8.6.13 Summary of Township Viewpoints

One of the key considerations of the Victorian Wind Farm guidelines is the potential for impacts on nearby communities and town centres. This section has reviewed locations and views from the 12 defined townships and localities within the project views. These assessments are supported by the mapping prepared by the SAA in Section 7 of this report, views from within and around the townships, photomontages, wireframe views and virtual reality imagery. The overall visual impact from these areas is considered to low-negligible as shown in the summary table below. It is recognised that there may be locations where the visual impact may be moderate or even high, however from this analysis, these locations would be few and would not elevate the overall visual impact which considers that range and predominant available views.

Table 8-10 Summary of views from townships

VP	Location	Nearest Turbine Rev 3.4	Visual Impact
T1	Yallourn	13km SW (T03)	Negligible-Nil
T2	Tyers	21km SW (T01)	Negligible
T3	Traralgon	23km SW (T01)	Negligible
T4	Churchill	11.6km W (T16)	Negligible
T5	Morwell	10.2km SW (T01)	Negligible
T6	Yinnar	4.0km W (T14)	Low
T7	Boolarra	3.8km NW (T29)	Low- Negligible
T8	Mirboo North	7.3km NE (T33)	Low- Negligible
T9	Thorpdale	6.0km E (T24)	Negligible - Nil
T10	Narracan	2.8km E (T05)	Negligible-Nil
T11	Coalville	2.2km SE (T04)	Negligible-Nil
T12	Moe	8.8km S (T03)	Low-Negligible
OVERALL VISUAL IMPACT – TOWNSHIPS			LOW-NEGLIGIBLE

Views from most locations within the nearby towns and locality will be filtered or screened by a combination of topography, vegetation or buildings and other structures.

Views are typically limited to the edges of townships or areas such as recreation reserves that allow for clear views over large open areas. Where visible, the turbines would not be dominant features due to the scale and extent of vegetation in most views towards the Project.

As stated above, there may be views from residential dwellings where breaks in vegetation have been created to take in specific views or aspects.

8.7 Recreational trails, parks and elevated lookouts

Thirteen viewpoint locations (RT1a-c-RT11) have been selected as representative of views from recreational trails within the viewshed of the Project. Viewer numbers from recreational trails would be assessed as low while the landscape sensitivity would vary dependant on the location of the viewpoint.

It is a requirement of the Victorian Wind Farm Guidelines set out in 52.32 Wind Energy Facility to consider the potential for impacts on views and amenity from significant conservation and recreation areas, water features, tourist routes and walking tracks. This section will review the views and visual impact from 11 such locations within the project viewshed.

The location of each viewpoint in proximity to the project is shown in Figure 8-117.

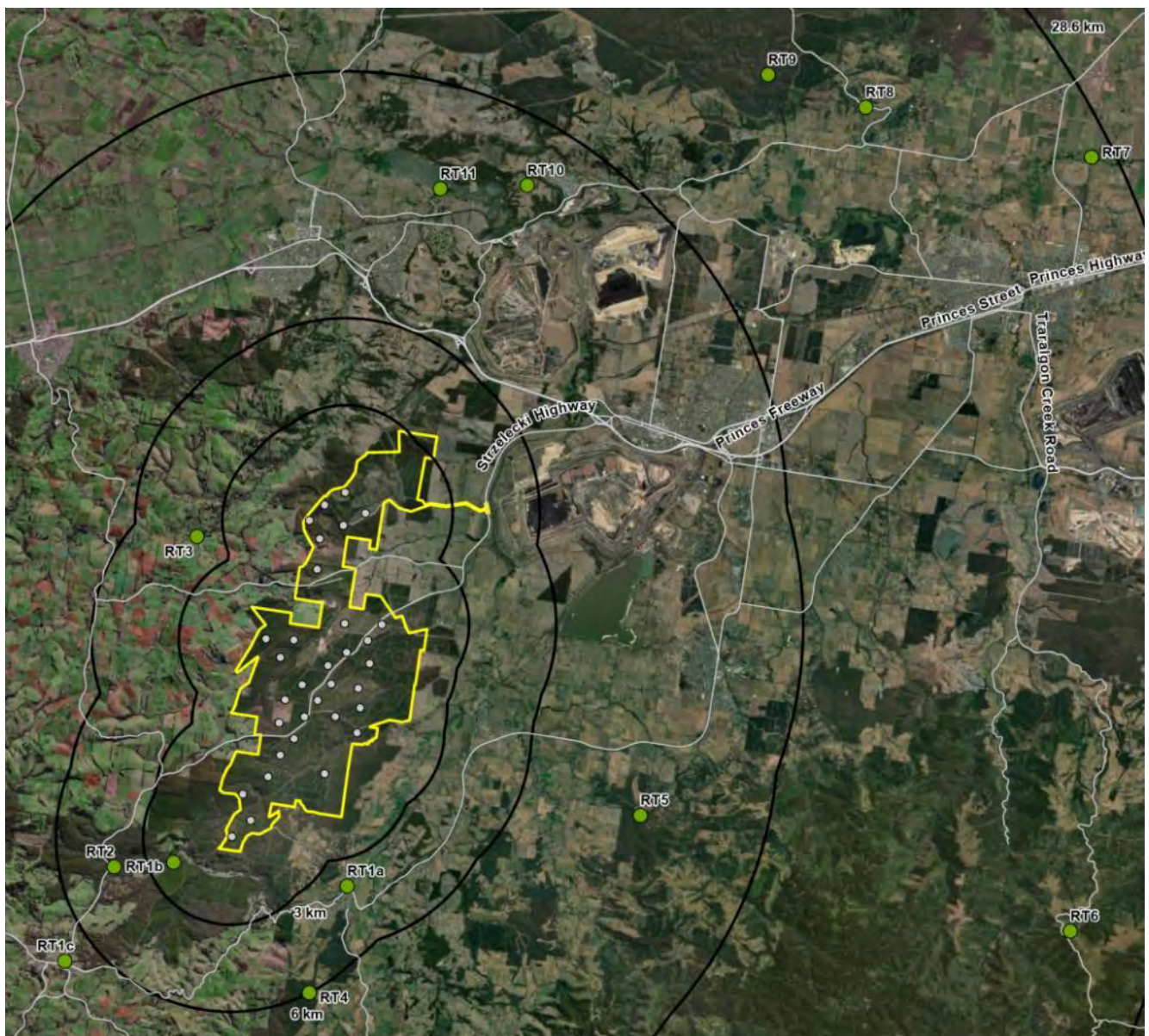


Figure 8-117: Parks and Recreation Trails Viewpoint Locations Map

The viewpoint, GPS co-ordinates, distances to the nearest wind turbine and landscape unit in views towards the Project are described in Table 8-11.

Table 8-11: Parks and Recreation Trails Viewpoint Locations

VP	Location	GPS Co-ordinates	Nearest Turbine Rev 3.4	Landscape Unit
RT1a	GR Trail – Boolarra	55H 436593, 5752000	3.9km NW (T29)	Unit 1a
RT1b	GR Trail – Darlimurla	55H 430622, 5752820	2.1km NE (T33)	Unit 4a
RT1c	GR Trail – Mirboo North	55H 426878, 5749416	7.1km NE (T33)	Unit 1a
RT2	Lyrebird Forest Walk	55H 428577, 5752665	4.1km NE (T33)	Unit 6
RT3	Narracan Falls	55H 431424, 5764042	3.9km NE (T05)	Unit 5
RT4	Mirboo North Regional Park	55H 435288, 5748327	5.9km NW (T33)	Unit 6
RT5	Morwell National Park	55H 446681, 5754434	10.1km NW (T19)	Unit 6
RT6	Mt Tassie Lookout	55H 461476, 5750450	25.4km NW (T19)	Unit 6
RT7	Gippsland Plains Rail Trail	55H 462208, 57774103	27.7km SW (T01)	Unit 5
RT8	Tyers Lookout	55H 454438, 577821	22.1km SW (T01)	Unit 3
RT9	Petersons Lookout Tyers Park	55H 451075, 5779943	20.5km SW (T03)	Unit 6
RT10	Howlett Road Lookout	55H 442790, 5776135	12.3km SW (T03)	Unit 3
RT11	Lake Narracan	55H 439801, 5776015	10.9km S (T03)	Unit 5

8.7.1 Viewpoint RT1a – Grand Ridge Trail Boolarra

Viewpoint RT1a is located at Boolarra entrance to the Grand Ridge Trail.

The nearest turbine (T29) is approximately 3.9km north-west.

Figure 8-118 shows the view looking south towards the trail entrance from the carpark at Christian Street Boolarra.

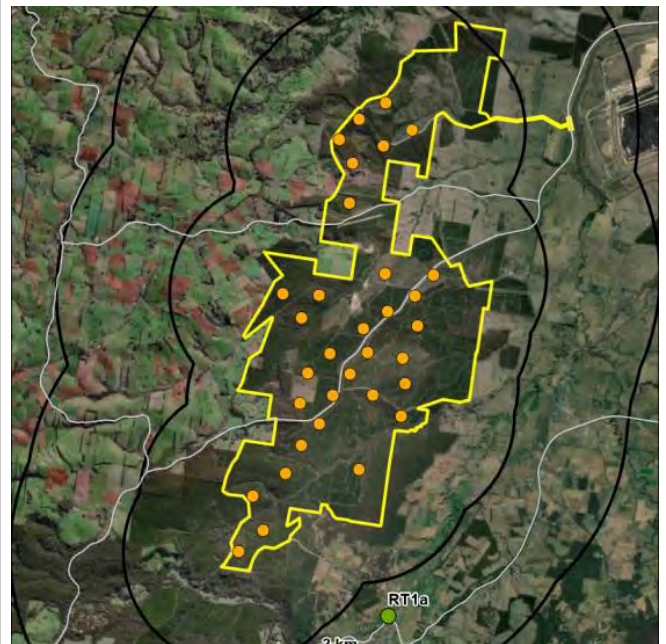


Figure 8-118: Viewpoint RT1a – existing view looking south-west

Figure 8-119 shows the view looking generally south-west to northwest from Christian Street through a break in existing trees. This view has been taken along Christian Street where visibility towards the Project is afforded by the alignment of the road.



Figure 8-119 View looking southwest to northwest

Views towards the turbines from the reserve and trail entrance will be filtered or screened by existing vegetation within the reserve, roadsides and private allotments. Views to the nearer turbines directly to the west will be screened by the vegetated hill directly to the west of the town.

Views further to the south, from the entrance to the trail and within the Reserve would be filtered by vegetation along the Duke Street road reserve and from within the Reserve itself.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT RT1a – GRAND RIDGE TRAIL BOOLARRA		
Distance	3.9km north-west (T29)	Highly visible and will usually dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Township	Moderate
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.7.2 Viewpoint RT 1b – Grand Ridge Trail Darlimurla

Viewpoint RT1b is located at the former Darlimurla Station roughly midway along the Grand Ridge Trail. The former station site is now a rest stop and interpretive centre.

The nearest turbine (T33) is approximately 2.1km northeast.

Figure 8-120 shows the layout and setting of the trail stop which includes shelters, a grassed terrace and picnic tables.

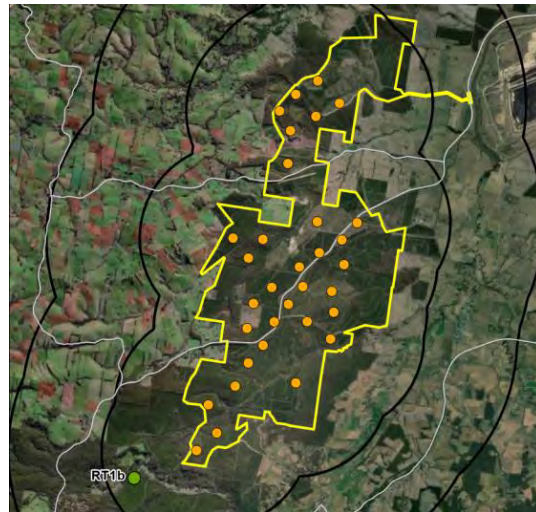


Figure 8-120: Viewpoint RT1b – existing view looking south towards the Rail Trail

Figure 8-121 shows the view looking north towards the proposed turbines from the upper terrace of the Darlimurla Station rest stop.



Figure 8-121 View looking north

Existing vegetation in the landscape to the north will filter most views towards the proposed wind turbines. Although there will be limited turbine visibility from the rest stop.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT1b – GRAND RIDGE TRAIL DARLIMURLA		
Distance	2.1km northeast (T33)	Will always be visually dominant in the landscape
Landscape Unit	LU4a – Forested Hills (Natural)	Moderate-High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.7.3 Viewpoint RT1c – Grand Ridge Trail Mirboo North

Viewpoint RT1c is located at the western side of the Strzelecki Highway crossing of the Grand Ridge Trail in Mirboo North.

The nearest turbine (T33) is approximately 7.1km northeast.

Figure 8-122 shows the view looking generally east from the rail trail crossing at east of the Strzelecki Highway.

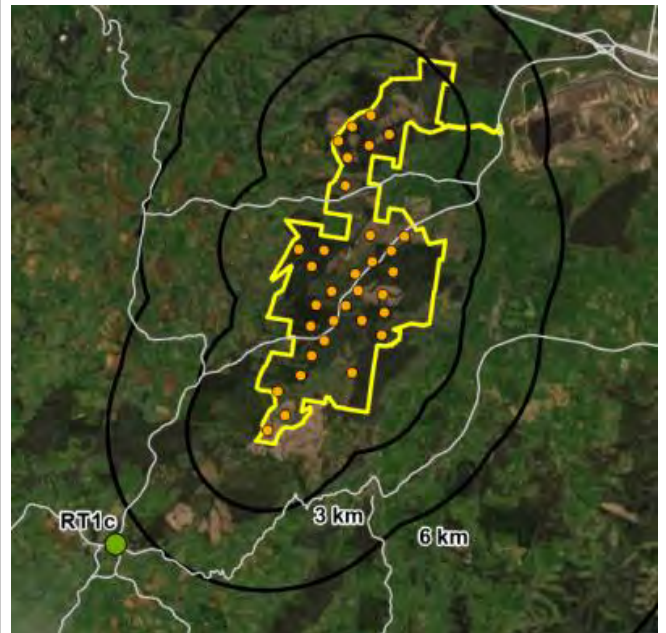


Figure 8-122: Viewpoint RT1c – existing view looking east

Figure 8-123 shows the view looking generally north from the rail trail. There is a small carparking and grassed area, seating and picnic tables.



Figure 8-123 View looking north – northwest

Views towards the proposed turbines are through existing trees within the trail reserve, surrounding road network and private allotments.

The Grand Ridge Brewery is directly to the south of this location and the Mirboo North trail sits within a vegetated cutting at this point. It is unlikely that there will be any turbines visible from this location.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT1c – GRAND RIDGE TRAIL MIRBOO NORTH		
Distance	7.1km northeast (T33)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU1a – Townships	Moderate
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE - NIL	

8.7.4 Viewpoint RT2 – Lyrebird Forest Walk

Viewpoint RT2 is located at the entrance and carparking area of the Lyrebird Forest Walk.

The nearest turbine (T33) is approximately 4.1km northeast.

The trail start comprises a small car parking area, picnic tables and chairs and interpretive signage.

Figure 8-124 shows the view from the car parking area looking generally northeast towards the trail entrance.

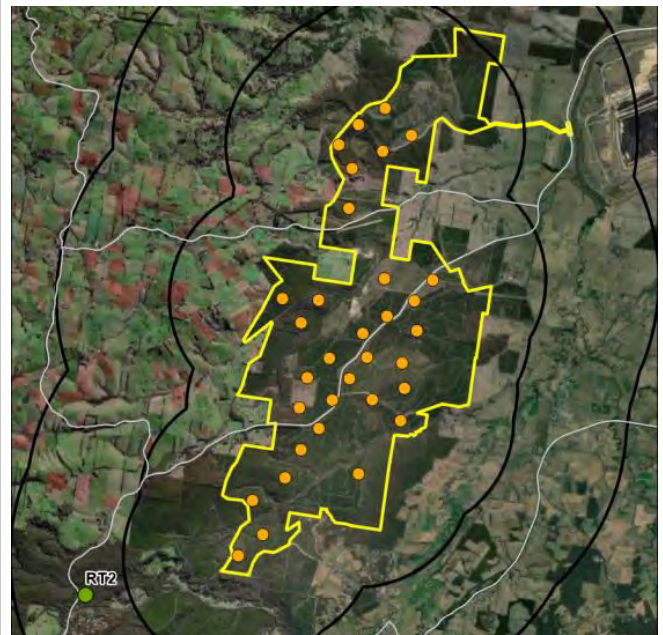


Figure 8-124: Viewpoint RT2 – existing view looking northeast

The majority of the Lyre Bird Walk is set within the mature forests of the Mirboo North Regional Park. Most views towards the wind farm would be filtered or screened by topography and vegetation.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT2 – LYREBIRD FOREST WALK		
Distance	4.1km northeast (T33)	Highly visible and will usually dominate the landscape
Landscape Unit	LU6 – National and State Parks	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLEGIBLE-NIL	

8.7.5 Viewpoint RT3 - Narracan Falls

Viewpoint RT3 is located at Narracan Falls off Falls Road.

The nearest turbine (T05) is approximately 3.9km northeast.

Figure 8-125 shows the view looking east from the Narracan Falls Carpark.

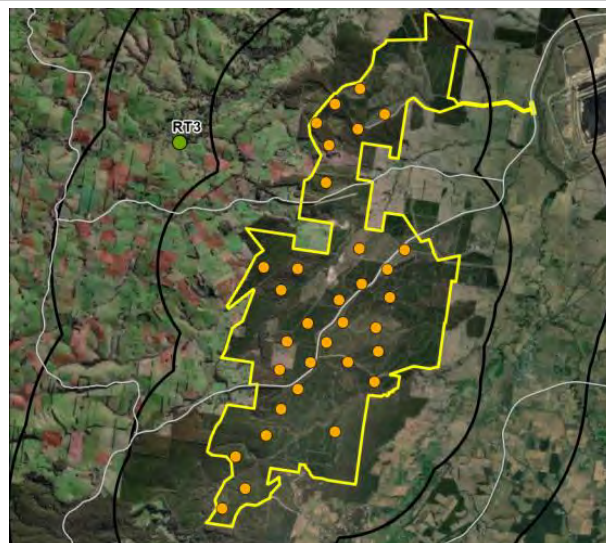


Figure 8-125: Viewpoint RT3 – Existing view looking east

Figure 8-126 shows a view of the falls.



Figure 8-126: Viewpoint RT3 – Existing view of the falls

There is the potential for the tips and upper sections of several turbines located in the southern section of the wind farm to be visible from the carpark to the Narracan Falls. As you move towards the falls themselves, topography and vegetation will screen views to the turbines.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT3 – NARRACAN FALLS		
Distance	3.9km northeast (T05)	Highly visible and will usually dominate the landscape
Landscape Unit	LU5 – Lakes and Waterways	High
Viewer Numbers	Trail	Low

OVERALL VISUAL IMPACT	NEGLIGIBLE-NIL
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8.7.6 Viewpoint RT4 - Mirboo North Regional Park

Viewpoint RT4 is located in the Mirboo North Regional Park off Barktown Road.

The nearest turbine (T33) is approximately 5.9km north-west.

Figure 8-127 shows the view looking north-west from within the Mirboo North Regional Park.

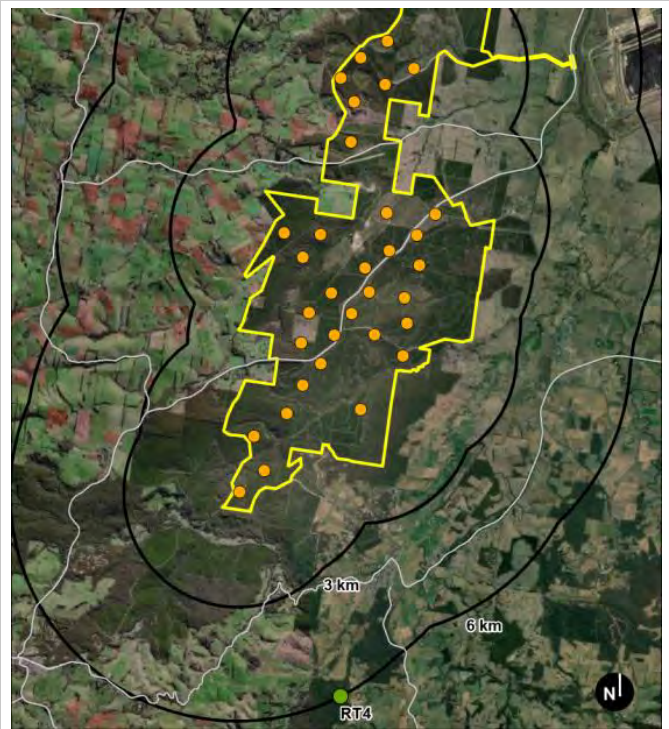


Figure 8-127: Viewpoint RT4 – Existing view looking north-west

Viewpoint RT4 is taken from the dirt road that runs through the Mirboo North Regional Park. There are not many vantage points or stopping areas. Most views towards the wind farm would be filtered or screened by the dense vegetation of the park.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT4 – MIRBOO NORTH REGIONAL PARK		
Distance	5.9km south (T33)	Highly visible and will usually dominate the landscape
Landscape Unit	LU6 – National and State Parks	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.7.7 Viewpoint RT5 - Morwell National Park

Viewpoint RT5 is located within the Morwell National Park off Kerry Road.

The nearest turbine (T19) is approximately 10.1km north-west.

Figure 8-128 shows the view looking north-west from within the Morwell National Park.

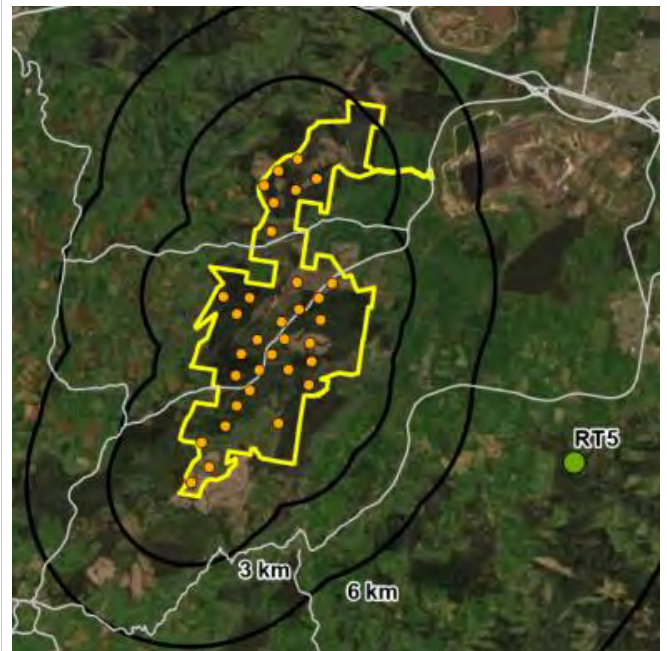


Figure 8-128: Viewpoint RT5 – Existing view looking north-west

Viewpoint RT5 is taken from the carpark and entrance to the Morwell National Park. Most views towards the wind farm would be filtered or screened by topography and vegetation as seen in Figure 8-128.

For these reasons, the overall visual impact would be **Negligible-Nil**.

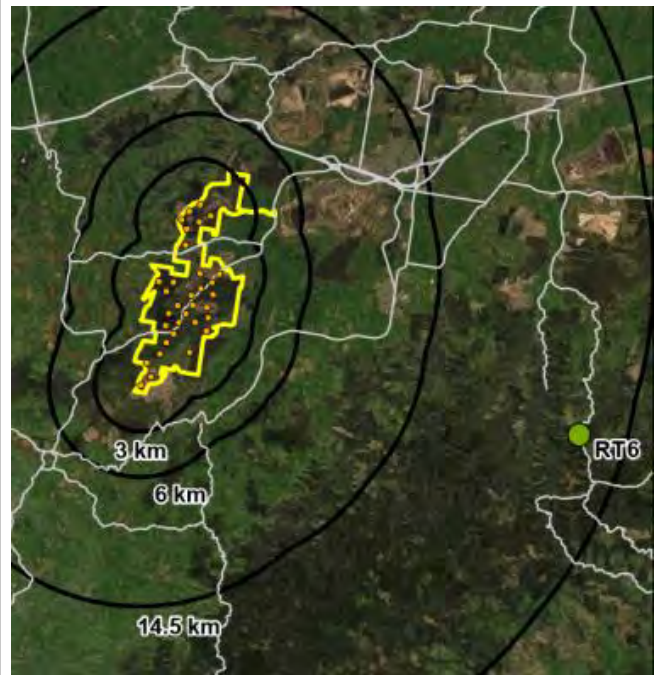
VIEWPOINT RT5 – MORWELL NATIONAL PARK		
Distance	10.1km north-west (T19)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU6 – National and State Parks	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.7.8 Viewpoint RT6 - Mt Tassie Lookout

Viewpoint RT6 is located at the Mt Tassie Lookout off Traralgon-Balook Road.

The nearest turbine (T19) is approximately 25.4km north-west.

Figure 8-130 shows the view looking north-west from the Mt Tassie Lookout.



Views to the south and entrance to Mt Tassie also include multiple telecommunications facilities as seen in Figure 8-129. These elements can also be seen from many of the lower-lying areas closer to the project.



Figure 8-129: Viewpoint RT6 – Existing telecommunications towers

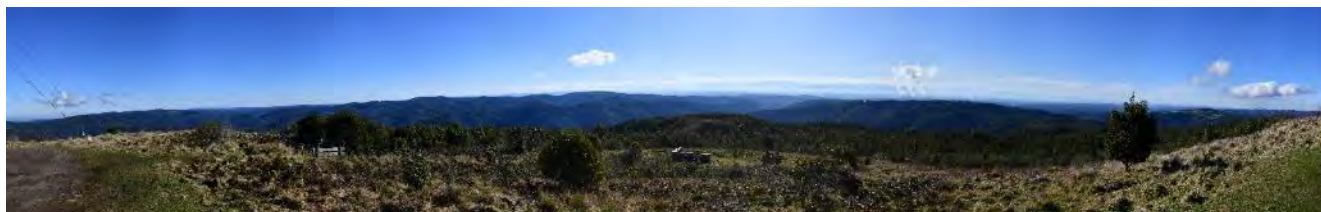


Figure 8-130: Viewpoint RT6 – Existing view looking north-west.

Views from Mt Tassie include the remaining coal-fired power stations, modifications to the landscape and associated development which include open-cut coal mines, plant and infrastructure. Views from this location towards the project can be influenced by atmospheric considerations including cloud cover and fog as well as steam from the several operating power station.

Views transition from the elevated hills, to agricultural areas within the lower areas of the Morwell River through to vegetated plantations and more natural areas of state forest to the south and beyond.

In this context, the area in which the Project is located whilst elevated in topography is in context to the Strzelecki Ranges and the more elevated and vegetated hills around Mt Baw Baw to the north and is not an obvious element in the view.

The Project site is lower lying and less topographically dramatic. In this context and in these views, whilst visible the Project would be Low-Negligible.

At a distance of approximately 25.4km the turbines may be discernible on a clear day. They would not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT RT6 – MT TASSIE LOOKOUT		
Distance	25.4km north-west (T19)	Discernible, but will not be dominant in views
Landscape Unit	LU6 – National and State Parks	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.7.9 Viewpoint RT7 - Gippsland Plains Rail Trail

Viewpoint RT7 is located on the Gippsland Plains Rail Trail where the bridge crosses the Latrobe River.

The nearest turbine (T01) is approximately 27.7km south-west.

Figure 8-131 shows the view looking south-west from the bridge as is crossing the Latrobe River.

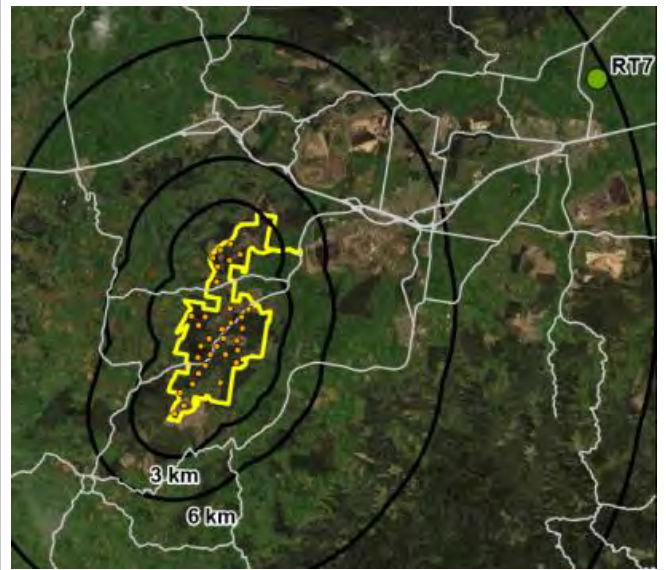


Figure 8-131: Viewpoint RT7 – Existing view looking south-west

Figure 8-132 shows a view closer to Traralgon with clear views towards the Project.



Figure 8-132: Viewpoint RT7 – Existing view looking south-west

This viewpoint is taken from the Gippsland Plains Rail Trail as it heads south towards Traralgon and aligns views towards the Project.

Due to the flat nature of the viewing location and at a distance of approximately 27.7km it is unlikely the turbines would be visible. If discernible on a clear day they would not be a dominant element in the view. Where the trail gets closer to Traralgon and therefore closer to the Project the limited screening vegetation would allow clear views towards the Project. However, these views also include the Coal Fire Power Plant seen central to Figure 8-132 and at a distance of approximately 27.5km would still not be a dominant element in the view.

For these reasons, the overall visual impact would be **Negligible-Nil**

VIEWPOINT RT7 – GIPPSLAND PLAINS RAIL TRAIL		
Distance	27.7km south-west (T01)	Discernible, but will not be dominant in views
Landscape Unit	LU5 – Lakes and Waterways	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE-NIL	

8.7.10 Viewpoint RT8 – Tyers Lookout

Viewpoint RT8 is located at Tyers Lookout on Walhalla Tyers Road.

The nearest turbine (T01) is approximately 22.1km south-west.

Figure 8-133 shows the view looking south from Tyers Lookout on Walhalla Tyers Road.

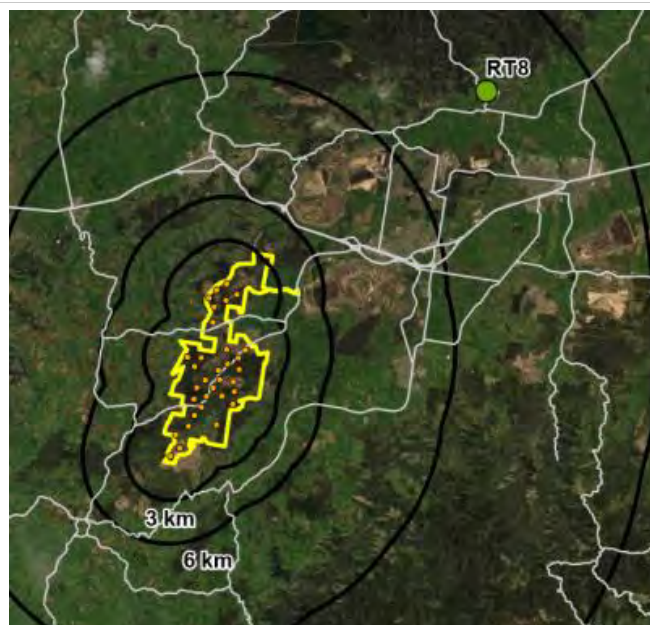


Figure 8-133: Viewpoint RT8 – Existing view of Open Cut Lookout

Viewpoint RT8 is taken from an elevated lookout and rest stop on Walhalla Tyers Road. The elevated vantage point clear of vegetation allows for clear views towards the Project.

This view also includes the remaining coal fired power stations and the resultant modifications to the landscape which include open cut coal mines, plant and infrastructure as well as the atmospheric changes (smoke/steam). Views transition to the agricultural uses in the lower areas of the Morwell River and to the vegetated hills in the background which the turbines will sit.

At a distance of 22.1km the turbines may be discernible however they will not be a dominant in views.

For these reasons, the overall visual impact would be **Negligible-Nil**.

VIEWPOINT RT8 – TYERS LOOKOUT		
Distance	22.1km south-west (T01)	Discernible, but will not be dominant in views
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Major Road	Moderate
OVERALL VISUAL IMPACT	NEGLEGIBLE-NIL	

8.7.11 Viewpoint RT9 - Petersons Lookout – Tyers Park

Viewpoint RT9 is located at Petersons Lookout in Tyers Park.

The nearest turbine (T03) is approximately 20.5km south-west.

The lookout is accessed via a short walk from a small car parking area accessed via a narrow gravel track from the Tyers-Walhalla Road to the north.

Figure 8-134 shows the context of the existing view looking from Petersons Lookout.

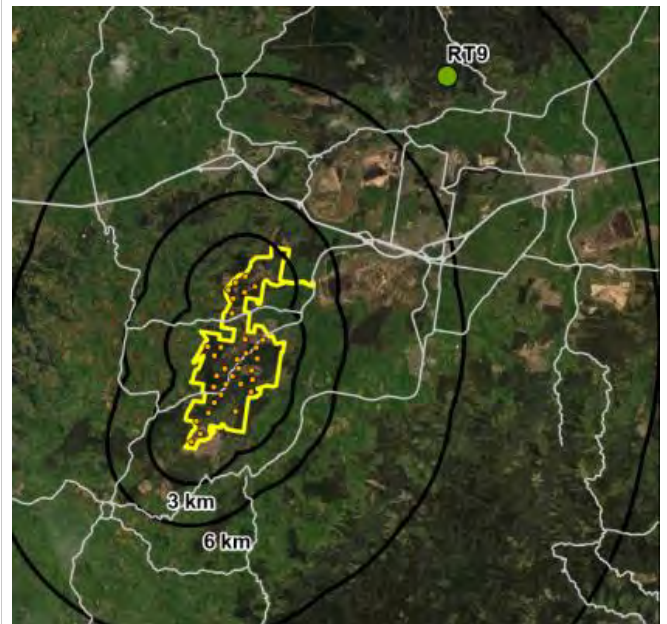


Figure 8-134: Viewpoint RT9 – Existing view looking south

Figure 8-135 shows an enlargement of the view looking south-west towards the project.



Figure 8-135: Viewpoint RT9 – Enlargement

Views from the lookout take in the foothills to the north of the Latrobe Valley, the power stations and associated infrastructure iconic of the Valley and interspersed with farmland and nearby towns. Views to the west and away from the project include Tyers Gorge and Tyers River below a backdrop of steep forested slopes and limestone crags.

Where visible, the turbines would be located in the background of views and behind the existing power stations, open-cut coal mines farmland and nearby towns. Due to distance and other changes in the view, the visual impact of the project would be negligible. For some viewers, the presence of turbines in this view may be perceived as a positive change.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT RT9 – PETERSONS LOOKOUT TYERS PARK		
Distance	20.5km south-west (T03)	Discernible, but will not be dominant in views
Landscape Unit	LU6 – National and State Parks	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.7.12 Viewpoint RT10 – Howlett Road Lookout

Viewpoint RT10 is located at the Howlett Road Lookout. Passed this point the road is closed to the public.

The nearest turbine (T03) is approximately 12.3km south-west.

Figure 8-136 shows the view looking south from Howlett Road Lookout.

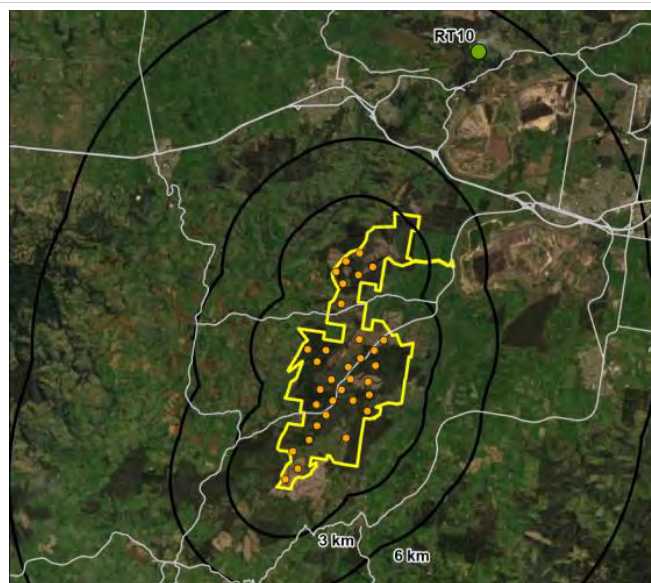


Figure 8-136: Viewpoint RT10 – Existing view of Howlett Road Lookout

Viewpoint RT10 is taken from the elevated lookout point at the end of Howlett Road. Howlett Road is truncated beyond this and not publicly accessible. There is not an official lookout stop, however, there are clear views over the existing coal fire power plant towards the vegetated hills in which the Project is located.

At a distance of approximately 12.3km, the turbines have the potential to be a noticeable element, however, they will not be a dominant element in this view across a landscape that is not sensitive to visual change and is viewed by few road users.

For these reasons, the overall visual impact would be **Negligible**.

VIEWPOINT RT10 – OPEN CUT LOOKOUT		
Distance	12.3km south-west (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU3 – Industrial/Mining	Low
Viewer Numbers	Local Road	Low
OVERALL VISUAL IMPACT	NEGLECTIBLE	

8.7.13 Viewpoint RT11 - Lake Narracan

Viewpoint RT11 is located at Lake Narracan off S Shore Road, near the boardwalk.

The nearest turbine (T03) is approximately 10.9km south-west.

Figure 8-137 shows the view looking north towards Lake Narracan from the carpark.

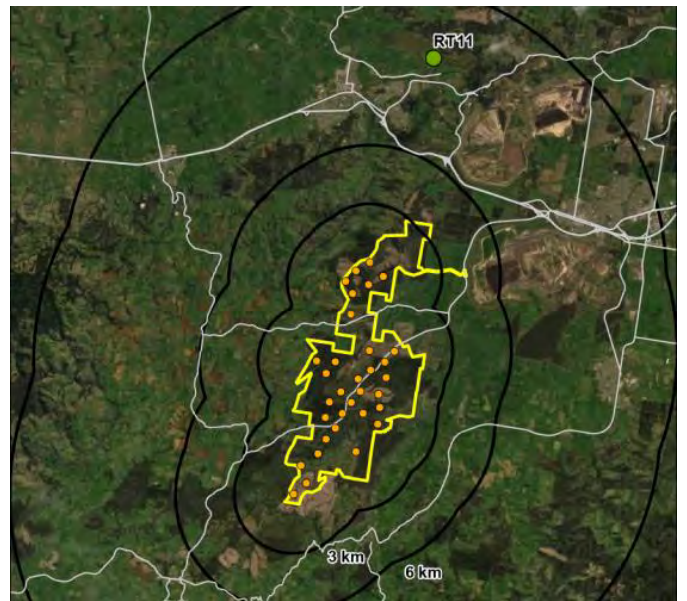


Figure 8-137: Viewpoint RT11 – Existing view of Lake Narracan

Figure 8-138 shows the existing view of the lake from the boardwalk area.



Figure 8-138: Viewpoint RT11 – Existing view of Lake Narracan

Figure 8-139 shows the view looking south from the Narracan Waterski Club.



Figure 8-139: Viewpoint RT11 – Existing view of Lake Narracan from the Narracan Waterski Club

Theoretical visibility of up to 8 turbines for some parts of the Lake edge to the south. Most of these locations are focused in the other direction towards the lake and away from the turbine.

Intervening vegetation, topography and built form will likely filter or screen views to the turbines. If visible they would not be a dominant feature in the view.

For these reasons, the overall visual impact would be **Nil**.

VIEWPOINT RT11 – LAKE NARRACAN		
Distance	10.9km south-west (T03)	Potentially noticeable and can dominate the landscape
Landscape Unit	LU5 – Lakes and Waterways	High
Viewer Numbers	Trail	Low
OVERALL VISUAL IMPACT	NIL	

8.7.14 Summary of Recreational Trail Viewpoints

Table 8-12 summarises the overall visual impact from recreational trails and lookouts.

Table 8-12 Summary of views from Recreational Trails and lookouts

VP	Location	Nearest Turbine Rev 3.4	Visual Impact
RT1a	GR Trail – Boolarra	3.9km NW (T29)	Negligible-Nil
RT1b	GR Trail – Darlimurla	2.1km NE (T33)	Negligible-Nil
RT1c	GR Trail – Mirboo North	7.1km NE (T33)	Negligible-Nil
RT2	Lyrebird Forest Walk	4.1km NE (T33)	Negligible-Nil
RT3	Narracan Falls	3.9km NE (T05)	Negligible-Nil
RT4	Mirboo North Regional Park	5.9km NW (T33)	Negligible-Nil
*T5	Morwell National Park	10.1km NW (T19)	Negligible-Nil
RT6	Mt Tassie Lookout	25.4km NW (T19)	Negligible
RT7	Gippsland Plains Rail Trail	27.7km SW (T01)	Negligible-Nil
RT8	Tyers Lookout	22.1km SW (T01)	Negligible-Nil
RT9	Petersons Lookout Tyers Park	20.5km SW (T03)	Negligible
RT10	Howlett Road Lookout	12.3km SW (T03)	Negligible
RT11	Lake Narracan	10.9km S (T03)	Nil
OVERALL VISUAL IMPACT – RECREATIONAL TRAILS			NEGLIGIBLE

There are many kilometres of recreational trails within the viewshed and areas that immediately surround the project and include walking tracks, cycling routes and rail trails.

Outside of towns and built-up areas, walking trails tend to be located in heavily vegetated areas such as the Lyrebird Forest Walk, Morwell National Park and the trail to Petersons Lookout. Views along these trails tend to be confined views to the trail and immediate vicinity by the extensive canopy vegetation and supporting bushland.

Rail trails comprise well-made paths, gentle grades and the ability to cover considerable distances for walkers, running and cycling. The Grand Ridge Rail Trail runs along part of the eastern and southern boundaries of the site between Boolarra and Mirboo North. Many views from the trail are filtered or screened by topography, vegetation or a combination of both. The Gippsland Plains Rail trail further to the north provide wide, open and long-distance views over large areas of cleared flat farmland. When looking towards the Delburn Wind Farm from many locations along Gippsland Plains Rail trail, views include operating power stations, powerline infrastructure and many other constructed elements. The turbines would be visible; however, they would be at such a distance and in a context that they would not be visually dominant features. There will be locations where

views to the turbines are possible where a break or gap in vegetation permits. Turbine visibility would form part of the dynamic views afforded along the trail. There will be limited to no views from key trail locations such as entrances or designated stops.

Views from elevated locations such as Mt Tassie to the south-east, Tyers and Petersons lookout to the north enable long views over the Latrobe Valley. In most directions, views include a tapestry of cleared farmland, towns and developed areas, coal-fired power stations and the open-cut coalmines within the valley and supported by a backdrop of vegetated hills and plantation forests.

Further, views from elevated lookouts are often modified by atmospheric conditions that can limit or filter long views.

For these reasons, the overall visual impact of Recreational Trail Viewpoints is assessed as Negligible.

8.8 Summary of publicly accessible locations

This section assessed the potential for changes in views and visual impact of the proposed Delburn Wind Farm from 79 publicly accessible locations selected within and around the project viewshed. Viewpoints were selected to consider the location of the proposed wind turbines from key vantage points, major roads, tourist routes, townships, local roads, parks and trails sufficient to give a sense of the Project and its setting following the requirements set out in clause 53.32 Wind Energy Facility of the VPP.

The 79 Viewpoints were grouped to assist with the assessment of areas set out in Clause 52.32 Wind Energy Facilities to allow for this consideration and discussion of views from townships and urban areas, significant conservation and recreation areas, National Parks and State forests, water features, tourist routes and walking tracks, major roads. The discussion of these views and the assessment of the overall visual impacts were supported by photographs relevant to each location, photomontages, wireframe views and virtual reality imagery.

This analysis has shown that the areas within the viewshed vary greatly from the lower-lying areas and plains around the Morwell River Valley to the east and north of the project and the elevated hills of the project site, the landscape to the south around the townships of Mirboo North and Darlimurla and the landscape to the west of the site.

Areas to the west are quite an intricate landscape comprised of steeply rolling and deeply incised hills. Plantations and roadside vegetation assist to reveal views across the landscape. Views from publicly accessible roads change rapidly as you move through and across the landscape. Road cuttings and embankments through to more natural elements such as rolling hills and vegetation assist to filter and screen views. There are few locations when travelling along roads in the west where there are views towards the Project for a long duration.

Locations to the north include many instances of transmission lines and other infrastructure, a reflection of the many coal fire power stations in the area. Further south the landscape transitions into a somewhat more natural setting, transitioning from a coal and power landscape through cleared farmlands and into vegetated hills including plantations and natural forest. Views from these forested areas further south are seen as more visually sensitive due to their natural appearance and vegetation cover. However, it is this same vegetation and undulating hills that assists to screen or filter views towards the turbines and hills that they will sit on.

The overall visual impact of the project would be generally low from major roads and tourist routes, townships and urban areas, significant conservation areas, reserves and trails.