

Ginninderry, ACT

Upper and Lower Tumut 330kV Transmission Line Realignment Project

Draft Report

Client: Riverview Projects (ACT) Pty Ltd for the
Ginninderry Joint Venture

Landscape and Visual Impact Assessment Report

Prepared by dsb Landscape Architects
January 2024. dsb4862



assessment report

DRAFT REPORT

GINNINDERRY ACT – UPPER AND LOWER TUMUT 330KV TRANSMISSION LINE REALIGNMENT PROJECT – LANDSCAPE AND VISUAL IMPACT



LOCATION

Ginninderry - Belconnen ACT

CLIENT

Riverview Projects (ACT) Pty
Ltd for the Ginninderry Joint
Venture



introduction

1. INTRODUCTION

The Upper and Lower Tumut 330kV Transmission Line Realignment project consists of moving two overhead Transgrid transmission lines, numbered 1 and 7 from the Ginninderry development and rerouting them to the south of Stockdill Drive. Line 3C will be strung with three additional conductors.

The new route removes the lines from within the Ginninderry Conservation Corridor and places them in farmland near the Lower Molonglo Water Quality Control Centre.

The project requires environmental assessment and approval under the ACT Planning and Development Act 2007. The project is being referred under the Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 but it is not expected to require approval under the EPBC Act.

Ginninderry is being developed for urban development by the project proponent Ginninderry Joint Venture who submitted the Environmental Impact Statement Scoping Document Application in May 2023 and received the Scoping Document in July 2023.

The project has received detailed advice on the Landscape and Visual Impact Assessment requirements for the Environmental Impact Statement from the ACT Government arising from the scoping submission.

Provide a visual impact assessment that analyses the visual impacts of the development on surrounding residents, including residents in NSW. The visual impact assessment must:

- ***provide perspectives of the development from residential viewpoints and approach routes and provide a comparative assessment of existing and proposed views upon immediate surrounds and residential areas;***
- ***identify impacts on important viewsheds, significant views and vistas to and from the site, and on residents surrounding the development;***
- ***identify any measures to be adopted to reduce visual impacts.***

The Consultants of the Environmental Impact Statement (Umwelt) will append this Landscape and Visual Impact Assessment as a Technical Report of the Environmental Impact Statement.

Project documentation has been provided by Ginninderry and has been comprehensively reviewed.

The project works extent and the location generally has been visited and view locations and visual character recorded on several occasions for this assessment



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I am a Director of dsb Landscape Architects. dsb Landscape Architects is a firm specialising in the provision of professional arborist and landscape architect related services.

I have prepared this Landscape and Visual Impact assessment in relation to the Upper and Lower Tumut 330kV Transmission Line Realignment project Environmental Impact Statement for Riverview Projects (ACT) Pty Ltd for the Ginninderry Joint Venture.

I have worked in Canberra and New South Wales in private practice and landscape construction as a professional Registered Landscape Architect for thirty-nine years.

I am a Member of the Australian Institute of Landscape Architects. I have been a Registered Landscape Architect #486 since January 7, 1990.

As Director of dsb Landscape Architects, I am responsible for and authorise release of arborist and landscape architecture reports and services.

Any opinions expressed by me in this statement are my own opinions. They have not been prescribed or prepared by any other person.



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methodology

2 . M E T H O D O L O G Y

Best Practice / Process / Methodology

The NSW Government, Transport for NSW, Guideline for landscape character and visual impact assessment methodology is suitable for strategic concept design and to guide preliminary investigations. It is a high-level reference for the conduct of visual assessments in the absence of other specific guides. This reference will be used as a guide for the Ginninderry Upper and Lower Tumut 330kV Transmission Line Realignment Project Landscape and Visual Impact assessment and report.

The purpose of landscape and visual impact assessment is to address both impact on the character of a place and the views within and of that place.

The purpose of landscape and visual impact assessment is to improve design outcomes and avoid the adverse impact of a proposal. This is achieved by identifying and reporting on potential impact and proposing mitigation into the design process.

This project proposal is to relocate essential electrical services infrastructure from one location / alignment to another for the purpose of making available land for urban development within the Ginninderry urban development.

The purpose for the proposal is well developed. Refer 3 Identify The Project and Location.

The location of the new infrastructure has been decided with multiple options considered to arrive at the current proposal. Refer 3 Substantiation of the New Works Alignment

The methodology for this Landscape and Visual Impact Assessment will digress from an orthodox methodology such as that found within Transport for New South Wales, Guideline for landscape character and visual impact assessment, Environmental Impact Assessment Practice Note EIA-N04.

Guideline orthodox methodology tasks include,

- Analyse existing landscape character and its sensitivity,
- Identify landscape character type,
- Determine the magnitude of impact,
- Assess landscape character impact,
- Identify the extent of visibility of the proposal,
- Identify existing viewpoints and their sensitivity to change,
- Determine the magnitude of change for each viewpoint,
- Assess visual impact,
- Review the current proposal and landscape plans,
- Develop a mitigation strategy to manage landscape character and visual impact.

These tasks are listed here to demonstrate orthodox practice process and methodology for Landscape Character and Visual Impact Assessment.



methodology

For this project Landscape and Visual Impact assessment, a modified methodology will be undertaken recognising the progressed and considered nature of the proposal. The scope of the Landscape and Visual Impact Assessment is then limited to identifying the nature of changed conditions and the time program under which these changes will occur. Mitigation measures are then limited to options for screening views of the works if considered appropriate.

The tasks involved in the adopted methodology are addressed in the following sections of this report,

- 3 Identify the Project and Location
- 4 Identify the Works and the Works Program
- 5 Identify the Works Methodologies
- 6 Identify and Rank View Locations
- 7 Assess Landscape and Visual Impact, and
- 8 Identify Mitigation Options



3. IDENTIFY THE PROJECT AND LOCATION

THE PROJECT

The Proposal involves the relocation of part of the Upper and Lower Tumut transmission lines near their point of connection in the ACT (Lines 1 and 7, respectively). The two lines extend from Kosciuszko National Park in NSW into the ACT, where Line 7 connects to the Canberra Substation. The new alignments would divert from near the ACT/NSW border and extend southeast, crossing the Molonglo and Murrumbidgee Rivers in the ACT then connecting into the existing transmission network at Stockdill Substation on Stockdill Drive in western Belconnen, ACT (see Figure 3.1). The new alignments traverse a distance of approximately 6.2 kilometres (km).

The Proposal also involves the decommissioning and removal of part of Lines 1 (which now includes part of the former Line 3C) and 7. Lines 1 and 7 extend northeast from NSW and cross the Murrumbidgee River in the ACT, with Line 7 connecting directly into the Canberra Substation in Macnamara, while Line 1 extends to the south and connects into the Stockdill Substation (running along the former alignment of Line 3C), (see Figure 3.2). The sections to be removed are adjacent to the Canberra Substation and traverse a combined distance of approximately 14.2 km.

The Proposal also involves the installation of an additional three 330kV cables along Line 3C. This is referred to as the 'stringing of an additional conductor'. Line 3C runs between the Canberra and Stockdill Substations along the edge of Holt. The additional conductors would be a continuation of the new Line 7 as it runs past the Stockdill Substation then continues to the Canberra Substation.

The Proposal is being proposed by the Ginninderry Joint Venture (GJV); a joint venture between the ACT Government (Suburban Land Agency (SLA)) and Riverview Group which is developing the Ginninderry residential area. Once operational, the Proposal would be owned and operated by Transgrid, which manages the high voltage electricity transmission network in NSW and the ACT.

The Proposal comprises the following activities within both NSW and ACT:

- Installation of new towers and overhead transmission lines associated with the realignment of part of the existing Lines 1 and 7, including the construction of 14 new towers for Line 1 and 16 new towers for Line 7. The towers would range in height from 34.9 m to 56.0 m above ground. The taller towers would generally be located adjacent to the river crossings to maximise transmission line heights, spans between towers and avoid tree removal
- Electrical works to connect the new transmission lines to the existing transmission network
- Decommissioning and removal of part of the existing Lines 1 and 7, including:
 - o Removal of 24 towers from Line 1, involving complete removal of 16 tower foundations with the remaining foundations to be left in situ to reduce the overall impact within conservation areas
 - o Removal of 14 towers from Line 7, involving complete removal of 10 tower foundations with the remaining foundations to be left in situ
- Civil works to prepare for construction of the new tower foundations, involving vegetation removal and modification if required, earthworks to level the site if required, and foundation preparation (excavation and/or boring, steel fabrication works and concrete pours)
- Civil works associated with construction of up to 4 km of temporary construction access tracks (5 m-wide), involving vegetation removal and modification, levelling, and laying of sub-base and/or metal grids for access across wet areas, as required. Access would be from the existing road network including Stockdill Drive, Uriarra Road and Fairlight Road



identify

- Transmission lines to be installed between adjacent towers / poles would be pulled by tractors without the need for dedicated access tracks (rolling over existing farmland) or carried by drones to cross rivers or sensitive areas, e.g. those with heritage or ecology values
- Installation of temporary facilities associated with construction, including material laydown areas, construction compounds, carparking, and a site office
- Following completion of the construction works, the temporary construction areas (access tracks, laydown areas etc.) would be rehabilitated.

Detailed electrical designs have been prepared for the Proposal. Figure 3.3 shows the Proposal layout once operational, including locations of the new alignments and the towers to be removed. The Proposal Area is defined by the construction and operational footprints of the Proposal, including a 30m x 30m square buffer around the new towers, a 20 m radius buffer around the tower footings to be decommissioned, and a 60 m-wide transmission line easement.

Poles would be used to minimise the need for vegetation trimming in the more sensitive ecological areas along Stockdill Drive, as poles allow greater separation of conductors and vegetation. Vegetation taller than 6 m above ground level would need to be cleared within 20 m of poles and towers and under the transmission lines within a maximum “swing/sag” zone where the cabling can extend during warm and windy conditions. By increasing the cable height using poles, this will reduce the extent of vegetation likely to obstruct the transmission line envelope and require trimming or removal.

THE PROJECT LOCATION

The project location is west of Ginninderry and Belconnen, adjacent to the Molonglo and Murrumbidgee rivers and extends to the NSW/ACT Border west of the Murrumbidgee River. The principal land uses are rural grazing on elevated land adjacent to the Murrumbidgee and Molonglo river valleys where nature reserves adjoin below. This mix of rural grazing, river valleys and nature reserves is accompanied by the industrial Lower Molonglo Water Quality Control Centre, and Stockdill Substation and the proposed Territory Battery.

There is a significant river crossing location at Uriarra Crossing on the Murrumbidgee River. Well patronised recreation reserves are located at Uriarra Crossing on both sides of the Murrumbidgee River. Uriarra Road and Fairlight Road are significant transport corridors and are the principal routes for movement and landscape perception of the location. Fairlight Road provides access to Wee Jasper and Yass and rural areas west of the Murrumbidgee. Uriarra Road provides access to Uriarra Village, ACT rural areas and access into the Brindabella mountains on the Brindabella Road.

These roads provide wide distant views of the surrounding rural landscapes and close intimate views of river valleys and crossings.

Existing overhead electrical infrastructure is prominent in the landscape with transmission lines from NSW and Brindabella mountains crossing the landscape and rivers to the Canberra Substation on Parkwood Road.



identify

Ginninderry Urban Development is expanding within its development footprint to become more prominent in the landscape on the eastern edge of this project location.

Residents within the project location are scattered with Fairlight Station located in the centre and other rural residences located along Fairlight Road and Mountain Creek Road to the west. Huntly Station is located south on Uriarra Road.

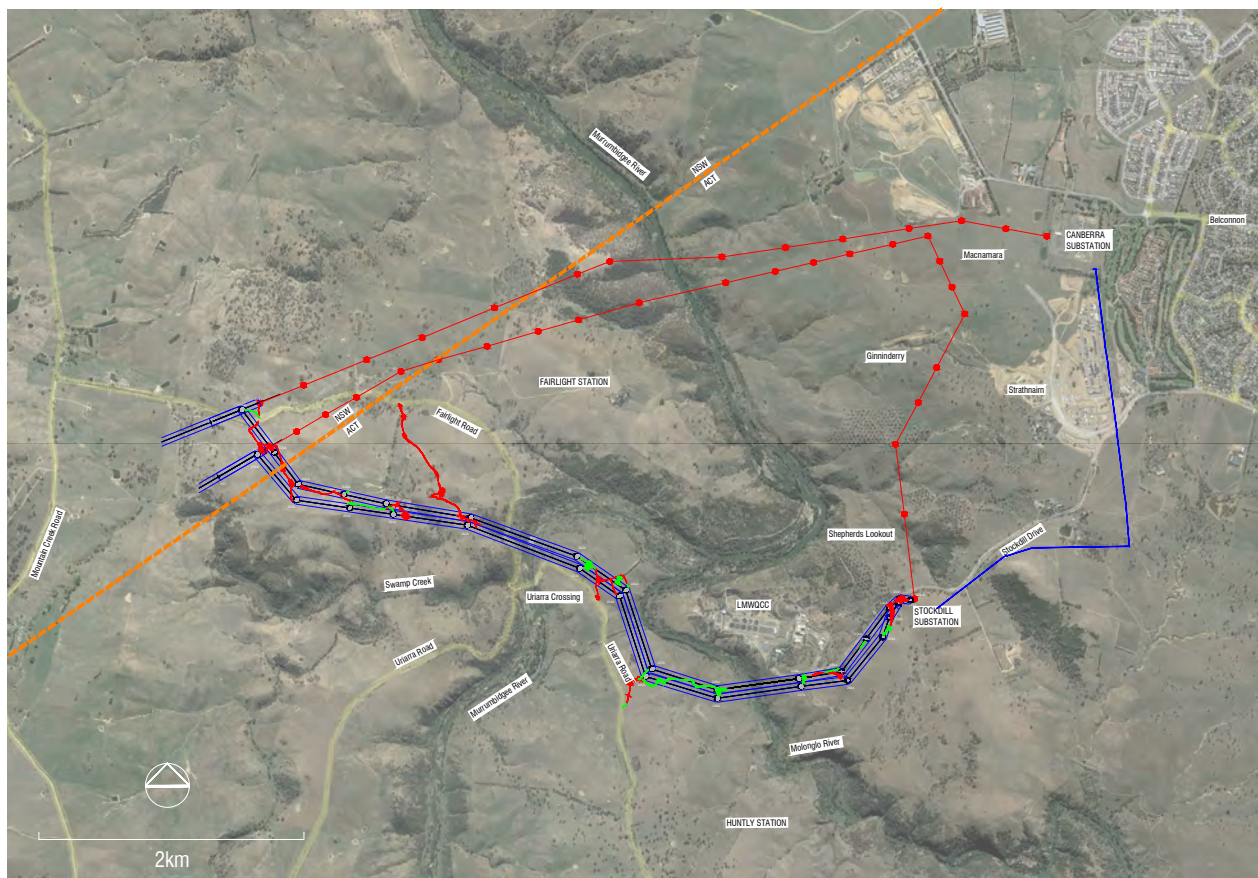


Figure 3.1 Plan showing project location



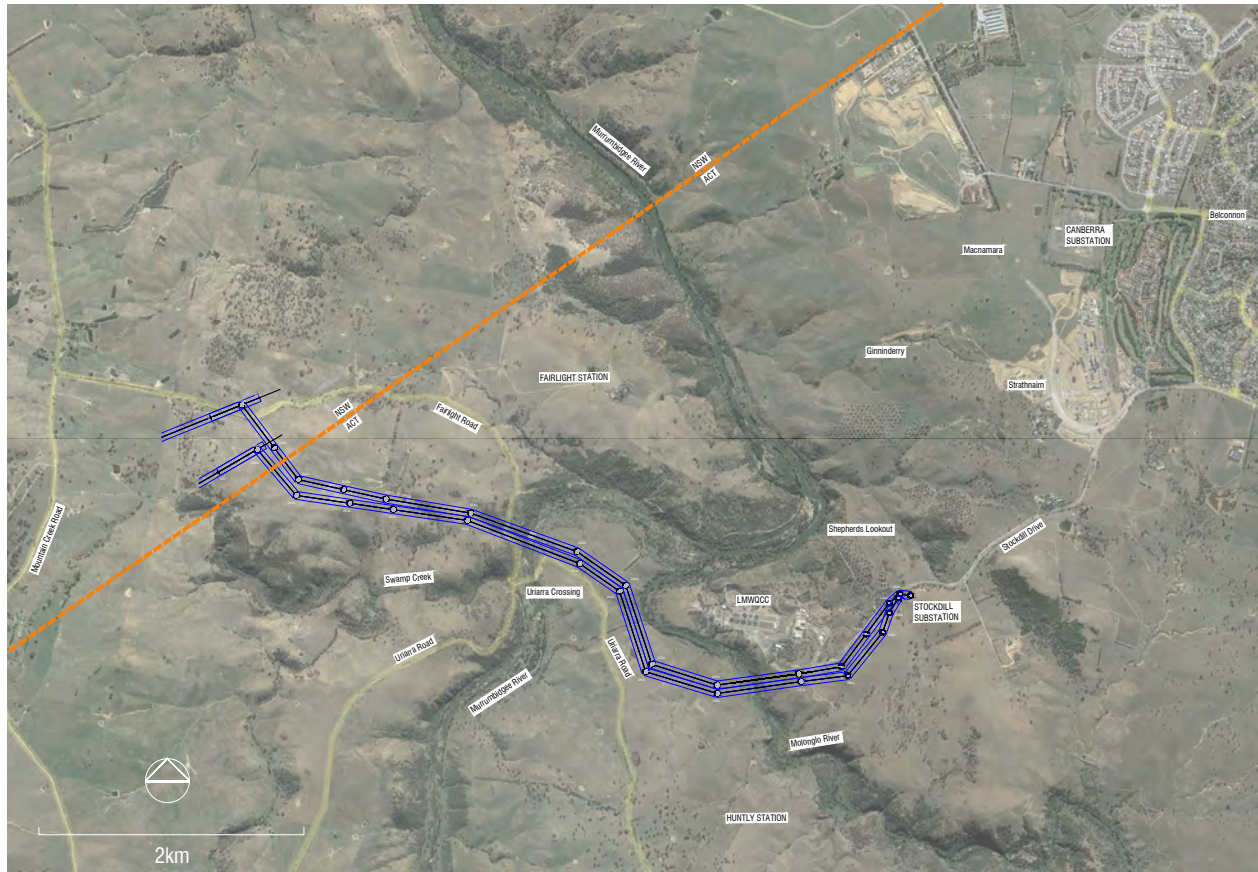


Figure 3.3 Plan showing New Towers, Poles and Lines to be installed



Figure 3.4 Plan showing stringing works for Line 3C

JUSTIFICATION FOR THE PROJECT

The key objective of the Proposal is to move the existing 330 kV transmission lines out of the West Belconnen Future Urban Area (FUA), where the Ginninderry residential development is underway, to increase the availability of housing in the area, particularly affordable housing. Removal of the lines would also improve local amenity by reducing visual impacts on residential areas, and would remove infrastructure from within the Ginninderry Conservation Corridor (GCC), which was established under the West Belconnen Strategic Assessment, and from within other nature reserves such as the Woodstock Nature Reserve. This would allow for improved conservation outcomes in these areas.

SUBSTANTIATION OF THE NEW WORKS ALIGNMENT

Since 2017 the Ginninderry Project has been investigating with Transgrid the possibility of either undergrounding or relocating the existing overhead transmission lines 1 and 7 that run through the Ginninderry development area to reduce the potential impacts on the future community. As part of the analysis process a series of options were developed, costed and then assessed for risk to determine their suitability to take forward.



identify

The first option to underground the transmission lines within Ginninderry, whilst having the least physical and visual impact on the area was rejected by Transgrid due to issues associated with access for servicing, earlier replacement time frame and engineering requirements associated with voltage drop across the lines.

Following rejection of the undergrounding option the remaining options to relocate the overhead transmission lines to locations within the surrounding area were explored in more detail. Figure 1 identifies the four overhead line options, A, B, C and D, that were explored. In examining the four options Ginninderry, on behalf of Transgrid, undertook preliminary assessments of the ecological and heritage impacts of the options and targeted stakeholder engagement with the affected land owners which included privately held rural land holdings, ACT Government and Commonwealth owned land. Following the preliminary cultural and heritage assessments and stakeholder engagement the options were assessed as follows:

1. Option A: Rejected. Private owner rejected this option due to the immediate visual impact on the Woodstock Homestead to the North and East. ACT Parks & Conservation (PCS) rejected this option due to the visual and physical impacts on the nature reserves along the Murrumbidgee River and the Shepherd's lookout, associated walking tracks and carpark area off Stockdill Drive.
2. Option B: Rejected. Private owner rejected this option due to the visual impact on the Woodstock entry driveway and the immediate views to the South of the Homestead. ACT Parks & Conservation rejected this option due to the visual and physical impacts on the nature reserves along the Murrumbidgee River and the Shepherd's lookout, associated walking tracks and carpark area off Stockdill Drive.
3. Option C: Further Consideration and Study. Private owner willing to assess the visual impact. Further study needed to determine the cultural and ecological impacts. Icon Water to provide advice on potential impacts.
4. Option D: Rejected. Division of property in NSW and ACT Suburban Land Agency (SLA) concerned with physical impact on the heritage listed Huntly property and its impact on future urban development.

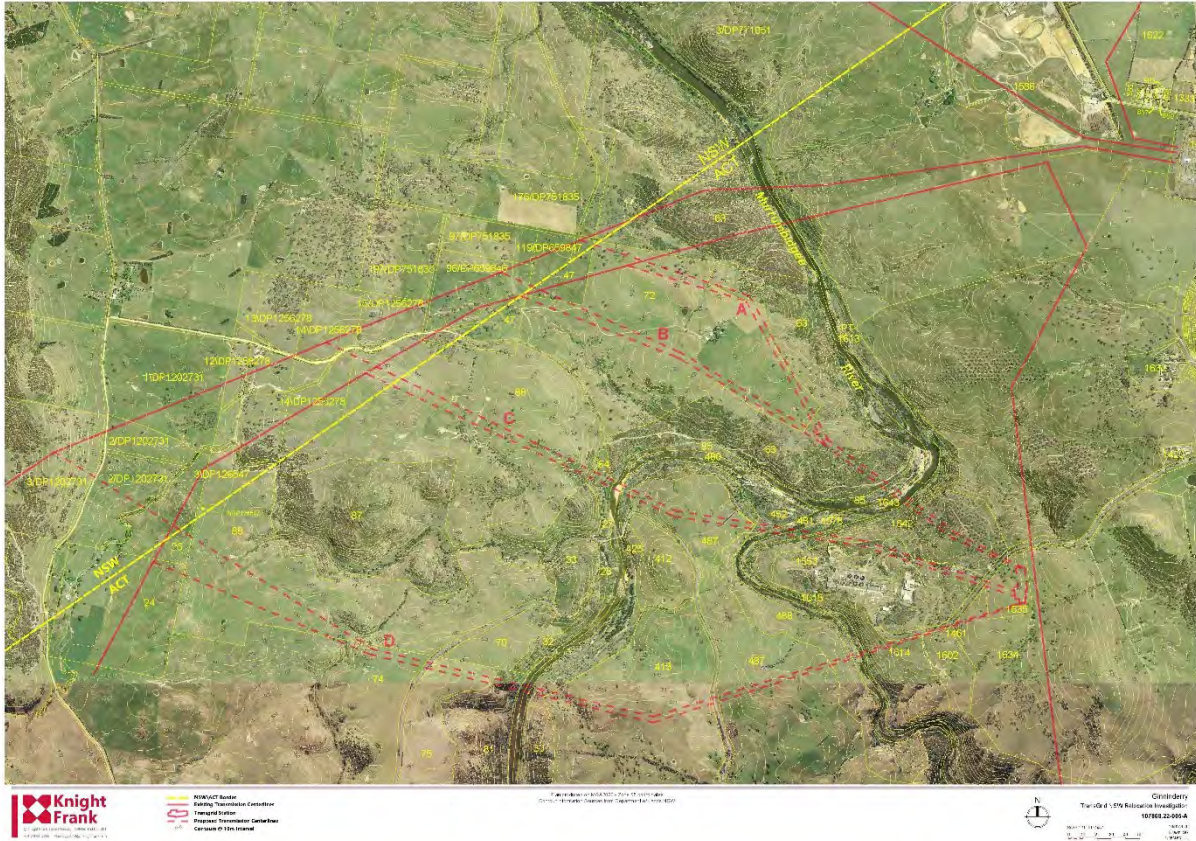


Figure 3.5 Plan showing alignment options considered - Options A-D

As options A, B and D were rejected by one or more of the affected land owners only Option C was taken forward for further consideration. A further 5 options were examined for Option C which included the following:

1. Option C1 – original alignment both lines on separate 30m towers: Rejected. Cultural impacts (tangible and intangible) associated with the crossing of the confluence of the Molonglo and Murrumbidgee Rivers were considered too great by RAOs. Icon could not support any option that infringed on the Northern boundary of the Lower Molonglo Water Quality Treatment Plant (LMWQCC). Transgrid required line entry into the Stockdill substation at the Northern end pushing the alignment over the Shepherds lookout entry track, causing ACT PCS to reject this option.
2. Option C2 – both lines on separate 30m towers pushed as far north of LMWQCC as possible. Rejected. Cultural impacts (tangible and intangible) associated with the crossing of the confluence of the Molonglo and Murrumbidgee Rivers were considered too great by RAOs. Minor impacts on the Northern boundary of the LMWQCC could not be agreed to by Icon. Transgrid required line entry into the Stockdill substation at the Northern end pushing the alignment over the Shepherds lookout entry track, causing ACT PCS to reject this option.



identify

3. Option C3 – both lines on a single 60m high tower. Rejected. Cultural impacts (tangible and intangible) associated with the crossing of the confluence of the Molonglo and Murrumbidgee Rivers were considered too great by RAOs. Transgrid required line entry into the Stockdill substation at the Northern end pushing the alignment over the Shepherds lookout entry track, causing ACT PCS to reject this option. Height of towers more visually prominent from surrounding areas.
4. Option C4 – one line to the North and one to the South of the LMWQCC: Rejected. Cultural impacts (tangible and intangible) associated with the crossing of the confluence of the Molonglo and Murrumbidgee Rivers were considered too great by RAOs.
5. Option C5 – both lines to the South of the LMWQCC. Accepted for further investigation. This alignment had reduced cultural impacts, no impact on the Icon LMWQCC and was recommended in the Umwelt Scoping Study of October 2020 to reduce the environmental impacts.

From 2021 to the present day Ginninderry project has worked with Transgrid, Umwelt, Past Traces, RAOs and directly impacted landholders to identify the likely impacts of the C5 alignment on the cultural (Aboriginal & European), visual, physical and ecological values. The last 2 years of work has resulted in an alignment which has largely been located within broad valleys rather than high points within the landscape and has considered direct impacts on cultural heritage sites, floral and faunal communities and visual amenity for residents and visitors to the area along the proposed alignments. The proposed alignment has received support from all directly impacted stakeholders.



4. IDENTIFY THE WORKS AND THE WORKS PROGRAM

The project works include,

- Establishing access to the towers and corridor easements through existing maintenance tracks or the establishment of new access tracks
- Work site establishment
- Tower construction
- Stringing of new conductors
- Crossover of old to new lines
- Destraining of conductors
- Demolition of towers
- Site rehabilitation.

The program for the project works construction activities extends from June 2024 through to Practical Completion at February 2026 with a further month for project close out activities.

Landscape and Visual Impact for construction activity will be confined to this period. Installed project Landscape and Visual Impact will continue from April 2026 onwards.



THE PROJECT WORKS.

CIVIL WORKS ACCESS TRACKS AND FOOTINGS

Civil Works Access Tracks

Period 06/2024 to 09/2024

Civil works associated with construction of up to 4 km of temporary construction access tracks (5 m-wide), involving vegetation removal and modification, levelling, and laying of sub-base and/or metal grids for access across wet areas, as required. Access would be from the existing road network including Stockdill Drive, Uriarra Road and Fairlight Road.

Civil Works Footings

Period 07/2024 to 01/2025

Civil works to prepare for construction of the new tower foundations, involving vegetation removal and modification if required, earthworks to level the site if required, and foundation preparation (excavation and/or boring, steel fabrication works and concrete pours).

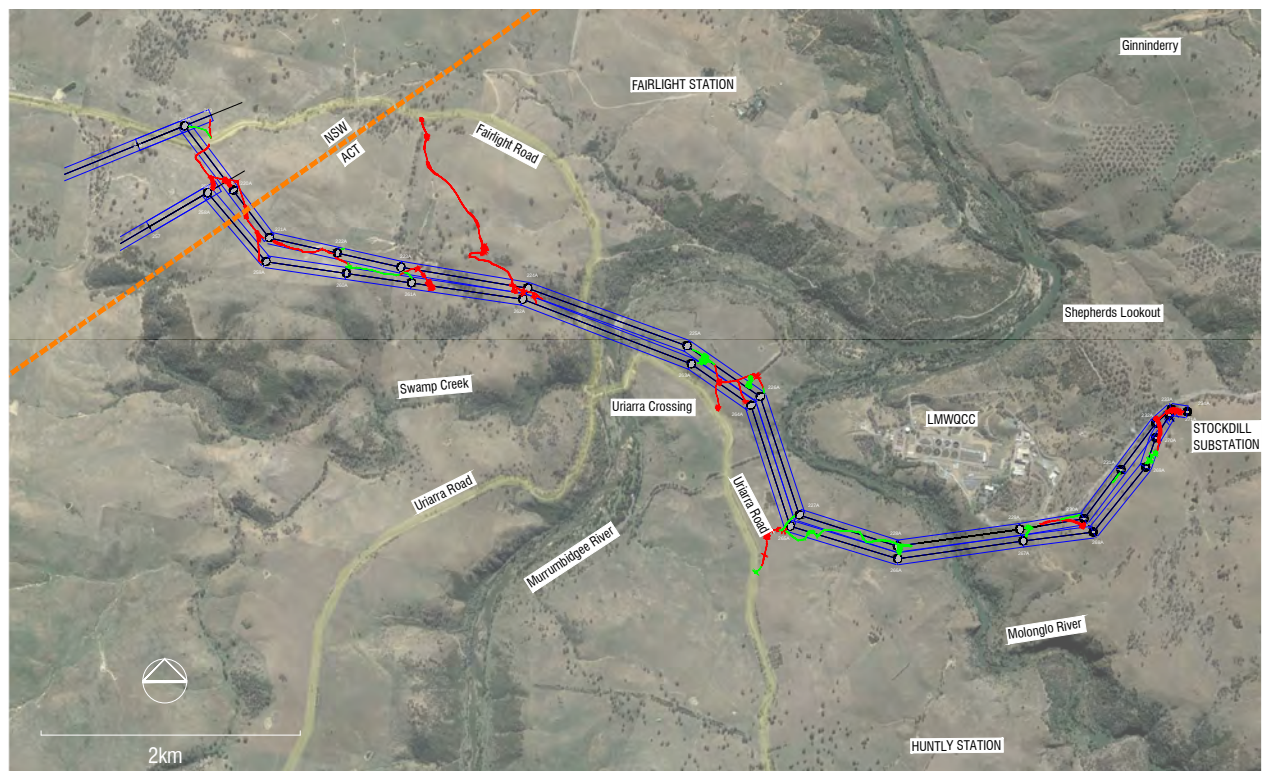


Figure 4.1 Plan showing Access Tracks, New Towers along new alignment. For Further Detail Refer to Electrical Documentation.



CONDUCTOR STRINGING LINE 3C

Conductor Stringing Line 3C

Period 08/2024 to 10/2024

Transmission lines to be installed between adjacent towers / poles would be pulled by tractors without the need for dedicated access tracks (rolling over existing farmland).



Figure 4.2 Plan showing location of Line 3C works and Drum Winch and Brake locations. For Further Detail Refer to Electrical Documentation



NEW ALIGNMENT TOWER ASSEMBLY

Tower and Pole Assembly

Period 10/2024 to 04/2025

Installation of new towers and overhead transmission lines associated with the realignment of part of the existing Lines 1 and 7, including the construction of 14 new towers for Line 1 and 16 new towers for Line 7. The towers would range in height from 34.9 m to 56.0 m above ground. The taller towers would generally be located adjacent to the river crossings to maximise transmission line heights, spans between towers and avoid tree removal.

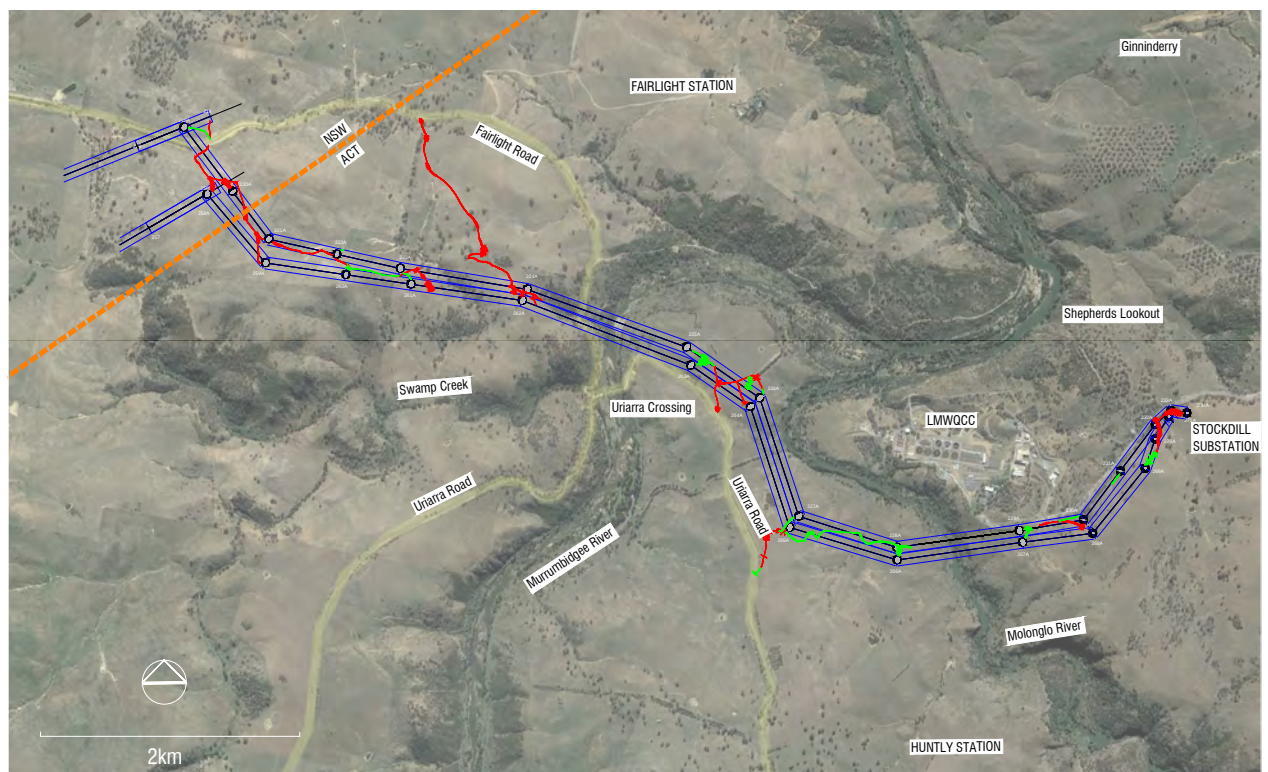


Figure 4.3 Plan showing new towers and access tracks. For Further Detail Refer to Electrical Documentation



CONDUCTOR STRINGING NEW ALIGNMENT

Conductor Stringing

Period 03/2025 to 10/2025

Transmission lines to be installed between adjacent towers / poles would be pulled by tractors without the need for dedicated access tracks (rolling over existing farmland) or carried by drones to cross rivers or sensitive areas, e.g., those with heritage or ecology values.

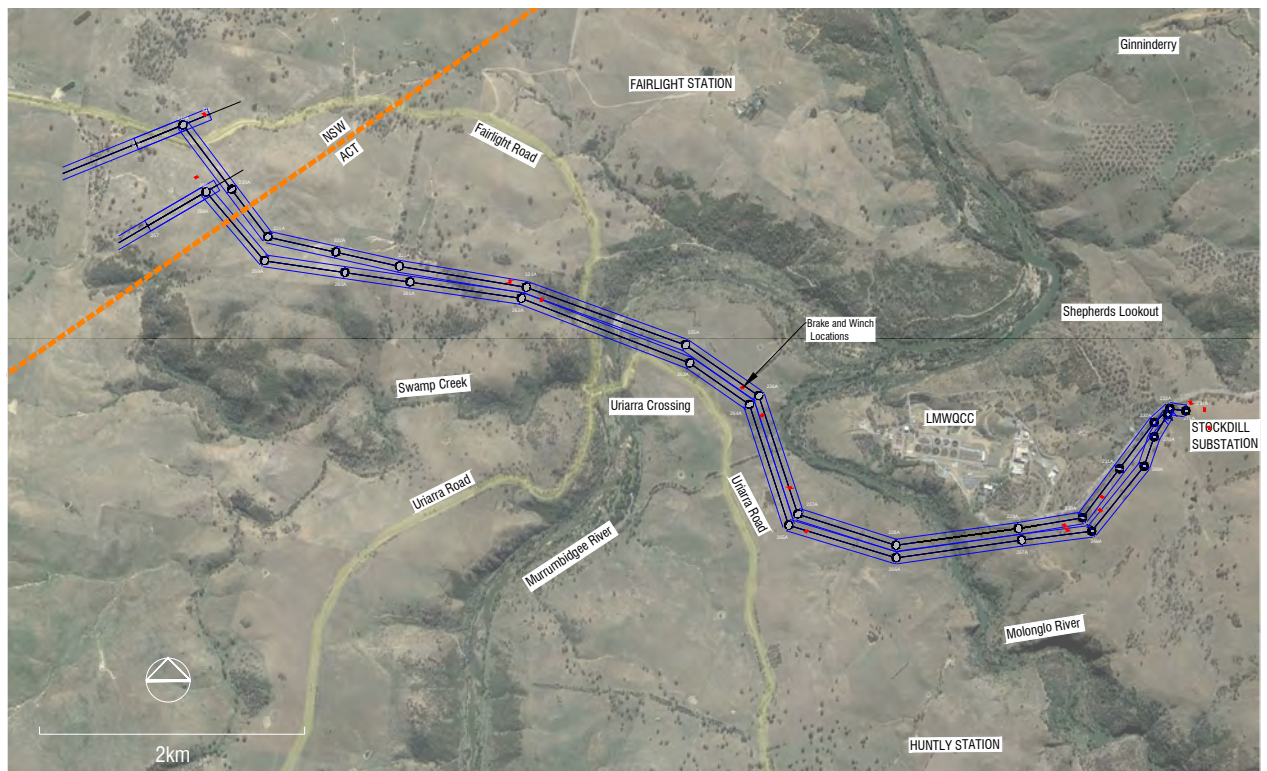


Figure 4.4 Plan showing location of New Alignment works and Drum Winch and Brake locations. For Further Detail Refer to Electrical Documentation



CUTOVER

Cutover works to connect old and new alignment conductors

Period 10/2025 to 11/2025

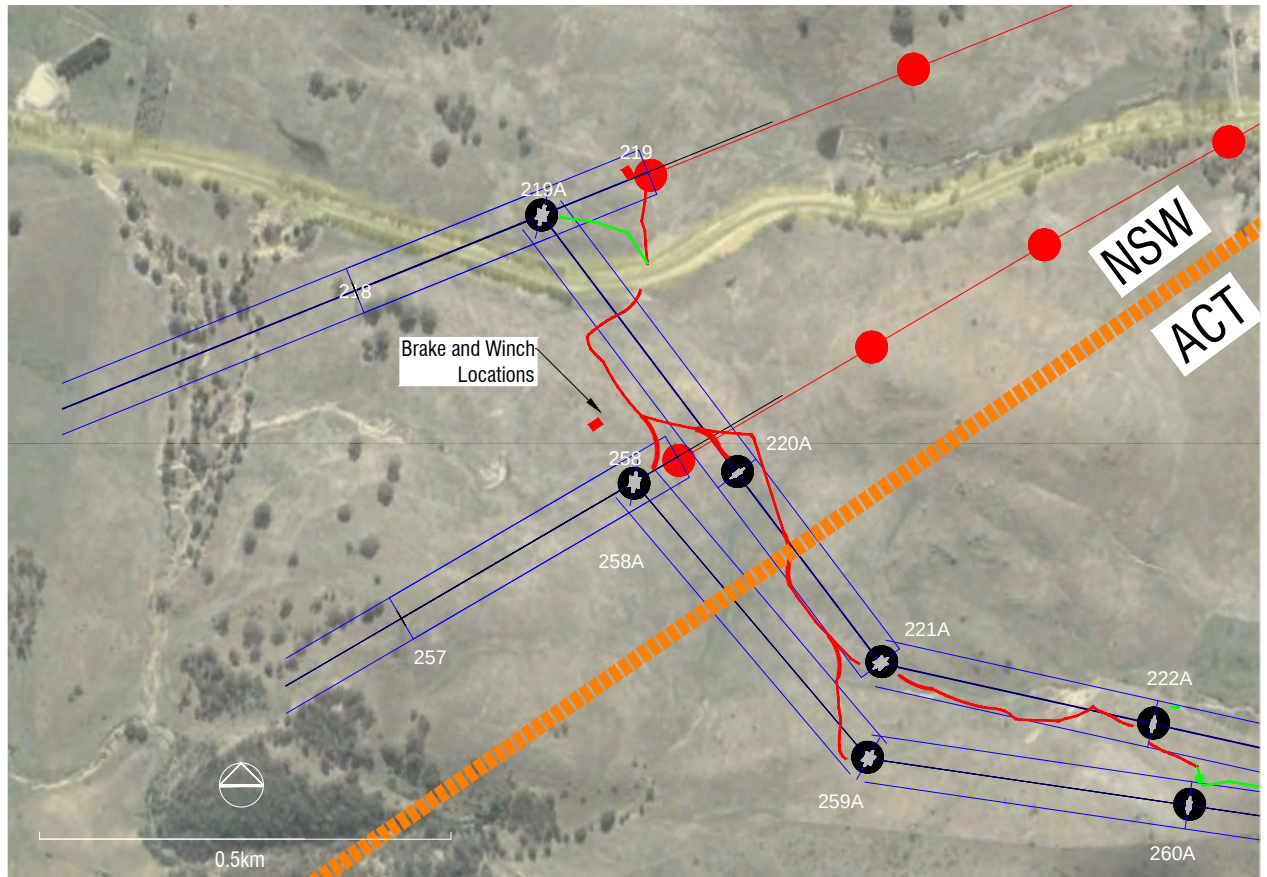


Figure 4.5 Plan showing location of cutover works at Fairlight Road. For Further Detail Refer to Electrical Documentation



OLD ALIGNMENT DEMOLITION

Destringing of the old alignment conductors and demolition of redundant towers and rehabilitation of sites

Period 11/2025 to 02/2026

Decommissioning and removal of part of the existing Lines 1 and 7, including:

- Removal of 24 towers from Line 1, involving complete removal of 16 tower foundations with the remaining foundations to be left in situ to reduce the overall impact within conservation areas
- Removal of 14 towers from Line 7, involving complete removal of 10 tower foundations with the remaining foundations to be left in situ

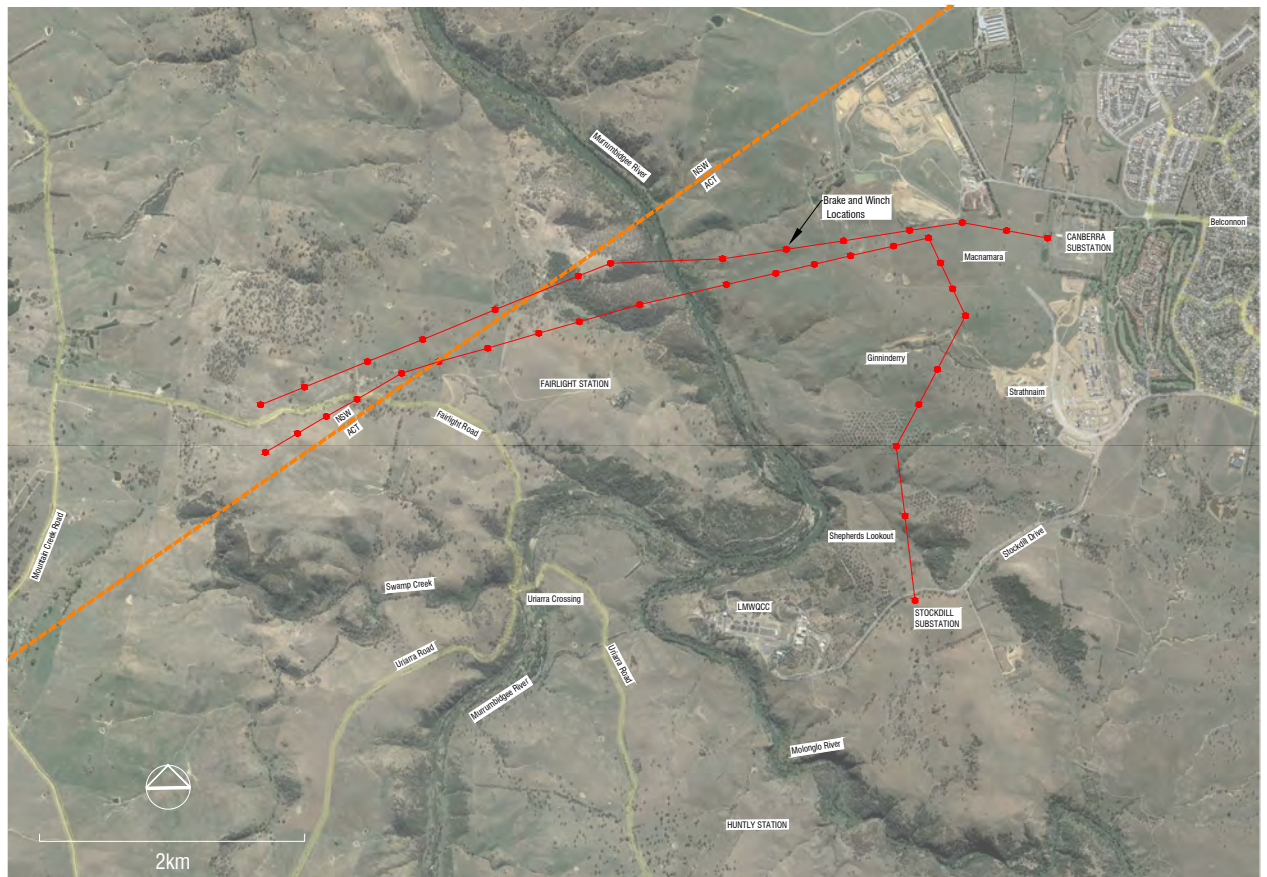


Figure 4.6 Plan showing Towers and lines removed and Drum Winch and Brake locations. For Further Detail Refer to Electrical Documentation



5. DESCRIBE THE WORKS METHODOLOGIES

The Transgrid Standards which apply to the project works methodologies include,

Transmission Design Manual Rev 1.0 22/8/2019 Transgrid, and

Transmission Construction Manual Rev 1.0 22/08/2019 Transgrid.

This Design Manual standard for transmission line design specifies the minimum structural, mechanical, electrical and Geotech design requirements for the overhead transmission lines used in Transgrid's network. This standard specifies the requirements for the design of new towers, poles or similar structures that support the conductor of Transgrid overhead transmission lines.

This Transmission Line Construction Manual specifies the requirements for route clearing, structure erection, conductor and insulator stringing and dismantling for transmission lines constructed within Transgrid's network. This manual applies to all Transgrid transmission line construction projects.

The Manual activities applicable to the Project works includes,

- Route Clearing and Access Tracks
 - o General Clearing
 - o Access Tracks Construction
 - o Access Tracks Maintenance
 - o Gates and Fence Replacements
 - o Restoration Work
- Footings Poles and Towers
- Erection of Pole Structures
- Erection of Steel Tower Structures
- Insulating Stringing and Miscellaneous Works
- Dismantling of Structures



works

The stringing and destringing of conductors on transmission lines will be undertaken in accordance with industry best practice and as per the construction contractor's standards noting that the construction contractor will be engaged at a later date.

The industry best practice standards documents how the conductor is strung on the new towers and poles using drum and brake machinery located on earth mesh adjacent to towers and poles. Destringing of conductors off the existing towers utilises the same process and equipment for stringing in reverse.

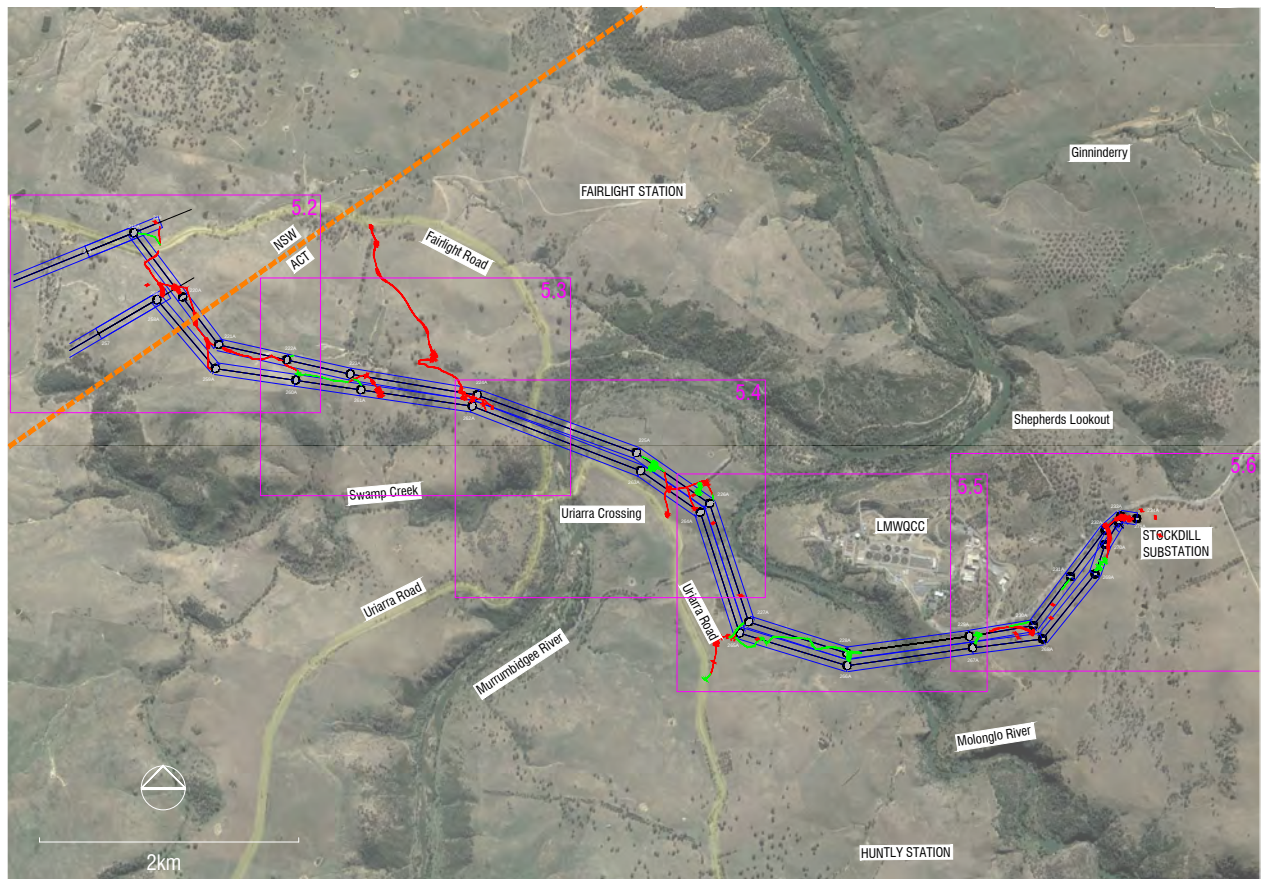


Figure 5.1 Overall Scope of New Alignment Works and Detailed Plans of the Works

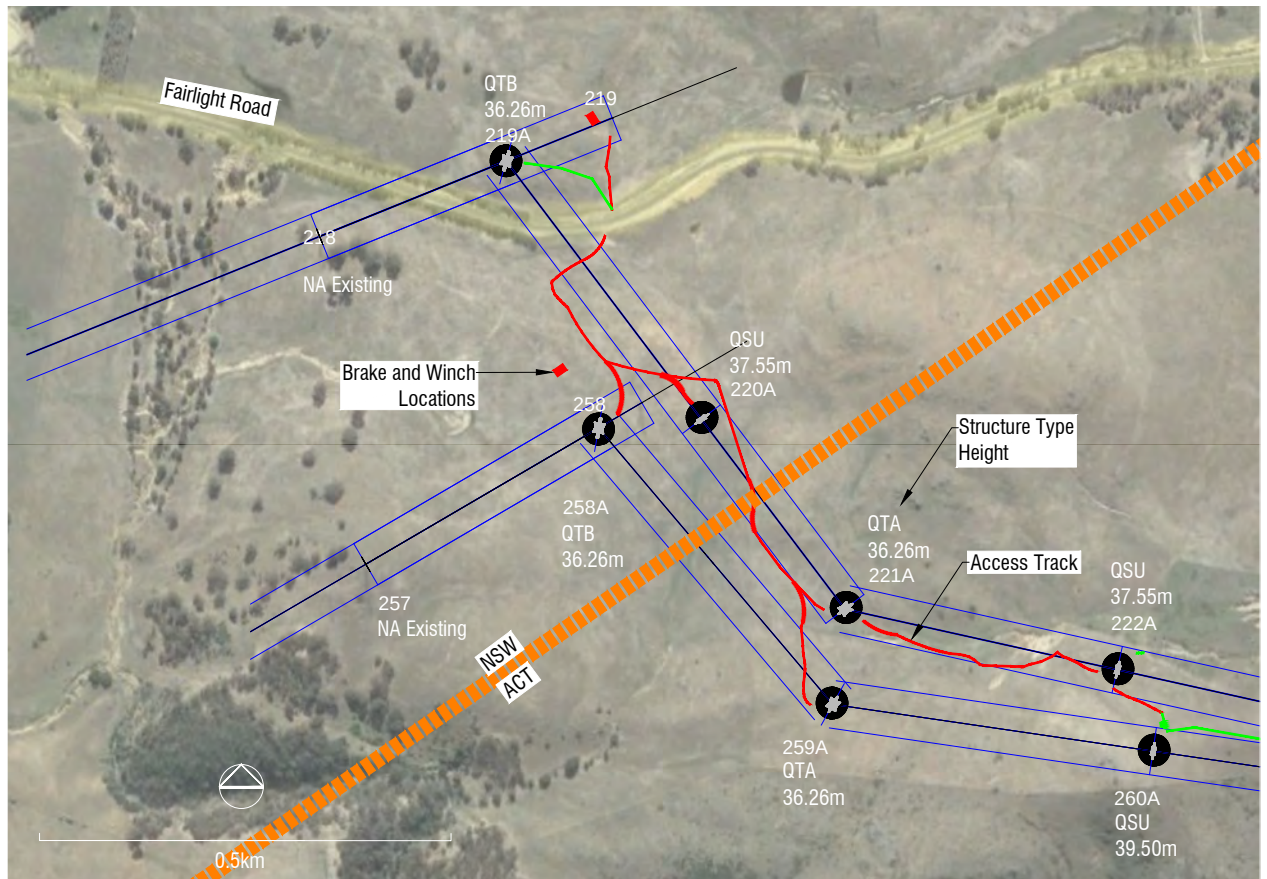


Figure 5.2 Detail Plan Cutover to Towers 222A and 260A

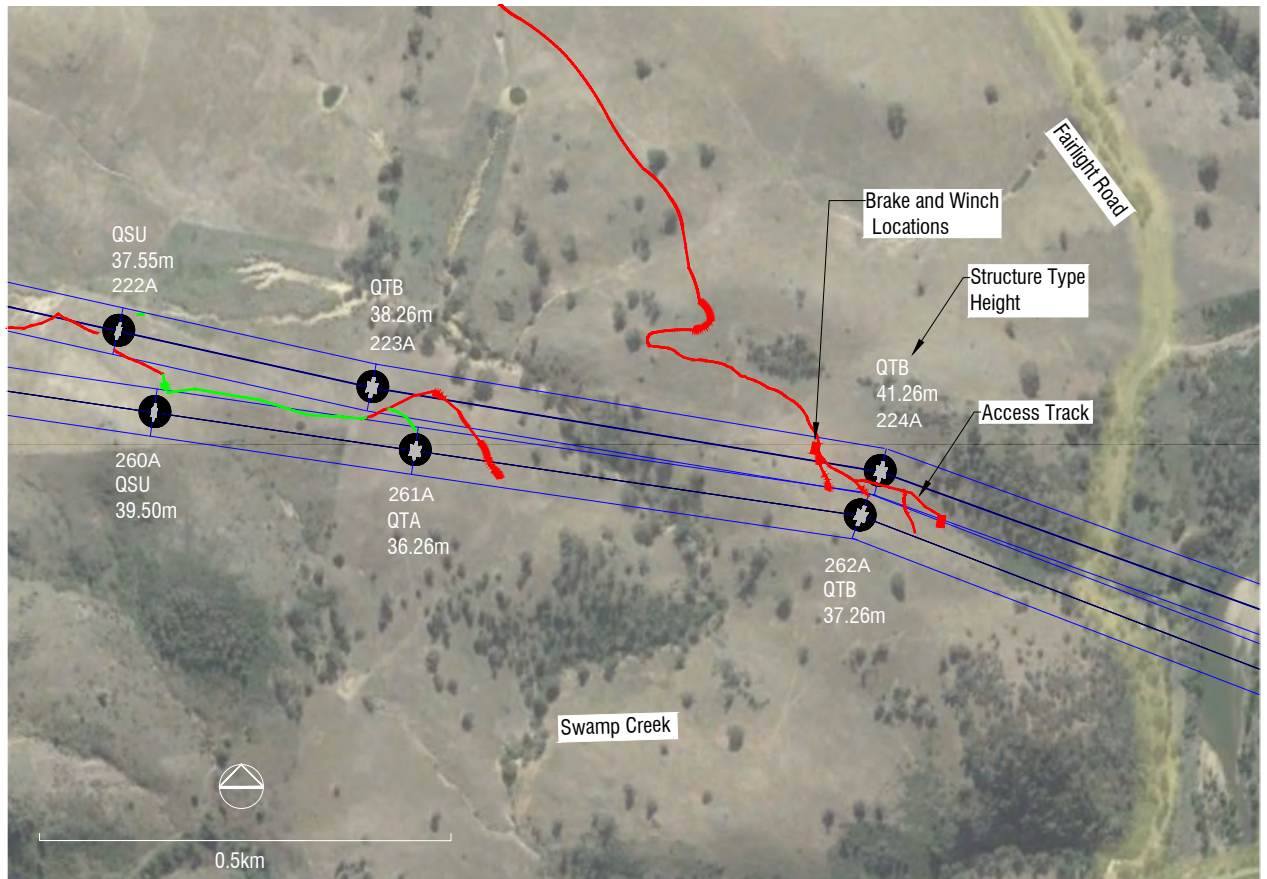


Figure 5.3 Detail Plan Towers 222A and 260A through to 224A and 262A

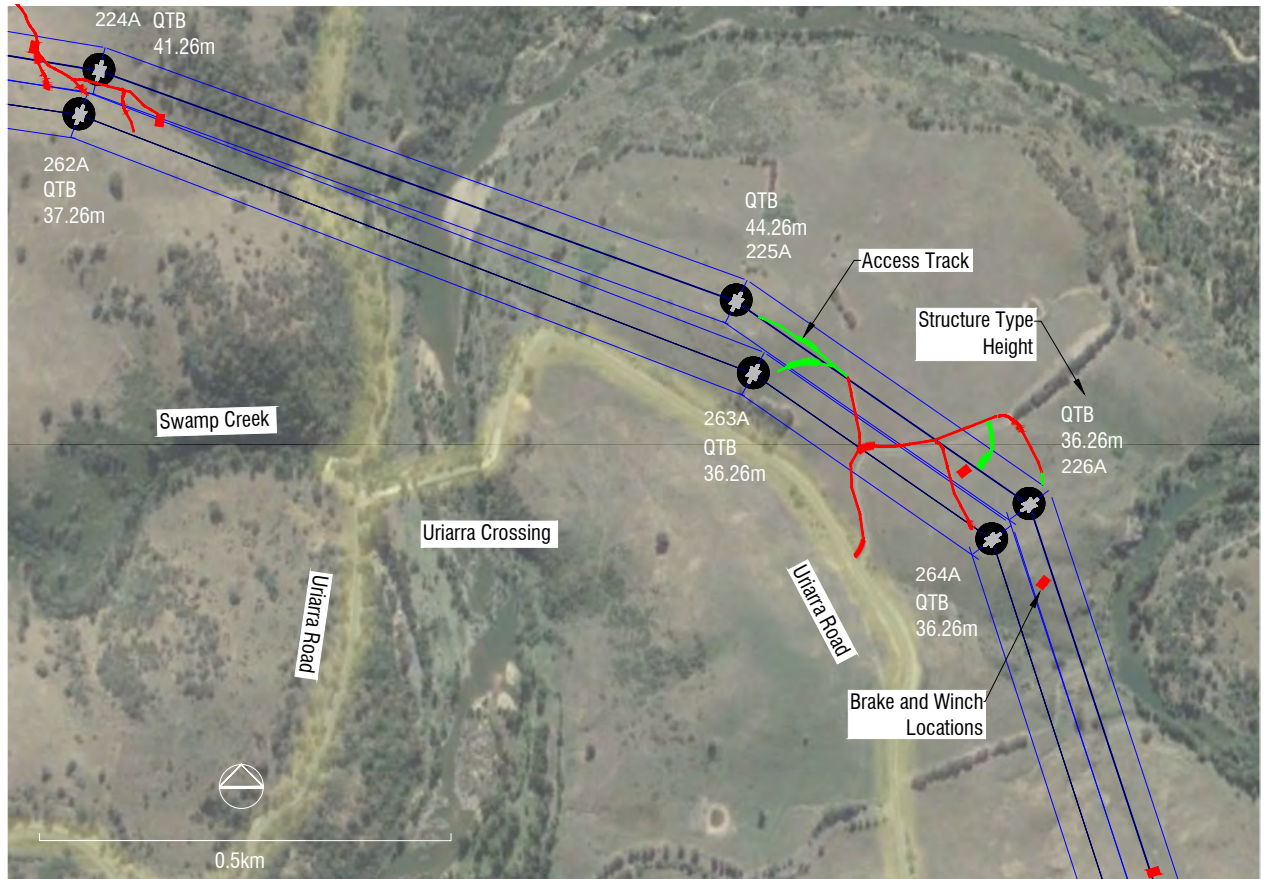


Figure 5.4 Detail Plan Towers 224A and 262A through to 226A and 264A

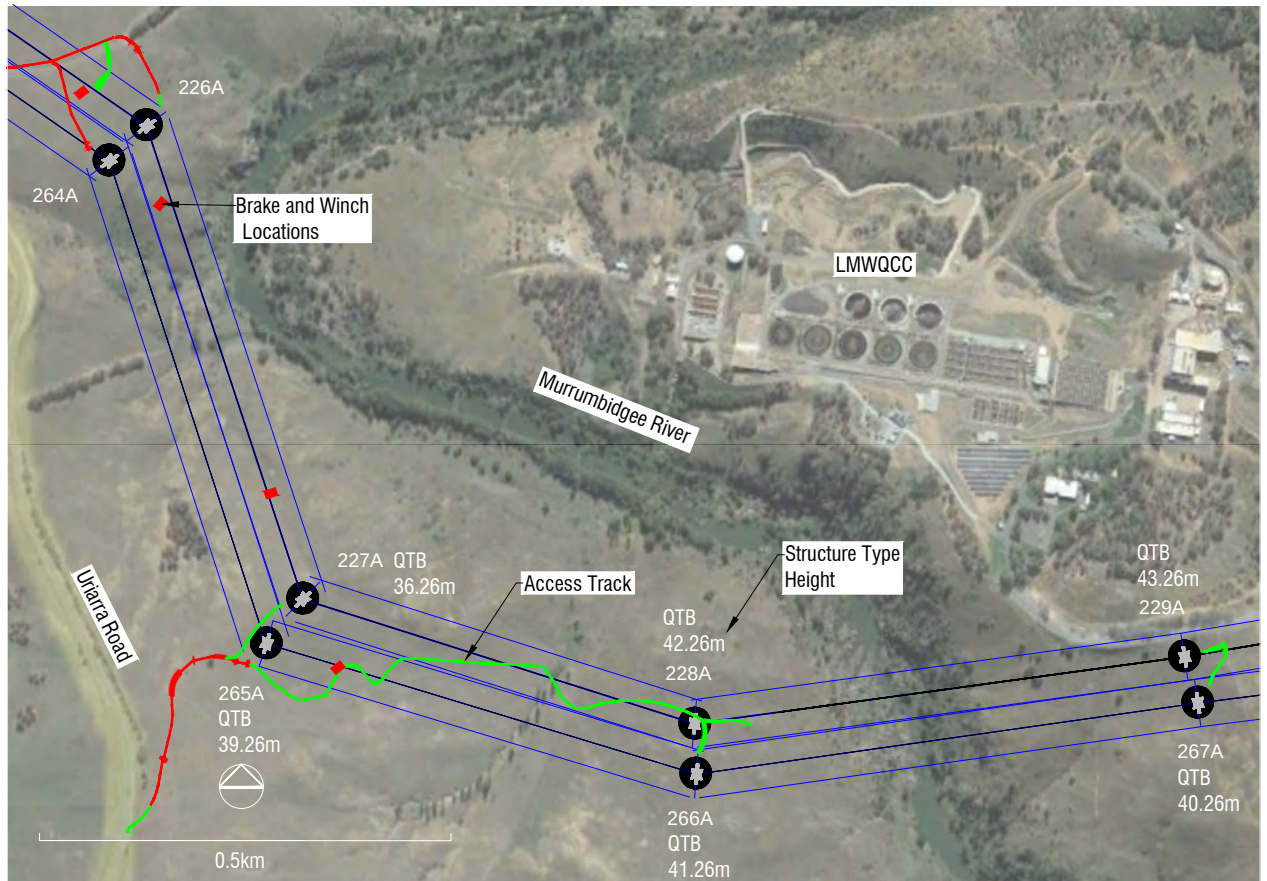


Figure 5.5 Detail Plan Towers 226A and 264A through to 229A and 267A

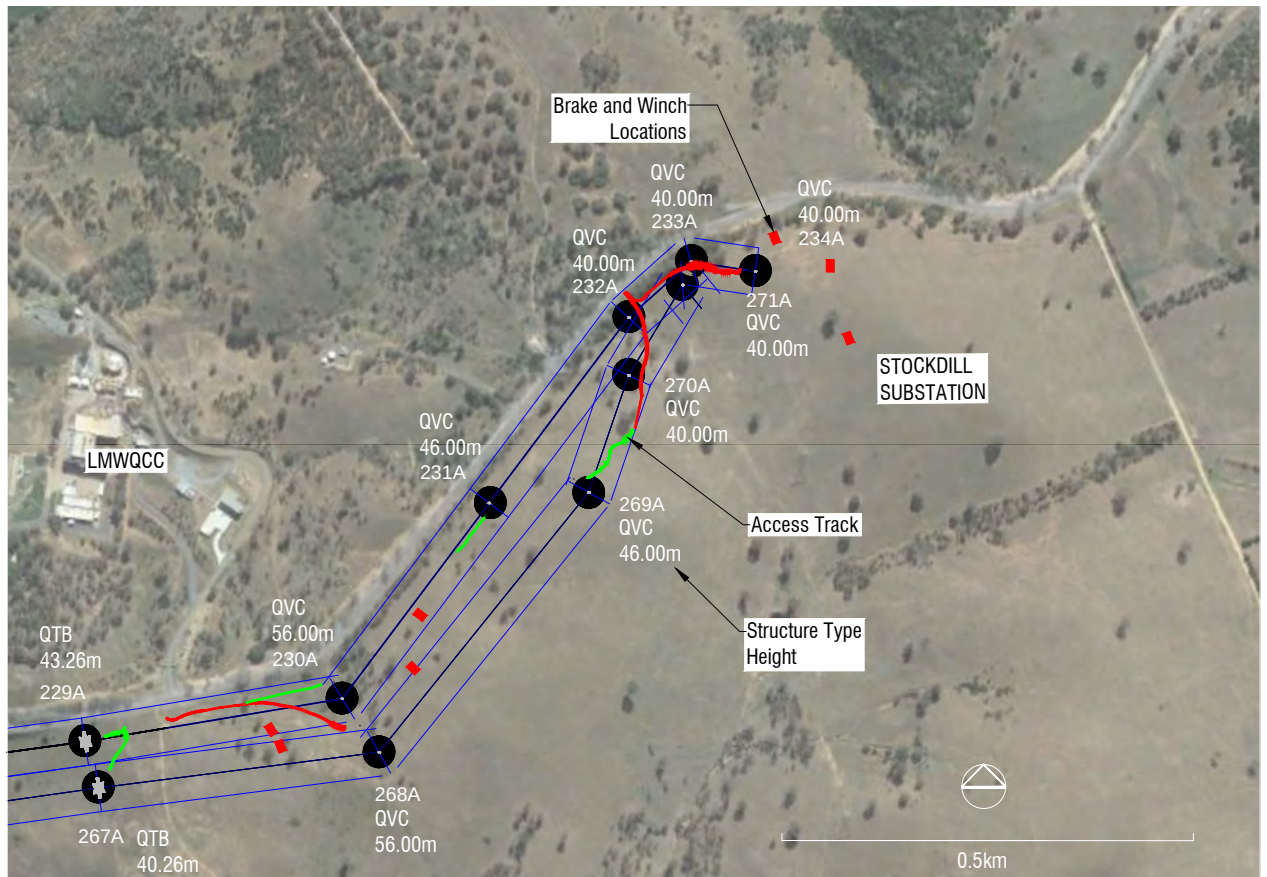


Figure 5.6 Detail Plan Towers 229A and 267A through to Poles 234A and 271A.

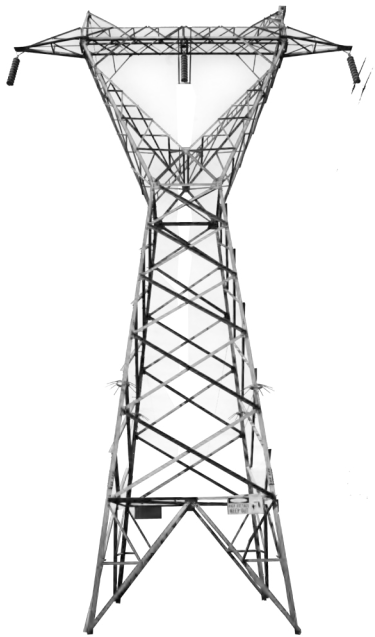


Figure 5.7 Typical Towers and Poles
Towers Type QTB, QTA, QSU and Pole QVC

Refer to Project Documentation for details on Tower Types and Heights and Pole Types and Heights.



6. IDENTIFY AND RANK VIEW LOCATIONS

VIEW LOCATIONS

The selection of view locations has been informed by the ACT Government Scoping Document.

Provide a visual impact assessment that analyses the visual impacts of the development on surrounding residents, including residents in NSW. The visual impact assessment must:

- **provide perspectives of the development from residential viewpoints and approach routes and provide a comparative assessment of existing and proposed views upon immediate surrounds and residential areas;**
- **identify impacts on important viewsheds, significant views and vistas to and from the site, and on residents surrounding the development;**
- **identify any measures to be adopted to reduce visual impacts.**

View locations have been selected for visibility of the proposed works and satisfaction of the Scoping Document Brief.

View Locations have included fixed and mobile viewpoints, including

Fixed Viewpoints

- Fairlight Station
- Fairlight Property on Fairlight Road
- Huntly Station
- Wagtail Park on Stockdill Drive
- Ginninderry Residents
- Mountain Creek Road Residents
- Lower Molonglo Water Quality Control Centre staff
- Stockdill Substation staff



Mobile Locations

- Vehicular movements within project extent
 - o Uriarra Road
 - o Fairlight Road
 - o Stockdill Drive
- Recreational Reserves
- Molonglo and Murrumbidgee Rivers Walking Trails

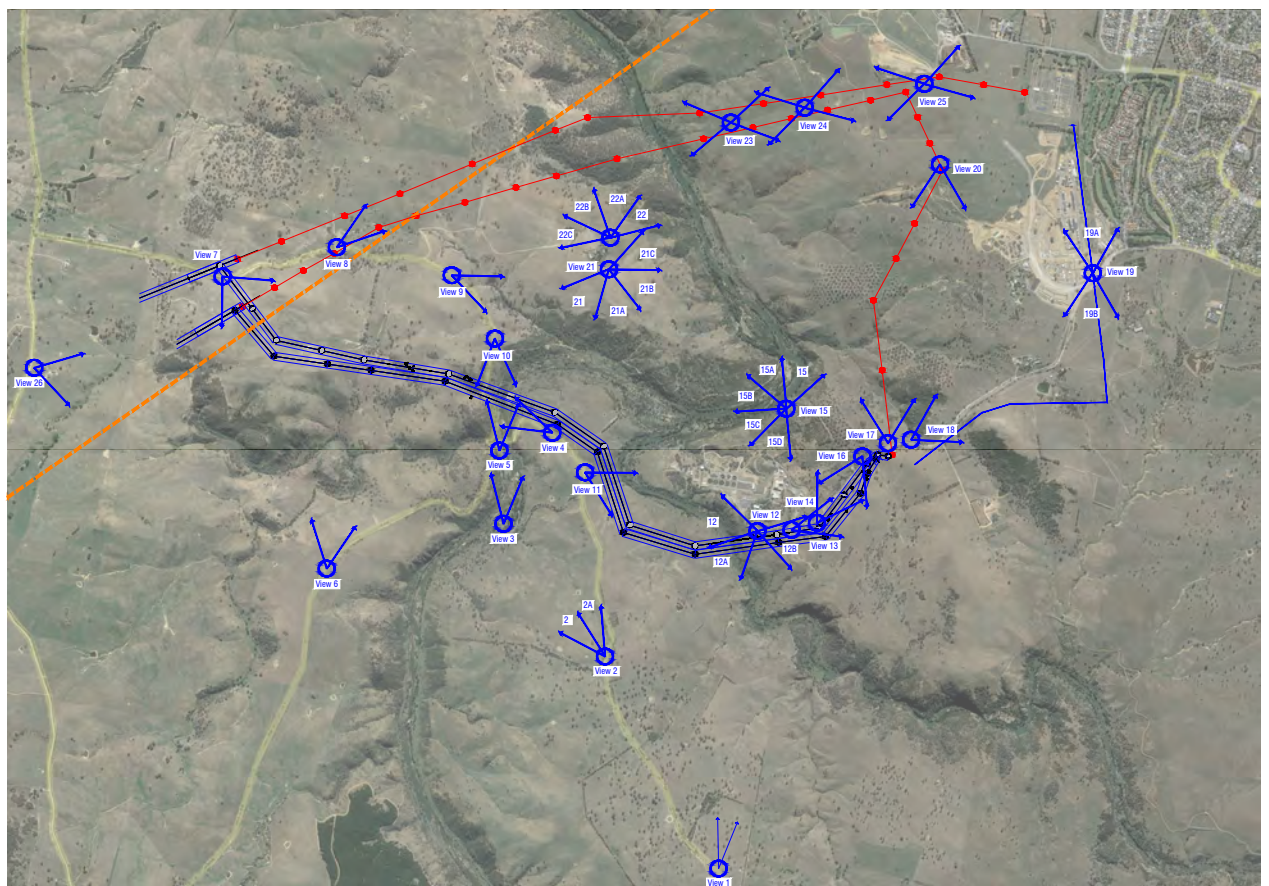


Figure 6.1 View Locations

Refer to View Locations data Table 6.1

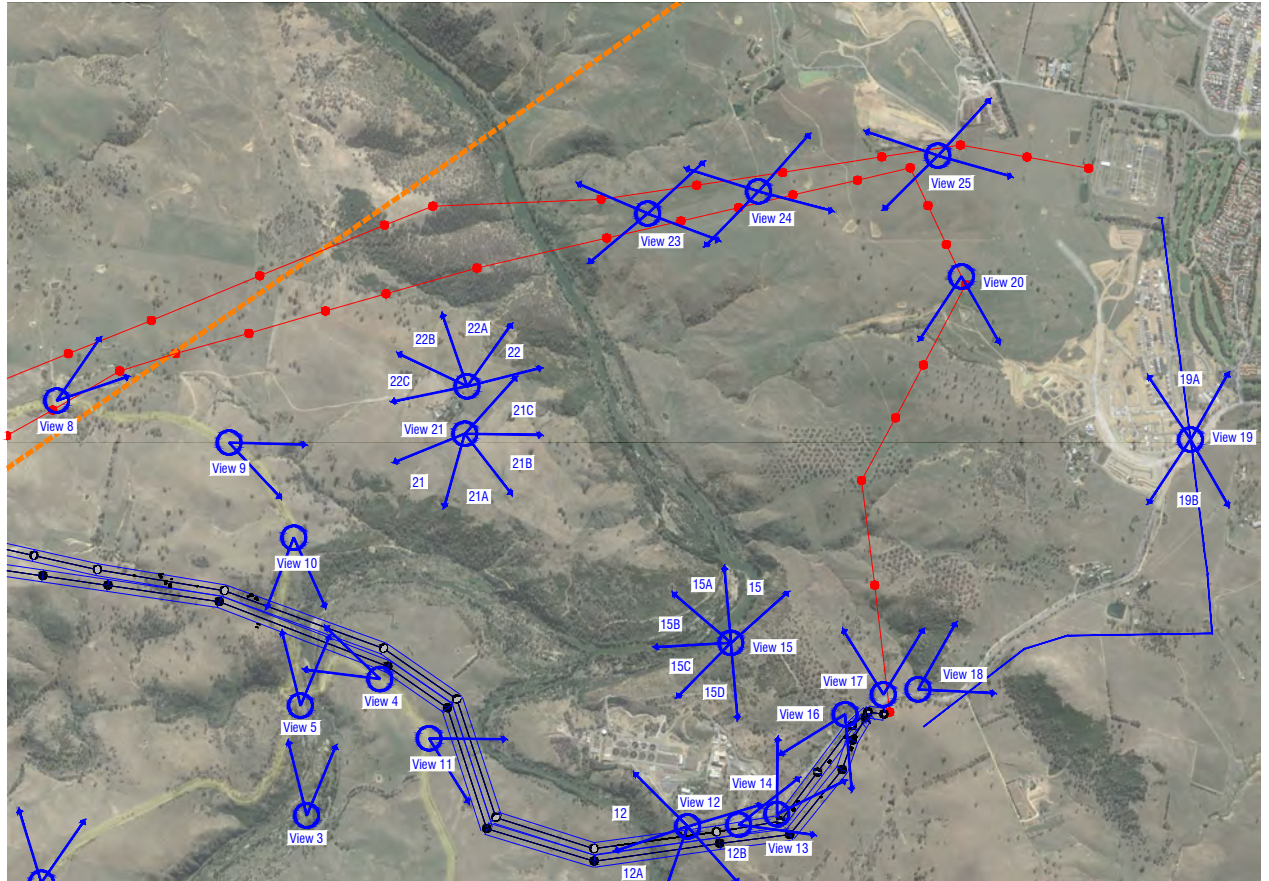


Figure 6.2 Subset A - Detailed View Locations

Refer to View Locations data Table 6.1

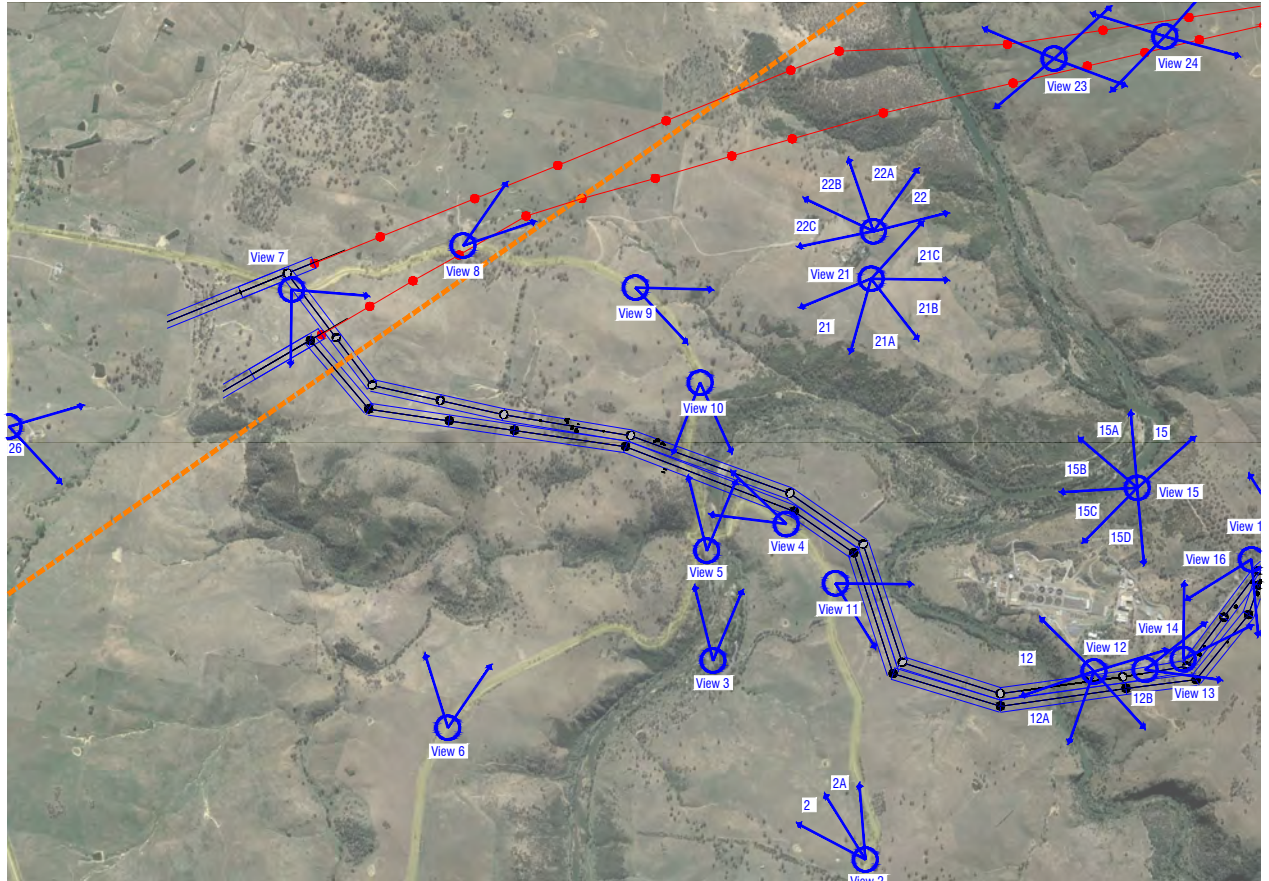


Figure 6.3 Subset B - Detailed View Locations

Refer to View Locations data Table 6.1

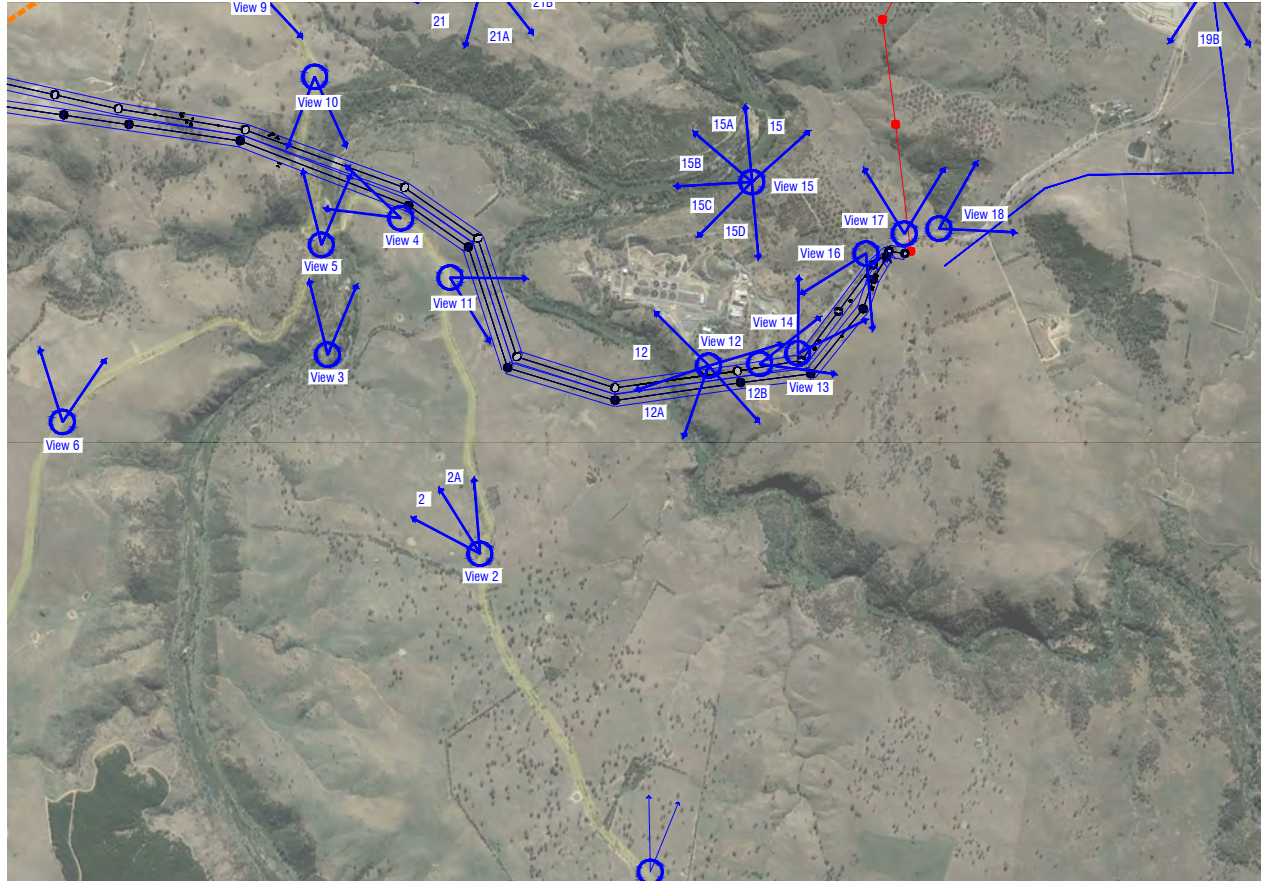


Figure 6.4 Subset C - Detailed View Locations

Refer to View Locations data Table 6.1



INDIVIDUAL VIEW LOCATIONS

Table 6.1 View Locations

VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 1 Uriarra Road looking north to Stockdill Substation and new alignment adjacent to Stockdill Road	2700m	35°16'21.24"S	148°58'12.55"E	12° North	
View 2 Uriarra Road looking north west to new alignment between Murrumbidgee and cutover	2700m	35°15'15.89"S	148°57'35.55"E	309°North West	
View 2A Uriarra Road looking north west to tower location on eastern side of Murrumbidgee River and conductor swing across Murrumbidgee River	1400m	1400m	148°57'35.55"E	329°North West	
View 3 Uriarra Crossing East Picnic Area looking north to conductor swing across Murrumbidgee River	800m	35°14'53.63"S	148°57'8.91"E	343°North	
View 4 Uriarra Road looking west along new alignment crossing of Murrumbidgee River	Adjacent to 900m	35°14'37.58"S	148°57'23.26"E	287°West	
View 5 Uriarra Crossing West Picnic Area looking north to conductor swing across Murrumbidgee River	350m	35°14'40.85"S	148°57'4.41"E	17° North	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 6 Uriarra Road looking north to new alignment from crossover to Uriarra Crossing	1700m	35°15'11.06"S	148°56'12.50"E	19° North	
View 7 Adjacent to Fairlight Road crossover from old to new alignment	400m	35°13'59.66"S	148°55'42.44"E	124° South East	
View 8 Fairlight Road looking north east along Lines 1&7 (for removal). Fairlight Property.	Adjacent	35°13'51.78"S	148°56'15.18"E	57° North East	
View 9 Fairlight Road looking east to new alignment between Uriarra Crossing and Substation	1400m – 3500m	35°13'58.13"S	148°56'50.59"E	105° East	
View 10 Fairlight Road looking south west towards new alignment crossing of Murrumbidgee River at Uriarra Crossing	550m	35°14'12.02"S	148°57'2.97"E	216° South West	
View 11 Uriarra Road looking east along new alignment adjacent to Molonglo River and Stockdill Drive to Substation	Adjacent – 2200m	35°14'45.11"S	148°57'30.74"E	98° East	
View 12 LMWQCC Stockdill Drive looking west to new alignment adjacent to Molonglo River	450m – 4000m	35°14'58.47"S	148°58'20.94"E	270° West	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 12A LMWQCC Stockdill Drive looking south west to new alignment tower location adjacent to	450m	35°14'58.47"S	148°58'20.94"E	222° South West	
View 12B LMWQCC Stockdill Drive looking east to new alignment adjacent to Stockdill Drive	Adjacent	35°14'58.47"S	148°58'20.94"E	90° East	
View 13 Stockdill Drive adjacent to new alignment	Adjacent	35°14'58.07"S	148°58'33.17"E	66° North East	
View 14 Stockdill Drive adjacent to new alignment	Adjacent	35°14'56.42"S	148°58'40.04"E	31° North East	
View 15 Shepherd's Lookout looking north to existing alignment Line 1 to be removed from the Conservation Corridor	850m – 2500m	35°14'27.59"S	148°58'37.75"E	384° North	
View 15A Shepherd's Lookout looking north to existing alignment Line 1&7 to be removed from the eastern side of Murrumbidgee River	2300m	35°14'27.59"S	148°58'37.75"E	350° North	
View 15B Shepherd's Lookout looking north to existing alignment Line 1&7 to be removed from the western side of Murrumbidgee River	2300m	35°14'27.59"S	148°58'37.75"E	353° North	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 15C Shepherd's Lookout looking west as new alignment crosses Murrumbidgee and Molonglo Rivers	1900m – 4200m	35°14'27.59"S	148°58'37.75"E	252° West	
View 15D Shepherd's Lookout looking south at new alignment along Stockdill Drive behind tree line	1600m	35°14'27.59"S	148°58'37.75"E	185° South	
View 16 Stockdill Drive looking south east at New Alignment connection to substation	Adjacent	35°14'40.22"S	148°58'55.28"E	134° South East	
View 17 Stockdill Drive looking along Line 1 North across the Conservation Corridor (Line Removal)	Adjacent	35°14'37.17"S	148°59'2.46"E	348° North	
View 18 Stockdill Drive, East of Substation, looking along Line 3C Additional Stringing to eastern side of pole	700m	35°14'36.27"S	148°59'5.84"E	61° North East	
View 19 View from Pro Hart Avenue Ginninderry North along Line 3C Additional Stringing to eastern side	Adjacent	35°13'54.26"S	149° 0'2.82"E	341° North	
View 19A View from Pro Hart Avenue Ginninderry East along Line 3C Additional Stringing to eastern side	Adjacent	35°13'54.26"S	149° 0'2.82"E	89° East	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 20 From Bob Whan Street in "Strathnairn" Ginninderry south along Line 1 through Conservation Corridor (Line Removal)	Adjacent	35°13'30.24"S	148°59'17.52"E	168° South	
View 21 Fairlight Residence Southern side of Home Paddock Looking at new alignment	1000m	35°13'55.89"S	148°57'32.16"E	222° South west	
View 21A Fairlight Residence Southern side of Home Paddock Looking at Line 1 in Conservation Corridor (Line Removal)	2600m	35°13'55.89"S	148°57'32.16"E	136° South east	
View 21B Fairlight Residence Southern side of Home Paddock Looking at Line 1 in Conservation Corridor (Line Removal)	2600m	35°13'55.89"S	148°57'32.16"E	136° South east	
View 21C Fairlight Residence Southern side of Home Paddock Looking at Line 1 in Conservation Corridor (Line Removal)	2700m	35°13'55.89"S	148°57'32.16"E	104° East	
View 22 Fairlight Residence Northern Side of Home Paddock looking at Line 1&7 (Line Removal)	1100m	35°13'47.53"S	148°57'37.43"E	69° East	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 22A Fairlight Residence Northern Side of Home Paddock looking at Line 1&7 (Line Removal)	760m	35°13'47.53"S	148°57'37.43"E	40° North east	
View 22B Fairlight Residence Northern Side of Home Paddock looking at Line 1&7 (Line Removal)	820m	35°13'47.53"S	148°57'37.43"E	328° North west	
View 22C Fairlight Residence Northern Side of Home Paddock looking at Line 1&7 (Line Removal)	2000m	35°13'47.53"S	148°57'37.43"E	252° North west	
View 23 Macnamara Ginninderry looking at Line 1&7 (Line Removal) across the Murrumbidgee	Adjacent	35°13'18.71"S	148°58'8.43"E	255° West	
View 23A Macnamara Ginninderry looking at Line 1&7 (Line Removal) back up the slope to Ginninderry	Adjacent	35°13'18.71"S	148°58'8.43"E	73° East	
View 24 Macnamara Ginninderry looking at Line 1&7 (Line Removal) across the Murrumbidgee	Adjacent	35°13'15.47"S	148°58'31.46"E	251° West	
View 24A Macnamara Ginninderry looking at Line 1&7 (Line Removal) back up the slope to Ginninderry	Adjacent	35°13'15.47"S	148°58'31.46"E	64° North east	



VIEW LOCATION	DISTANCE VIEW LOCATION TO INFRASTRUCTURE	GOOGLE EARTH SOURCE LATITUDE	GOOGLE EARTH SOURCE LONGITUDE	COMPASS BEARING DIRECTION OF VIEW	PHOTOGRAPH OF VIEW
View 25 Macnamara Ginninderry looking at Line 1&7 (Line Removal) across the Murrumbidgee	Adjacent	35°13'9.11"S	148°59'7.96"E	223° South west	
View 25A Macnamara Ginninderry looking at Line 1&7 (Line Removal) back up to the Canberra Substation	Adjacent	35°13'9.11"S	148°59'7.96"E	11° East	
View 26 Mountain Creek Road rural residential area looking east	Distant	35°14'23.31"S	148°54'.28" E	90° East	

VIEW LOCATIONS VIEWER NUMBERS

View 1 Uriarra Road

Uriarra Road Vehicle Counts –

View 2 Uriarra Road

Uriarra Road Vehicle Counts –

View 3 Uriarra Crossing East Picnic Area

221300 annual visitors in 2011 and Increasing

Source : ACT Parks and Conservation Service

View 4 Uriarra Road

Uriarra Road Vehicle Counts –



View 5 Uriarra Crossing West Picnic Area

Less than Uriarra East, estimate of no more than 50,000 annually.

View 6 Uriarra Road

Uriarra Road Vehicle Counts –

View 7 Adjacent to Fairlight Road crossover

Fairlight Road Vehicle Counts

View 8 Fairlight Road. Fairlight Property

Fairlight Road Vehicle Counts

View 9 Fairlight Road

Fairlight Road Vehicle Counts

View 10 Fairlight Road

Fairlight Road Vehicle Counts

View 11 Uriarra Road

Uriarra Road Vehicle Counts –

View 12 LMWQCC Stockdill Drive

660 Vehicles per day

Source: Traffic Impact Assessment Report, Block 1634 Belconnen, Quantum Traffic 15/7/2022

View 13 Stockdill Drive

660 Vehicles per day

View 14 Stockdill Drive

660 Vehicles per day

View 15 Shepherd's Lookout

ACT Conservation Service Visitation Numbers

View 16 Stockdill Drive

660 Vehicles per day



View 17 Stockdill Drive

660 Vehicles per day

View 18 Stockdill Drive

660 Vehicles per day

View 19 View from Pro Hart Avenue Strathnairn Ginninderry

Pro Hart Avenue Vehicle Counts

View 20 From Bob Whan Street in Strathnairn Ginninderry

Strathnairn Residents - 750 Dwellings 1600 Residents

View 21 Fairlight Residence

Residents and visitors

View 22 Fairlight Residence

Residents and visitors

View 23 Macnamara Ginninderry

Future Urban Development

View 24 Macnamara Ginninderry

Future Urban Development

View 25 Macnamara Ginninderry

Future Urban Development

View 26 Mountain Creek Road Rural Residential

Mountain Creek Road Vehicle Counts



RANK VIEW LOCATIONS

Ranking of view locations for Landscape and Visual Impact is based on a number of criteria, namely

1. The number of viewers at a given location

- 1.1. The higher the numbers the greater the impact

2. The proximity of the view location to the infrastructure

- 2.1. The closer the proximity the greater the impact

3. The angle of the view to the predominant sightline or the predominance of the infrastructure in the view

- 3.1. Straight ahead has greater impact than view at 90°

4. New Infrastructure or existing infrastructure being modified or existing infrastructure being removed

- 4.1. New infrastructure has the greater impact and removed infrastructure has the lesser impact.
- 4.2. New infrastructure has construction period impact and installed infrastructure impact
- 4.3. Modified or existing infrastructure removed has construction period impact only.

For Example

High Landscape and Visual Impact Ranking would have

- Highest Number of viewers, and
- Closest distance to the infrastructure, and
- Direct view of the infrastructure, and
- New infrastructure.

Low Landscape and Visual Impact Ranking would have

- Lowest number of viewers
- Furthest distance to the infrastructure, and
- Indirect view of the infrastructure, and
- Infrastructure being removed.

Medium Landscape and Visual Impact Ranking falls between High and Low criteria.



VIEW LOCATION LANDSCAPE AND VISUAL IMPACT RANKINGS (LVIR)

View Location 1 URIARRA ROAD

MEDIUM LVIR

- 1 Uriarra Road Vehicle Count
- 2 2700m
- 3 Distant view of new alignment across paddocks at wide angle to main view along the road corridor
- 4 New Infrastructure

View Location 2 URIARRA ROAD

MEDIUM LVIR

- 1 Uriarra Road Vehicle Count
- 2 2700m
- 3 Distant view of new alignment across paddocks and Murrumbidgee River corridor at direct line of sight along the road corridor
- 4 New Infrastructure

View Location 2A URIARRA ROAD HIGH LVIR

- 1 Uriarra Road Vehicle Count
- 2 1400m
- 3 Medium distant view of new alignment across paddocks. Direct line of sight to new towers and conductors on the eastern side of the Murrumbidgee River crossing
- 4 New Infrastructure

View Location 3 URIARRA CROSSING EAST PICNIC AREA HIGH LVIR

- 1 Uriarra Crossing East Picnic Area Visitation Numbers
- 2 800m
- 3 Close view of conductors crossing the Murrumbidgee River. Peripheral view of towers on alignment on either side of the river.
- 4 New Infrastructure



View Location 4 URIARRA ROAD

HIGH LVIR

- 1 Uriarra Road Vehicle Count
- 2 Adjacent to 900m
- 3 Uriarra Road runs parallel to the new alignment at the crossing of the Murrumbidgee River. View of the crossing towers are in direct line of sight.
- 4 New Infrastructure

View Location 5 URIARRA CROSSING WEST PICNIC AREA

HIGH LVIR

- 1 Uriarra Crossing West Picnic Area Visitation Numbers
- 2 350m
- 3 Close view of conductors crossing the Murrumbidgee River. Peripheral and direct view of towers on alignment on either side of the river.

View Location 6 URIARRA ROAD

MEDIUM LVIR

- 1 Uriarra Road West Vehicle Count
- 2 1700m
- 3 Medium to distant view of new alignment across paddocks to Murrumbidgee River corridor at wide angle to main view along the road corridor
- 4 New Infrastructure

View Location 7 ADJACENT TO FAIRLIGHT ROAD CROSSOVER

HIGH LVIR

- 1 Fairlight Road Vehicle Count
- 2 400m
- 3 Close proximity view of new tower works and new alignment works and tower removal works adjacent to Fairlight Road. Prominent views of new works.
- 4 New Infrastructure



View Location 8 FAIRLIGHT ROAD. FAIRLIGHT PROPERTY

MEDIUM LVIR

- 1 Fairlight Road Vehicle Count
- 2 Adjacent
- 3 Close proximity view of existing towers and conductors to be removed
- 4 Infrastructure being removed

View Location 9 FAIRLIGHT ROAD.

MEDIUM LVIR

- 1 Fairlight Road Vehicle Count
- 2 1400m to 3500m
- 3 Distant views of new alignment works adjacent to Stockdill Drive. New alignment works visible above the treeline
- 4 New Infrastructure

View Location 10 FAIRLIGHT ROAD

HIGH LVIR

- 1 Fairlight Road Vehicle Count
- 2 550m
- 3 Close proximity view of new tower works and new alignment works on the eastern side of the Murrumbidgee River and conductors crossing the river.
- 4 New Infrastructure

View Location 11 URIARRA ROAD

HIGH LVIR

- 1 660 Vehicles per day
- 2 Adjacent to 2200m
- 3 Close views of new alignment towers and conductors adjacent to Uriarra Road. Close to medium views of the new alignment works crossing the Molonglo River corridor. Medium to distant views of the new alignment works along Stockdill Drive from the Molonglo River corridor to the Stockdill Substation. View of 3.2Km of the new alignment total distance of 6.2Km.
- 4 New Infrastructure



View Location 12 LMWQCC STOCKDILL DRIVE HIGH LVIR

- 1 660 Vehicles per day
- 2 450m to 4000m
- 3 Close view of new alignment adjacent to Uriarra Road and alignment crossing of the Molonglo River corridor. Distant views of the new alignment towers and conductors on the western side of the Murrumbidgee River across grassland to the crossover at Fairlight Road.
- 4 New Infrastructure

View Location 12A LMWQCC STOCKDILL DRIVE HIGH LVIR

- 1 660 Vehicles per day
- 2 450m
- 3 Close view of new alignment across paddocks adjacent to the Molonglo River corridor
- 4 New Infrastructure

View Location 12B LMWQCC STOCKDILL DRIVE HIGH LVIR

- 1 660 Vehicles per day
- 2 Adjacent
- 3 Close view of new towers and conductors adjacent to Stockdill Drive at LMWQCC.
- 4 New Infrastructure

View Location 13 STOCKDILL DRIVE HIGH LVIR

- 1 660 Vehicles per day
- 2 Adjacent
- 3 Close view of new towers and conductors adjacent to Stockdill Drive at LMWQCC.
- 4 New Infrastructure

View Location 14 STOCKDILL DRIVE HIGH LVIR

- 1 660 Vehicles per day
- 2 Adjacent
- 3 Close view of new towers and conductors adjacent to Stockdill Drive at LMWQCC. Location of new works behind roadside trees and vegetation.
- 4 New Infrastructure



View Location 15 SHEPHERD'S LOOKOUT

LOW LVIR

- 1 Shepherds Lookout Visitation Numbers
- 2 850m to 2500m
- 3 Close to distant views of Line 1 towers and conductors to be removed in the Conservation Corridor
- 4 Infrastructure being removed

View Location 15A SHEPHERD'S LOOKOUT

LOW LVIR

- 1 Shepherds Lookout Visitation Numbers
- 2 2300m
- 3 Close to distant views of Line 1 and 7 towers and conductors to be removed on the eastern side of the Murrumbidgee River
- 4 Infrastructure being removed

View Location 15B SHEPHERD'S LOOKOUT

LOW LVIR

- 1 Shepherds Lookout Visitation Numbers
- 2 2300m
- 3 Close to distant views of Line 1 and 7 towers and conductors to be removed on the western side of the Murrumbidgee River
- 4 Infrastructure being removed

View Location 15C SHEPHERD'S LOOKOUT

MEDIUM LVIR

- 1 Shepherds Lookout Visitation Numbers
- 2 1900m to 4200m
- 3 Distant views of new alignment towers and conductors crossing the Murrumbidgee River and the Molonglo River
- 4 New Infrastructure

View Location 15D SHEPHERD'S LOOKOUT

MEDIUM LVIR

- 1 Shepherds Lookout Visitation Numbers
- 2 1600m
- 3 Middle distance views of New Alignment towers and conductors adjacent to Stockdill Drive behind the tree line.
- 4 New Infrastructure



View Location 16 STOCKDILL DRIVE

HIGH LVIR

- 1 660 Vehicles per day
- 2 Adjacent
- 3 Close view of new towers and conductors adjacent to Stockdill Drive at Stockdill Substation. Location of new works behind roadside trees and vegetation.
- 4 New Infrastructure

View Location 17 STOCKDILL DRIVE

LOW LVIR

- 1 660 Vehicles per day
- 2 Adjacent to 2500m
- 3 Close to distant views of Line 1 towers and conductors to be removed in the Conservation Corridor. View is at right angles to and below the road. View of conductor crossing over road.
- 4 Infrastructure being removed

View Location 18 STOCKDILL DRIVE

LOW LVIR

- 1 Stockdill Drive Vehicle Count
- 2 700m
- 3 Close views of Line 3C towers and conductors to be added to with three additional conductors.
- 4 Existing Infrastructure being modified

View Location 19 PRO HART AVENUE STRATHNAIRN GINNINDERRY

LOW LVIR

- 1 Pro Hart Avenue Vehicle Count
- 2 Adjacent and Overhead
- 3 Close views of Line 3C towers and conductors to be added to with three additional conductors.
- 4 Existing Infrastructure being modified

View Location 19A PRO HART AVENUE STRATHNAIRN GINNINDERRY

LOW LVIR

- 1 Pro Hart Avenue Vehicle Count
- 2 Adjacent and Overhead
- 3 Close views of Line 3C towers and conductors to be added to with three additional conductors.
- 4 Existing Infrastructure being modified



View Location 20 BOB WHAN STREET STRATNAIRN GINNINDERRY

LOW LVIR

- 1 Existing Ginninderry Urban Development Edge
- 2 Adjacent
- 3 Close to distant views of Line 1 towers and conductors to be removed in the Conservation Corridor
- 4 Infrastructure being removed

View Location 21 FAIRLIGHT RESIDENCE

MEDIUM LVIR

- 1 Fairlight Residence
- 2 2600m
- 3 Medium distance views of new alignment towers and conductors from between Murrumbidgee River and the Cutover, through Murrumbidgee River crossing, Molonglo River crossing to Stockdill Substation. Extensive views of 3.4Km of the 6.2Km alignment
- 4 New Infrastructure

View Location 21A&B&C FAIRLIGHT RESIDENCE

LOW LVIR

- 1 Fairlight Residence
- 2 1000m to 2700m
- 3 Medium to distant views of Lines 1 and 7 towers and conductors due for removal.
- 4 Infrastructure being removed

View Location 22AB&C FAIRLIGHT RESIDENCE

LOW LVIR

- 1 Fairlight Residence
- 2 Adjacent to 1000m
- 3 Close to medium to distant views of Lines 1 and 7 towers and conductors due for removal.
- 4 Infrastructure being removed

View Location 23&24&25 MACNAMARA GINNINDERRY

LOW LVIR

- 1 Ginninderry Macnamara Future Urban Development
- 2 Adjacent to 2000m
- 3 Close to medium to distant views of Lines 1 and 7 towers and conductors due for removal.
- 4 Infrastructure being removed



View Location 26 MOUNTAIN CREEK ROAD RURAL RESIDENTIAL

LOW LVIR

- 1 Mountain Creek Road Vehicle Count and Resident Count
- 2 Distant
- 3 Distant views of new towers and conductors adjacent to Stockdill Drive at Stockdill Substation. Location of new works behind roadside trees and vegetation.
- 4 New Infrastructure

LANDSCAPE AND VISUAL IMPACT RANKINGS SUMMARY

View Location 1 URIARRA ROAD	1 Medium
View Location 2 URIARRA ROAD	2 Medium
View Location 2A URIARRA ROAD	2A High
View Location 3 URIARRA CROSSING EAST PICNIC AREA	3 High
View Location 4 URIARRA ROAD	4 High
View Location 5 URIARRA CROSSING WEST PICNIC AREA	5 High
View Location 6 URIARRA ROAD	6 Medium
View Location 7 ADJACENT TO FAIRLIGHT ROAD CROSSOVER	7 High
View Location 8 FAIRLIGHT ROAD.FAIRLIGHT PROPERTY	8 Medium
View Location 9 FAIRLIGHT ROAD	9 Medium
View Location 10 FAIRLIGHT ROAD	10 High
View Location 11 URIARRA ROAD	11 High
View Location 12 LMWQCC STOCKDILL DRIVE	12 High
View Location 12A LMWQCC STOCKDILL DRIVE	12A High
View Location 12B LMWQCC STOCKDILL DRIVE	12B High



View Location 13 STOCKDILL DRIVE	13 High
View Location 14 STOCKDILL DRIVE	14 High
View Location 15 SHEPHERD'S LOOKOUT	15 Low
View Location 15A SHEPHERD'S LOOKOUT	15A Low
View Location 15B SHEPHERD'S LOOKOUT	15B Low
View Location 15C SHEPHERD'S LOOKOUT	15C Medium
View Location 15D SHEPHERD'S LOOKOUT	15D Medium
View Location 16 STOCKDILL DRIVE	16 High
View Location 17 STOCKDILL DRIVE	17 Low
View Location 18 STOCKDILL DRIVE	18 Low
View Location 19 PRO HART AVENUE STRATHNAIRN GINNINDERRY	19 Low
View Location 19A PRO HART AVENUE STRATHNAIRN GINNINDERRY	19A Low
View Location 20 BOB WHAN STREET STRATHNAIRN GINNINDERRY	20 Low
View Location 21 FAIRLIGHT RESIDENCE	21 Medium
View Location 21A FAIRLIGHT RESIDENCE	21A Low
View Location 22A&B&C FAIRLIGHT RESIDENCE	22A&B&C Low
View Location 23&24&25 MACNAMARA GINNINDERRY	23&24&25 Low
View Location 26 MOUNTAIN CREEK ROAD RURAL RESIDENTIAL	26 Low



7. ASSESS LANDSCAPE AND VISUAL IMPACT

VIEW LOCATIONS

View Locations Sheets Follow for each view location.

Refer to Figures 6.1 to 6.4 View Locations and Detailed View Locations

Refer to View Locations data Table 6.1



VIEW LOCATION 1 URIARRA ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



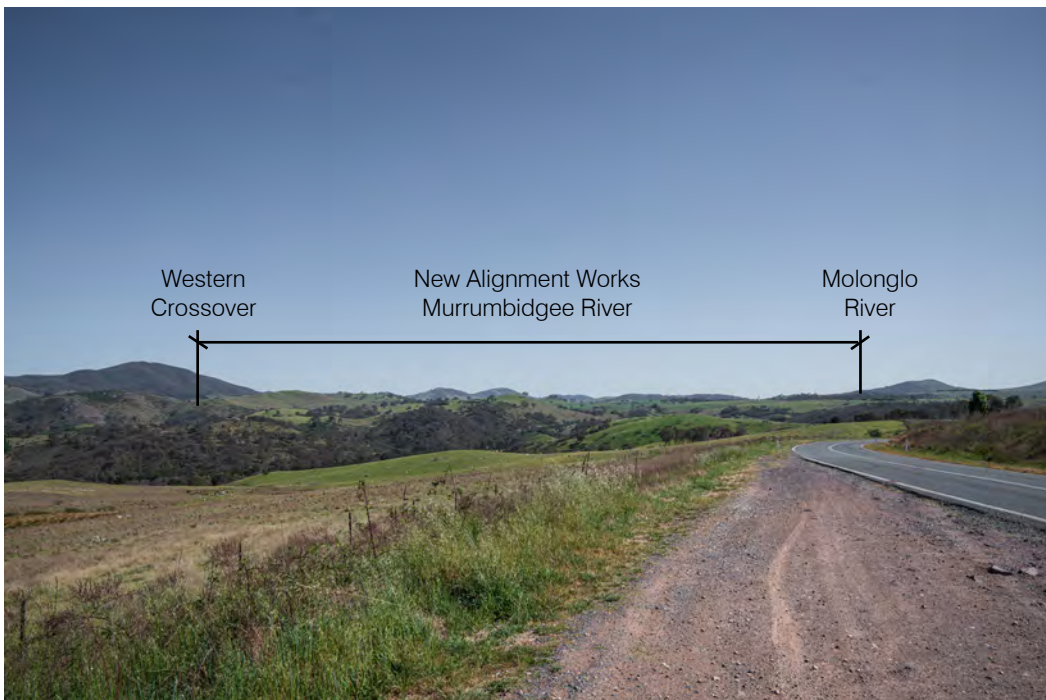
VIEW LOCATION 2 URIARRA ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 2A URIARRA ROAD

High LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 3 URIARRA CROSSING EAST PICNIC AREA

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



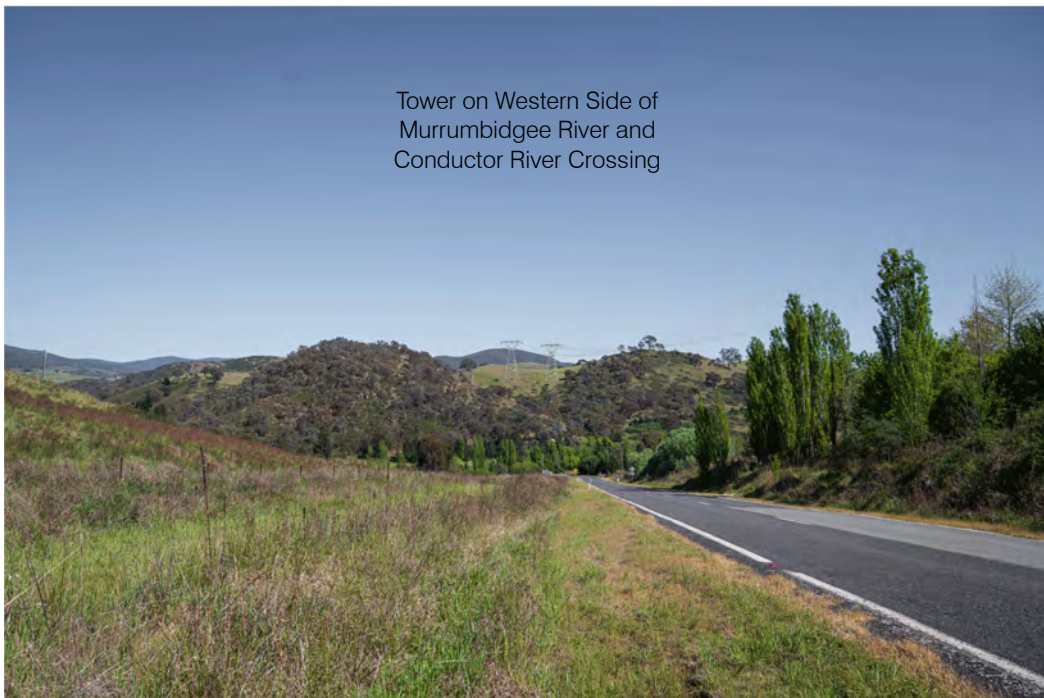
VIEW LOCATION 4 URIARRA ROAD

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 5 URIARRA CROSSING WEST PICNIC AREA **HIGH LVIR**

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 6 URIARRA ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



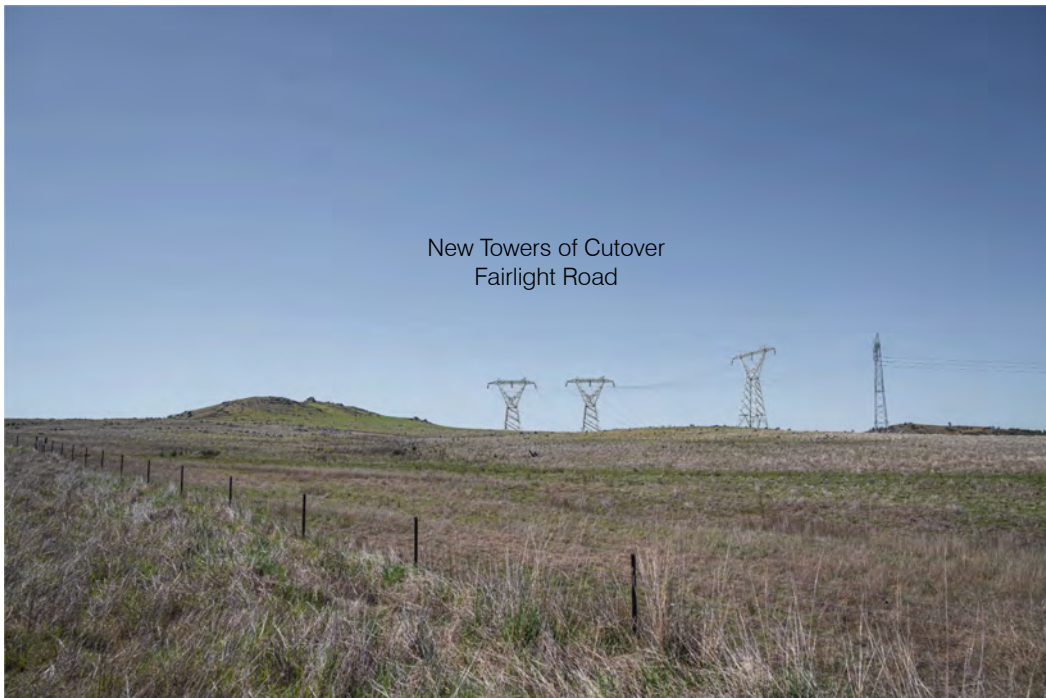
VIEW LOCATION 7 ADJACENT TO FAIRLIGHT ROAD CROSSOVER

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 8 FAIRLIGHT ROAD, FAIRLIGHT PROPERTY.

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 9 FAIRLIGHT ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 10 FAIRLIGHT ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 11 URIARRA ROAD

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 12 LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 12A LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 12B LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 13 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 14 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 15 SHEPHERD'S LOOKOUT

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



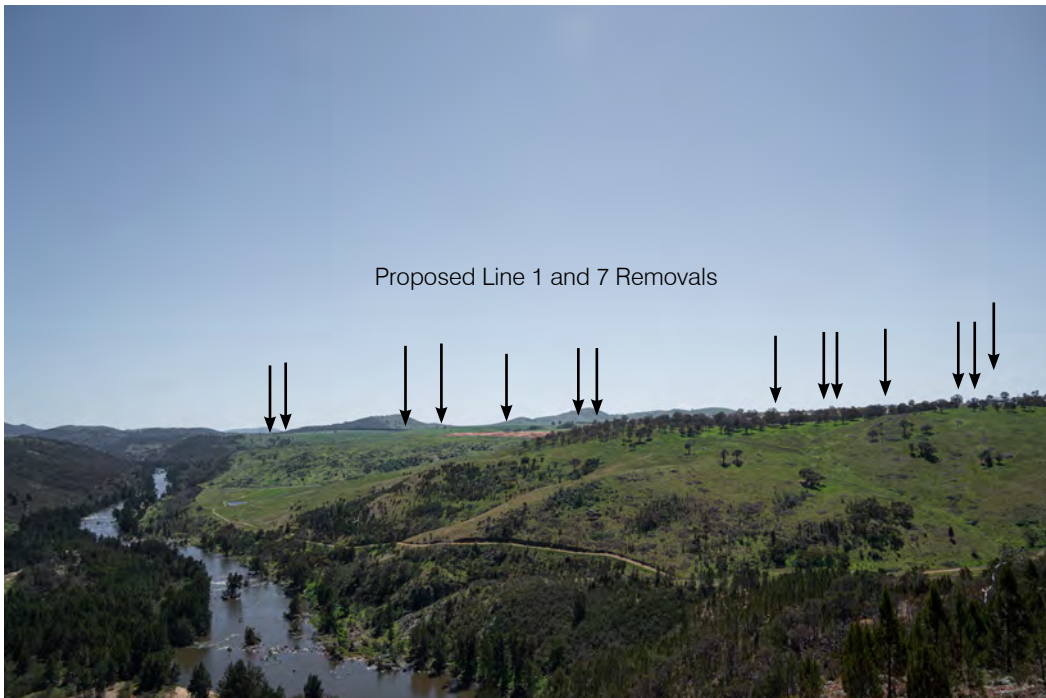
VIEW LOCATION 15A SHEPHERD'S LOOKOUT

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 15B SHEPHERD'S LOOKOUT

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



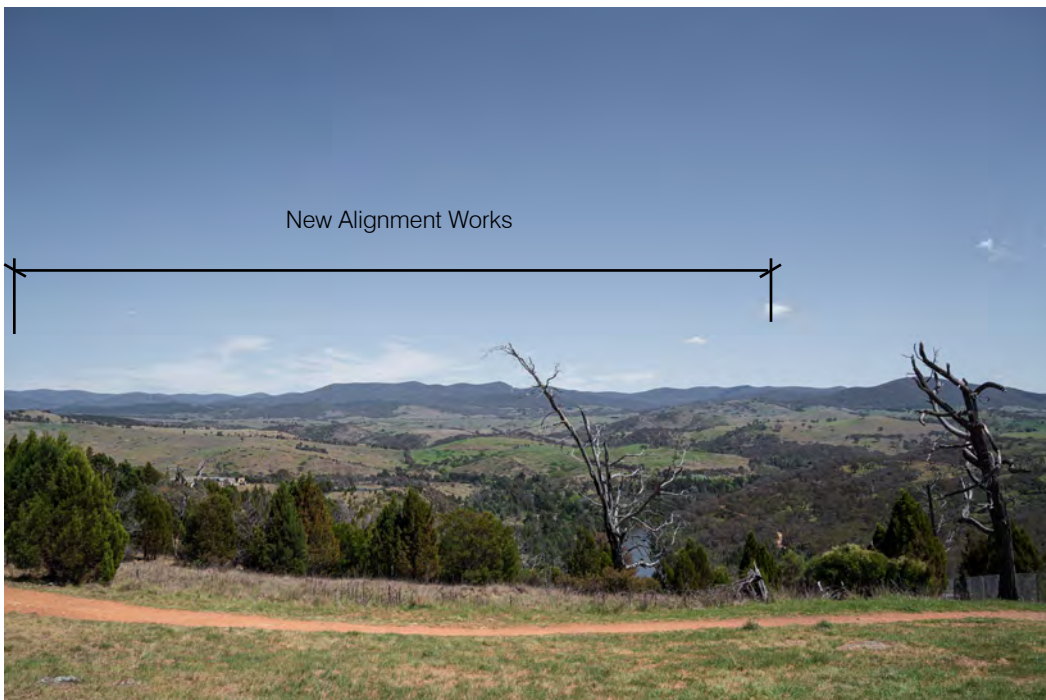
VIEW LOCATION 15C SHEPHERD'S LOOKOUT

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 15D SHEPHERD'S LOOKOUT

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 16 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 17 STOCKDILL DRIVE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 18 STOCKDILL DRIVE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View

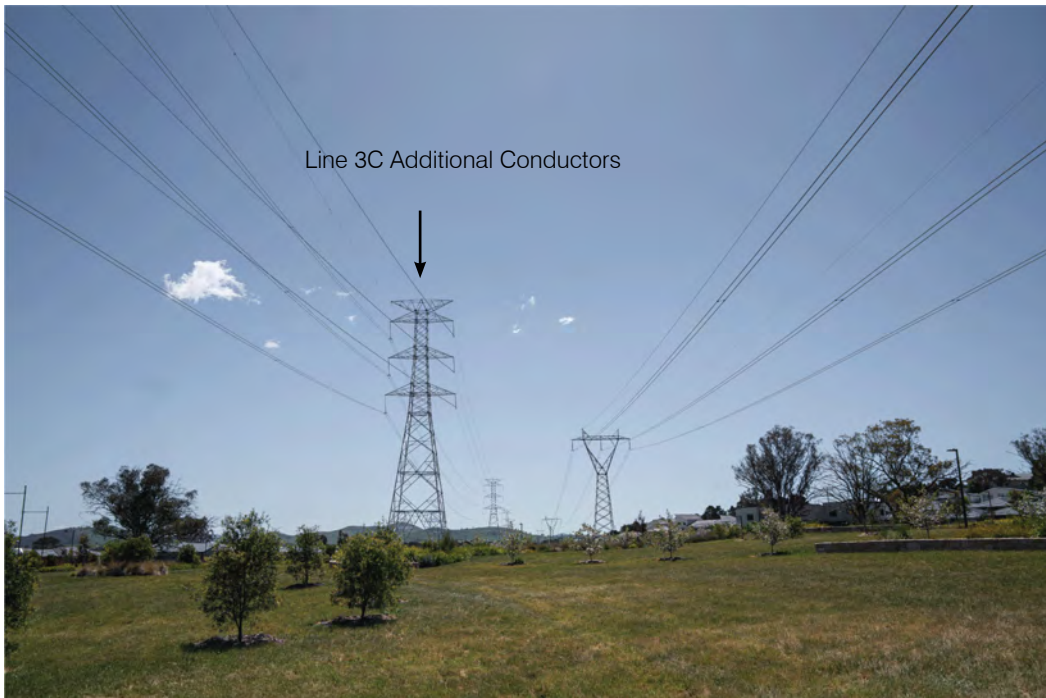


VIEW LOCATION 19 PRO HART AVENUE STRATHNAIRN GINNINDERRY **LOW LVIR**

Refer to Figure 6.1 View Locations



Existing View



Proposed View



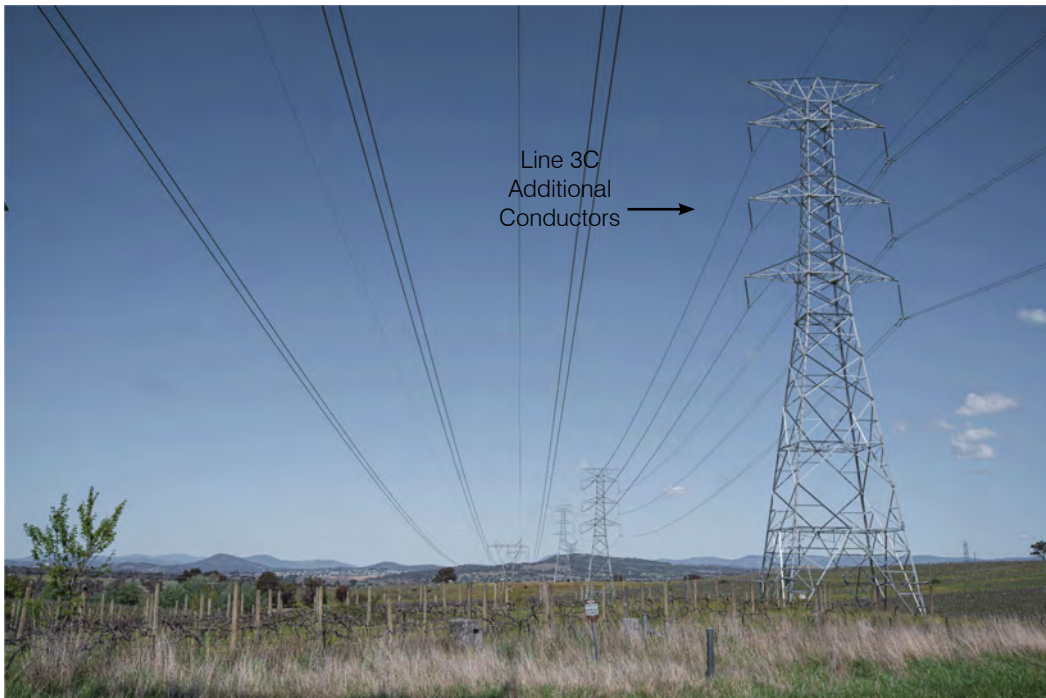
VIEW LOCATION 19A PRO HART AVENUE STRATHNAIRN GINNINDERRY

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 20 BOB WHAN STREET STRATHNAIRN GINNINDERRY

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 21 FAIRLIGHT RESIDENCE

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 21A FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 21B FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 21C FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 22 FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



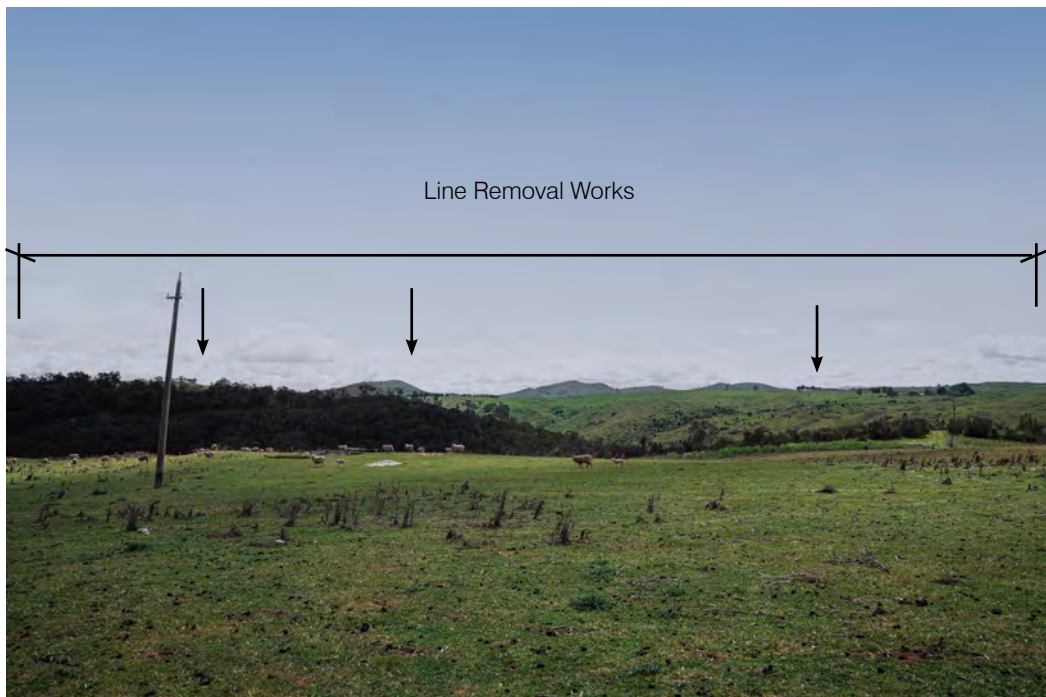
VIEW LOCATION 22A FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 22B FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



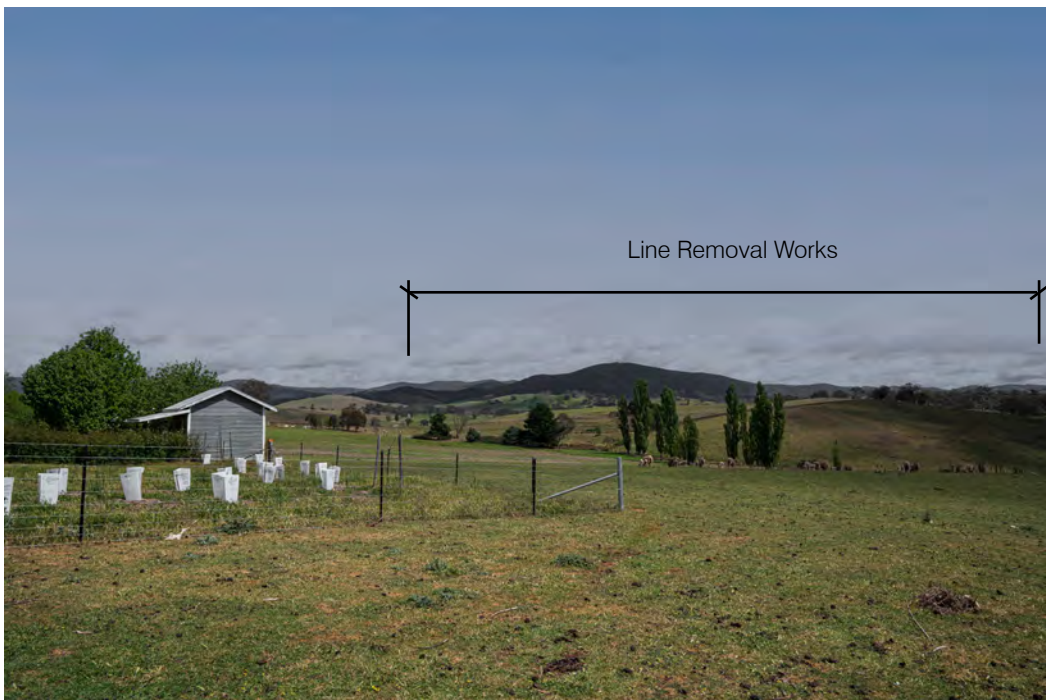
VIEW LOCATION 22C FAIRLIGHT RESIDENCE

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



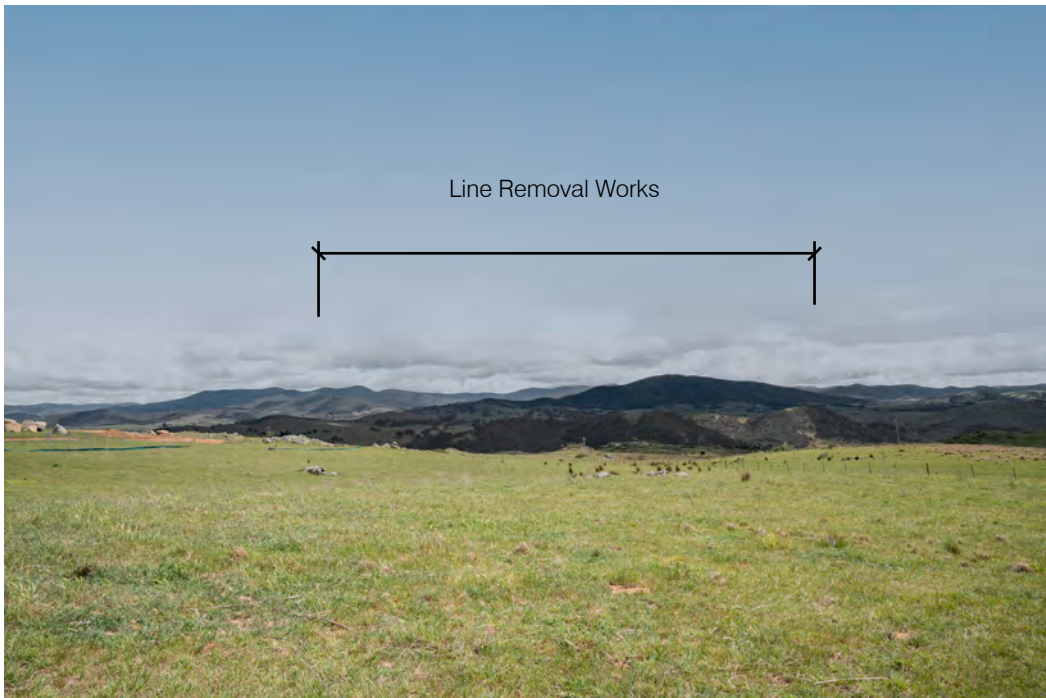
VIEW LOCATION 23/24/25 MACNAMARA GINNINDERRY

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



VIEW LOCATION 26 MOUNTAIN CREEK ROAD RURAL RESIDENTIAL

LOW LVIR

Refer to Figure 6.1 View Locations



Existing View



Proposed View



identify

8 IDENTIFY MITIGATION OPTIONS

The Landscape and Visual Impact assessment has identified the following High Landscape and Visual Impact locations as areas for consideration of mitigation options;

- View Locations 2A, 3,4,5 and 10 which are associated with crossing of the Murrumbidgee River,
- View Location 7 at the Cutover,
- View Locations 11,12,12A and 12B which area associated with crossing of the Molonglo River, and
- View Locations 13, 14 and 16 along Stockdill Drive.

The following View Locations identify potential or no potential for mitigation works which might diminish the Landscape and Visual Impact. Modified rankings are identified as they arise.



identify

VIEW LOCATION 2A URIARRA ROAD

High LVIR

Refer to Figure 6.1 View Locations



Proposed View

Uriarra Road roadside vegetation screen planting between the 2A view location and the tower locations on the eastern side of the Murrumbidgee River has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 2A are diminished.

An alternative is to place the screen planting on the grassed hillside in front of the towers. This minimises the High LVIR whilst maintaining the rural and riverine views from Uriarra Road.

This alternative screen planting has the effect of reducing the LVIR from High to Medium.



identify

VIEW LOCATION 3 URIARRA CROSSING EAST PICNIC AREA

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

No potential exists to screen the conductor crossing of the Murrumbidgee River.

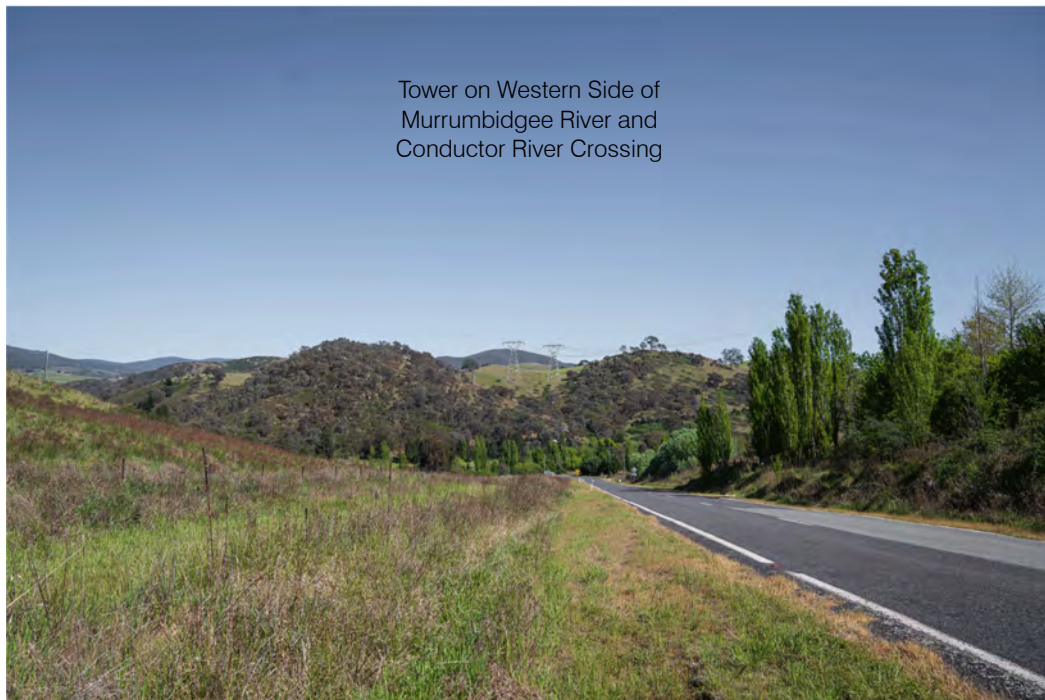


identify

VIEW LOCATION 4 URIARRA ROAD

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Uriarra Road roadside vegetation screen planting along the northern side of the road has potential to partially screen the high-level conductors adjacent to the road. The screen of the new infrastructure will require time for the screening vegetation to reach an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 4 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 5 URIARRA CROSSING WEST PICNIC AREA **HIGH LVIR**

Refer to Figure 6.1 View Locations



Proposed View

No potential exists to screen the conductor crossing of the Murrumbidgee River.

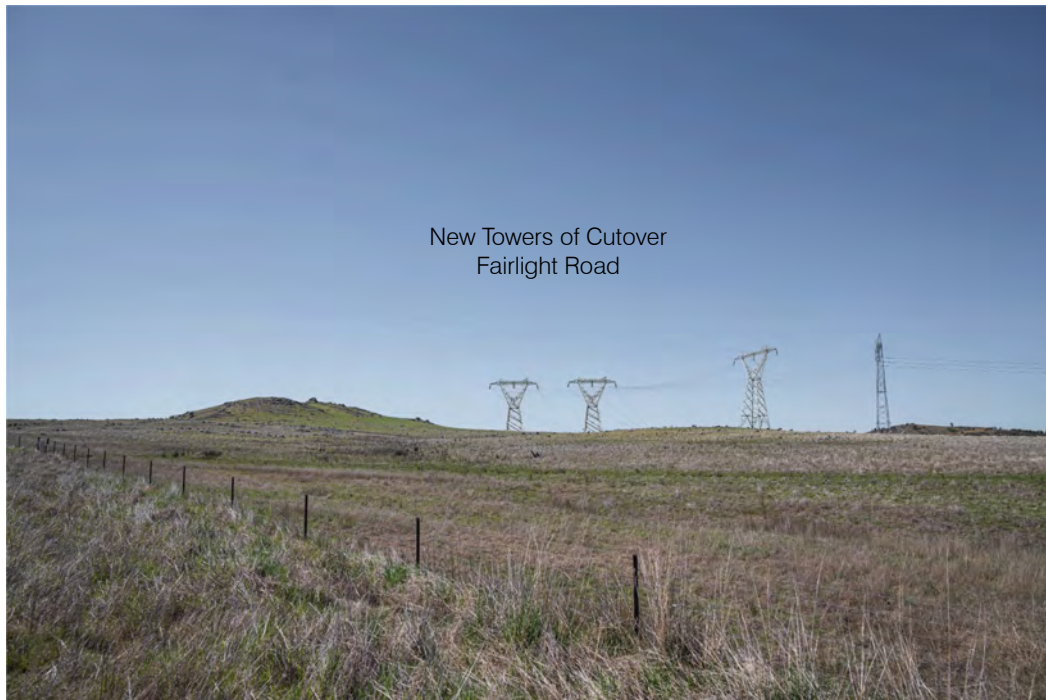


identify

VIEW LOCATION 7 ADJACENT TO FAIRLIGHT ROAD CROSSOVER

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Fairlight Road roadside vegetation screen planting extending from existing beyond the cutover infrastructure has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural landscapes from View Location 7 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium.



identify

VIEW LOCATION 10 FAIRLIGHT ROAD

MEDIUM LVIR

Refer to Figure 6.1 View Locations



Proposed View

Fairlight Road roadside vegetation screen planting between the 10 view location and the river has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 10 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 11 URIARRA ROAD

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Uriarra Road roadside vegetation screen planting between the 11 view location and the tower locations on the southern side of the Mollonglo River has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 11 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 12 LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Stockdill Drive roadside vegetation screen planting between the 12 view location and the tower locations on the southern side of the Mollonglo River has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 12 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 12A LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Stockdill Drive roadside vegetation screen planting between the 12A view location and the tower locations on the southern side of the Molonglo River has the potential to screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 12A are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 12B LMWQCC STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Stockdill Drive roadside vegetation screen planting between the 12B view location and the tower locations on the northern side of the Molonglo River has the potential to partially screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 12B are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 13 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Stockdill Drive roadside vegetation screen planting between the 13 view location and the tower and pole locations on the eastern side of Stockdill Drive has the potential to partially screen the new infrastructure once the plantings have reached an effective size.

An effect of this roadside screen planting is that views of the surrounding rural and riverine landscapes from View Location 13 are diminished.

This screen planting has the effect of reducing the LVIR from High to Medium to the detriment of rural and riverine landscape views.



identify

VIEW LOCATION 14 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Existing Stockdill Drive roadside vegetation screen planting between the 14 view location and the pole locations on the eastern side of Stockdill Drive has the potential to partially screen the new infrastructure.

This screen planting has the effect of reducing the LVIR from High to Medium.



identify

VIEW LOCATION 16 STOCKDILL DRIVE

HIGH LVIR

Refer to Figure 6.1 View Locations



Proposed View

Existing Stockdill Drive roadside vegetation screen planting between the 16 view location and the pole locations on the eastern side of Stockdill Drive have the potential to partially screen the new infrastructure.

This screen planting has the effect of reducing the LVIR from High to Medium.



If we can be of any further assistance to you in regard to the project please do not hesitate to contact me.

Regards,

Michael Reeves

Director dsb Landscape Architects

Registered Landscape Architect AILA #486



quality assurance

QUALITY ASSURANCE

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Report title: Ginninderry – Upper and Lower Tumut 330kV Transmission Line Realignment Project – Landscape and Visual Impact Assessment Report Draft
Job number: 4862
Date: 29 January 2024
Prepared by: Michael Reeves
Reviewed by: David Pearce

Issue history

Issue Number	Issue Date	Details	Authorised by
1	October 2023	Assessment Report DRAFT DRAFT	Mr
2	18 October	Draft Draft Rev 2	Mr
3	26 October 2023	Draft Report	Mr
4	10 November 2023	Draft Report	Mr
5	8 December 2023	Draft Report	Mr
6	29 January 2024	Draft Report	Mr



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S O C I A L



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