19 VISUAL AMENITY

19.1 INTRODUCTION

This chapter provides visual amenity information in response to various submissions on the EIS and the revised pipeline alignment. The information presented builds on the EIS, Volume 2, Chapter 19 Visual Amenity and should be read in conjunction with the EIS chapter.

Further detailed information is located in the Addendum to the visual amenity technical report relating to the Supplementary EIS, presented in STR19-1-SV2.5 Visual Impact Addendum to the Assessment Report.

19.2 METHODOLOGY OF ASSESSMENT

The methodology for the assessment conducted for the Supplementary EIS is consistent with the methodology outlined in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.2.

19.3 EXISTING ENVIRONMENT

19.3.1 GENERAL

The pipeline alignment has been revised in the section between the northern end of Baileys Road and the MLA areas, as discussed in Chapter 6 Project Operations, with the pipeline route generally following the Leichhardt Highway to the MLA area. This modification to the pipeline alignment has resulted in changes to the existing environment through which the pipeline will pass.

19.3.2 VISUAL MANAGEMENT UNITS

As a result of the revised northern pipeline portion, the Visual Management Units (VMU) have altered from the VMUs provided in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.3.2. The Fosters Road – Peakes Road VMU and Open fields VMU are no longer impacted by the Project. However, a new VMU is now relevant, being Giligulgul Road – Leichhardt Highway. Other VMU's discussed in the EIS remain unchanged.

Giligulgul Road – Leichhardt Highway section VMU

This VMU extends along the revised pipeline portion from the intersection of Baileys Road and Giligulgul Road, along the Leichhardt Highway and includes Lot 3, FT695, which the proposed pipeline alignment traverses, to enter the MLA area.

Topography in this VMU is gently undulating from approximate elevations of 300 m to 320 m. This section of the Leichhardt Highway differs from the southern sections of the highway in that it is predominantly, open grassland, cropping and live-stock grazing lands with scattered tree cover, as shown in Photo 19-1.

19.4 DESCRIPTION OF PROPOSED DEVELOPMENT

19.4.1 PROPOSED PIPELINE ALIGNMENT

The proposed pipeline alignment is generally as described in the EIS, however the northern portion of the alignment has been revised from the EIS in response to community feedback and submissions on the EIS. The revised pipeline portion extends from the intersection of Baileys and Giligulgul Roads, proceeding in a north-easterly direction within the road reserve. Where Giligulgul Road intersects with the Leichhardt Highway, the alignment turns into the road reserve of the Leichhardt Highway on the western side and progresses in a northerly direction until the south-eastern corner of Lot 3 FT695. At this point, the proposed alignment traverses this allotment in a northerly direction to enter the MLA areas at the south-east corner. Assessment of the revised northern portion is addressed in this chapter.

19.4.2 PIPELINE CONSTRUCTION

The construction methods for the revised pipeline portion will be the same as outlined in the EIS Volume 1, Chapter 19 Visual Amenity, section 19.4.2.

Photo 19-1: The Giligulgul Road – Leichhardt Highway VMU is dominated by grassland with scattered low tree cover

19.5 POTENTIAL IMPACTS

19.5.1 VISUAL EFFECTS

The visual effects of the pipeline alignment are comparable to that described in the EIS Volume 2, Chapter 16 Visual Amenity. Viewpoints 13, 14 and 15 are no longer relevant to the proposed pipeline, and assessment at a new viewpoint has been prepared, as shown in Figure 19-12-SV2.3.

19.5.2 VISUAL EFFECT ILLUSTRATED BY PHOTOMONTAGE

Figures 19-20-SV2.3 Leichhardt Highway

The photomontage illustrates the viewpoint from the eastern side of the Leichhardt Highway, immediately south of Guluguba, on the corner of Dorsets Road and the Leichhardt Highway. As shown in Figure 19-12-SV2.3 the viewpoint is generally looking south along the pipeline route, located within the western side of the road reserve of the highway.

The existing visual setting in this location of the highway is grassland with scattered tree cover, as shown in Figure 19-20a-V2.3. Construction of the pipeline will create a temporary change in the visual setting as shown in Figure 19-20b-V2.3, due to the colour contrast of soil against existing grassland. The change will be short lived in the grass areas until the grass cover is restored. In areas where tree cover is proposed to be removed, the visual effect will initially be higher. The visual effect will reduce relatively quickly as the new landscape borrows views from the existing background views and contrast levels are reduced.

19.5.3 VISUAL SENSITIVITY

The visual sensitivity of the revised pipeline portion is comparable to that described in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.5.3.

Sensitive receptors have changed in relation to the amended pipeline portion, with Figure 19-18-SV2.3 presenting potential sensitive receptors close to the proposed pipeline, superseding Figure 19-18-V2.3 from the EIS.

19.5.4 VISUAL IMPACTS

The visual impacts of the revised pipeline portion are comparable to that described in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.5.4.

19.6 MITIGATION MEASURES

The mitigation measures for the pipeline route are the same as those described in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.6, with no additional mitigation measures required as a result of the revised pipeline portion.

19.7 RESIDUAL IMPACTS

The residual impacts of the pipeline route are comparable to that described in the EIS Volume 2, Chapter 19 Visual Amenity, section 19.7.

Where the proposed pipeline is located within the highway reserve for the revised pipeline portion, similar visual effects and impacts are experienced. These visual effects will be of a temporary nature and the existing landscape values will be quickly regained soon after completion of construction works, minimising long term impacts.