

and the easement vegetation becomes apparent. This will result in impacts similar to what can be seen at VP8 (Wybong Road, 1200 metres north of Wybong Bridge) at present in relation to the visual impact of the existing ETL.

A number of privately owned residences adjacent to the ETL relocation may be considered to experience high visual impact from the ETL relocation. However, the residences with the highest impacts are located within areas where acquisition rights are already in place (e.g. residences 25 and 81). In the area around viewpoints 8, 9 and 10 (refer **Figure 3.3**), the ETL relocation will be replacing the existing ETL. Hence, for the residents in these areas the overall visual impact will not be greater, as the ETL relocation will replace the existing ETL as an element in the landscape.

Visual amenity impacts were an aspect of consideration as part of the consideration of alternative routes for the ETL relocation. Section 3.3.2 of the EA provides detail on the assessment of realignment options and the aspects taken into account. The visual impacts of the options considered are as follows:

Option 1

- The location of the route along the northern boundary would run parallel to Wybong Road, creating a linear feature and visual impact obvious to motorists on Wybong Road for several kilometres, rather than creating a single point where motorists will cross under the line. (NB: This is similar to the route proposed by the WAG).

Option 2

- The visual impact of the ETL relocation in the vicinity of Wallaby Rocks would be highly significant as the line would traverse the western edge of Wallaby Rocks and would not be shielded when viewed from the west; and
- This route would involve construction of the ETL on the western side of Wallaby Rocks. The visual catchment on the western side of Wallaby Rocks is generally undisturbed, and therefore this option would involve considerably more visual/landscape impact than the preferred location on the eastern side of Wallaby Rocks, where the visual catchment is heavily disturbed (i.e. an approved mine site).

Preferred Option

- The proposed ETL relocation is situated on the eastern side of Wallaby Rocks and will only be visible for a small portion of its extent when viewed from the west – that is at the point where the line emerges from Wallaby Rocks to rejoin the existing Bayswater to Mount Piper 500 kV line. It is effectively shielded for the majority of its route by either the natural landform on the south and western side, or by the mine itself when viewed from the north; and
- By comparison, visual amenity impacts associated with the Preferred Option are less than those associated with Option 1 and Option 2. **Figure 3.1** illustrates the alternative route options. Further response on visual impact of the proposed ETL relocation is provided in **Section 4.1**.

Submission

It is arrant nonsense of Xstrata or any other authority to suggest that a North East ETL realignment presents an external barrier to, if ever applied for, if ever approved, removal of coal. Farcical in that the current proposal is itself one to move an ETL so as to access coal not sought in an original proposal.

Response

Mangoola Coal and TransGrid are cognisant of the risks and costs involved in the ETL relocation, both monetary and time related, in addition to associated risk to security of electricity supply. An estimated capital expenditure of \$25 million will be made and the total construction timeframe for the entire ETL relocation is approximately 11 months. In addition, there is a risk of disruption to a major power link through the area. Mangoola Coal and TransGrid have therefore thoroughly assessed the proposed relocation route as, given the input of resources into such a project; it is not a process that should prudently be repeated in the future. The ETL relocation is planned as permanent and therefore should be located so as to avoid potential need for a further relocation.

3.2.5 Noise**Submission**

Reasonable accommodation for disruption of residents affected by ETL construction related noise should approximate that Alternate Accommodation offered to residents affected by construction noise.

Response

Provision of temporary accommodation will be considered by Mangoola Coal as a potential construction noise management measure for the ETL relocation for those residents affected within the noise management zone. This provision has been included in the Revised Statement of Commitments for the ETL Relocation (refer **Appendix 1**).

3.2.6 Conditions of Approval

It is noted that the Wybong Action Group has submitted recommended consent conditions for the project approval as part of its submission.

Response

We expect that these recommendations will be considered by DP&I and where relevant they will take the recommended consent conditions into account.

4.0 Response to Community Submissions

4.1 Visual Amenity

Submission

Visual impact of the ETL for motorists on Wybong Rd is the 'pot calling the kettle black'. Alternatively, it's clutching at straws. The impact from the huge wall of overburden on the other side of the road is far more intrusive and distracting than ETL pylons. There are numerous examples of ETLs in the Hunter region being located or relocated parallel to main roads without any motoring distraction.

Xstrata's proposed route will also result in a permanent and significant visual impact on the scenic amenity of the area. The mine is relatively short term in the scheme of things and hopefully will be rehabilitated back to woodlands that may eventually grow back but the relocation of the ETL will be permanent. Xstrata's proposed route will take the ETL across the north face of Wallaby Rock and follow the ridgeline which is known to the locals as the Limb of Addy ridgeline.

We purchased our block of land in 2007 due to its scenic beauty. We have direct views down the valley to the south and to the south east to the proposed ETL route and we will clearly see towers T29 through to T14 from our house and property and likely the top of T28. Our house has been built to take advantage of the views afforded by its raised position with large glass doors on the south side of the house and we have clear views to the proposed location of these towers.

Our residence is not noted as having a high visual impact which we firmly believe is not the case, taking into account the main aspect of our residence faces the rail loop area and the new ETL will traverse across our line of viewing, adding to the unsightly vision of the rail loop we currently encounter. We are concerned that 132 is not listed as being impacted.

"Sensitivity levels are a measure of people's concern for the scenic quality of an existing environment." Due to the highly objective nature of one's perception of visual impacts we feel that the EA has not addressed the value we put on the area impacted by this assessment, not only from our property but indeed it is changing the landscape as we know it.

Response

As part of the EA for the ETL relocation, a Visual Impact Assessment was completed (refer Appendix B3 of the EA).

The objective of the visual impact assessment was to assess the visual impact of the ETL relocation, a comparison of the existing and proposed alignment for the ETL, and to consider associated ameliorative measures. The assessment consisted of identifying the relevant aspects of the project that may impact upon the visual amenity and assessing these relevant aspects from the 12 public viewpoints (VP) assessed in the Anvil Hill Project EA (refer **Figure 3.3**), as these public VP were again considered the most suitable and generally have the highest potential for views affected by the proposed ETL relocation. It is important to note that the visual assessment undertaken, consistent with the Anvil Hill Project EA, was to determine the visual impacts on the broader landscape scale, i.e. a landscape based assessment.

The visual amenity assessment found that the passage of the ETL relocation through the offset areas results in no greater significance than the impacts currently arising from the existing ETL where it traverses the Big Flat Creek Conservation Area, when considered from the adjacent viewpoints to each area. The visual impact of the easement clearing through the Conservation Offset Area will be evident at a time when the area becomes more heavily vegetated and the difference between the Conservation Area and the easement vegetation becomes apparent. This will result in impacts similar to what can be seen at VP8 presently in relation to the visual impact of the existing ETL.

The EA determined that a number of privately owned residences adjacent to the ETL relocation may be considered to experience potential high visual impact. However, the residences with the potential highest impacts are located within areas where acquisition rights are already in place (e.g. residences 25, 81 and 132). In the area around viewpoints 8, 9 and 10, the ETL relocation will be replacing the existing ETL. Hence, for the residences in these areas the overall visual impact will not be greater, as the ETL relocation will replace the existing ETL as an element in the landscape.

Additional Visual Impact Assessment

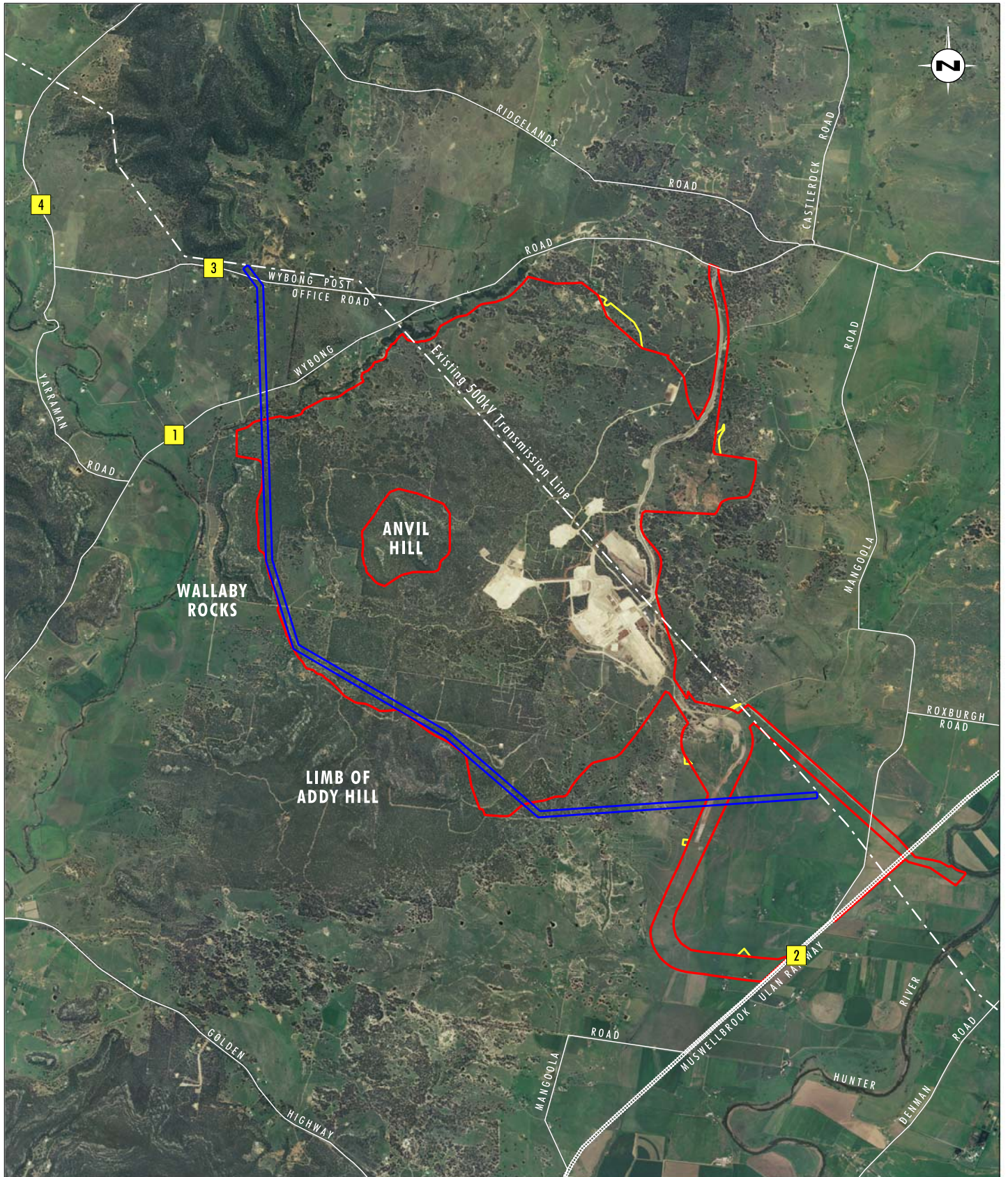
In response to the submissions received on the EA for the ETL relocation, Umwelt conducted an additional visual amenity assessment specifically targeting the concerns raised in submissions. The visual amenity assessment completed previously was a general landscape based assessment, whereas the work completed in response to submissions on the EA for the ETL relocation provides detail in response to specific concerns raised. The additional visual amenity assessment process included the following:

1. **Radial Analysis Assessment** – Radial analyses are developed using 3D topographic information, aerial photographs and electronic data files relating to site infrastructure and other infrastructure surrounding the mine site. A radial analysis illustrates what is visible from eye level at that location. It should be noted that the radial analyses are topography based only and do not include vegetation which may in fact screen a portion of a viewshed. Radial analyses were completed to gauge the potential visual impact from targeted viewpoints which were determined based on visual amenity impact related submissions. A comparison of radial analyses was made using perceived visual worst case year during mine operations – the approved mine vs. the approved mine plus ETL relocation.
2. **Field Assessment** - A field assessment was conducted including:
 - a visit to the Mangoola Coal Mine;
 - travelling the regional road network which services the mine; and
 - visiting locations raised in submissions and subsequently the subject of a radial analysis.

Throughout the assessment observations were made regarding visual amenity and potential impacts, and photographs were taken.

3. **Photomontages** - A photomontage is developed using a panoramic photograph (made using a series of individual photos), 3D topographic information, and electronic data files pertaining to the site infrastructure and other infrastructure surrounding the mine site. Constructing photomontages of 'before and after' scenarios illustrates the existing landscape and provides a comparison landscape including the relocated ETL. Final locations chosen for the construction of photomontages were determined based on the results of the radial analysis exercise and photos taken and observations made during the field assessment.

Figure 4.1 illustrates the viewing locations for radial analyses, photographs and photomontages.



Source: Dept. of Lands (2003), Xstrata Mangoola (2010)

0 1.0 2.0 3.0 km
1:60 000

Legend

- Approved Project Disturbance Boundary
- Modified Project Disturbance Boundary
- Proposed 500kV ETL Relocation
- 2 Viewing Location

FIGURE 4.1

Viewing Locations
Electricity Transmission Line Relocation

Wybong Road/Wallaby Rocks

Wybong Road passes close to the northern limit of the approved Mangoola Coal Mine disturbance area for several kilometres. Viewing Location 1 (refer **Figure 4.1**) was used to assess the visual impacts in relation to impacts on Wybong Road and Wallaby Rocks. The location is close to the location of VP8 in the visual impact assessment previously completed (refer **Figure 3.3**). The revised location was chosen for this more detailed assessment as it provides an overall perspective driving into this part of the valley, and the viewshed travelling along Wybong Road into this part of the valley (from west to north-east). That is, this location provides a view towards the mine, the existing ETL (and ETL relocation location), Wallaby Rocks and Anvil Hill, and therefore a radial analysis and photomontage were completed at this location.

Radial Analysis – An analysis was completed using the year 5 mine plan as the worst case scenario for the viewshed (refer **Figure 4.2**). The analysis illustrates that based on the current 5 year mine plan the existing ETL is visible as it passes over Wybong Road, with Wallaby Rocks visible to the south and Anvil Hill to the south-east. Glimpses of the active overburden emplacement areas may be visible; however, with progressive rehabilitation of the dumps progressing from 2011, much of these landforms will blend in with the surrounding landforms. At year 5 of the mine plan, rehabilitation works will be well progressed.

The modified mine plan for year 5, including the mine plan modifications and ETL relocation, illustrates that in comparison with the current plan there is the potential to view similar amounts of active overburden emplacement areas and a slightly wider view of the ETL relocation. As with the current plan, rehabilitation will have commenced in the area of the overburden emplacement. It should also be noted that the conceptual final landform for the proposed modification has been designed to maintain consistency with the local area and will predominantly consist of an undulating landform reflecting the dominant features of the existing environment. The overburden and its rehabilitation will result in less of the ETL relocation protruding into the skyline.

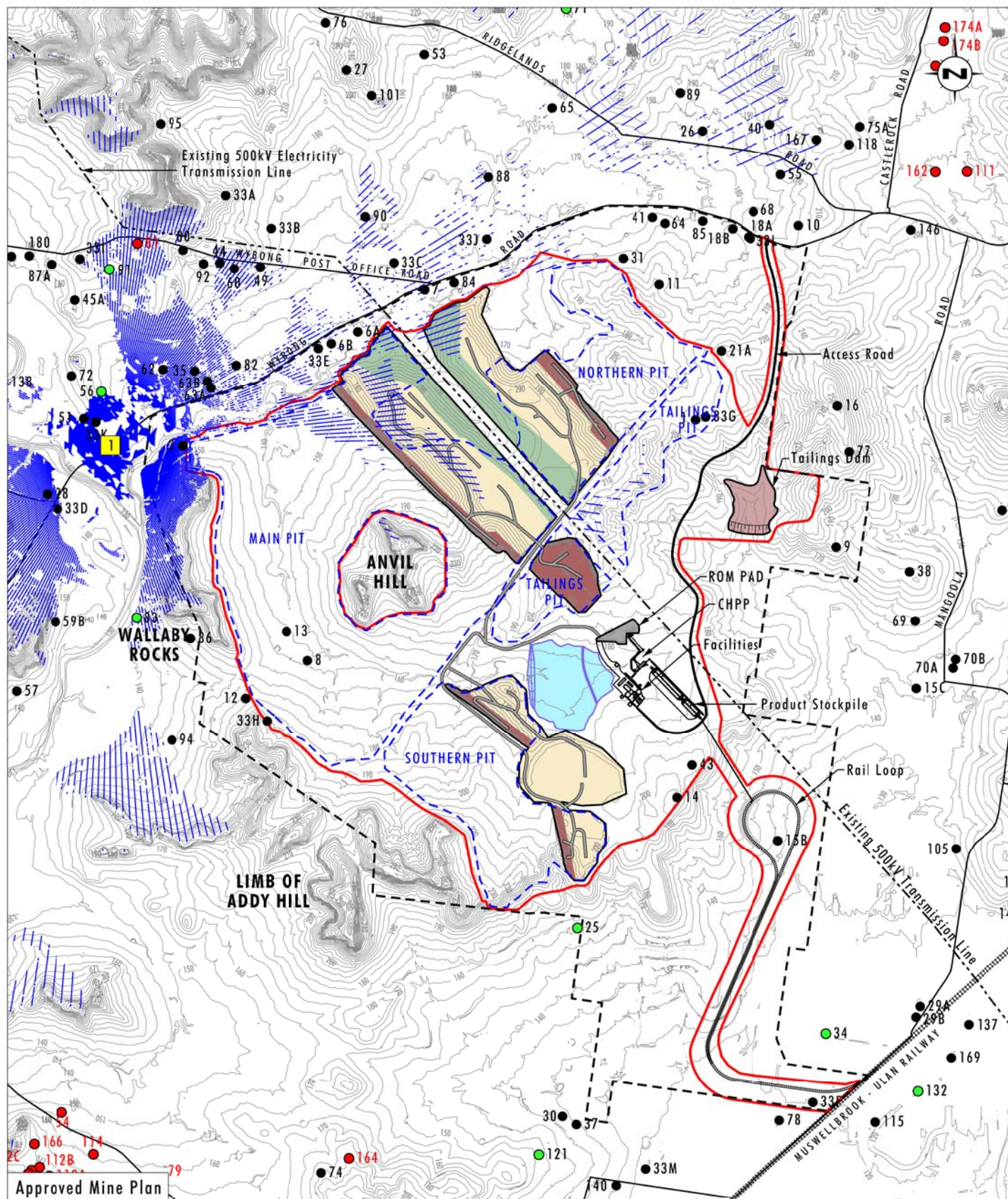
Photomontage - Based on the radial analysis produced, and the field assessment conducted, a photomontage from Viewing Location 1 was constructed (refer **Figure 4.3**). The photomontage illustrates that the ETL relocation is more visible than that of the existing ETL location from this viewing point, but it is not a significant visual intrusion on the landscape. In addition, the final mine landform is not visible. There is a minimal change to the viewshed in this part of the valley. It should also be noted that the photomontage illustrates vegetation in the area and how it shields views of infrastructure within the viewshed from this location on Wybong Road.

Residences 25, 81 and 132

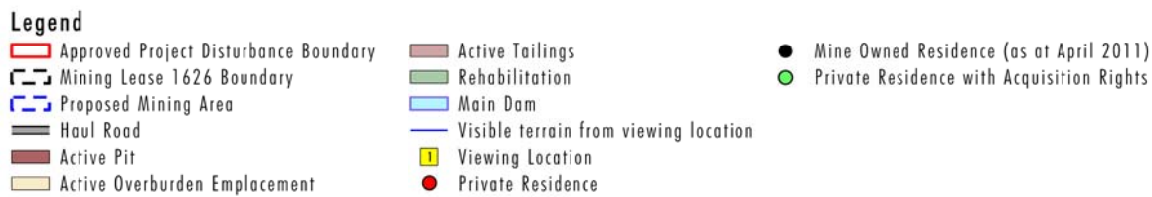
The previous visual impact assessment undertaken identified that those residences likely to have the highest level of impact from the ETL relocation are residences 25, 81 and 132, which are the closest privately owned residences in proximity to the ETL relocation.

Visual amenity concerns were raised in a submission from the owner of residence 132. **Residence 132** is located to the south-east of the Mangoola Coal Mine approved disturbance boundary, and is one of the closest privately owned residences to the southern end of the ETL relocation. Residence 34 is also located in close proximity. A radial analysis was completed at a location between residences 132 and 34 on Mangoola Road, approximately 150-200 metres from each residence at a similar elevation; Viewing Location 2 (refer **Figure 4.1**).

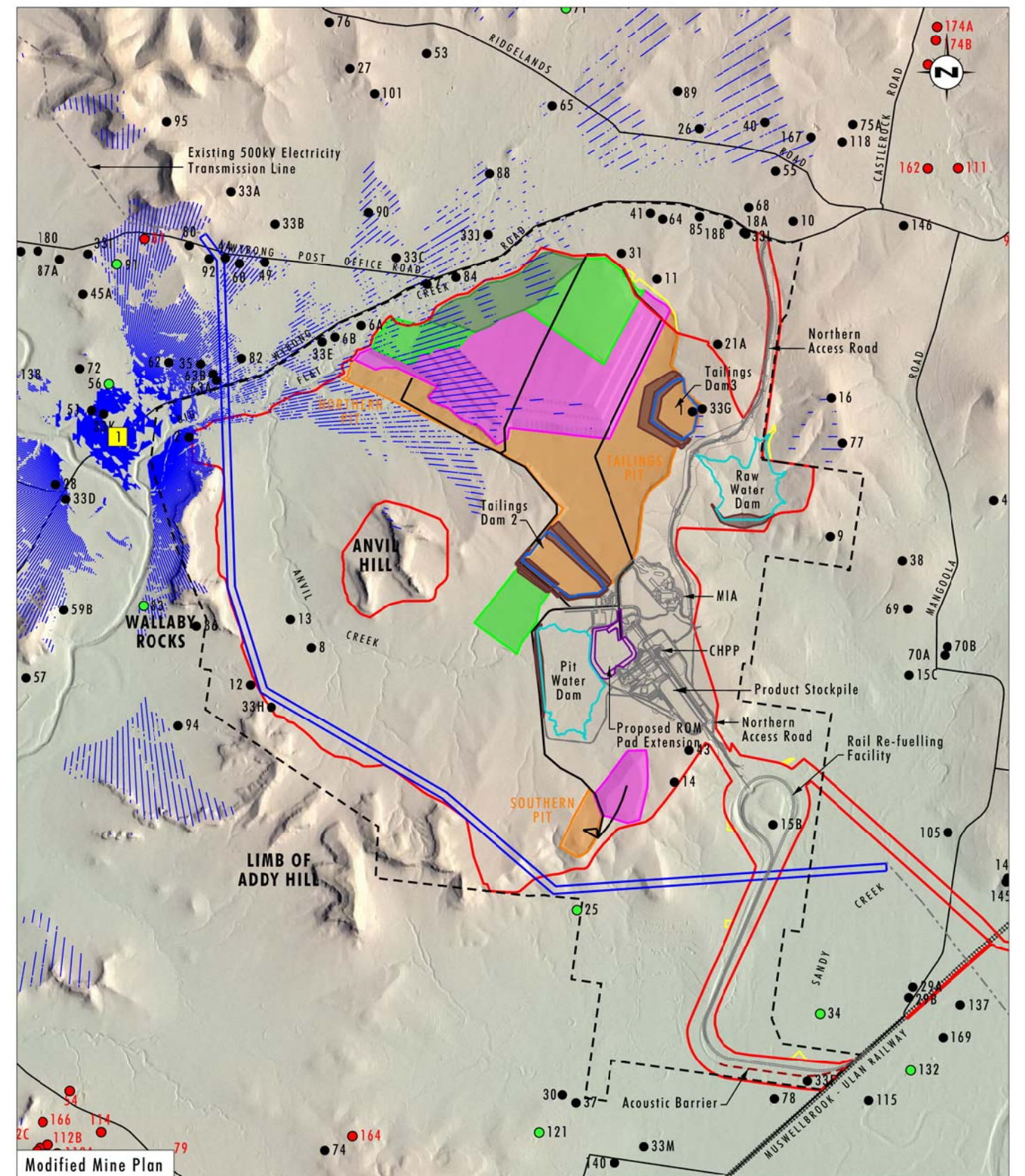
Radial Analysis – The radial analysis from Viewing Location 2 (refer **Figure 4.4**), using the year 10 mine plan (deemed worst case), illustrates that the existing ETL is visible to the north and north-east and the approved Mangoola Coal Mine rail loop is also visible. It should be noted the visibility is likely to be reduced by vegetation.



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)
Note: Contour Interval 5m



File Name (A3): R20_SecA_V1/2497_369.dgn



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)

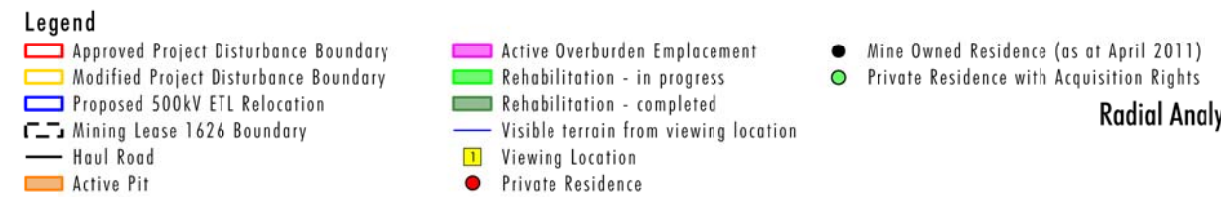


FIGURE 4.2
Radial Analysis - Viewing Location 1
Wybong Road
Year 5 Mine Plan

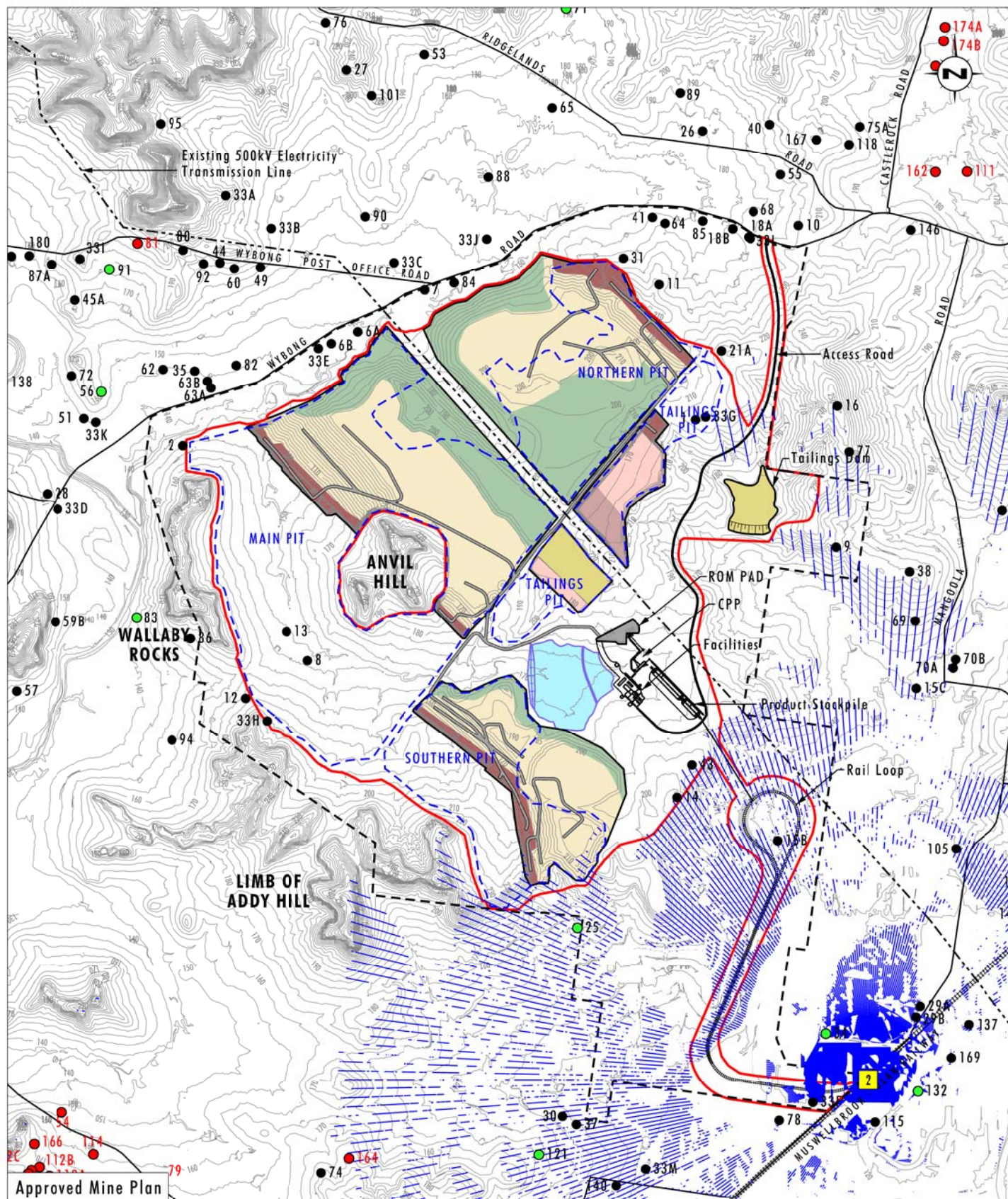


Legend

- ▬ Approved Project Disturbance Boundary
- ▬ Proposed 500kV ETL Relocation
- 1 Viewing location

FIGURE 4.3

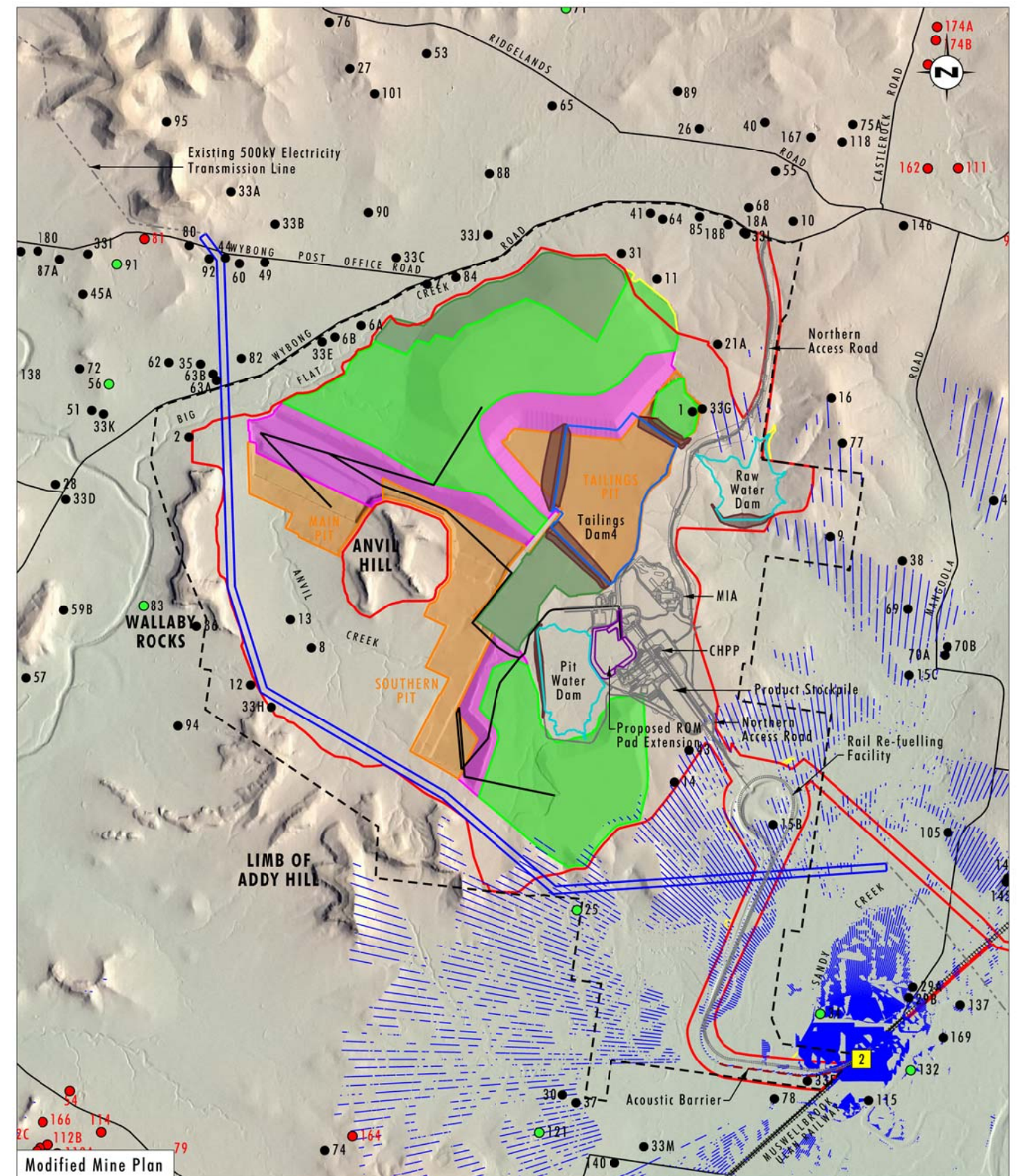
Photomontage - Viewing Location 1
Wybong Road facing north-east



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)
Note: Contour Interval 5m

- Legend**
- Approved Project Disturbance Boundary
 - Mining Lease 1626 Boundary
 - Proposed Mining Area
 - Haul Road
 - Active Pit
 - Active Overburden Emplacement
 - Active Tailings
 - Rehabilitation
 - Inactive Tailings
 - Pit Floor
 - Main Dam
 - Visible terrain from viewing location
 - Viewing Location
 - Private Residence
 - Mine Owned Residence (as at April 2011)
 - Private Residence with Acquisition Rights

File Name (A3): R20_V1/2497_367.dgn



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)

- Legend**
- Approved Project Disturbance Boundary
 - Modified Project Disturbance Boundary
 - Proposed 500kV ETL Relocation
 - Mining Lease 1626 Boundary
 - Haul Road
 - Active Pit
 - Active Overburden Emplacement
 - Rehabilitation - in progress
 - Rehabilitation - completed
 - Visible terrain from viewing location
 - Viewing Location
 - Private Residence
 - Mine Owned Residence (as at April 2011)
 - Private Residence with Acquisition Rights

FIGURE 4.4
Radial Analysis - Viewing Location 2
Between Residences 132 and 34 on Mangoola Road
Year 10 Mine Plan

Photomontage - Based on the radial analysis produced, and the field assessment conducted, a photomontage from Viewing Location 2 was constructed (refer **Figure 4.5**). The photomontage illustrates that the ETL relocation is more visible than the existing ETL location being closer, and in places, at a higher elevation. The relocated ETL does not have a significant impact on the visual landscape from this location, with the ETL being a minor component of the view and not inconsistent with the view of other existing transmission lines in the foreground.

In addition, a photo was taken on Mangoola Road at Viewing Location 2 (refer **Plate 4.1**) to illustrate the vegetation alongside this road. Vegetation would substantially obscure the motorists' view of the ETL relocation whilst travelling on Mangoola Road and some ETL views from residence 132.

Residence 81 is the closest private residence to the northern end of the ETL relocation and although no issues were raised in submissions from the residents at this location with respect to visual impacts as a result of the ETL relocation and/or mine plan modifications, it was considered appropriate to further assess the potential impacts on the closest private residence to the northern end of the ETL relocation. A radial analysis was completed at Residence 81, referred to as Viewing Location 3 (refer **Figure 4.1** and **Figure 4.6**) using the year 5 mine plan as worst case in terms of potential impacts.

The analysis illustrates no view of the current approved mine plan and the existing ETL, nor are the proposed mine plan modifications visible. The analysis shows that the ETL relocation may be visible approximately 5-7 kilometres to the south-east, although at this distance ETL towers are unlikely to be prominent in the landscape or against the skyline.

As noted previously, the radial analysis assessment does not take into account any vegetation which may obscure views. As part of the field assessment undertaken, Wybong Post Office Road was travelled in the vicinity of residence 81. Vegetation along the road, within the vicinity of residence 81 obscures most views in the direction of both the Mangoola Coal Mine and ETL relocation.

Residence 25 (refer **Figure 4.5**) is not permanently occupied and no submissions have been made from the residence owner pertaining to visual amenity impacts. Therefore, no radial analysis or photomontage has been completed for this location.

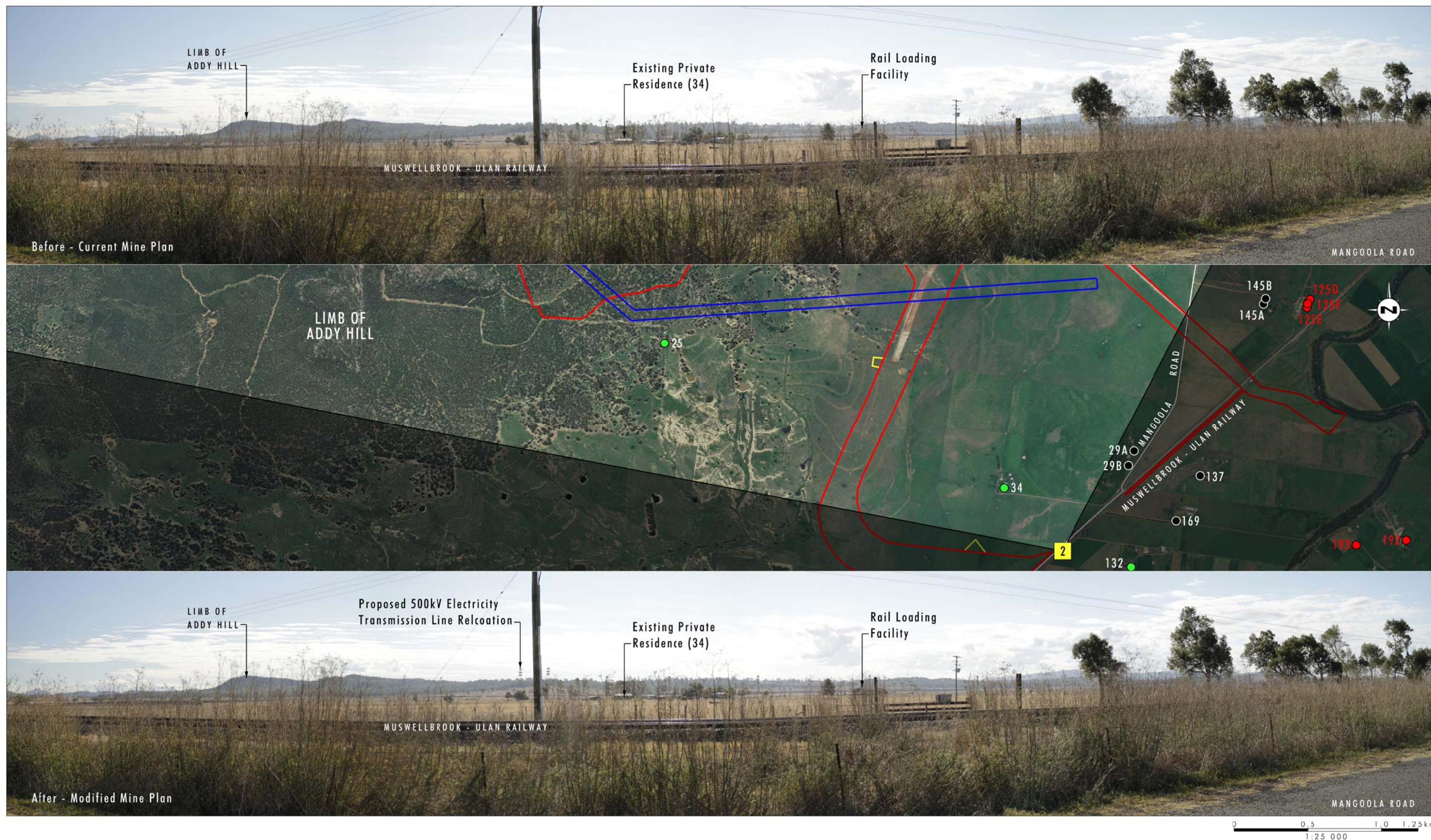
For residents in the areas at either end of the ETL relocation the overall visual impact will not be greater, as the ETL relocation will replace the existing ETL as an element in the landscape. It should also be noted that acquisition rights are in place for residences 132, 81 and 25 under the current Mangoola Coal Mine project approval (06_0014).

Management Measures

To minimise the visual impacts of the towers some camouflaging is possible where ETL towers have a consistent background from the viewer location. At middle ground distances the towers can be partially camouflaged by painting with colours complimentary to the background within the viewer's catchment.

It is proposed to paint the towers adjacent to Mangoola Road and Wybong Road green to assist in blending the towers in with the surrounding landscape. As will the existing towers in these locations. This is included in the Statement of Commitments provided in Section 9.2.7 of the EA.

Once constructed, the relocated ETL will be a static element in the landscape and therefore the impacts will remain constant for the life of the infrastructure.



Legend

- Approved Project Disturbance Boundary
- Modified Project Disturbance Area
- Proposed 500kV ETL Relocation
- Viewing location
- Private Residence
- Mine Owned Residence (as at April 2011)
- Private Residence with Acquisition Rights

File Name (A3): R20_SecA_V1/2497_372.dgn

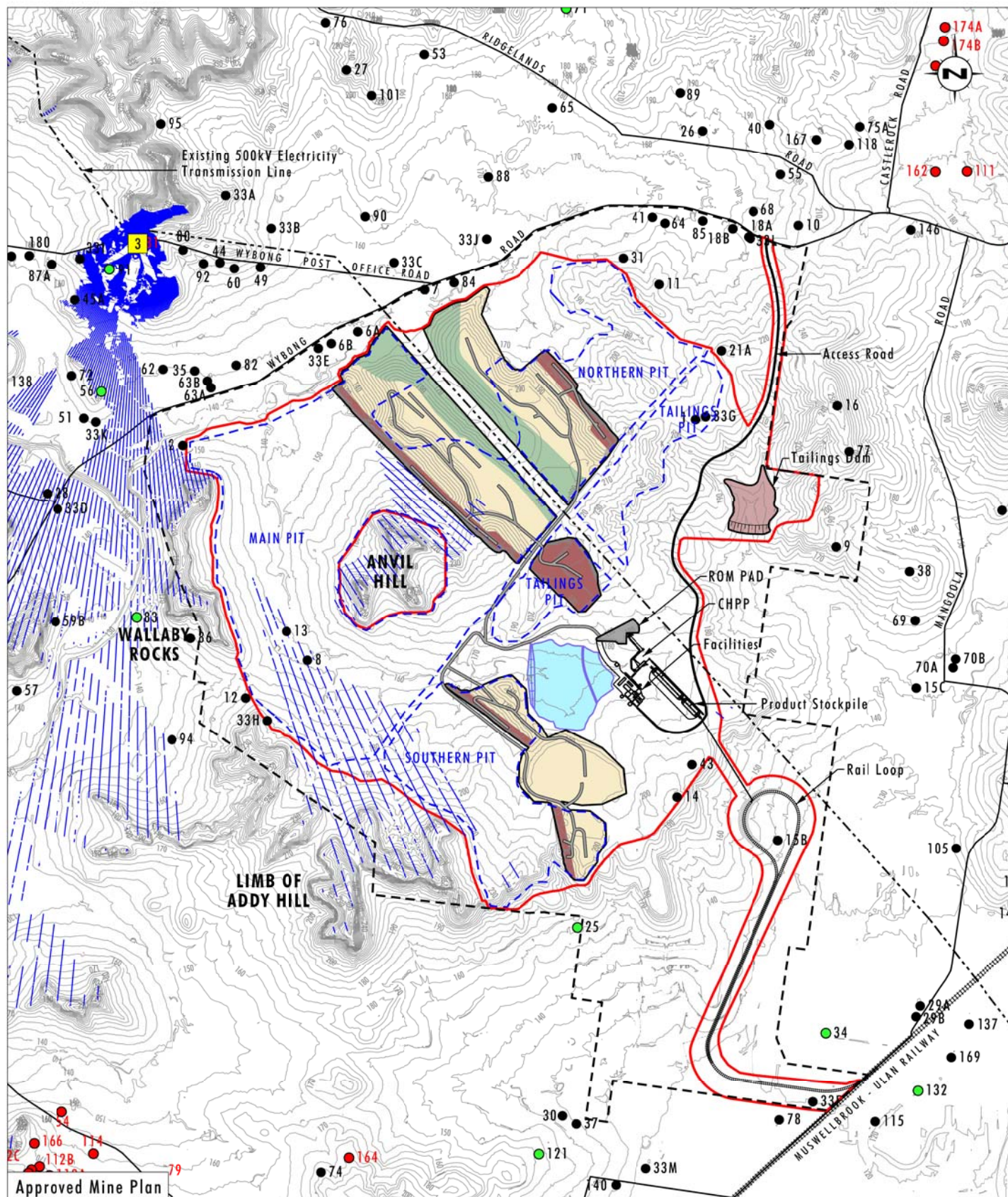
FIGURE 4.5

Photomontage - Viewing Location 2
Mangoola Road facing north-west towards
Mangoola Coal Mine



PLATE 4.1

View along Mangoola Road facing north-west
between residences 132 and 34
showing existing vegetation - approx. 2-2.5m high

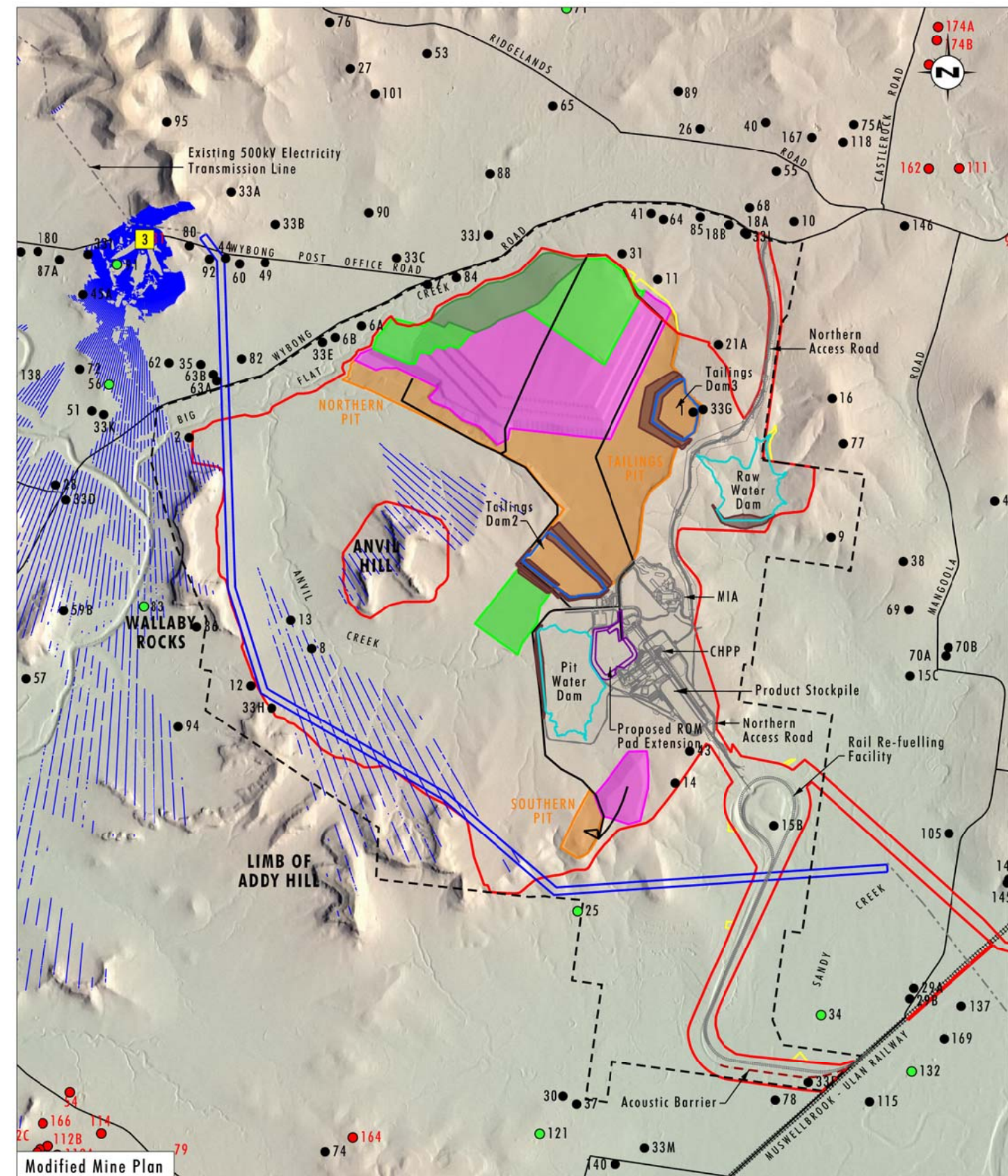


Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)
Note: Contour Interval 5m

Legend

- | | | |
|---------------------------------------|---------------------------------------|---|
| Approved Project Disturbance Boundary | Active Tailings | Mine Owned Residence (as at April 2011) |
| Mining Lease 1626 Boundary | Rehabilitation | Private Residence with Acquisition Rights |
| Proposed Mining Area | Main Dam | |
| Haul Road | Visible terrain from viewing location | |
| Active Pit | Viewing Location - Residence 81 | |
| Active Overburden Emplacement | Private Residence | |

File Name (A3): R20_SecA_V1/2497_364.dgn



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)

Legend

- | | | |
|---------------------------------------|---------------------------------------|---|
| Approved Project Disturbance Boundary | Active Overburden Emplacement | Mine Owned Residence (as at April 2011) |
| Modified Project Disturbance Boundary | Rehabilitation - in progress | Private Residence with Acquisition Rights |
| Proposed 500kV ETL Relocation | Rehabilitation - completed | |
| Mining Lease 1626 Boundary | Visible terrain from viewing location | |
| Haul Road | Viewing Location - Residence 81 | |
| Active Pit | Private Residence | |

Radial Analysis - Viewing Location 3
Wybong Post Office Road (Residence 81)
Year 5 Mine Plan

FIGURE 4.6

Submission

Ruin amenity of the Wybong Valley.

Visual impact on views (agree with Wybong Action Group)

Wallaby Rock and the Limb of Addy ridgeline are significant natural features of the lower Wybong Valley and form part of the areas scenic beauty. The entire area, until recent changes in the LEP, was zoned scenic protection for this very reason. The scenic qualities of the area were recognised in the past with the existing ETL towers being painted green to blend in with the tree covered ridgelines. This visual impact by the relocation proposed by Xstrata will be a permanent blight on the valley that will remain after the mine has finished.

This will cause an industrial visual intrusion in an area of rural scenic beauty. This intrusion is now being moved closer to our residence (net increase of 8 towers and 3 km). If it is being moved closer, logic decrees that it will have a greater impact on the visual amenity from our home (reside in Yarraman Road). Of the 12 Public View Points selected, there were no Public View Points chosen along Yarraman Road, even though this is a unique situation because there are 3 properties relatively minutely outside the 'Acquisition Zone' located here. The 2 Public View Points which come closest are PVP 8 and PVP 10. Both of these are described in the EA as having high and significant visual intrusions. One of my pleasures in life is to 'have breakfast in bed' as the morning sun fills our bedroom. There is an existing suspension tower which is in full view from the bedroom because it is astride a ridgeline, silhouetted against the sky. Under the proposed modification, this tower is either going to be replaced with a bulkier tension tower or, it may stay but get an additional tension tower (Tower 31/32) built immediately adjacent to it. It will become far more visually intrusive that it is already.

No public viewpoints chosen along Yarraman Road for the assessment. The 2 closest viewpoints are described as having High and Significant visual intrusions.

Response

The relocated ETL will be replacing the existing ETL, which will be decommissioned, and for most residences the visual impacts will be generally consistent with the impacts of the existing ETL. The private residences located adjacent to the relocated ETL will experience visual impact. These residences are already located in areas where acquisition rights apply. The Visual Impact Assessment also found that the existing towers at background distances beyond 3 kilometres are barely visible and for travellers, the ETL relocation will only be viewed for a short period of time, as is currently the case.

It should be noted that visual amenity was a consideration in the ETL relocation. Section 3.3.2 of the EA provides detail on the assessment of realignment options and the aspects taken into account. **Section 3.2** of this Response to Submissions report (response to WAG) also provides a comparison of the options from a visual amenity perspective.

As outlined in the Visual Impact Assessment, the relocation of the ETL will result in the following:

- from VP 1 & 6 the ETL will be too far in the distance to have a significant impact;
- from VP 2, 9, 11 & 12 the ETL will be shielded by local topography to varying degrees;
- at VP 3, 4 & 5 the relocated ETL will be replacing the existing ETL in the landscape; and

- at VP 8 & 10 (VP 10 also currently adjacent to the existing ETL) the impact will be high but very localised.

Figure 3.3 illustrates the location of the viewpoints used in the Visual Impact Assessment for the EA.

Yarraman Road, VP8 and VP10

As previously discussed, further visual impact assessment has been completed specifically targeting the concerns raised in submissions. This assessment included potential visual impacts from Yarraman Road, VP8 and VP10 (as per the previous assessment). VP8 is now referred to as Viewing Location 1 and VP10 now referred to as Viewing Location 4 (refer **Figure 4.1**).

A radial analysis was completed for Viewing Location 4 on Yarraman Road located to the north-west of the Mangoola Coal Mine and north-west of the end of the ETL relocation (refer **Figure 4.7**). The existing ETL crosses Yarraman Road north of its intersection with Wybong Post Office Road. The radial analysis illustrates that the existing ETL is visible to the east of Yarraman Road and that the Mangoola Coal Mine is not visible using the year 15 mine plan as the potential worst case scenario. The radial analysis also illustrates that neither the ETL relocation or mine plan modifications would be visible, using the year 15 mine plan including modifications and ETL relocation for the comparison between projects.

A number of photos were taken along Yarraman Road during the field assessment. **Plate 4.2** was taken from Viewing Location 4, which is the location deemed to provide the best line of sight to the Mangoola Coal Mine and proposed ETL relocation (refer **Figure 4.1**) and to illustrate what would be visible to residents on this road and to motorists using the road. The photo illustrates that the majority of the roadside is vegetated which does not afford long views for motorists, only small glimpses of the surrounding landscape. **Plates 4.3** and **4.4** provide views facing north and south (respectively) along Yarraman Road, from Viewing Location 4, illustrating the type of vegetation density along the road. It is evident from these photos that there is little opportunity for visual impact from the ETL relocation or any mine plan modifications from Yarraman Road.

With respect to the level of impact from Viewing Location 1 (VP8) and Viewing Location 4 (VP10) these are previously addressed in this response.

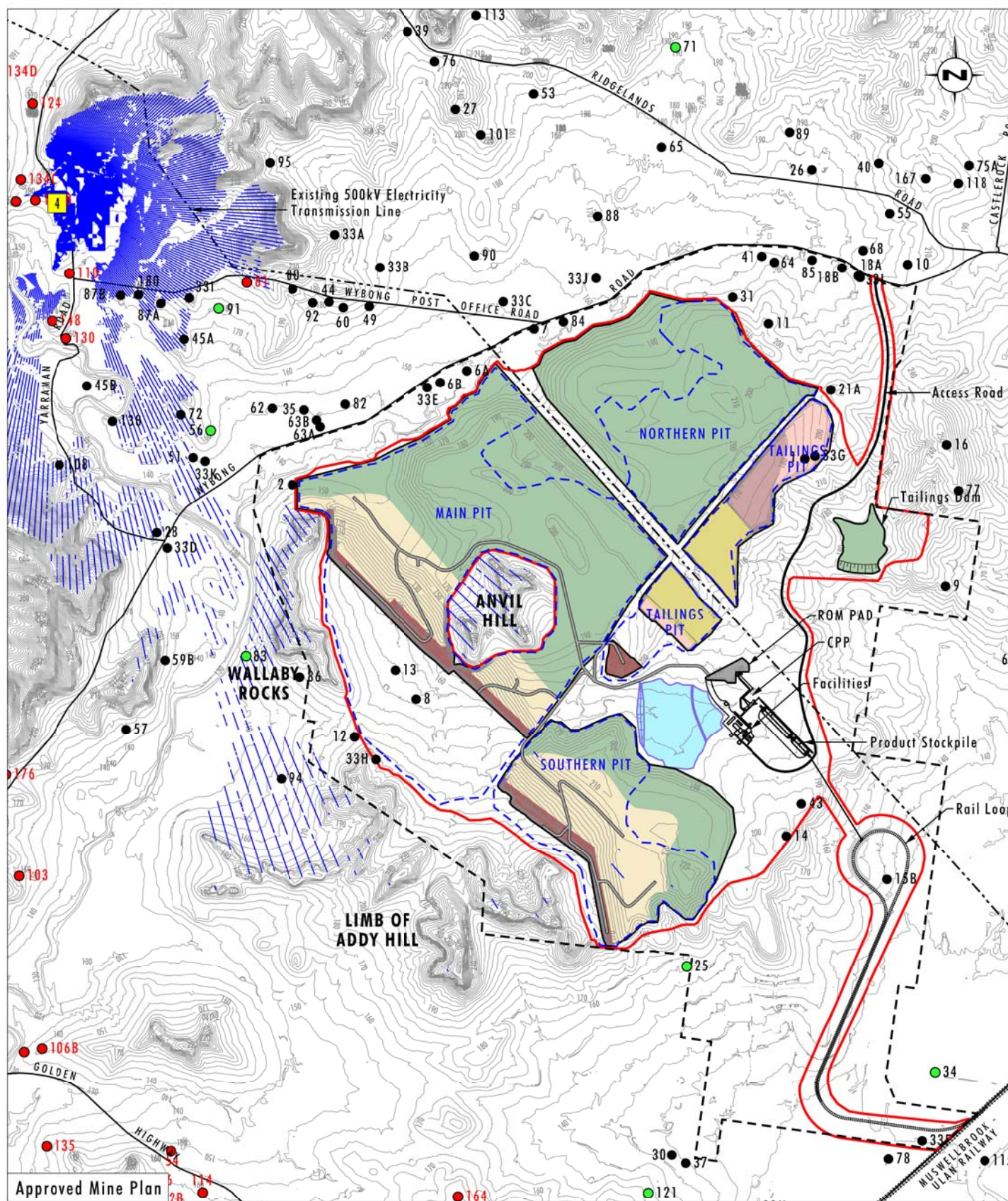
Submission

Cumulative impact on visual amenity of already existing suspension towers and now another.

Response

The ETL is not being replicated, but is being relocated. The ETL relocation will involve the following:

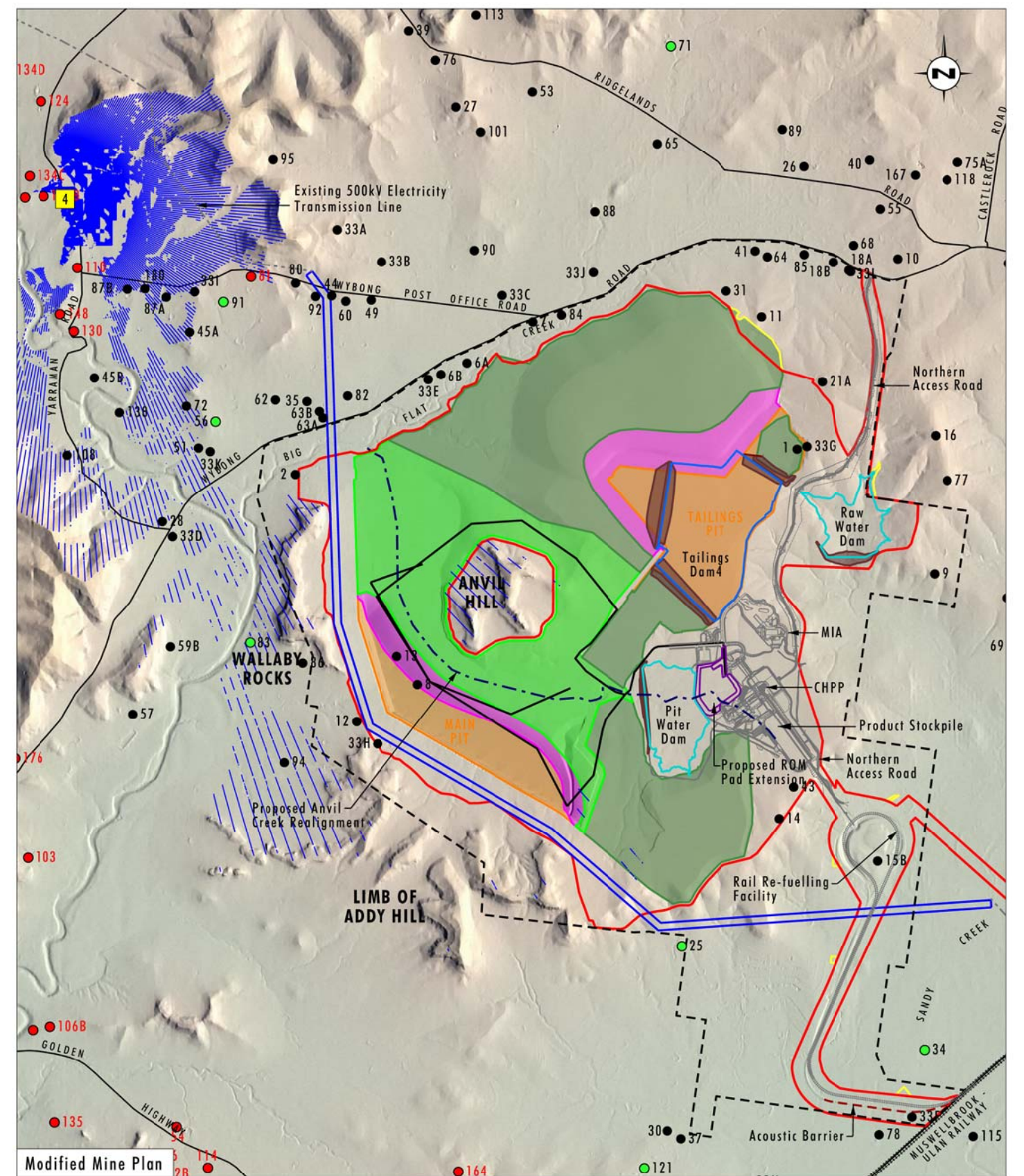
- Constructing an 11.1 kilometre section of 500 kV ETL comprising 32 new towers, which will traverse the western boundary of the approved project disturbance area, replacing an existing 9 kilometre section that currently bisects the site. Of the 11.1 kilometre section to be relocated, approximately 5.8 kilometres is within the Mangoola Coal approved project disturbance boundary, 3.4 kilometres is located outside the approved project disturbance boundary to the south, and 1.9 kilometres is located outside the approved project disturbance boundary to the north; and
- Following completion of the new line, 24 towers comprising the existing ETL will be decommissioned, dismantled and removed. Upon completion of the line, the easement



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)
Note: Contour Interval 5m



File Name (A3): R20_V1/2497_368.dgn



Source: Mine Consult (2005)
Base Map: Dept. of Lands (2003), Geospectrum (2004)

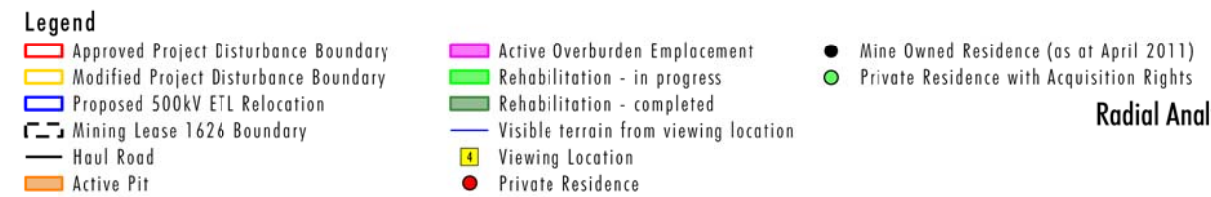


FIGURE 4.7
Radial Analysis - Viewing Location 4
Yarraman Road
Year 15 Mine Plan