APPENDIX M

Visual Impact Assessment; Amended REA

Charlie Wheatley, Project Director

Tahmoor South

2975 Remembrance Drive, Bargo

1 October 2019

Email issue: Charlie.Wheatley@simecgfg.com

Dear Charlie,

Tahmoor South – Reject Emplacement Area design amendment

Thank you for your correspondence with regard to the Tahmoor South project. Green Bean Design Pty Ltd (GBD) understand that an Amended Project report is being prepared together with Response to Submissions.

The Amended Project Report includes a proposal to decrease the original proposed Reject Emplacement Area (REA) Stage 1 and 2 footprint, and to increase the final design level by 5 metres from the original proposed 305 metres AHD to 310 metres AHD.

GBD undertook a visual assessment of the proposed original REA as detailed in the Tahmoor South Project Visual Impact Assessment (VIA), 15 November 2018. The VIA determined that the proposed REA, with a final design level of 305 metres AHD would *'be largely visually contained by established and dense tree cover and the final landform will tend to be visually consistent and contiguous with landforms surrounding the reject emplacement area. The final landform is unlikely to result in a disruption to existing distant skyline views where visible from elevated and accessible view locations'.*

The VIA also noted that the original proposed REA Stages 1 and 2 '*will have some limited visual exposure to traffic travelling along Charlies Point Road; however, the proposed REA Stages will be partially screened by existing tree planting alongside the road corridor. Progressive and ongoing planting during the rehabilitation and vegetation of the proposed REA sites will provide further screening potential'.*

The VIA determined that the original proposed REA Stage 1 and 2 would result in a low visual effect and low visual significance.

The VIA included cross sections A and B (Figures 15 and 16) prepared to illustrate the potential screening influence of existing landform and tree cover between surrounding view locations and the original proposed REA Stages 1 and 2. The cross-section locations were selected to illustrate views between the existing T2 up-cast ventilation shaft (off Rockford Road) through to Remembrance Drive (Cross Section A), and a longitudinal view from Rockford Road through the existing REA as well as the original proposed REA Stages 1 and 2 (Cross Section B).

The VIA cross sections A and B have been updated to illustrate the proposed amended REA footprint and the 310 metre AHD final design level. The cross section locations (and amended REA footprint) are illustrated in the appended Figure 14A, and cross sections A and B in Figures 15A and 16A respectively.

The proposed amended REA footprint, and amended cross sections, illustrate the limited potential for an increase to the low level of visual effect and significance determined in the VIA. The level of visual effect and significance is mitigated by factors identified in the VIA, which include the:

- distance between the amended REA and surrounding view locations
- the extent of existing tree cover surrounding and between the existing REA and surrounding view locations and
- visually consistent and contiguous gently undulating landforms extending beyond the amended REA.

Having reviewed the information provided with regard to the proposed amended REA, GBD confirm that the potential for an increase in the level of REA visibility will be restricted by existing landscape characteristics surrounding the proposed amended REA. In our professional opinion, the proposed amended REA will not result in a level of visual effect or visual significance over and above the low impact determined in the VIA report.

Yours sincerely,

Registered Landscape Architect, AILA, MEIANZ

Green Bean Design Pty Ltd

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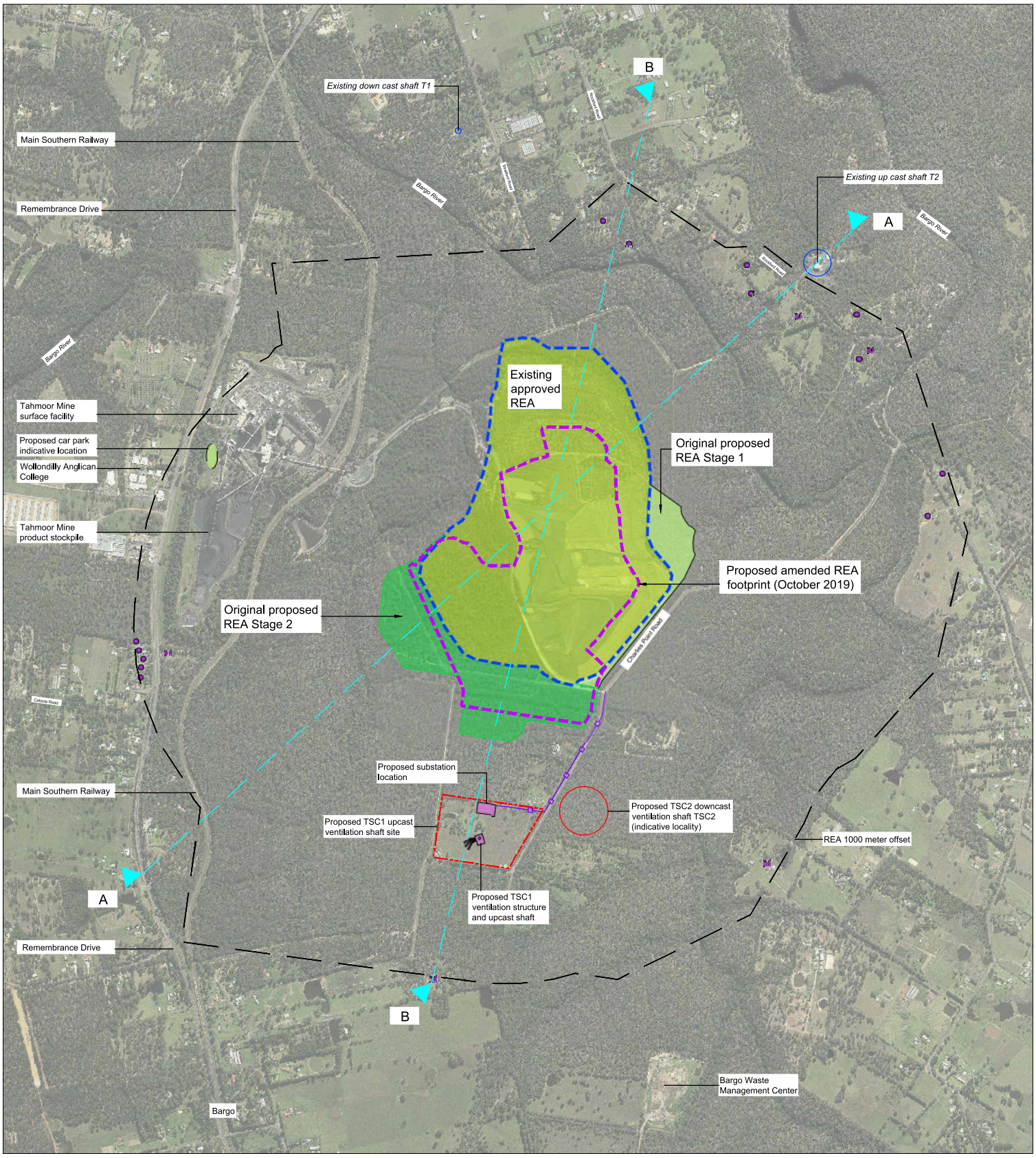

Legend

- Existing and approved Reject Emplacement Area (indicative location)
- Original proposed Reject Emplacement Area Stage 1 (indicative location)
- Original proposed Reject Emplacement Area Stage 2 (indicative location)
- Residential dwelling within 1km of original proposed REA Stages 1 and 2
- Proposed 66 kV power line (indicative alignment)
- Proposed ventilation shaft as noted (indicative location)
- Existing ventilation shaft as noted (indicative location)
- Proposed car park (indicative location)
- A — Cross section location
- Proposed amended REA footprint (Response to Submissions October 2019)

0km 250m

Figure 14A
Proposed amended REA locality plan (October 2019)

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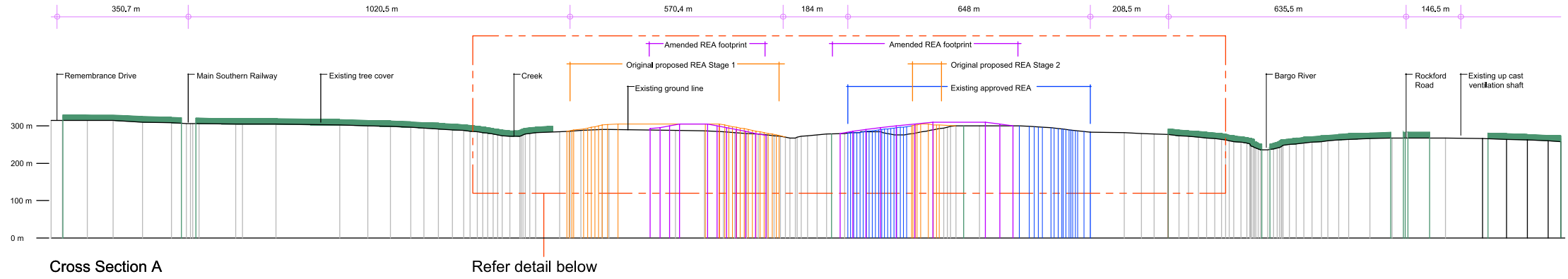
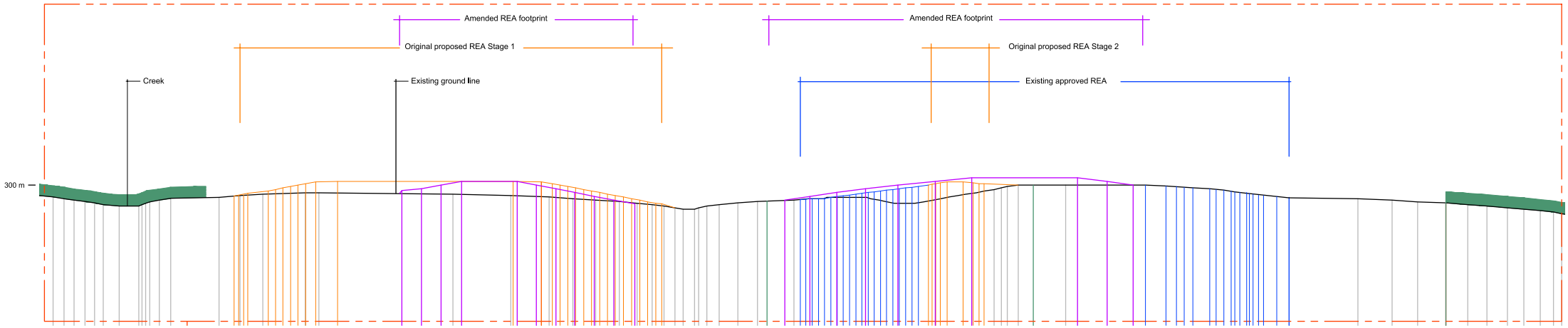


Cross Section A

Refer detail below



Cross Section A Detail

Legend

Existing approved REA

Original proposed Stage 1 and 2 REA

Proposed amended REA

Figure 15A
Cross Section A north east to south west across existing approved and proposed amended REA

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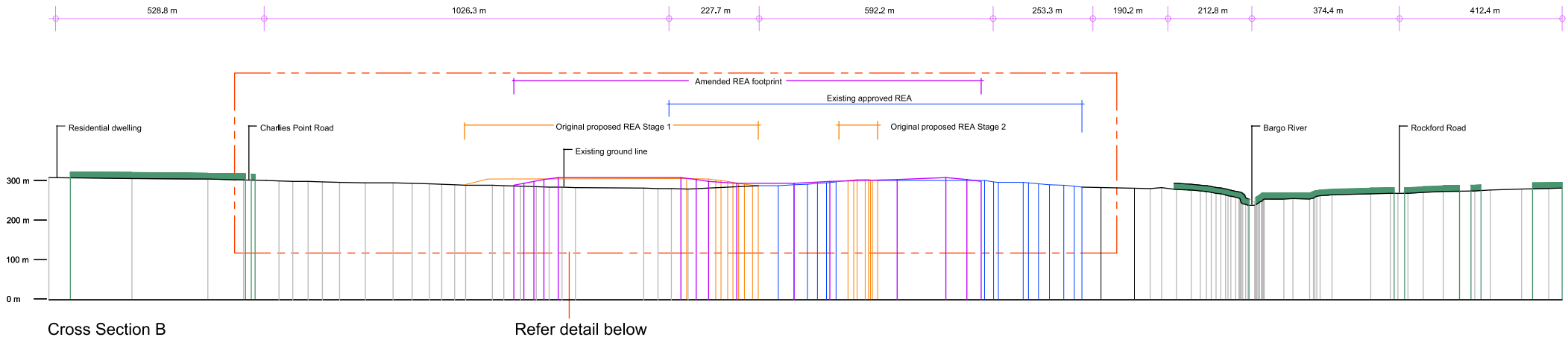

Cross Section B

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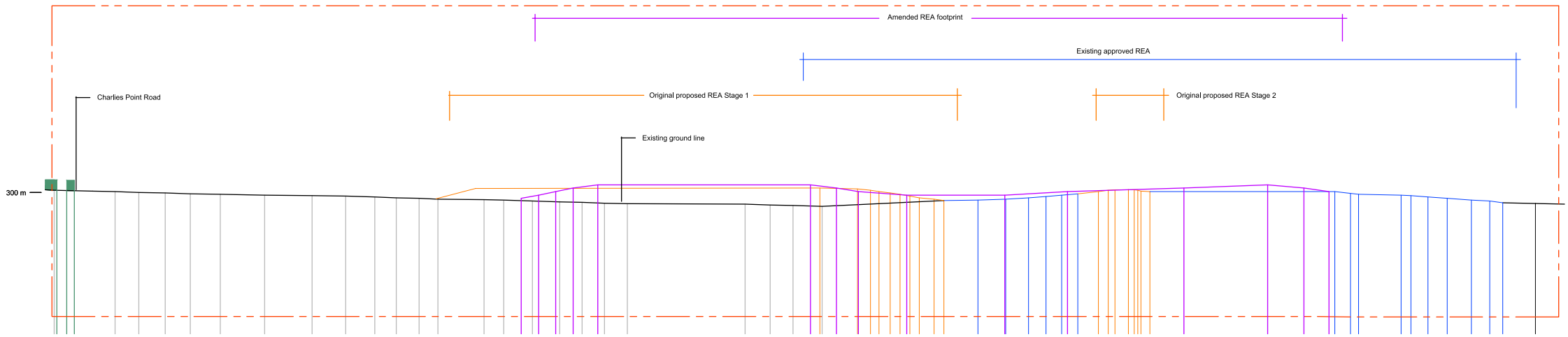

Cross Section B Detail

Legend

Existing approved REA

Original proposed Stage 1 and 2 REA

Proposed amended REA

Figure 16A
Cross section B north north east to south south west across existing approved and proposed amended REA

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