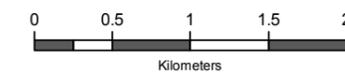


LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 7 | Crest Hill Road



Existing context and aesthetic quality

Property situated within a remote location towards the western edge of mature bushland, south of Mooliabeenee Road.

View from west facing front elevation of property to mature vegetation, filtering views towards cleared agricultural fields.

The range texture, form and colour of vegetation makes this view visually aesthetic and valuable.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the current scenic and remote nature of the view, feeling of tranquility offered by the remote location and the enclosure offered by boundary vegetation.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to the introduction of road infrastructure within a rural agricultural context, and new filtered view towards Bindoon Bypass on the embankment approaching Mooliabeenee grade separated interchange. Lighting columns at the Mooliabeenee Road connection are anticipated to be visible with possible light infiltration.

Visual landscape impact

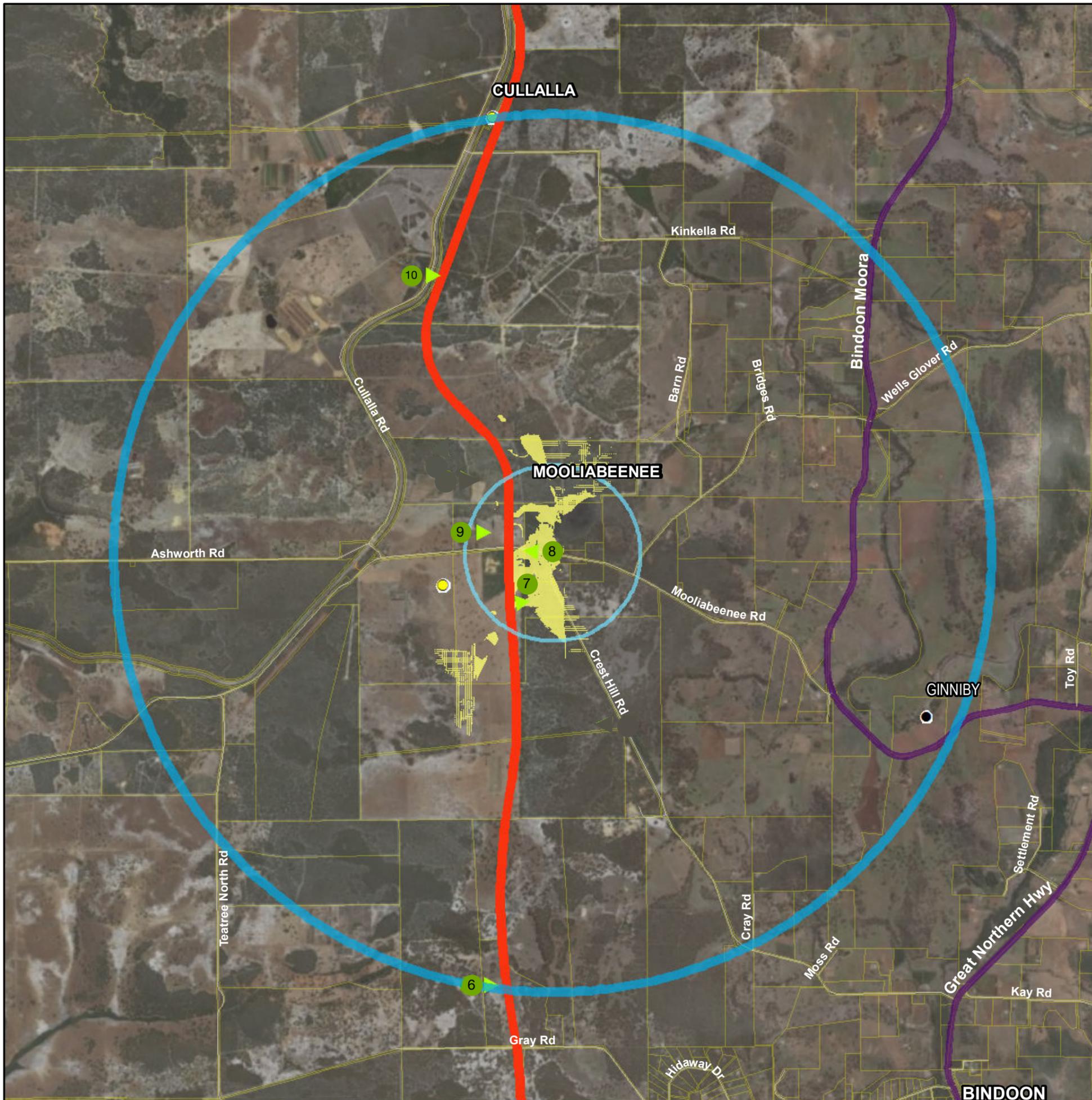
The visually distinctive landscape form and sense of enclosure and tranquility would be affected.

The high sensitivity and high magnitude of change is considered to result in a **high** impact during operation.

During construction, impacts are anticipated to be heightened, although would be of a temporary nature.

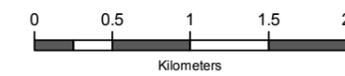
Mitigation

Mitigation would be the reinstatement of lost vegetation due to roadworks. Planting along the Bypass should follow a similar pattern to the landscape in this view which is very distinctive. Loss of Xanthorrhoea should be minimised with consideration given to transplanting specimens that need to be removed for construction.



LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 8 | Mooliabeenee Road (east)



Existing context and aesthetic quality

Property frontage orientated towards Mooliabeenee Road with view across road corridor to mature bushland. View west along Mooliabeenee Road limited by mature vegetation and shed within the curtilage of the property. The lateritic soils and diversity of texture and colour of vegetation make this rural view visually aesthetic.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic and remote nature of the view, and sense of enclosure offered by boundary vegetation.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **low** due to the removal of existing vegetation, introduction of grade separated interchange with bridge structure and road lighting, with views heavily filtered by existing vegetation. Localised works are also anticipated to be required along Mooliabeenee Road.

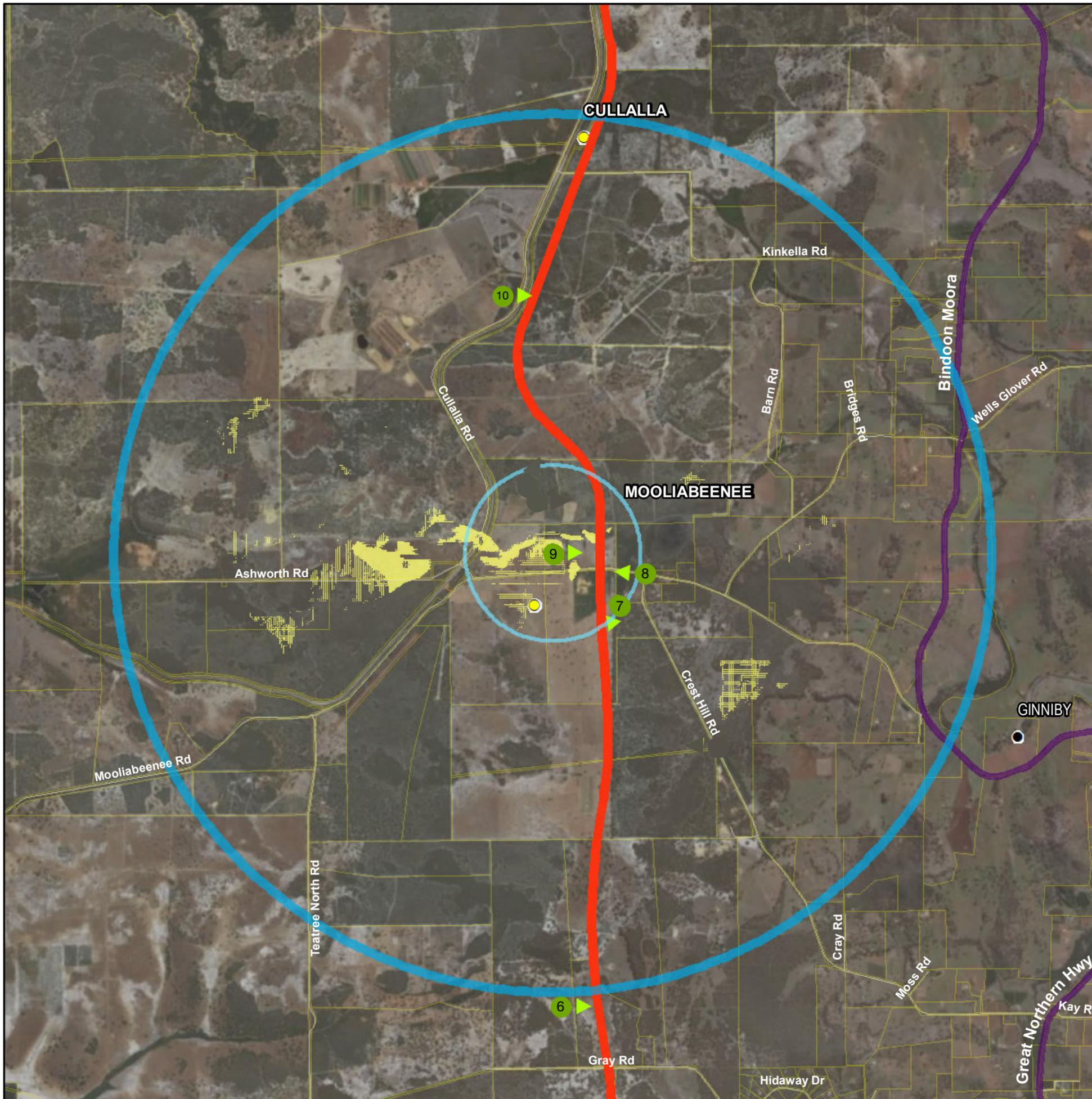
The impact on character of the landscape will include vegetation clearance and impact on existing field patterns

Visual landscape impact

The moderate sensitivity and low magnitude of change is considered to result in a **moderate-low** impact during construction and operation.

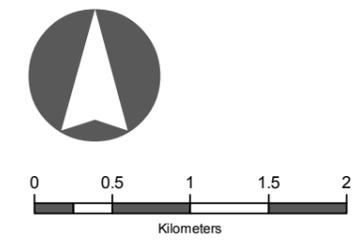
Mitigation

Mitigation will be to reinstate any lost vegetation within the road corridor due to roadworks and protection of existing planting which is of high quality.



LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 9 | Mooliabeenee Road (west)



Existing context and aesthetic quality

Property orientated south towards Mooliabeenee Road. A plantation (pecan nut trees) is situated to the east of the property, restricting views out. View south towards grape vines within property garden and trees lining Mooliabeenee Road. View from south edge of property beyond plantation. Enclosed views including visually attractive vegetation of differing textures and colours makes this an attractive landscape.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current and remote nature of the view, and enclosure nature offered by the property plantations and proximity to Mooliabeenee Road.

Visual landscape magnitude

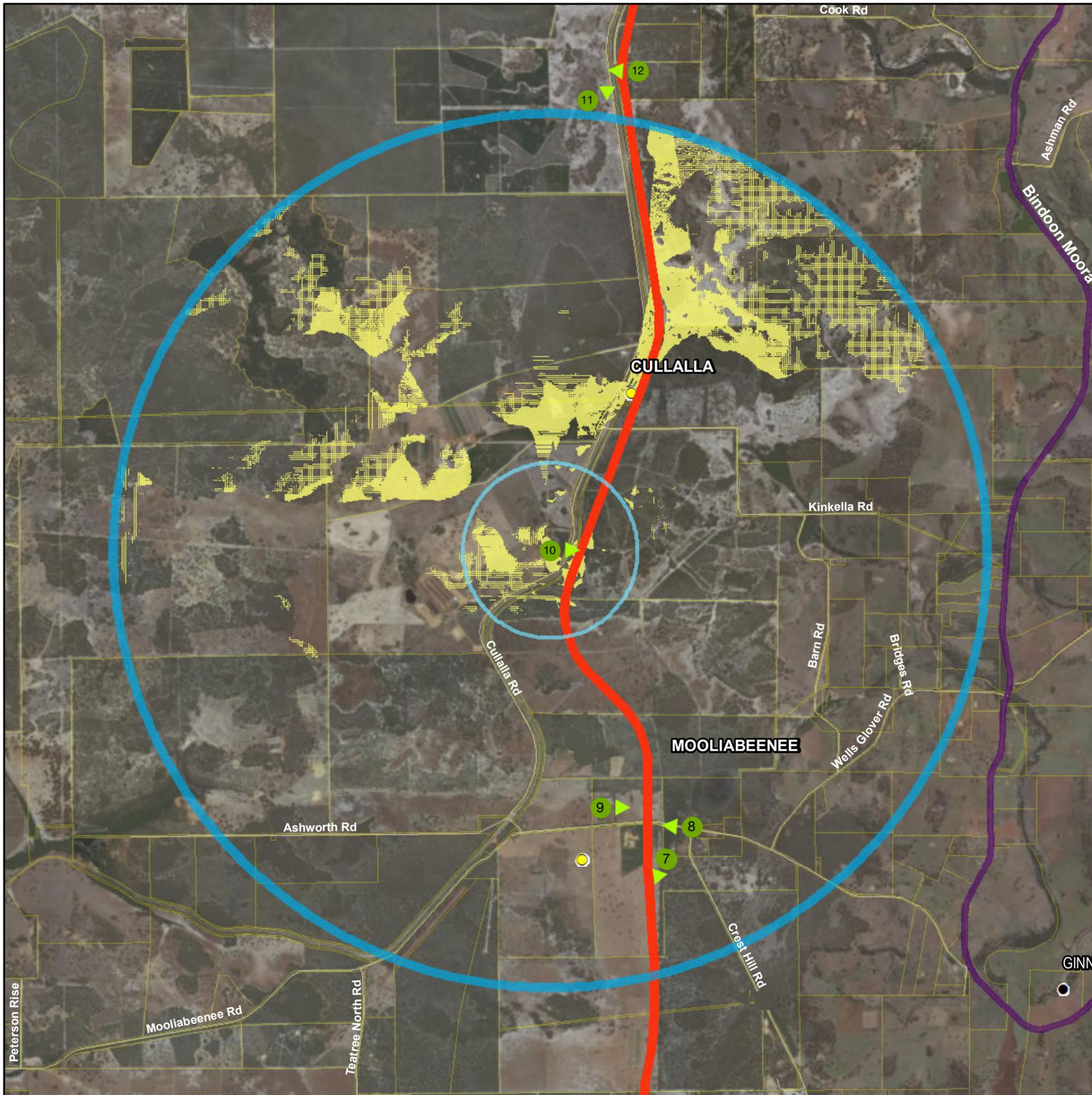
The magnitude of change arising from the project is considered to be **moderate** due to the introduction of the Bypass with views anticipated to be screened by deciduous trees during the summer, with views becoming more evident in the winter.

Visual landscape impact

The moderate magnitude of change results in a **moderate** impact

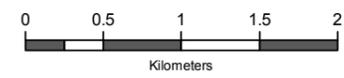
Mitigation

Existing dense foliage prevents any need for canopy planting mitigation along the Bypass. Planting along the road corridor of the Bypass will concentrate on reinstating low groundcovers, shrubs and intermittent canopy adjacent to the road where earthworks have had an effect on the landscape.



LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 10 | Cullalla Road (1)



Existing context and aesthetic quality

Property situated to the west of Cullalla Road and the Mooliabeenee rail line in a localised depression in the topography. A vegetation mound is situated to the east limiting views towards Cullalla Road or the rail corridor, although oblique views towards Cullalla Road are achievable to the south. Stands of mature trees enclose the property to the north with open agricultural land to the west. The enclosed view limits views beyond.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic and remote nature of the view, and enclosure offered by boundary vegetation.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **negligible** due to visual screening value offered by existing mound and vegetation.

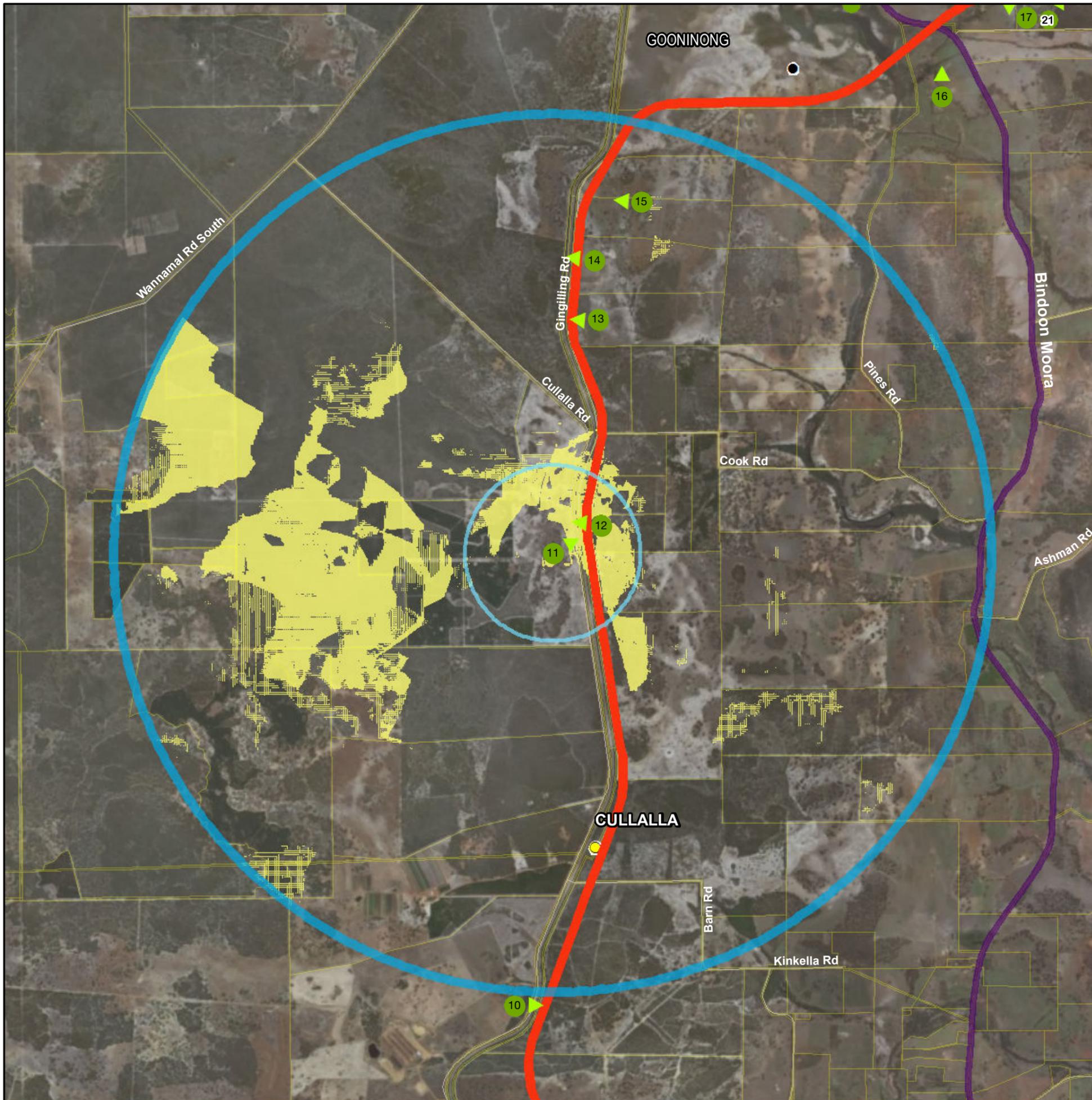
Visual landscape impact

The impact to the character of the site from this location is considered to be minimal due to the existing bound. Further east, the existing infrastructure in place, including the railway and topography mitigate views.

The negligible magnitude of change results in a **negligible** impact.

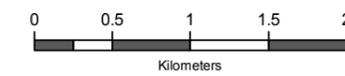
Mitigation

No mitigation necessary due to topography preventing significant views to the Bypass. Only mitigation will be reinstating low groundcovers and shrubs along the road corridor where earthworks have had an effect on the landscape.



LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 11 | Cullalla Road (2)



Existing context and aesthetic quality

Property situated to the west of Cullalla Road and the Mooliabeenee rail line. Property frontage orientated to the east with views towards flat agricultural fields with scattered mature trees.

Vehicles passing on Cullalla Road are visible from this location with the rail line largely enclosed by mature vegetation within the rail corridor.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic, rural nature of the view and proximity to existing road and rail corridors.

Visual landscape magnitude

The Bindoon alignment will be on slight embankment at this location. The visual screening offered by existing vegetation within the rail corridor is anticipated to limit views towards the Bindoon Bypass although the visual character may change due to loss of tree canopy and reduction of open forest.

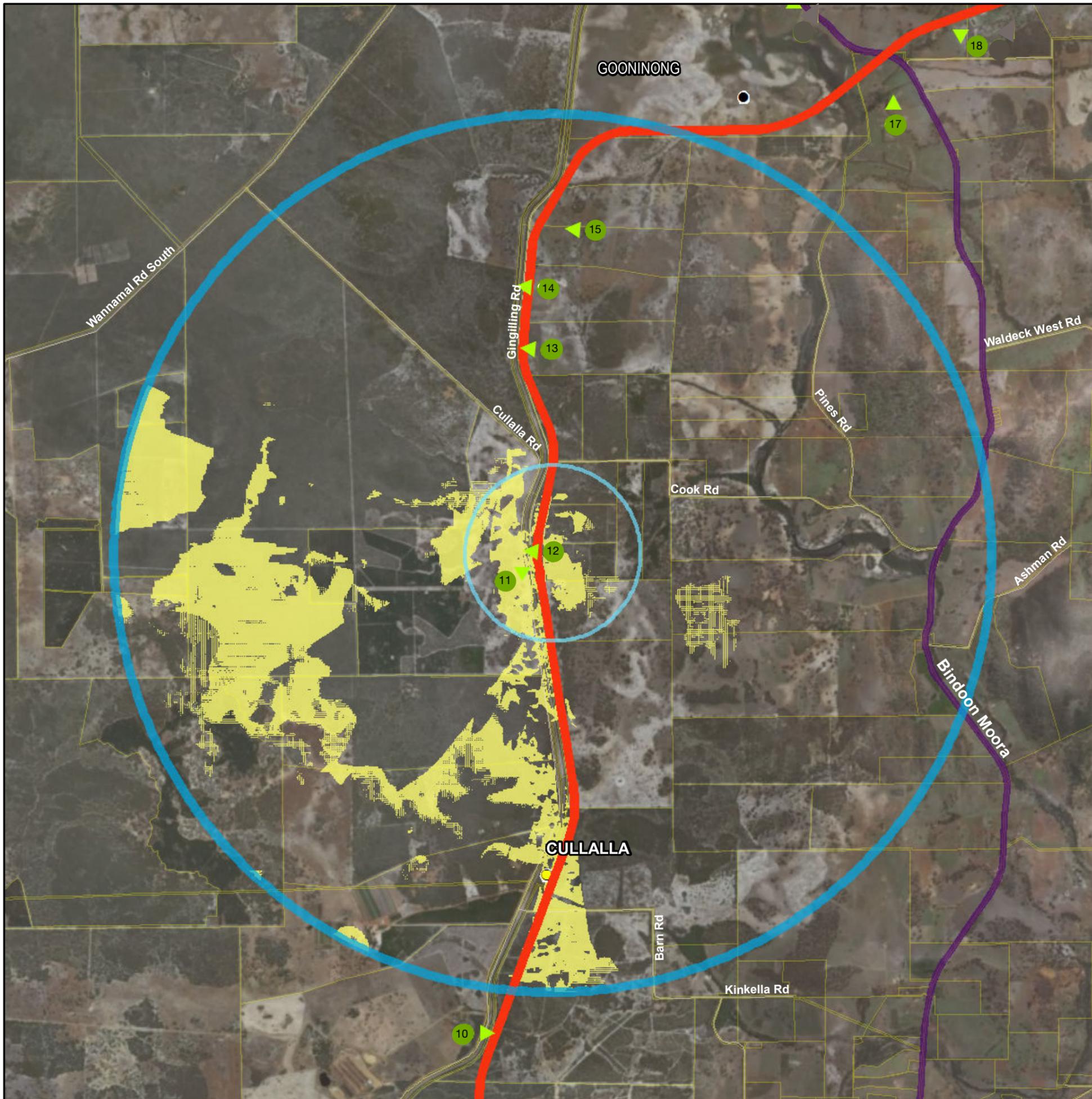
The visual landscape magnitude of changes from this location is considered to be **negligible**.

Visual landscape impact

The negligible magnitude of change results in a **negligible** impact.

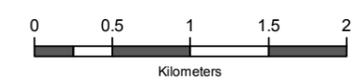
Mitigation

No screening mitigation required due to existing mature canopy. Planting along the road corridor will be for erosion control mitigation, and will still occur but the aim will be to reinstate plants to exposed earthworks.



LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 12 | Gingilling Road (1)



Existing context and aesthetic quality

Property situated within mature bushland to the west of Crest Hill Road. View from the front elevation of the residential property towards mature to semi-mature vegetation. Vegetation planted as part of a commercial nursery, with limited continued operation. The enclosed view offers a visually attractive landscape with a variety of texture and colour.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic and remote nature of the view, and sense of enclosure and tranquility offered by boundary vegetation and the proximity to the rail corridor.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to anticipated extent of vegetation clearance, including low woodland and the potential for high-sided vehicles to be visible above the retained tree canopy line.

Visual landscape impact

It is assumed the distinctive vegetation character consisting of low colourful canopy, and enclosed tranquility will be impacted. The moderate sensitivity and high magnitude of change is considered to result in **moderate-high** impact during construction and operation.

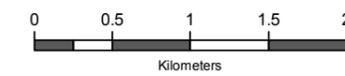
Mitigation

No mitigation necessary for this area. However it should be ensured the current high quality of landscape is protected during construction of the Bypass.



LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 13 | Gingilling Road (2)



Existing context and aesthetic quality

Property situated to the east of Gingilling Road beyond the crest of a locally elevated undulation in topography. Property is situated within a mature garden with front elevation views to the west towards the property driveway and vineyard. Rail corridor beyond crest of hill to the west is not visible from property. The seasonally changing vines are a visual feature.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic and remote nature of the view, and enclosure offered by boundary vegetation.

Visual landscape magnitude

Magnitude of change is anticipated to be **negligible** due to views blocked by the crest of the hill. However, from this location there is the potential for an increase in the sound of passing vehicles that has the potential to alter the sense of remoteness. Further detail on the noise impacts are contained within the noise chapter.

Visual landscape impact

The negligible magnitude of change results in a **negligible** impact, however the potential increase in noise has the potential to alter the sense of remoteness. Further detail on the noise impacts are contained within the noise chapter.

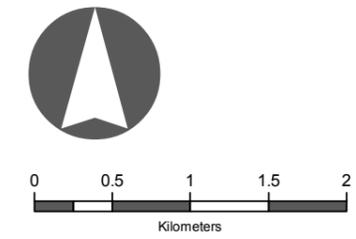
Mitigation

Mitigation could include reinstating landscape within the road corridor including open canopy, shrub and groundcover similar to existing native landscape patterns.



LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 14 | Gingilling Road (3)



Existing context and aesthetic quality

Access gate from property to the west towards Gingilling Road and the rail corridor. Rail corridor enclosed by mature vegetation, restricting views to passing trains. The rural vista of pasture land and tree canopy around cleared land are revealed in the distance.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic rural nature of the view and proximity to existing road and rail corridors.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to the alignment anticipated to be clearly visible, passing in a north-south direction within the curtilage of the property. There would be a change to the broad rural vista due to the introduction of the Bypass.

Visual landscape impact

The moderate sensitivity and high magnitude of change is considered to result in **high-moderate** impact during construction and operation.

Mitigation

Mitigation of impact to retain rural views can be done via canopy and shrub planting along the road corridor in a linear fashion similar to the current patterns seen in the vista and along the railway. This would occur in consultation with the land owner.

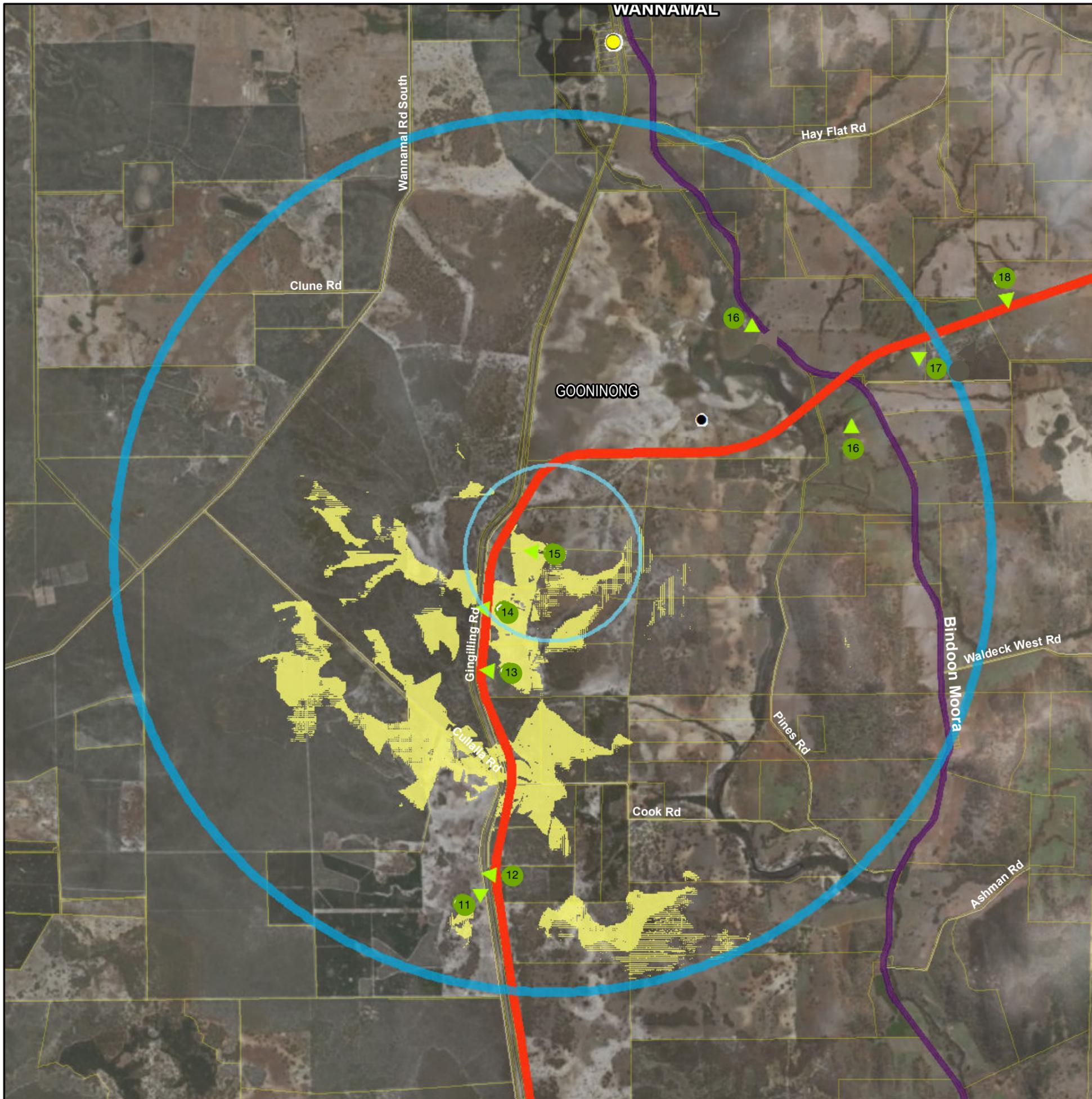


Viewpoint 14 | Gingilling Road (3) Before Proposed Development



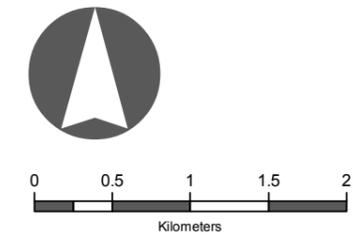
Viewpoint 14 | Gingilling Road (3) After Proposed Development





LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 15 | Gingilling Road (4)



Existing context and aesthetic quality

Property situated on a gently undulating terrain with the topography falling to west towards Gingilling road and the rail corridor, both of which are not visible from this location. View contains scattered trees across a agricultural landscape. Property faces east with outbuildings situated to the east. Colour of buildings contrasts against the natural hues of the rural landscape. Fence lines and driveways form linear focal points that lead the eye to the distance.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the current scenic, rural nature of the view and proximity to existing road and rail corridors.

Visual landscape magnitude

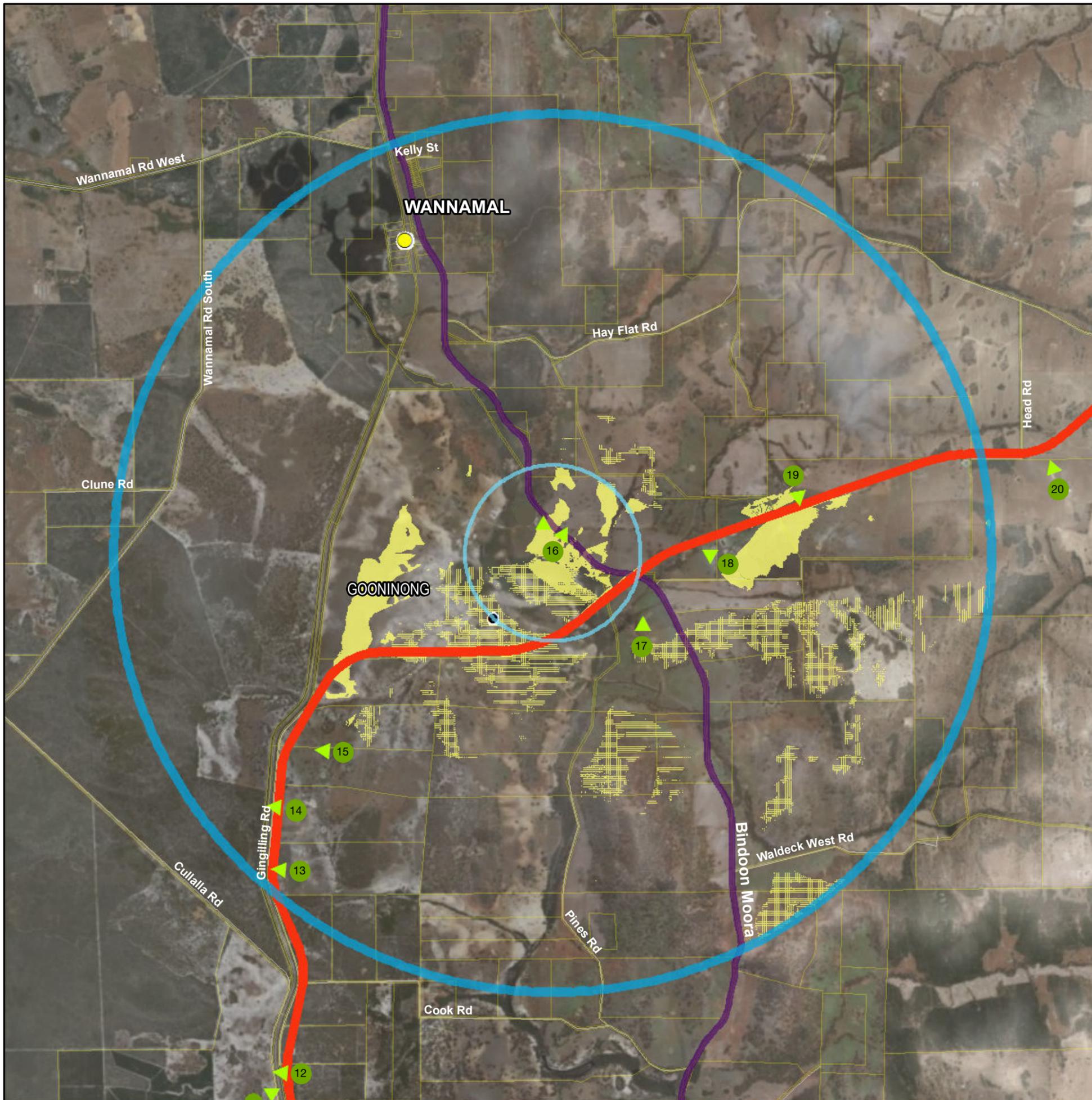
Magnitude of change is anticipated to be **negligible** due to views blocked by the crest of the hill. However, from this location there is the potential for an increase in the sound of passing vehicles that has the potential to alter the sense of remoteness. Further detail on the noise impacts are contained within the noise chapter.

Visual landscape impact

The visual landscape negligible magnitude of change results in a **negligible** impact, however the potential increase in noise has the potential to alter the sense of remoteness. Further detail on the noise impacts are contained within the noise chapter.

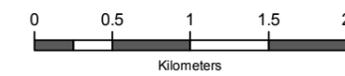
Mitigation

Mitigation is needed to protect the intimate rural setting. In consultation with the property owner a limited strand of shrub and understorey planting along the road corridor will attempt to contain the rural view while allowing the road user to also value the vistas from the road in breaks of planting.



LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 16 | Bindoon Moora Road (1)



Existing context and aesthetic quality

View south from property to gently rolling topography on the skyline blanketed with mature vegetation. Hills in the foreground are occupied by agricultural use with cleared ground and intermittent stands of vegetation. A wetland is present at the base of the hills encompassed by mature riparian vegetation. Bindoon-Moora Road is situated to the east. The characteristic colour palette of the region is evident with straw coloured grasses, rocky outcrops and dark green canopy.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the current scenic rural nature of the view and the sense of remoteness.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **moderate** due to the intermittent views towards the proposed Bypass between the trees in the foreground and the change in the continuity of broad rural landscape patterns.

Visual landscape impact

The high sensitivity and moderate magnitude of change is considered to result in **high-moderate** impact during construction and operation.

Mitigation

Mitigation using limited linear canopy planting similar in pattern and form to the surrounding species would assist with ensuring rural views from the residence are maintained in consultation with the property owners. Views from the Bypass towards the surrounds would be valued therefore intermittent planting/ gaps in canopy that mirrors the existing open wooded landscape should occur passed sensitive locations within the road corridor.

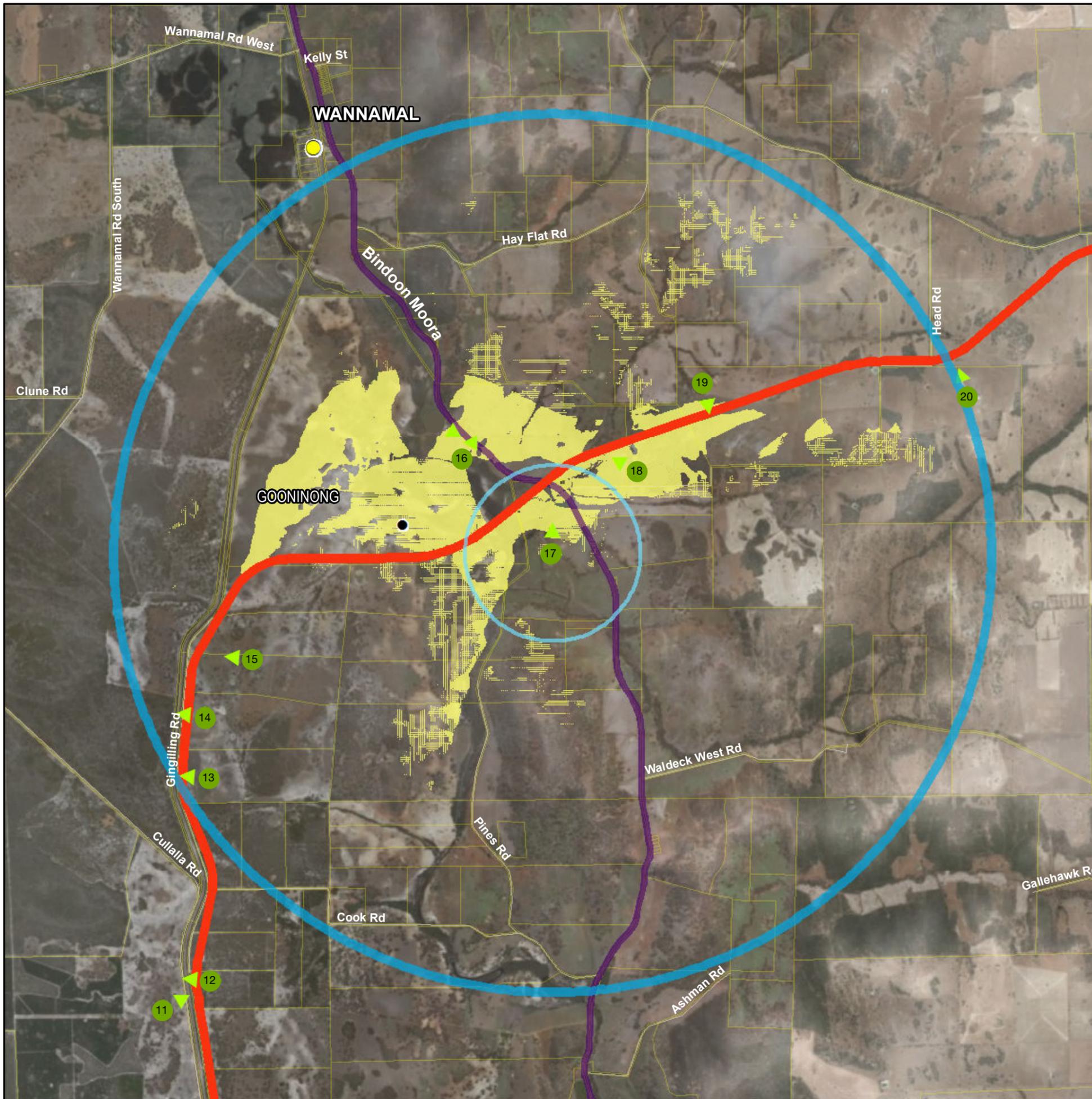


Viewpoint 16 | Bindoon Moora Road (1) Before Proposed Development



Viewpoint 16 | Bindoon Moora Road (1) After Proposed Development





LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 17 | Bindoon Moora Road (2)



Existing context and aesthetic quality

View north from property frontage towards tree lined access road with Bindoon-Moora road passing to the east, also marked by mature vegetation. Rising terrain to the north with agricultural fields boundaries marked with mature vegetation. The panoramic rural vista is of cleared seasonally brown pasture grass with a clear linear edge of remnant vegetation in the distance.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the current scenic rural nature of the view and the sense of remoteness.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** as the intersection would be visible to the north with the alignment tying in with Bindoon-Moora road, including lighting columns which would alter the night time views. The introduction of the road corridor would include loss of some tree canopy adjacent to the Bypass.

Visual landscape impact

The broad uninterrupted views of the rural landscape would be affected by the proposed Bypass.

The high sensitivity and high magnitude of change is considered to result in **high** impact during construction and operation.

Mitigation

To help mitigate changes in the vista another planting canopy along the Bypass in limited sections would assist by mirroring existing patterns of rows of trees. Views from the Bypass towards the landscape are valuable therefore planting within the road corridor should open up and provide gaps and mirror the open woodland of the region.

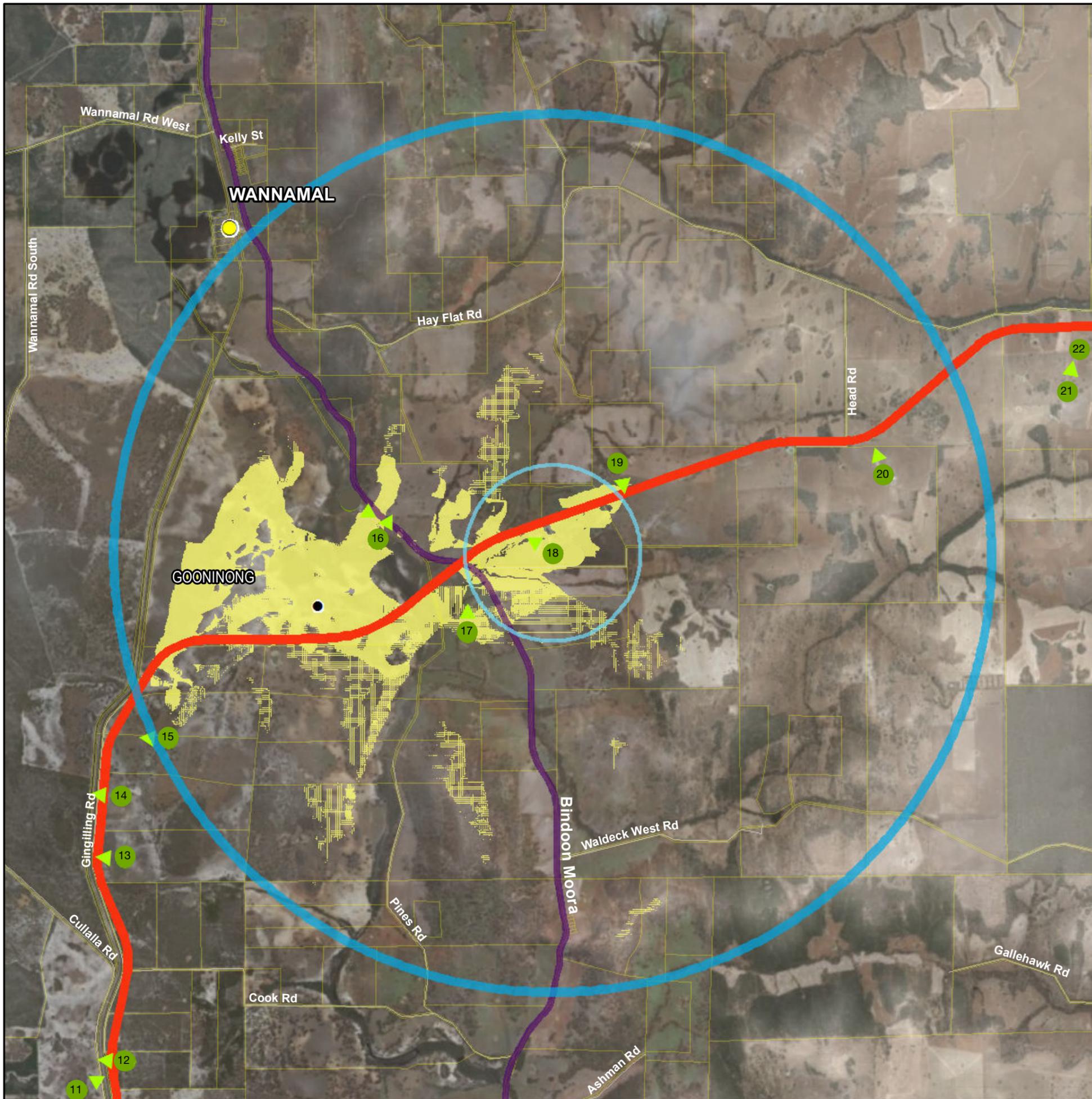


Viewpoint 17 | Bindoon Moora Road (2) Before Proposed Development



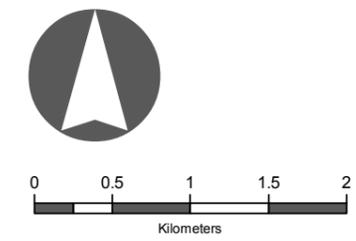
Viewpoint 17 | Bindoon Moora Road (2) After Proposed Development





LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 18 | Kangaroo Gully Road (1)



Existing context and aesthetic quality

Flat agricultural location with the topography rising in the distance to the north, south and west. Mature stands of intermittent trees occupy the foreground of the view. It is a locally characteristic rural vista of light brown to terracotta cleared pasturelands contrasted by the dark eucalypt. Rural fencing does not detract from the vista.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the current scenic, rural nature of the view and the sense of remoteness.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to the Bindoon Bypass passing in an east-west direction in close proximity to the property. The introduction of a highway in a rural context changes the composition of the view and would result in a reduction of tree canopy cover, altering the mature open forest pattern.

Visual landscape impact

The broad uninterrupted views of the rural landscape and mature tree canopy in the area may be affected by the proposed Bypass

The high sensitivity and high magnitude of change is considered to result in **high** impact during construction and operation.

Mitigation

Views to the Bypass may occur due to proximity to the property. Mitigation could include consultation with the land owner to assist with reinstating some canopy within the road corridor to ensure the rural vista is retained or planting alongside the new Bypass intermittently.

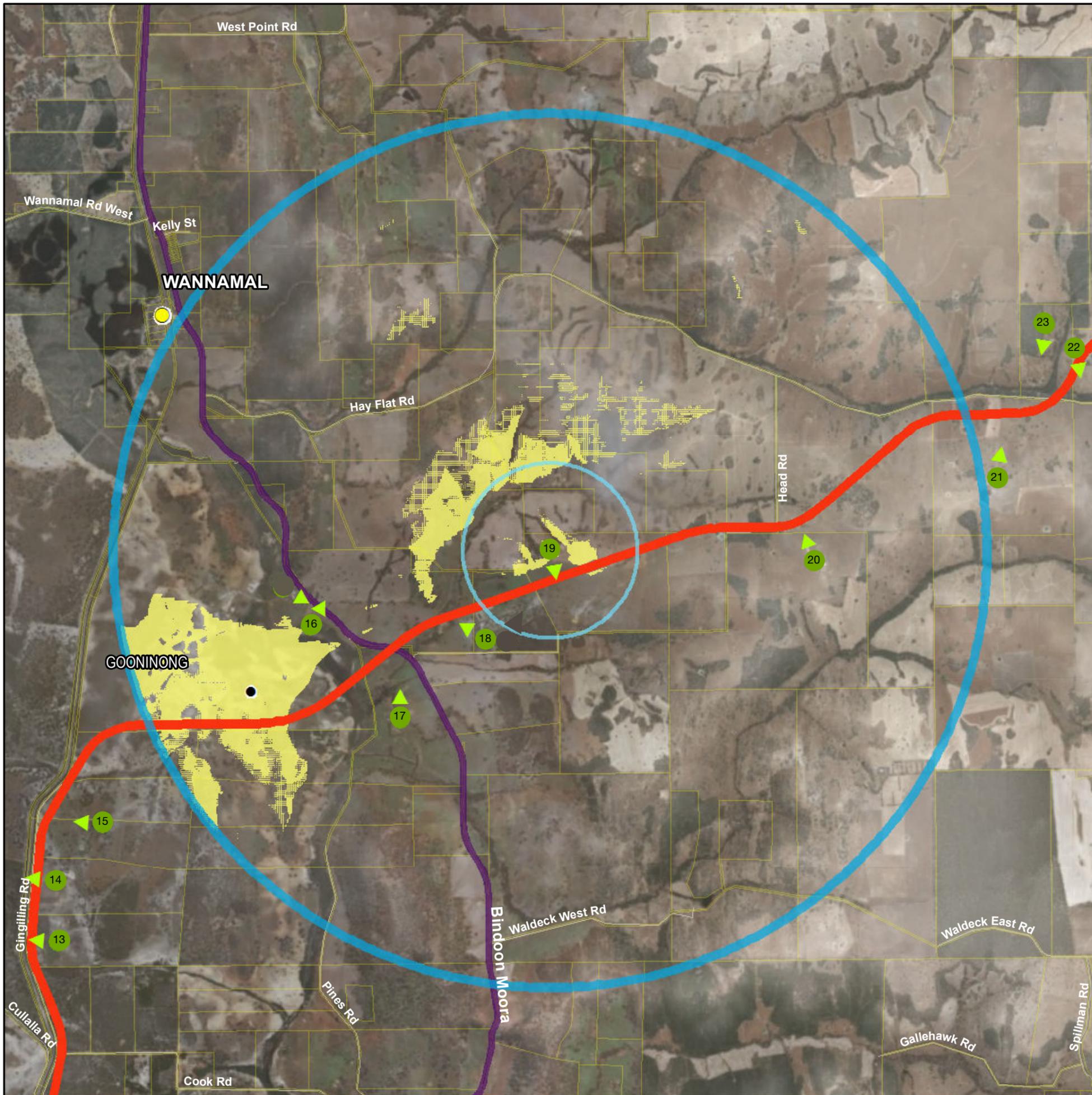


Viewpoint 18 | Kangaroo Gully Road (1) Before Proposed Development



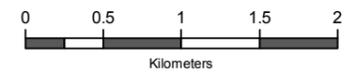
Viewpoint 18 | Kangaroo Gully Road (1) After Proposed Development





LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 19 | Kangaroo Gully Road (2)



Existing context and aesthetic quality

Property within an area of mature vegetation with property shed situated to the north and a farm dam to the east.

Property orientated to the west with views restricted by existing vegetation.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **moderate** due to the existing landscape pattern, enclosed nature of the view and the sense of remoteness.

Visual landscape magnitude

The Bindoon alignment will be situated in an area of cutting to the south of the property. The visual screening offered by existing vegetation is anticipated to limit views towards the Bindoon Bypass.

The magnitude of change arising from the project is considered to be **negligible**. However, from this location there is the potential for an increase in the sound of passing vehicles that has the potential to alter the sense of remoteness. Further detail on the noise impacts are contained within the noise chapter.

Visual landscape impact

The negligible magnitude of change results in a **negligible** impact.

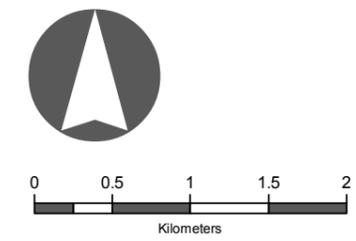
Mitigation

No mitigation necessary due to the screening effect of the dense existing canopy in the foreground.



LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 20 | Head Road (south)



Existing context and aesthetic quality

Property situated to the south of Hay Flat Road and Head Road. Property enclosed by a stand of vegetation to the northern boundary and hedge to the west. Oblique extended view to the north and northwest towards rolling terrain with mature vegetation lining Head Road and edging cleared pastures. Dominant features are the terracotta lateritic soils and rural fencing in the foreground.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the current scenic, rural and remote nature of the view and filtering of the view offered by the existing vegetation to the west and north of the property.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to the introduction of a highway in a rural context, changing in to the composition of the view.

Long vistas of natural forms would change to include a the Bypass with moving cars altering focal points and sense of remoteness.

Visual landscape impact

The moderate sensitivity and High magnitude of change is considered to result in a **high** impact during construction and operation.

Mitigation

Mitigation by planting canopy within the road corridor in similar patterns to existing linear strands along roads and pasture fields would help retain the rural nature of the view from the residence. Consultation with the property owner would need to occur. Natural gaps in planting will occur once passed sensitive locations and follow existing open woodland patterns.



Viewpoint 20 | Head Road (south) Before Proposed Development



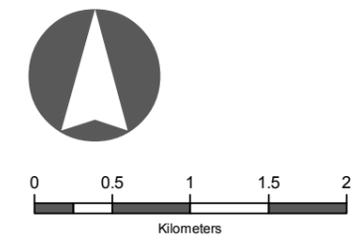
Viewpoint 20 | Head Road (south) After Proposed Development





LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 21 | Hay Flat Road (1)



Existing context and aesthetic quality

Property situated to the south of Hay Flat Road and to the west of Udumung Nature Reserve which can be seen as consistent green forest. The long vista south across gently rolling terrain with mature vegetation blanketing the hills to the northeast. Intermittent stands of trees in the foreground of the view within area of cleared pale grassed agricultural land. Lines of trees lie on edges of clearings.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the panoramic, scenic, rural and remote nature of the view and the residential receptor's permanent interest in the surrounding environment.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **moderate** due to the alignment passing to the south of Hays Flat Road on the lower slopes of the rolling terrain and views towards the road corridor are anticipated to be limited, however high sided vehicles would be evident. There will be a change in colour and movement with passing vehicles impacting the tranquility of the area, and a change in the visually aesthetic representation of the open woodland grassy plains character patterns.

Visual landscape impact

The high sensitivity and moderate magnitude of change is considered to result in a **high-moderate** impact during construction and operation.

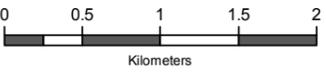
Mitigation

Mitigation by planting canopy within the road corridor in similar patterns to existing linear canopy forms in the landscape in consultation with the property owner. Views from the Bypass to this region would be valuable therefore any canopy/shrub planting along the Bypass would be intermittent once passed sensitive locations and limited to erosion control rather than screening. Planting should follow existing open woodland patterns.



LEGEND

-  Viewshed
-  Buffer 5km
-  Buffer 1km
-  VIA View Points
-  Proposed Bindoon Bypass Alignment
-  Town or Centre
-  Locality
-  State Road
-  Local Road
-  Cadastral Boundary with Tenure (17-10-201)



Viewpoint 22 | Great Northern Highway (west 1)



Existing context and aesthetic quality

Property situated on gently rolling terrain. View east from property through boundary vegetation across seasonally brown grass and pale lateritic agricultural field. Field bound to the east by mature vegetation. A mature tree within the foreground is a feature of this view. Rising terrain bounded by mature eucalypt. Farmsteads situated on rising slopes.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the panoramic, scenic, rural and remote nature of the view, and residential receptor with a permanent interest in the surrounding environment.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **high** due to the close proximity to the proposed Bypass and existing view across agricultural fields replaced with highway corridor.

The broad uninterrupted views of the rural landscape and mature tree canopy would be altered by the proposed Bypass

Visual landscape impact

High sensitivity and high magnitude of change resulting in a **high** impact.

Mitigation

Mitigation for this view due to the high sensitivity of the receptor and valued landscape character should include planting canopy and shrubs similar to existing linear patterns within the road corridor where it is in proximity to the residence in consultation with the property owner.



Viewpoint 22 | Great Northern Highway (west 1) Before Proposed Development



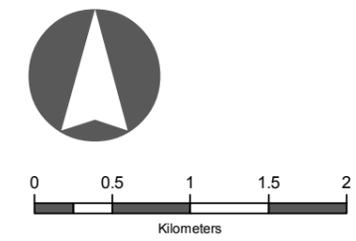
Viewpoint 22 | Great Northern Highway (west 1) After Proposed Development





LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 23 | Hay Flat Road (2)



Existing context and aesthetic quality

Property situated on east facing slope of a local undulating hill with views across a declining slight valley form with the topography rising to the east. Vegetation within the valley floor marks the alignment of a small creek. The heavily canopied feature view has some sequential vistas through clearings and distant dirt roads.

Visual landscape sensitivity

The sensitivity of this receptor is considered to be **high** due to the panoramic, scenic, rural and remote nature of the view, and the residential receptor's permanent interest in the surrounding environment.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **moderate** due to the introduction of the Bindoon Bypass and removal of vegetation within a rural, scenic view. The Bindoon alignment would be orientated in a east west direction with traffic and headlights orientated towards the property. Vehicles are also anticipated to be visible to the south through existing vegetation.

Visual landscape impact

High sensitivity and moderate magnitude of change resulting in a **high-moderate** impact.

Mitigation

Mitigation is required to preserve the valued visual amenity and should include revegetation within the road corridor to reinstate and strengthen the current vegetation diversity and landscape form. Views from the Bypass in this area should be naturally enclosed as per existing landscape patterns.



Viewpoint 23 | Hay Flat Road (2) Before Proposed Development



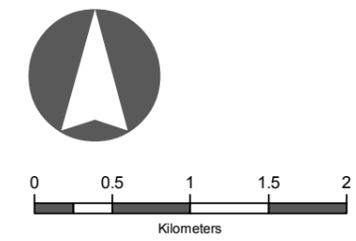
Viewpoint 23 | Hay Flat Road (2) After Proposed Development





LEGEND

- Viewshed
- Buffer 5km
- Buffer 1km
- VIA View Points
- Proposed Bindoon Bypass Alignment
- Town or Centre
- Locality
- State Road
- Local Road
- Cadastral Boundary with Tenure (17-10-201)



Viewpoint 24 | Great Northern Highway (west 2)



Existing context and aesthetic quality

Property situated to the west of the existing GNH alignment. A local undulation in topography and existing vegetation limits views to the east and towards the GNH alignment. Front south elevation view across flat agricultural landscape, filtered by fruit trees to the front of the property.

Visual landscape sensitivity

The open woodland mature canopy in this location is visually aesthetic and valued

The sensitivity of this receptor is considered to be **moderate** due to the enclosed nature of the property and the view to the east, and a residential receptor with a permanent interest in the surrounding environment.

Visual landscape magnitude

The magnitude of change arising from the project is considered to be **negligible** due to the visual screening offered by existing vegetation and undulating topography possibly limiting views towards the Bindoon Bypass.

Visual landscape impact

The moderate sensitivity and negligible magnitude of change results in a **negligible** impact

Mitigation

No mitigation necessary to the visual amenity of this rural scene due to the Bypass being located beyond the hill.

Summary

Visual Impact Assessment

In summary visual impacts range from negligible, moderate and high along the length of the corridor. It varies due to the proximity to the Bypass, the sensitivity of the design to the place and the receptor/ Stakeholder, and the expected magnitude of change.

The character of the landscape and views assessed include patterns of vegetation, colours of the groundplain and trees, rural structures synonymous with the region, long broad vistas over pasture land, enclosed vegetated intimate settings, and landform.

The findings of the assessment have found most assumed high impact viewpoints are located in rural settings where views to the Bypass are likely which include open woodlands character areas. Where there are no views due to topography limiting sightlines, and/ or denser vegetation the impacts are considered lower unless the Bypass runs in proximity to these intimate views and possibly could impact the tranquility of the enclosed spaces. Tranquil spaces occur in all types of landscapes.

Results have been tabulated on the following page.

Mitigation

The Report has included integrated design outcomes for the Bypass which defined the key design elements and a coordinated approach that aims to mitigate concerns.

The aim of mitigation is to ensure the environmental, landscape character and public values are retained. The Landscape Management Measures from pages 34 to 37 in this report demonstrates both an understanding of impacts, the existing landscape character and suggests mitigation measures.

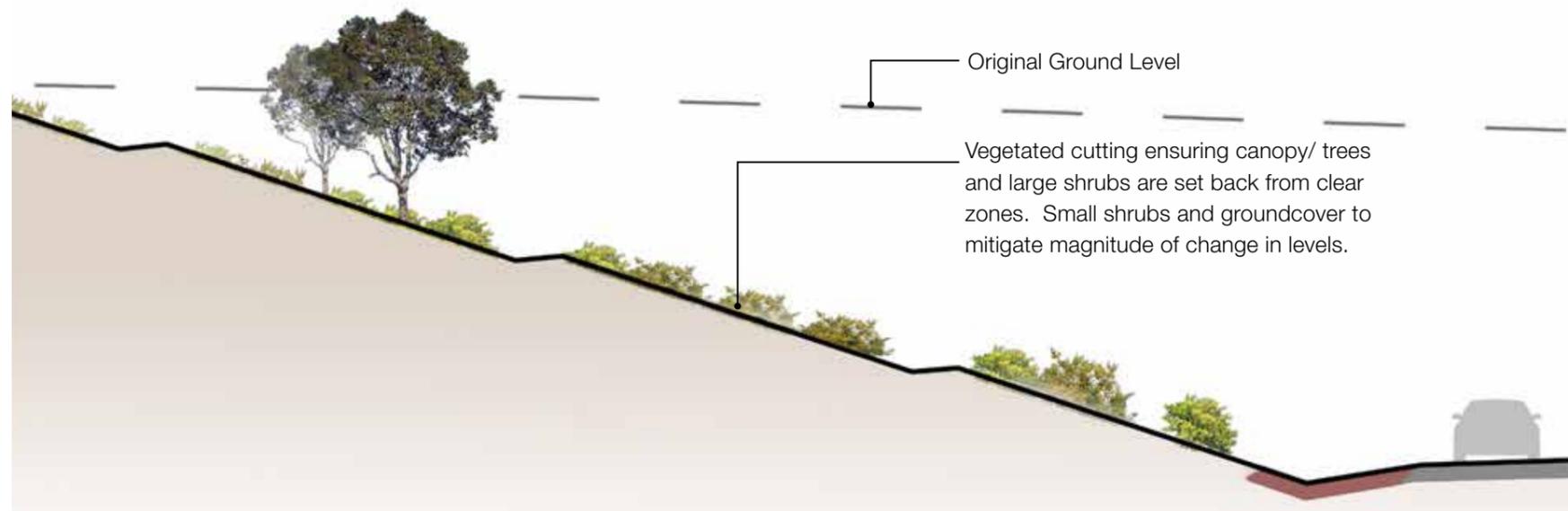
Mitigation in this report refers to planting of canopy, shrubs and groundcover within the road corridor in patterns that mimic surrounding landscape which is predominantly open woodlands with some sections of enclosed denser vegetation.

All new planting aims to improve diversity of native vegetation associations, allow views across the rural landscape, and provide options for screening residences. Screening through planting and landscape design is in consultation with the land owners to ensure the measures are desired/ approved. Screening as mitigation would only occur along sensitive sections of the road corridor before allowing the landscape to again open up and mirror the surrounding rural context.

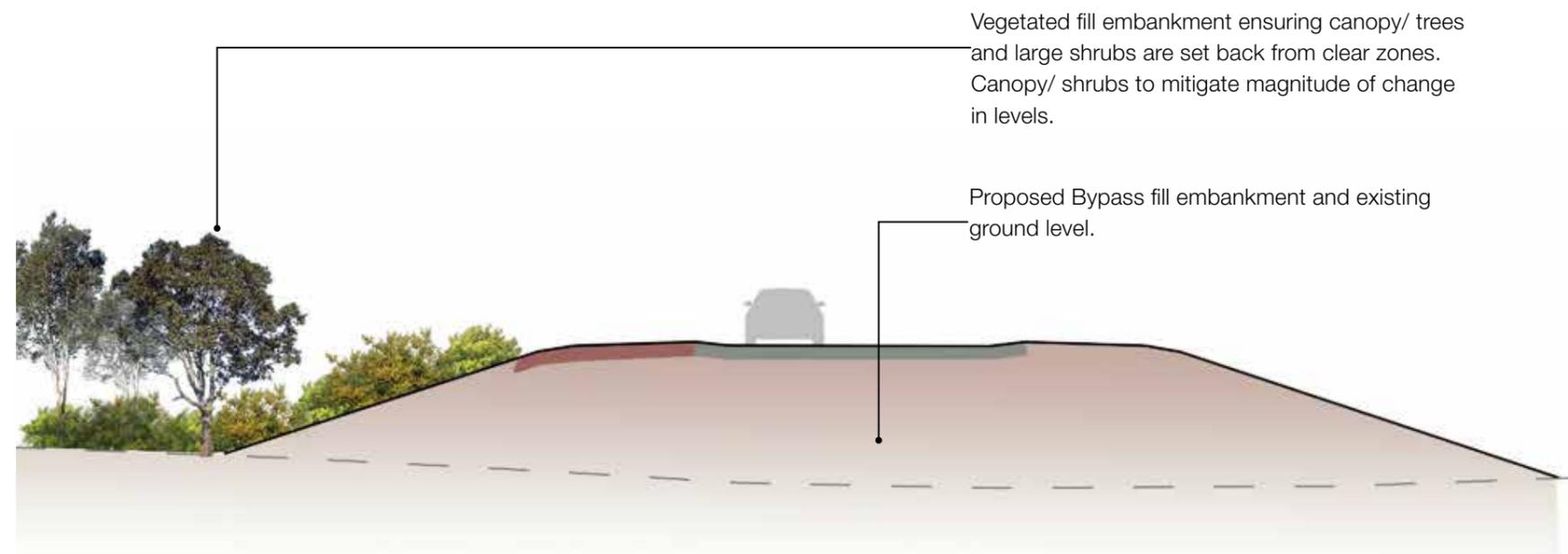
Mitigation also includes protecting areas of high quality vegetation during construction and minimising erosion of earthworks by planting groundcover and spreading mulch where possible.

Planting on cut and fill batters which alter existing ground level is another form of mitigation to both improve visual amenity and help tie in the road with the surrounding landform using shrubs/ canopy to integrate magnitude of change in the groundplain. Refer to indicative sections A and B on page 98 which refer to the most dominant earthworks proposed.

Representative viewpoint assessment	Sensitivity	Magnitude	Impact
Visual Impact			
VP 1 Chittering Road House	low	moderate	moderate-low impact
VP 2 Great Northern Highway Stockyard	moderate	high	high-moderate
VP 3 Kings Property	low	negligible	negligible
VP 4 Windermere Way	high	moderate	high-moderate impact
VP 5 Teatree North Access Road	moderate	negligible	negligible
VP 6 Gray Road	moderate	low	moderate-low impact
VP 7 Crest Hill Road	high	high	high impact
VP 8 Mooliabeenee Road (east)	moderate	low	moderate-low impact
VP 9 Mooliabeenee Road (west)	moderate	moderate	moderate impact
VP 10 Cullala Road (1)	moderate	negligible	negligible
VP 11 Cullala Road (2)	moderate	negligible	negligible
VP 12 Gingilling Road (1)	moderate	high	moderate-high impact
VP 13 Gingilling Road (2)	moderate	negligible	negligible
VP 14 Gingilling Road (3)	moderate	high	high-moderate impact
VP 15 Gingilling Road (4)	moderate	negligible	negligible
VP 16 Bindoon-Moora Road (1)	high	moderate	high-moderate impact
VP 17 Bindoon-Moora Road (2)	high	high	high impact
VP 18 Kangaroo Gully Road (1)	high	high	high impact
VP 19 Kangaroo Gully Road (2)	moderate	negligible	negligible
VP 20 Head Road (south)	high	high	high impact
VP 21 Hay Flat Road (1)	high	moderate	high-moderate
VP 22 Great Northern Highway (west 1)	high	high	high impact
VP 23 Hay Flat Road (2)	high	moderate	high-moderate impact
VP 24 Great Northern Highway (west 2)	moderate	negligible	negligible



Indicative Section A



Indicative Section B

Mitigation Measures

Proposed Bypass cut/fill embankments that require most mitigation due to magnitude of change.

Cut Embankments

Cut embankments have both negative and positive results on impacts to receptors. They change the form of the landscape and require planting to mimic natural landscape patterns of the area. Cut embankments minimise noise dispersion and visibility of the proposed Bypass and movement of cars.

Tree planting towards the top and outside clear-zones also assist in ensuring the new earthworks look more natural.

Fill Embankments

Fill embankments raise the profile of the Bypass and ideally needs a set back canopy and density that matches the raise in landform to minimise the 'canyon' effect which occurs due to raised landforms.

Mitigation is required when these raised landforms are man made and change the character and patterns of the landscape. They have the potential to cause more impacts due to visibility.

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- » *Guidelines for Landscape and Visual Impact Assessment (LVIA) (2002),*

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Integrated Project Team (IPT)

References

Prepared for

Arup Jacobs Joint Venture/ ASJV

Great Northern Highway Muchea to Wubin Stage 2

Level 11, Durack Centre

263 Adelaide Terrace

Perth WA 6000 Australia

T +61 8 9469 4199

F +61 8 9469 4488

Prepared by

Arup

Arup Pty Limited

Level 4, 108 Wickham Street

Fortitude Valley, QLD 4006

Australia

Tel: +61 7 3023 6000

ARUP

