

COPPERSTRING EIS

Attachment F - Vegetation Clearing Works plans

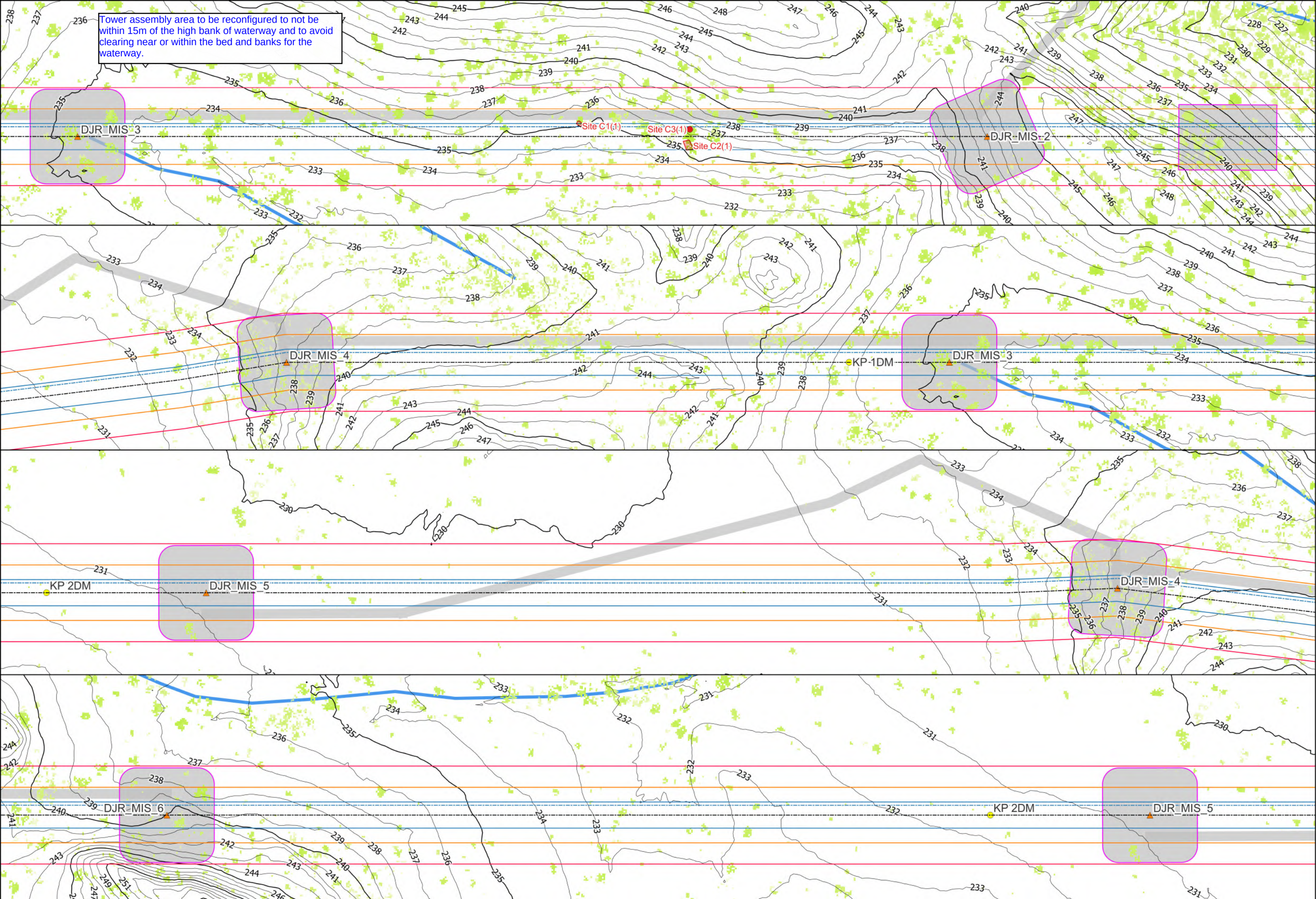
Dajarra Road to Mount Isa

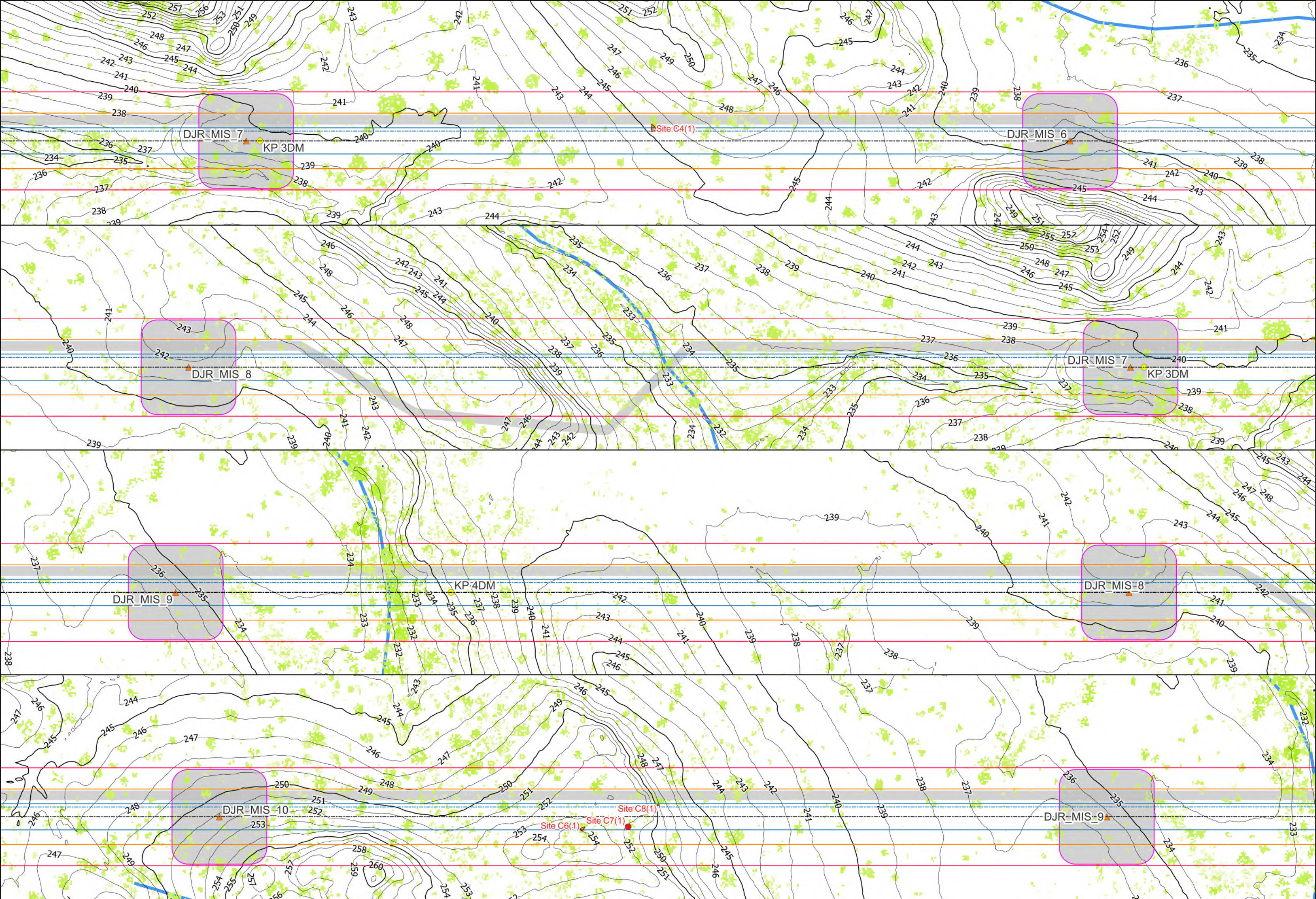
Legend

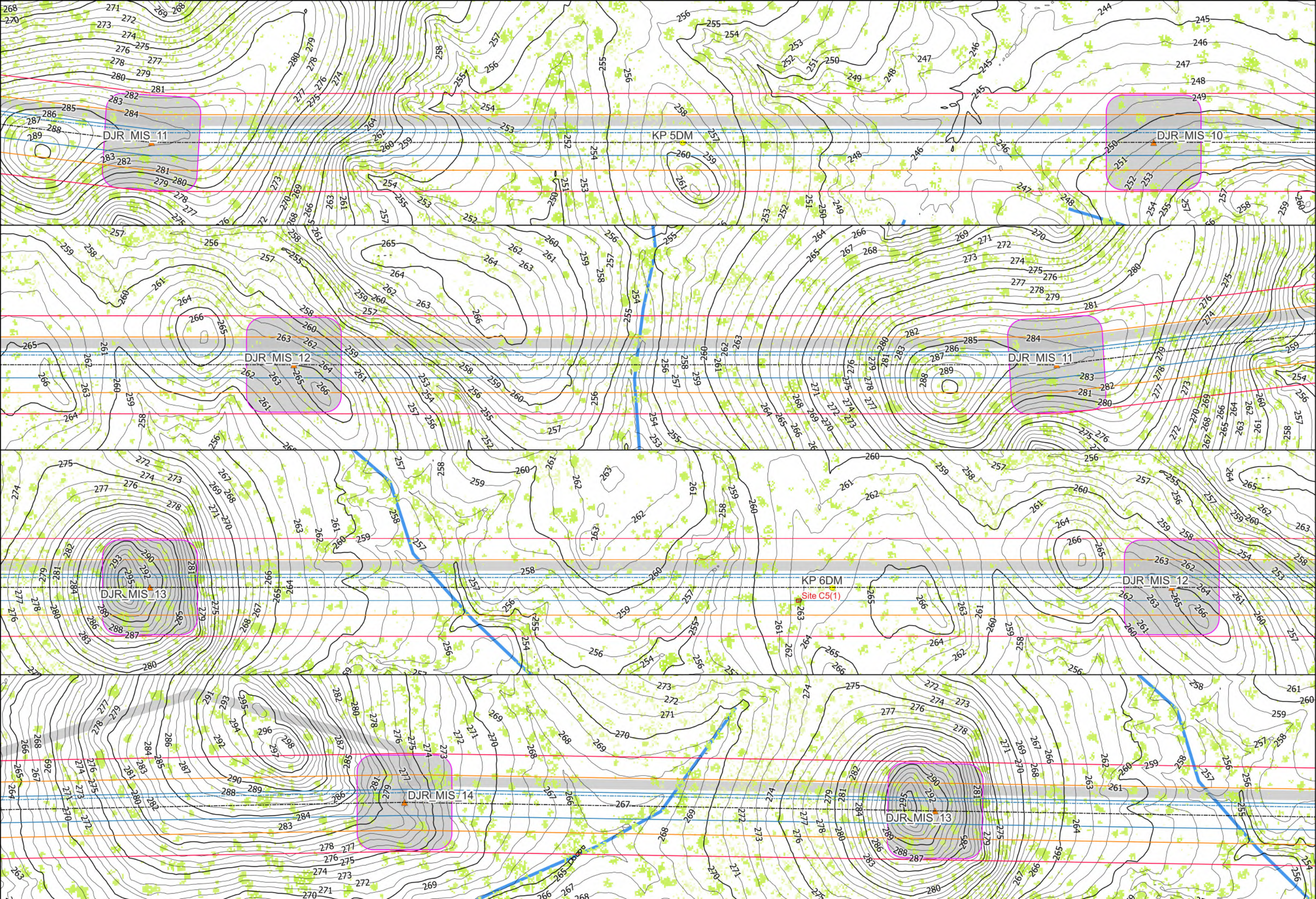
▲ Tower Locations	— Contours (5 m)	■ Access Track Footprint
● Alignment KP	□ Easement	■ Dense Vegetation
● Conductor Blowout	□ Potential Conductor	□ Conductor Blowout
● Conductor Blowout	Blowout Zone	□ Conductor Blowout
--- Alignment Centerline	□ Approximate Crossarm	■ Brake and Winch
— Watercourse	Width	■ Tower Pad
— Contours (1 m)		

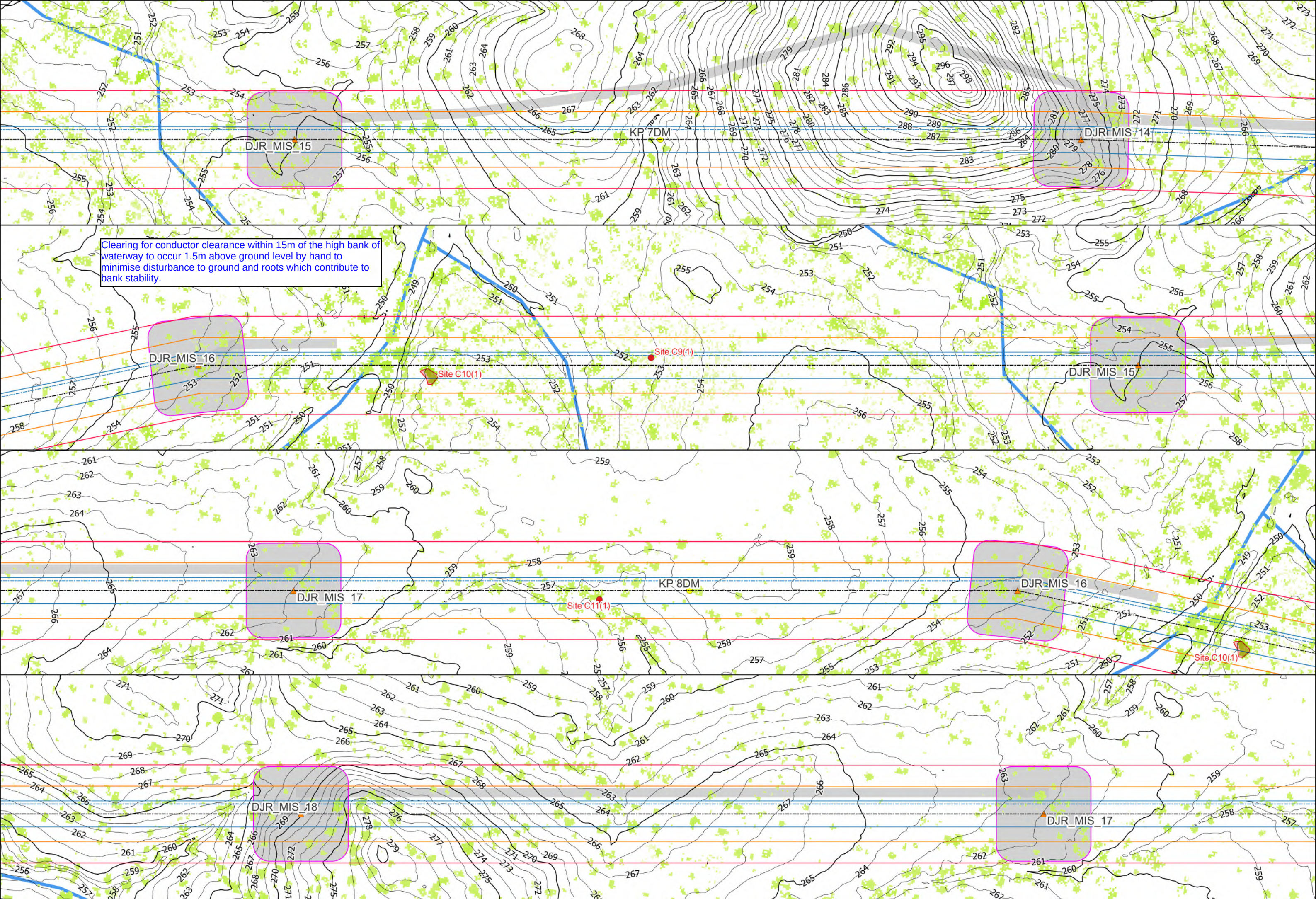
Note:
The projects construction activities and design footprints, which are the basis of the impact assessment, are still as the concept stage. The final configuration of components including conductor size, tower structure type, the height and size of towers will not be confirmed until the detailed design has been completed. This concept design was developed by the ECI JV to inform the project capex / opex estimates for FID. Accordingly, some key engineering optimisations and innovations are still being reviewed (including conductor size, tower type and foundations) which will alter the final placement and height of towers. The optimisation of these design elements will continue and change the final number, size and height of towers, however the quantification of impacts at the SEIS stage of this design is considered suitable to reliably predict expected impacts to conservation significant species and potential habitat. An output from the SEIS impact assessment process has been to develop these Vegetation Clearing Works plans which annotate specific design recommendations on the concept design. These recommendations are consistent with the Field Development Plan provided in Volume 3 Appendix R Field Development Plan.

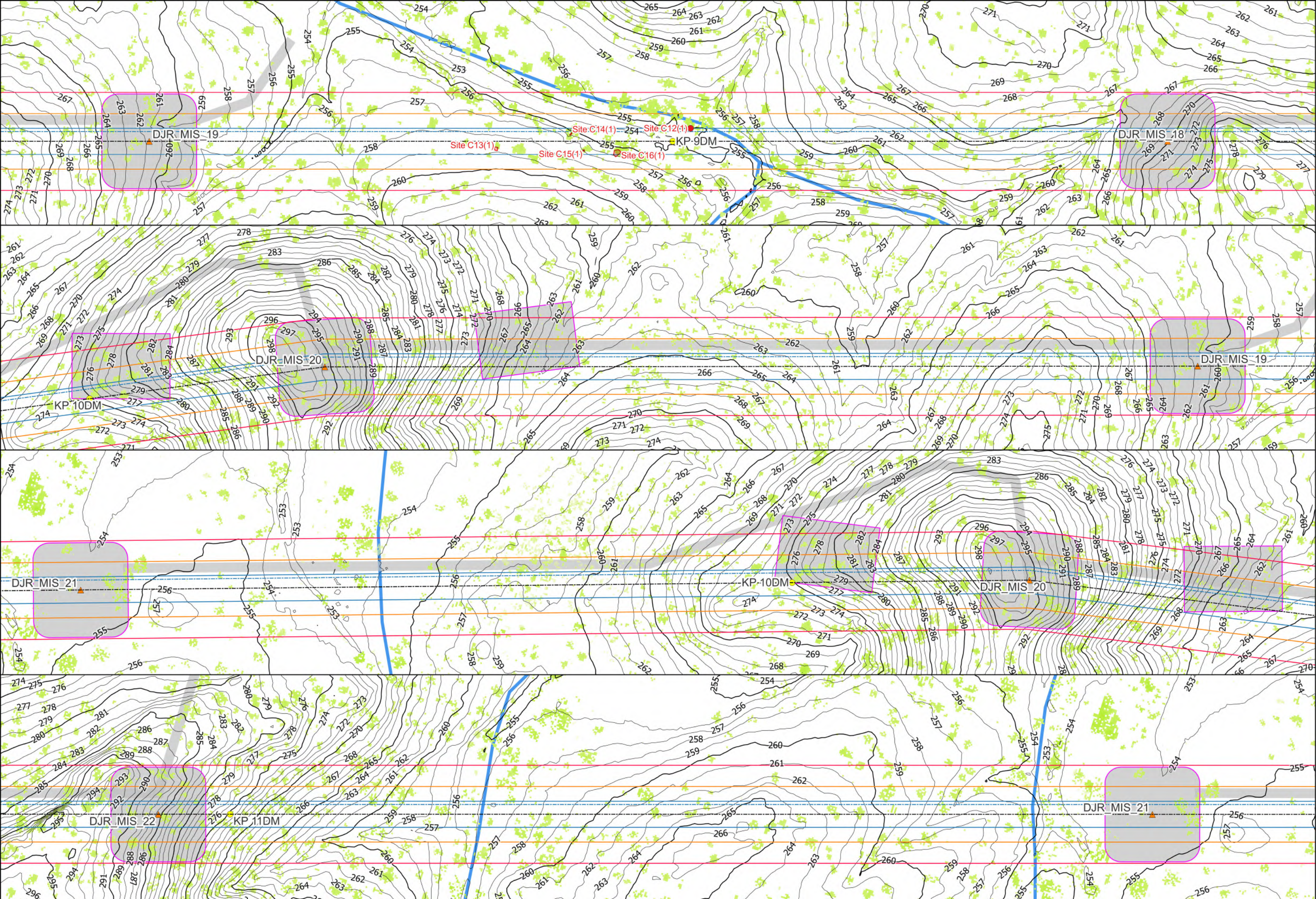
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

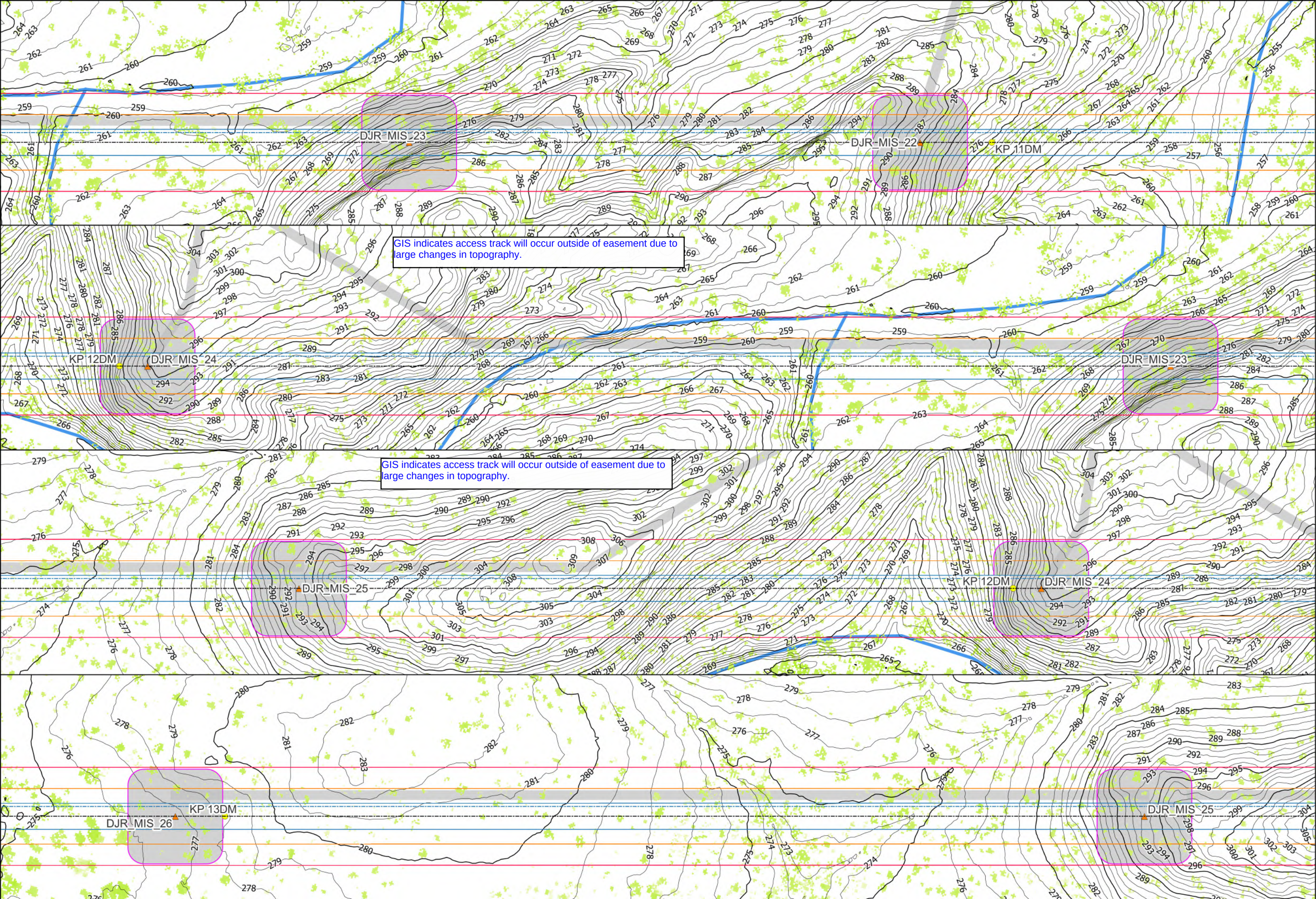






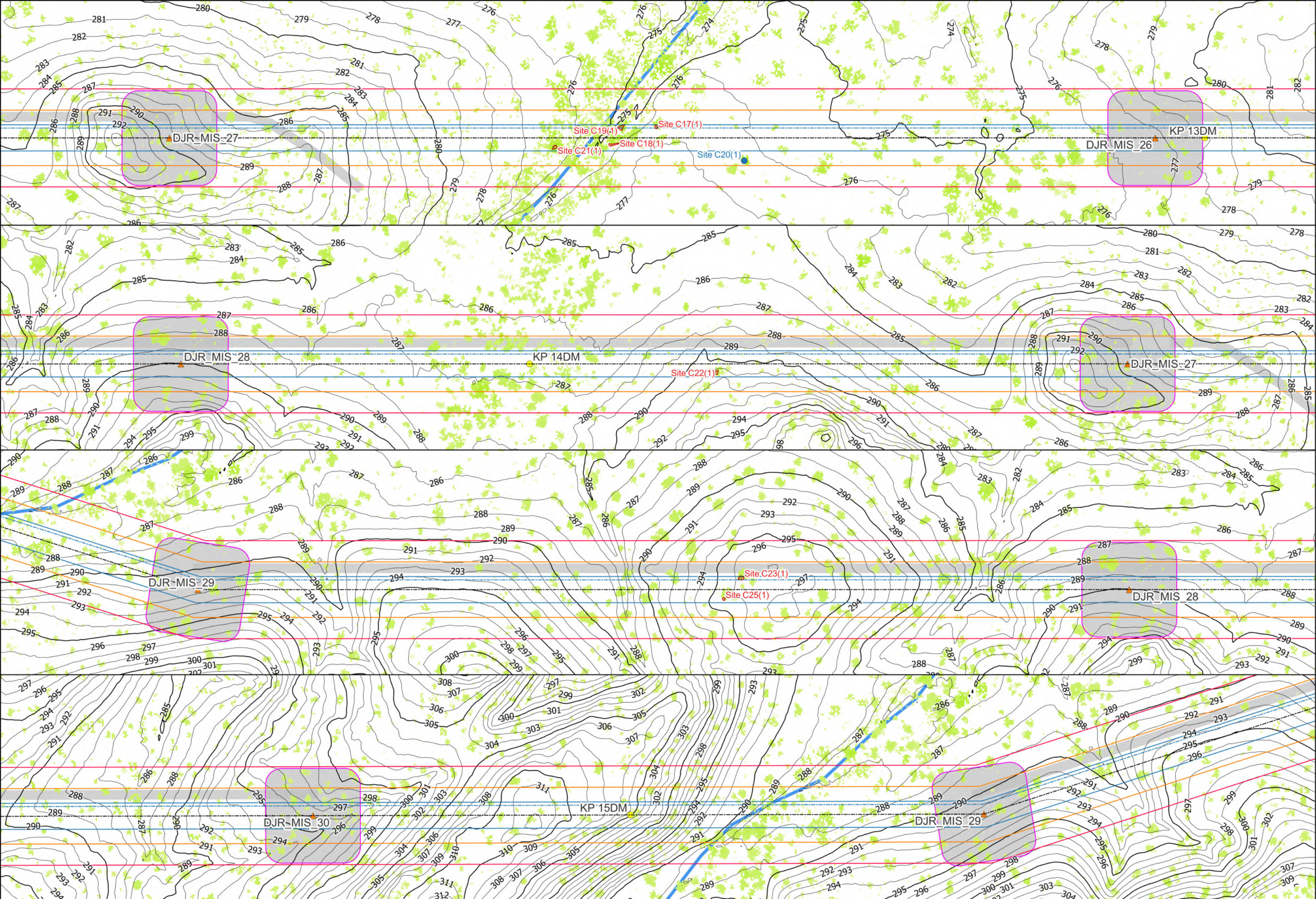


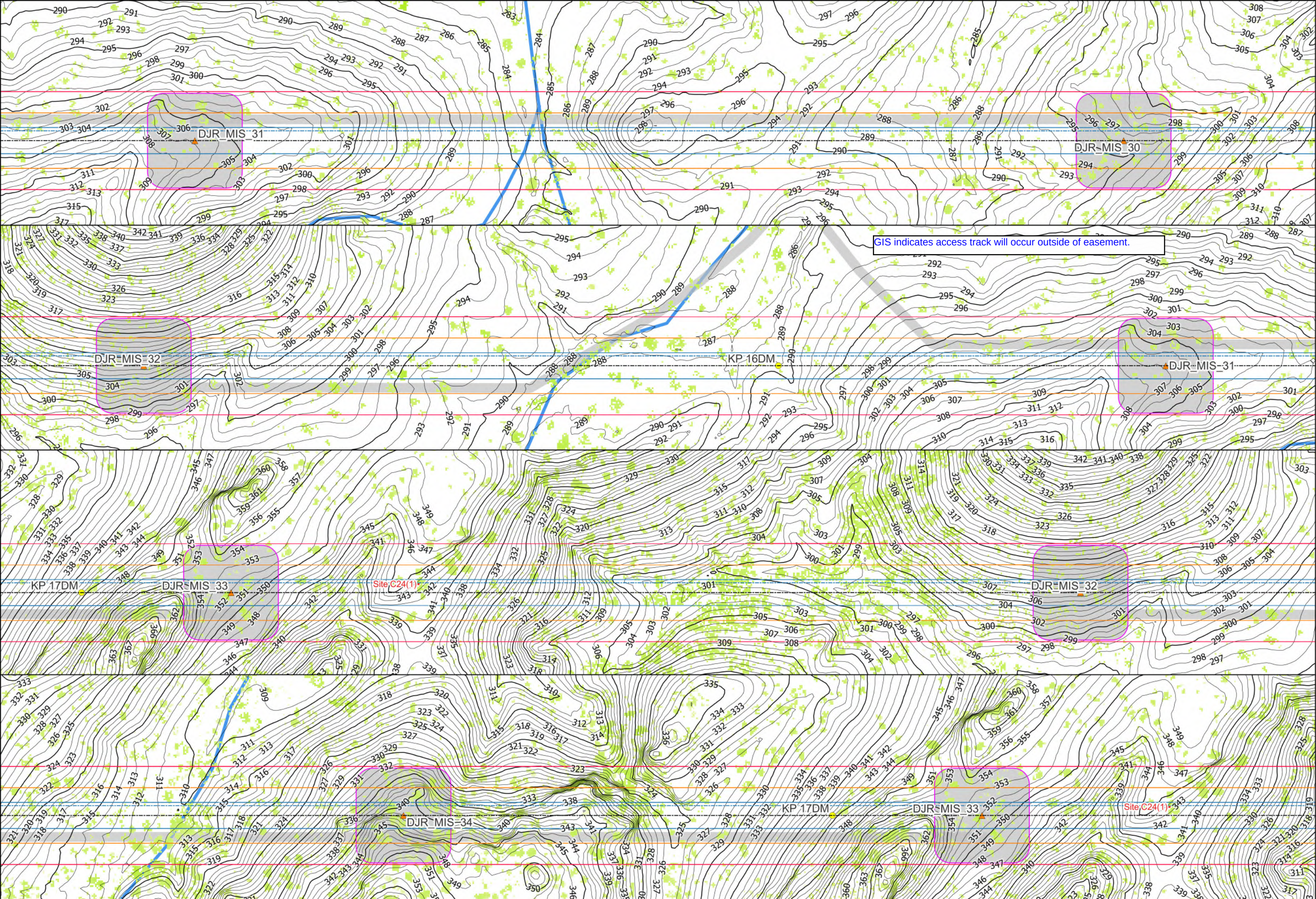


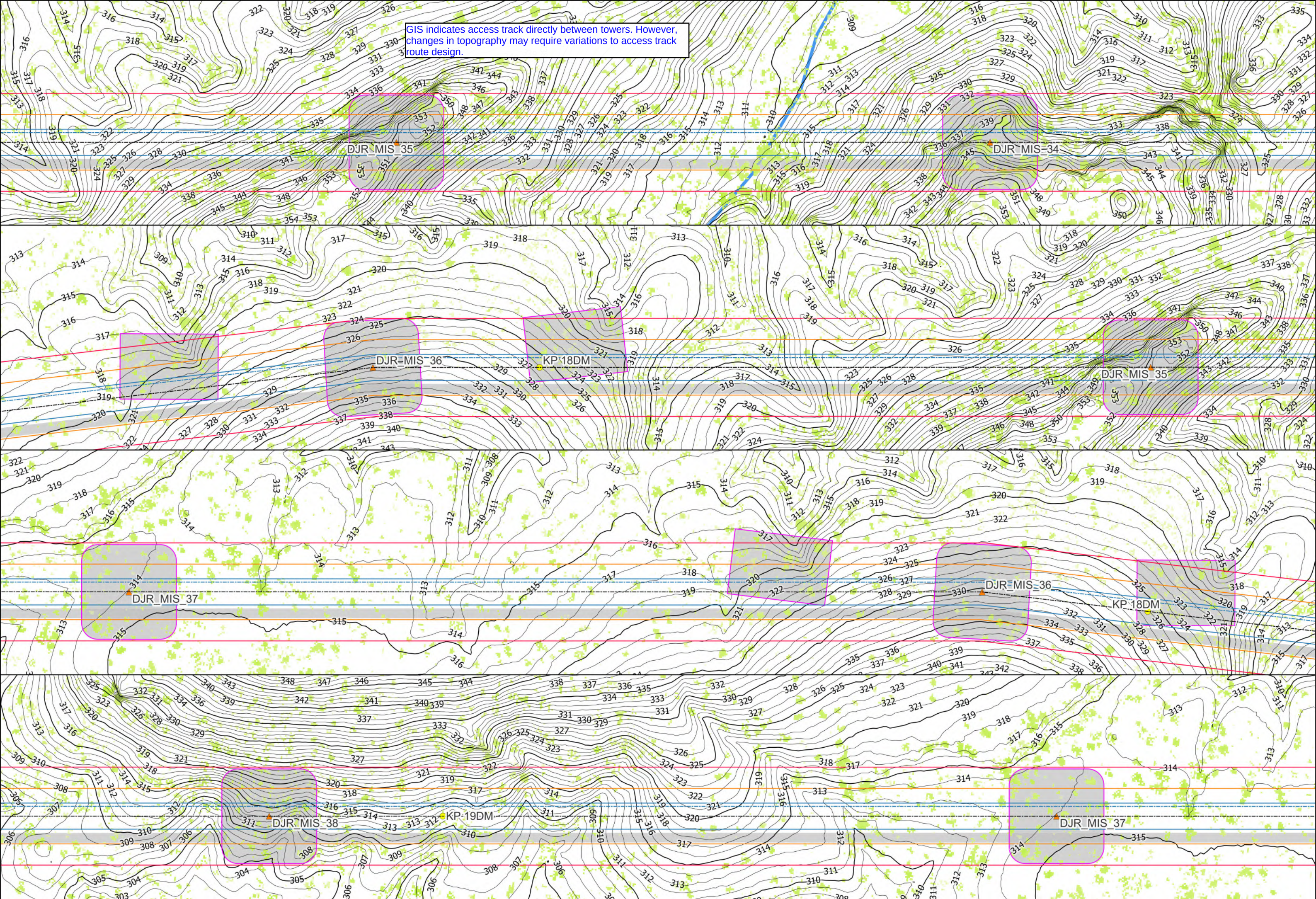


GIS indicates access track will occur outside of easement due to large changes in topography.

GIS indicates access track will occur outside of easement due to large changes in topography.







GIS indicates access track directly between towers. However, changes in topography may require variations to access track route design.

DJR MIS 35

DJR MIS-34

DJR-MIS 36

KP 18DM

DJR MIS 35

DJR MIS 37

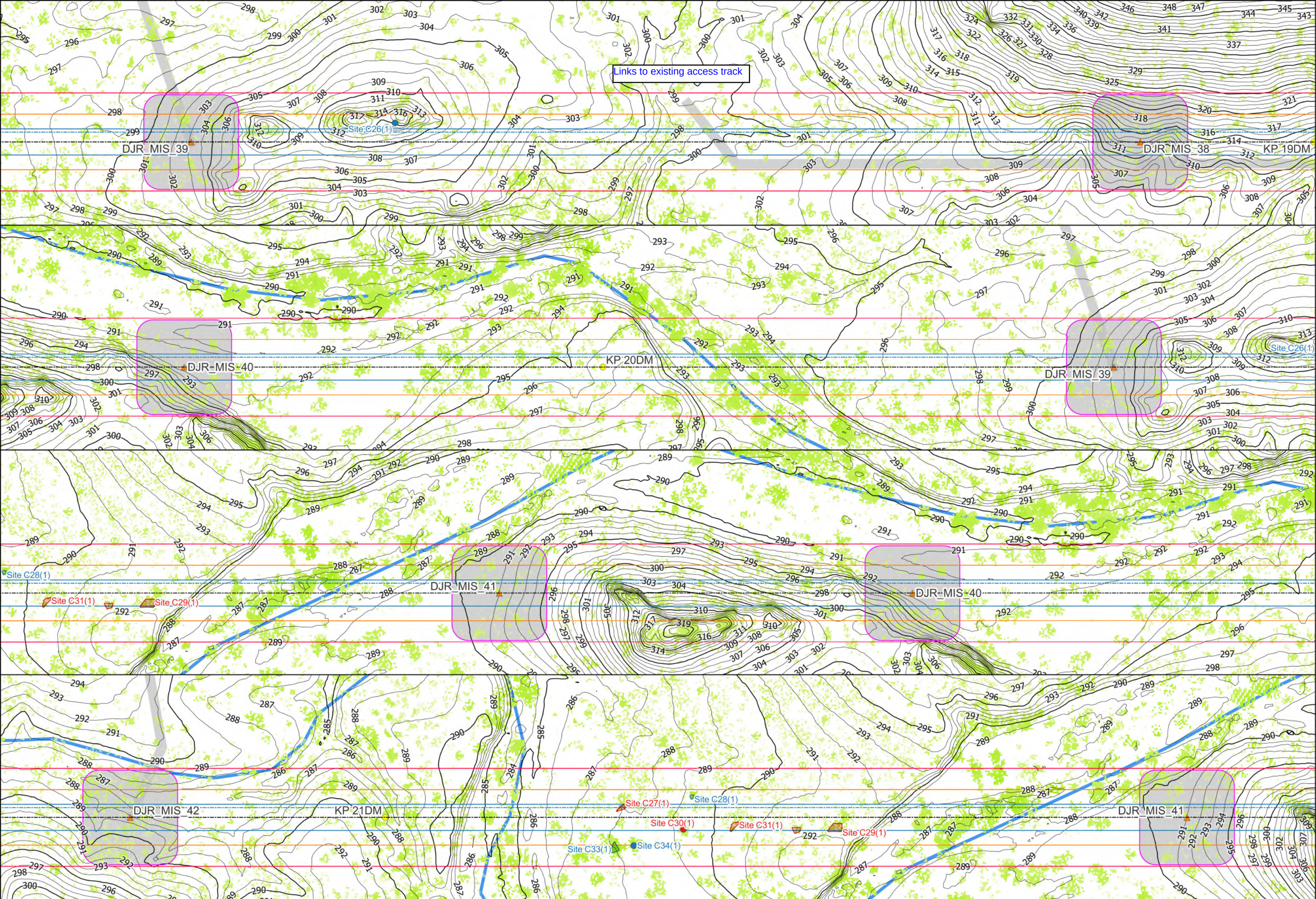
DJR MIS-36

KP 18DM

DJR MIS 38

KP 19DM

DJR MIS 37



Links to existing access track

DJR MIS 39

Site C26(1)

DJR MIS 38

KP 19DM

DJR MIS 40

KP 20DM

DJR MIS 39

Site C26(1)

DJR MIS 41

DJR MIS 40

Site C31(1)

Site C29(1)

Site C28(1)

DJR MIS 42

KP 21DM

DJR MIS 41

Site C27(1)

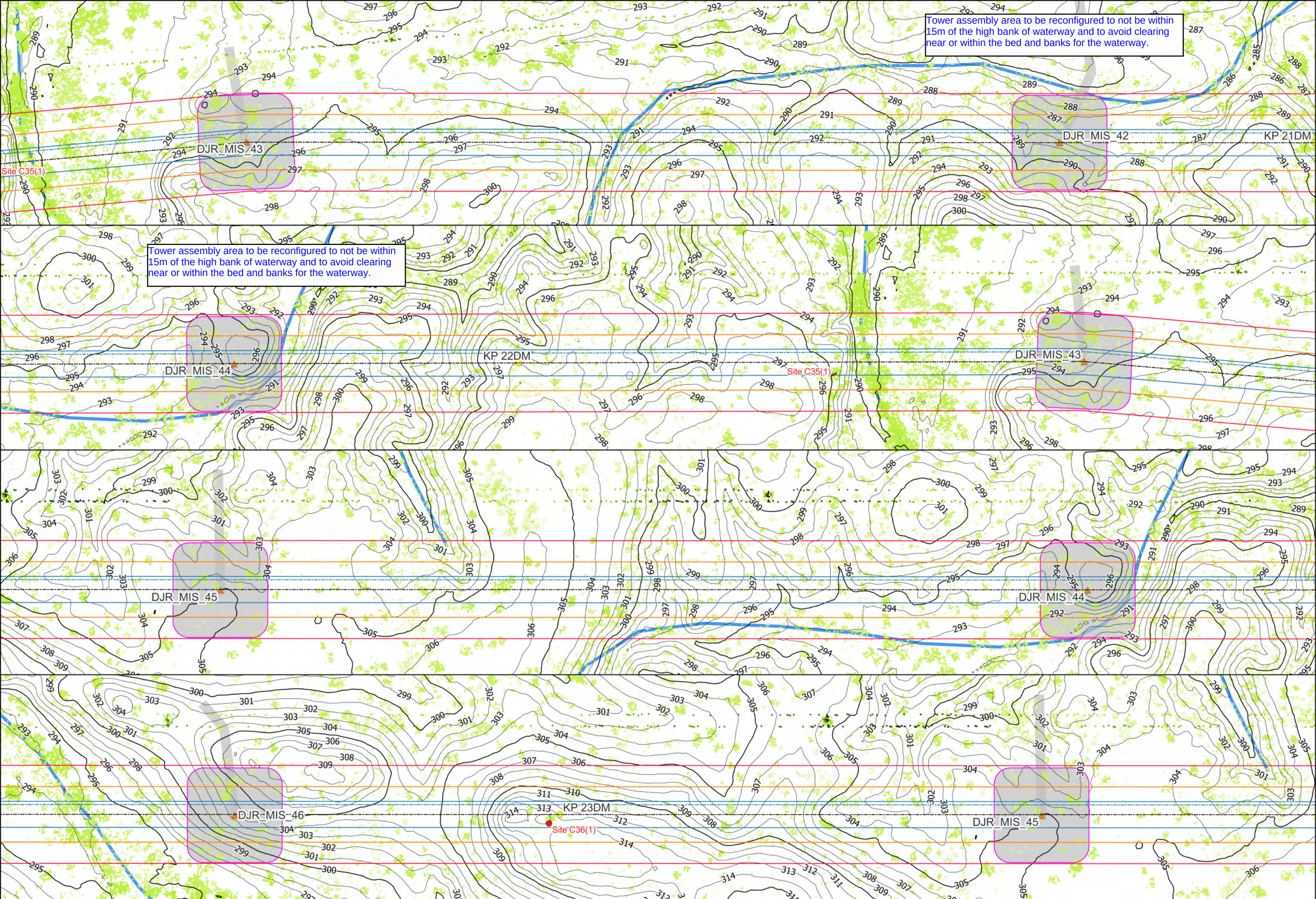
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Site C33(1)

Site C34(1)

Site C31(1)

Site C29(1)



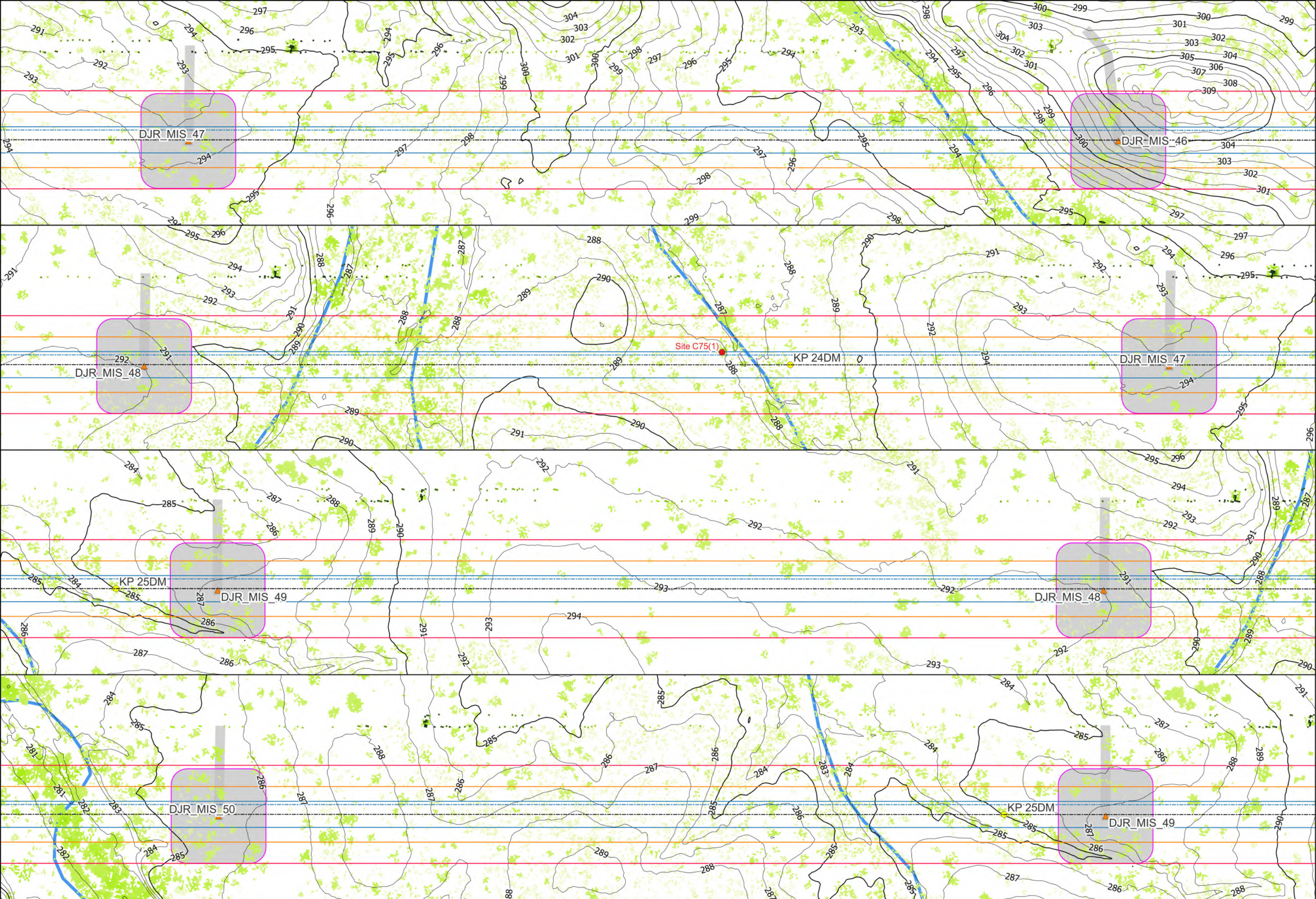
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

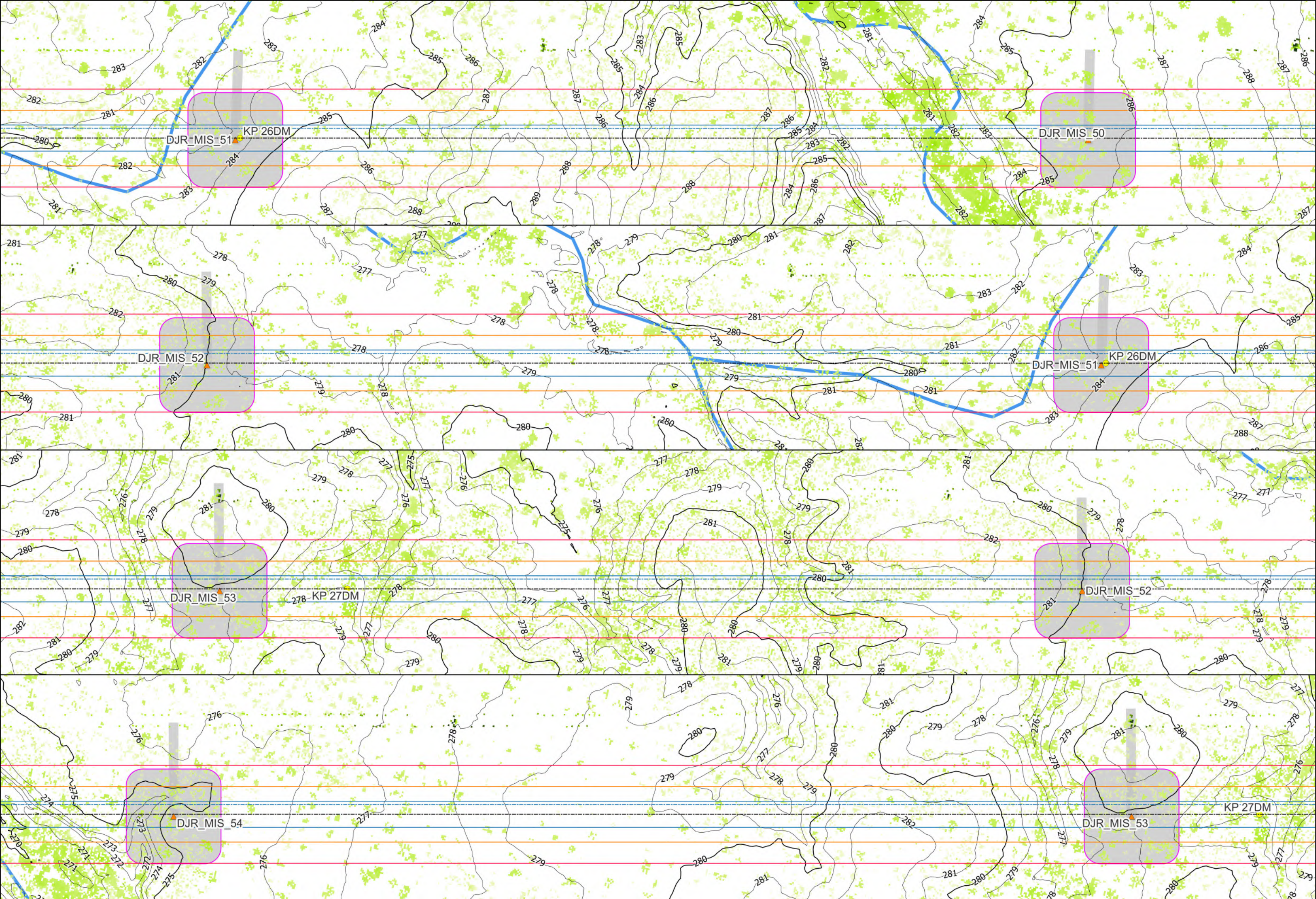
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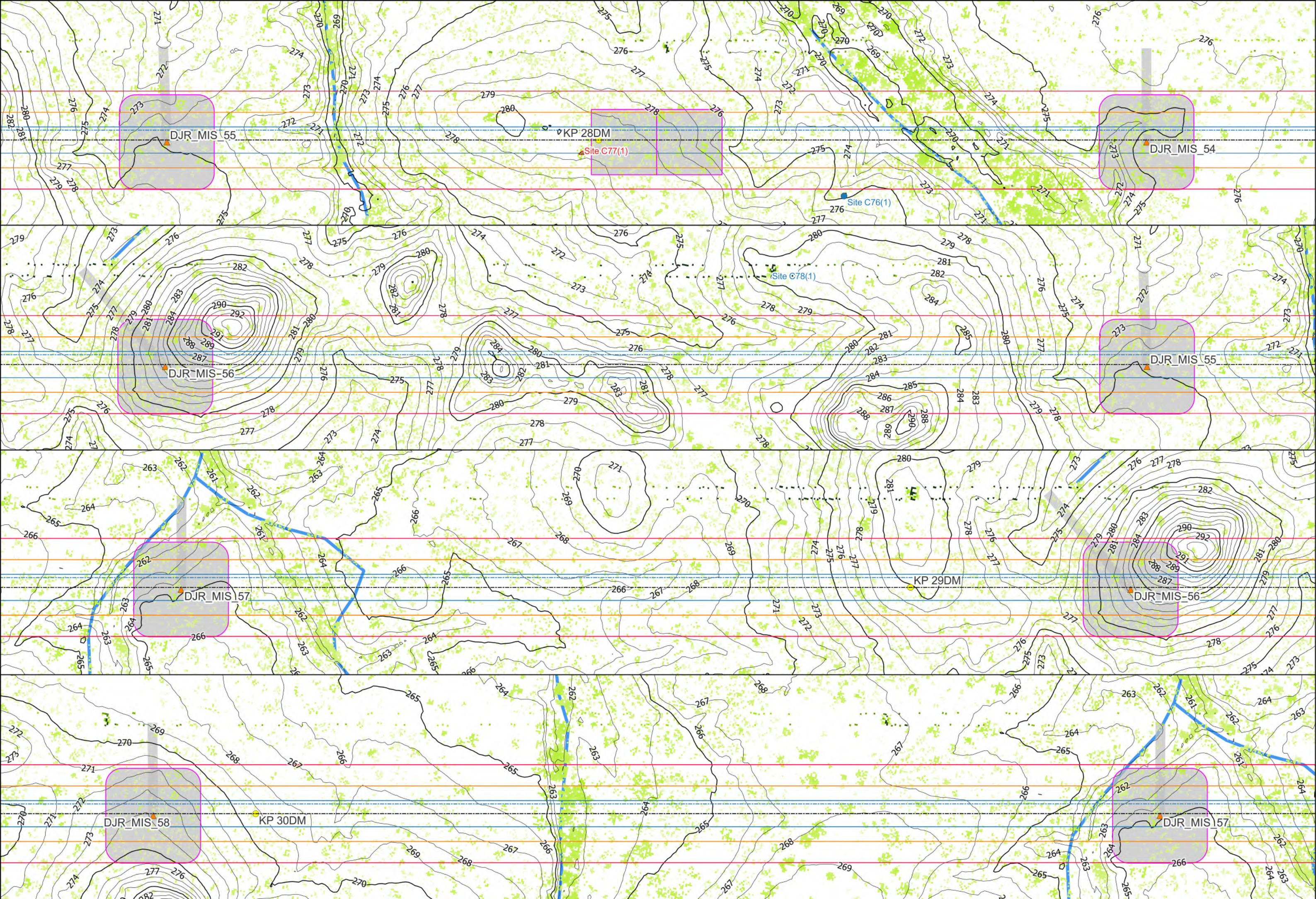
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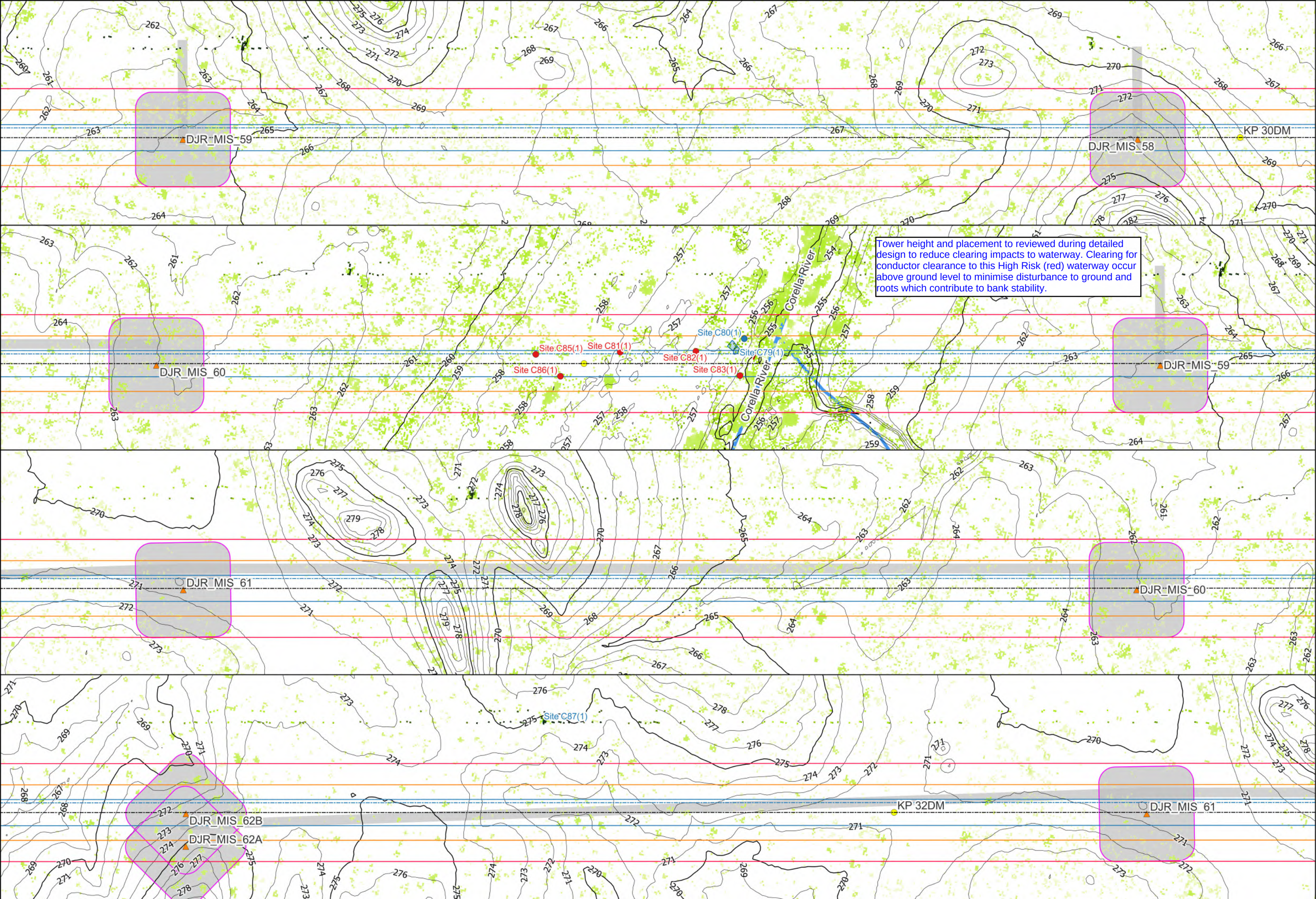
Site C35(1)

Site C36(1)

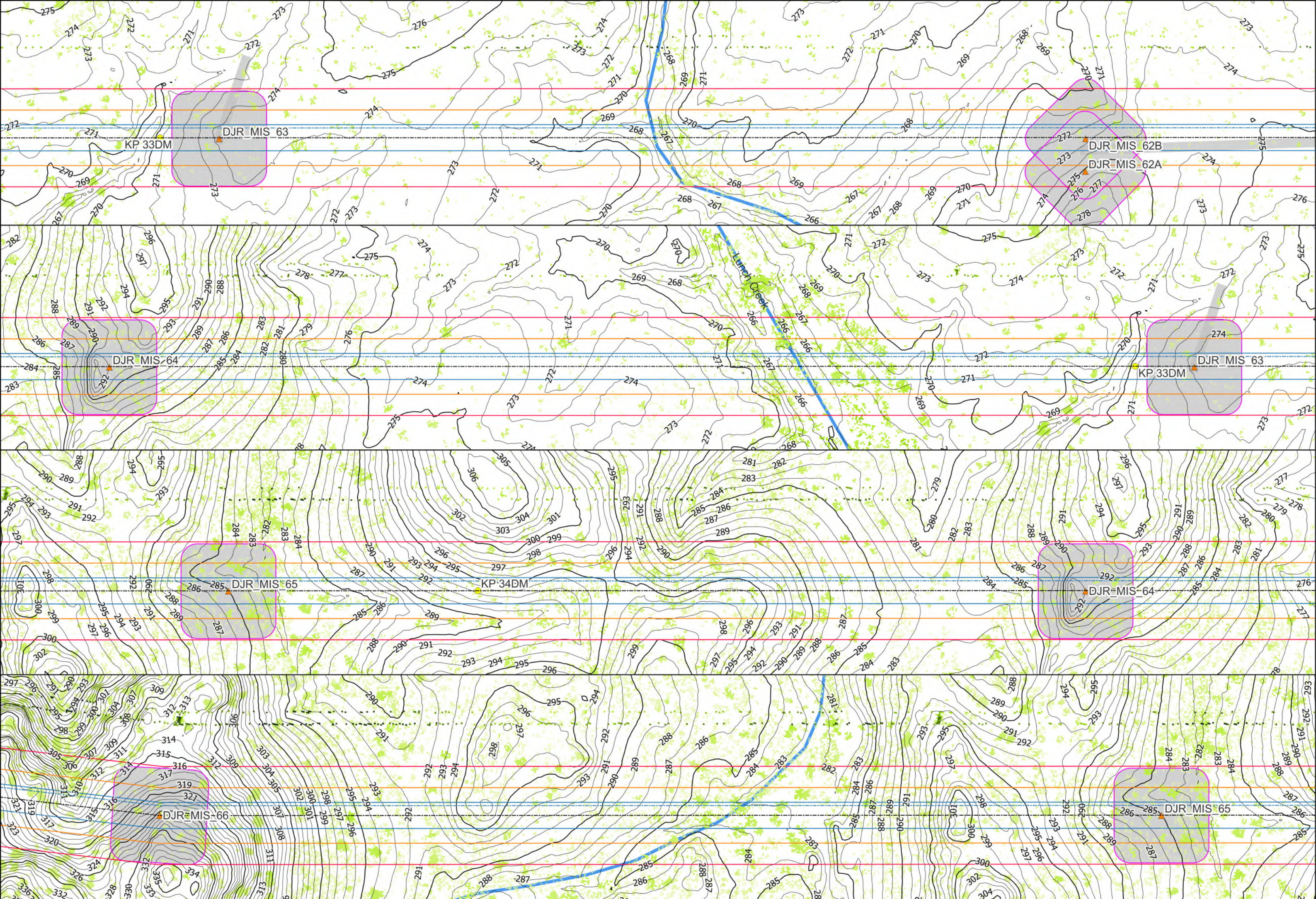




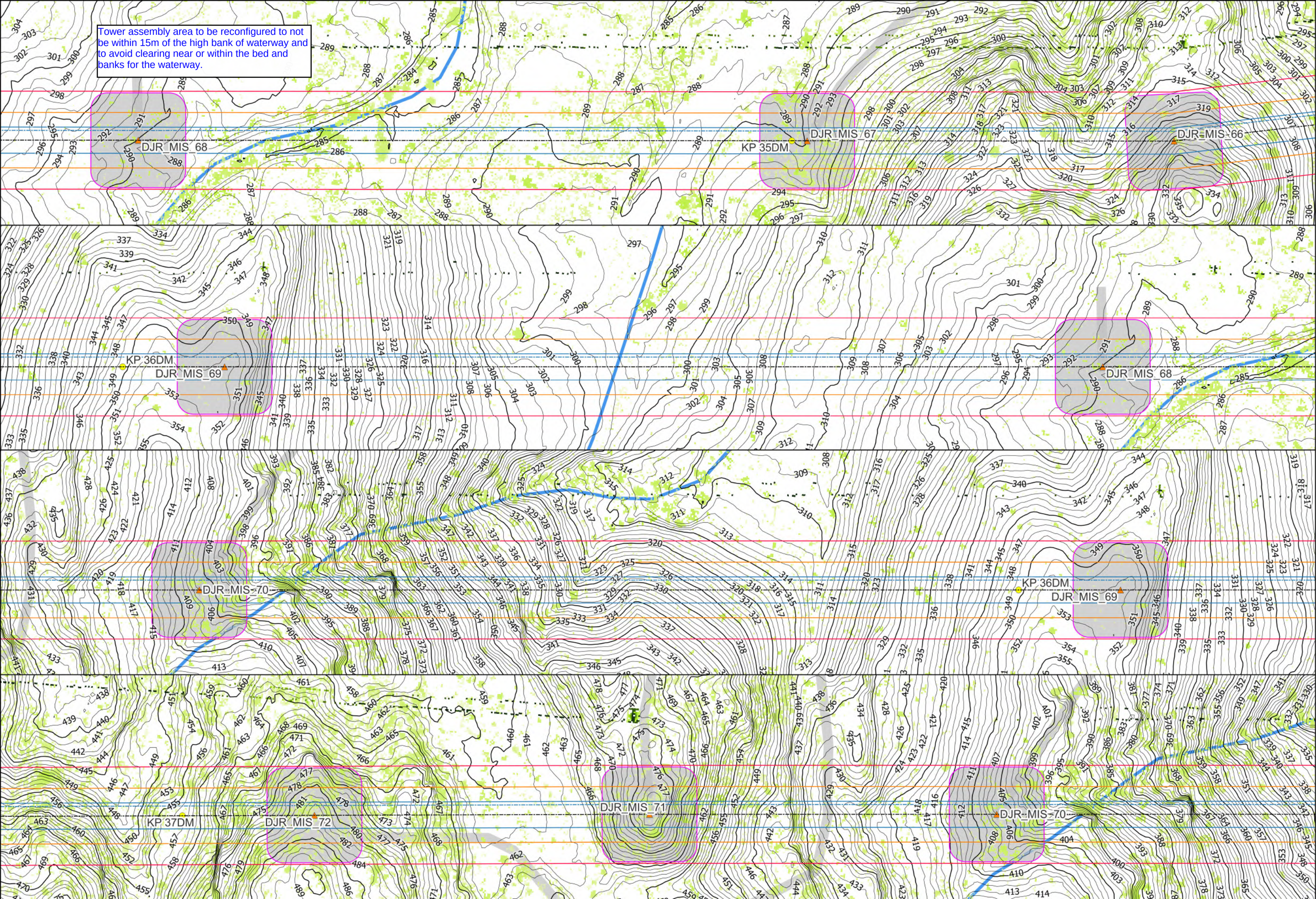


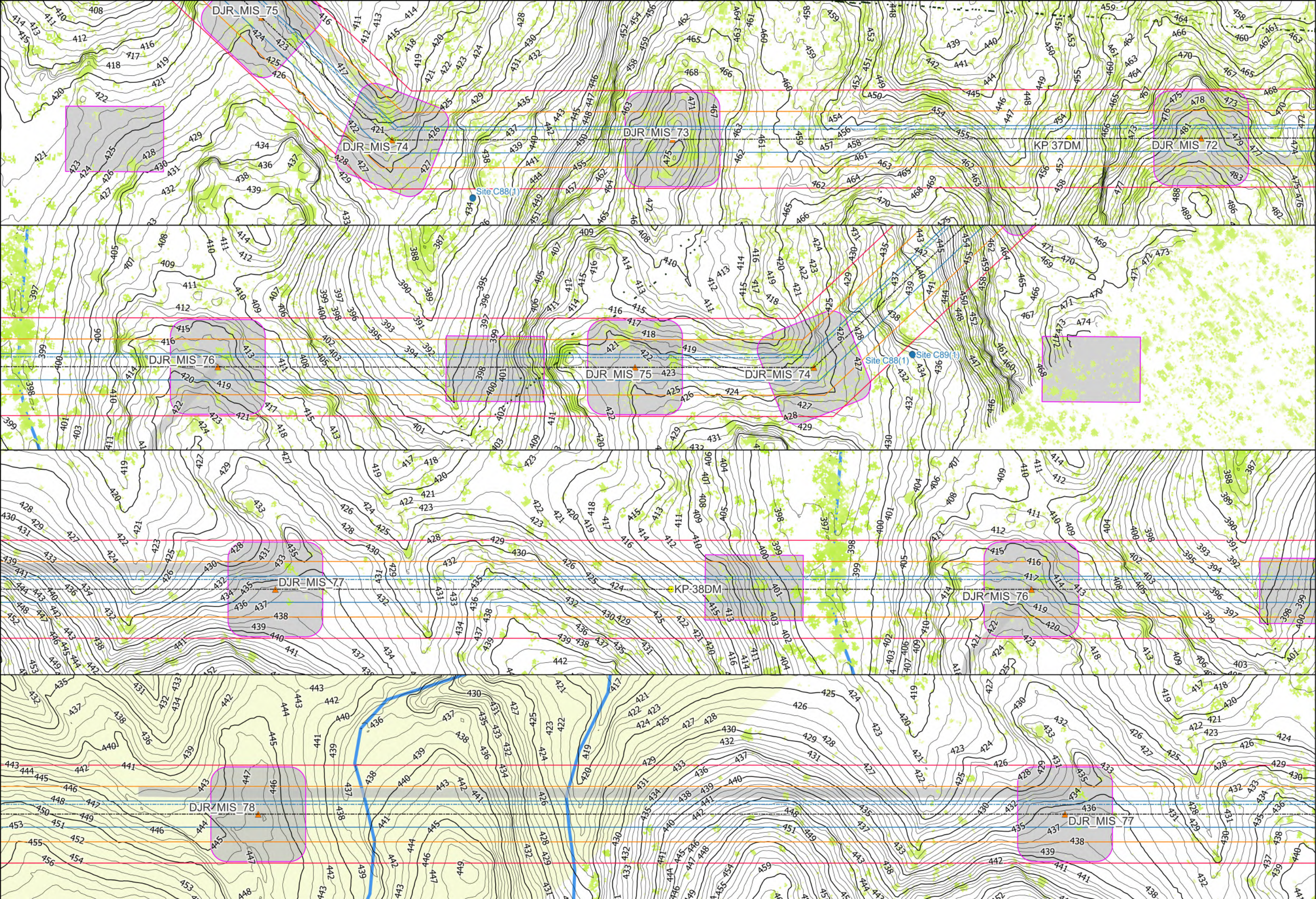


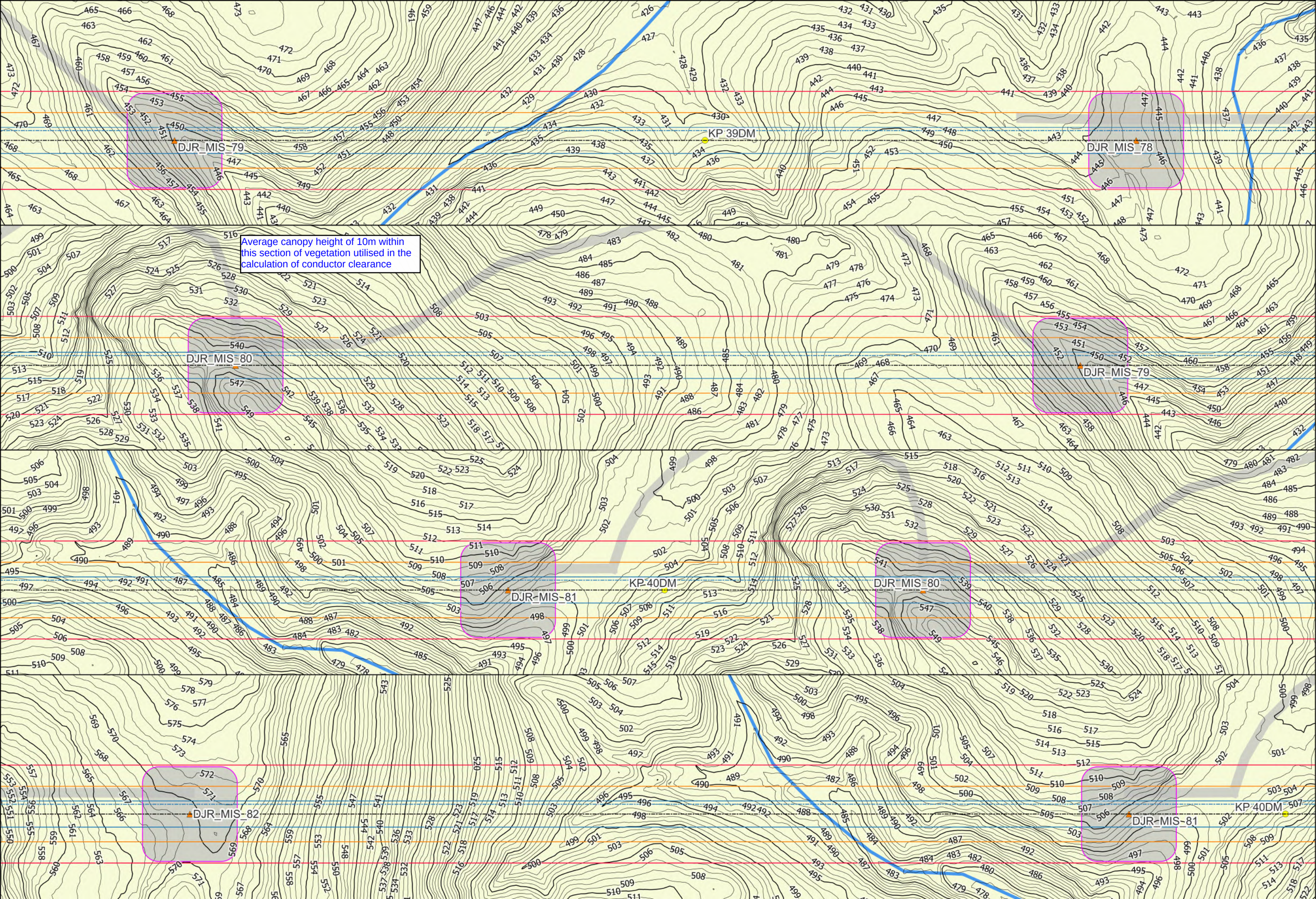
Tower height and placement to reviewed during detailed design to reduce clearing impacts to waterway. Clearing for conductor clearance to this High Risk (red) waterway occur above ground level to minimise disturbance to ground and roots which contribute to bank stability.



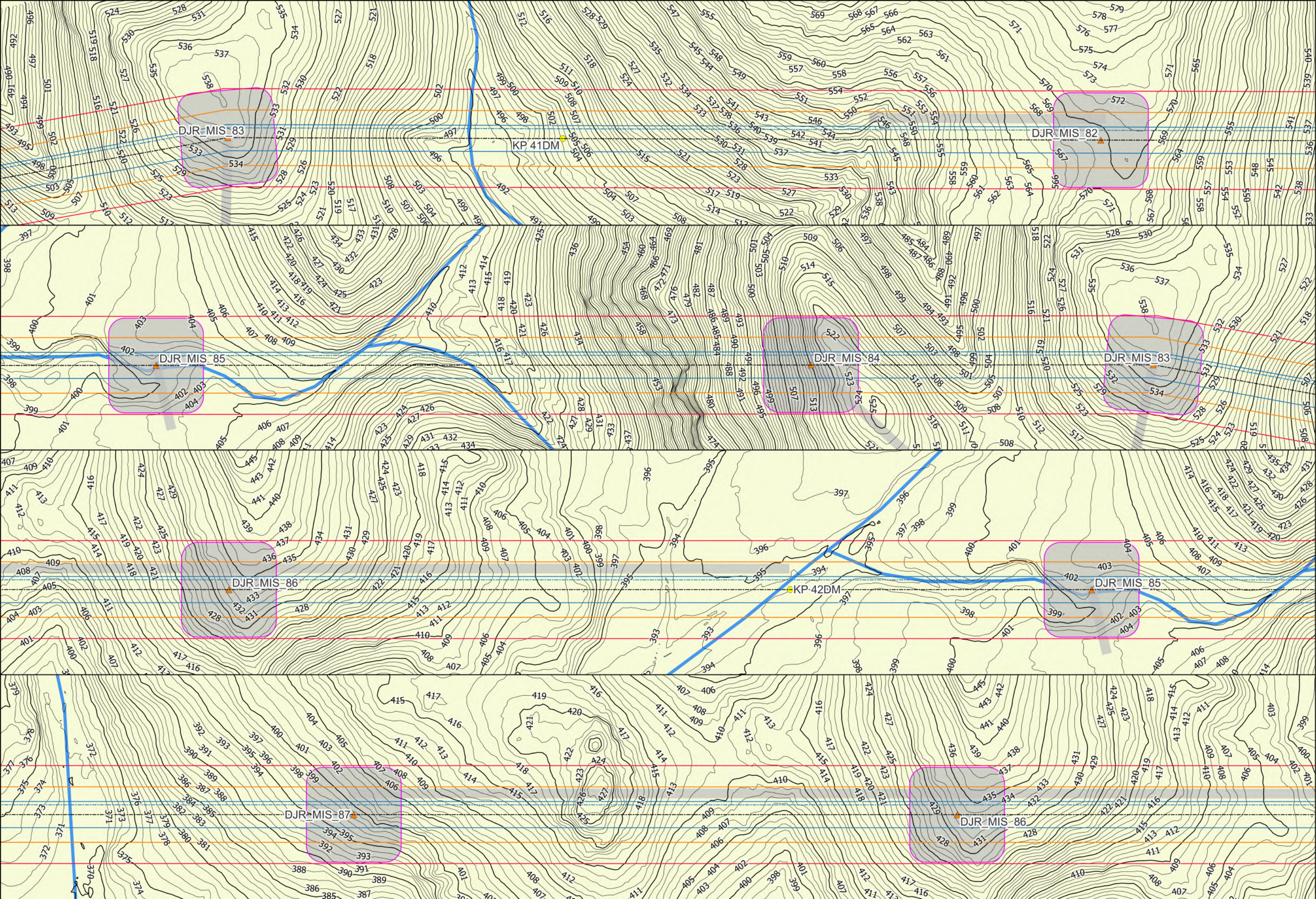
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

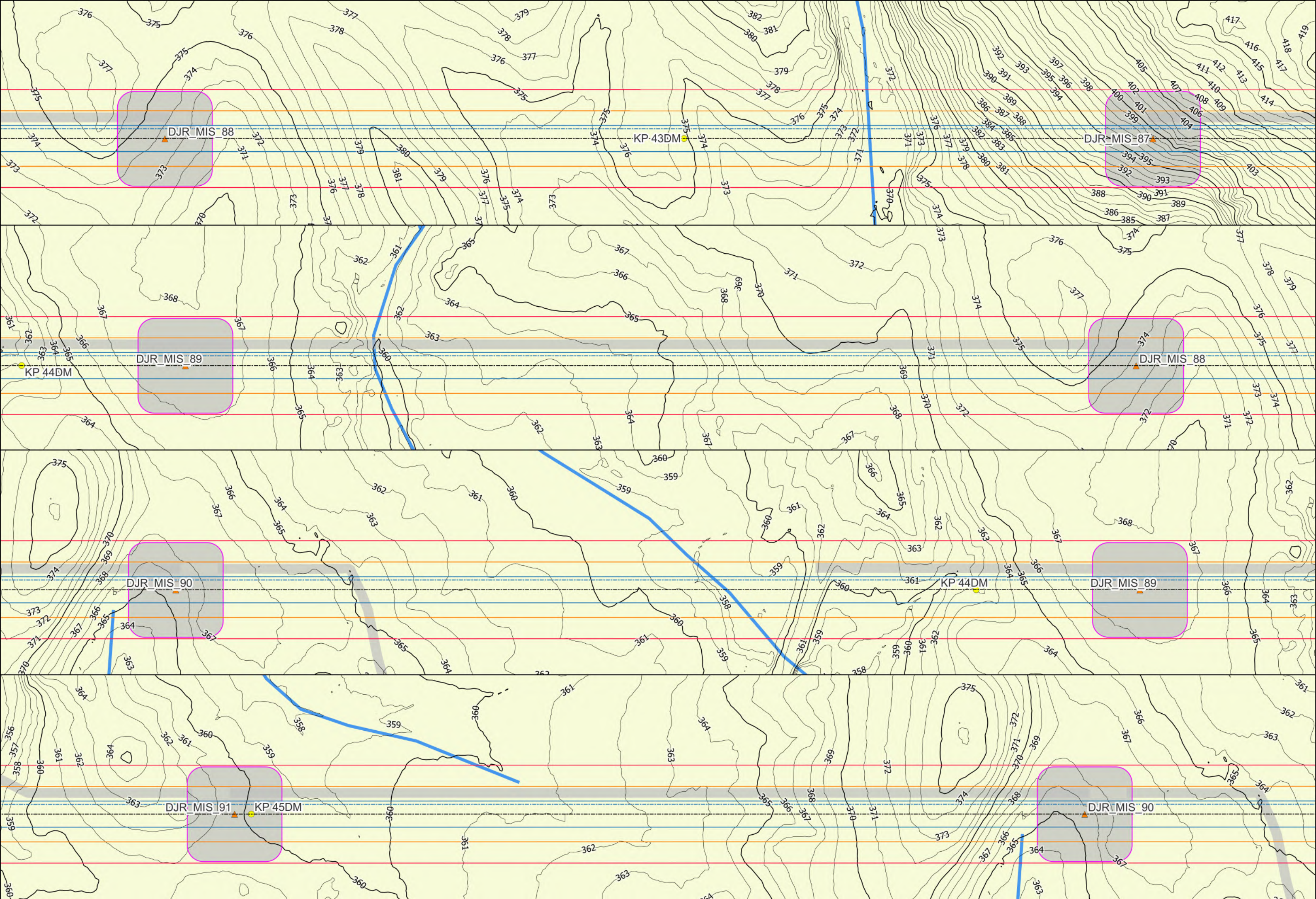


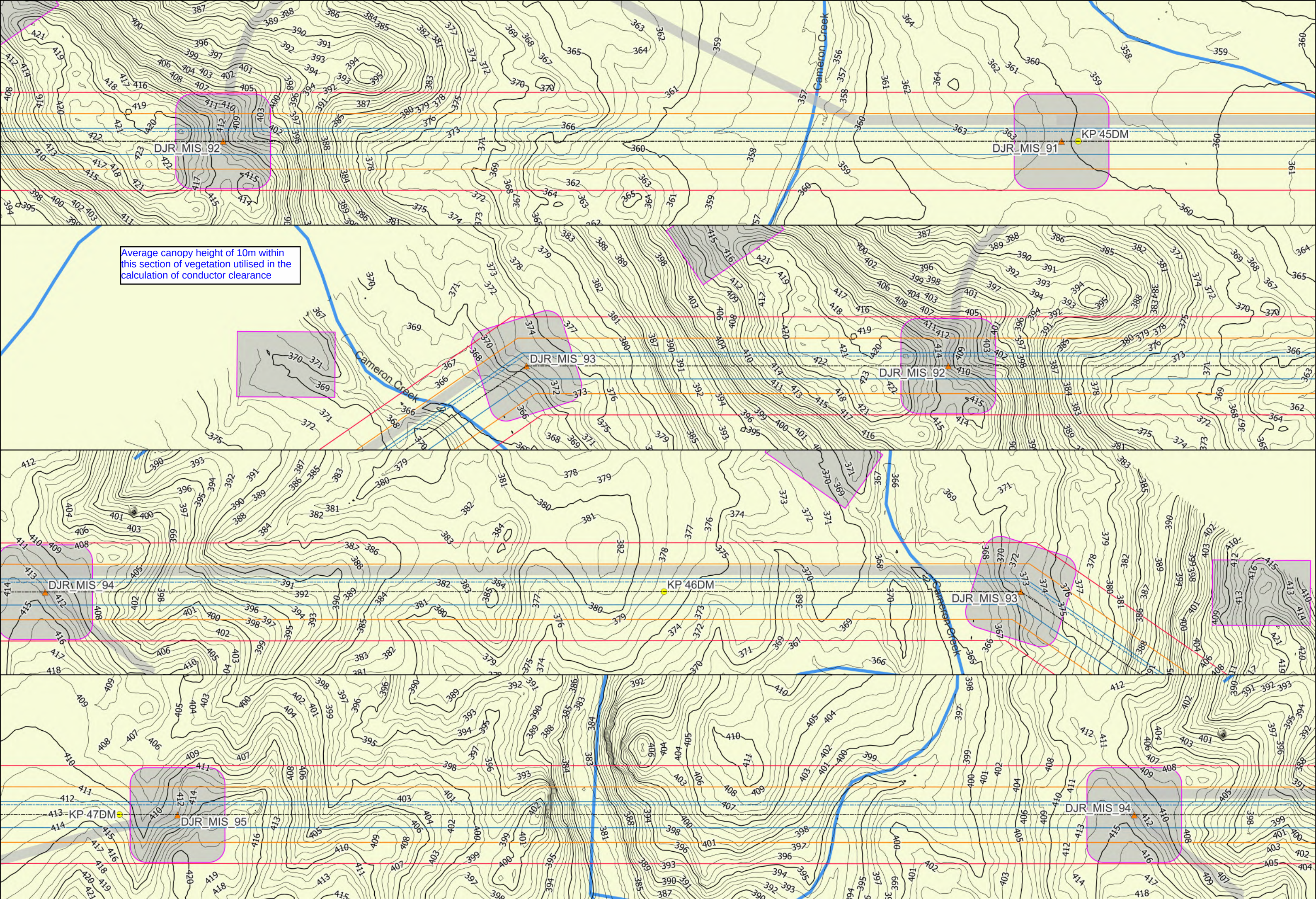


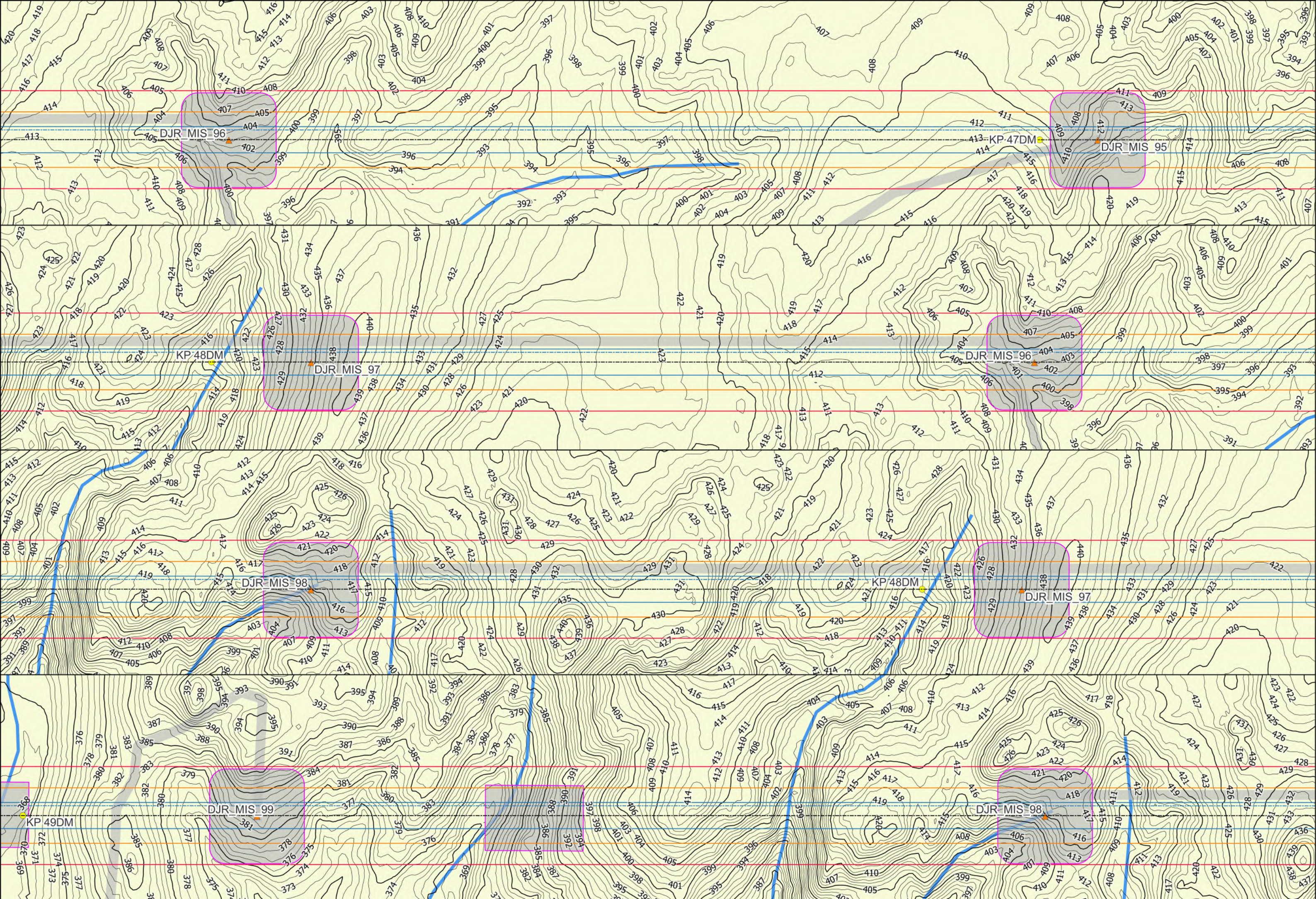


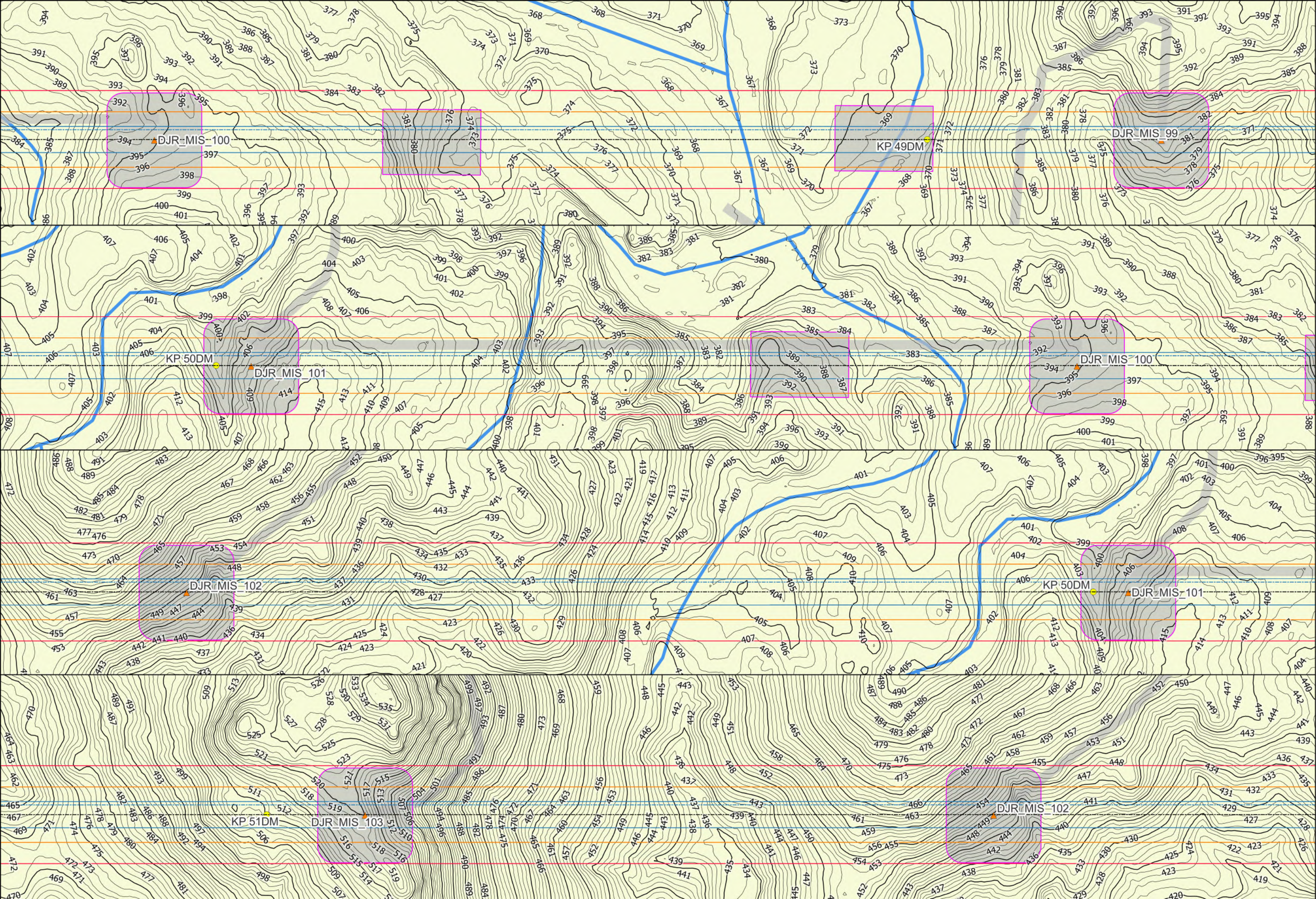
Average canopy height of 10m within this section of vegetation utilised in the calculation of conductor clearance

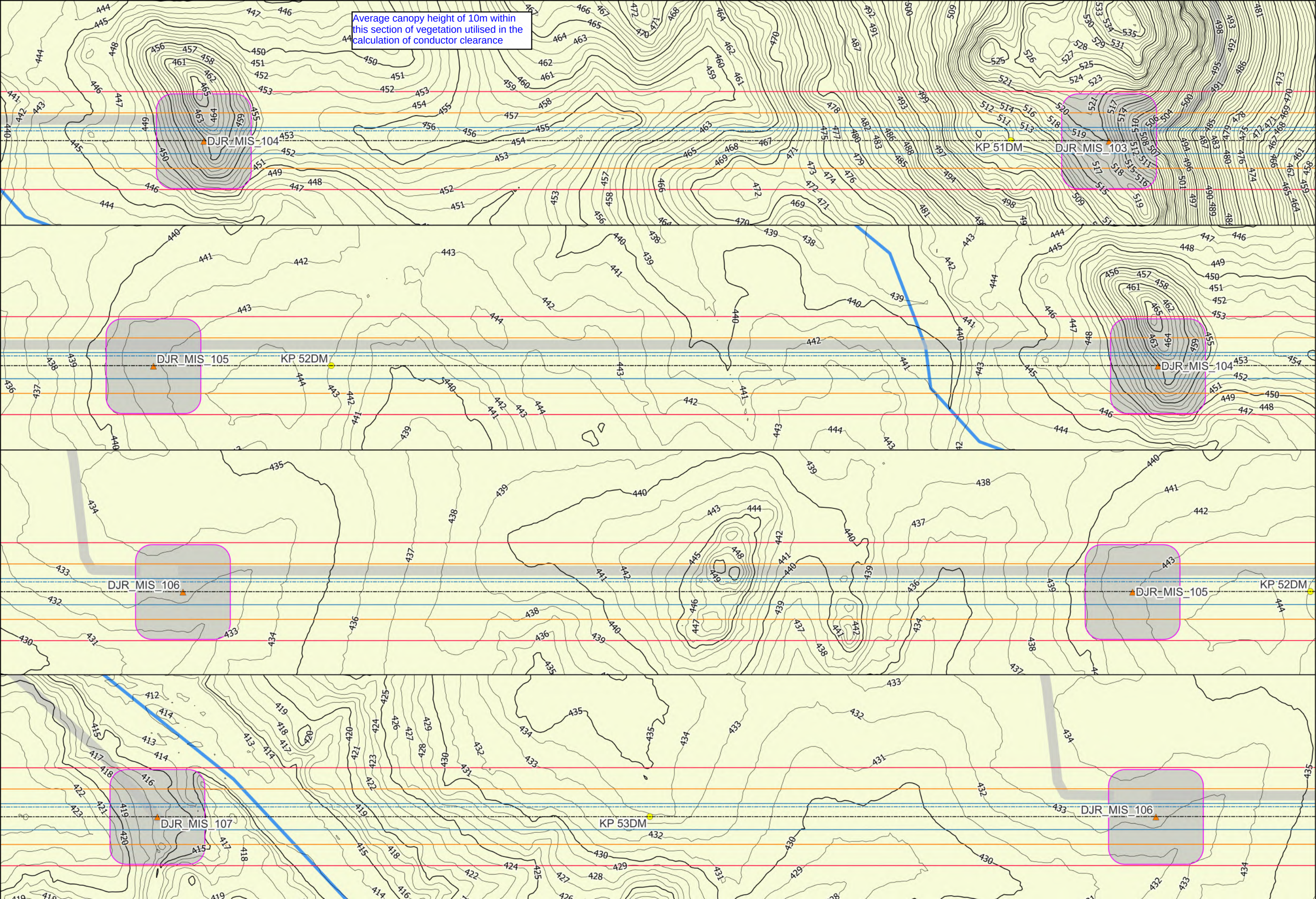


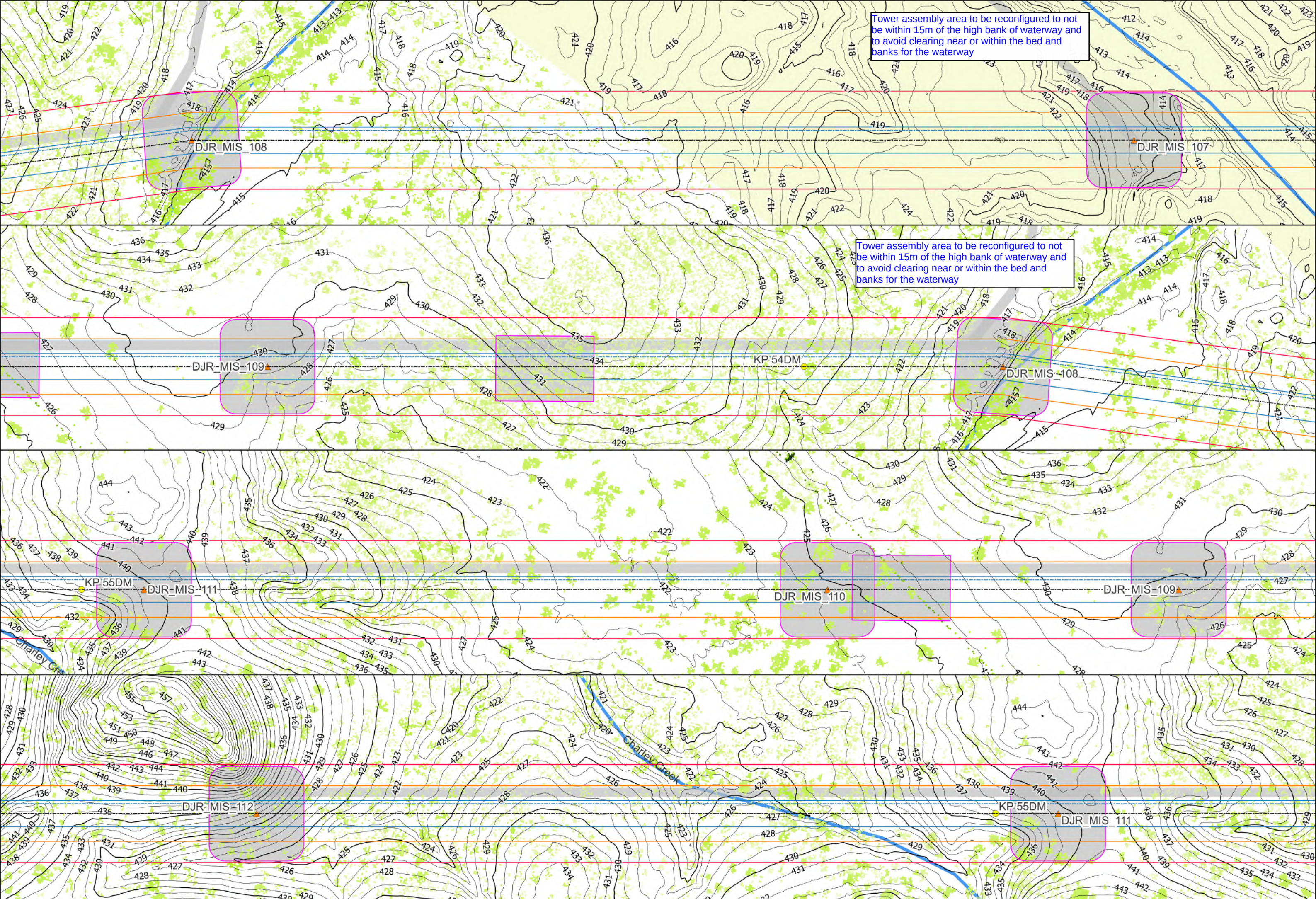






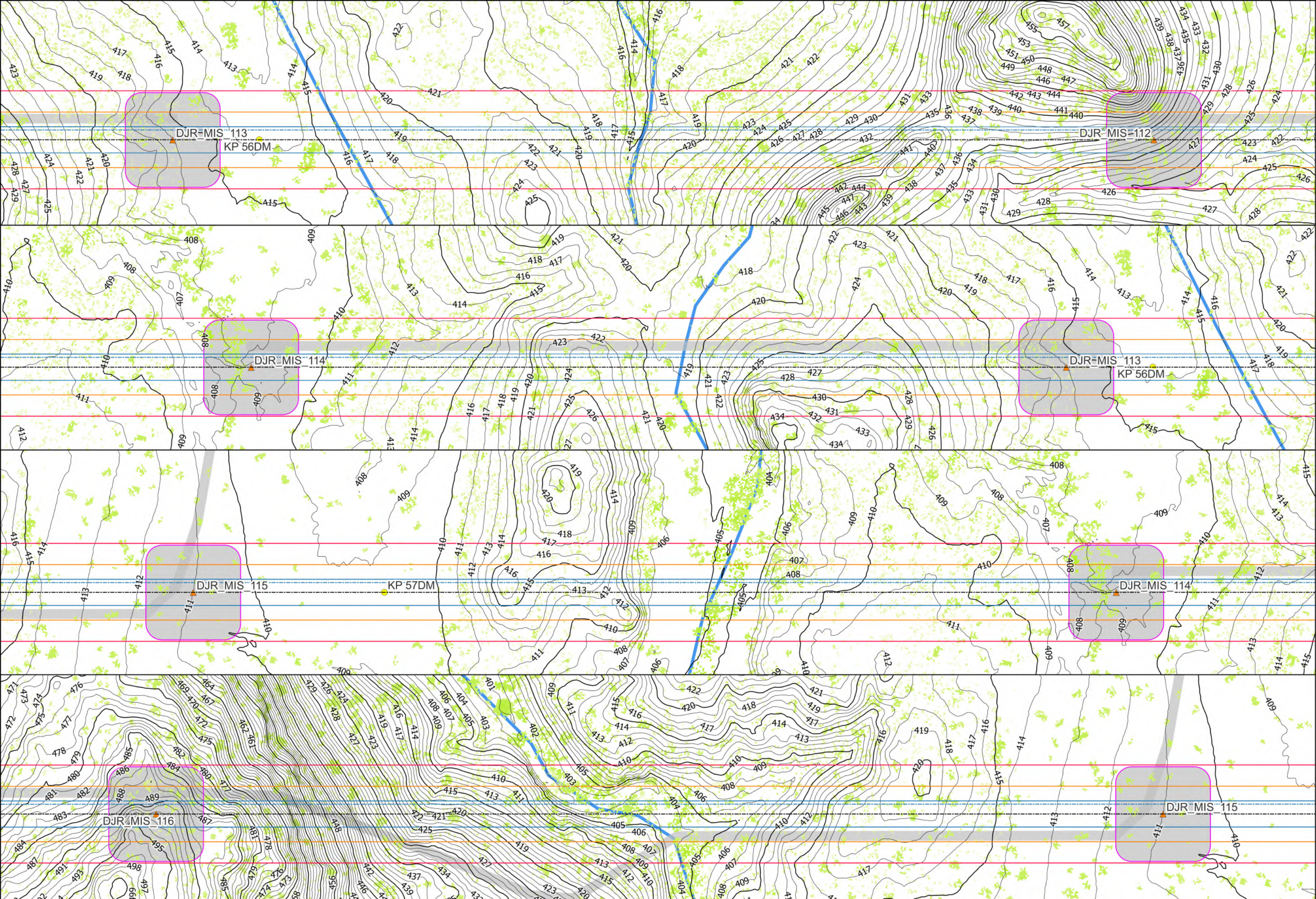


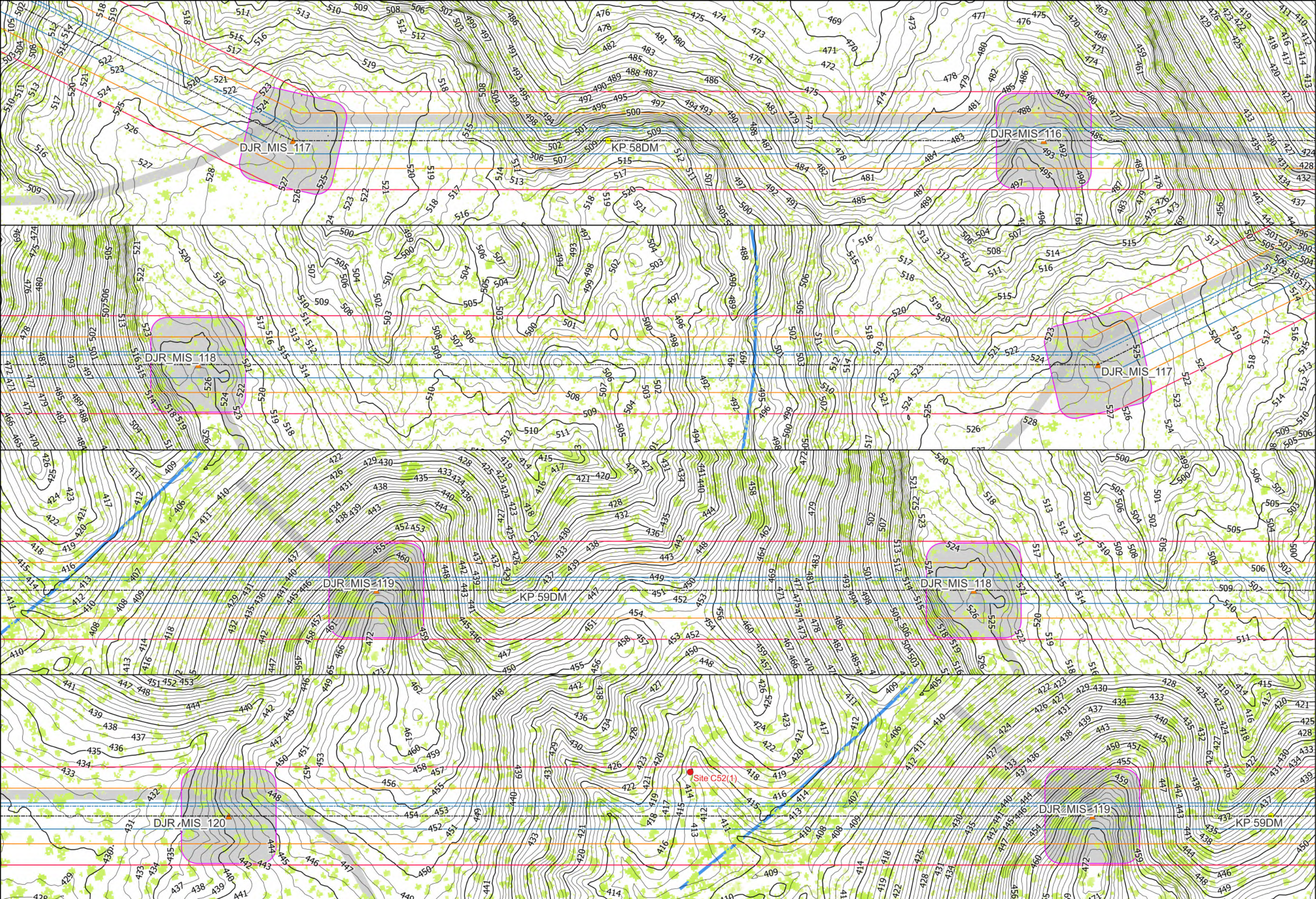


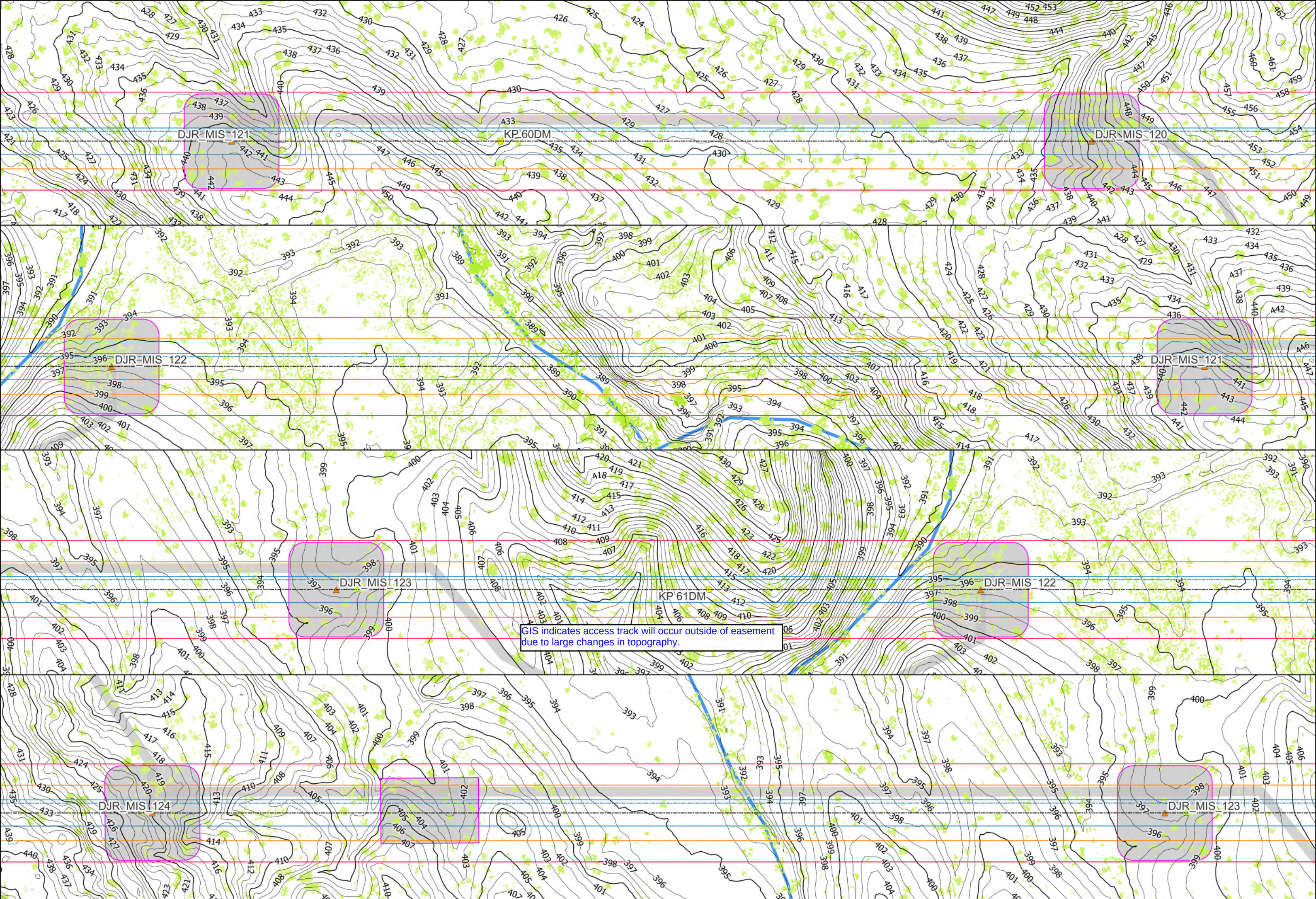


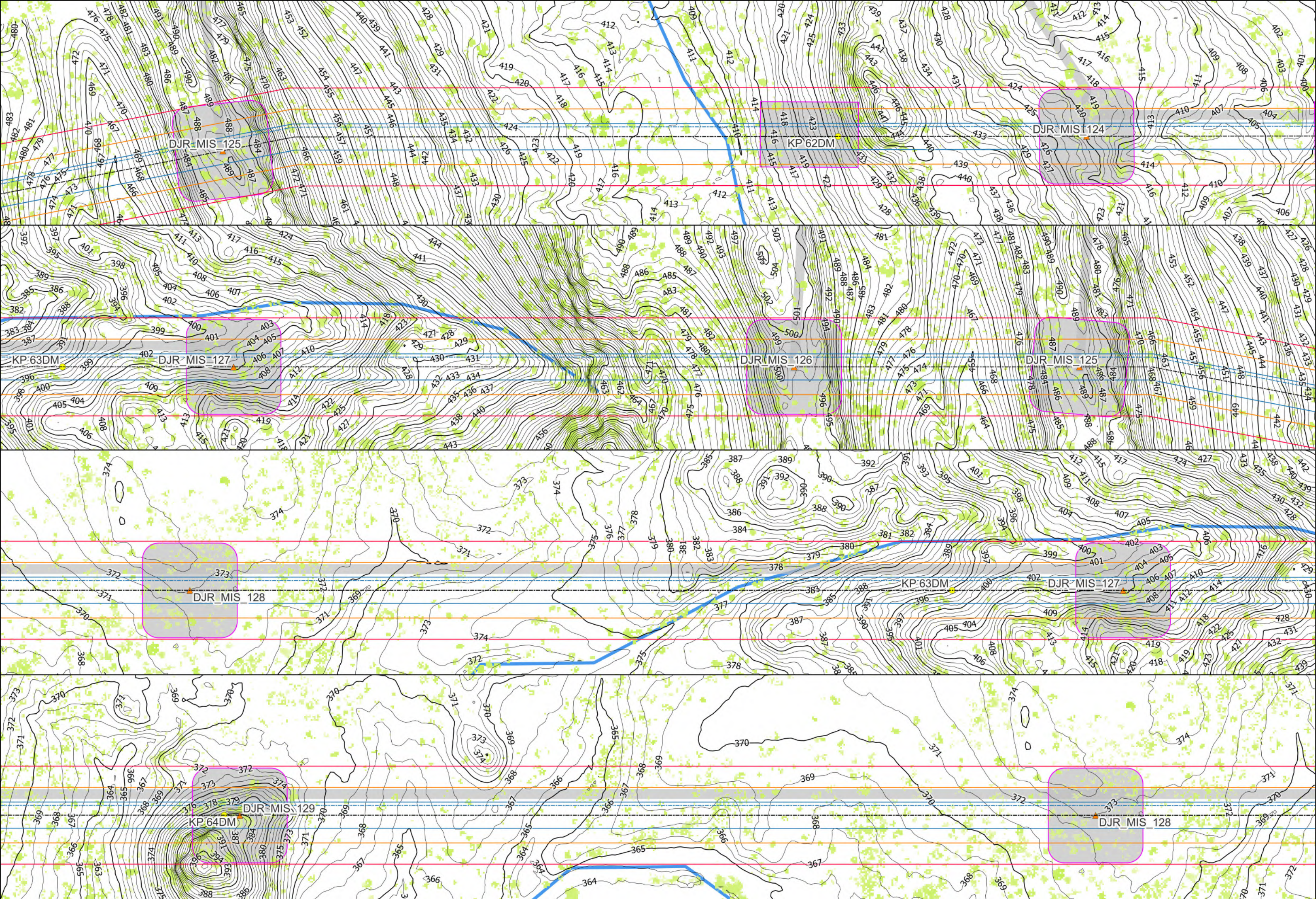
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway

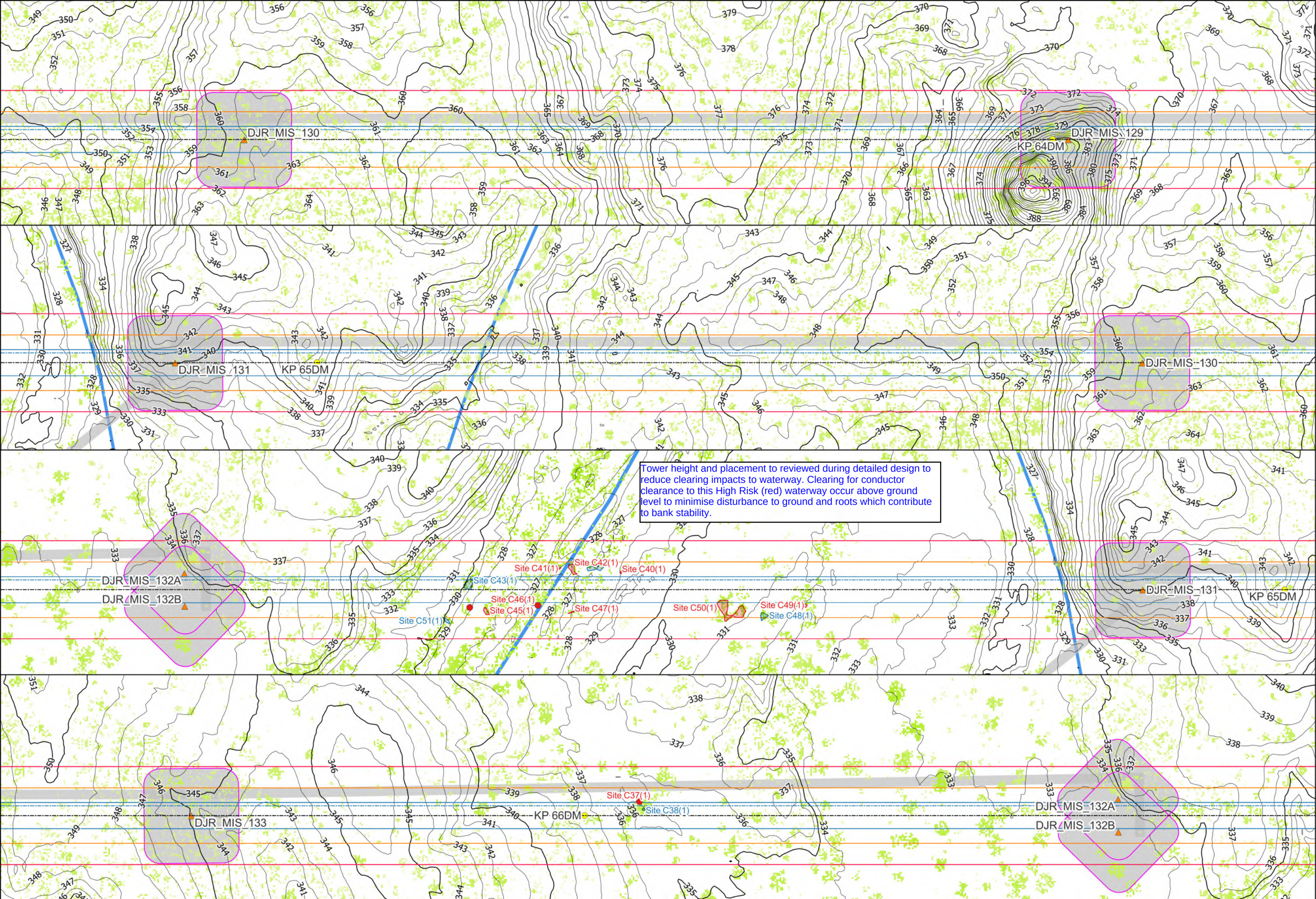
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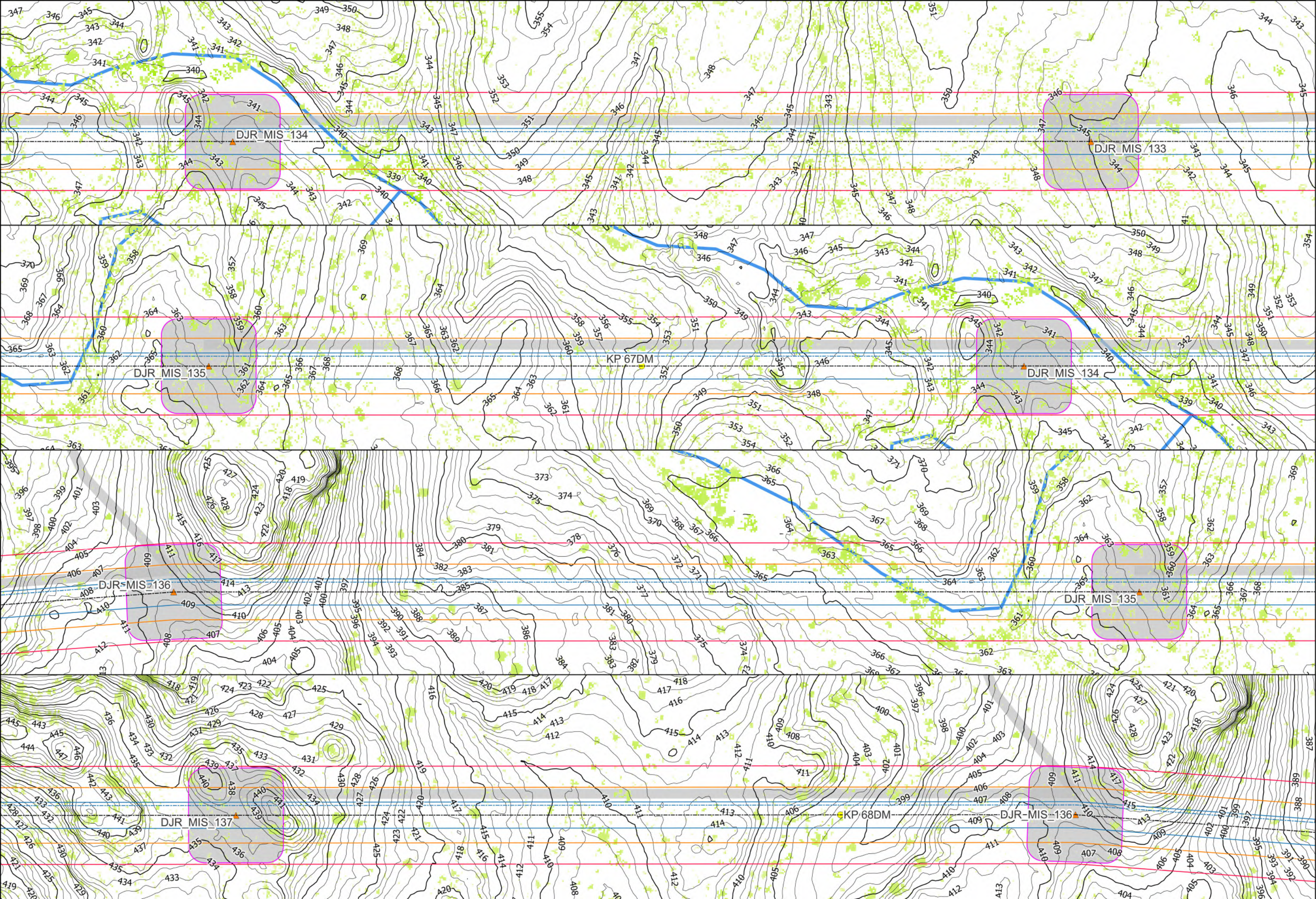


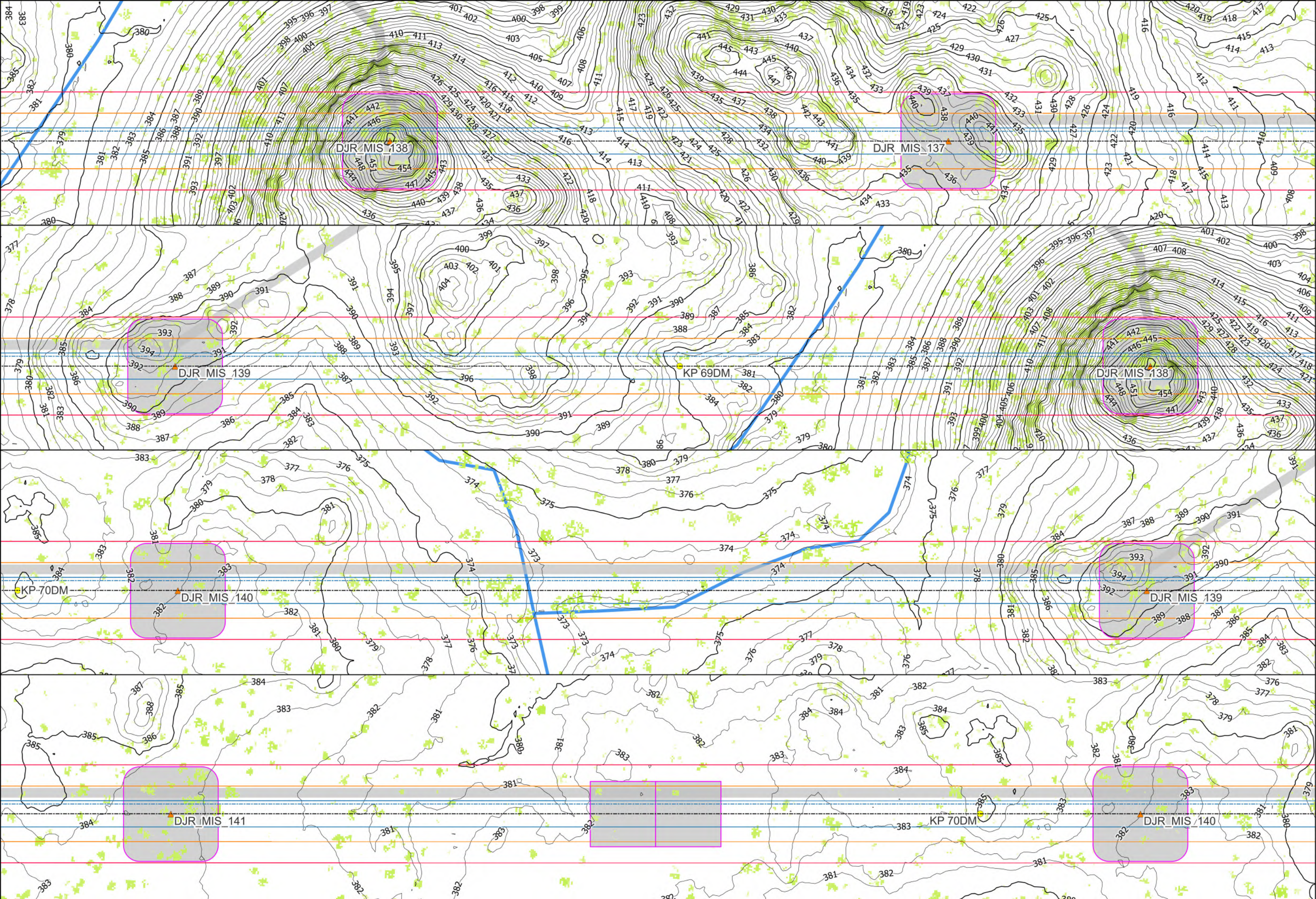


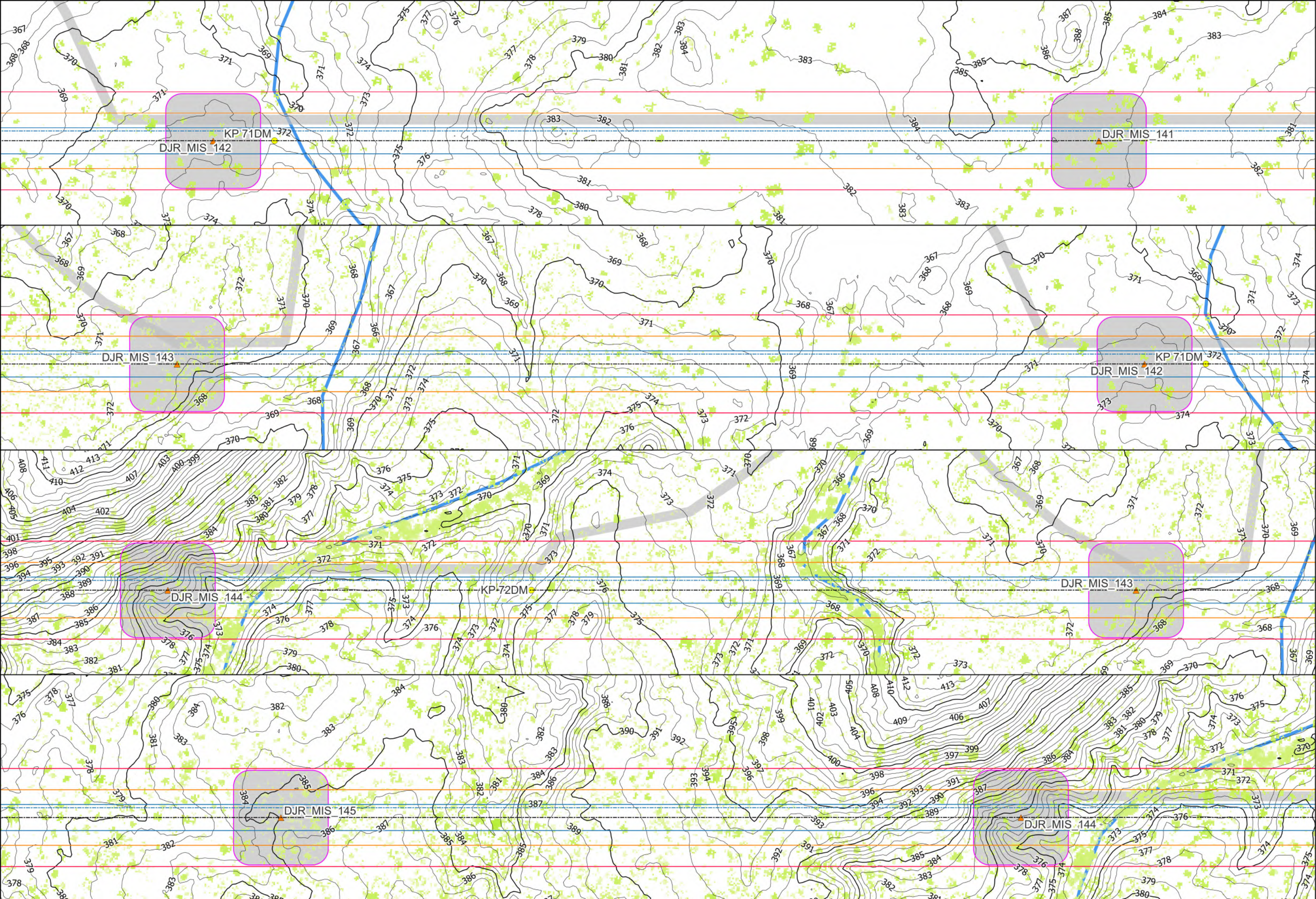


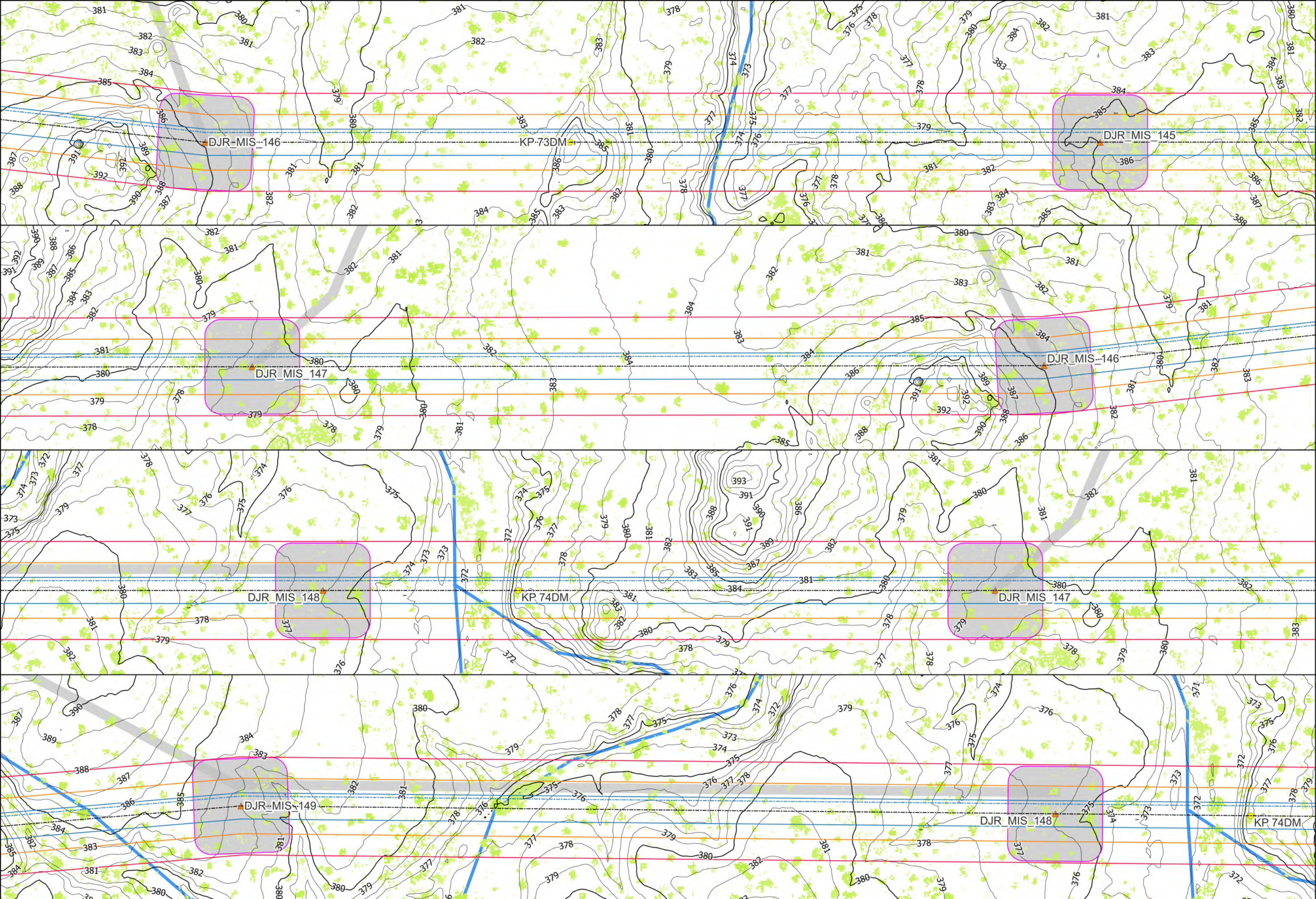


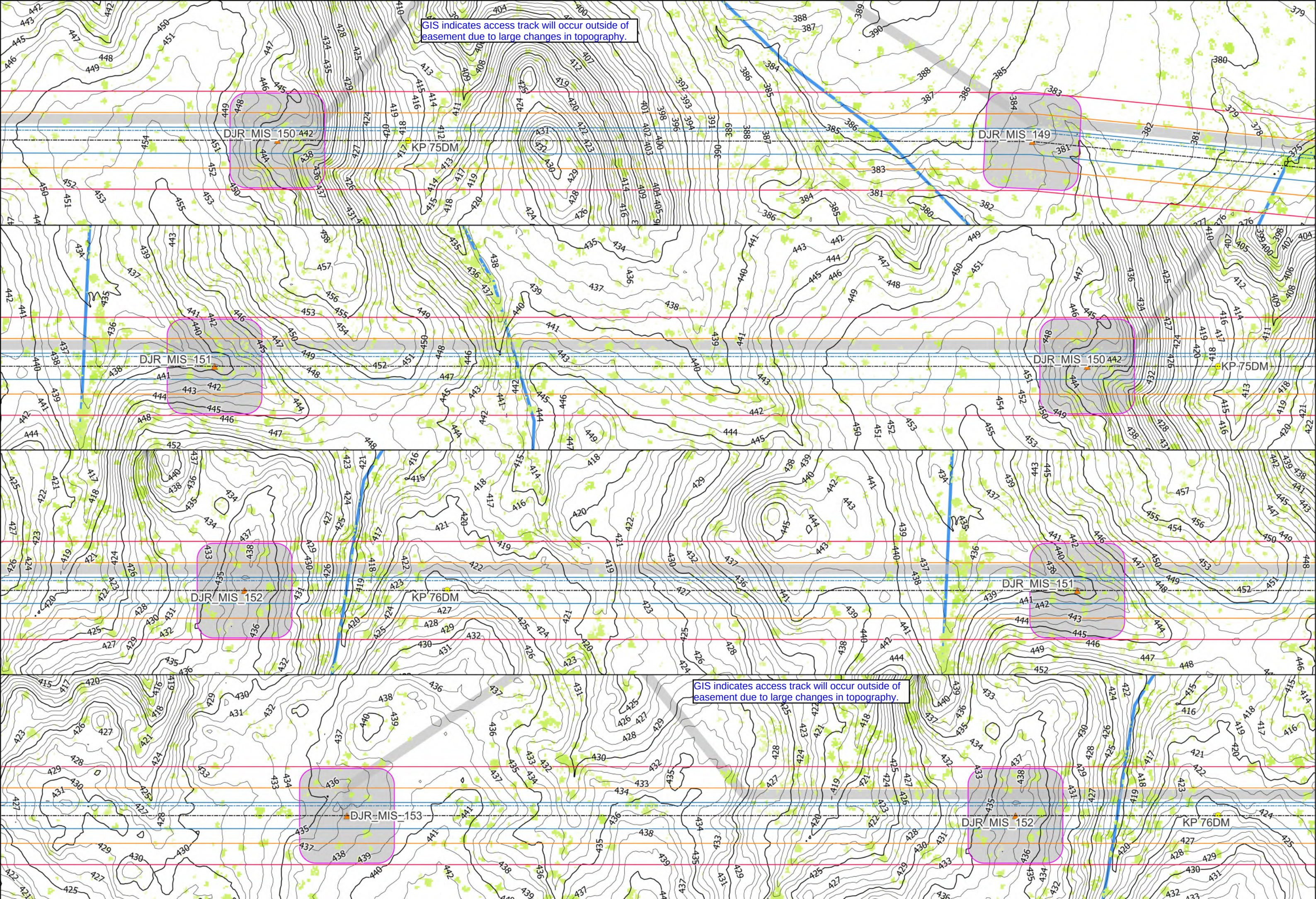


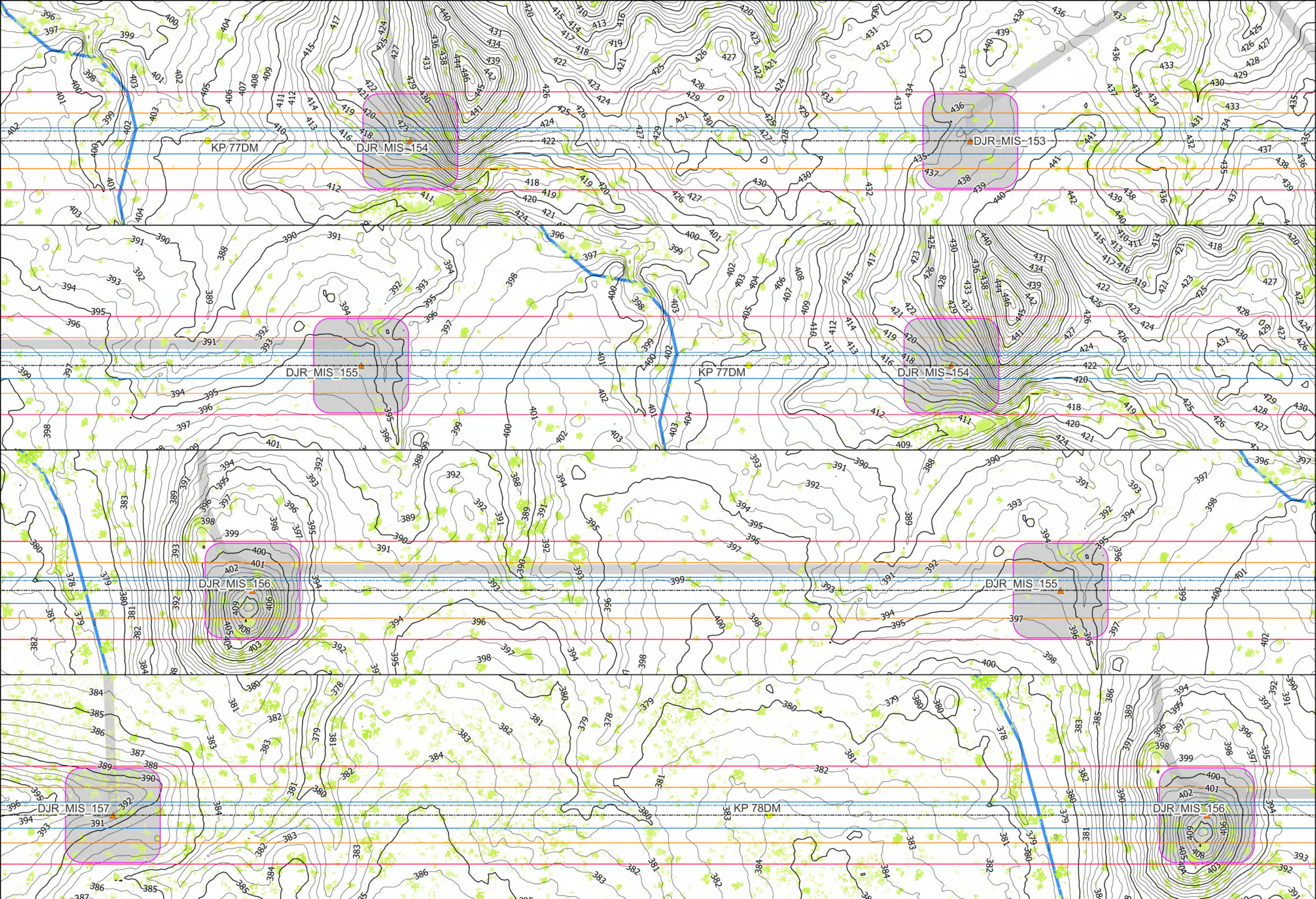


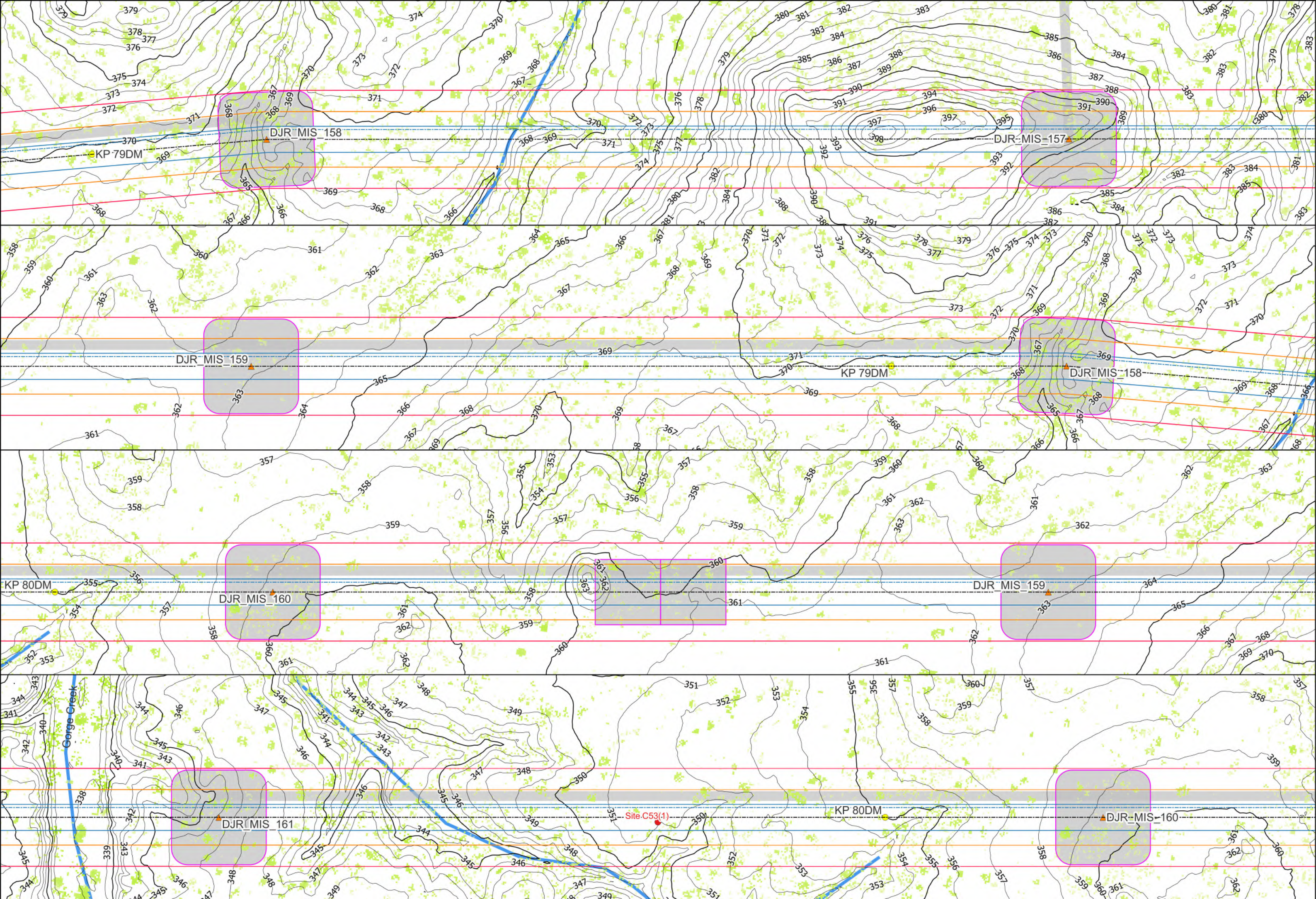


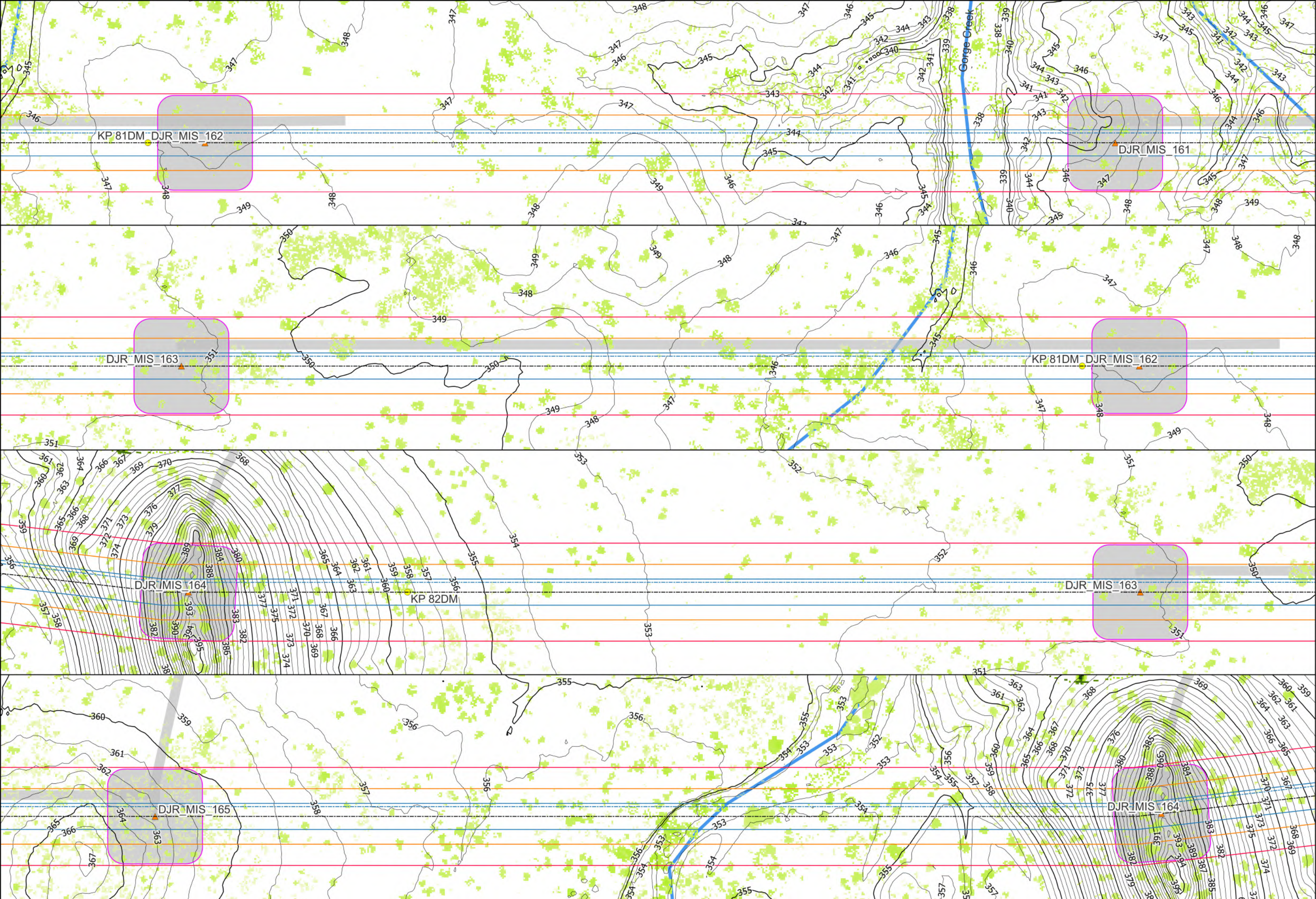


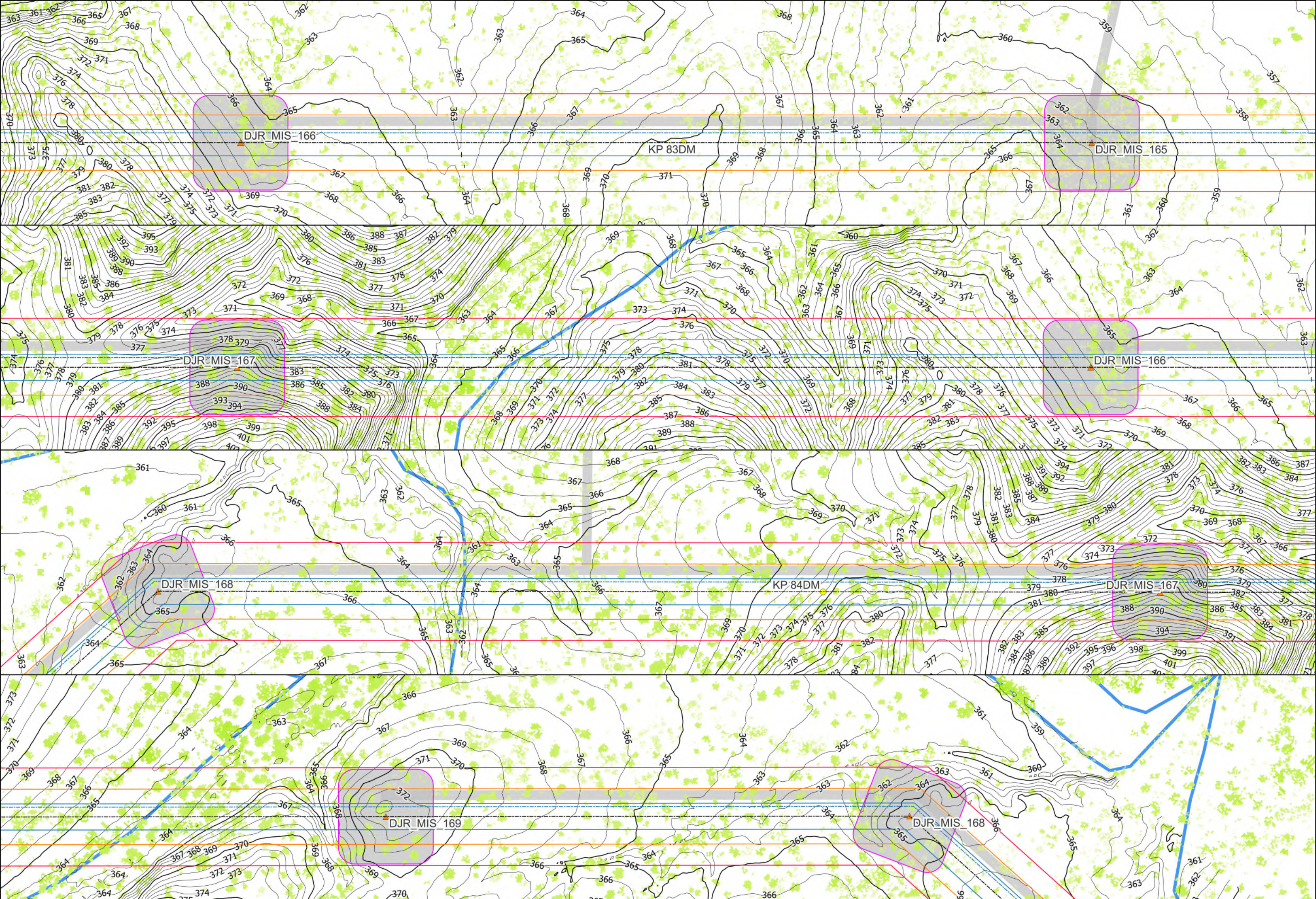


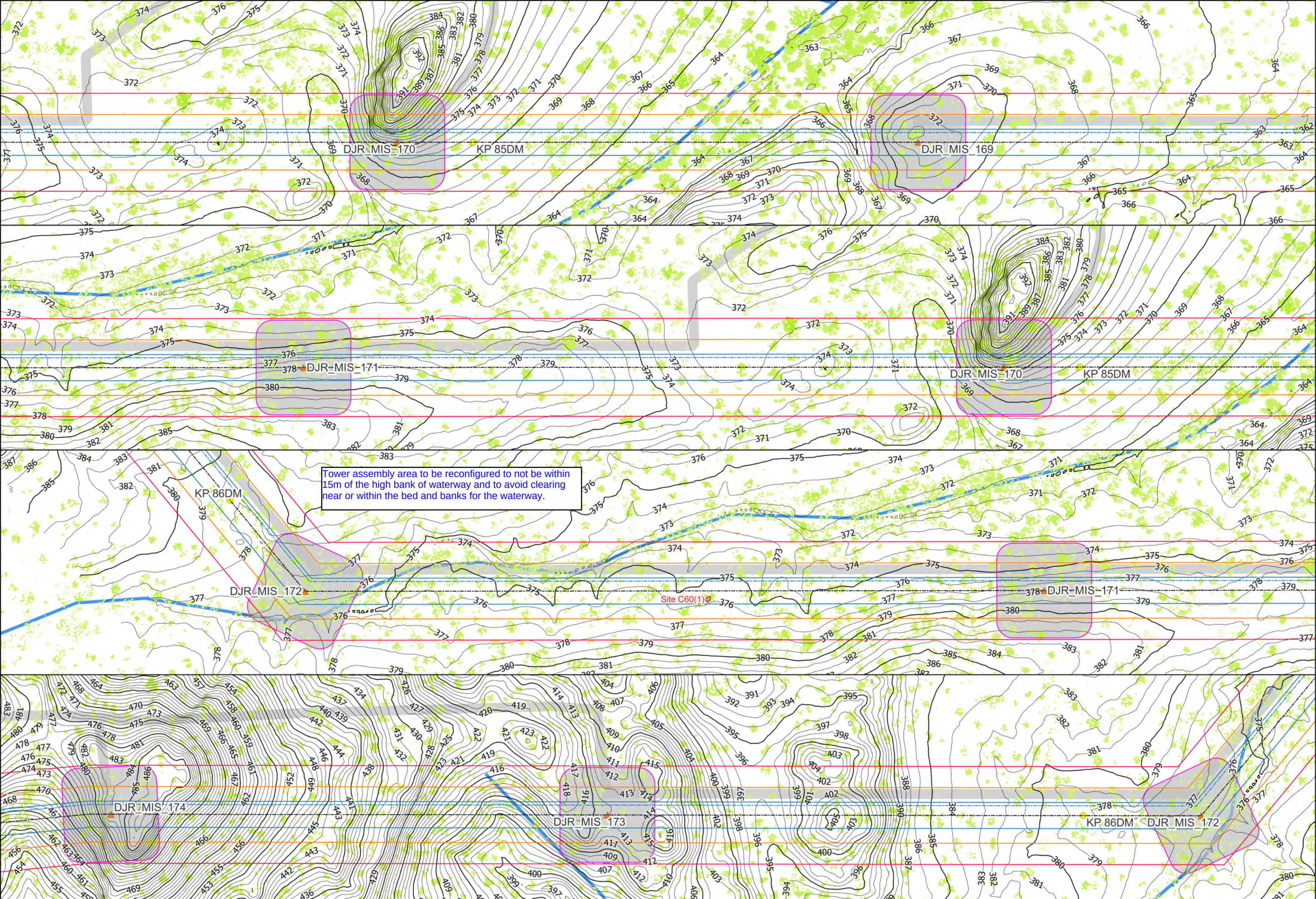




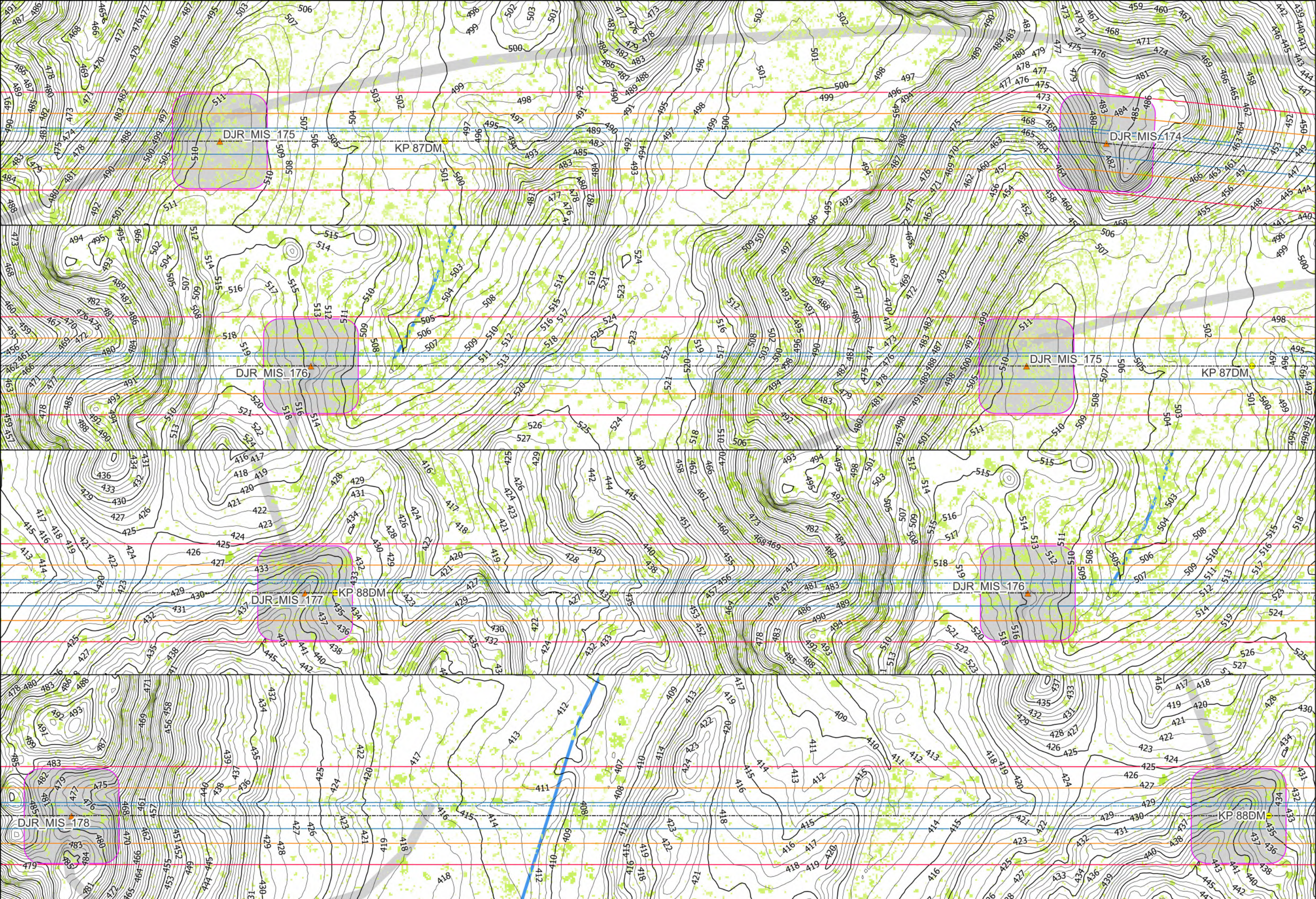


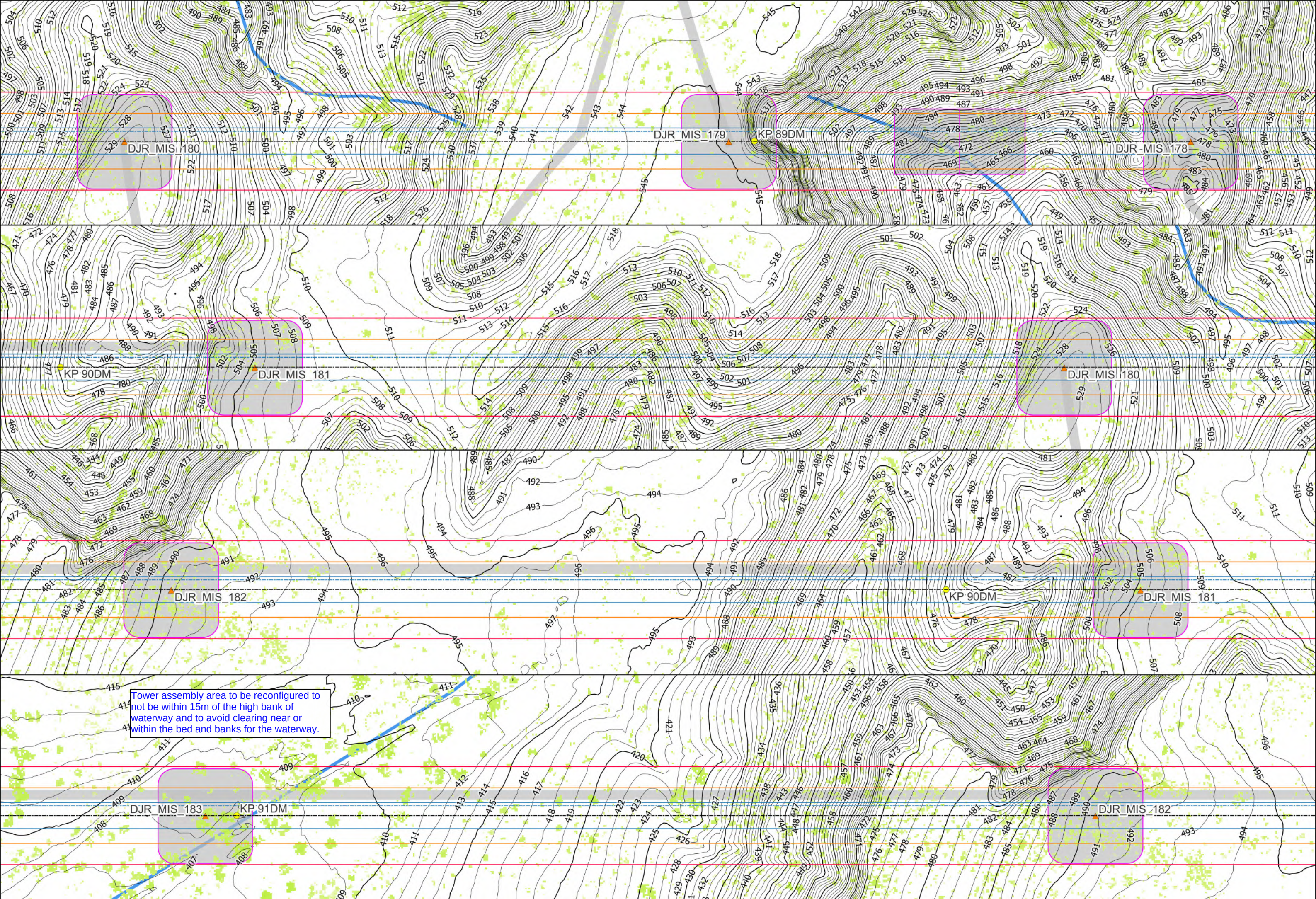




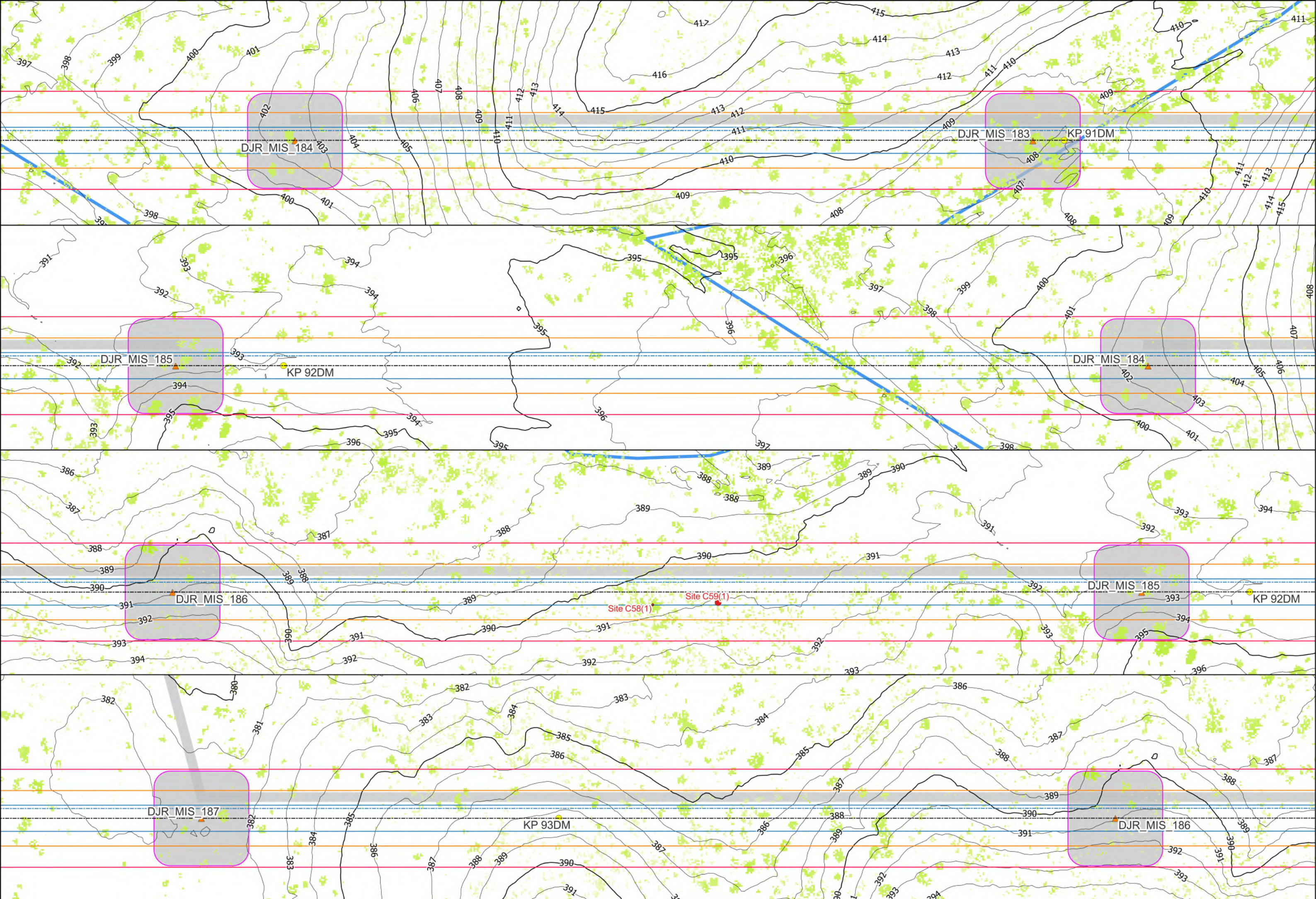


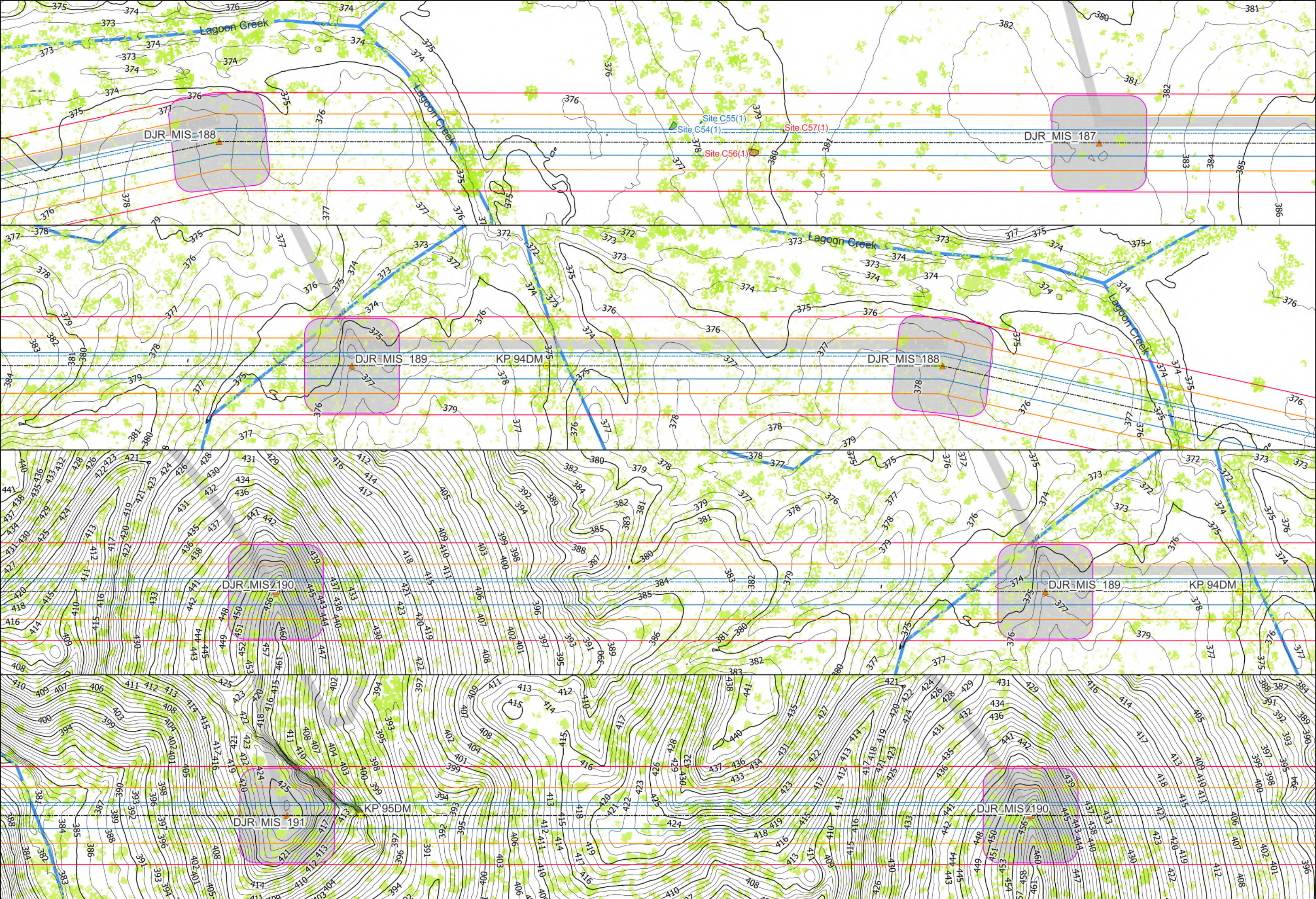
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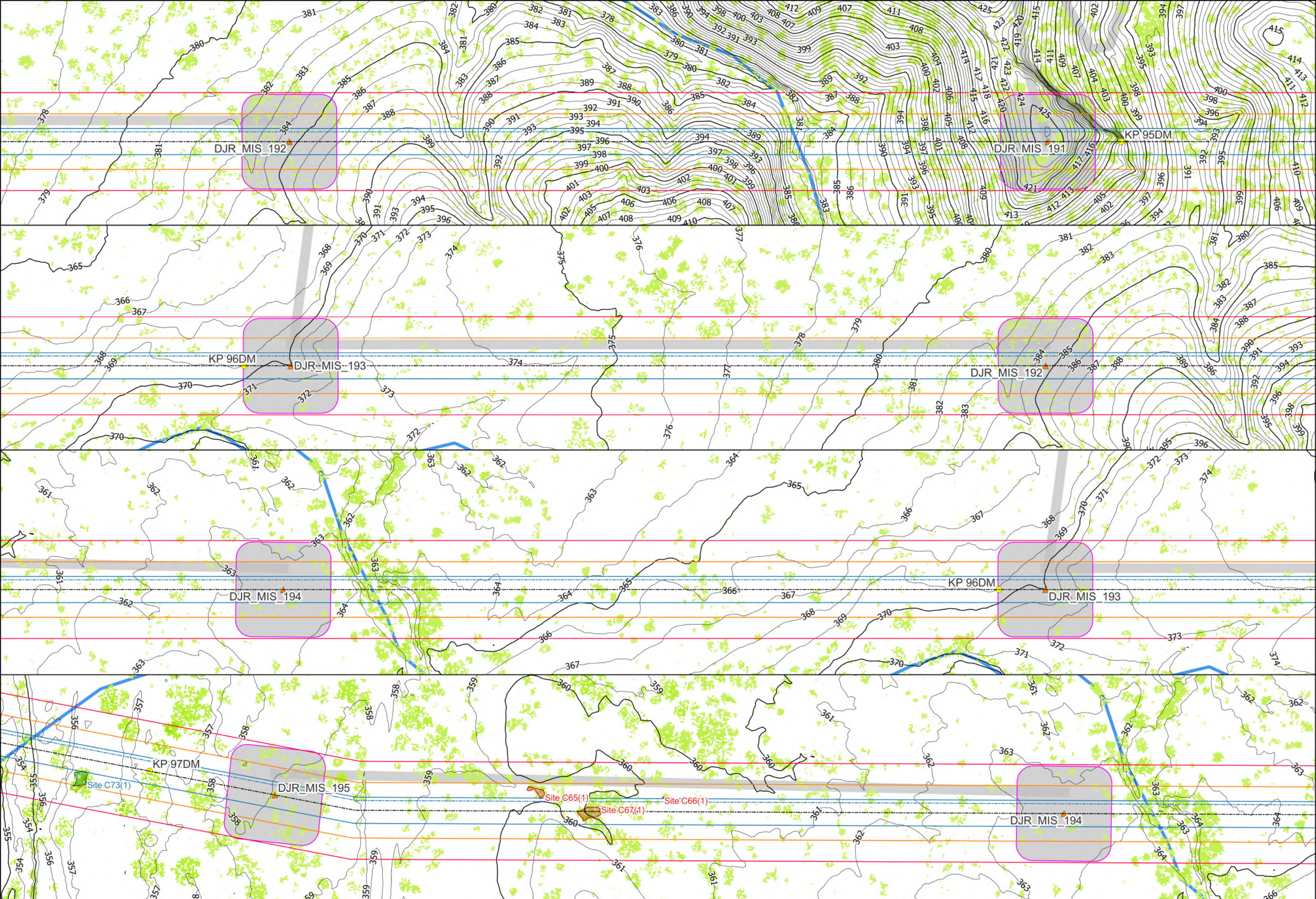


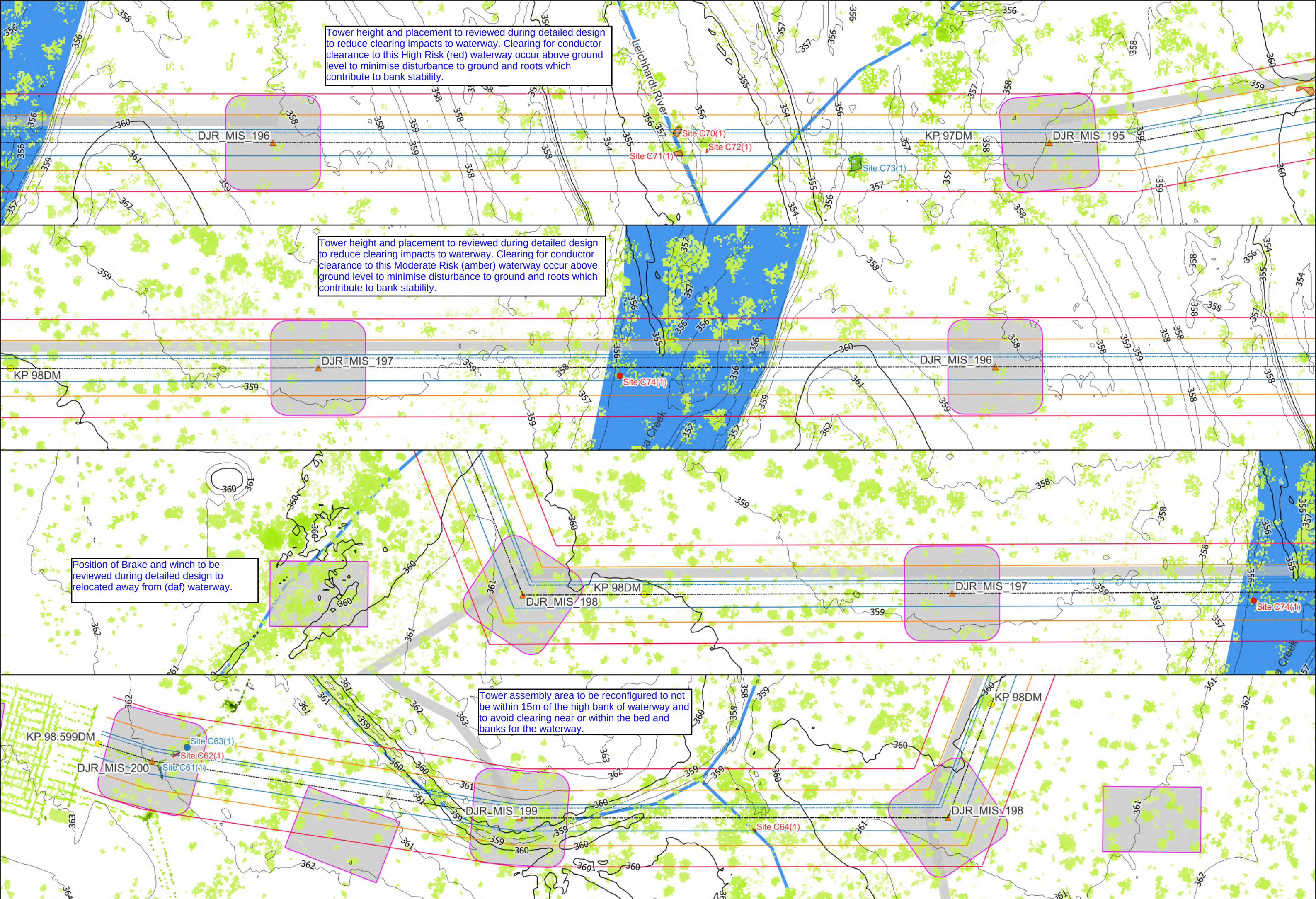


Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.









Tower height and placement to reviewed during detailed design to reduce clearing impacts to waterway. Clearing for conductor clearance to this High Risk (red) waterway occur above ground level to minimise disturbance to ground and roots which contribute to bank stability.

Tower height and placement to reviewed during detailed design to reduce clearing impacts to waterway. Clearing for conductor clearance to this Moderate Risk (amber) waterway occur above ground level to minimise disturbance to ground and roots which contribute to bank stability.

Position of Brake and winch to be reviewed during detailed design to relocated away from (daf) waterway.

Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

