

COPPERSTRING EIS

Attachment F - Vegetation Clearing Works plans

Flinders Substation to Dajarra Road Substation

Legend

▲ Tower Locations

● Alignment KP

● Conductor Blowout

● Conductor Blowout

--- Alignment Centerline

— Watercourse

— Contours (1 m)

— Contours (5 m)

□ Easement

□ Potential Conductor

Blowout Zone

□ Approximate Crossarm

Width

■ Access Track Footprint

■ Dense Vegetation

□ Conductor Blowout

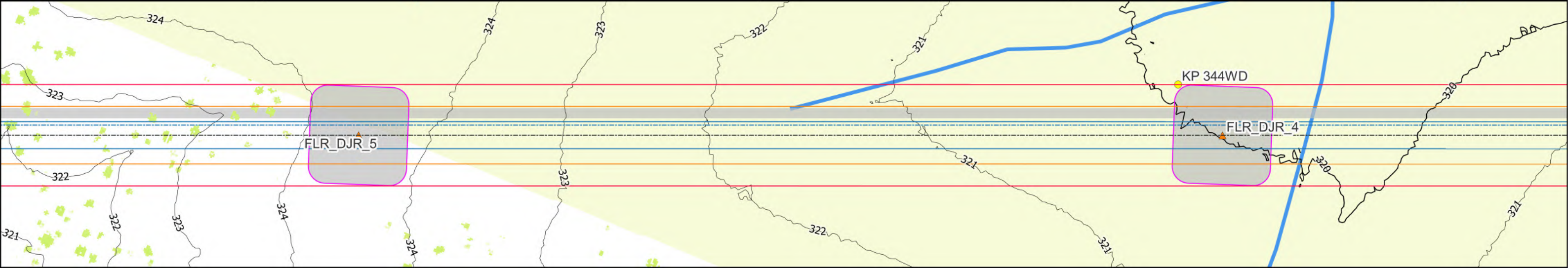
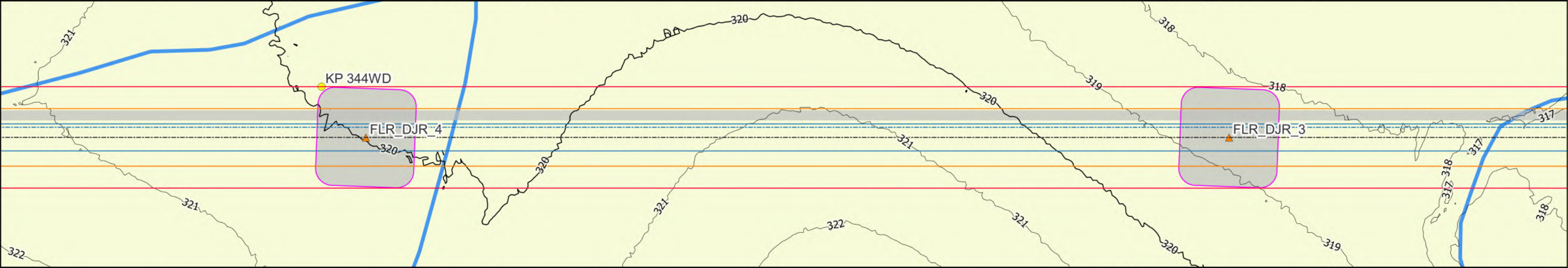
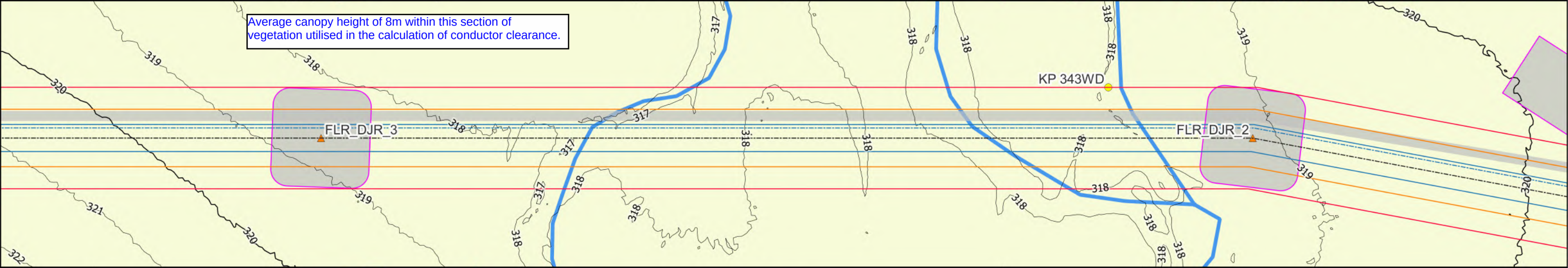
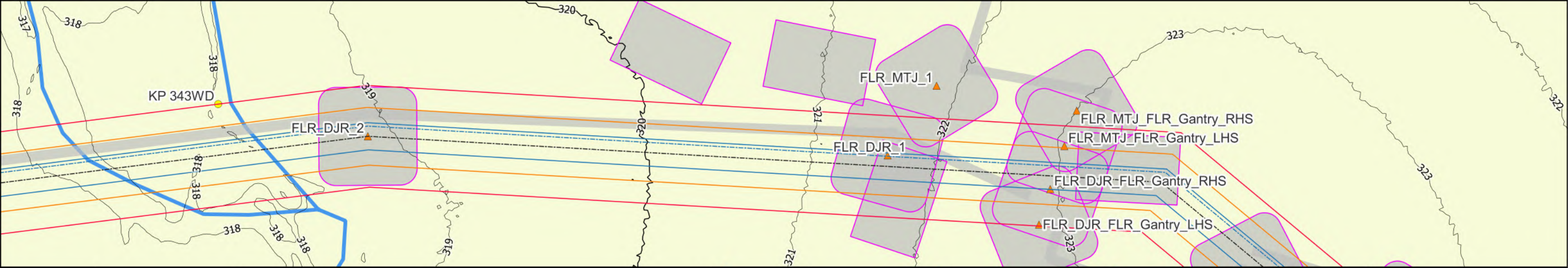
□ Conductor Blowout

□ Brake and Winch

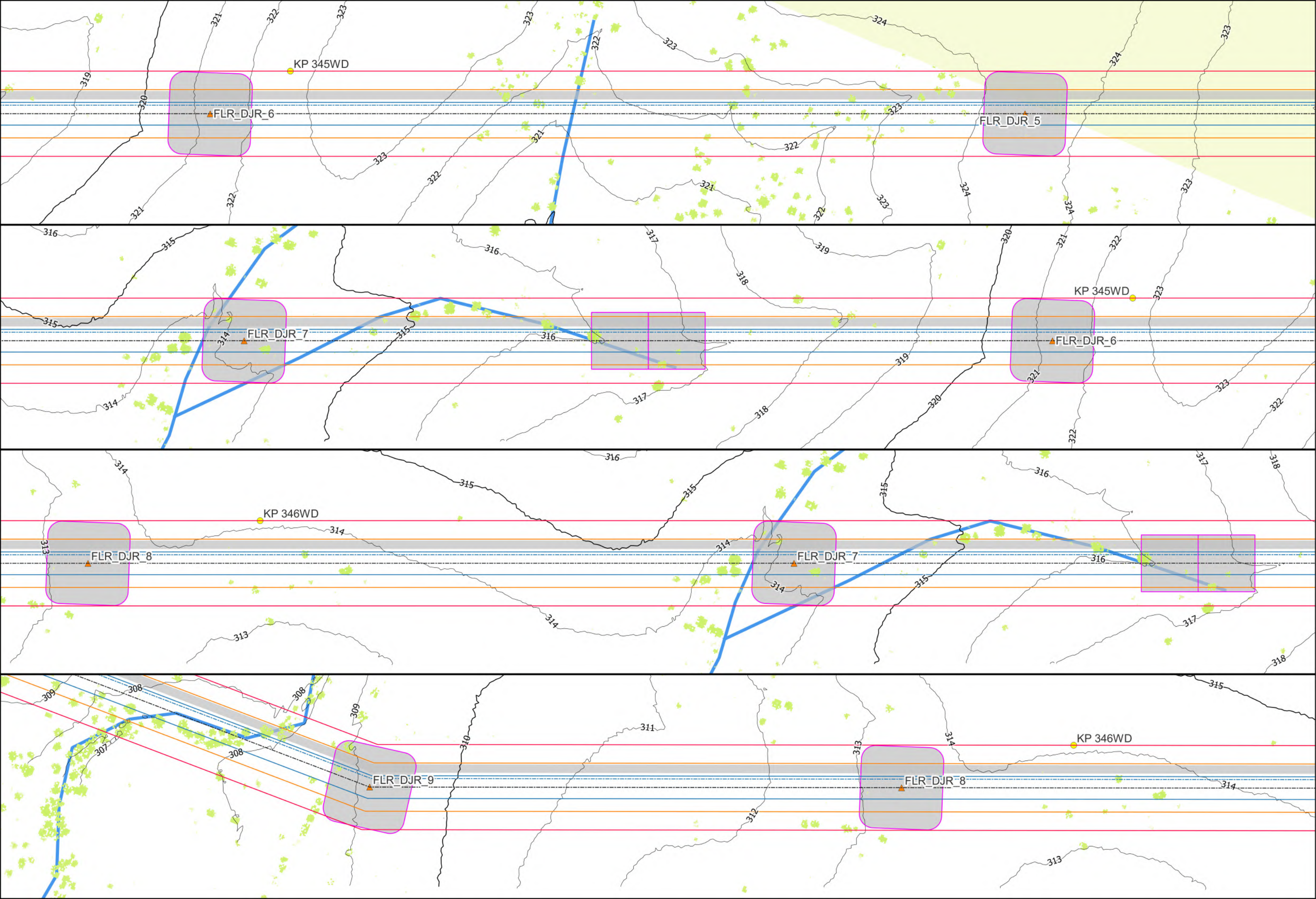
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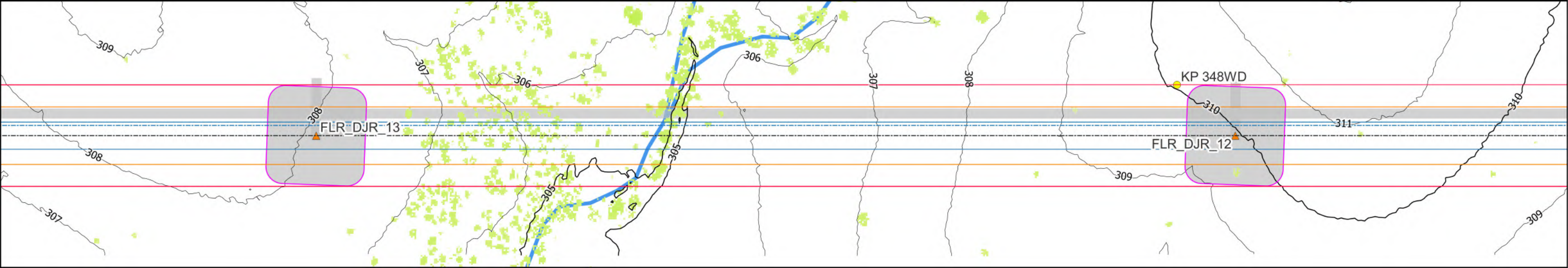
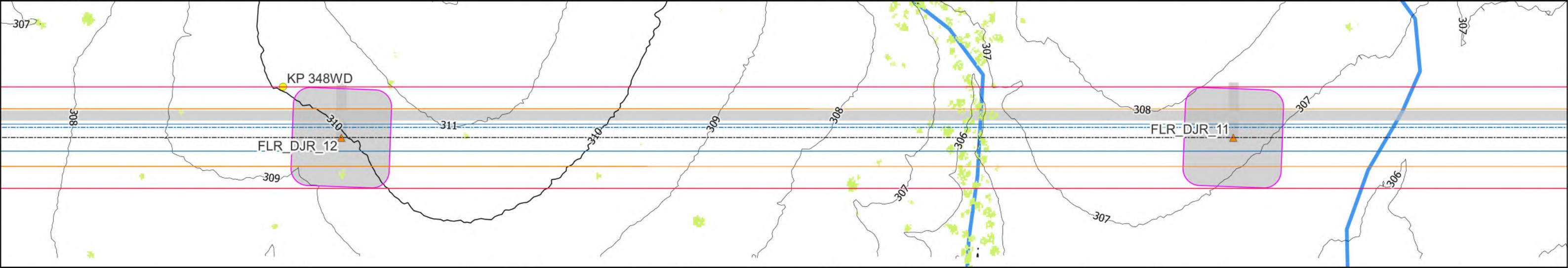
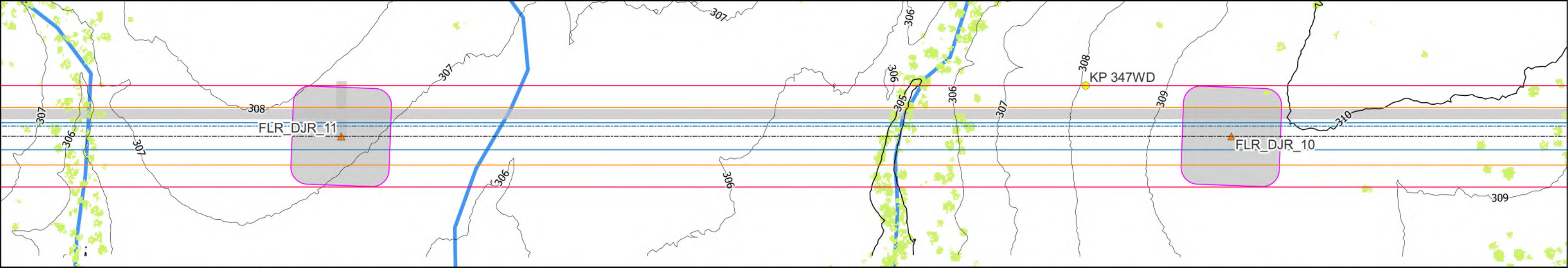
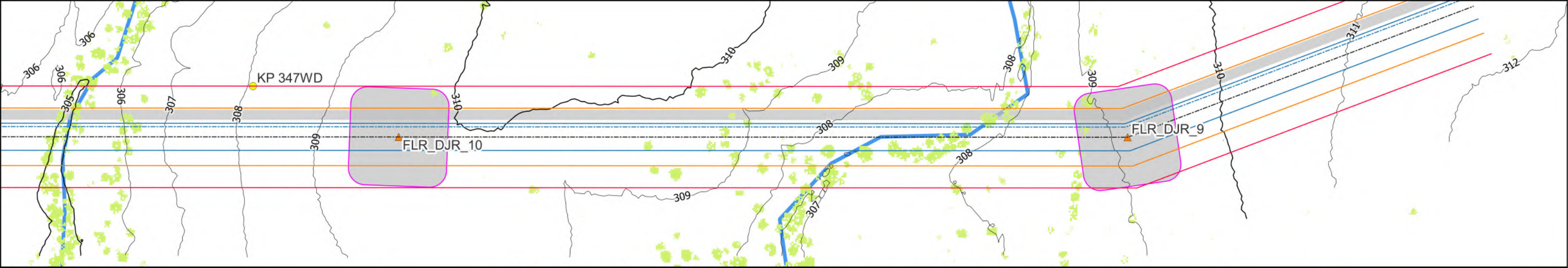
 Tower Pad

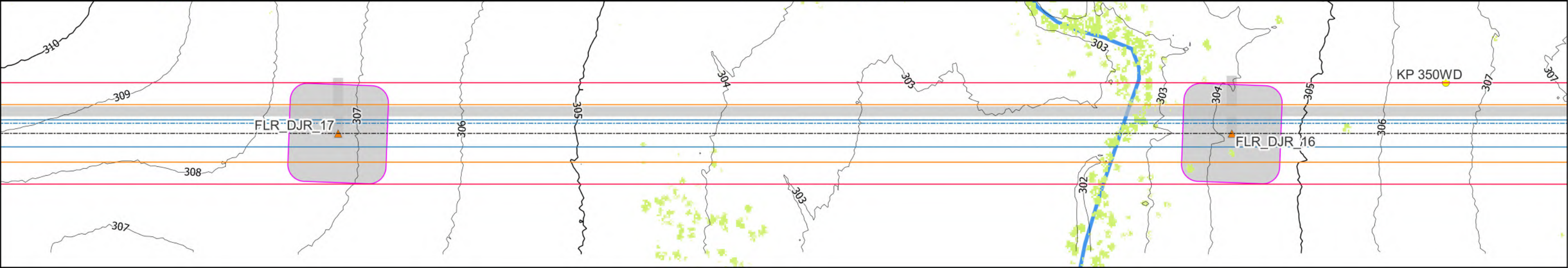
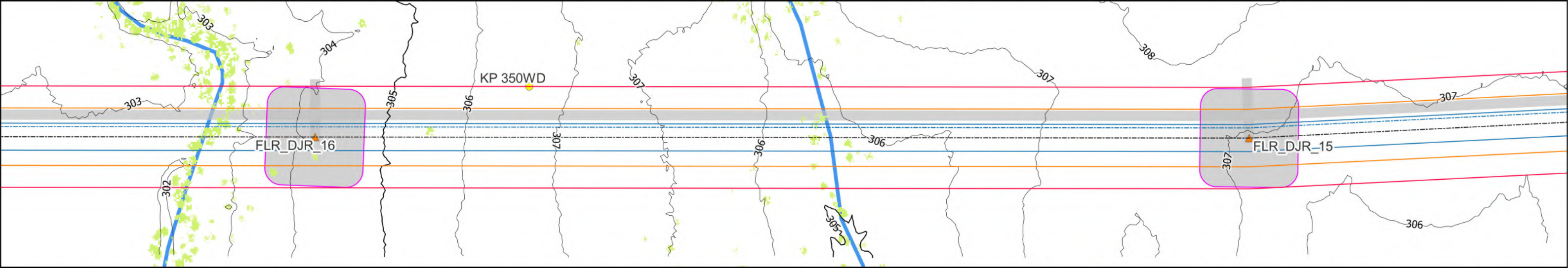
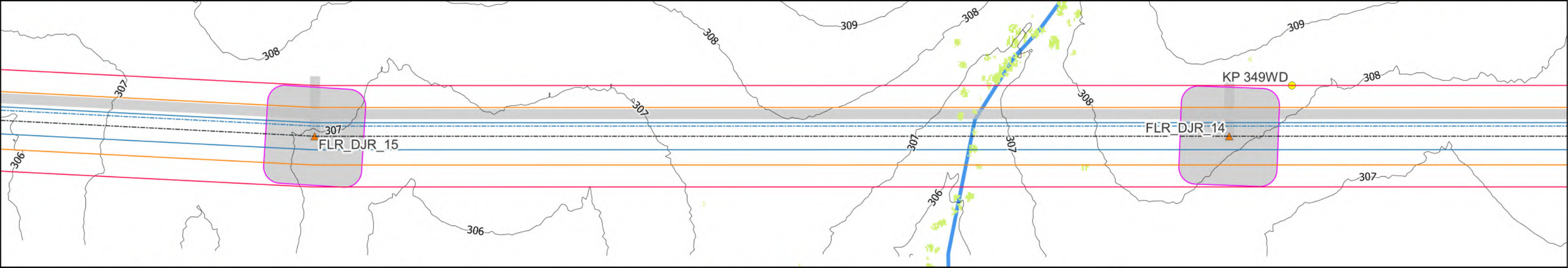
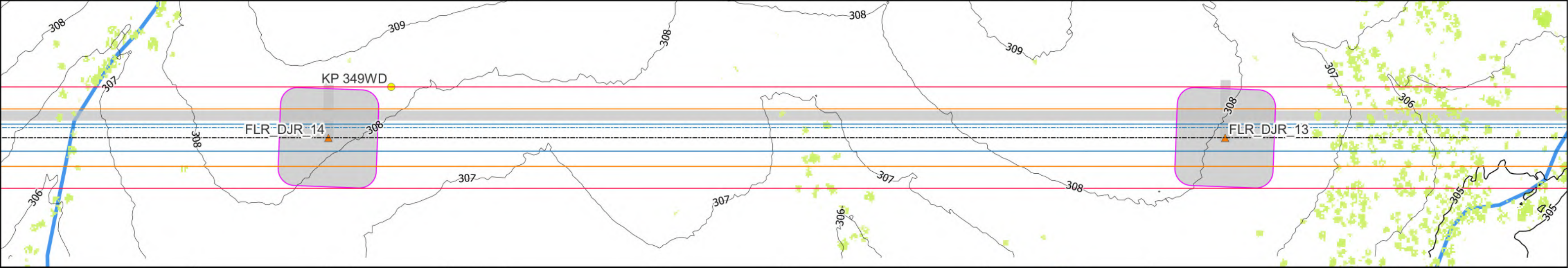
Note:
The projects construction activities and design footprints, which are the basis of the impact assessment, are still as the concept stage. The final configuration of components including conductor size, tower structure type, the height and size of towers will not be confirmed until the detailed 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.

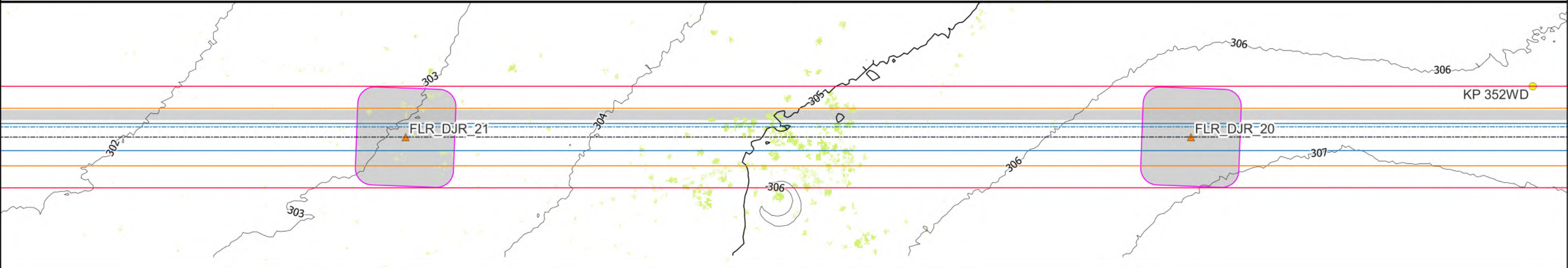
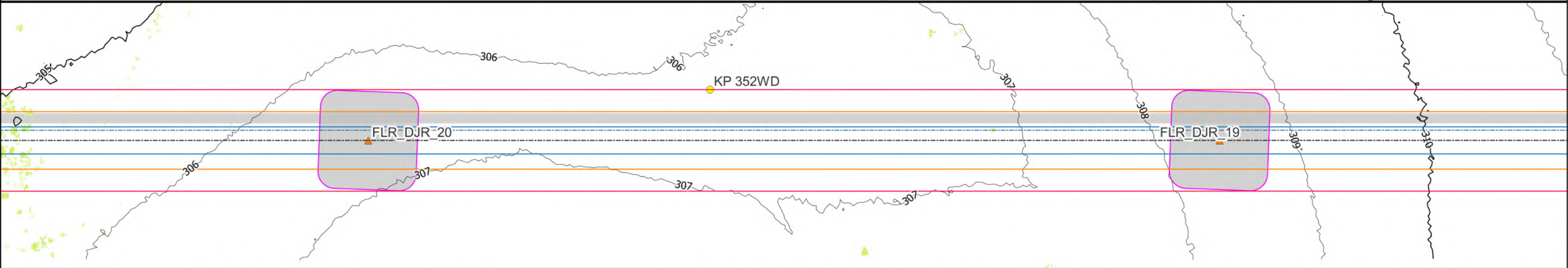
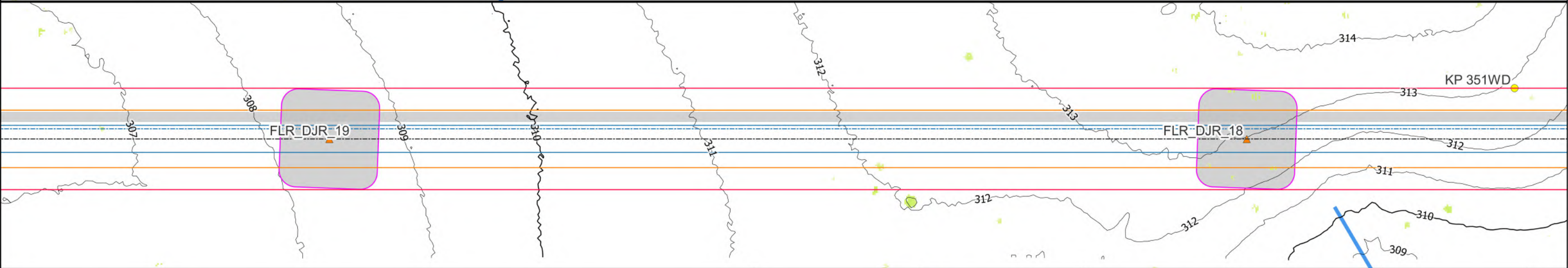
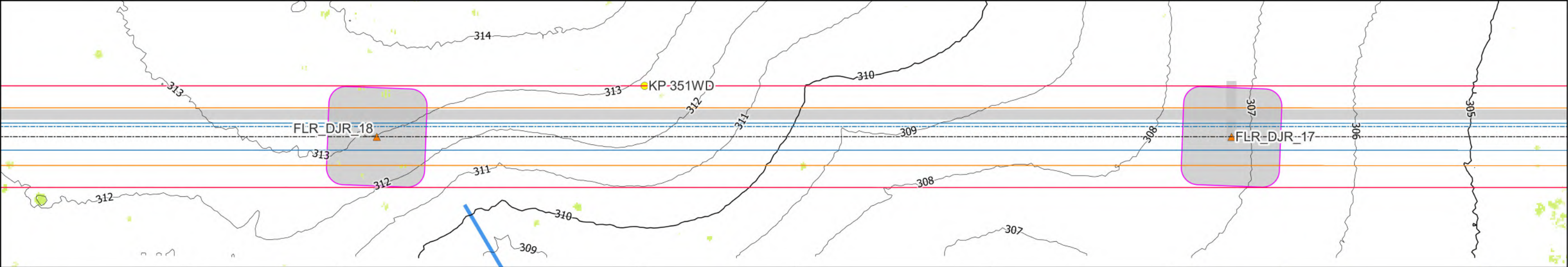


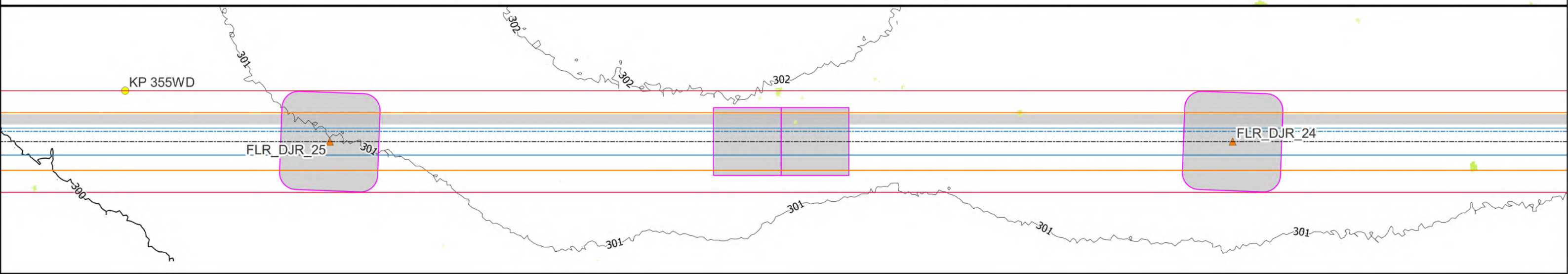
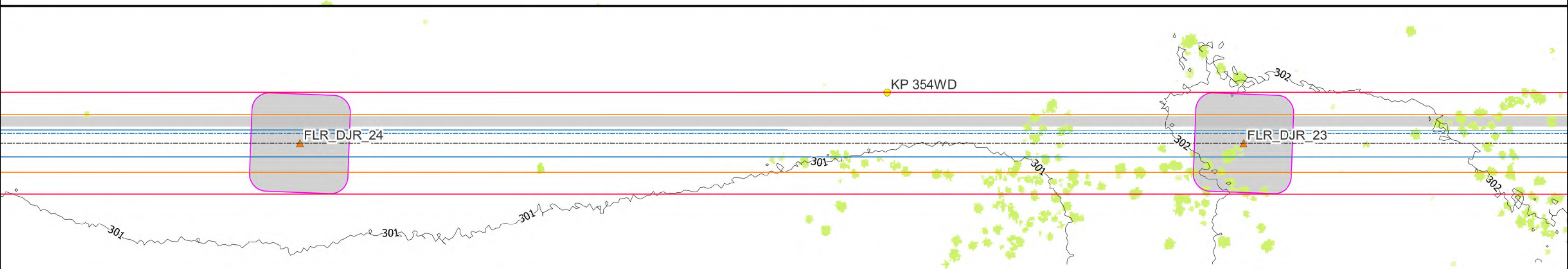
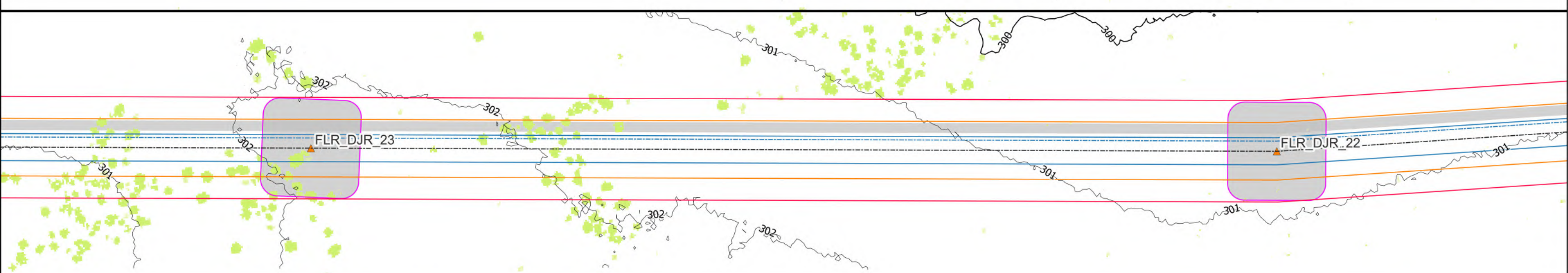
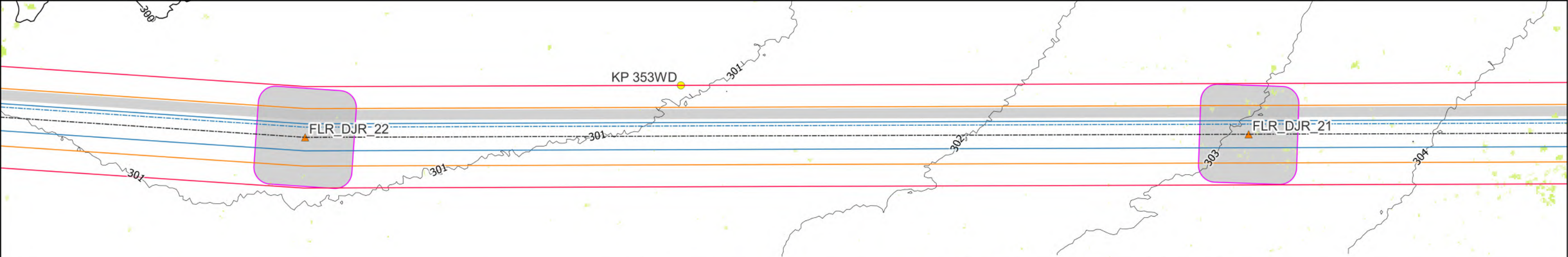
Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance.

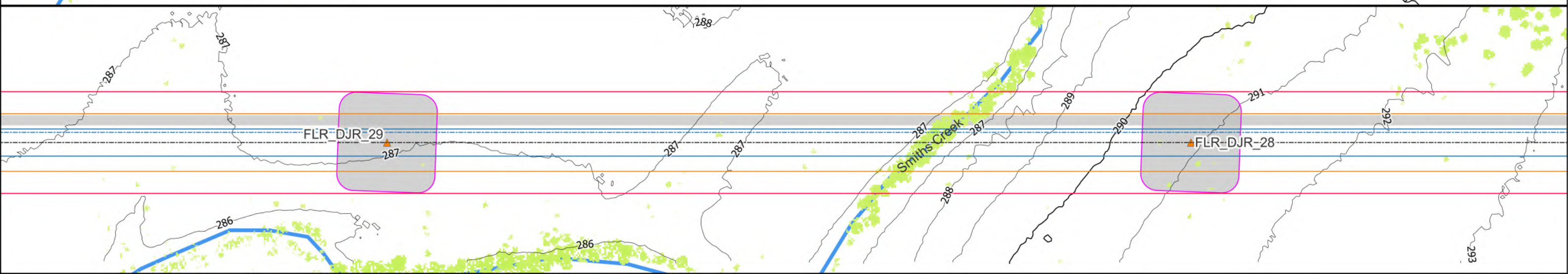
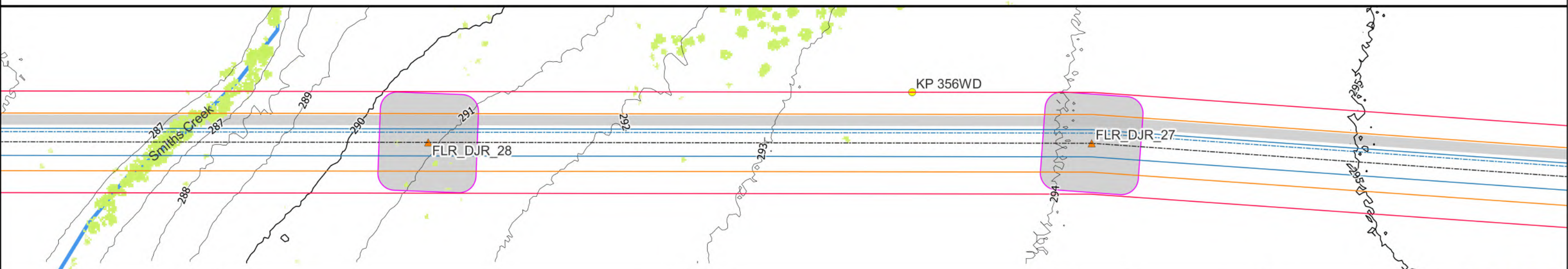
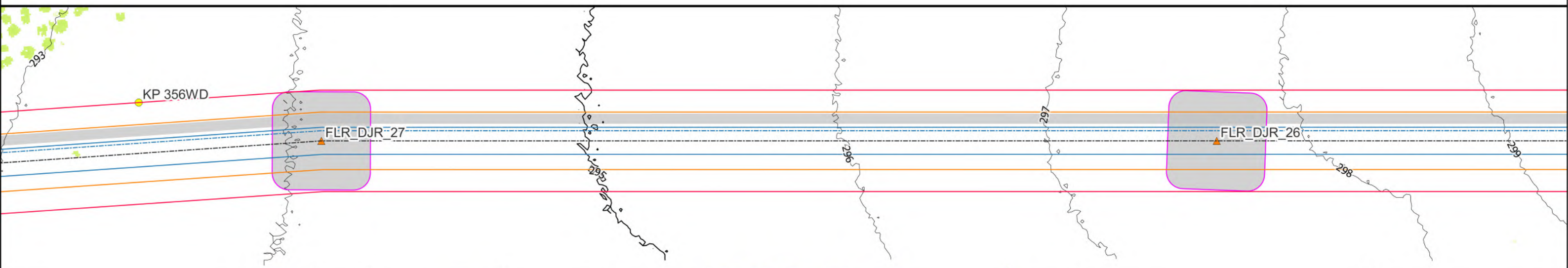
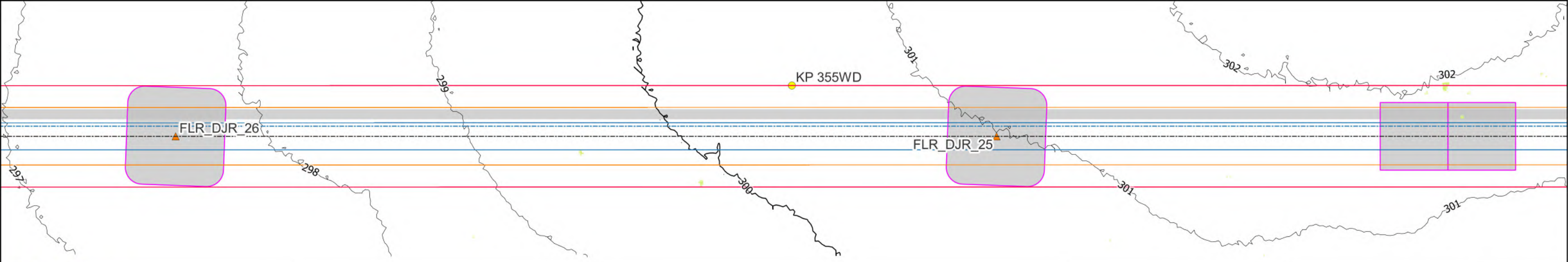


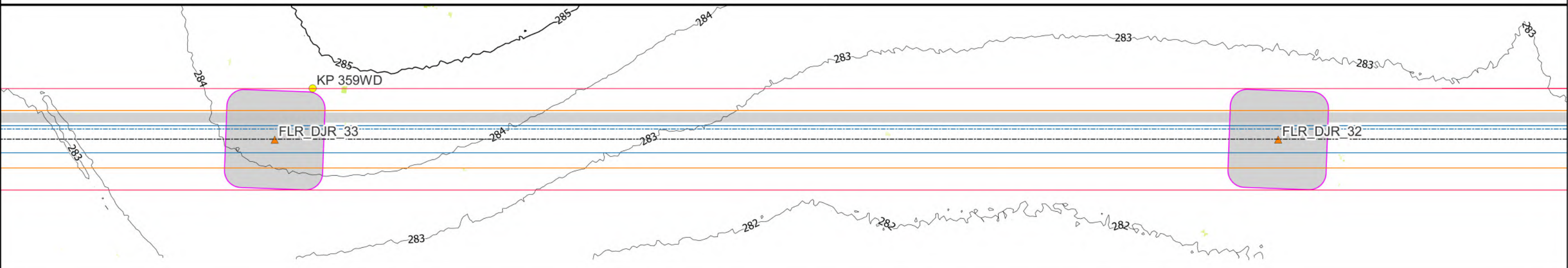
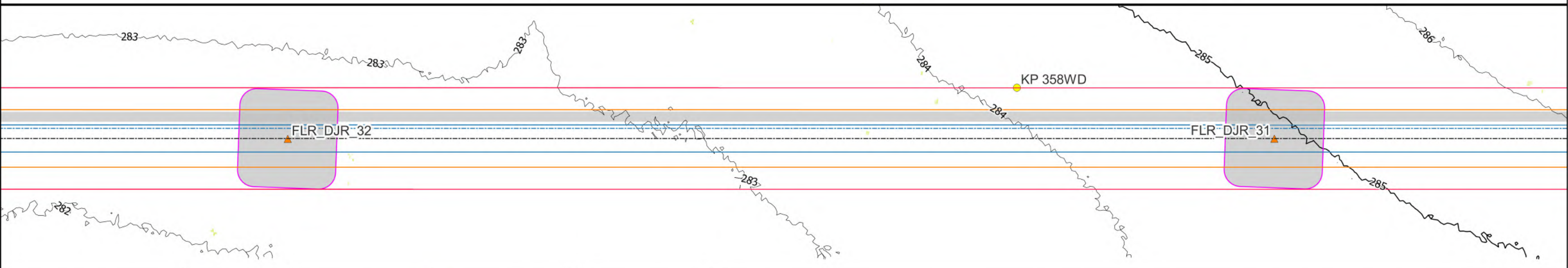
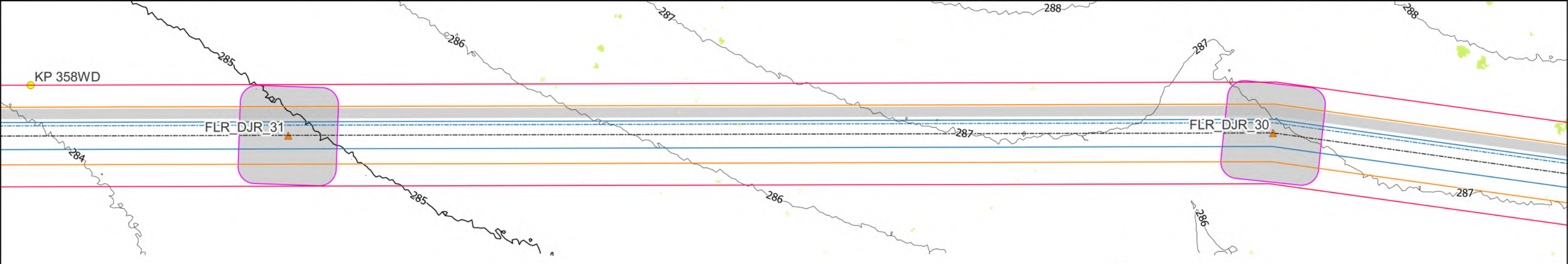
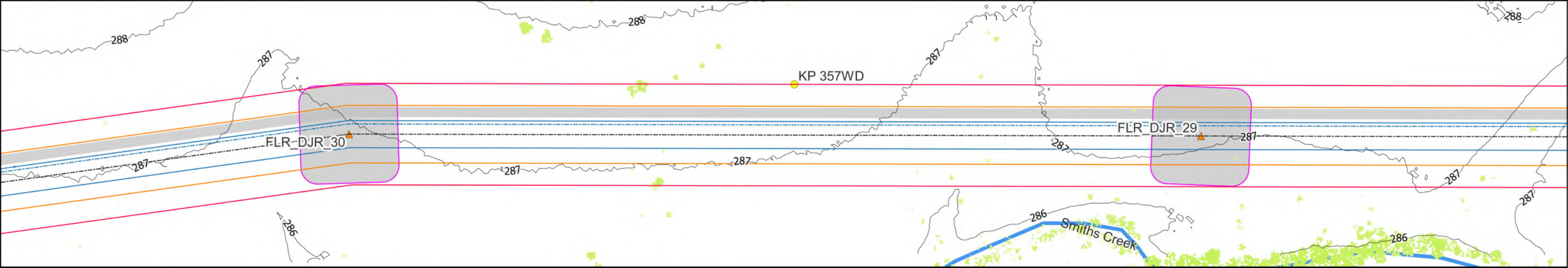


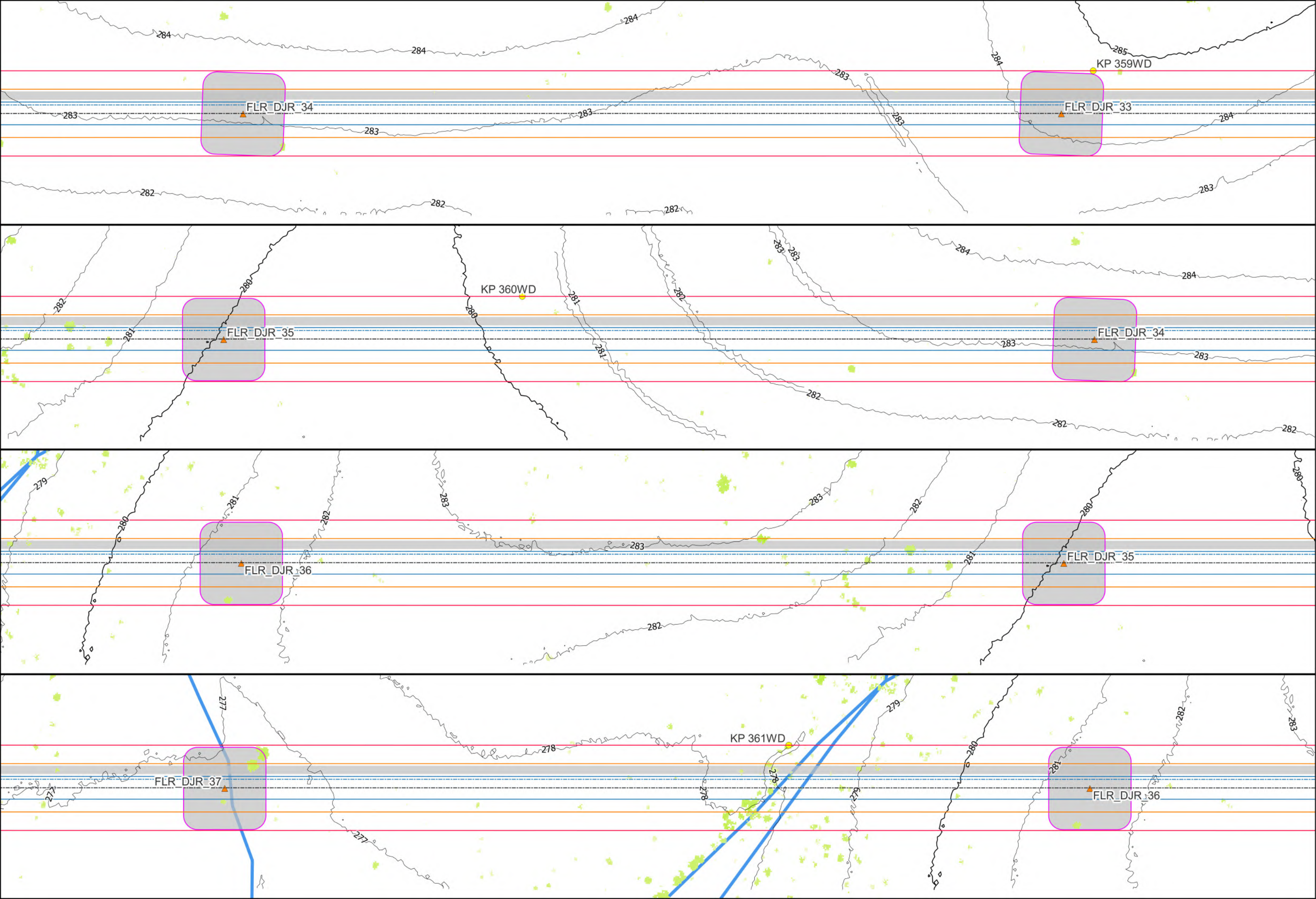


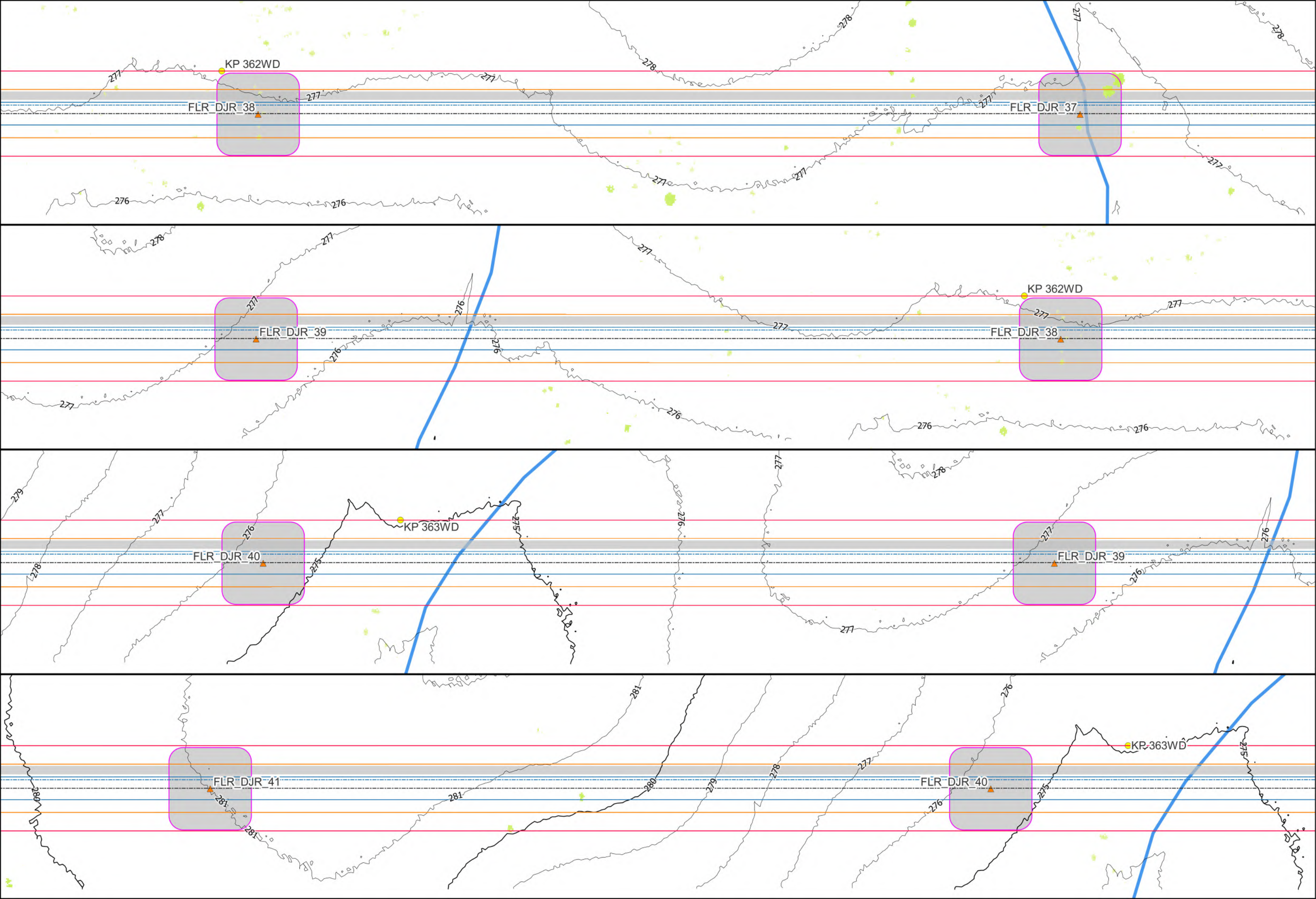


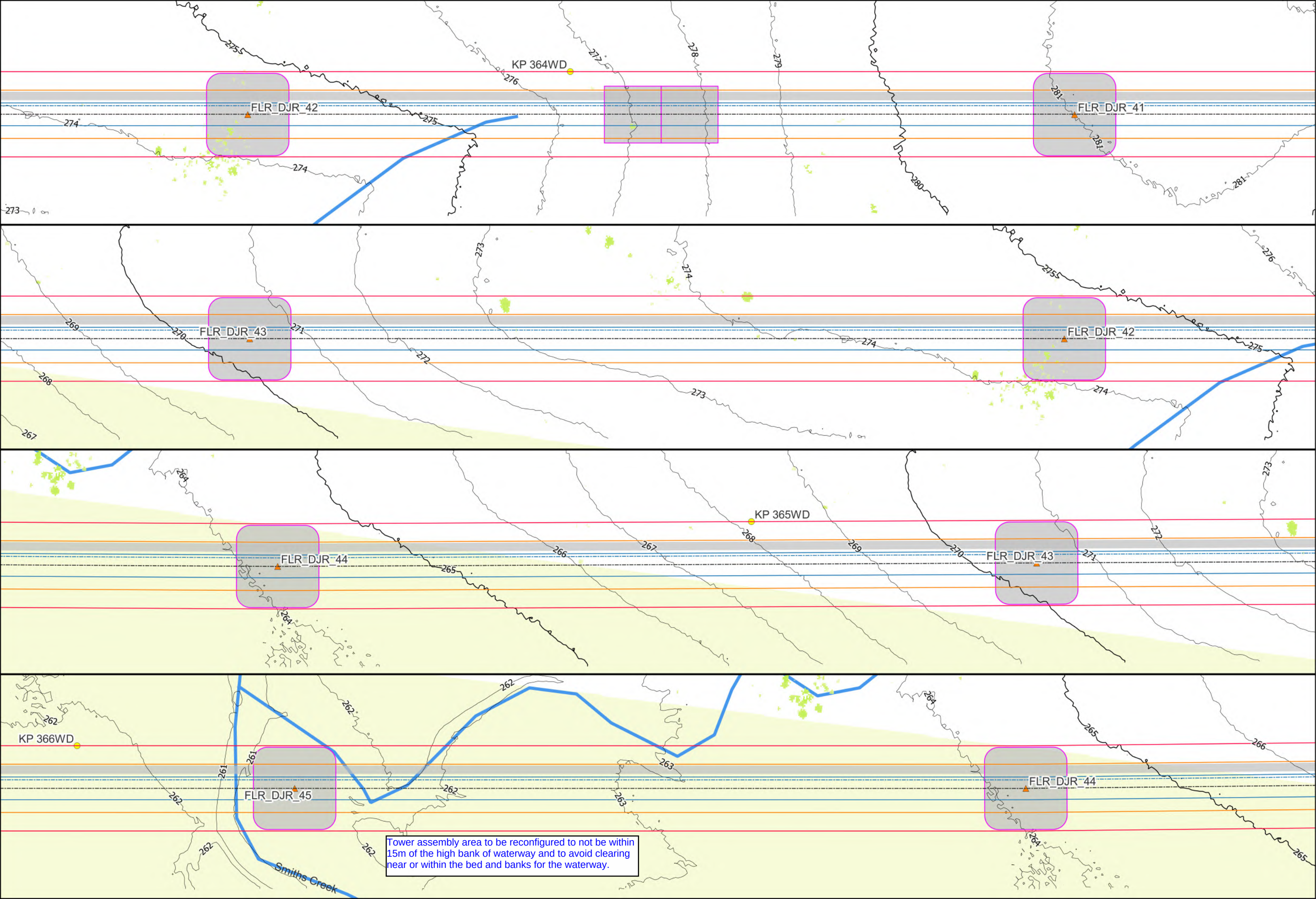




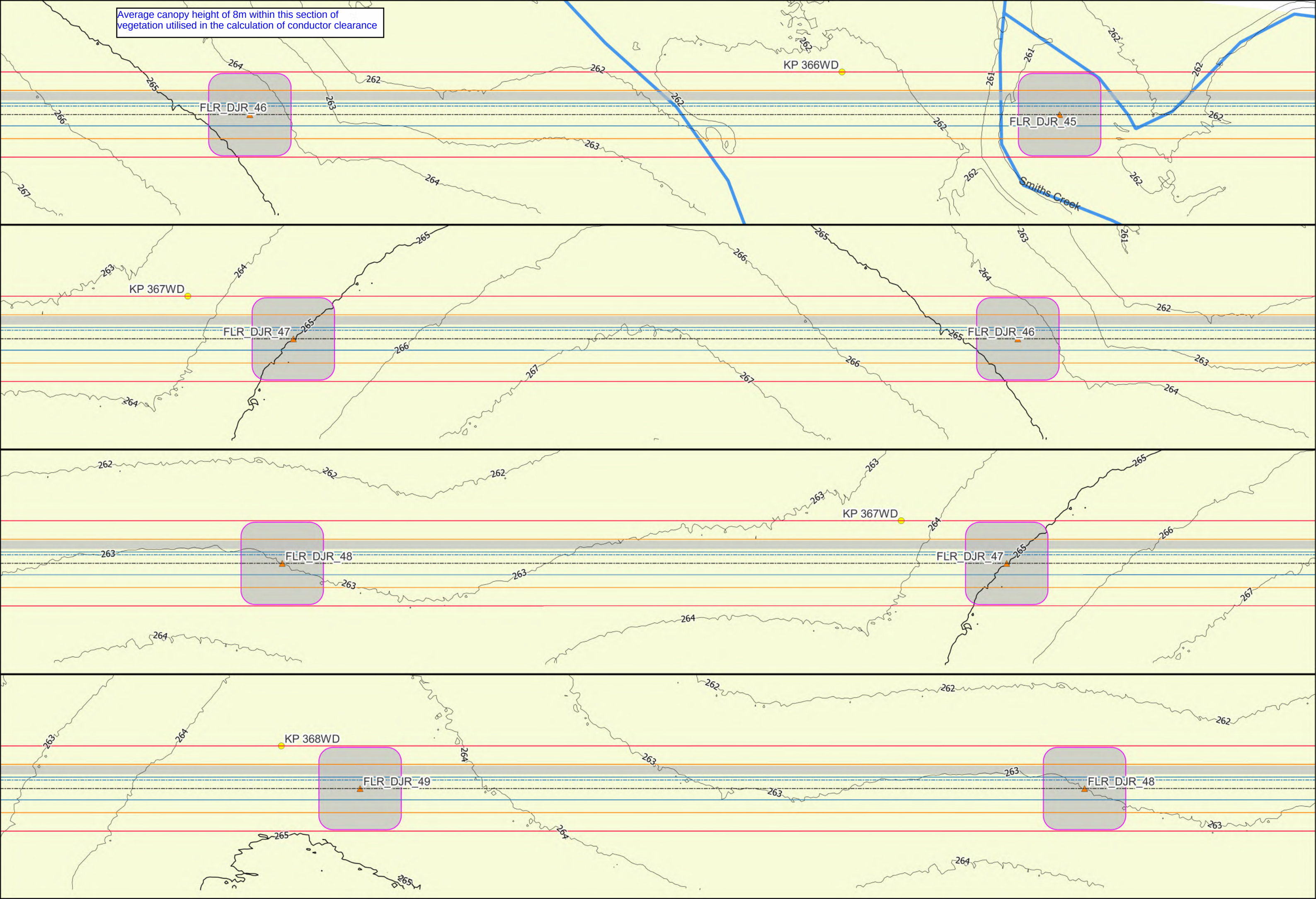


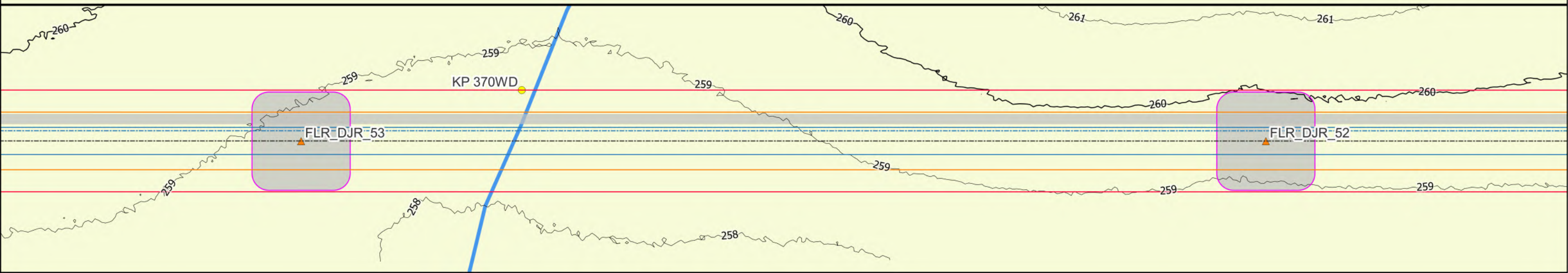
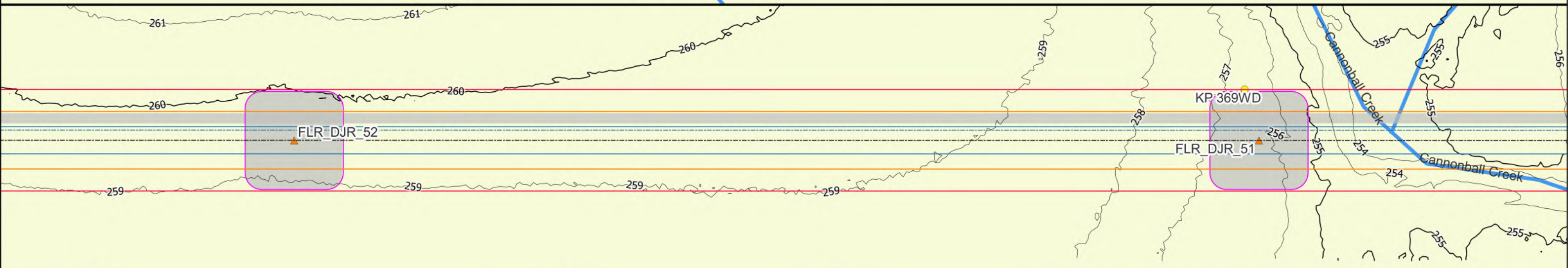
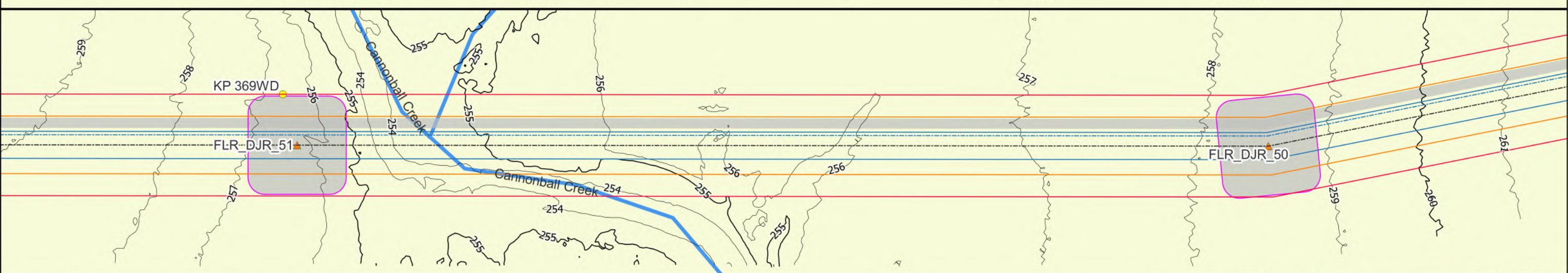
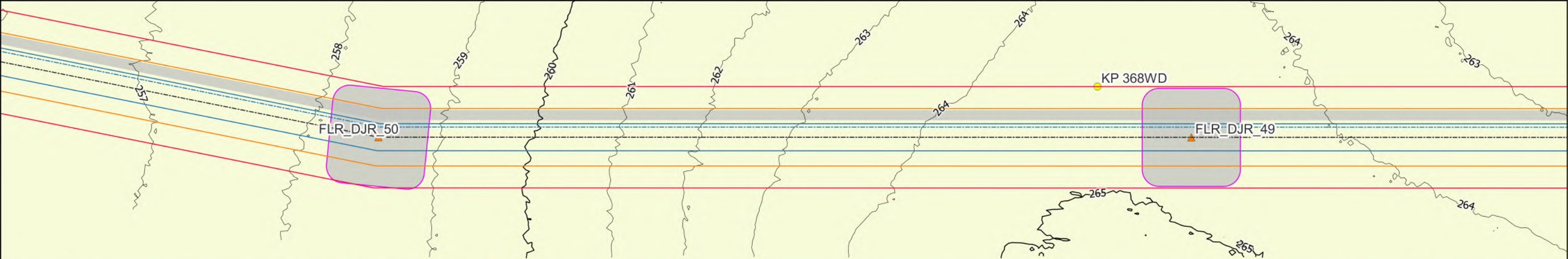


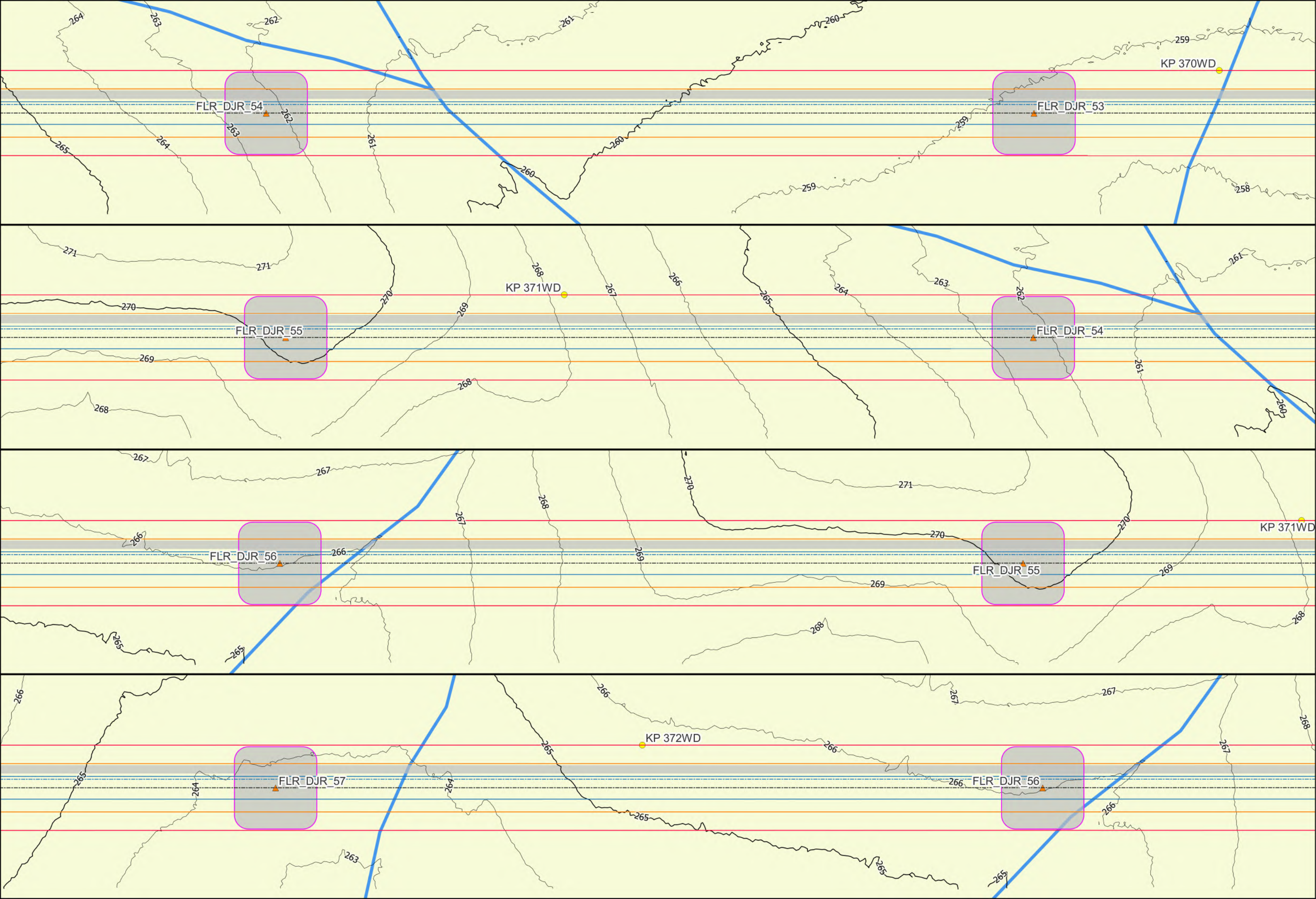


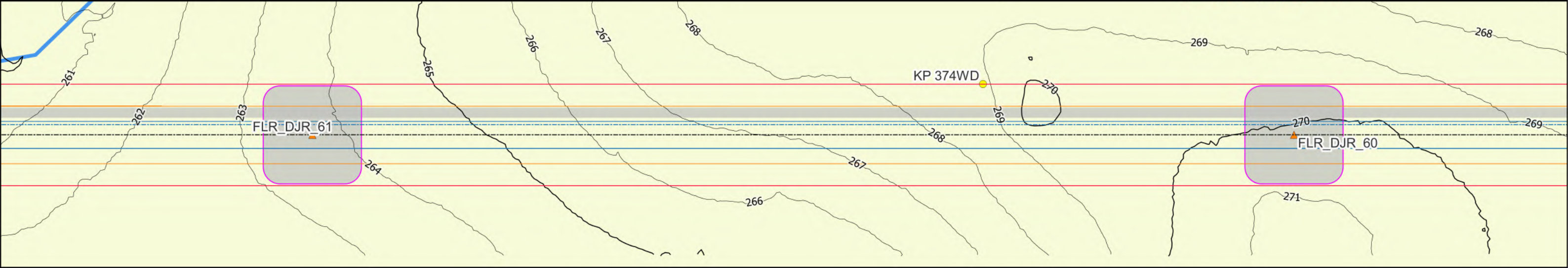
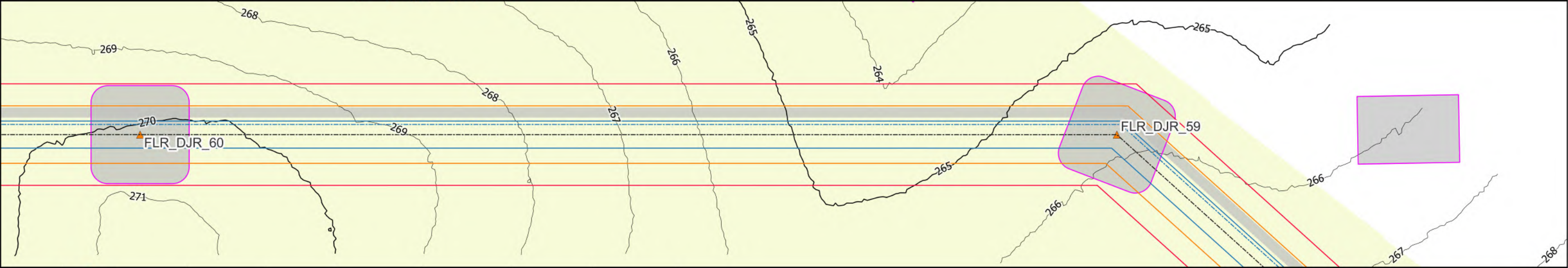
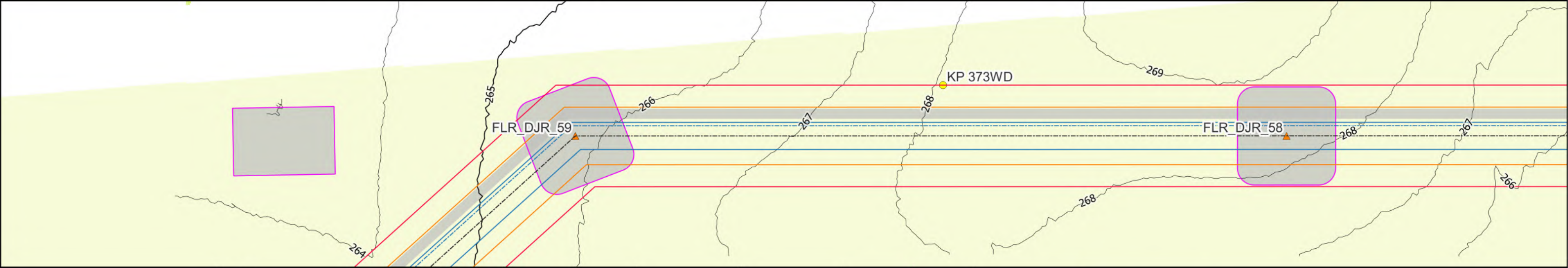
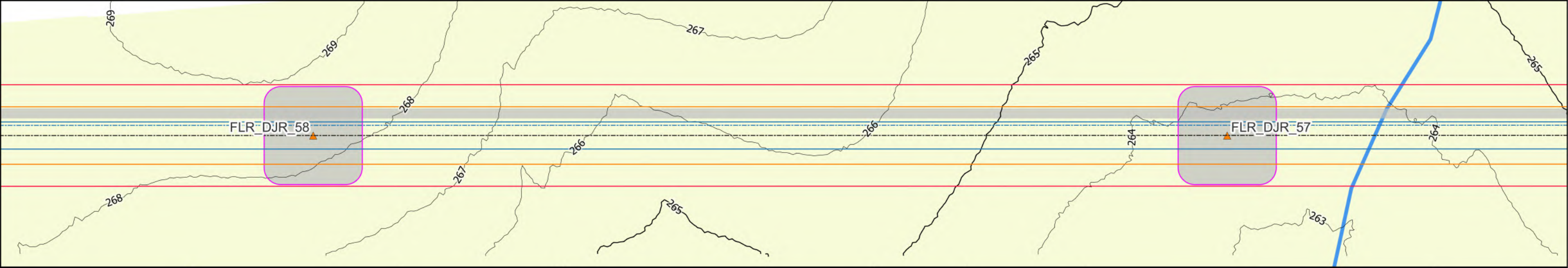


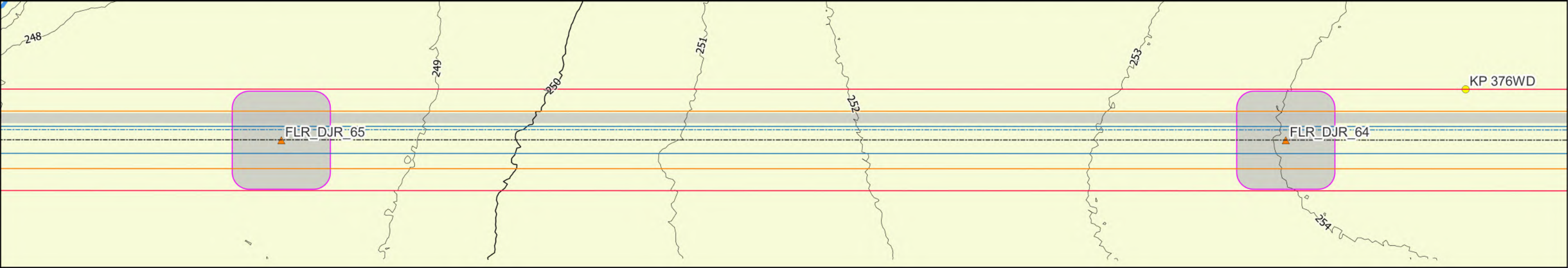
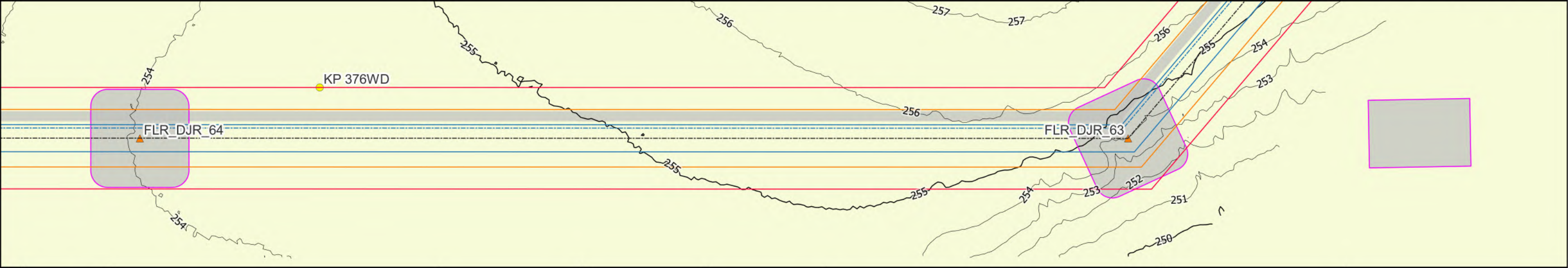
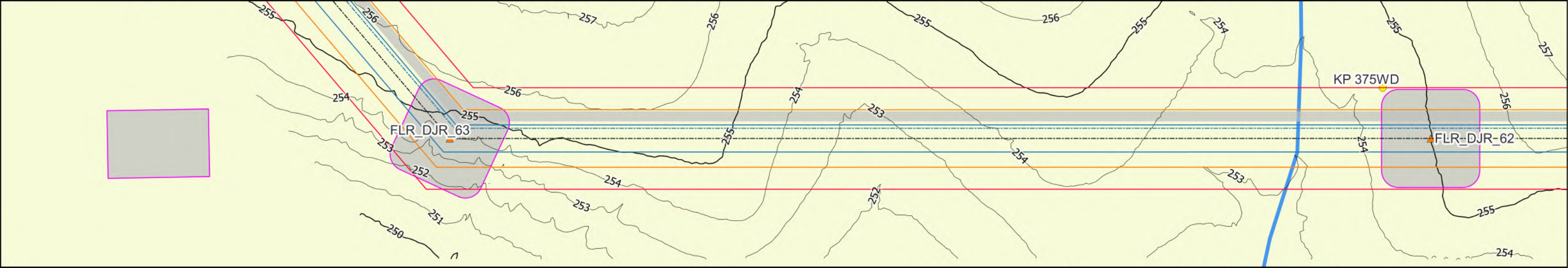
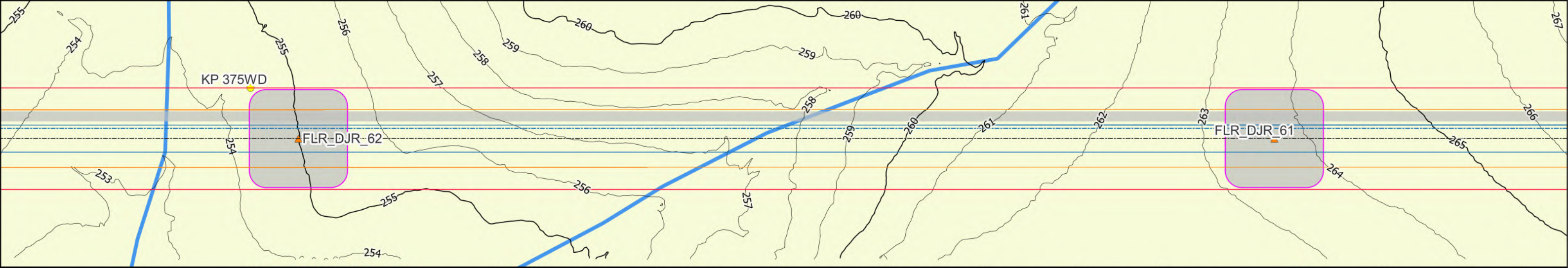
Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance

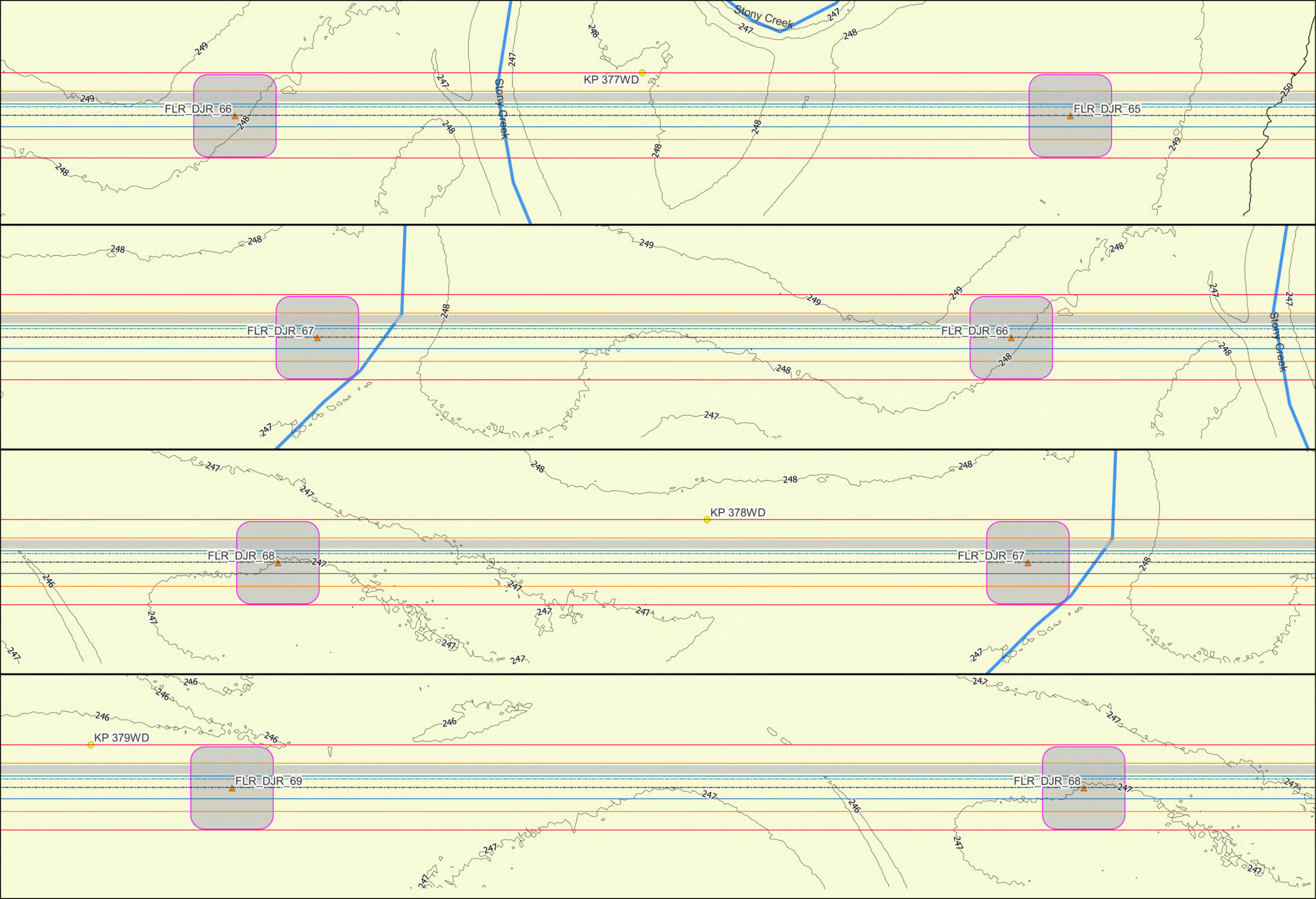


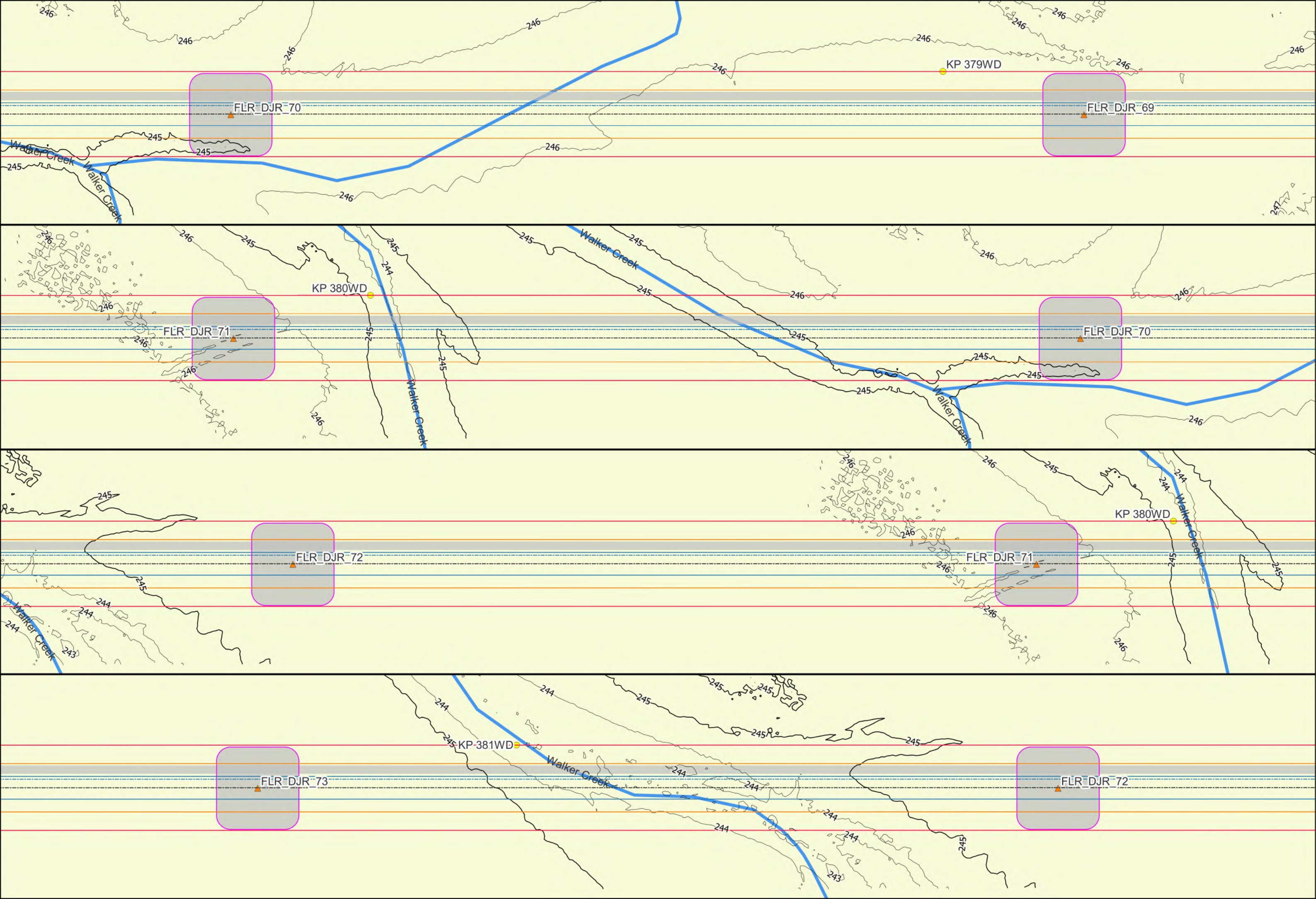


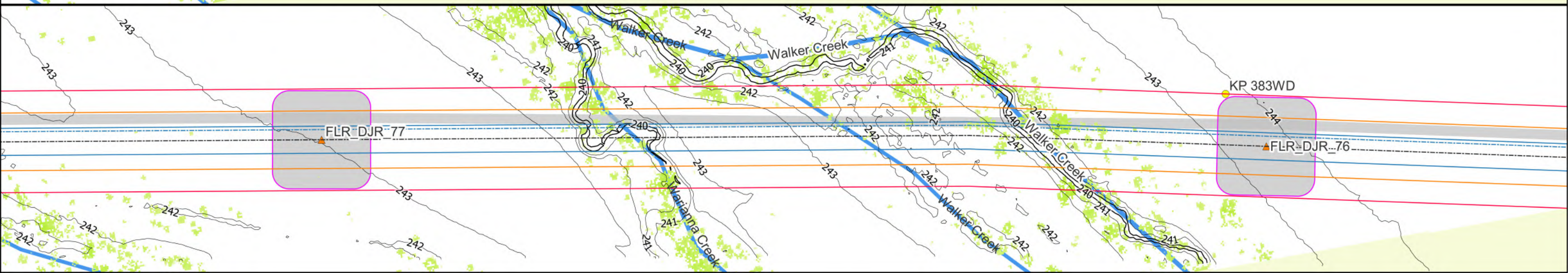
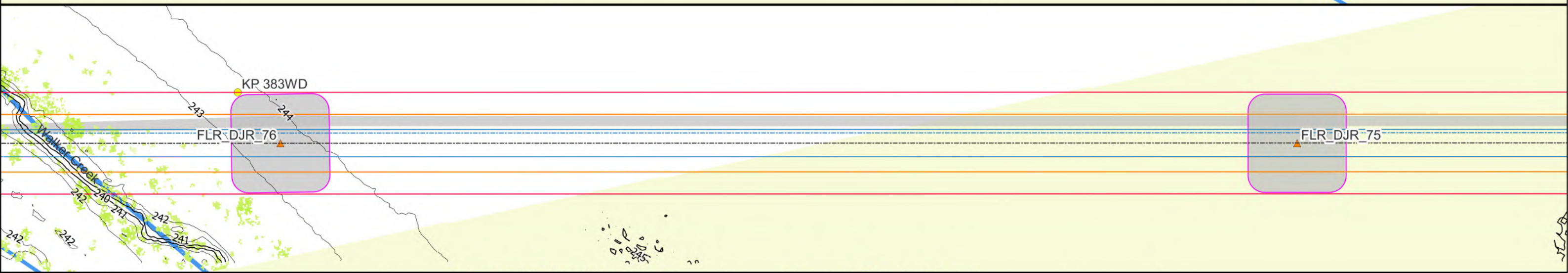
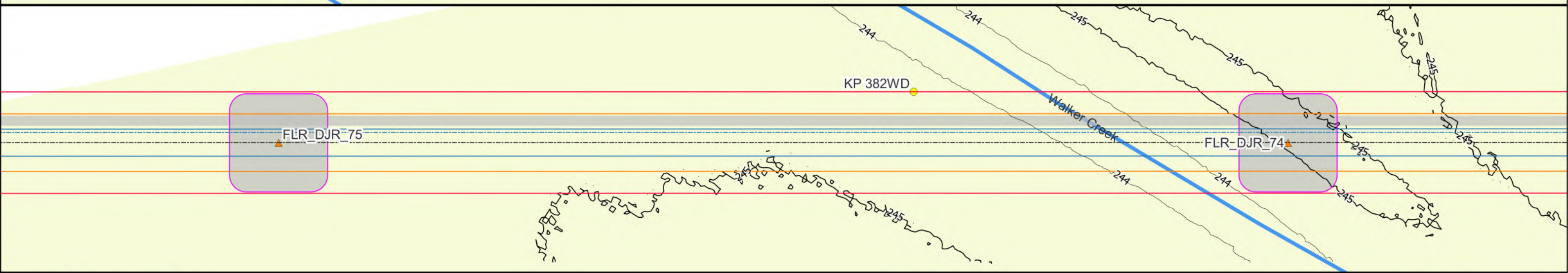


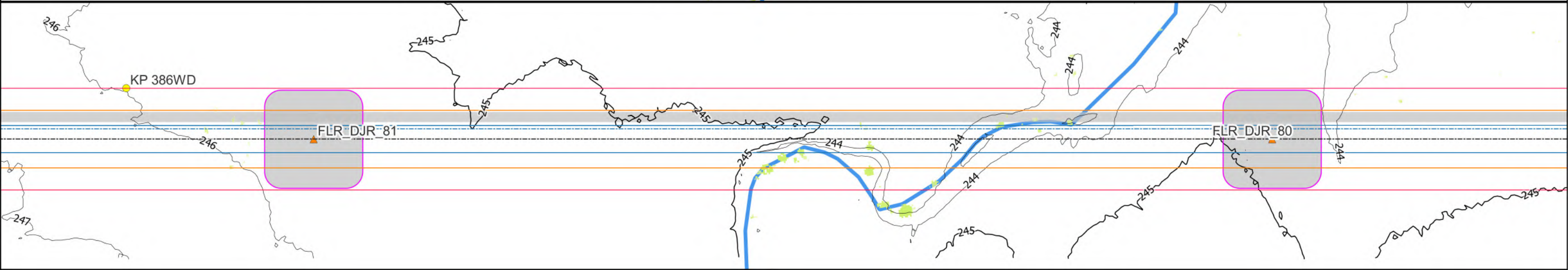
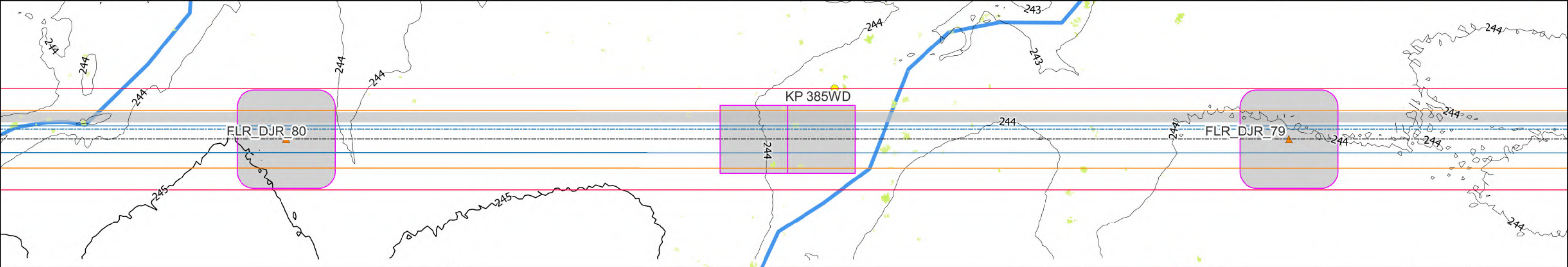
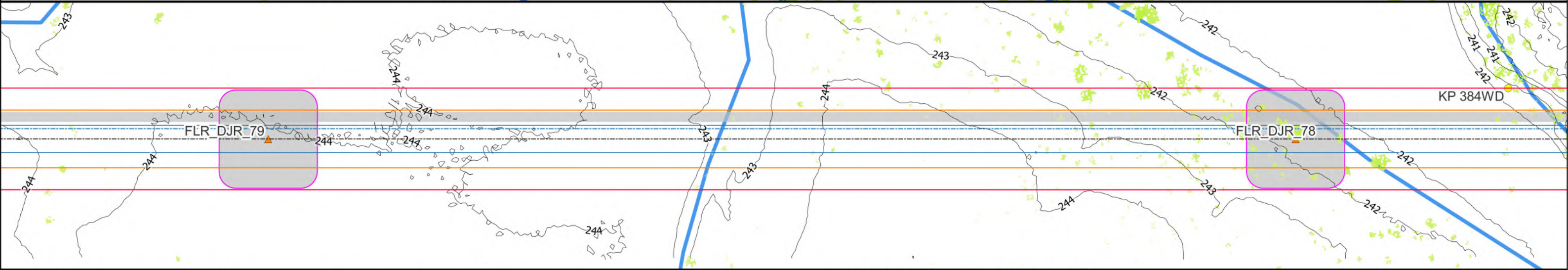
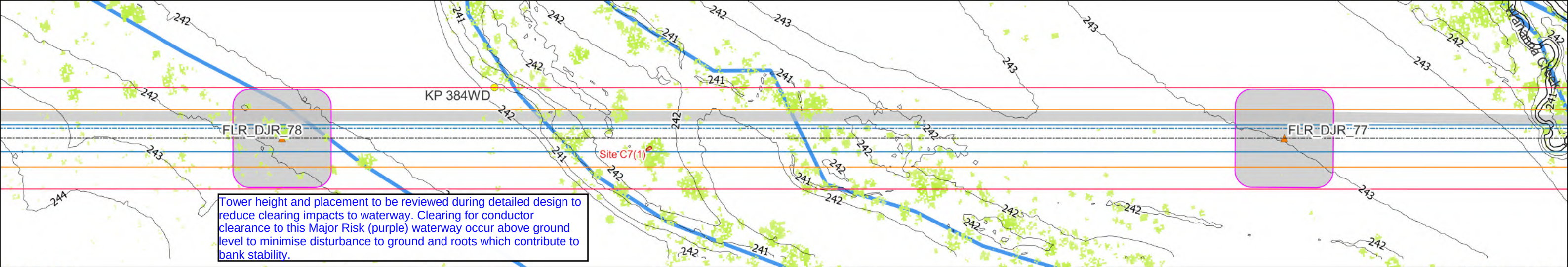


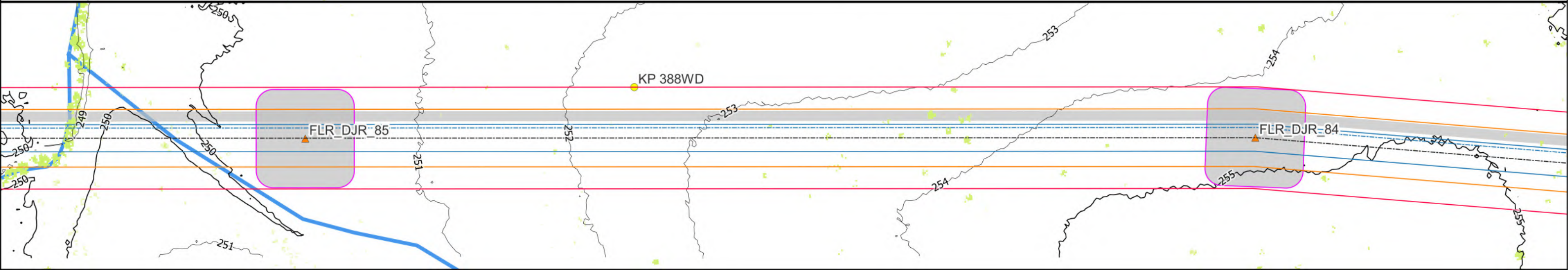
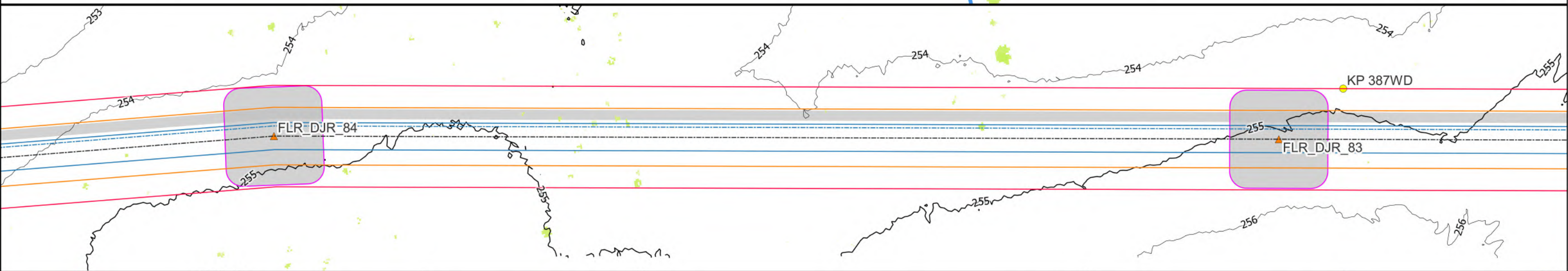
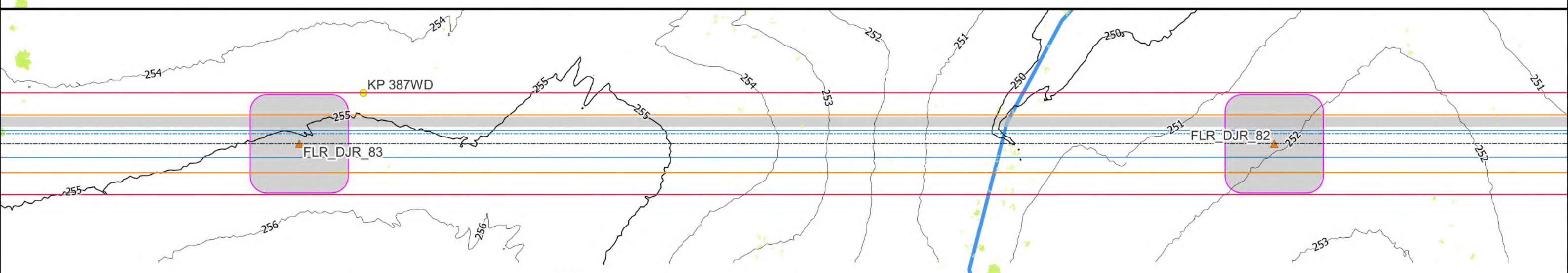
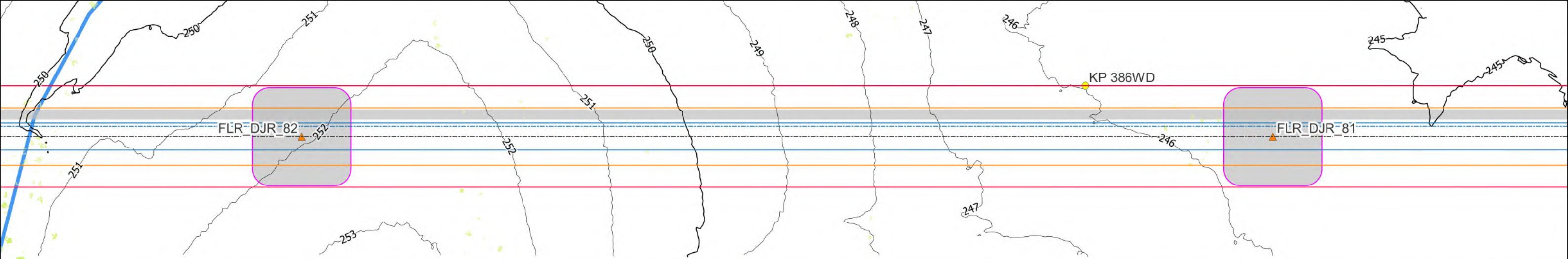


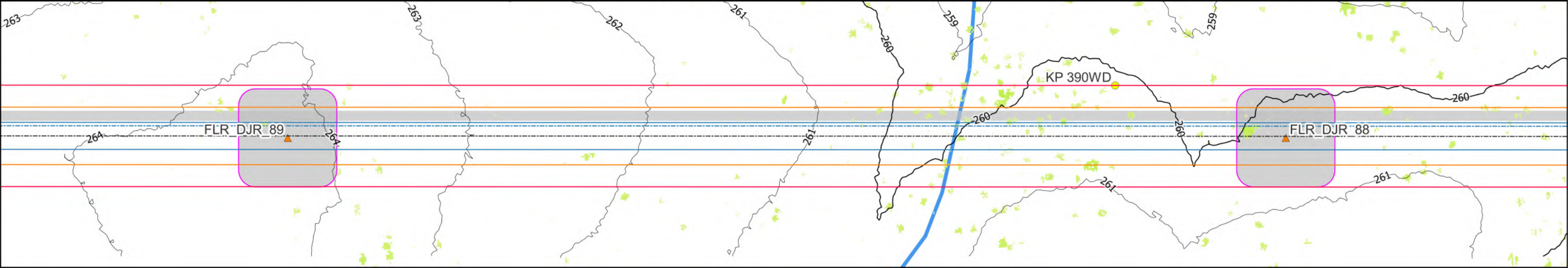
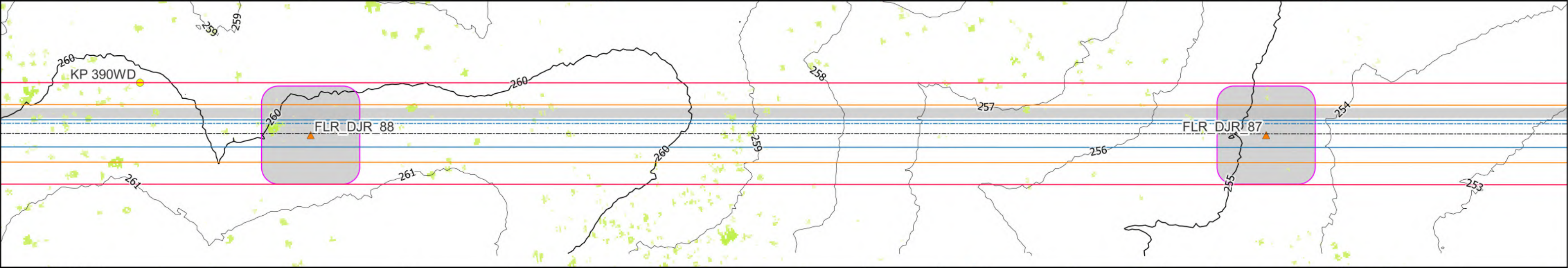
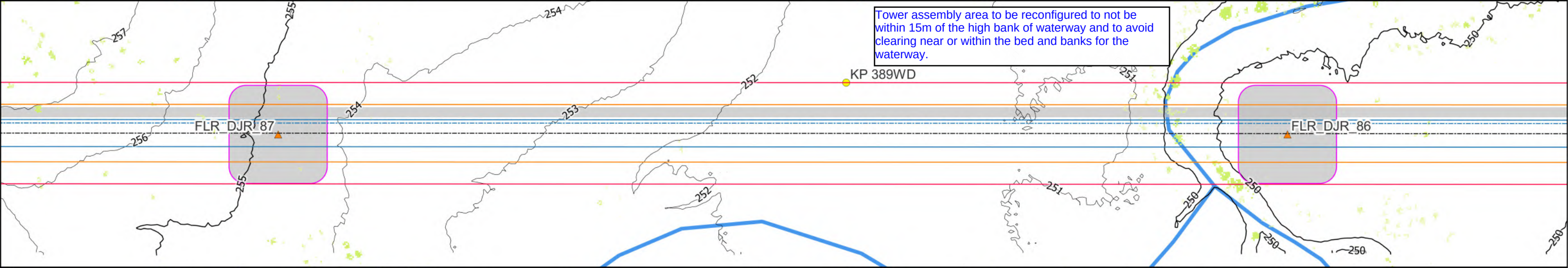
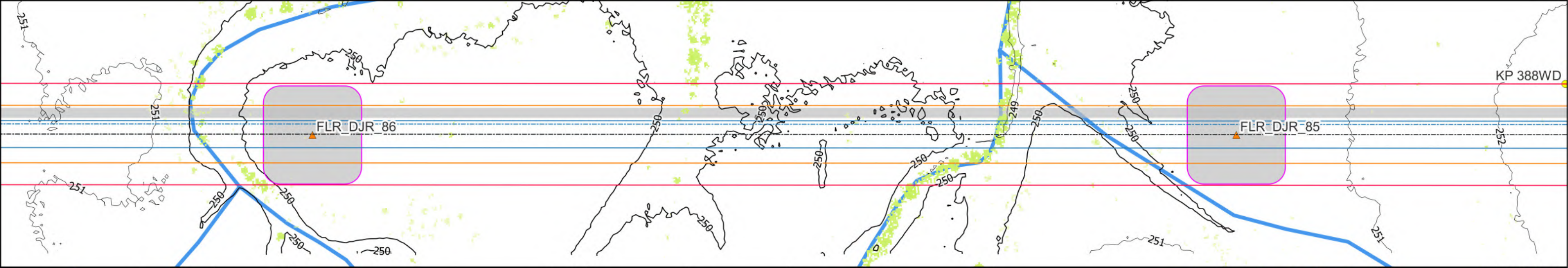


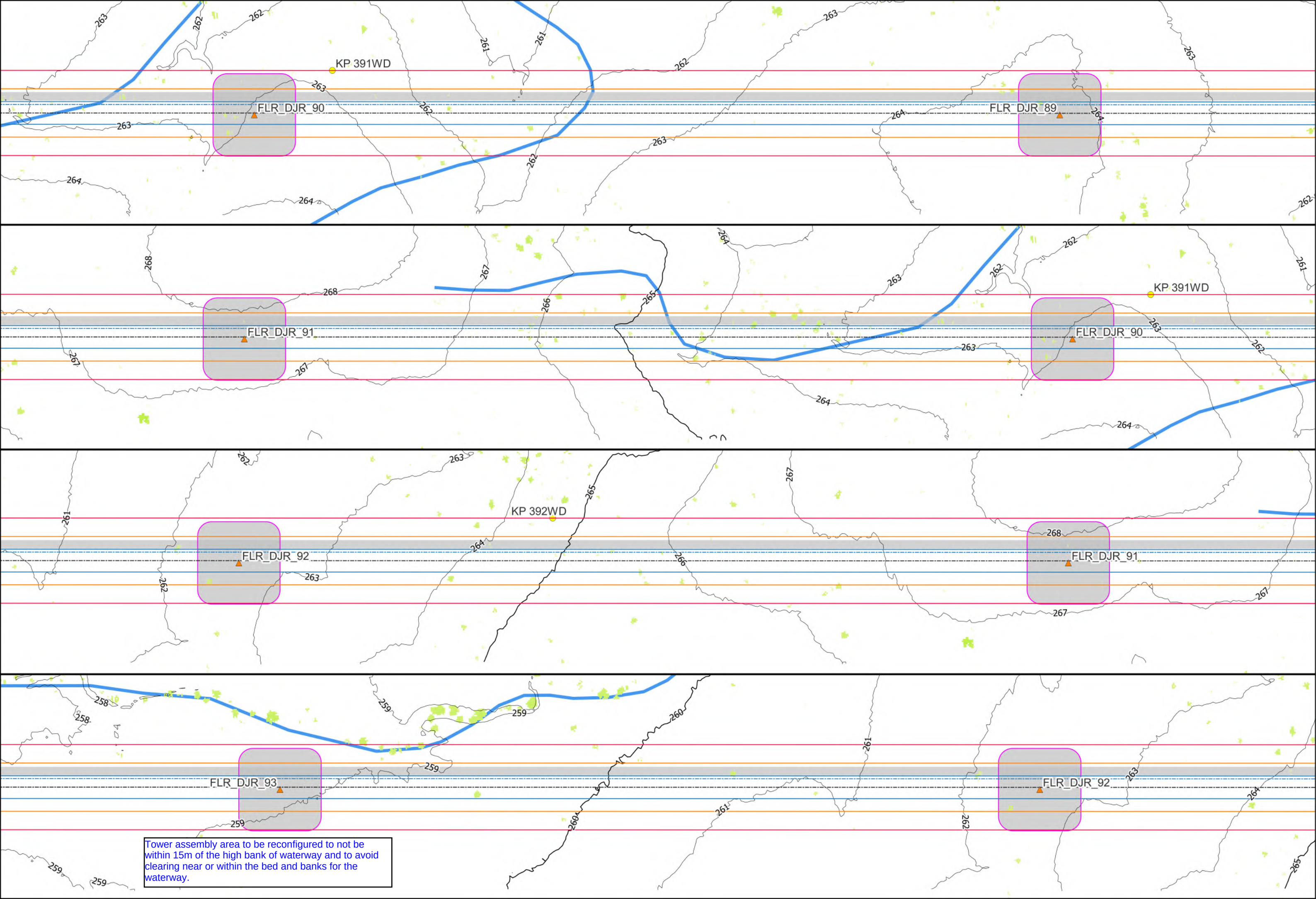




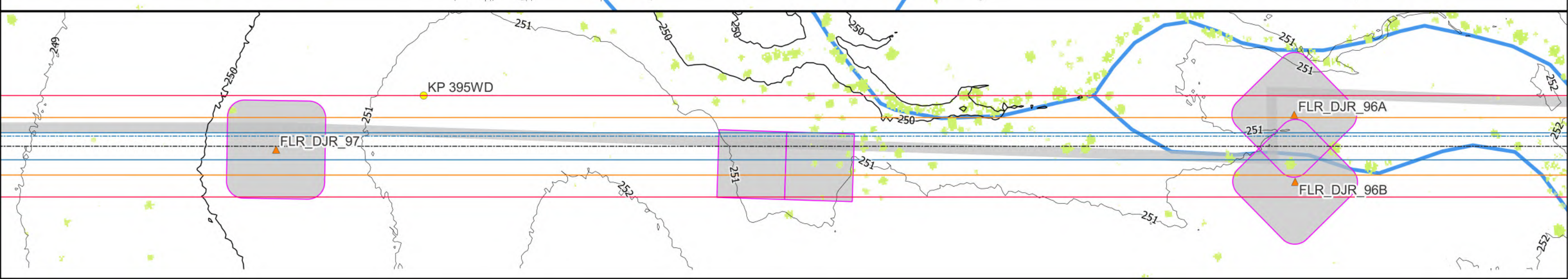
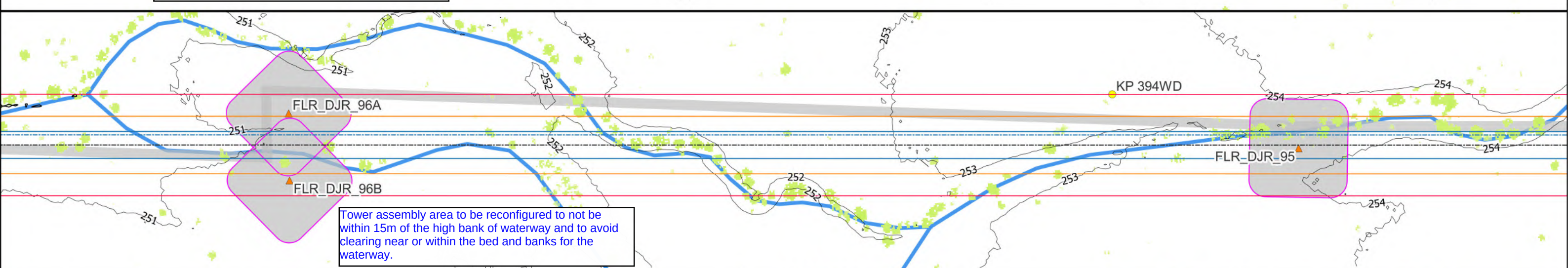
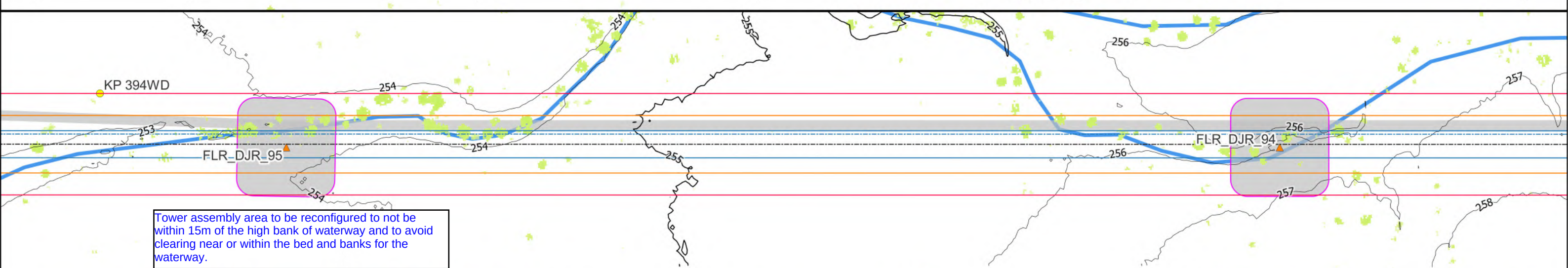
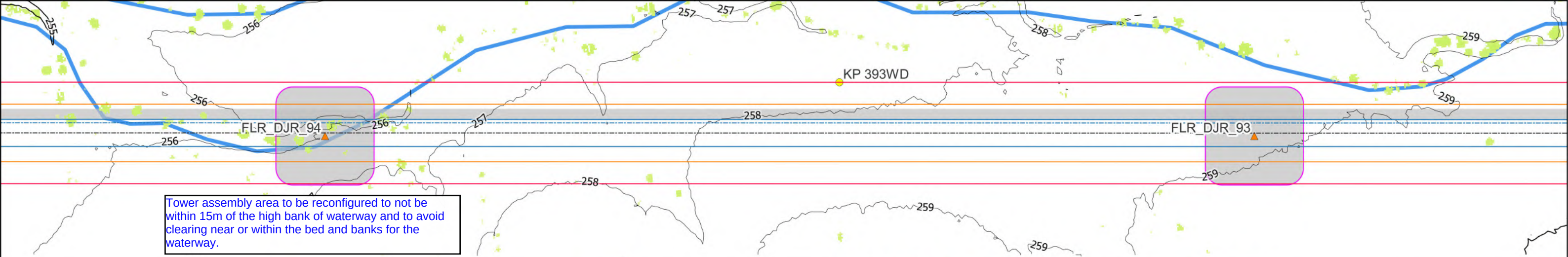


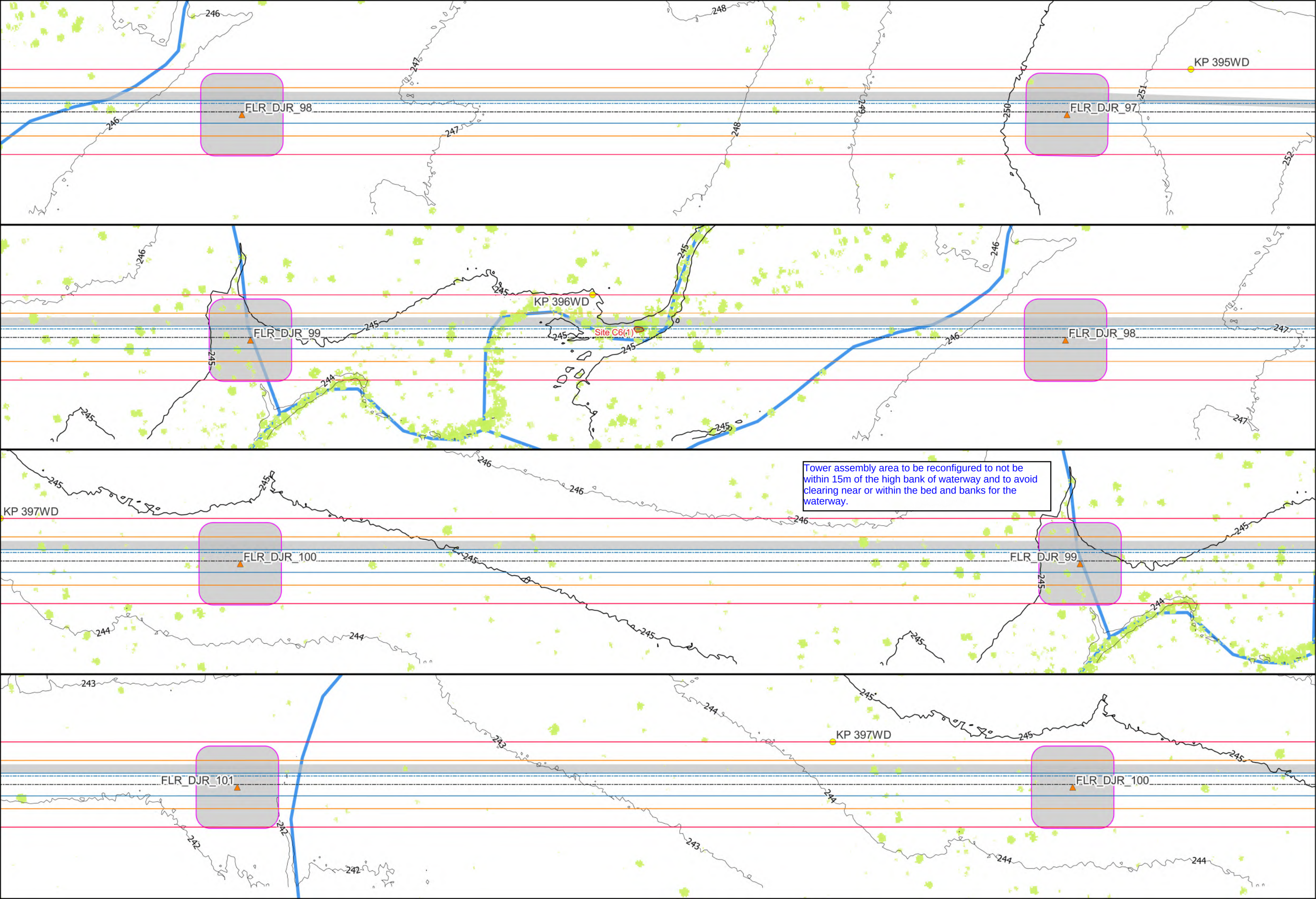






Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.





FLR_DJR_98

FLR_DJR_97

KP 395WD

FLR_DJR_99

KP 396WD

Site C6(1)

FLR_DJR_98

KP 397WD

FLR_DJR_100

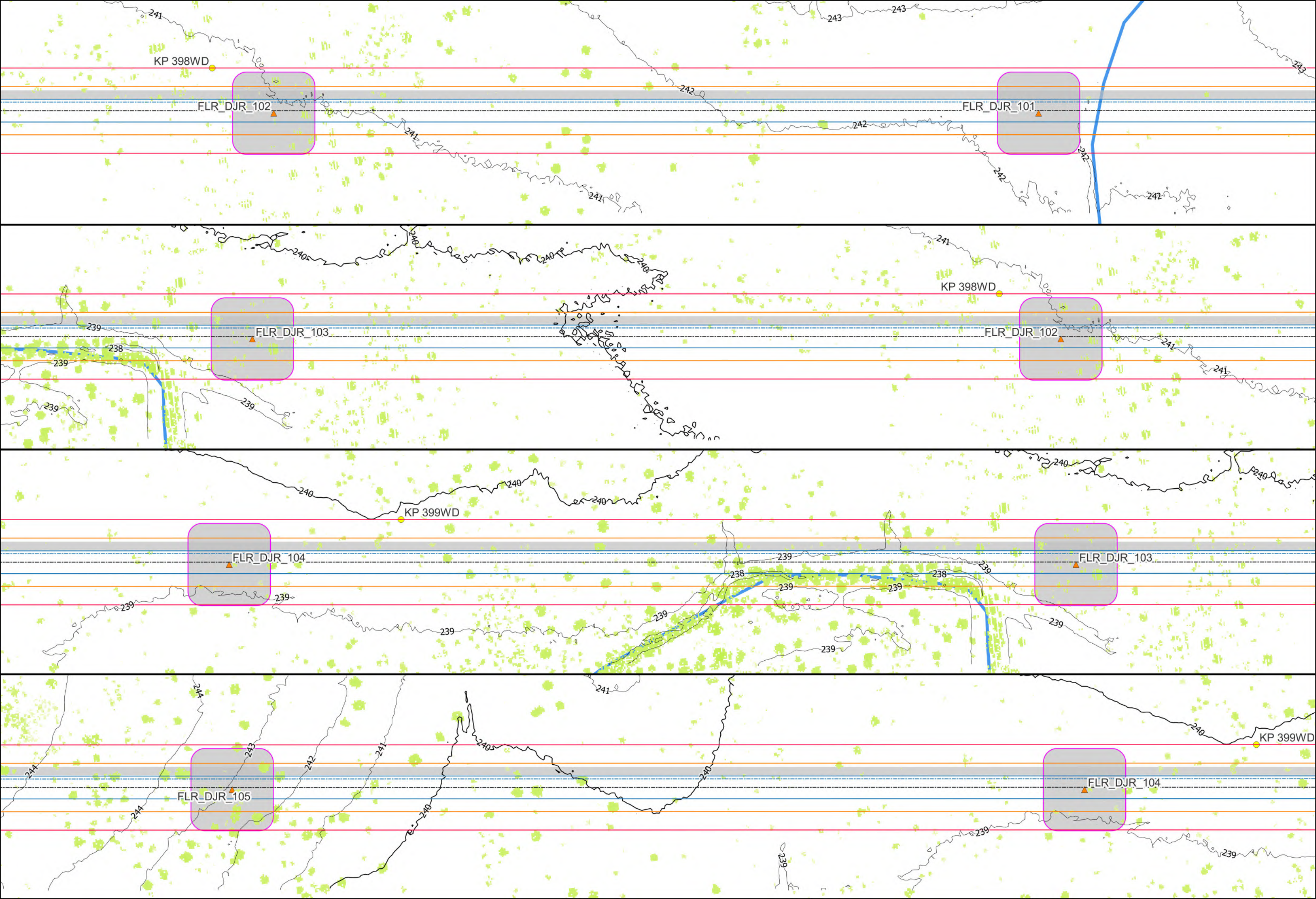
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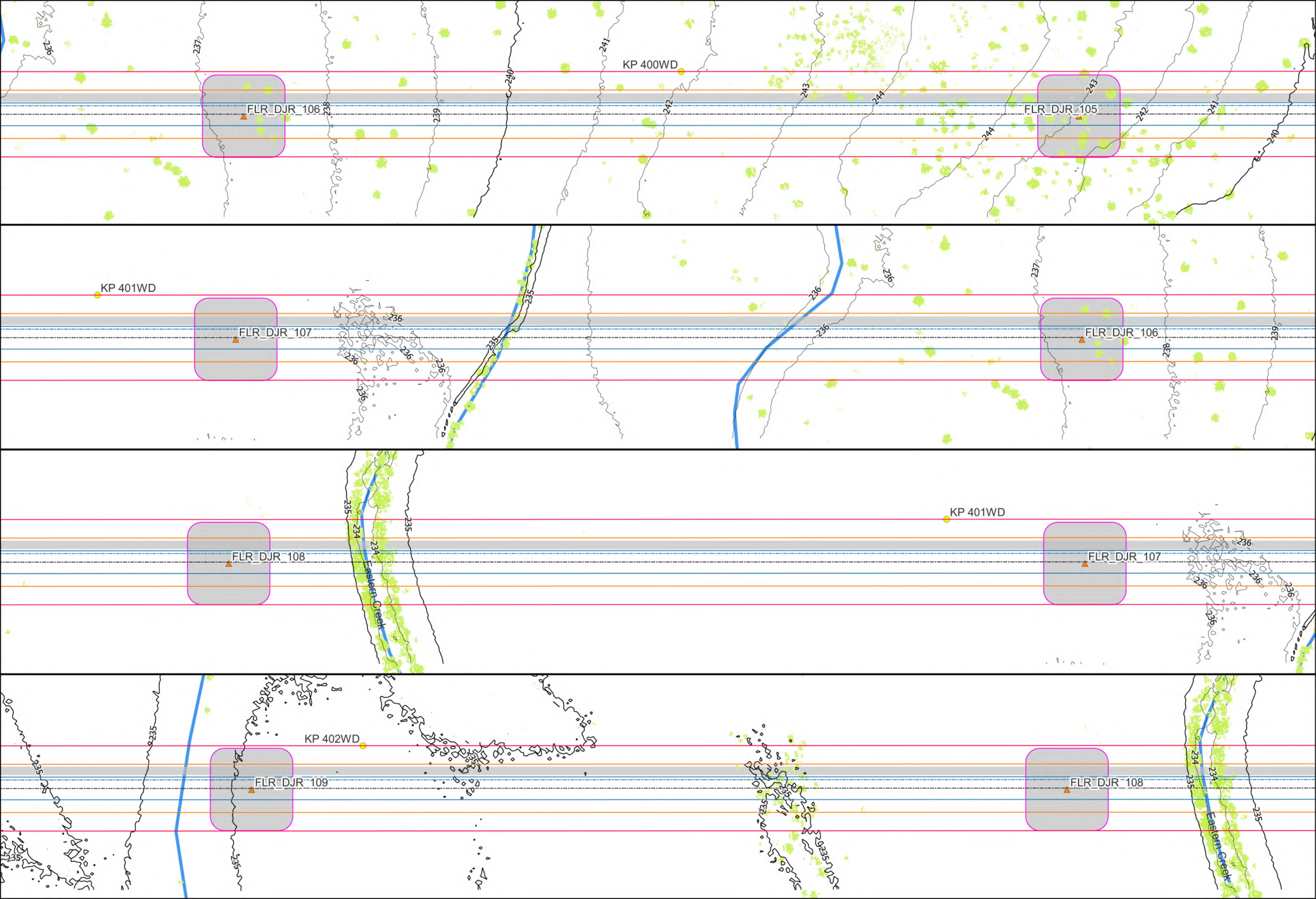
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

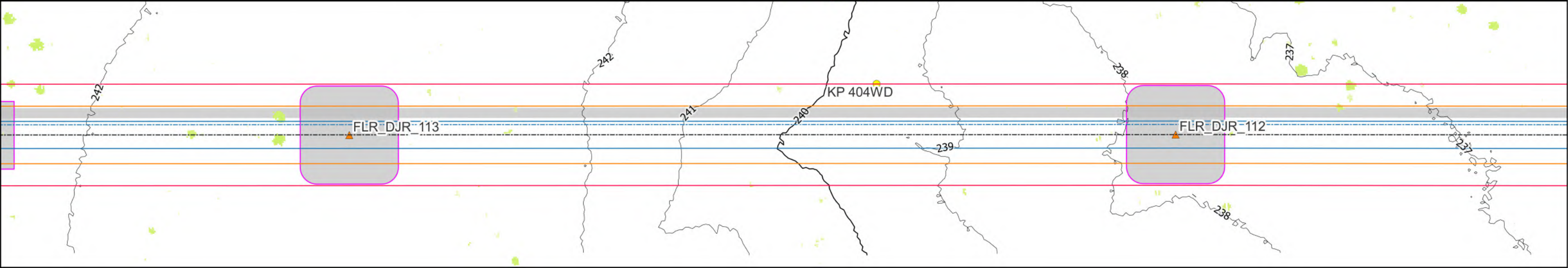
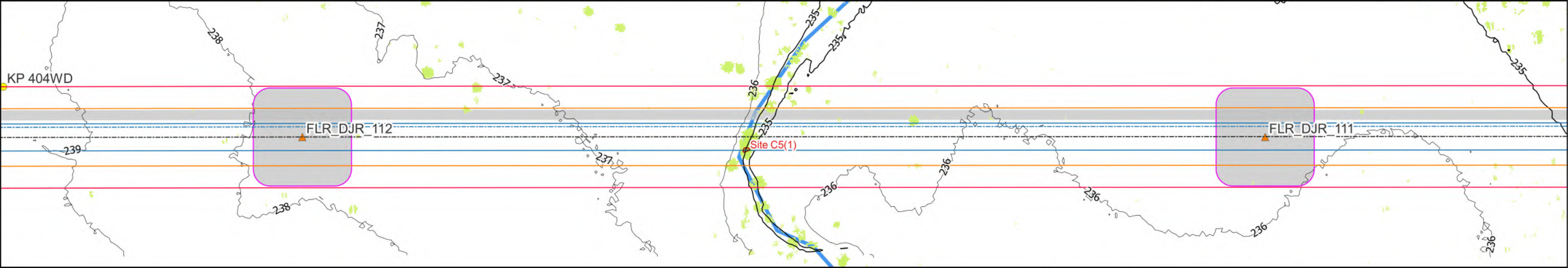
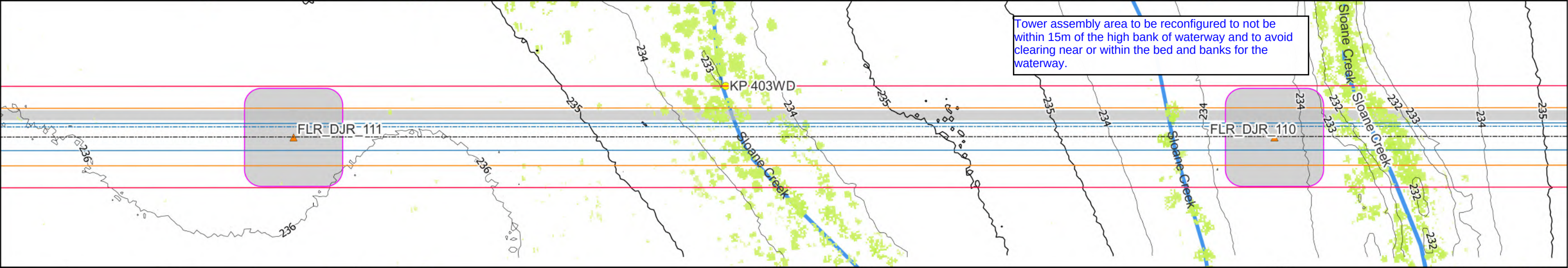
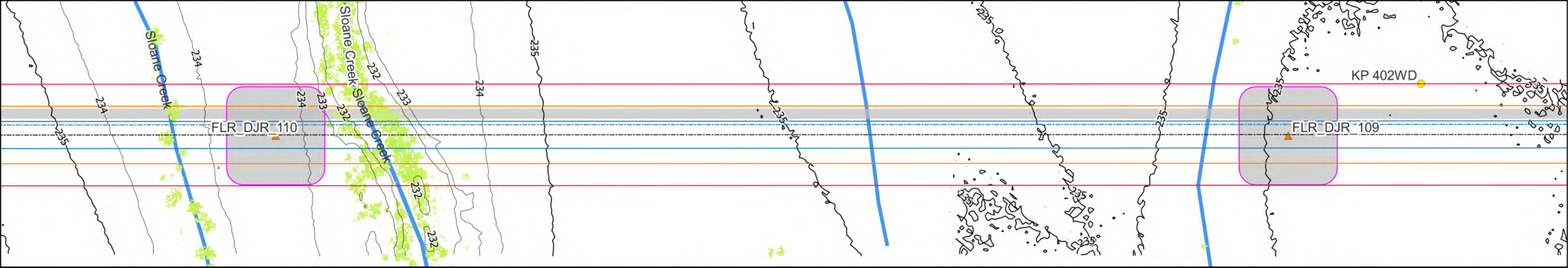
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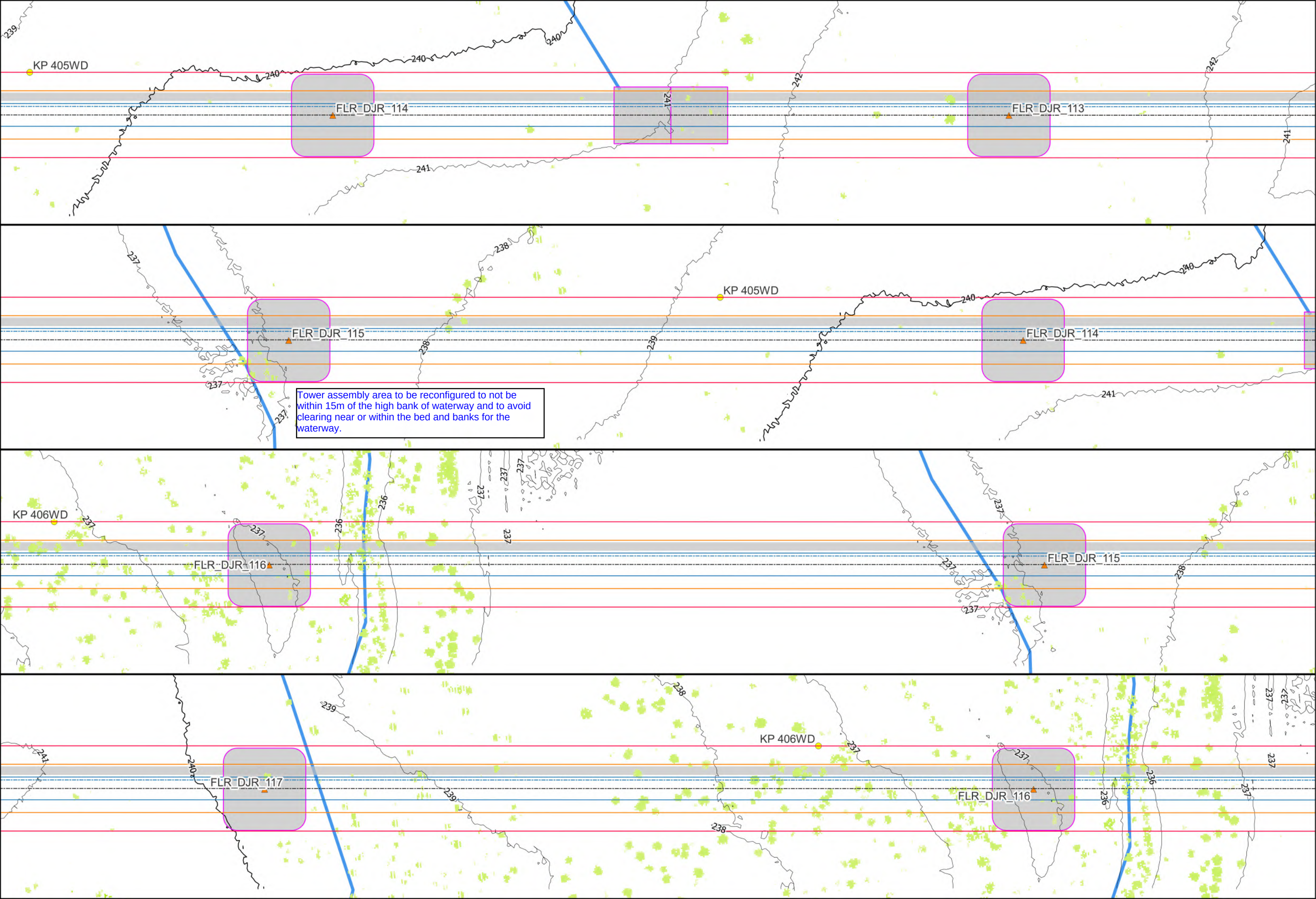
KP 397WD

FLR_DJR_100









KP 405WD

FLR DJR 114

FLR DJR 113

KP 405WD

FLR DJR 115

FLR DJR 114

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.

KP 406WD

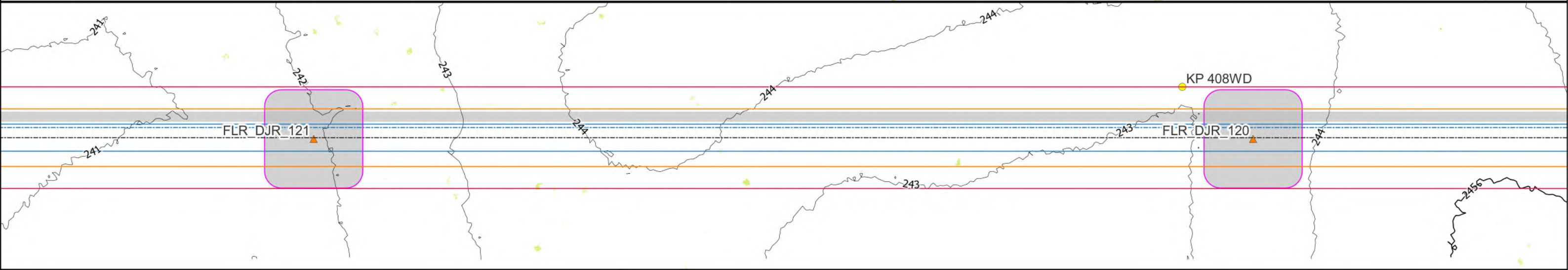
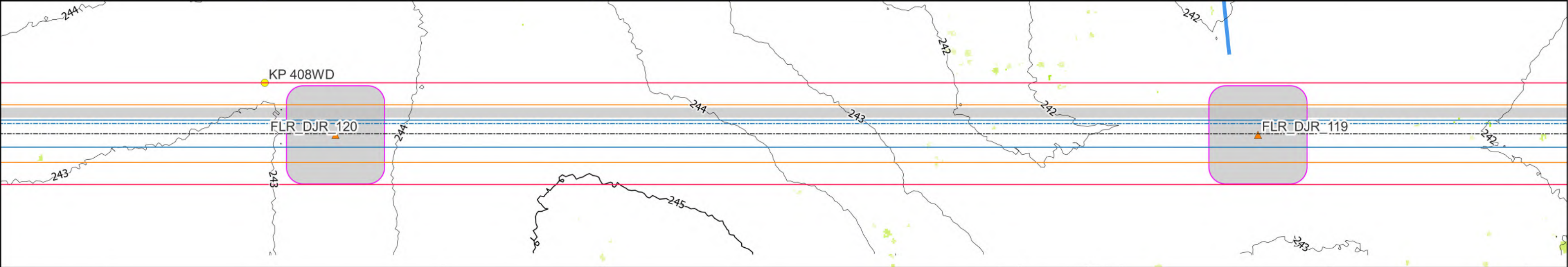
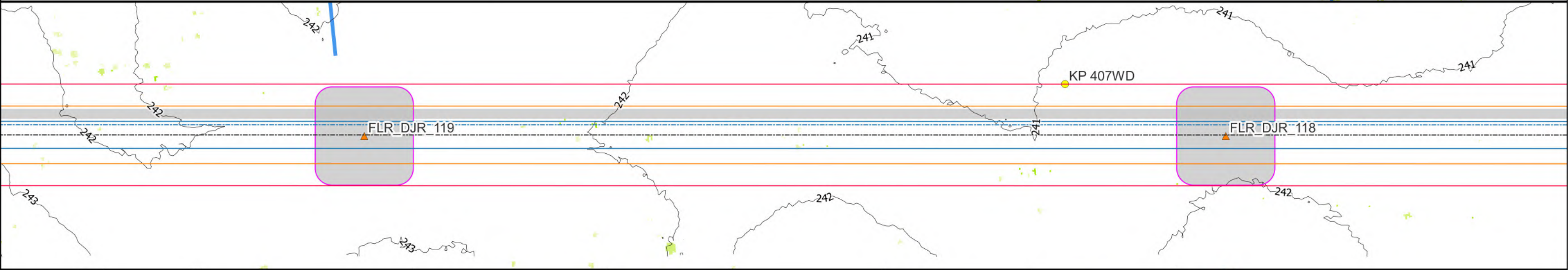
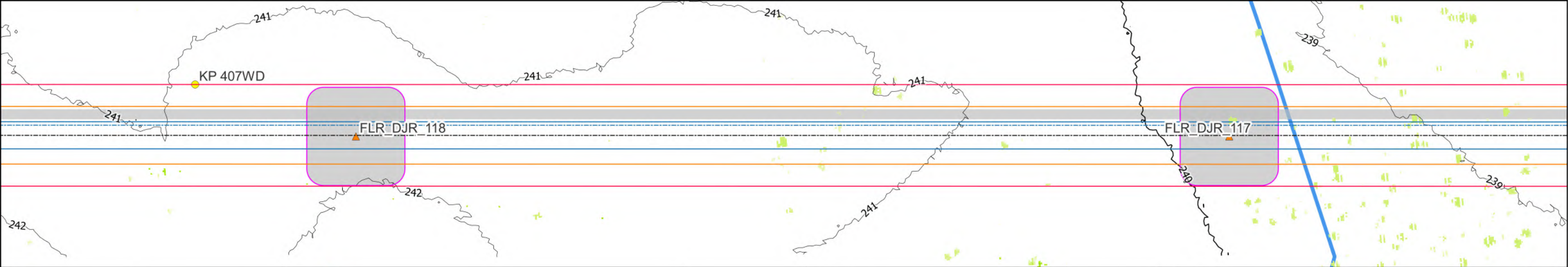
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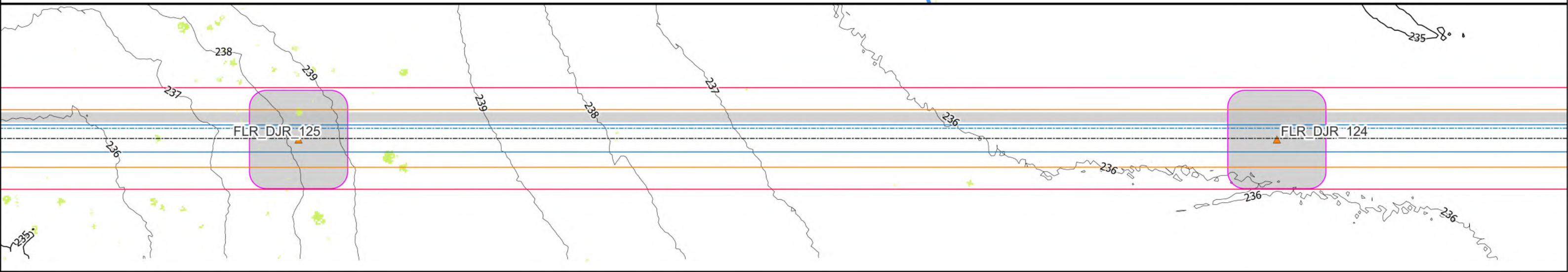
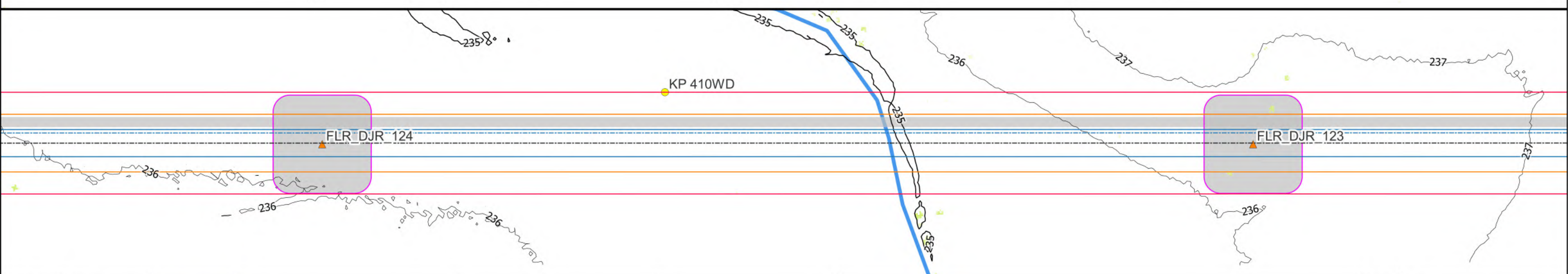
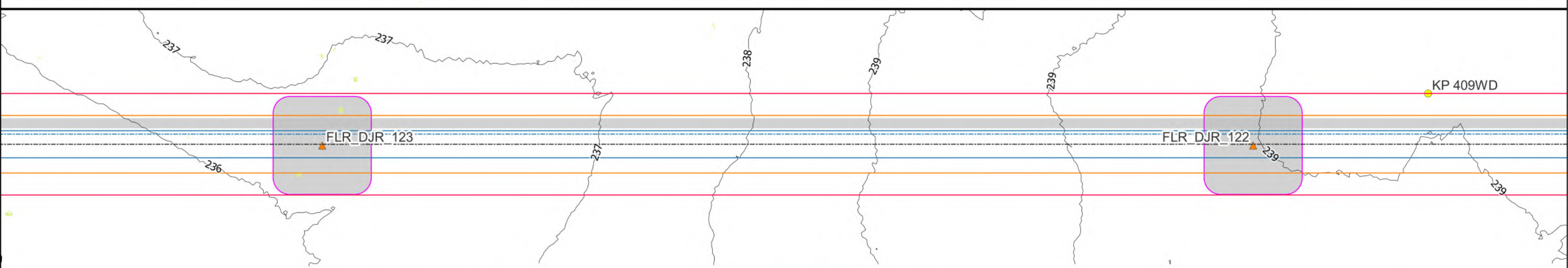
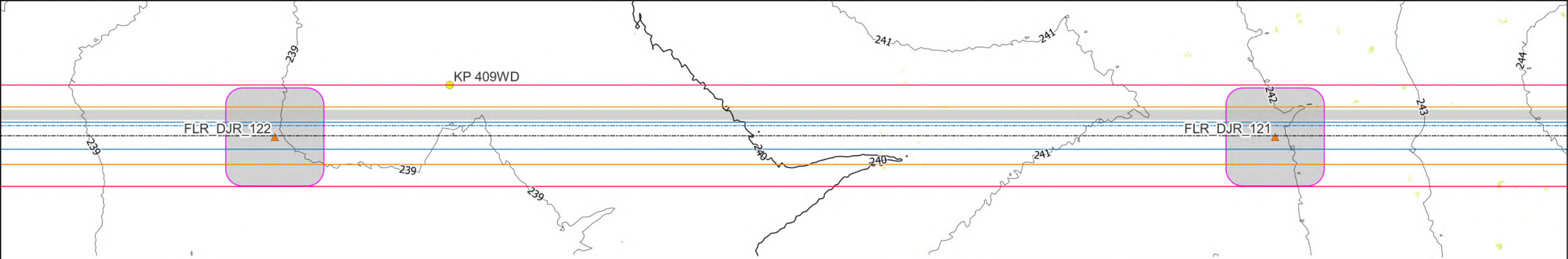
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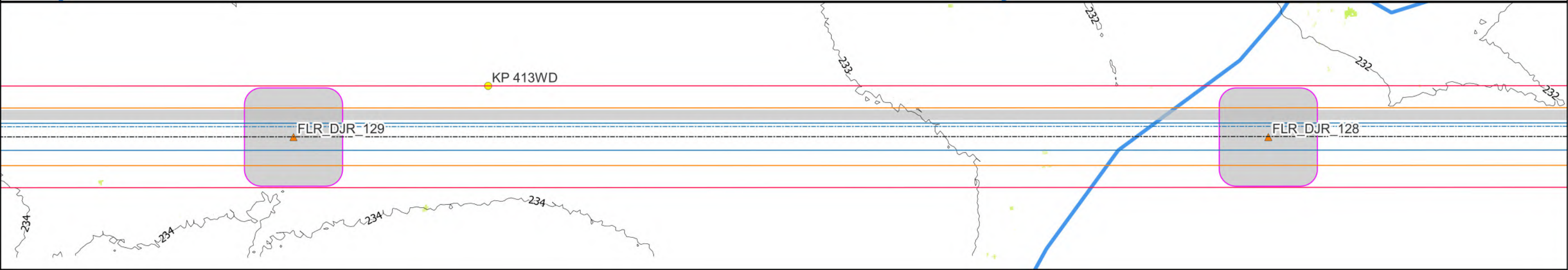
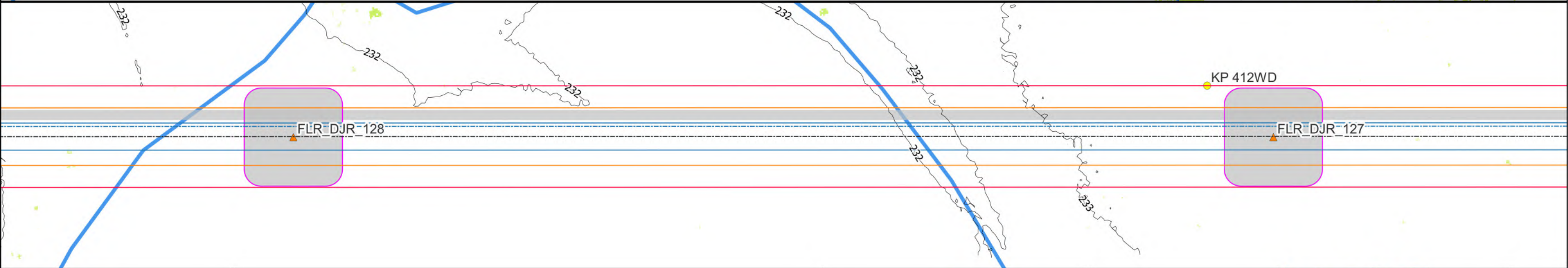
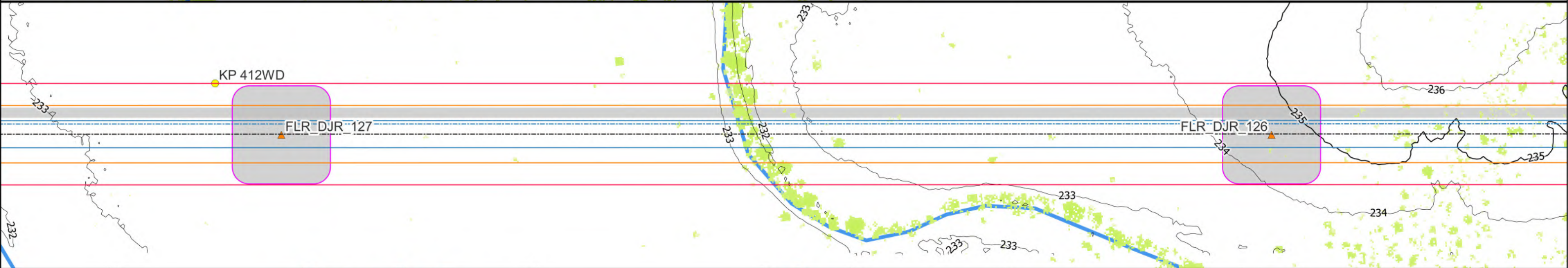
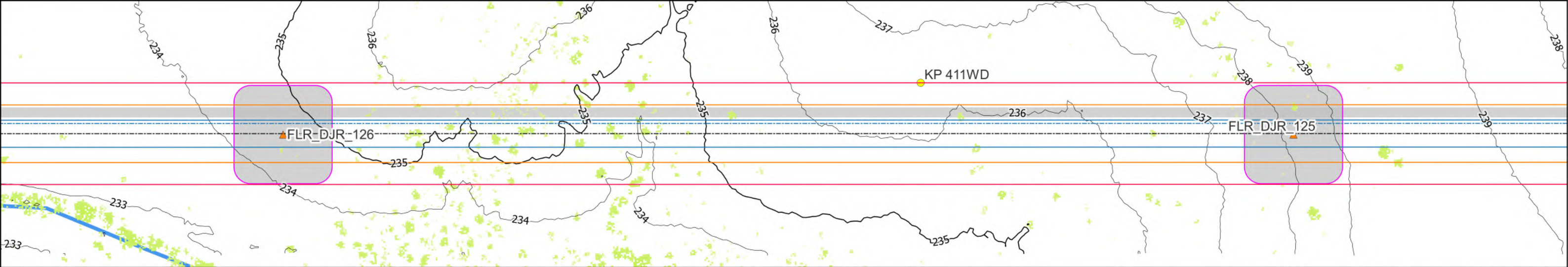
KP 406WD

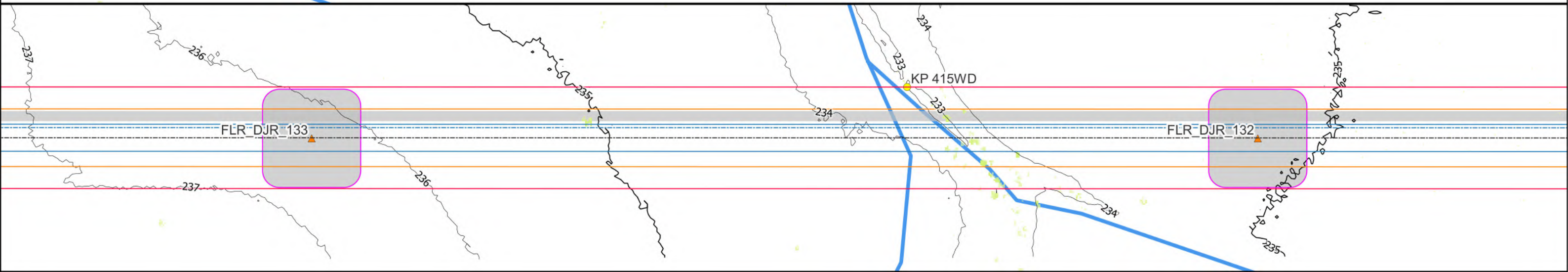
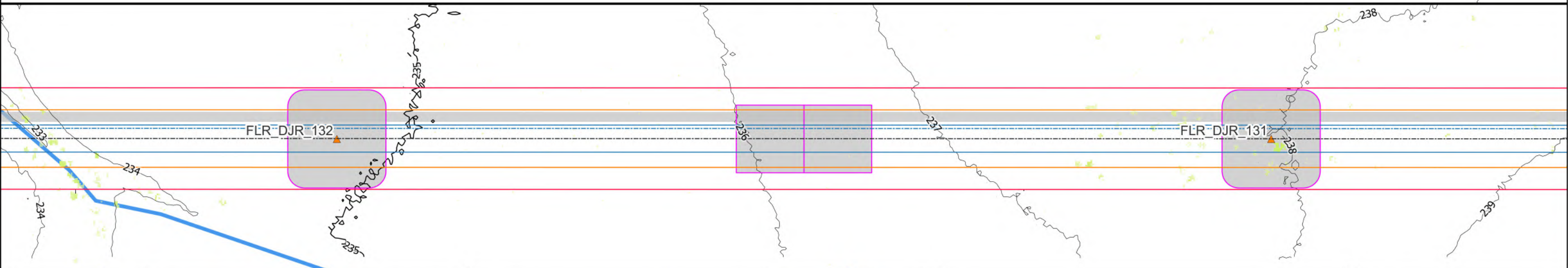
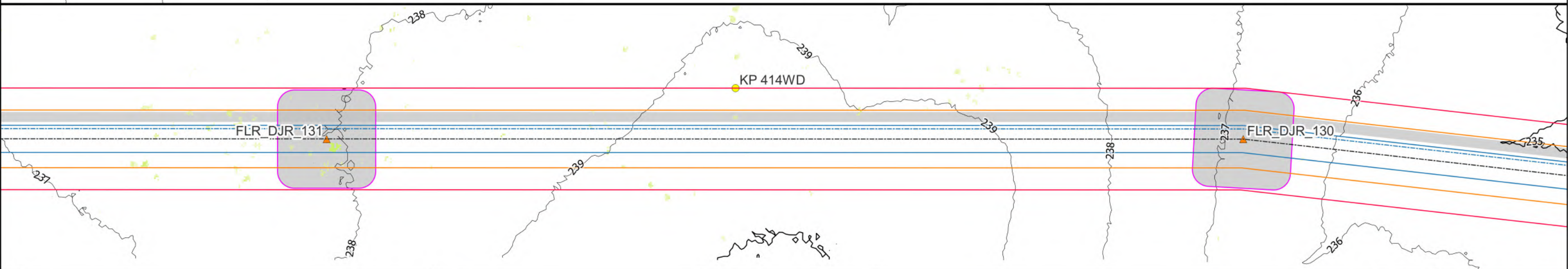
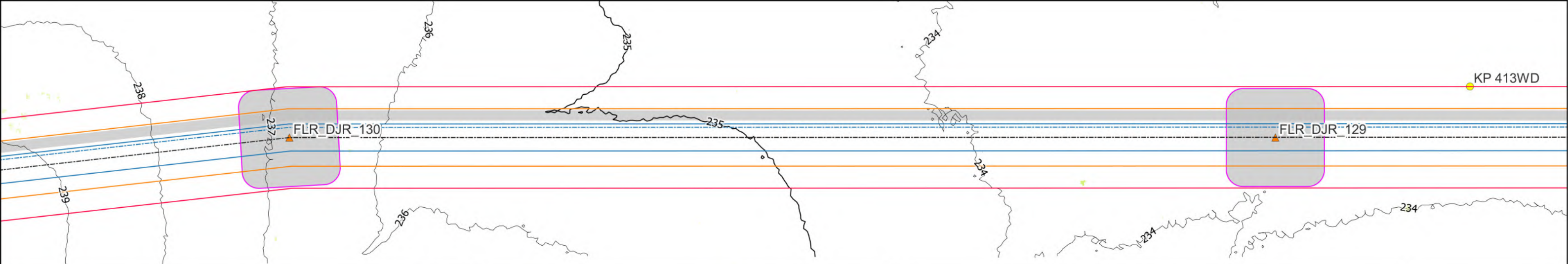
FLR DJR 117

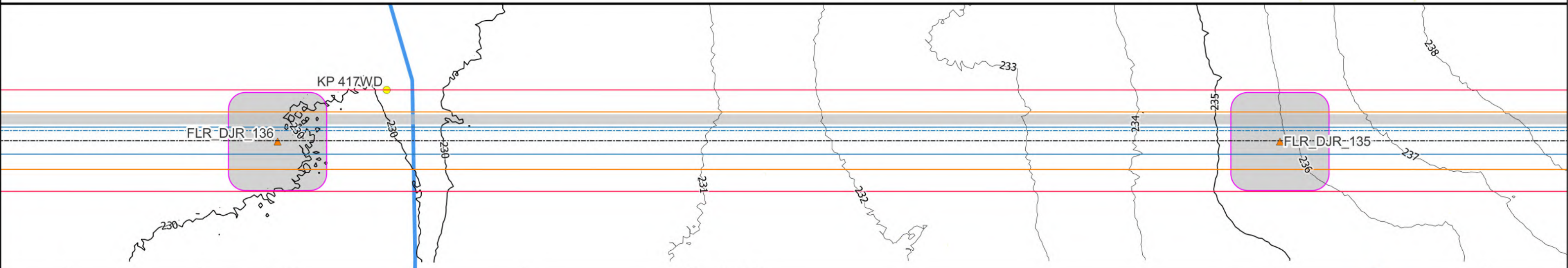
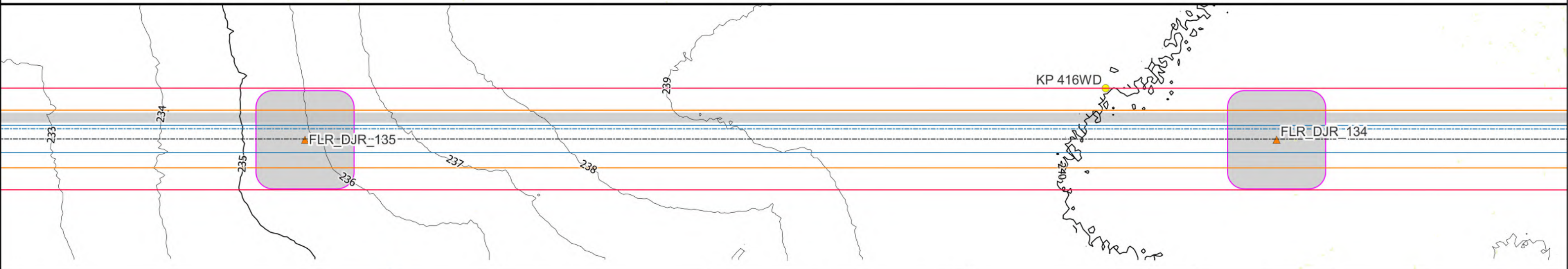
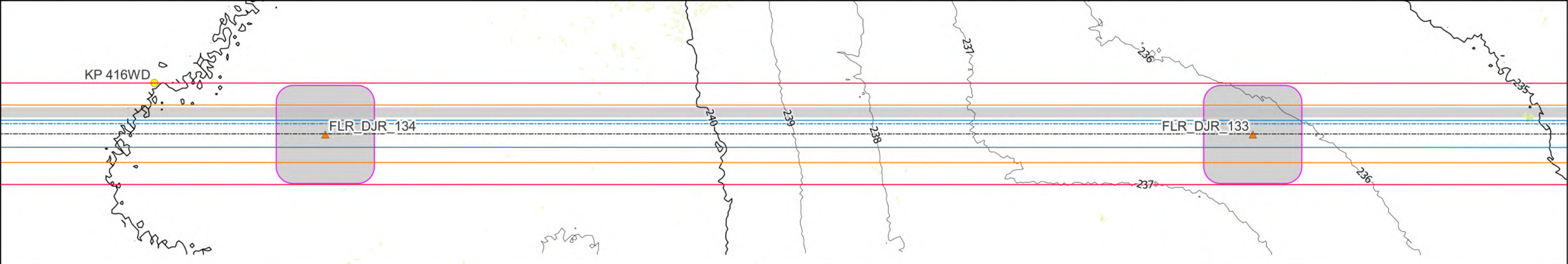
FLR DJR 116

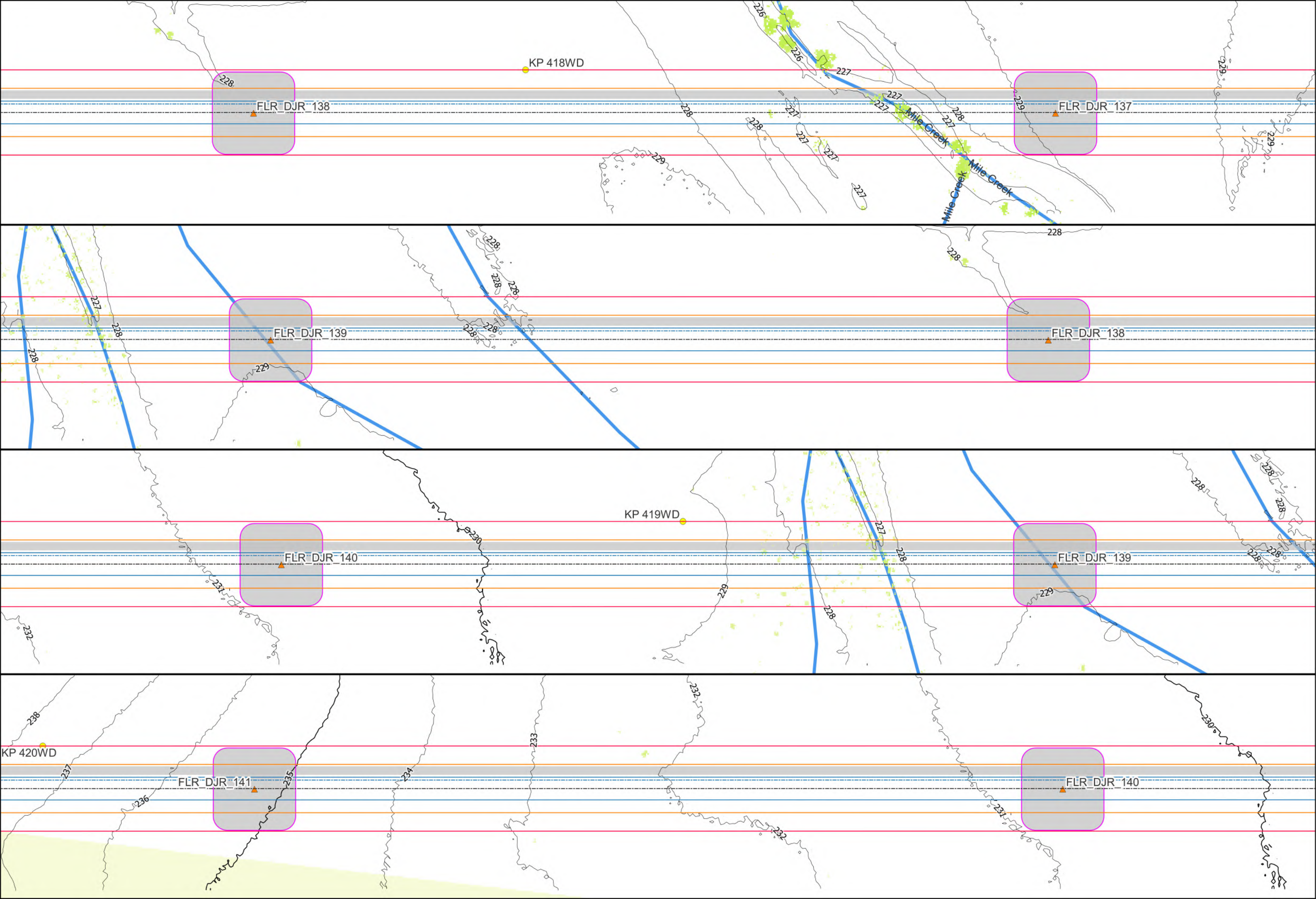


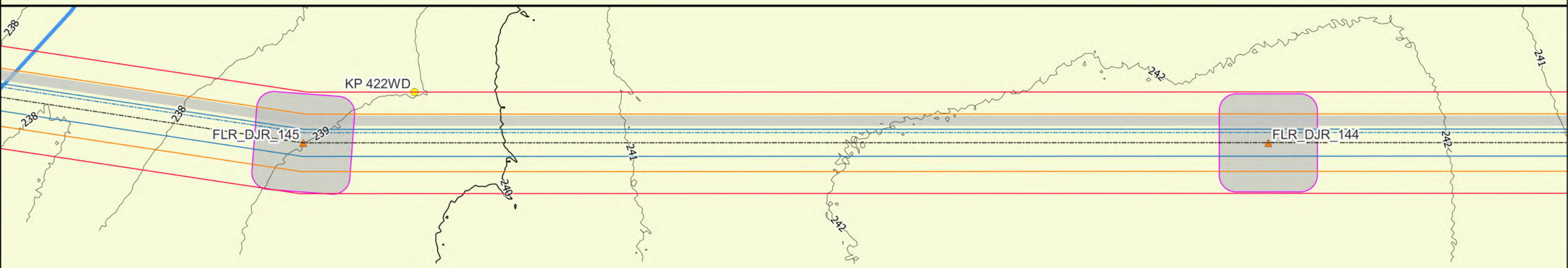
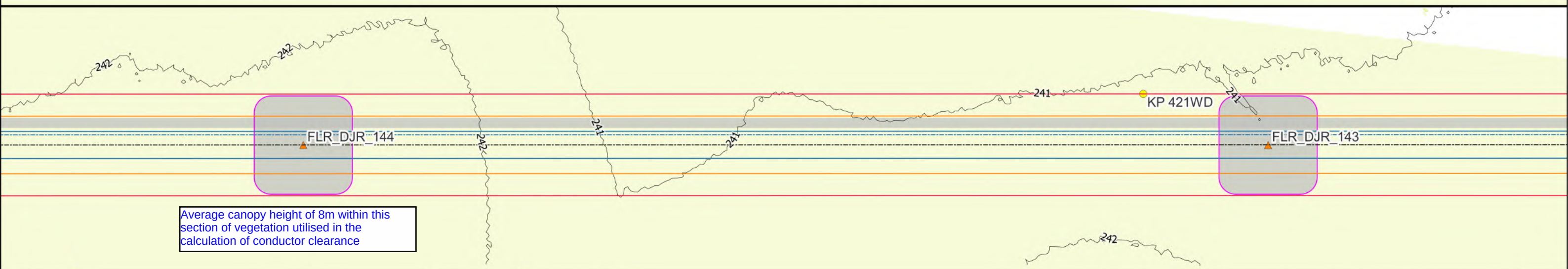
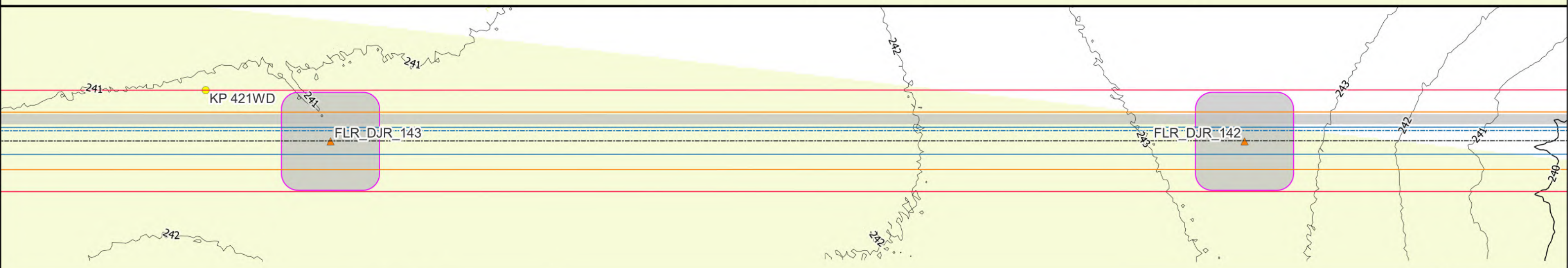
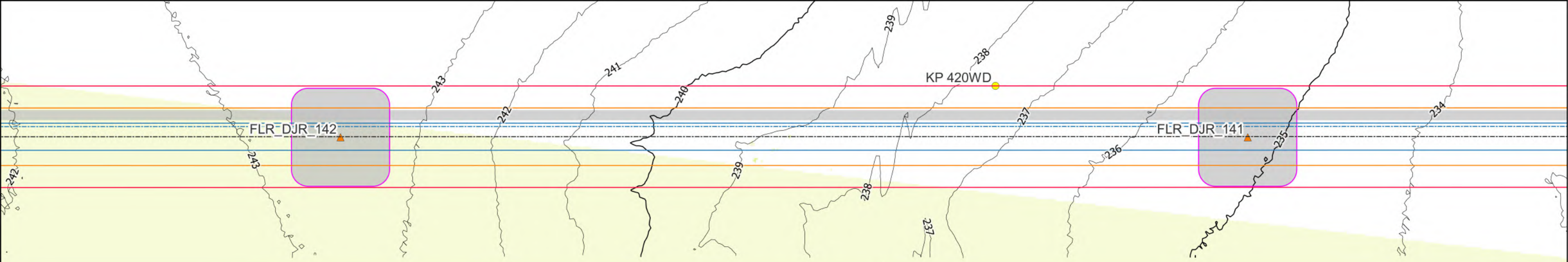


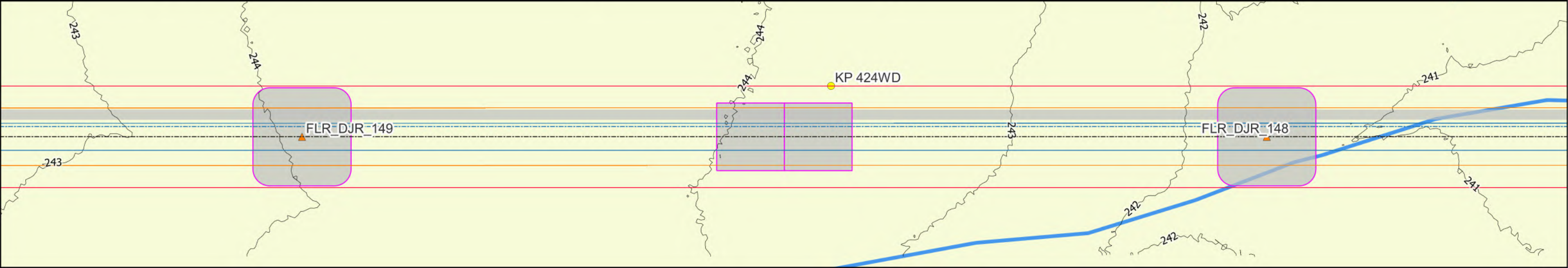
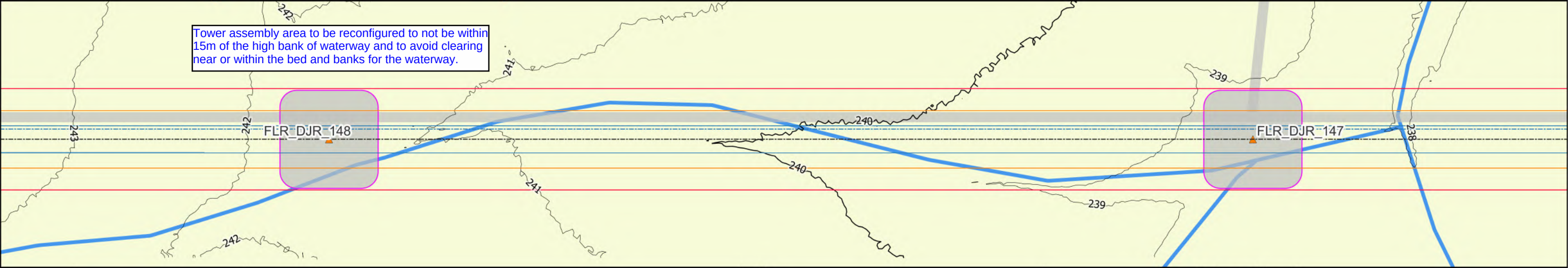
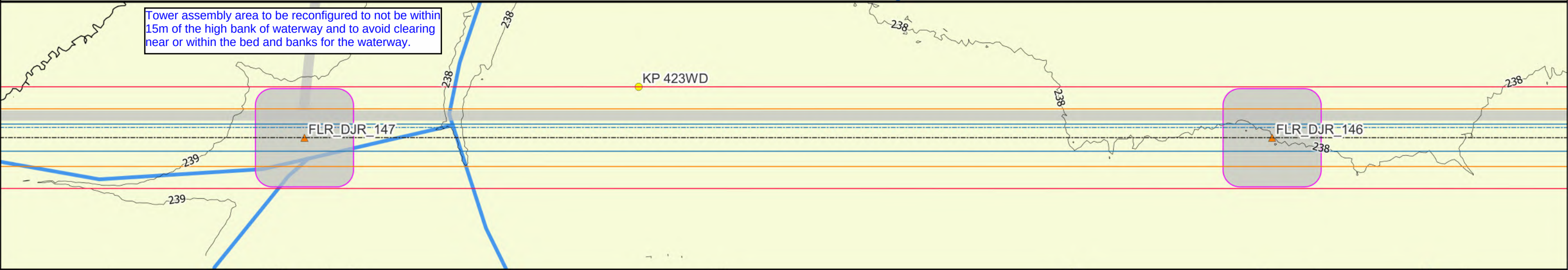
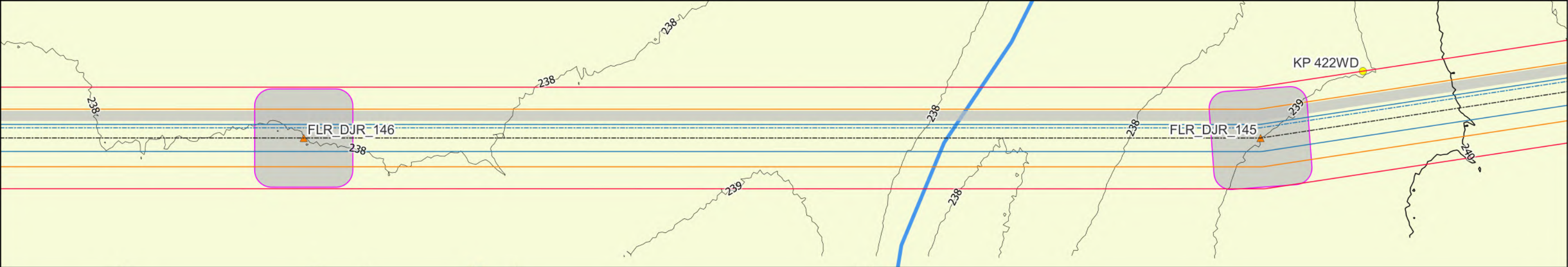


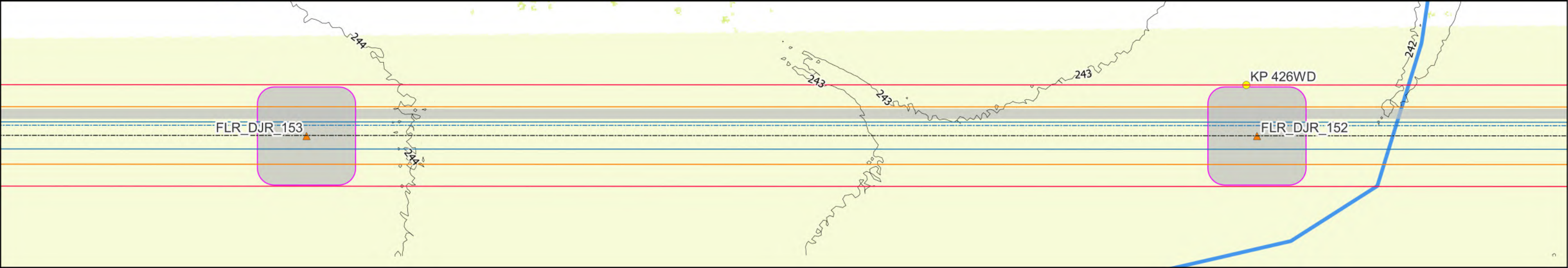
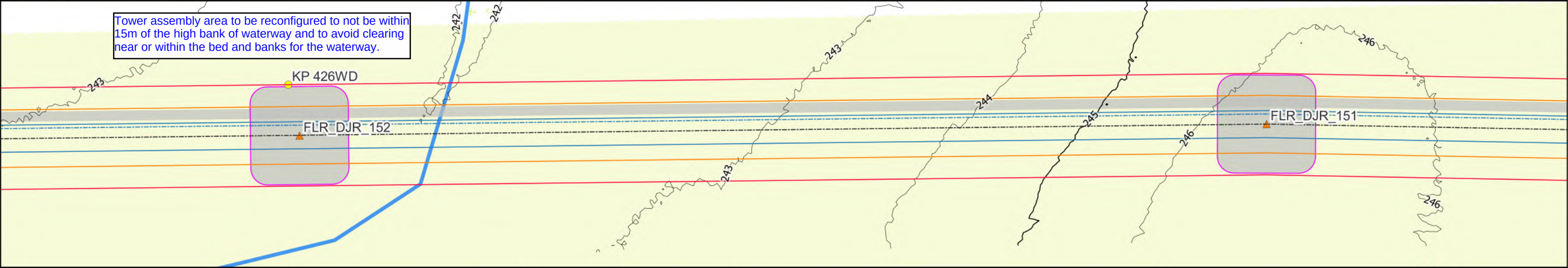
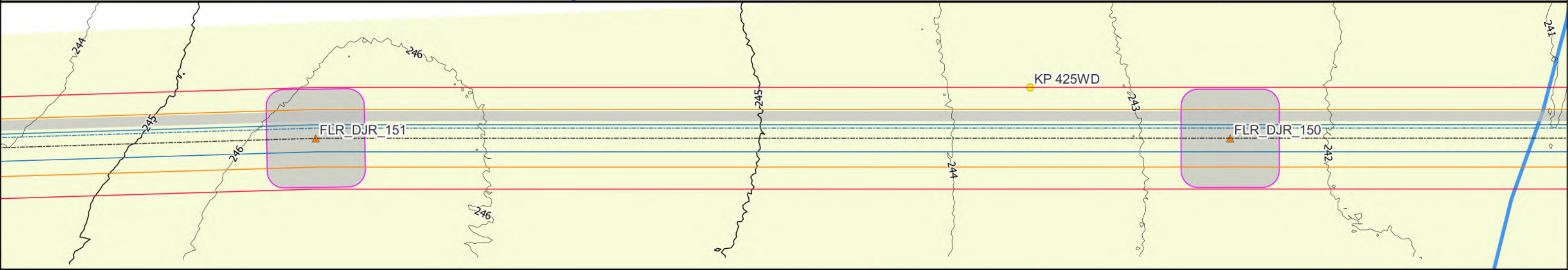
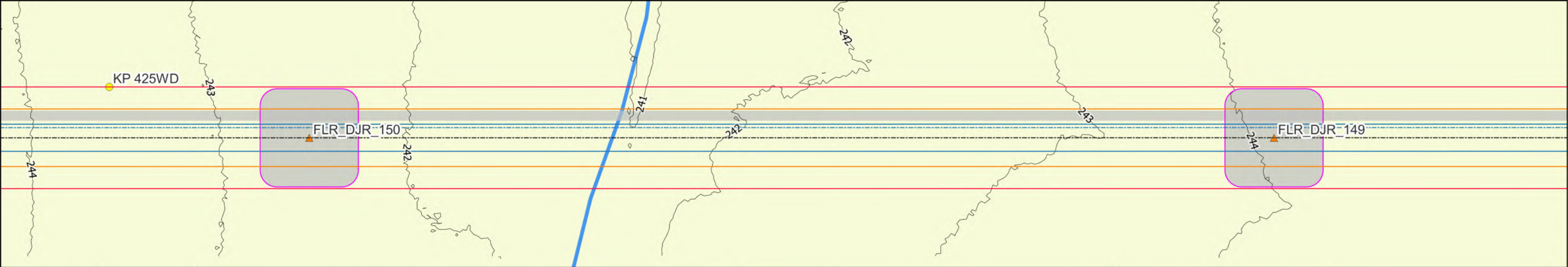


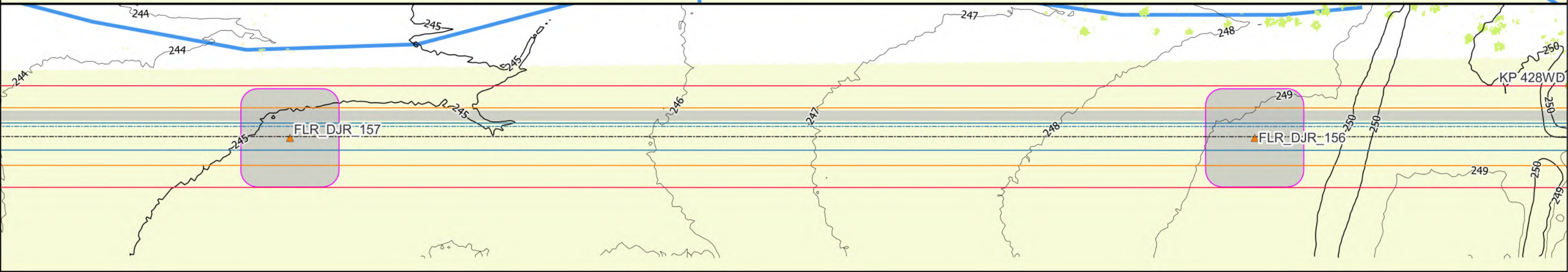
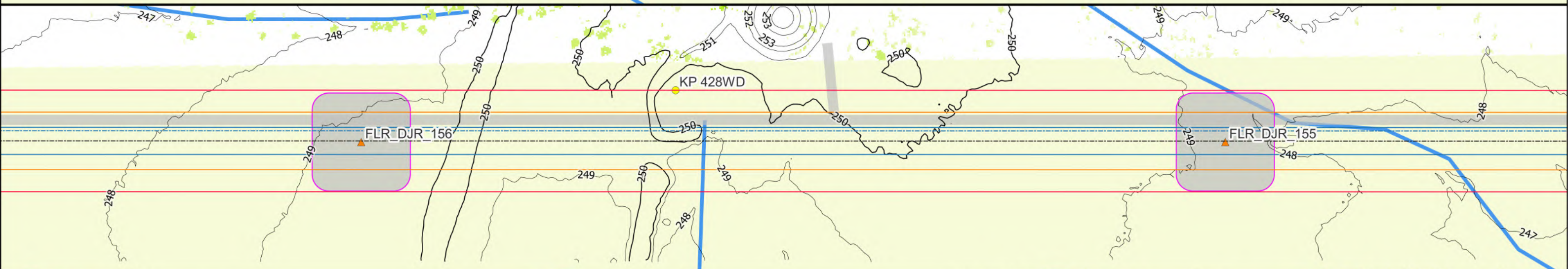
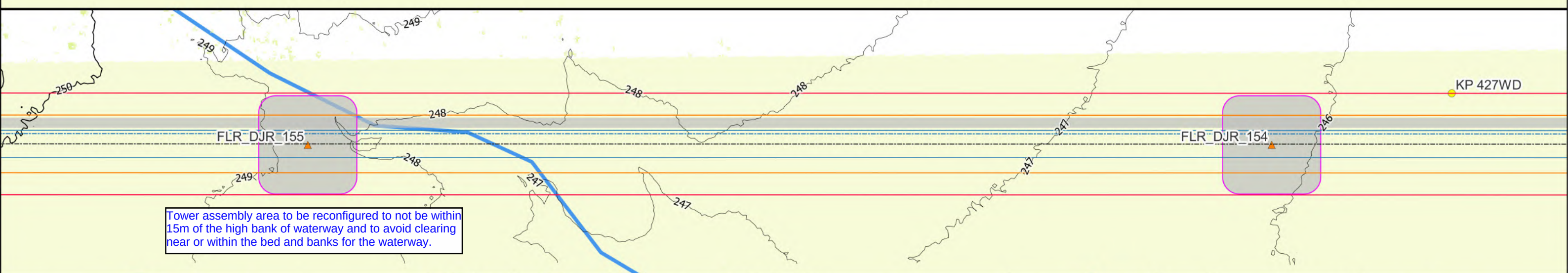
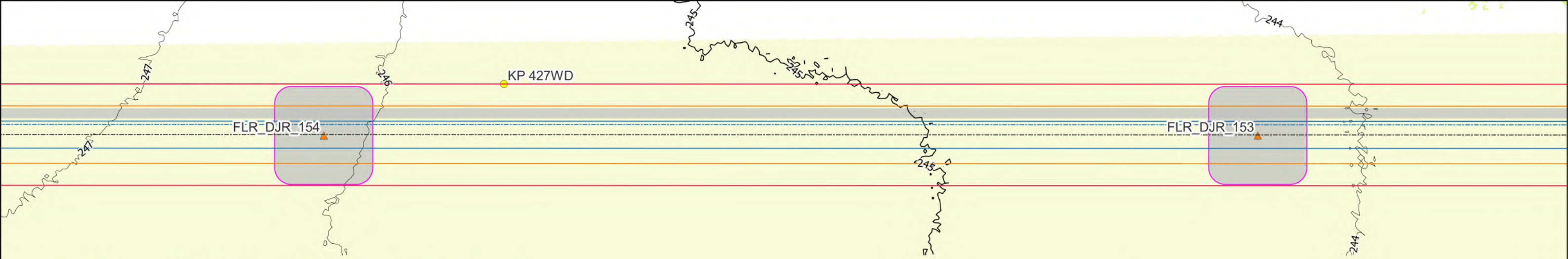


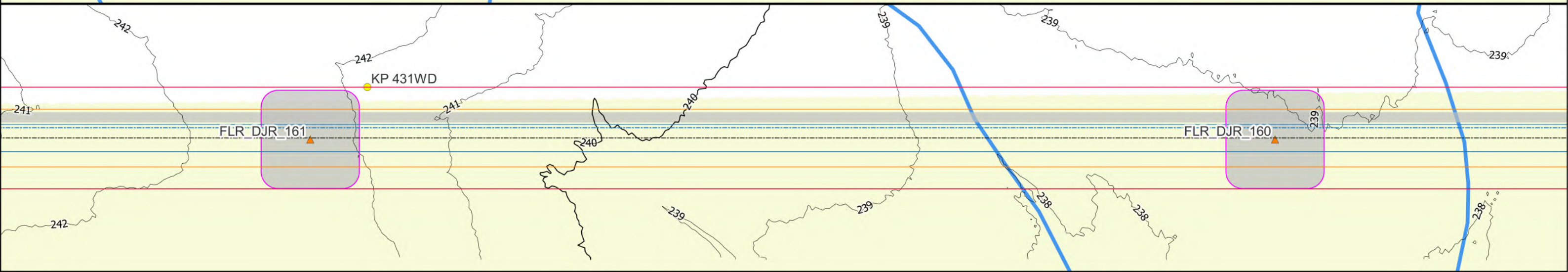
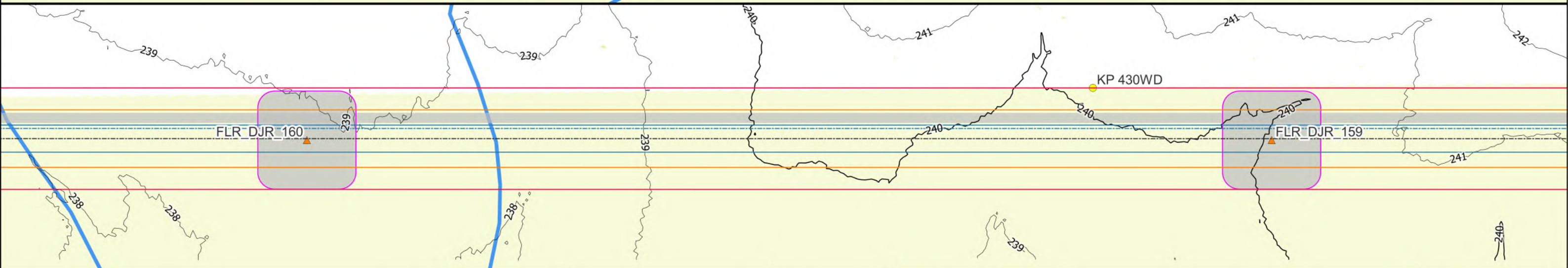
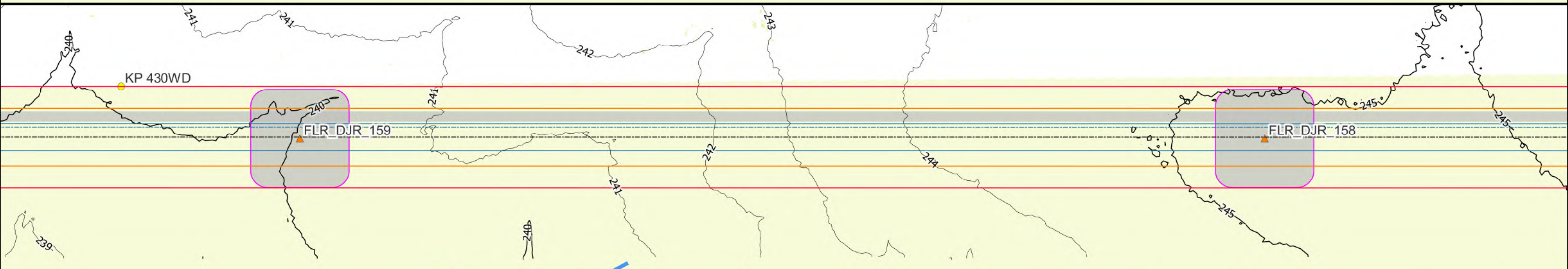
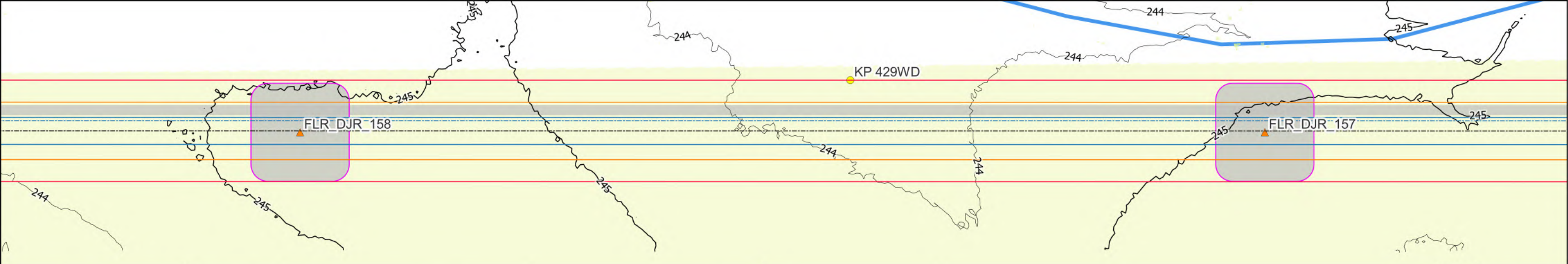


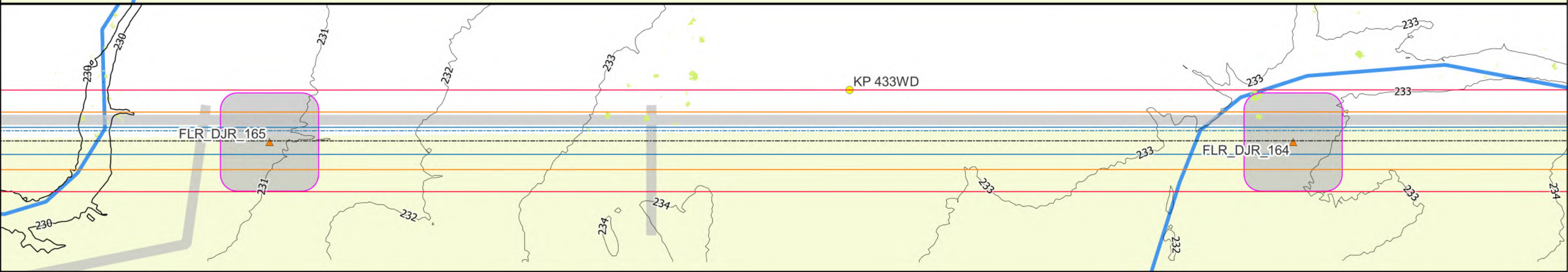
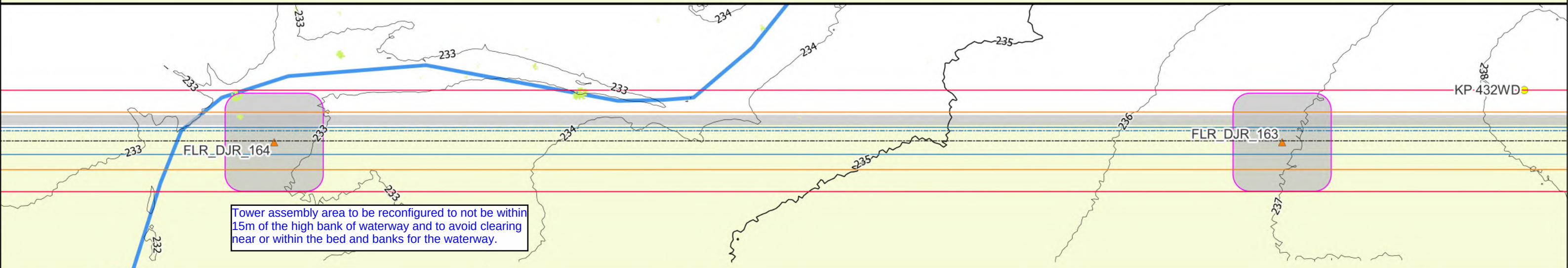
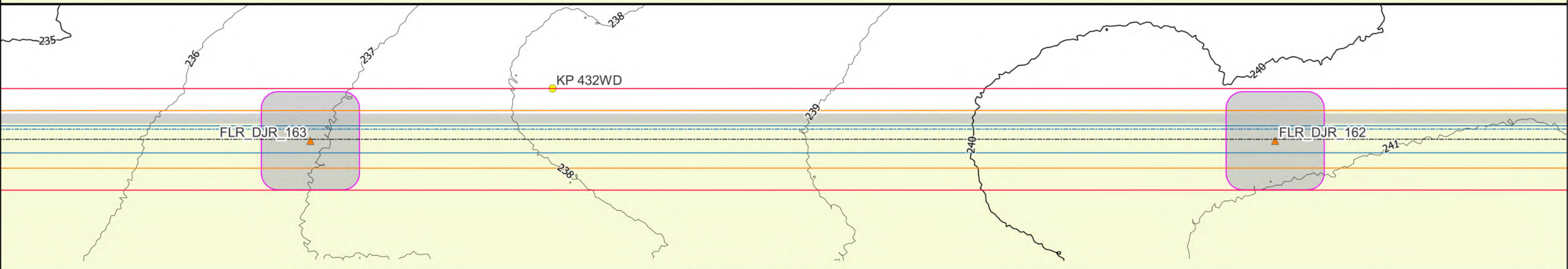
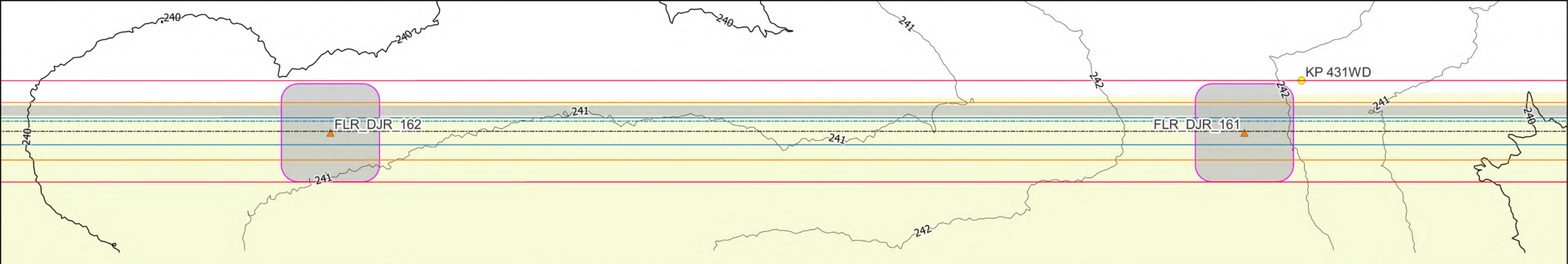


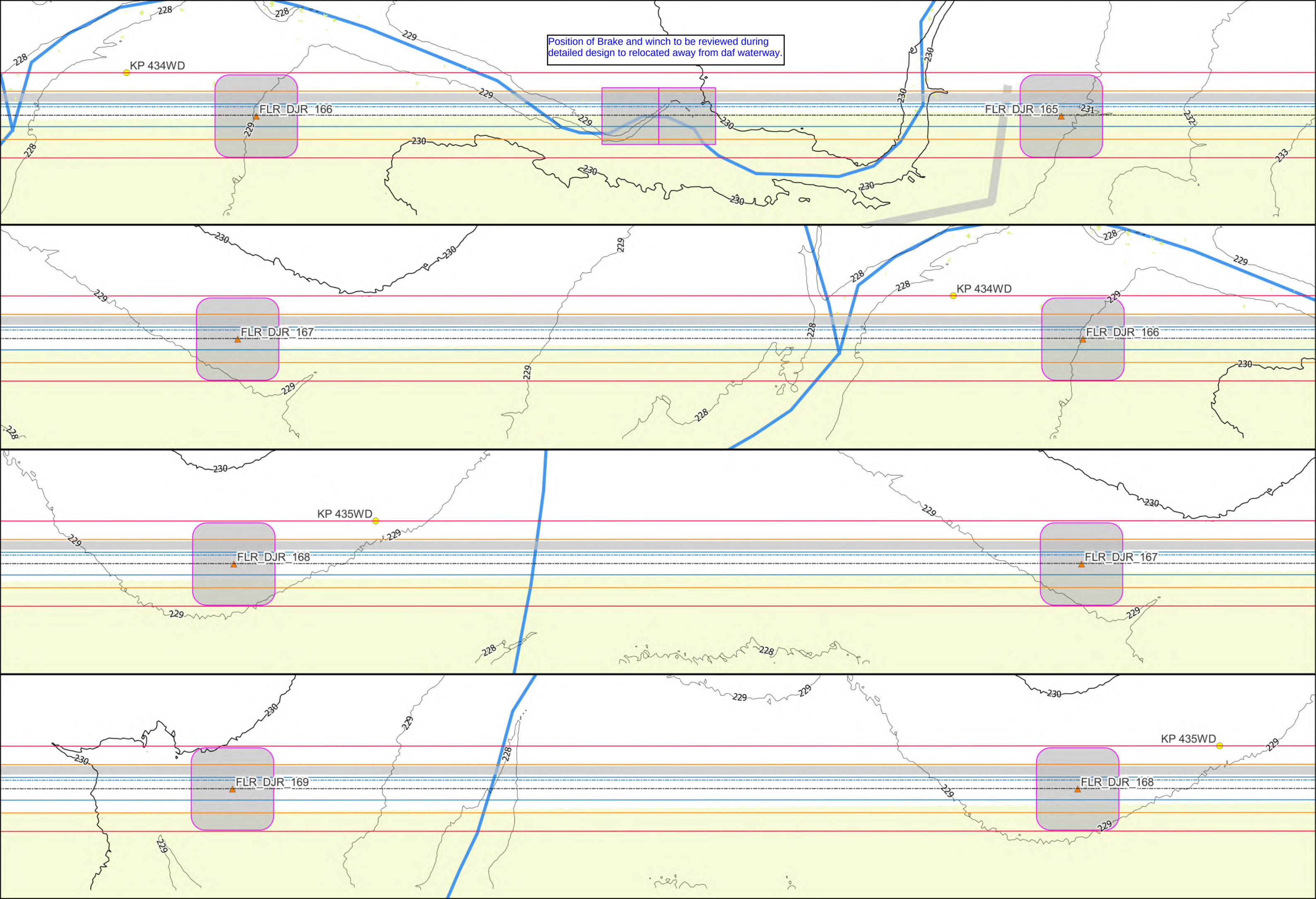


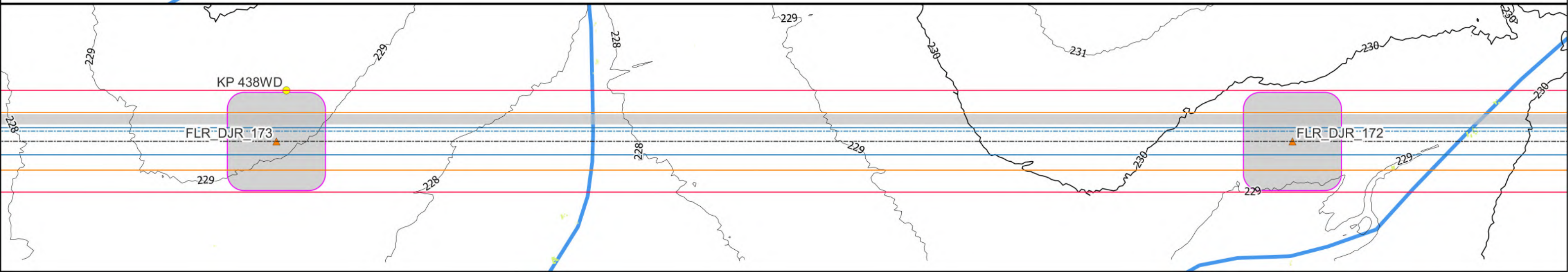
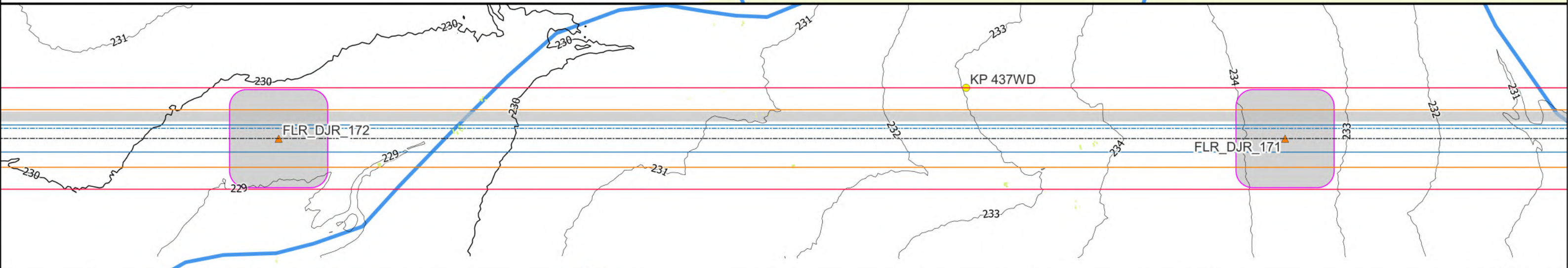
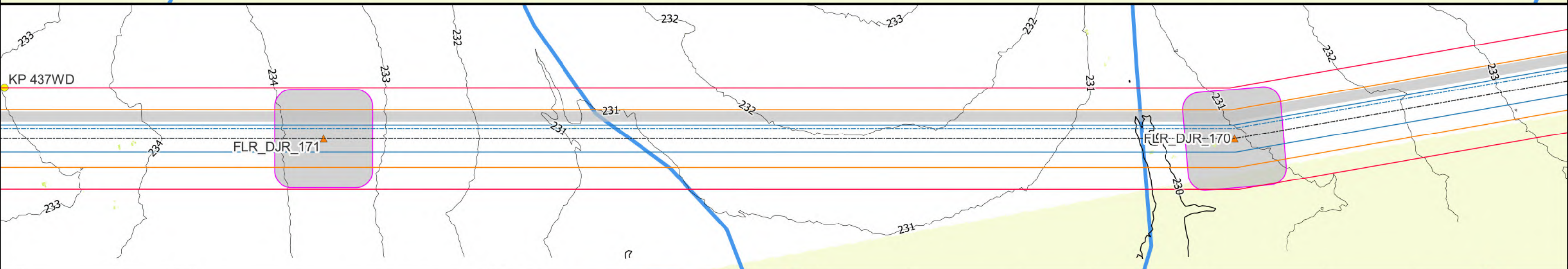
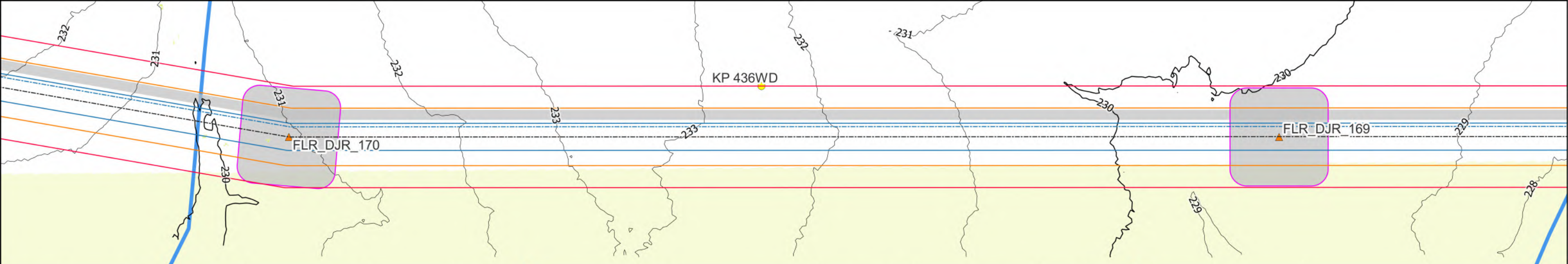


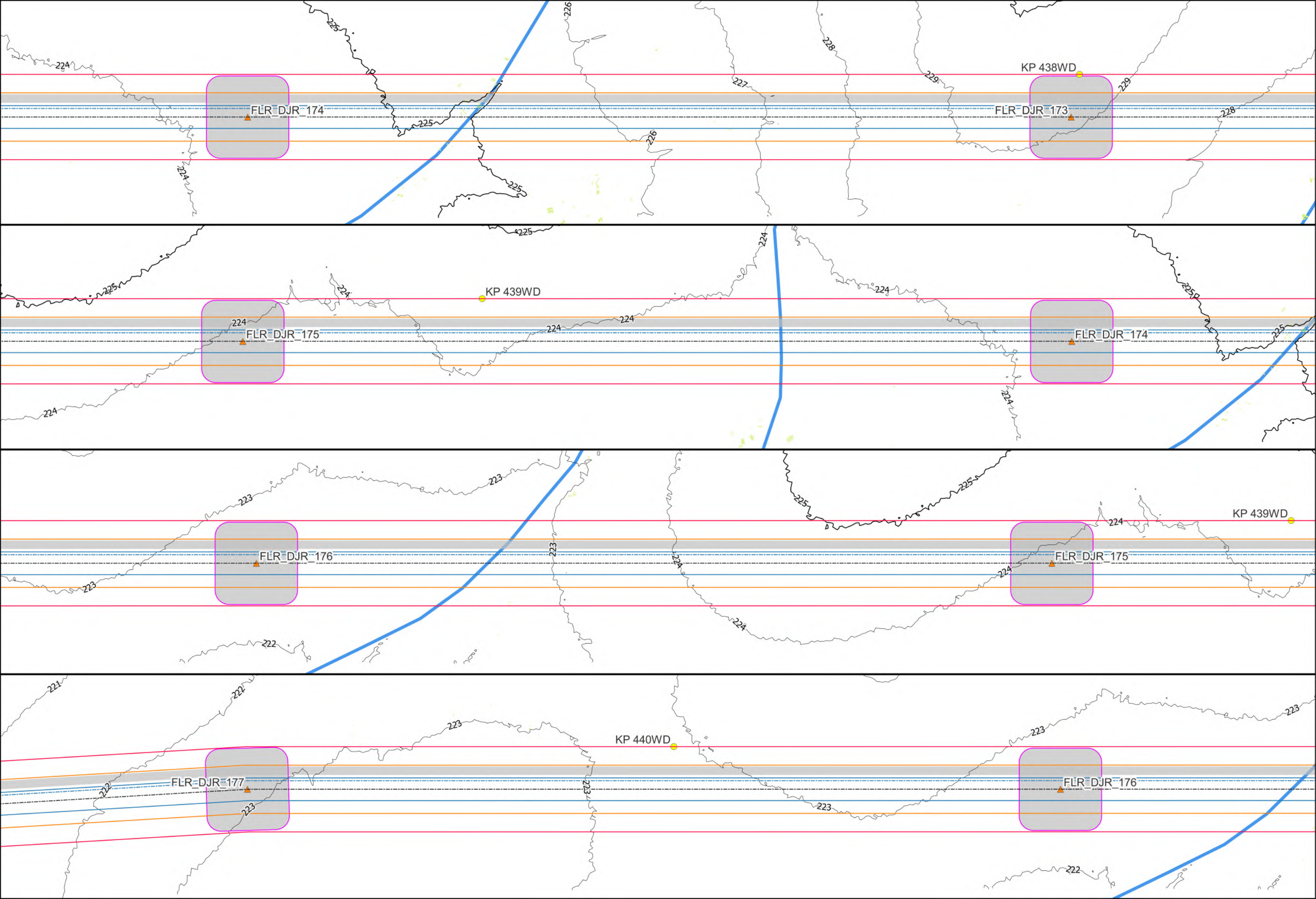


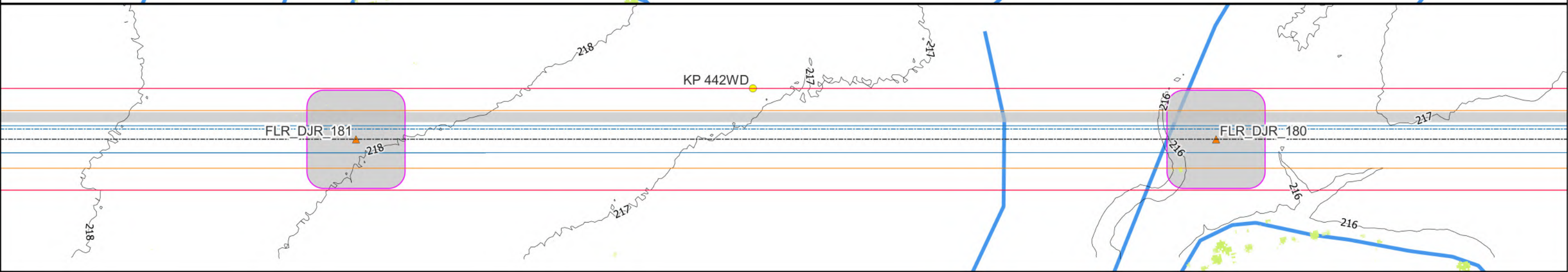
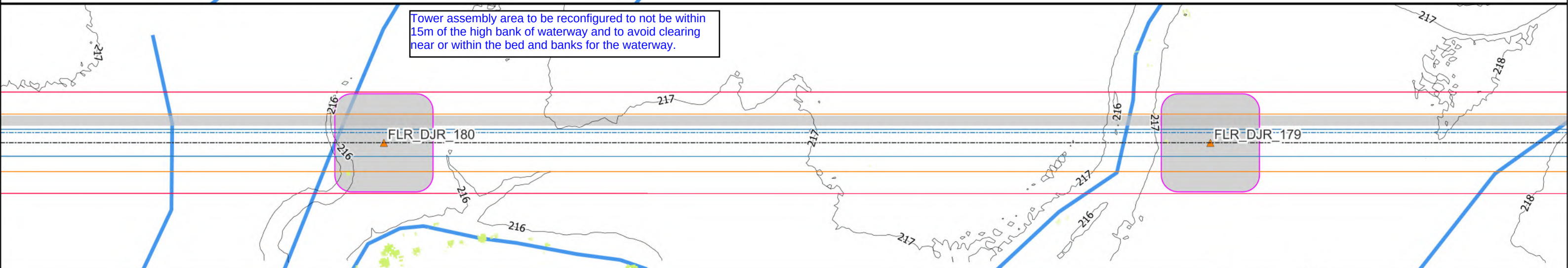
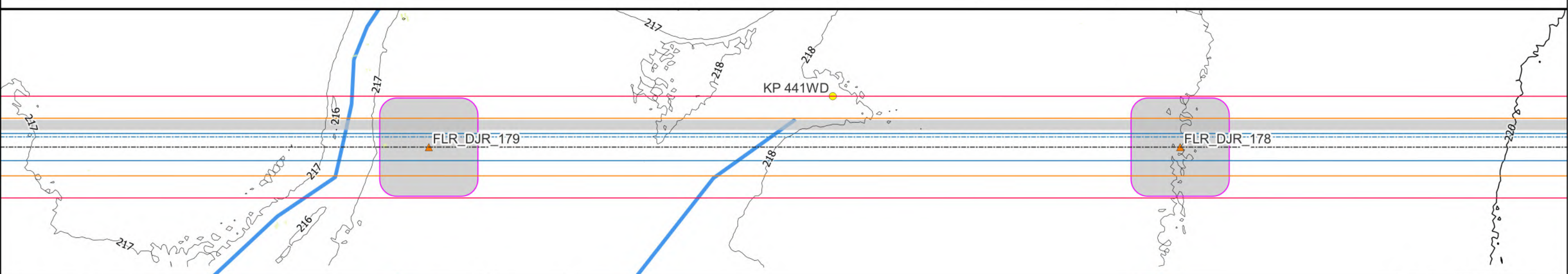
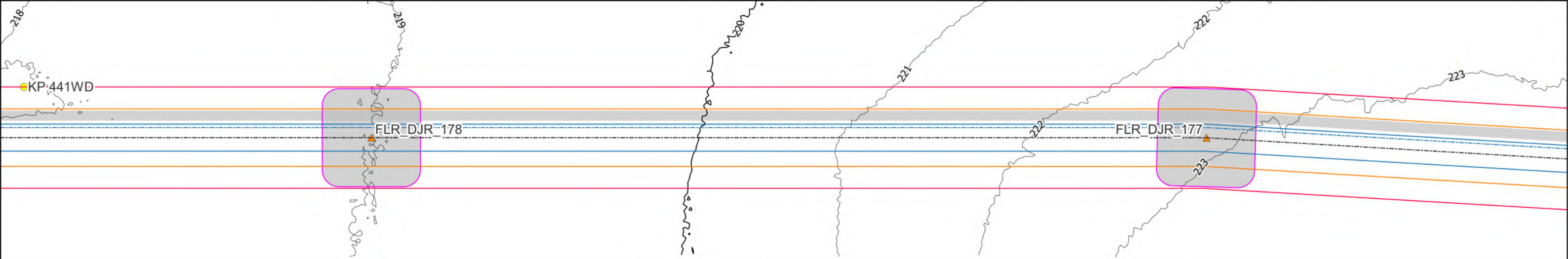


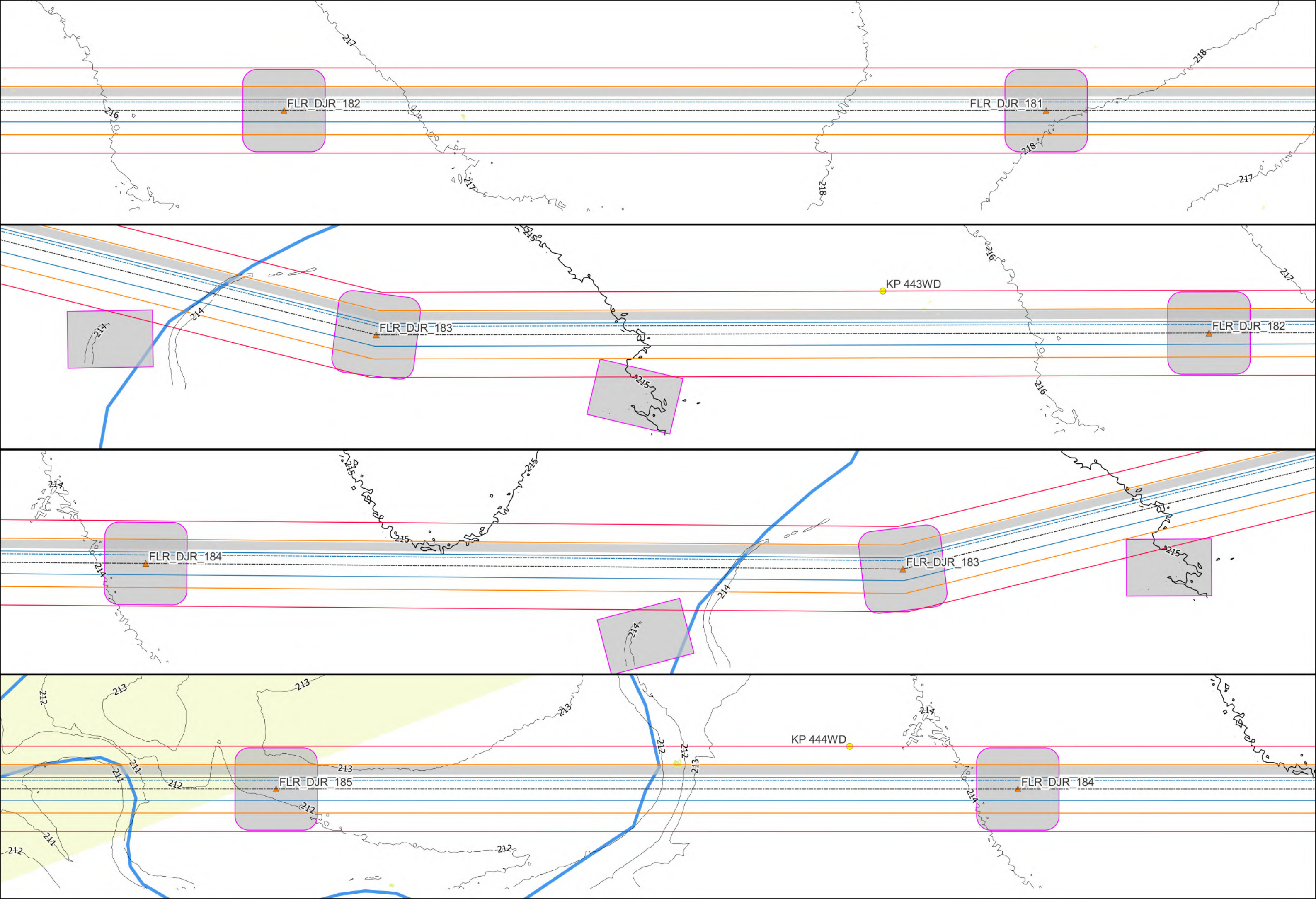


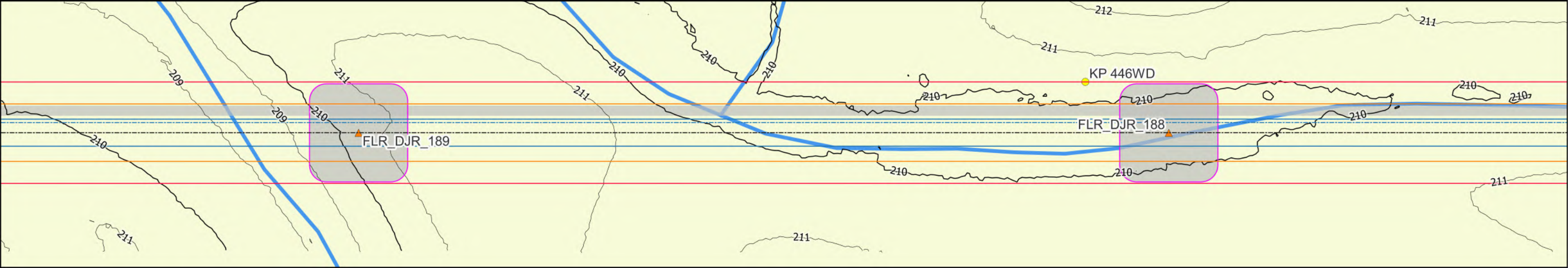
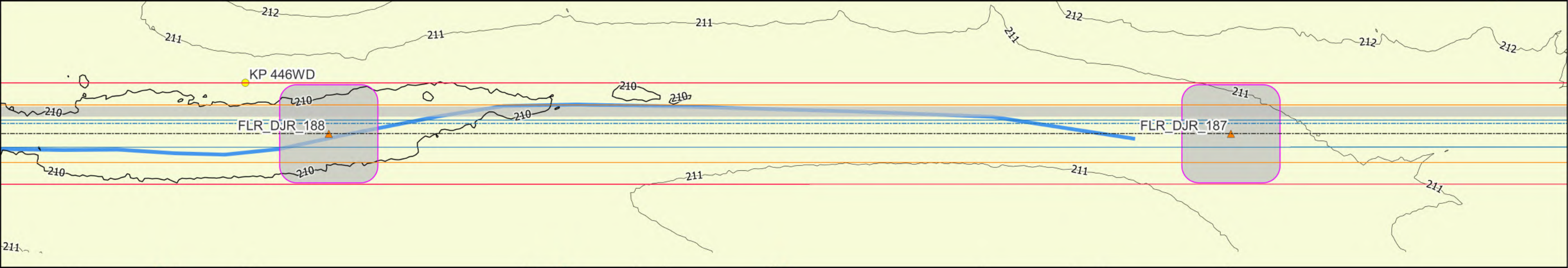
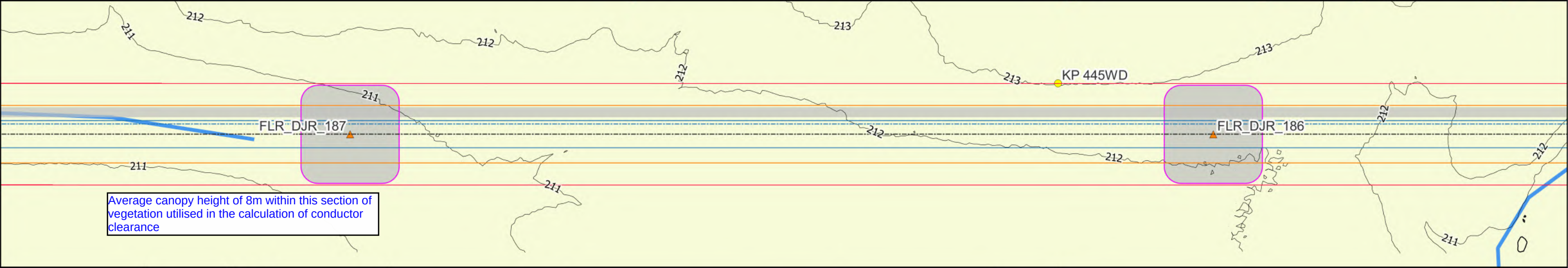
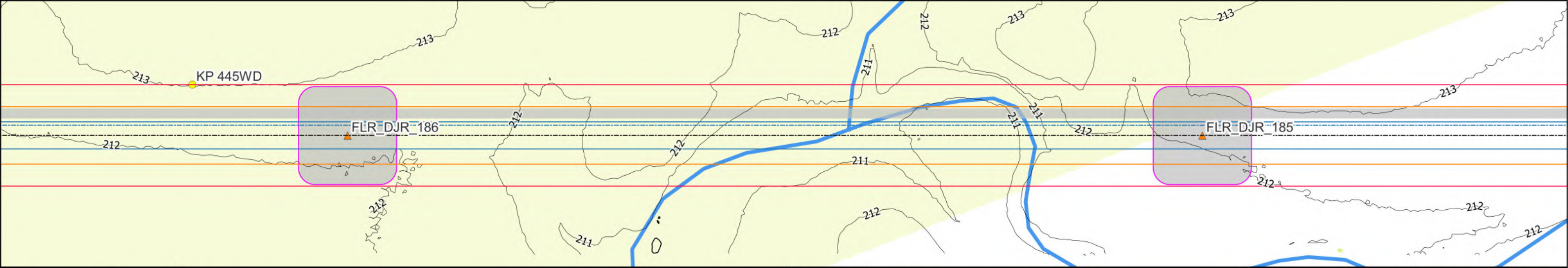


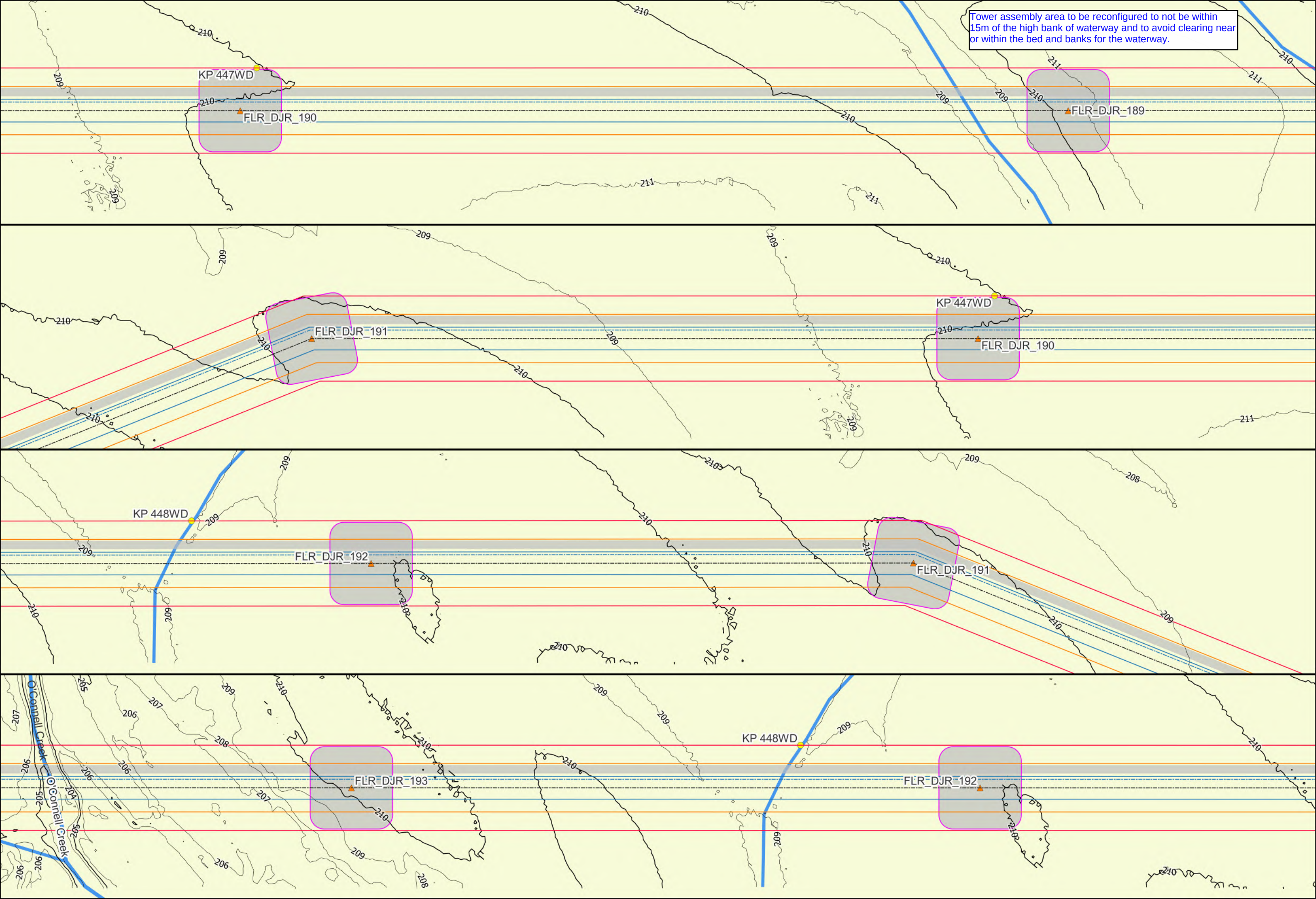












Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

KP 447WD
FLR-DJR-190

FLR-DJR-189

FLR-DJR-191

KP 447WD
FLR-DJR-190

KP 448WD

FLR-DJR-192

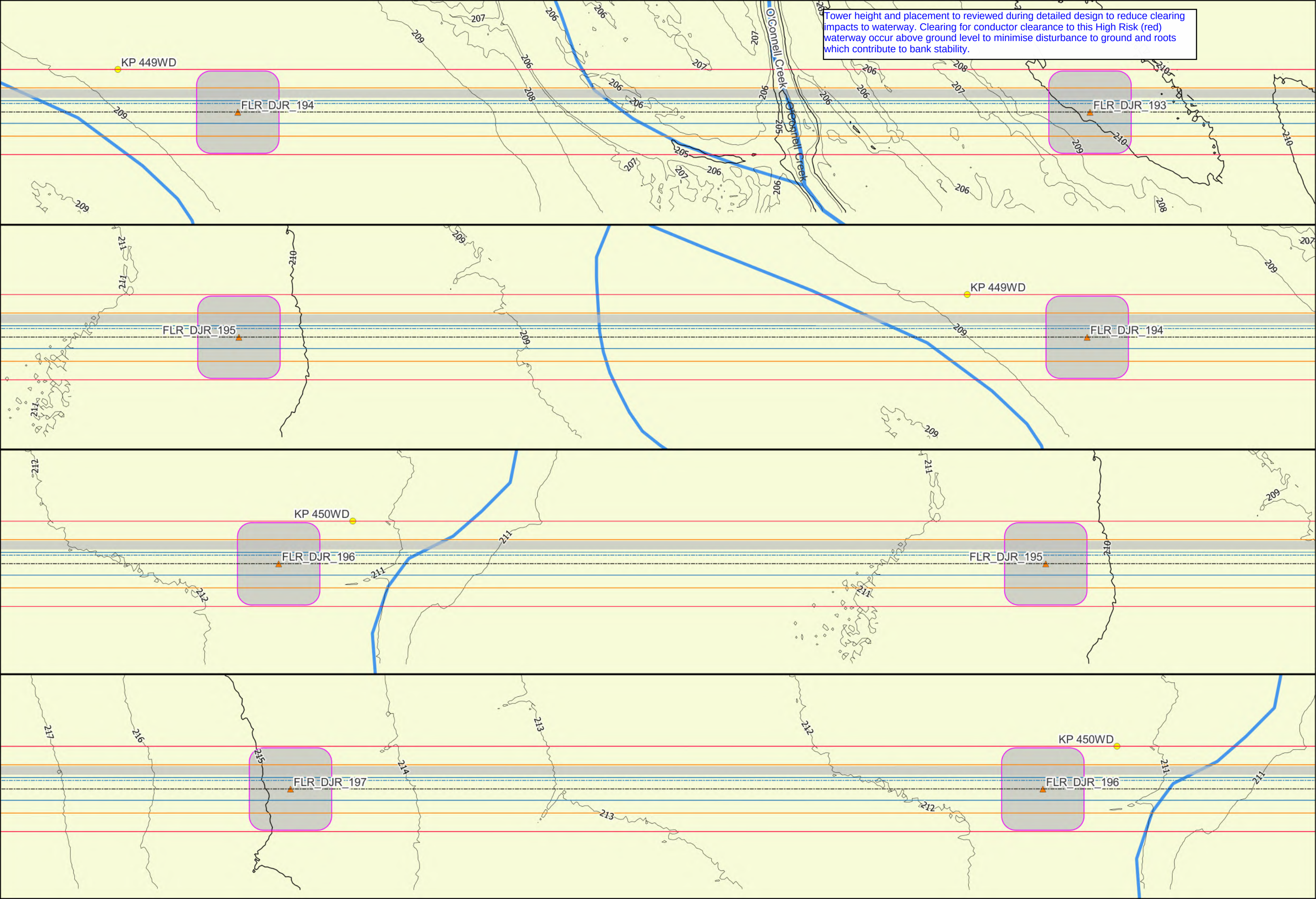
FLR-DJR-191

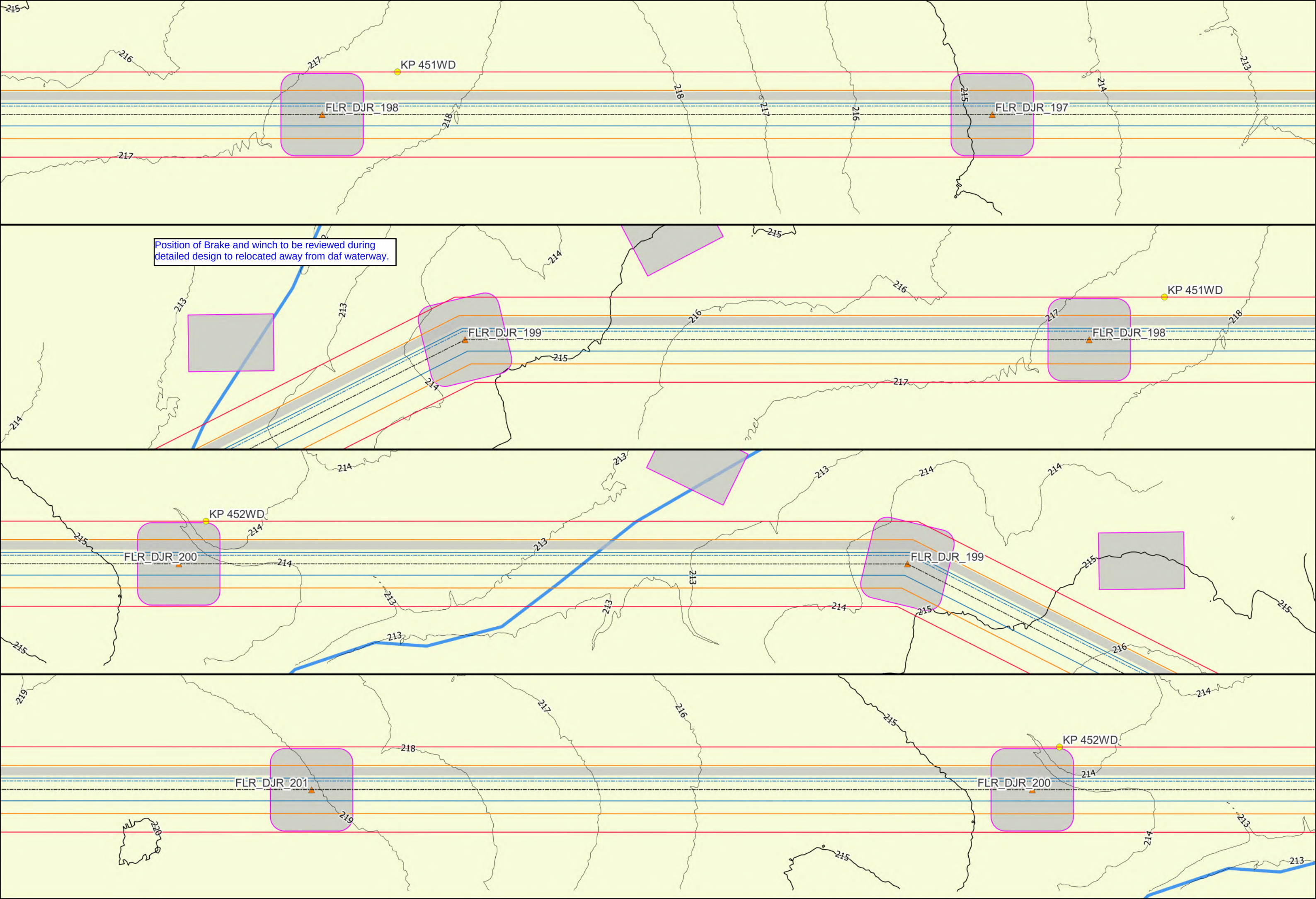
KP 448WD

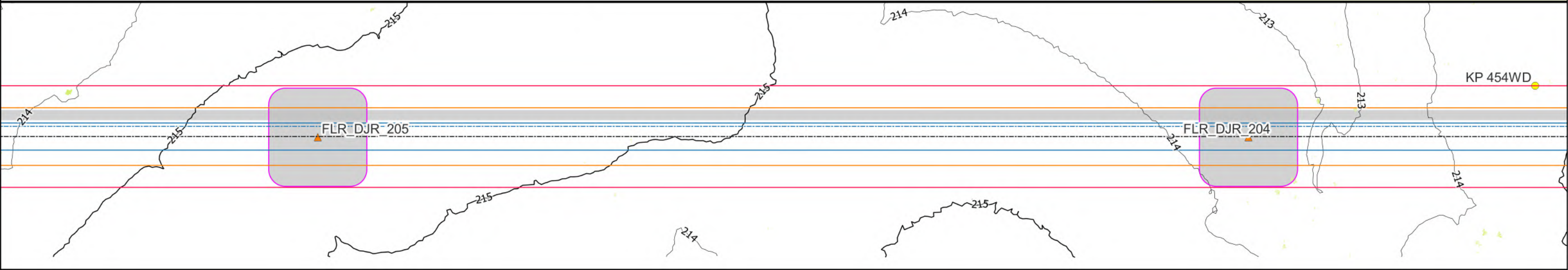
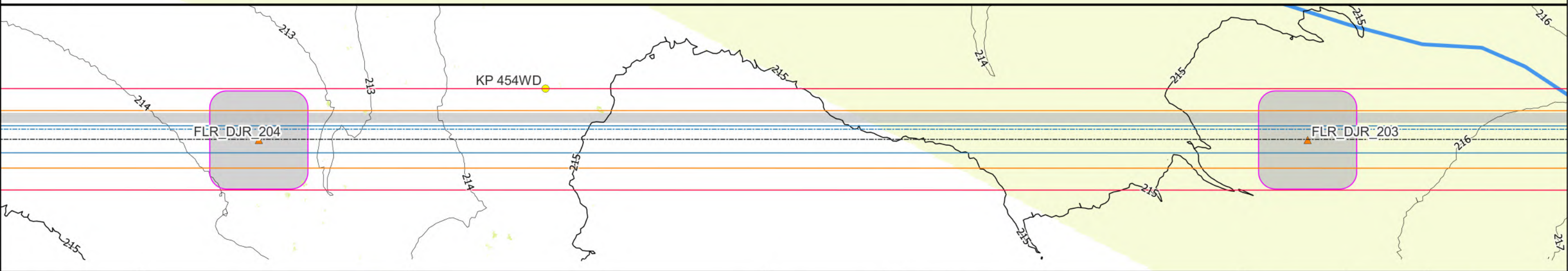
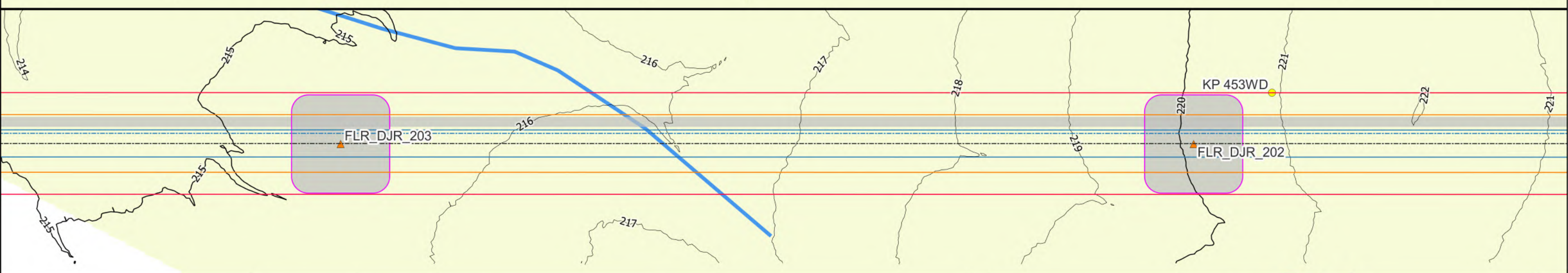
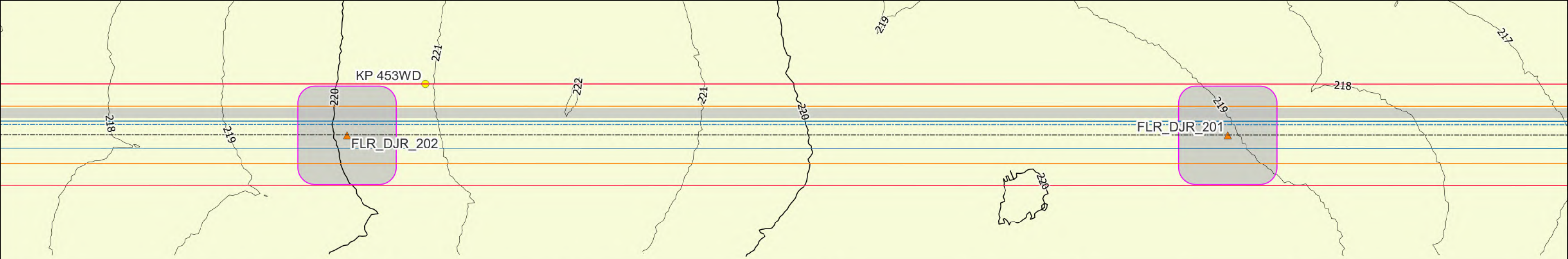
FLR-DJR-193

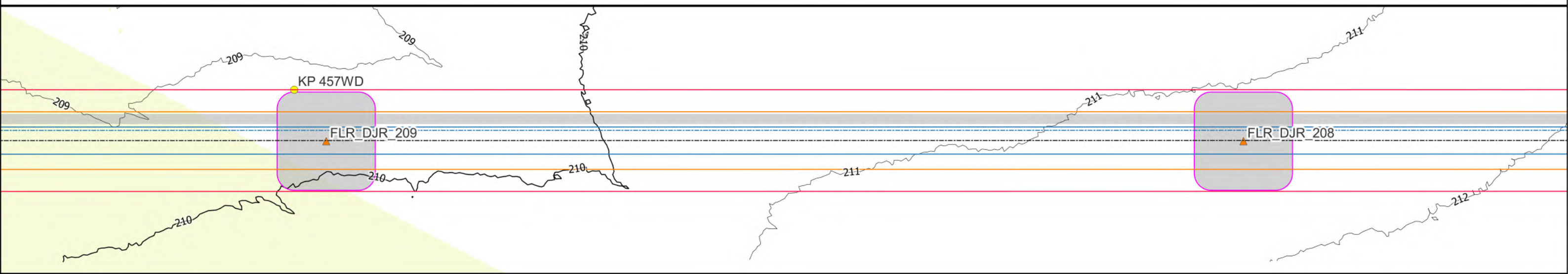
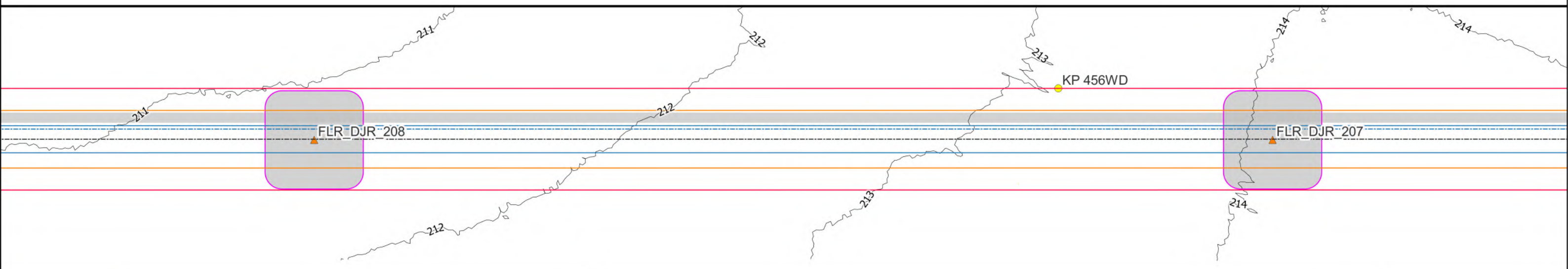
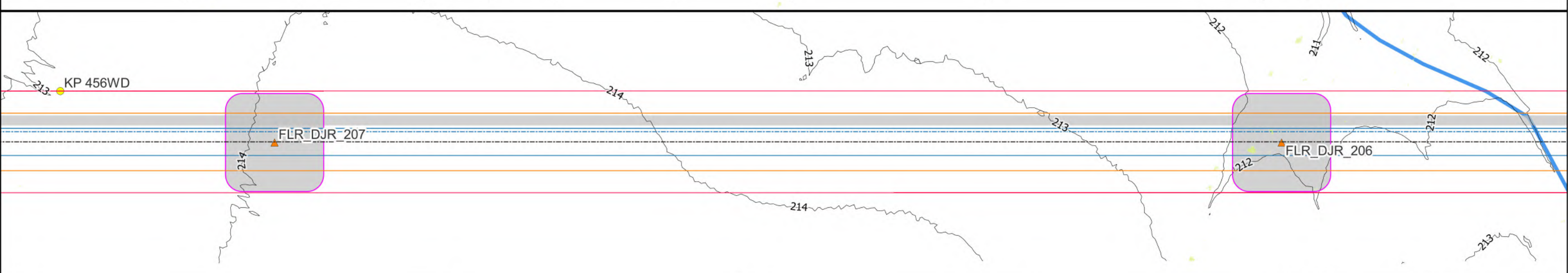
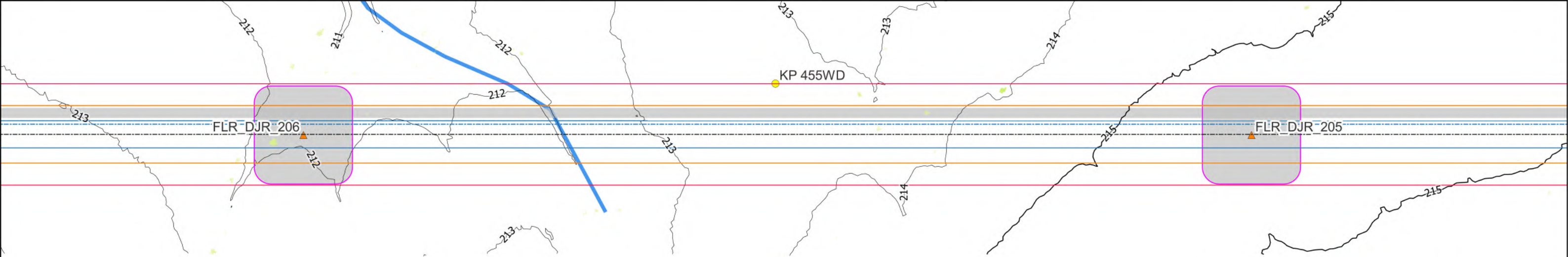
FLR-DJR-192

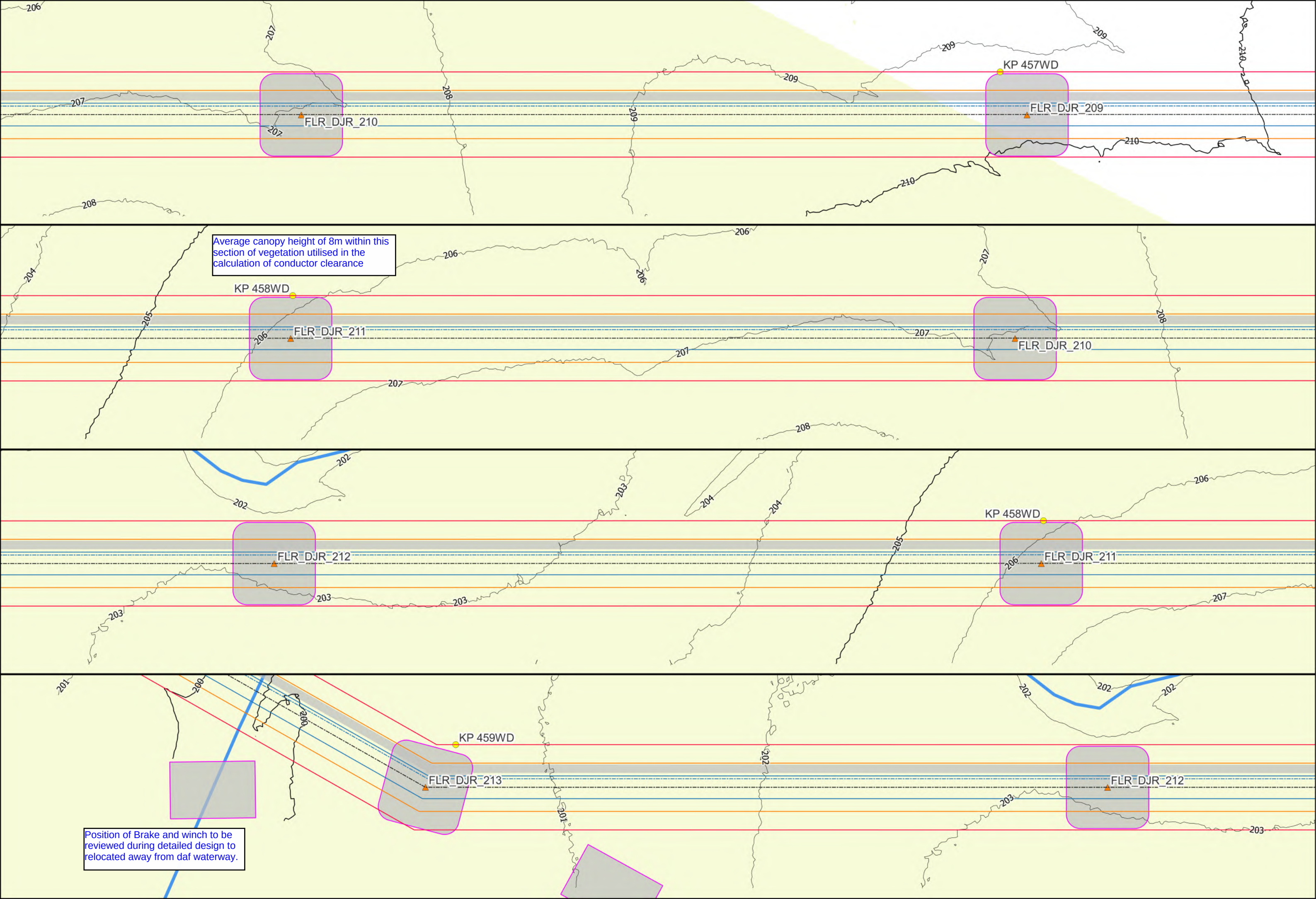
O'Connell Creek
O'Connell Creek





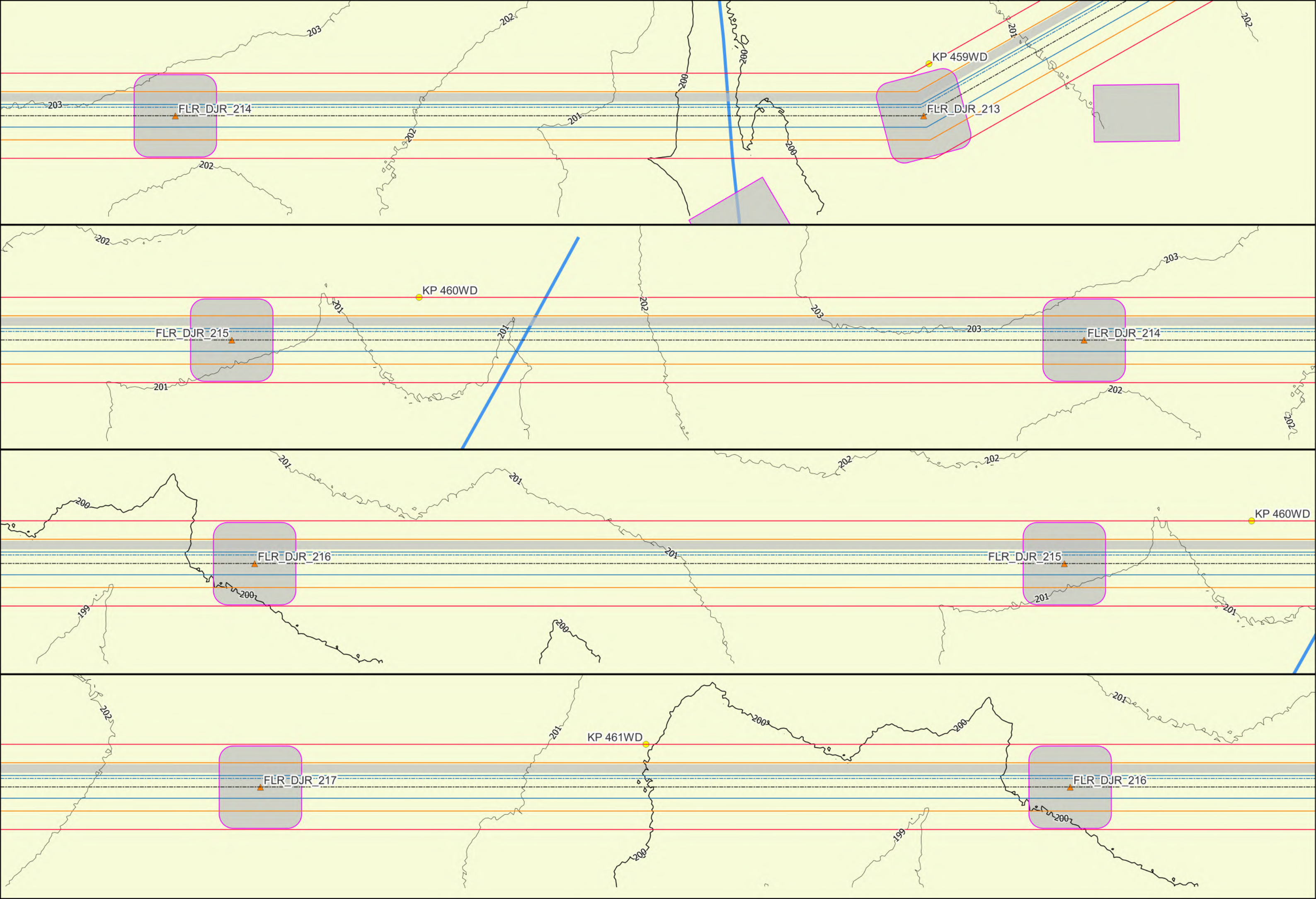


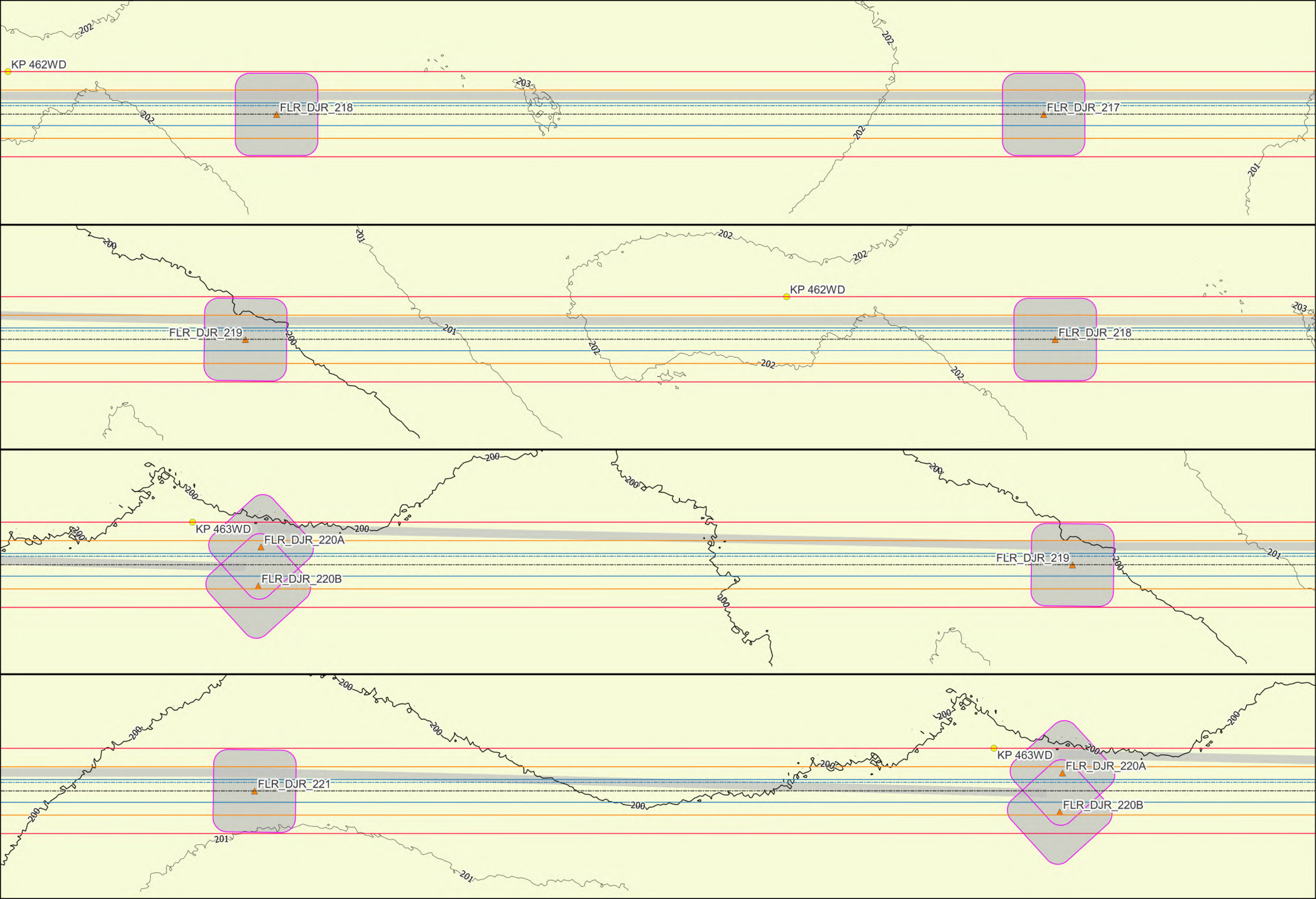


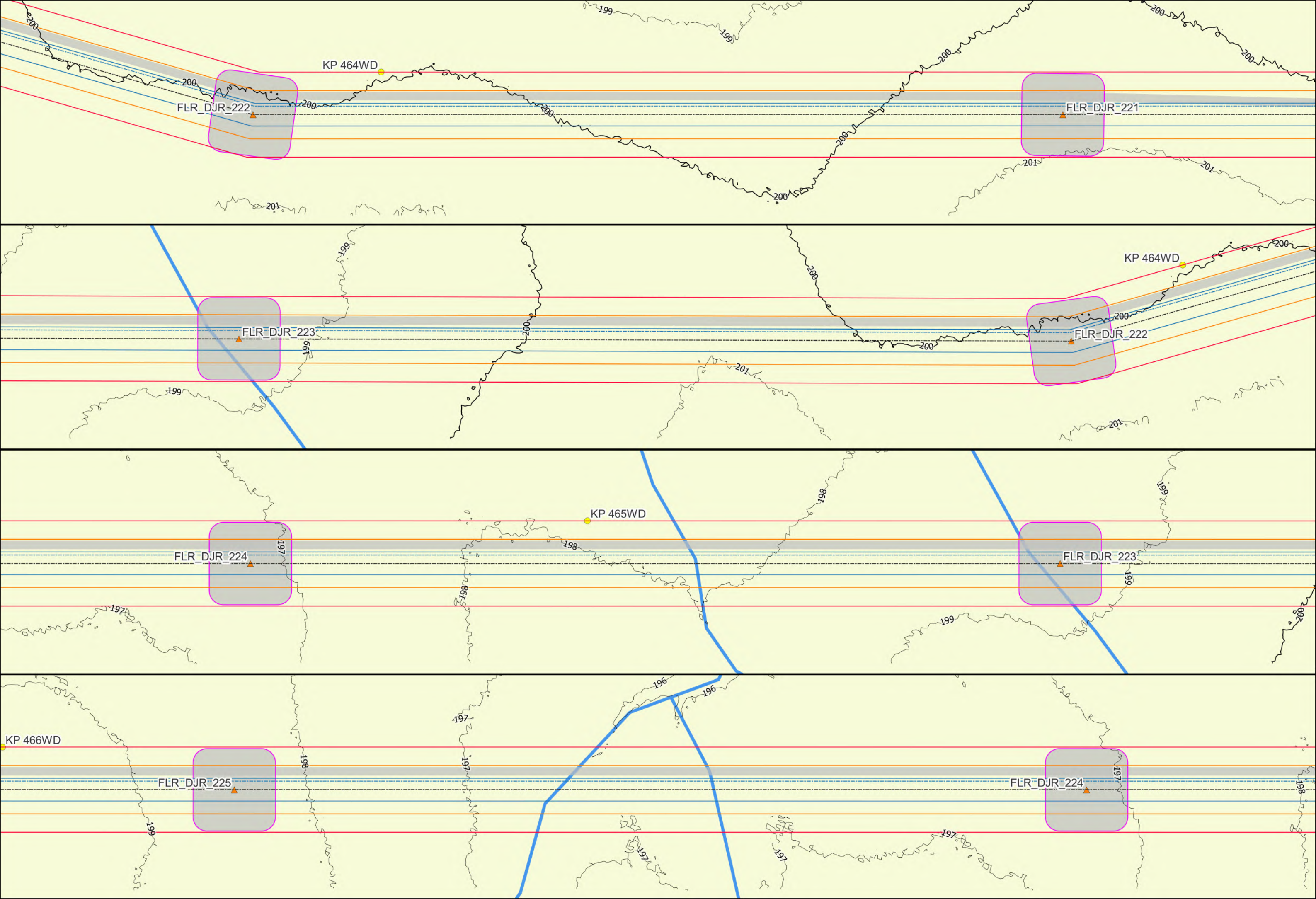


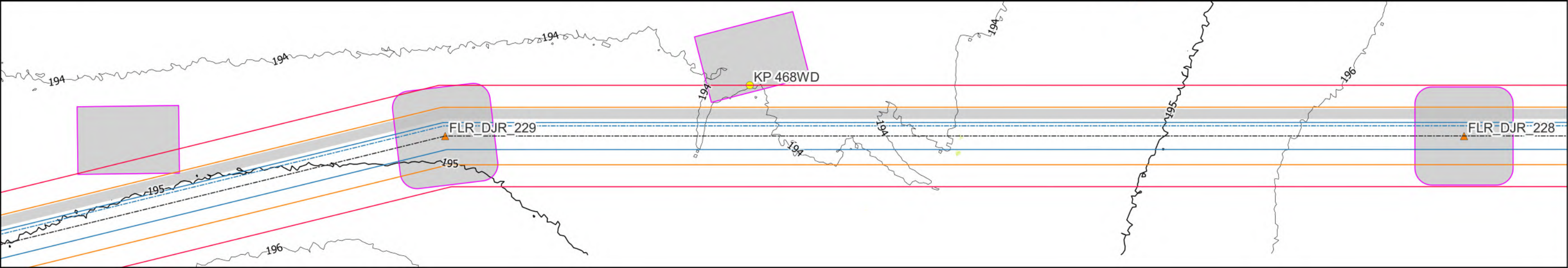
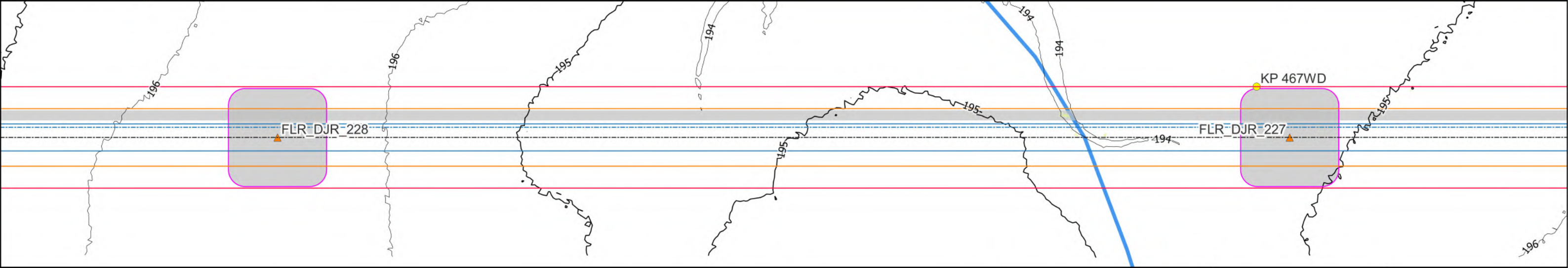
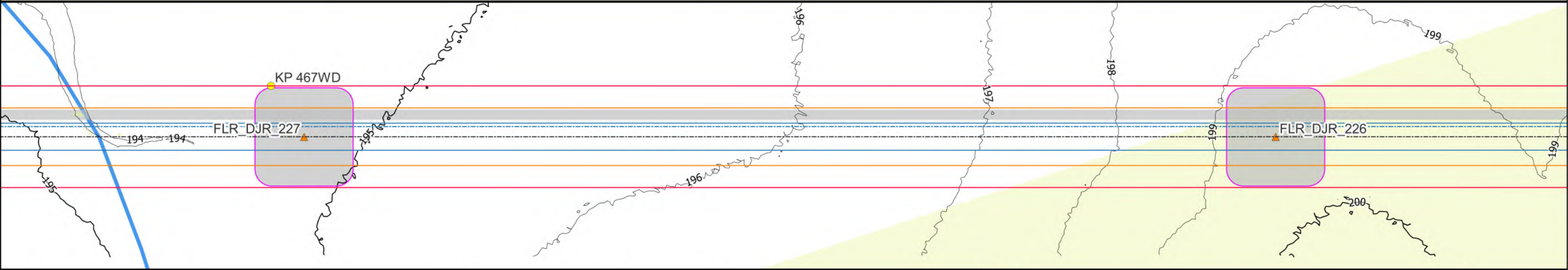
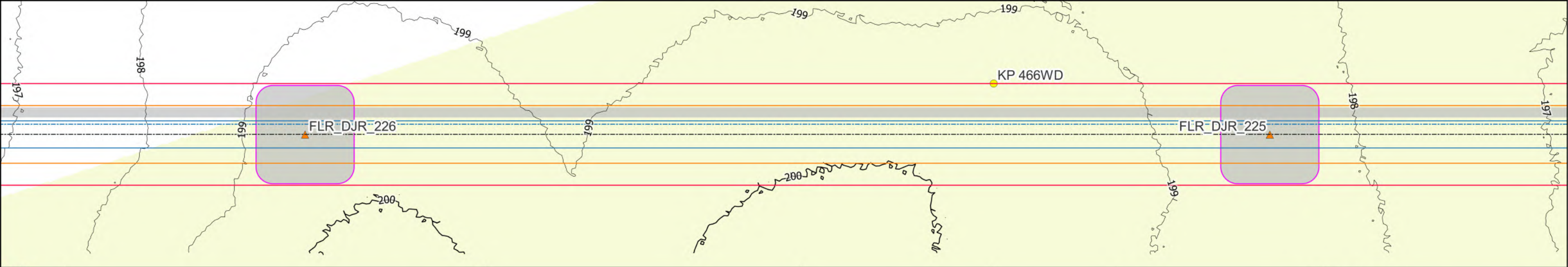
Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance

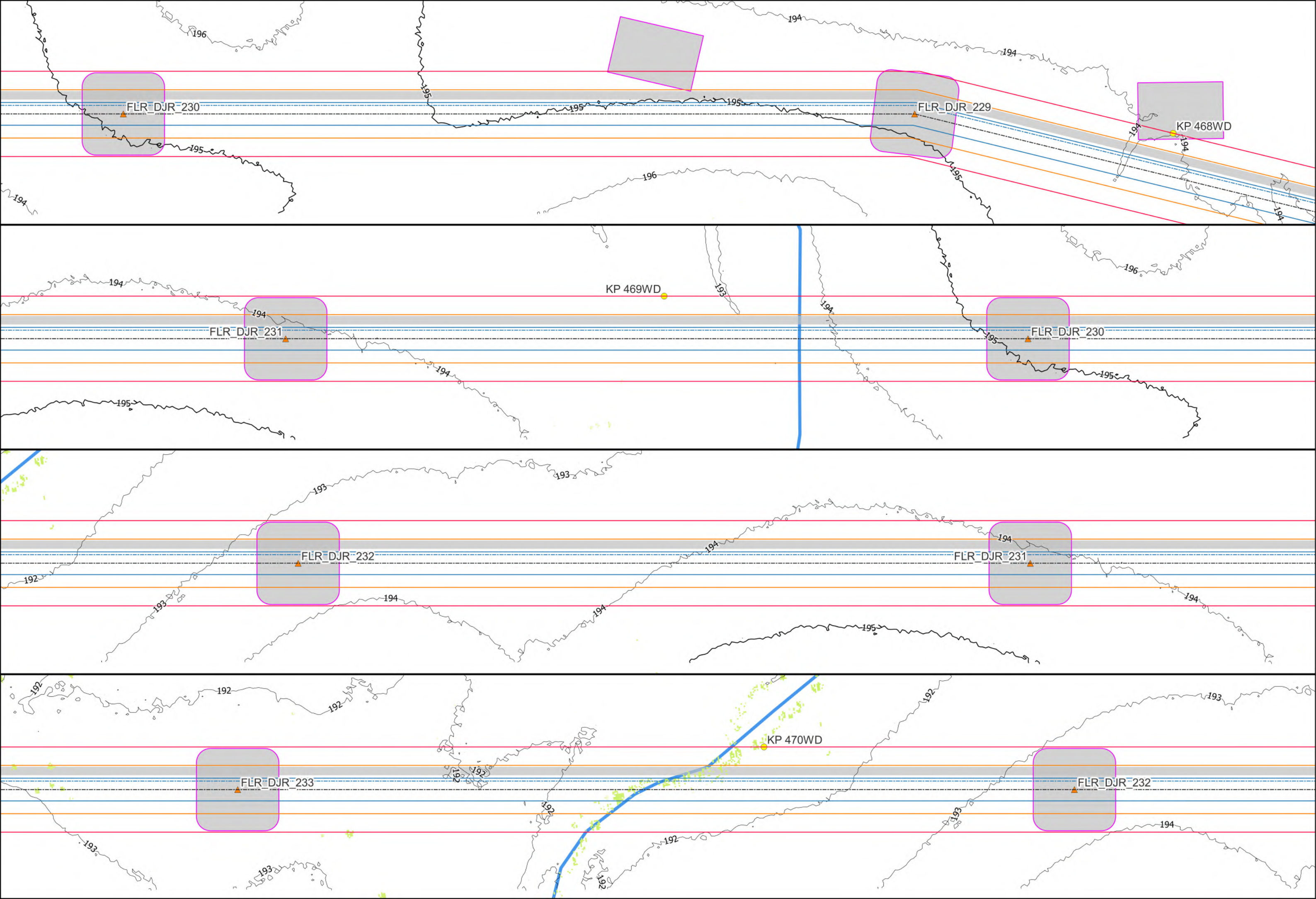
Position of Brake and winch to be reviewed during detailed design to be relocated away from daf waterway.

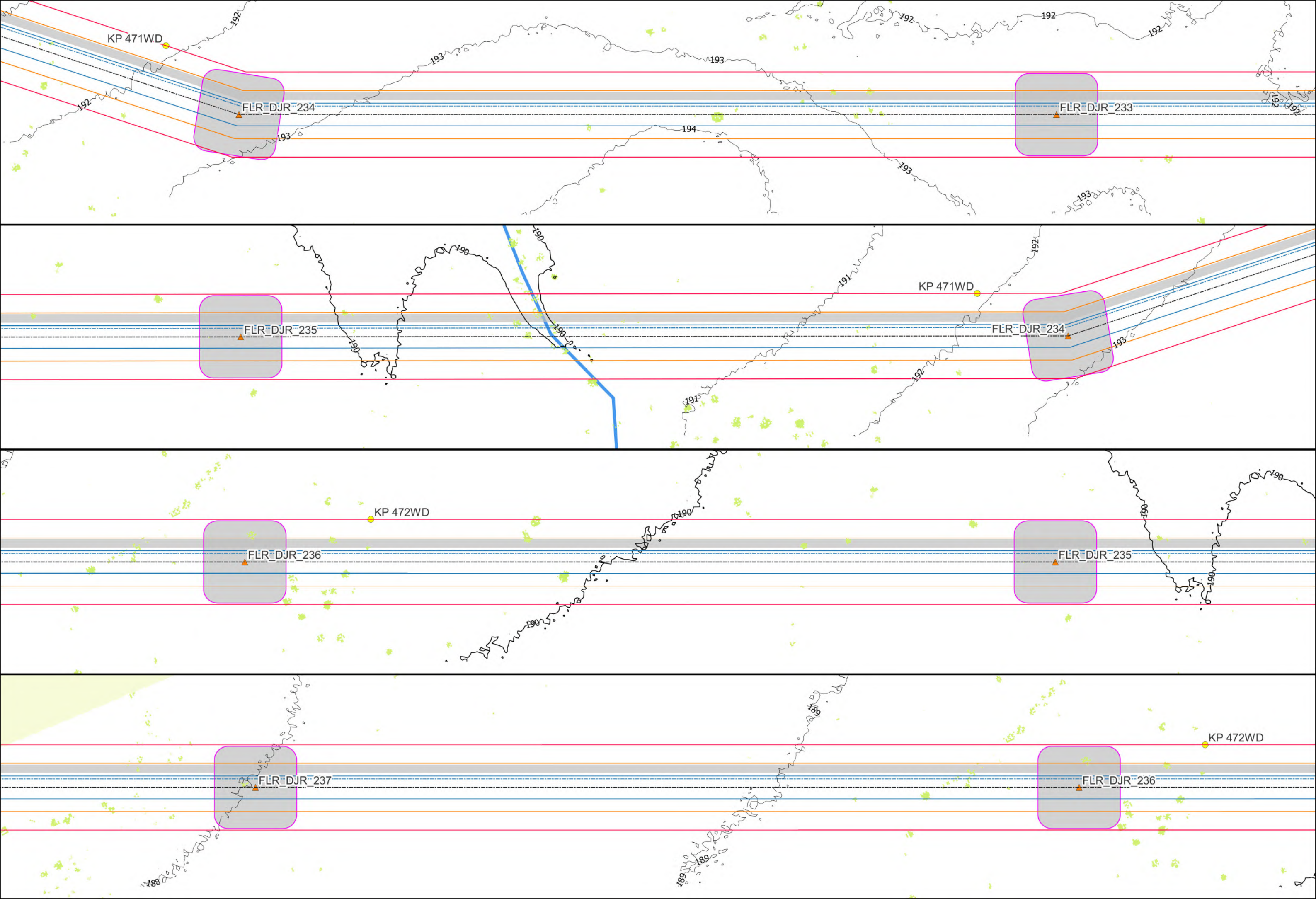


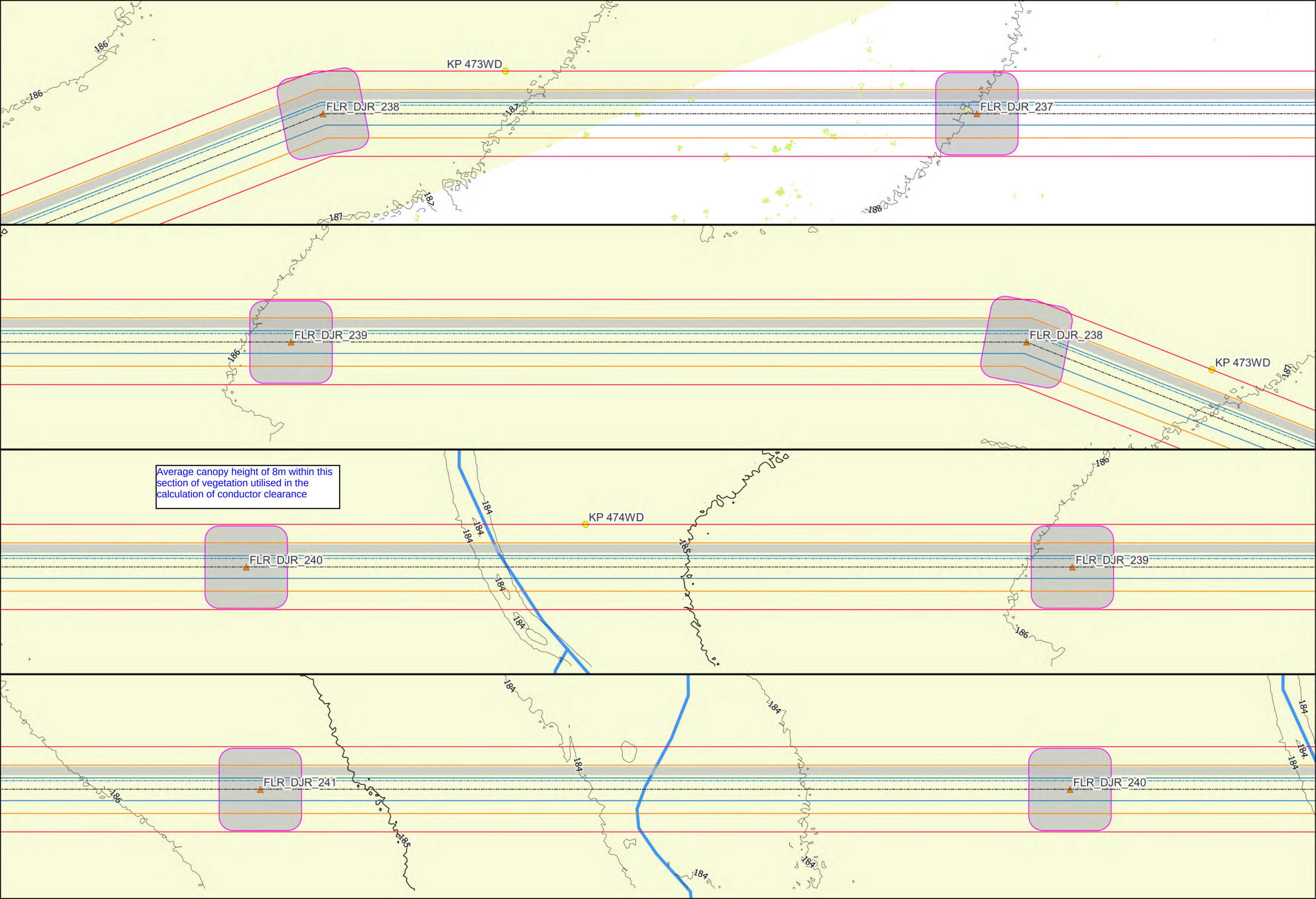












Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance

KP 473WD

FLR DJR 238

FLR DJR 237

FLR DJR 239

FLR DJR 238

KP 473WD

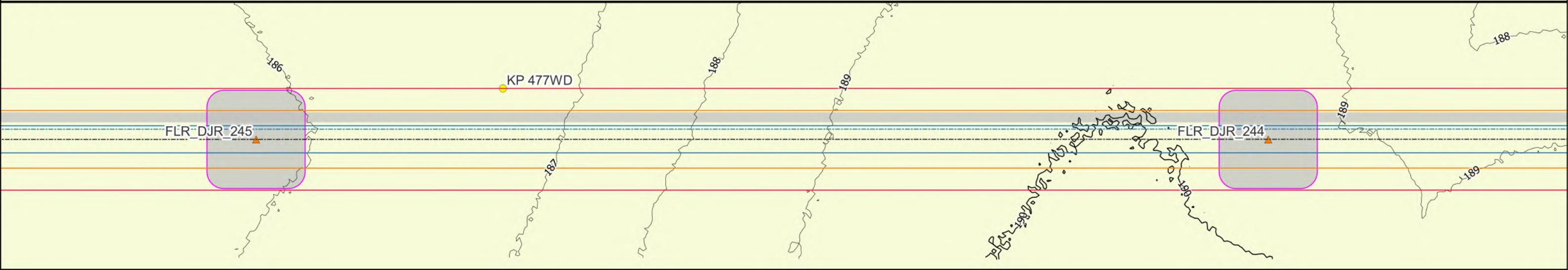
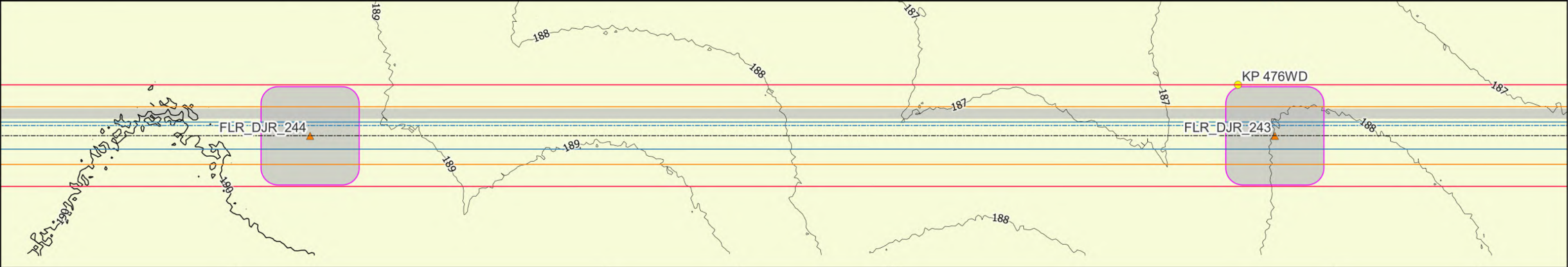
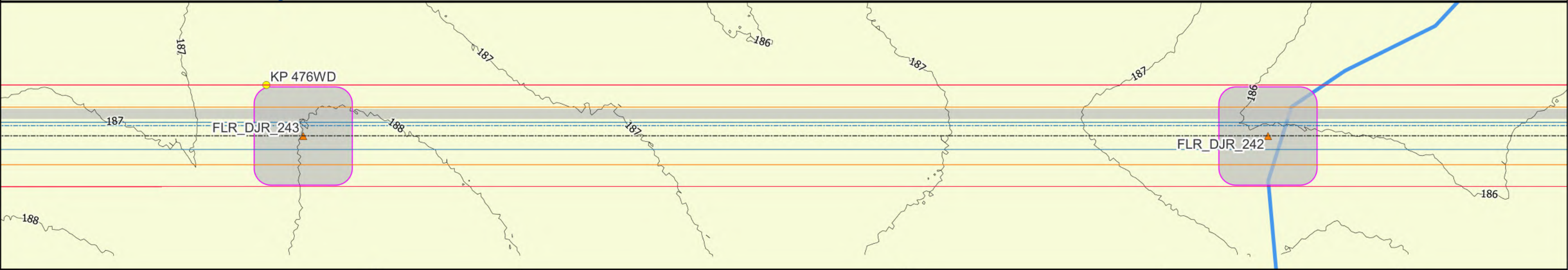
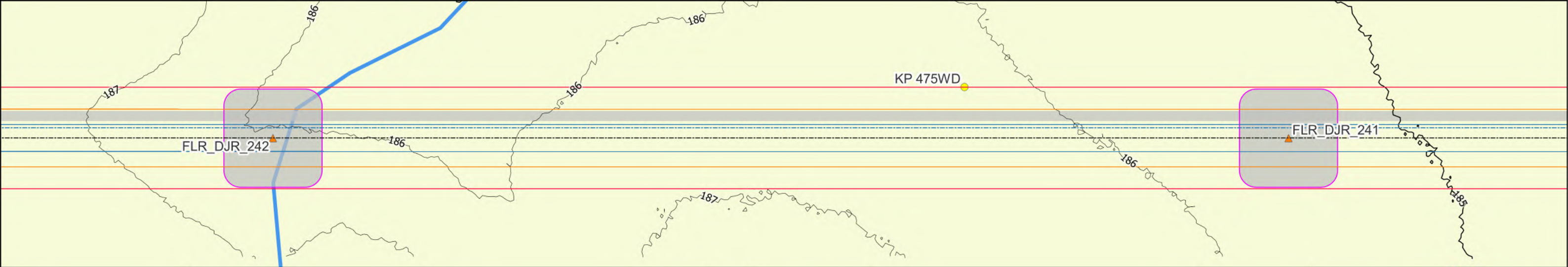
KP 474WD

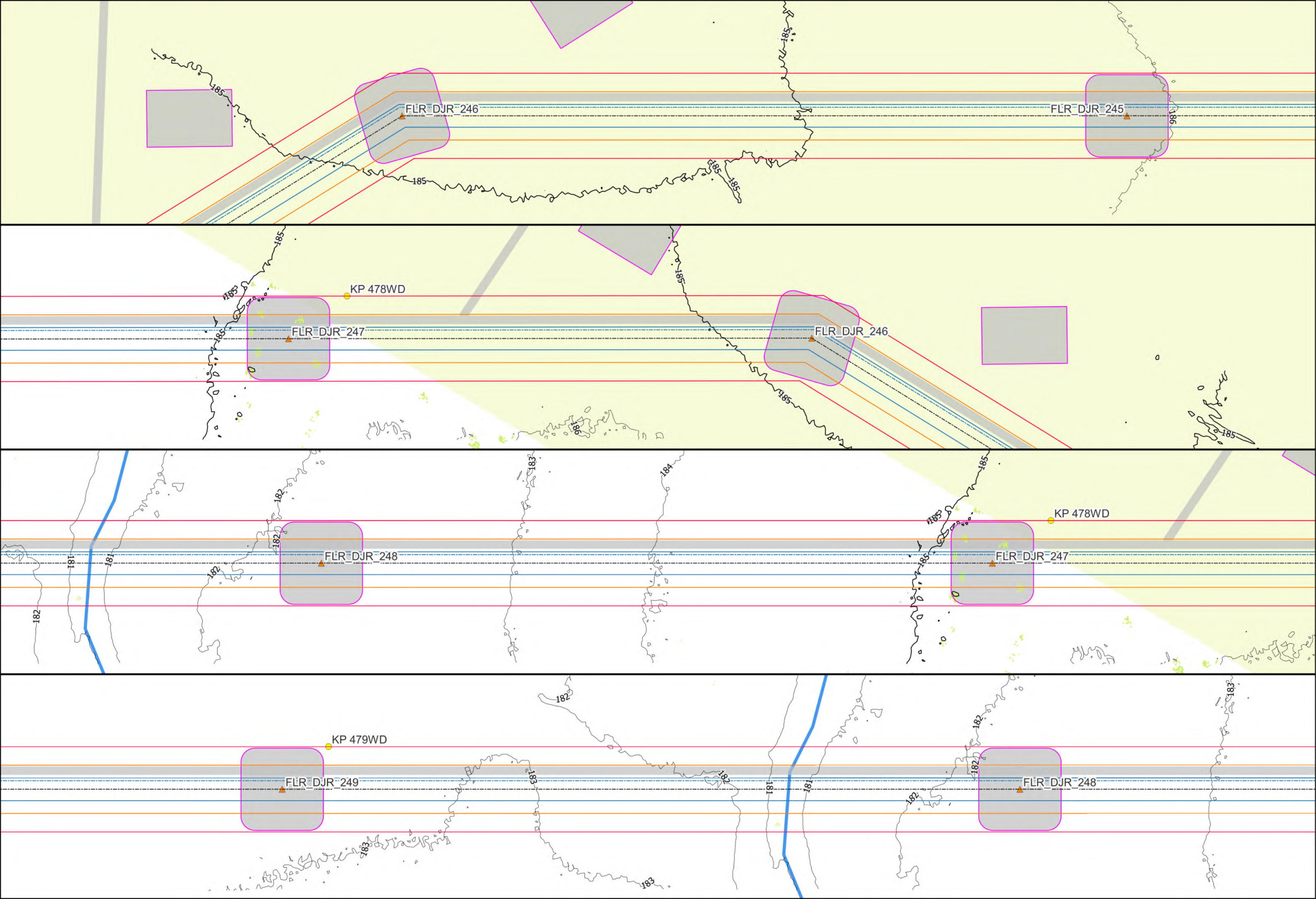
FLR DJR 240

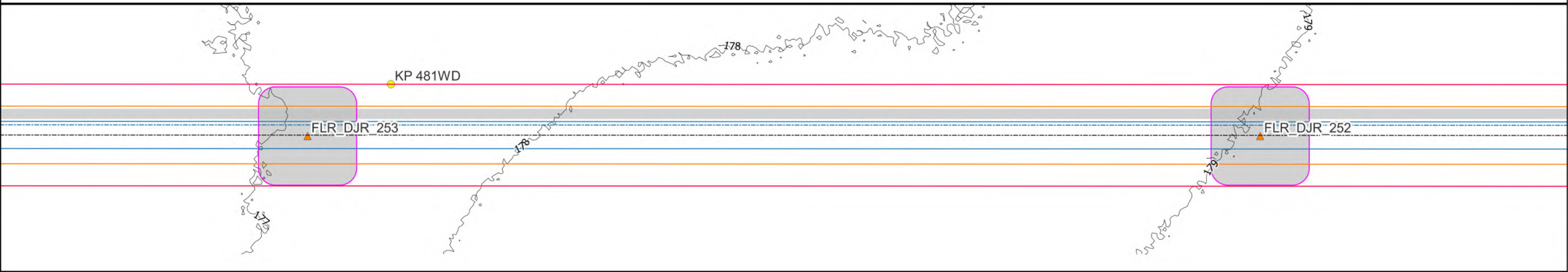
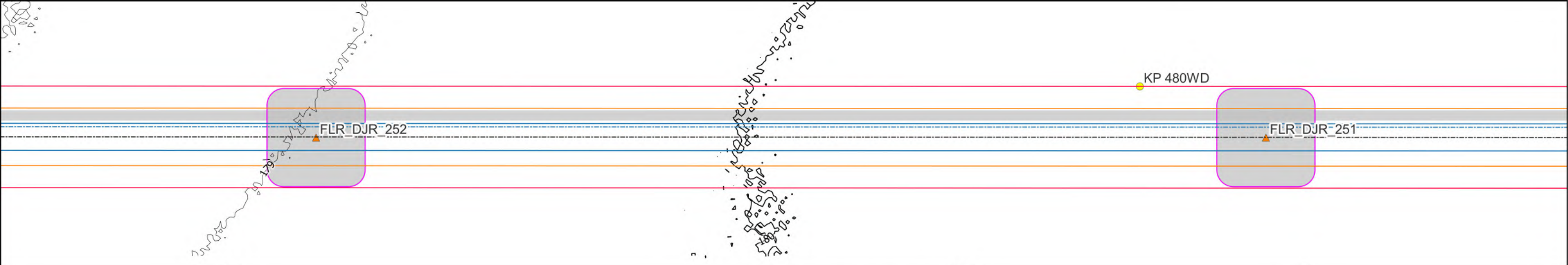
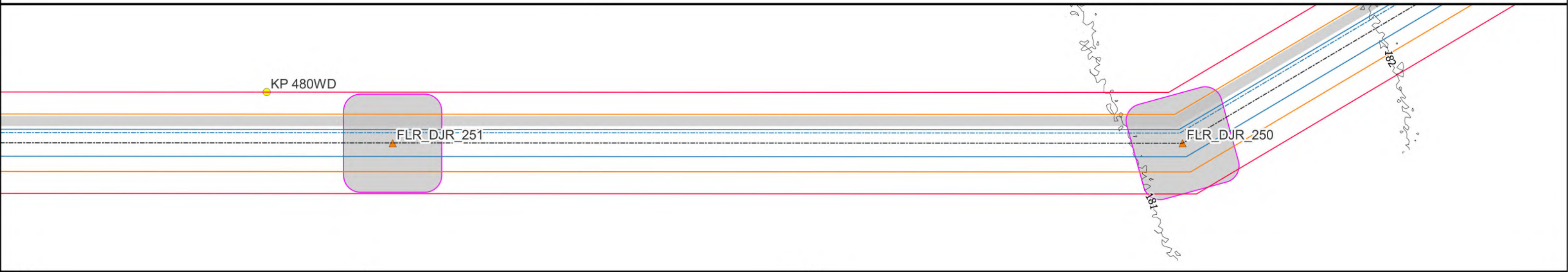
FLR DJR 239

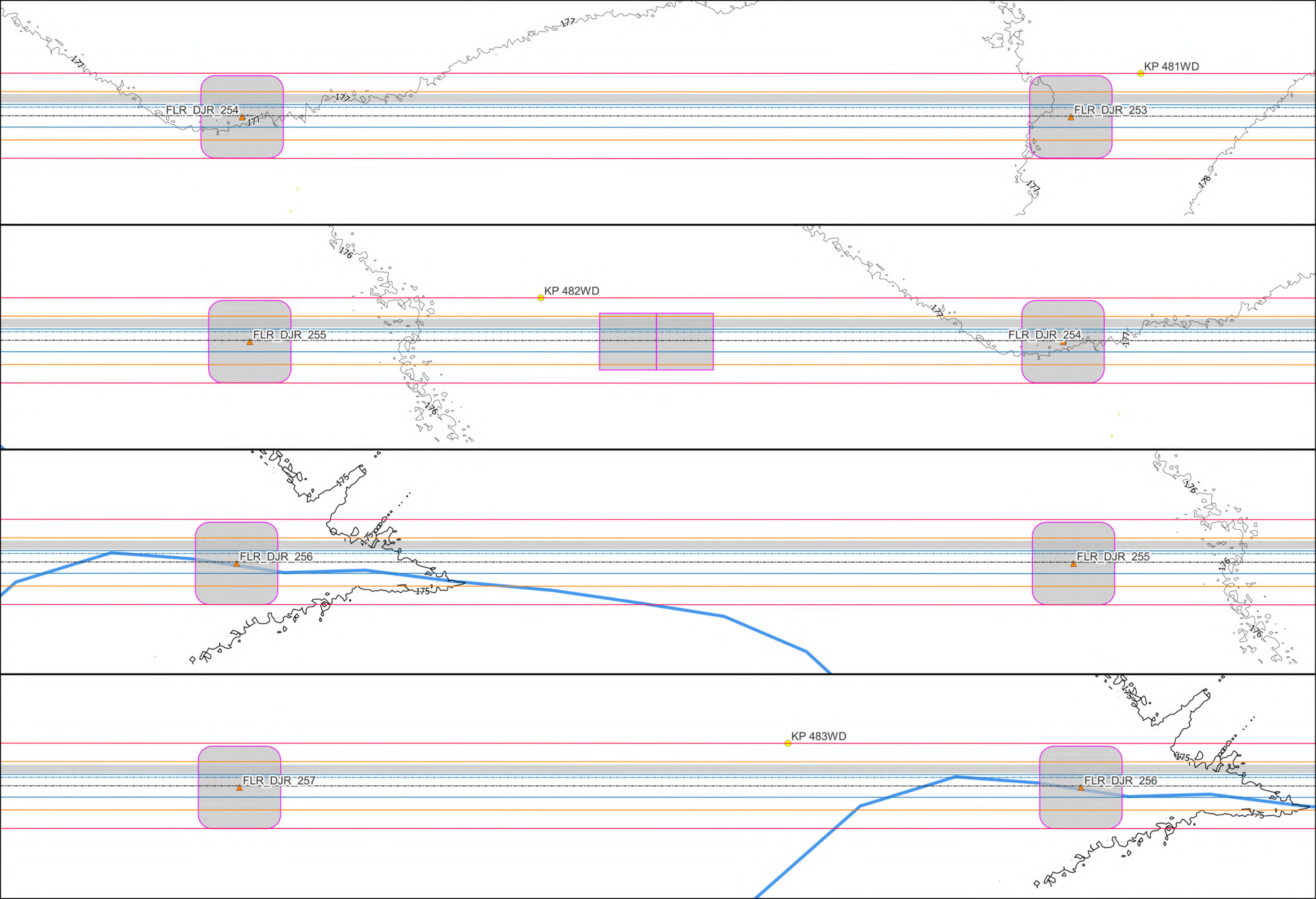
FLR DJR 241

FLR DJR 240









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.

KP 484WD

FLR DJR 258

FLR DJR 257

FLR DJR 259

KP 484WD

FLR DJR 258

KP 485WD

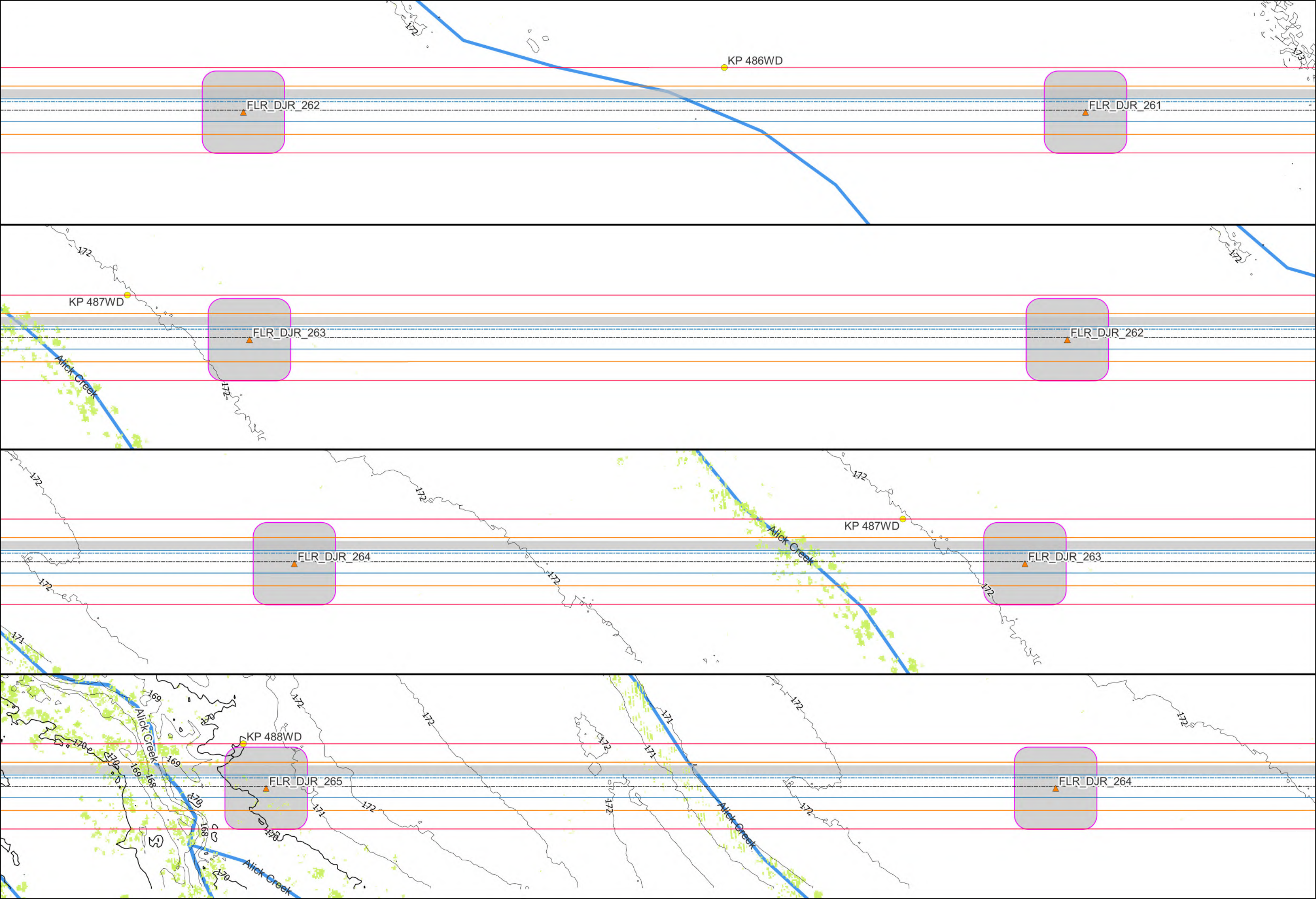
FLR DJR 260

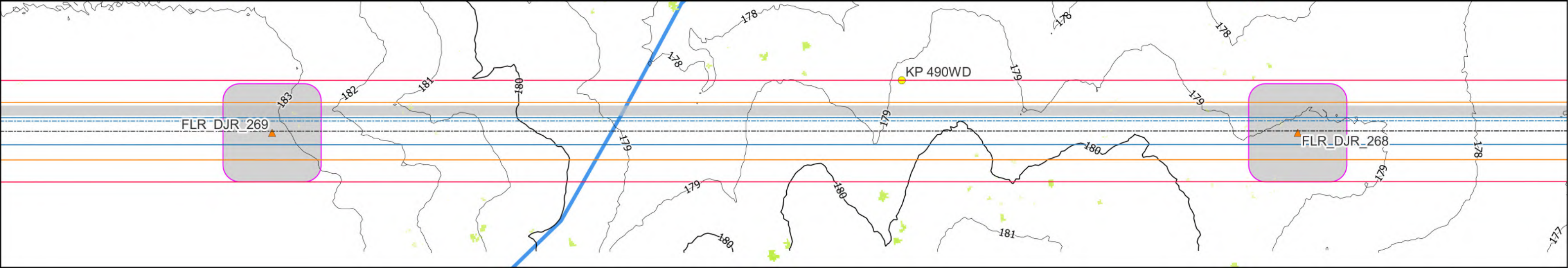
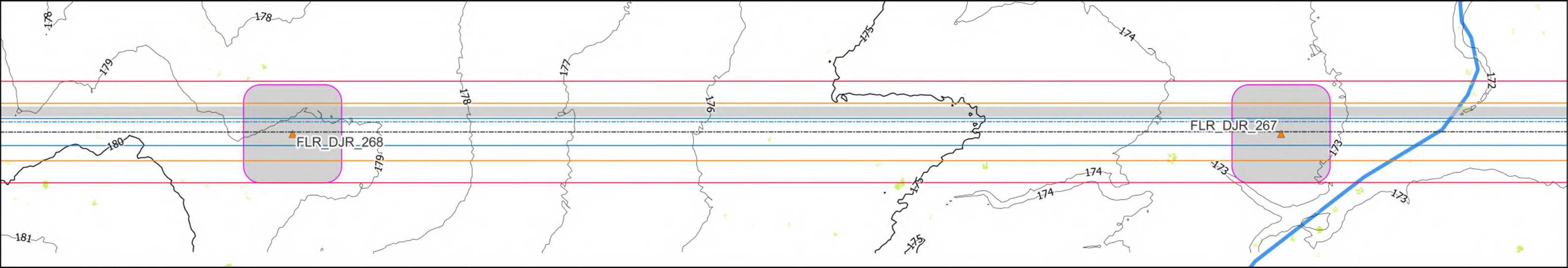
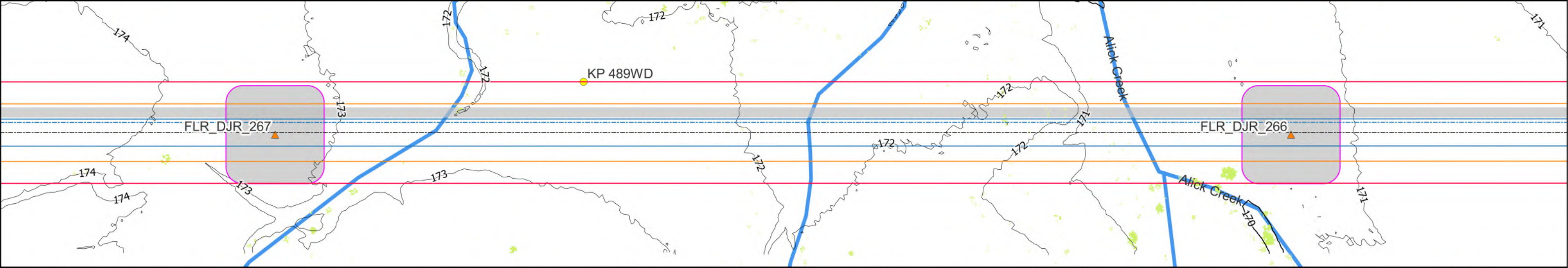
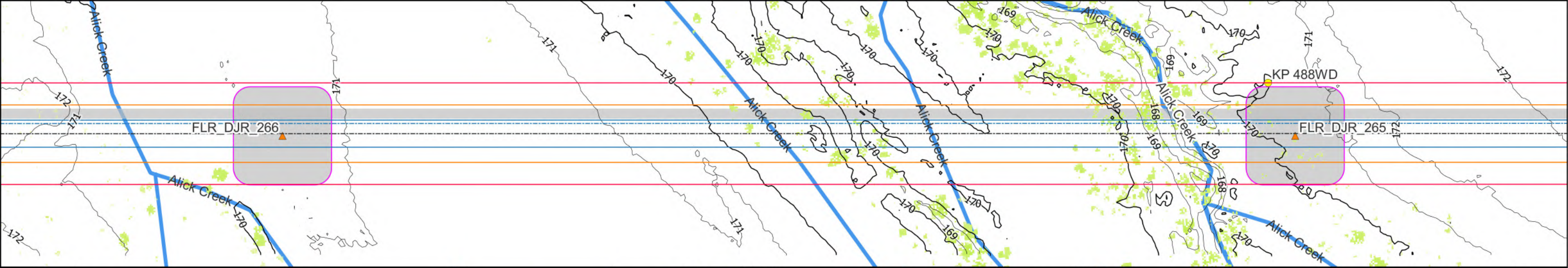
FLR DJR 259

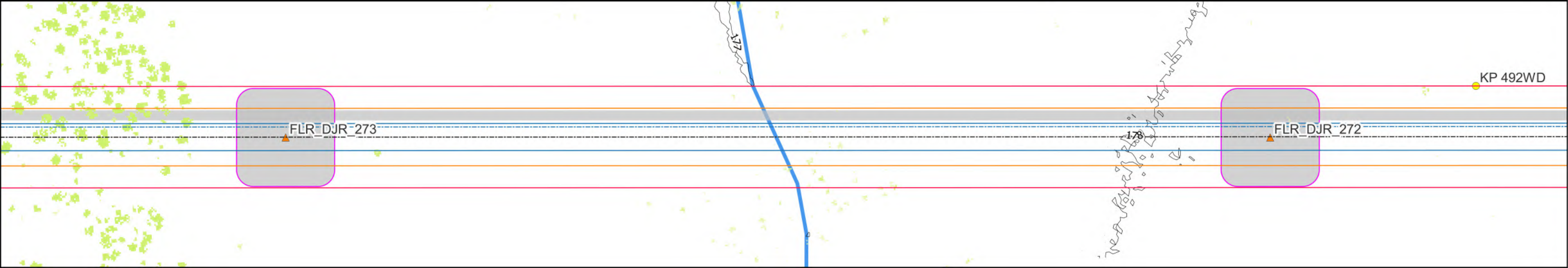
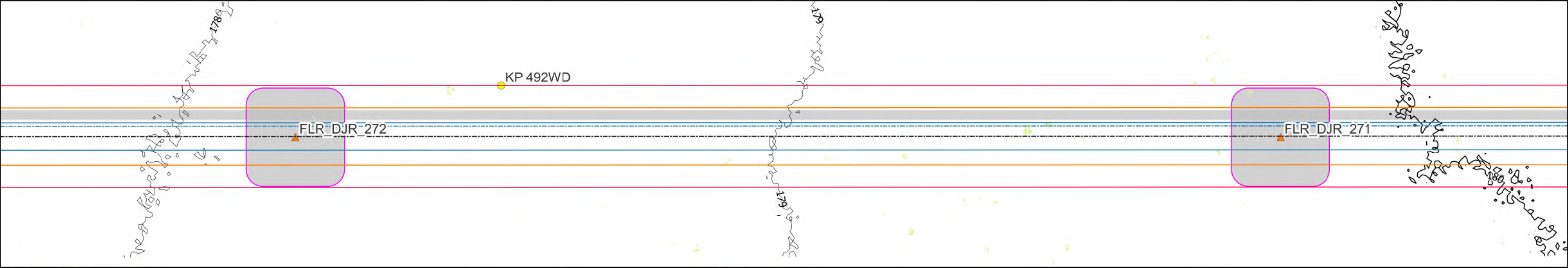
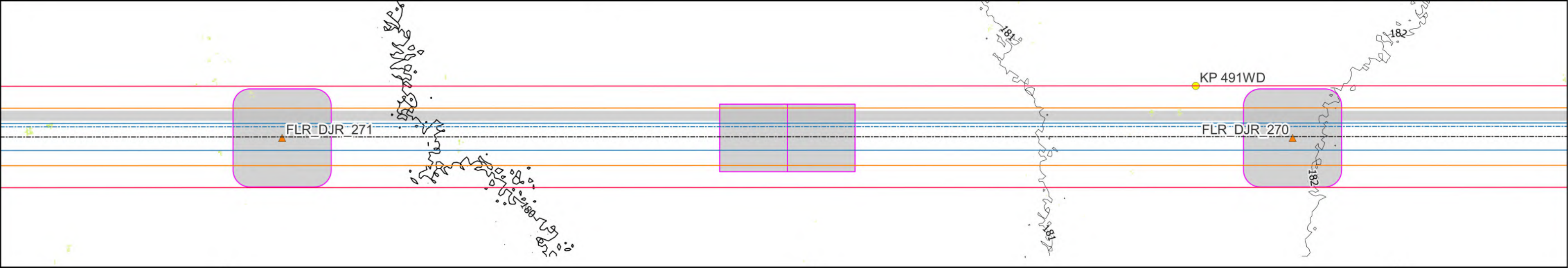
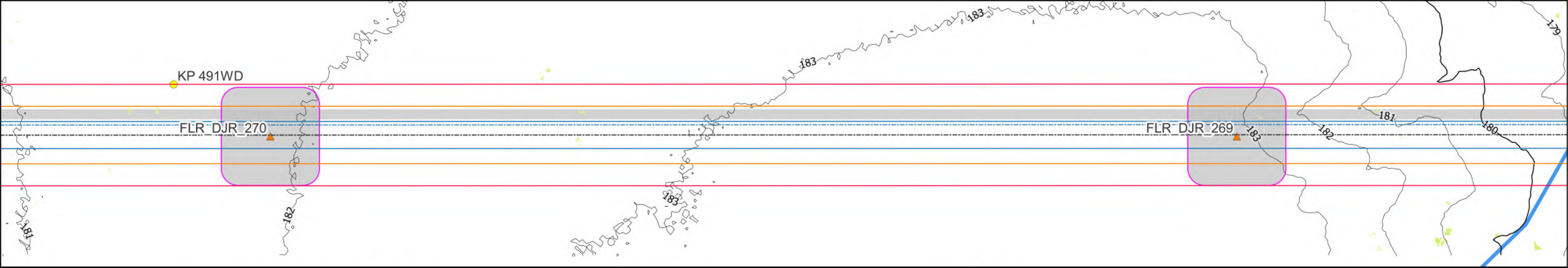
FLR DJR 261

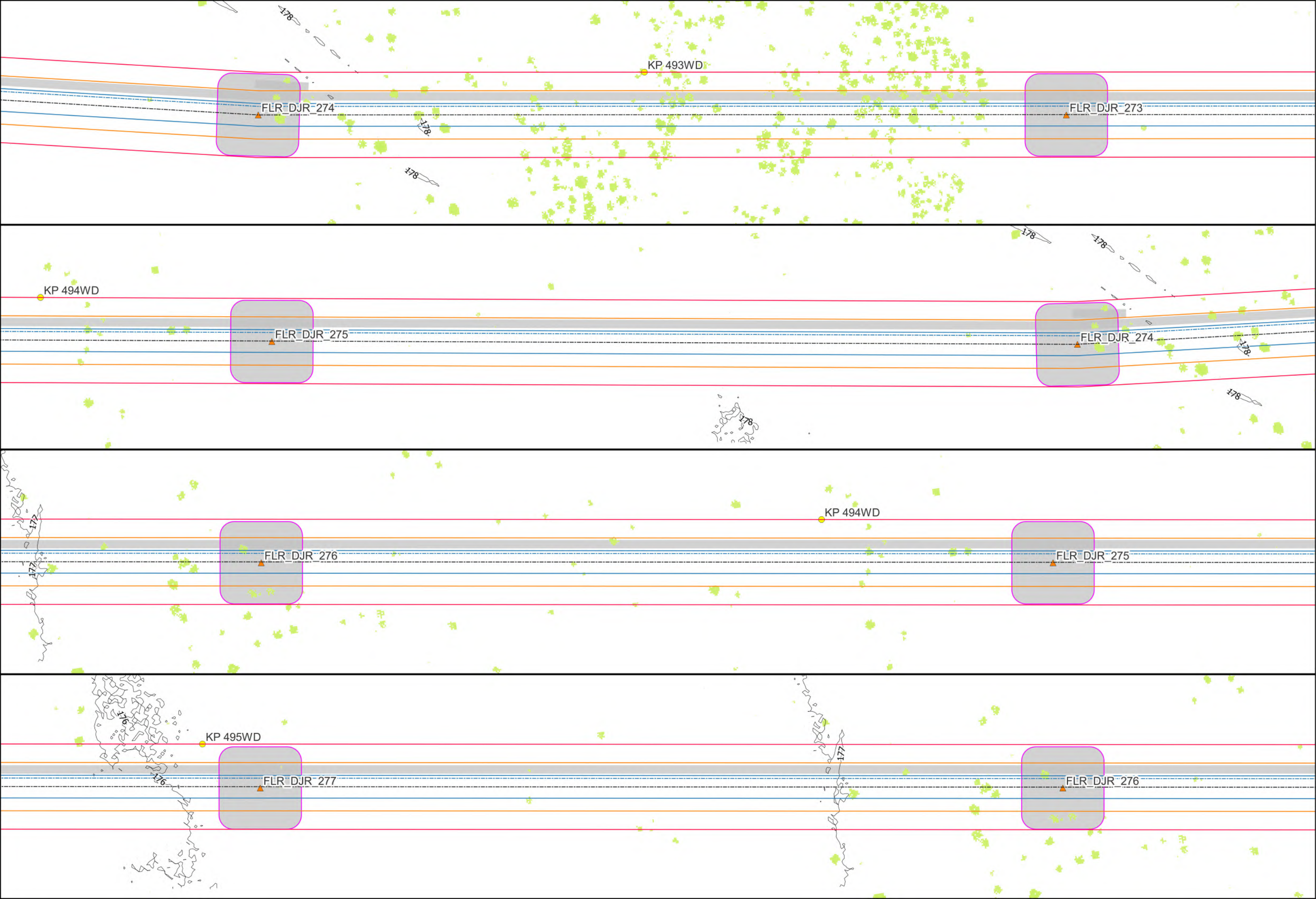
KP 485WD

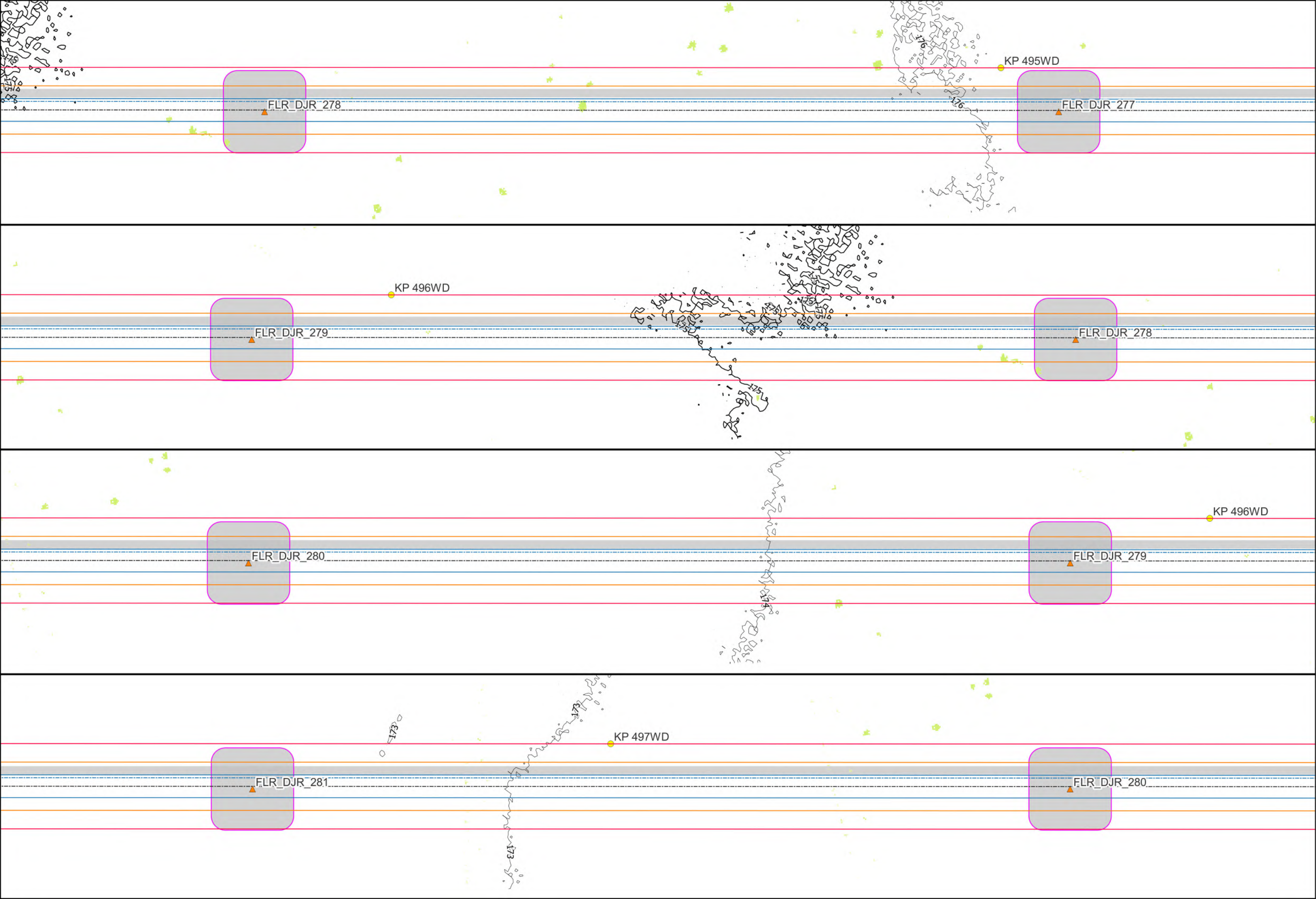
FLR DJR 260

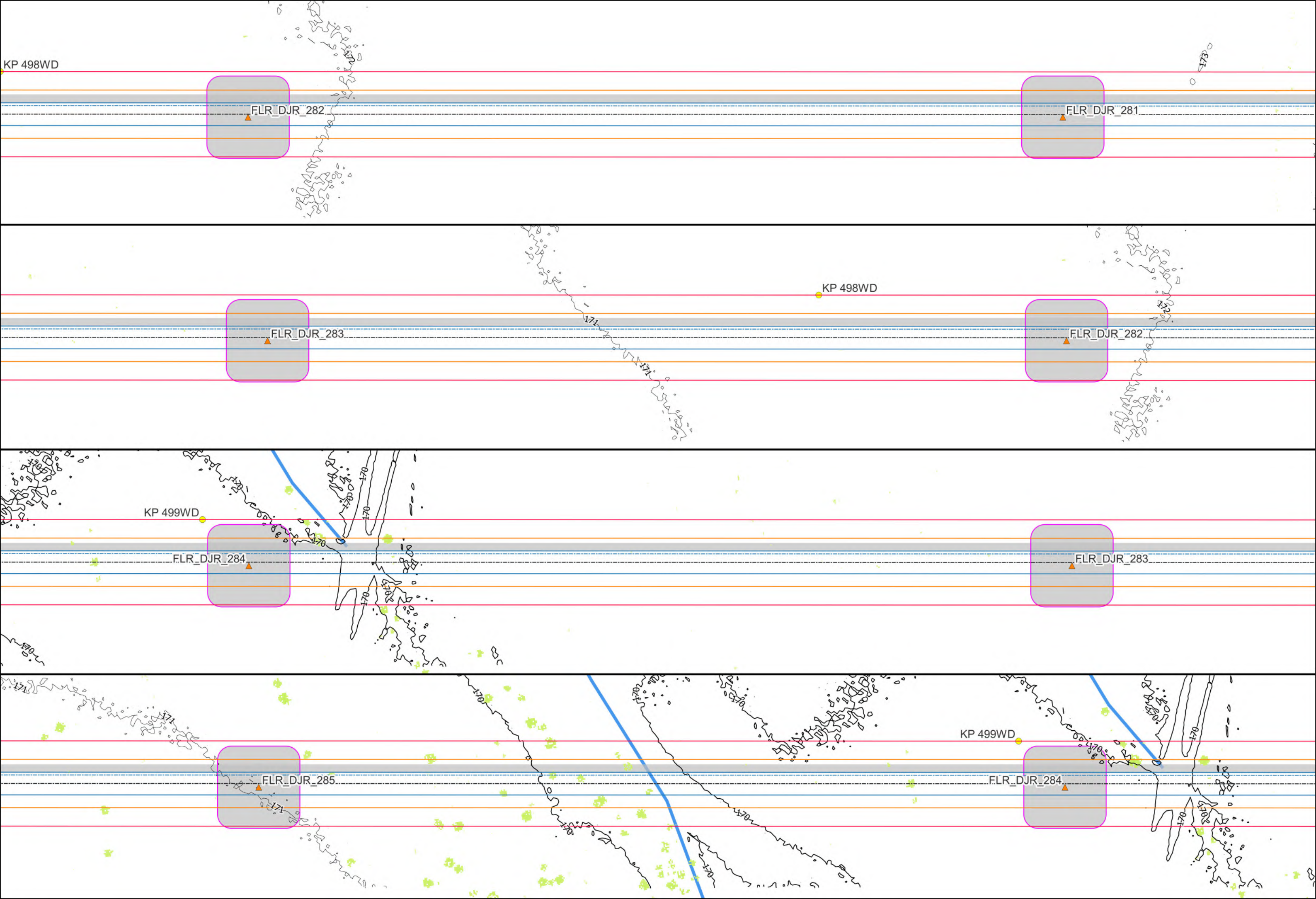


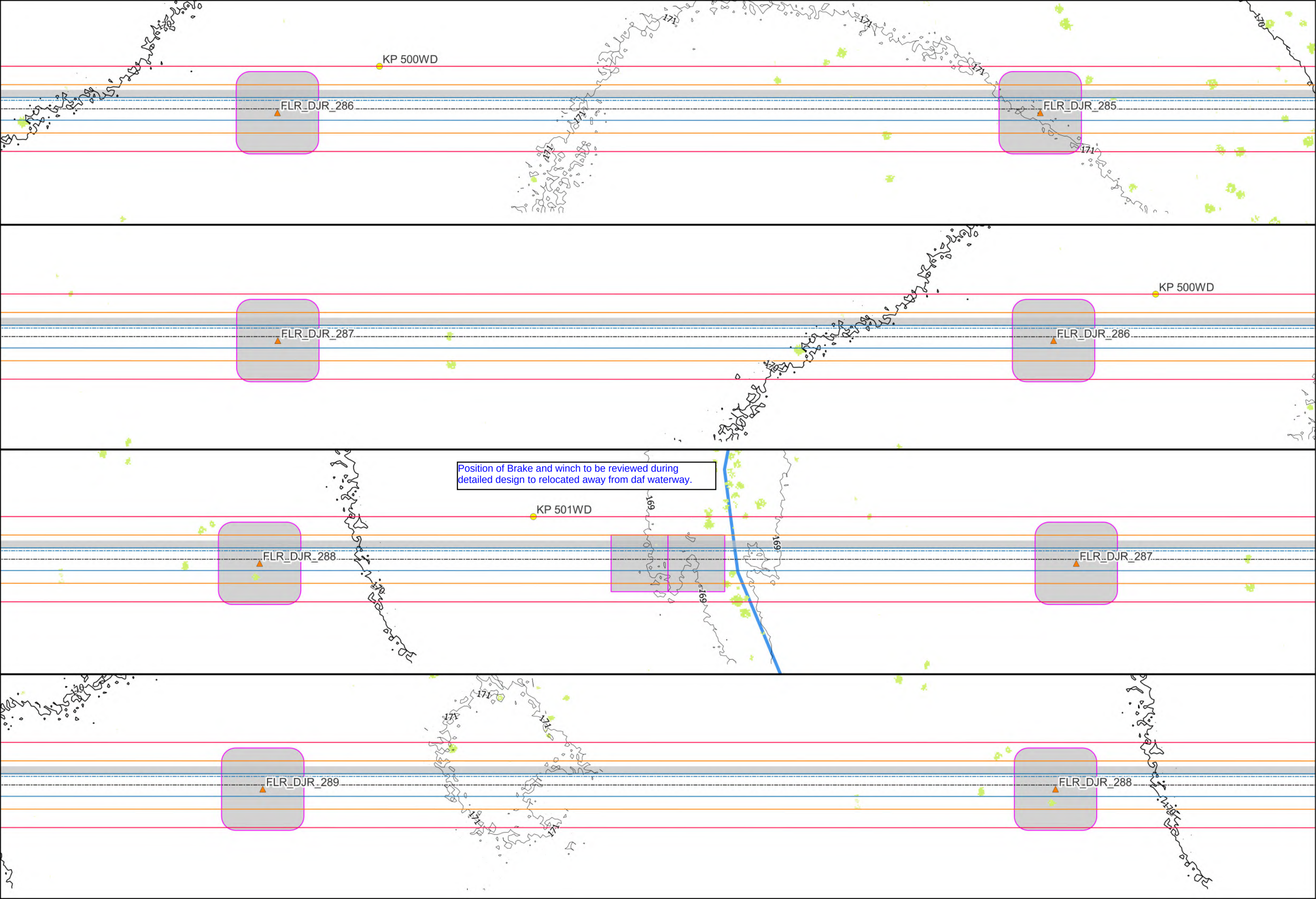


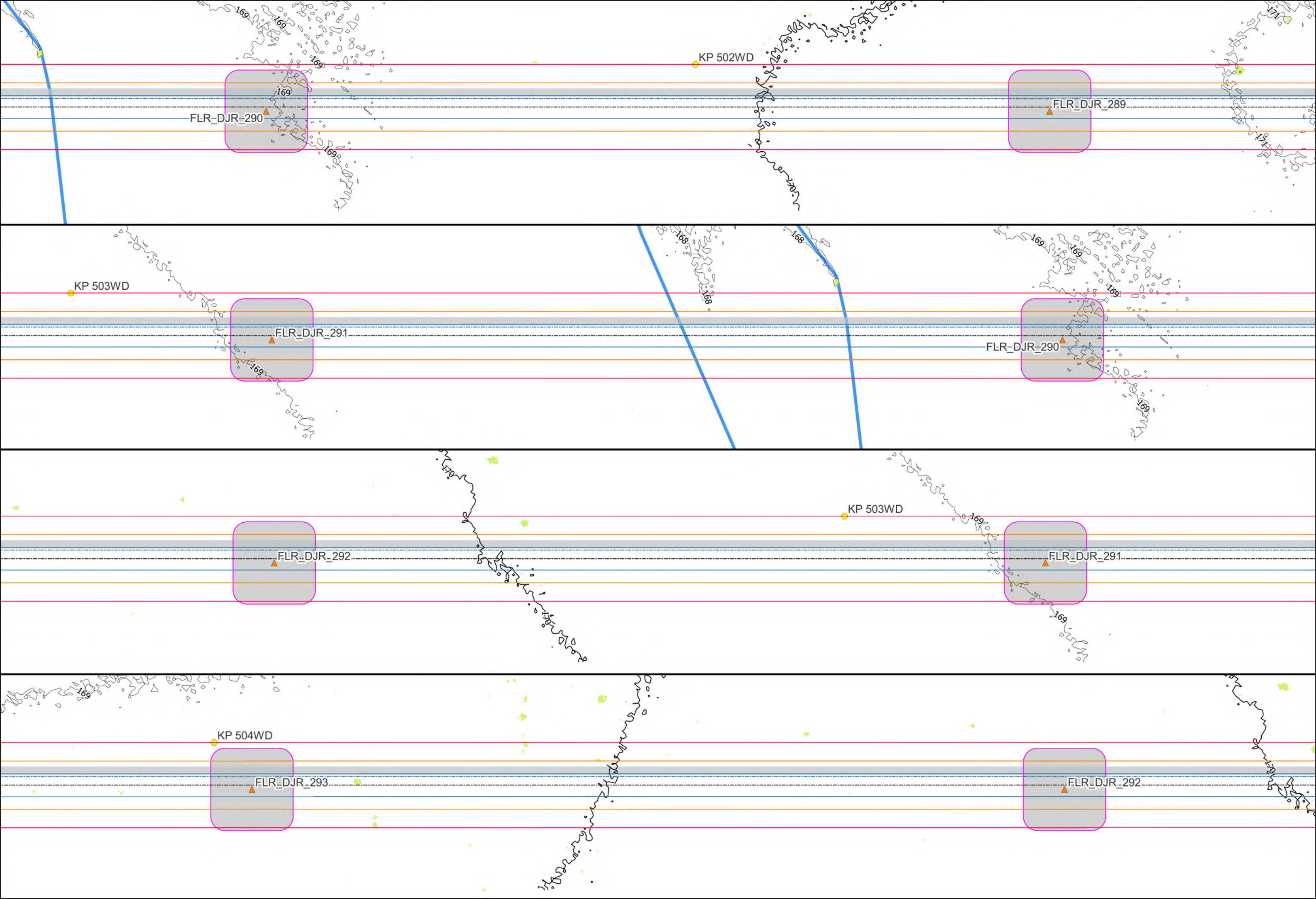


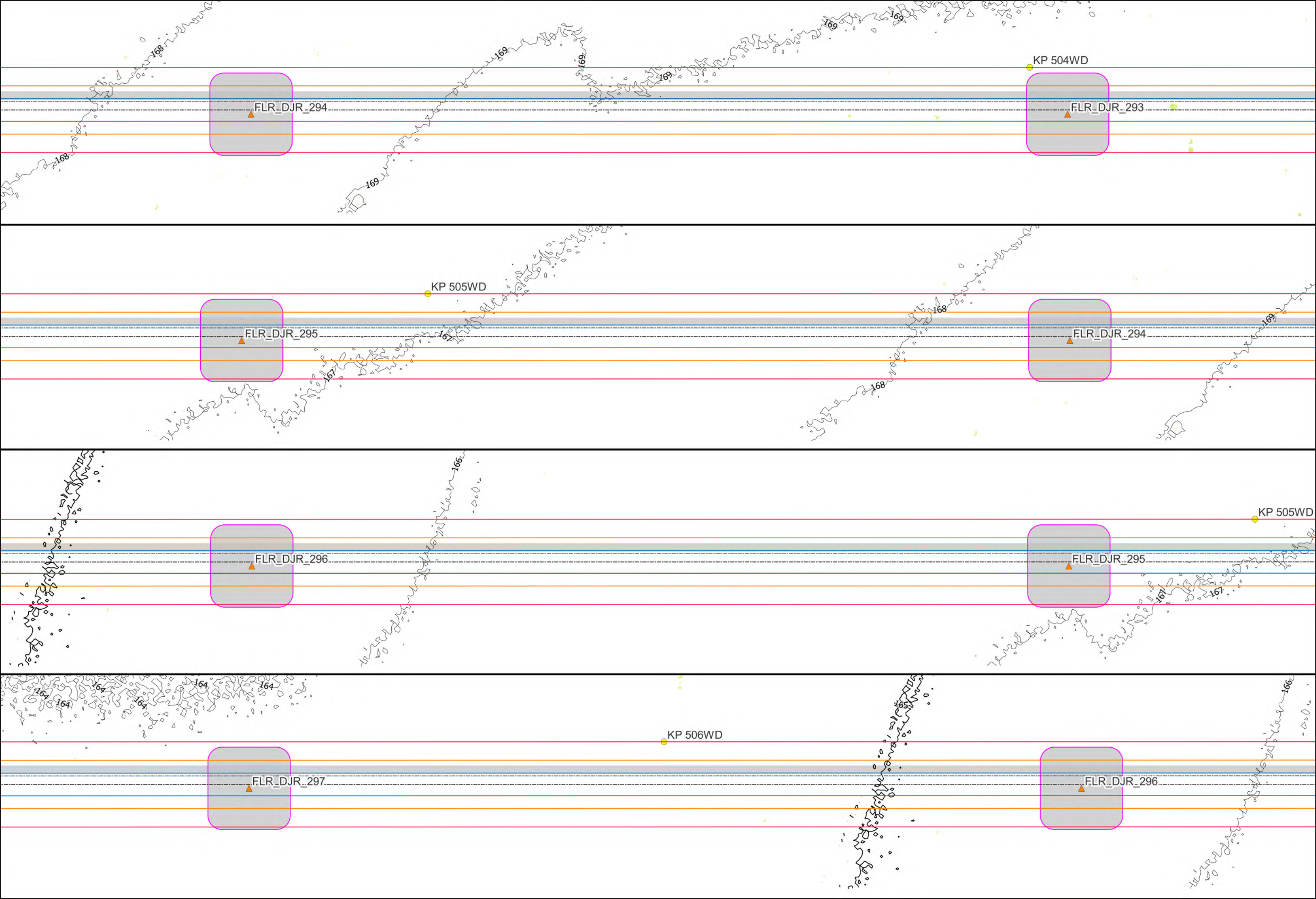


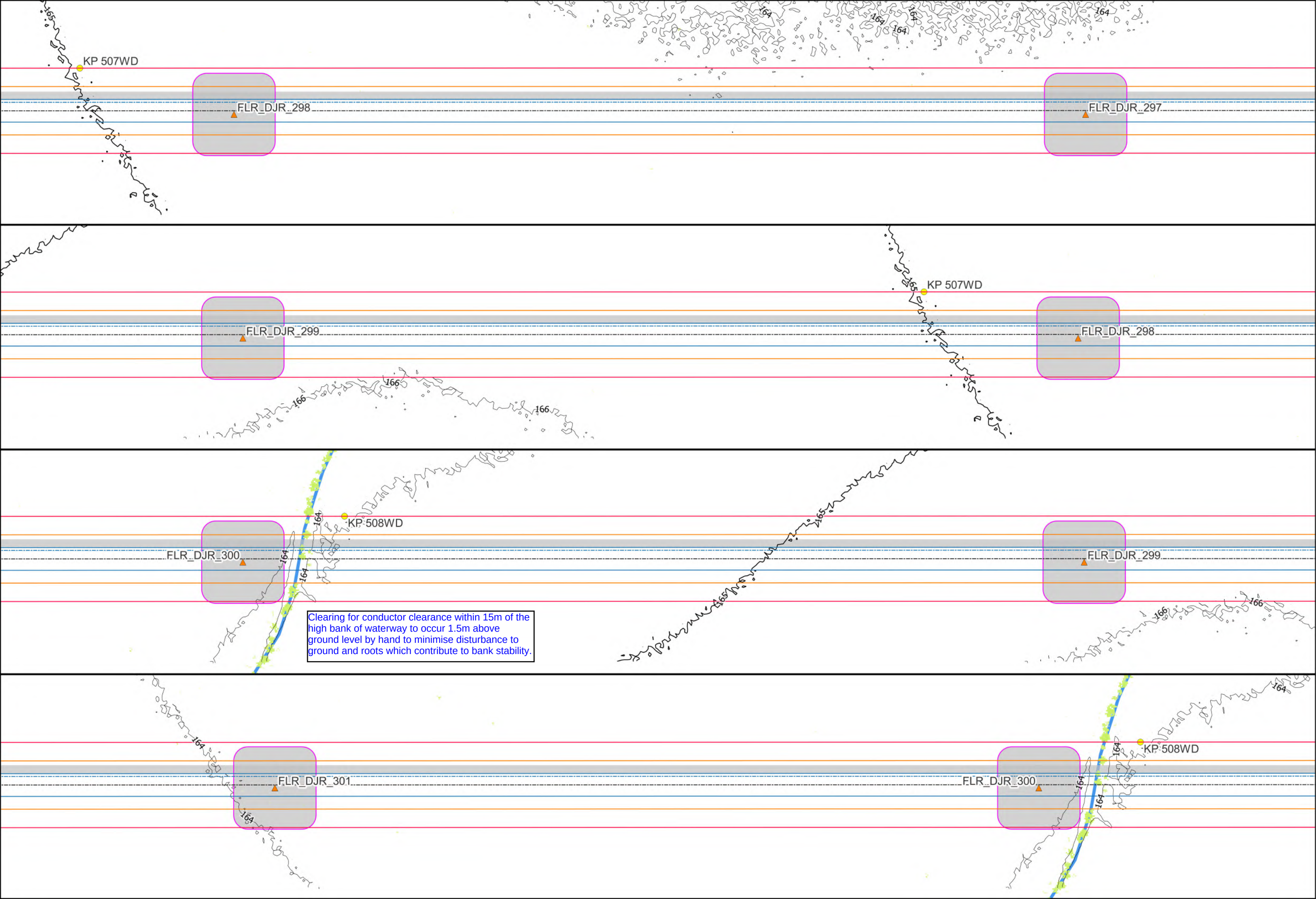












KP 507WD

FLR_DJR_298

FLR_DJR_297

KP 507WD

FLR_DJR_299

FLR_DJR_298

KP 508WD

FLR_DJR_300

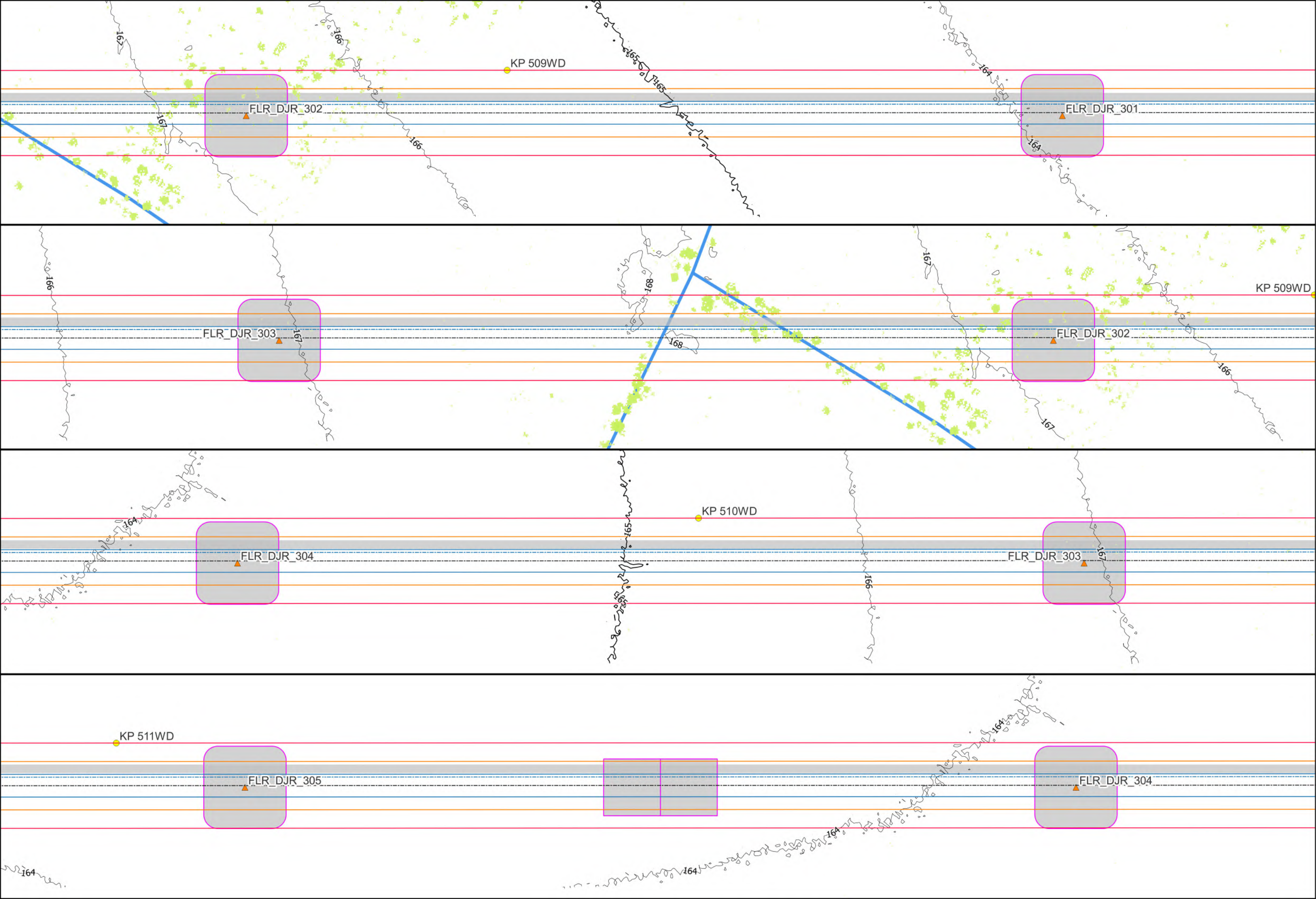
FLR_DJR_299

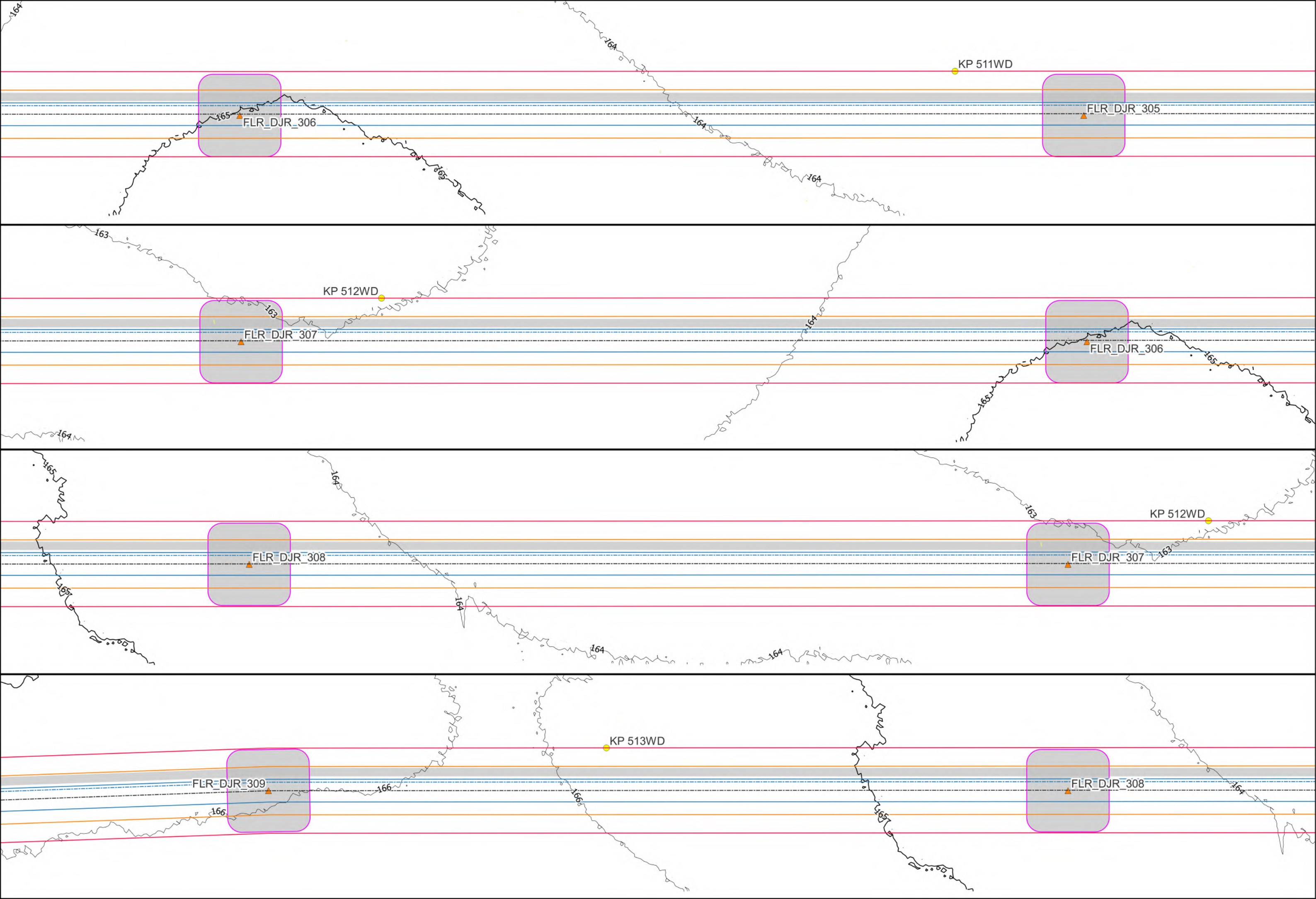
Clearing for conductor clearance within 15m of the high bank of waterway to occur 1.5m above ground level by hand to minimise disturbance to ground and roots which contribute to bank stability.

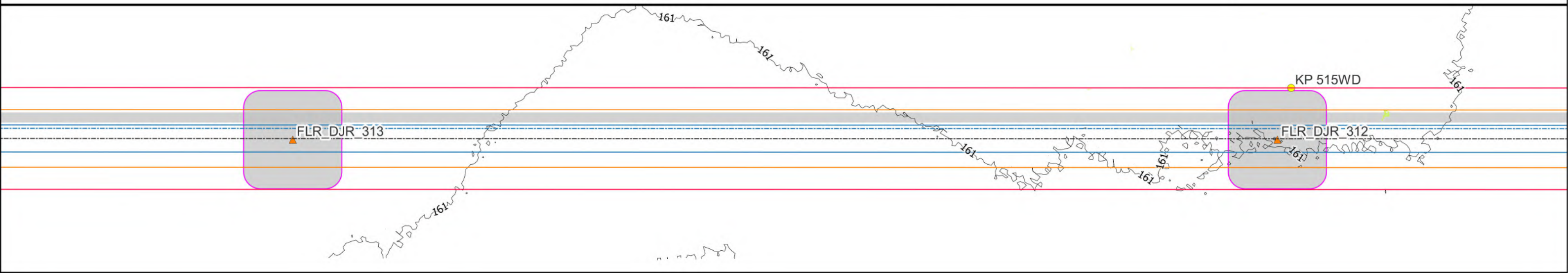
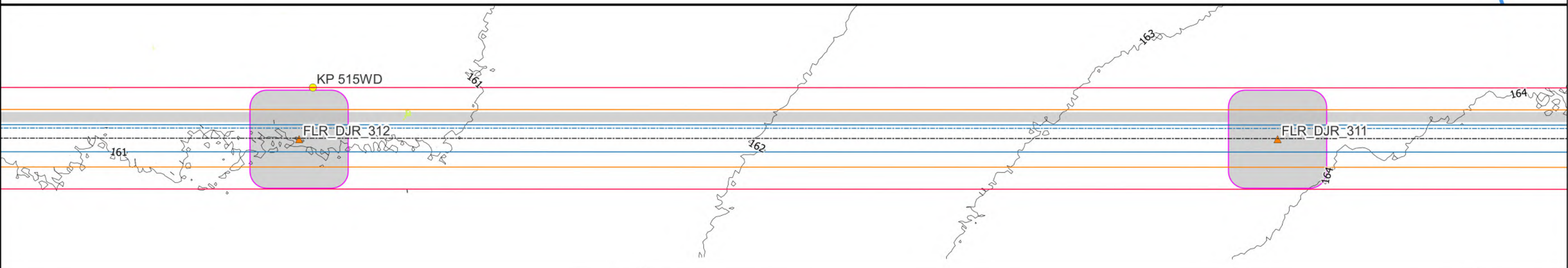
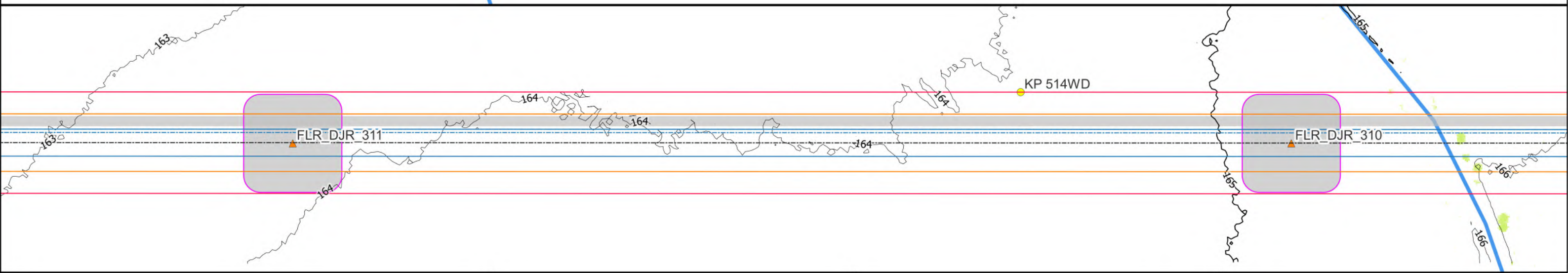
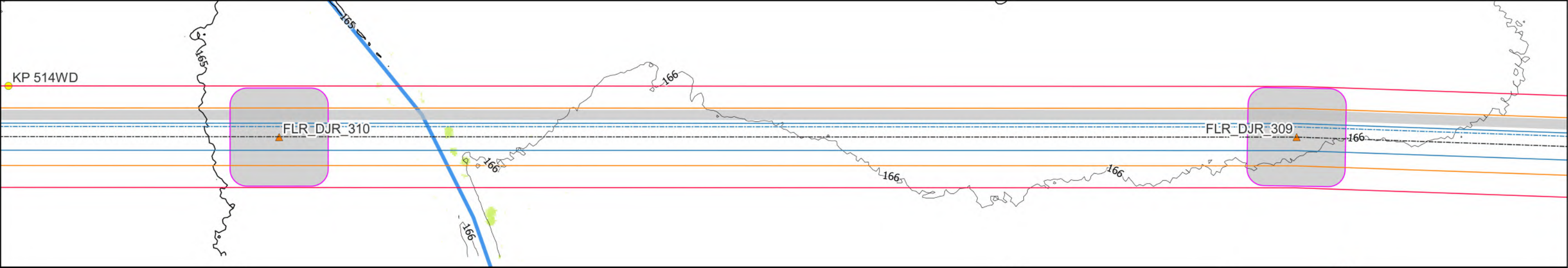
FLR_DJR_301

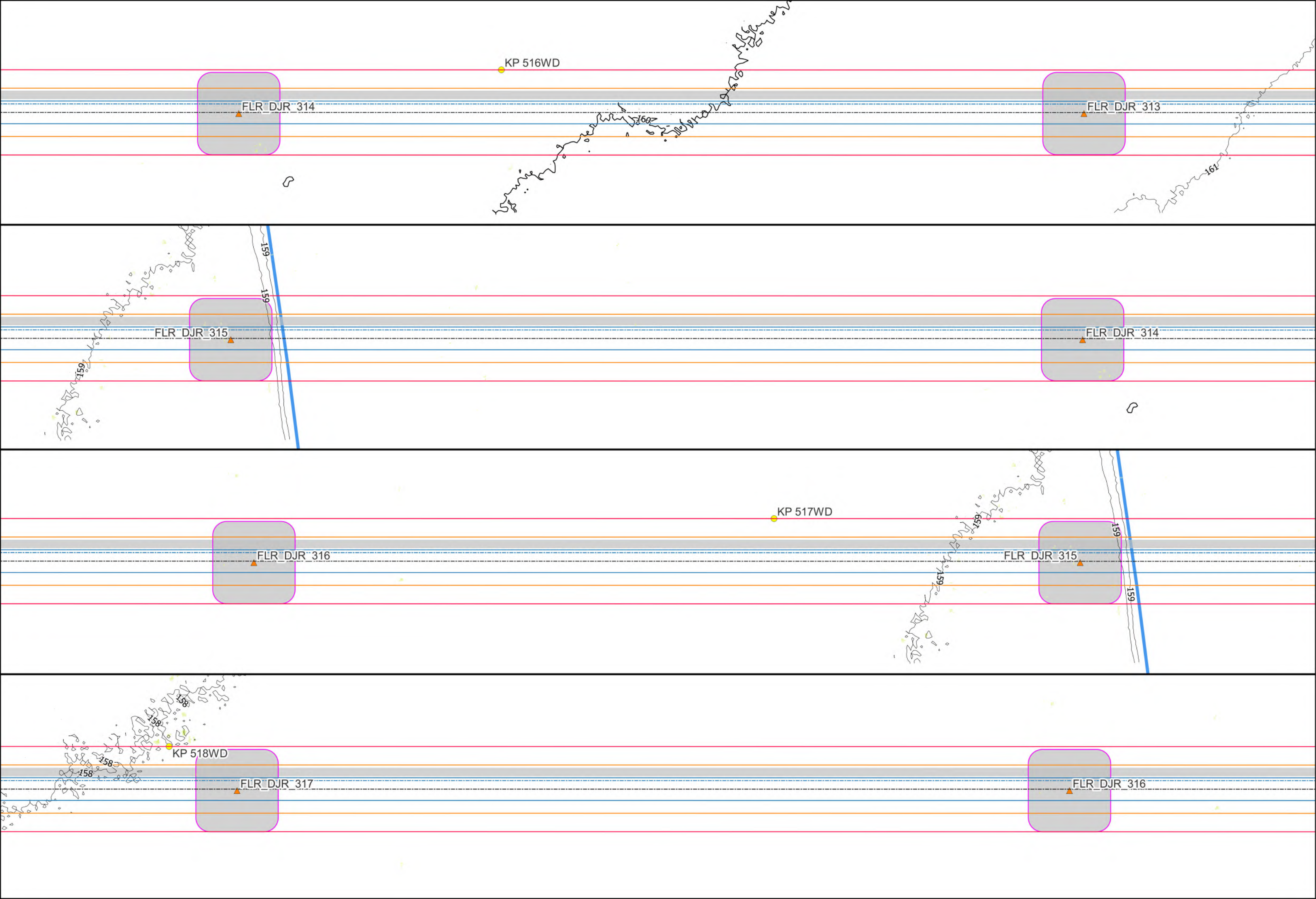
FLR_DJR_300

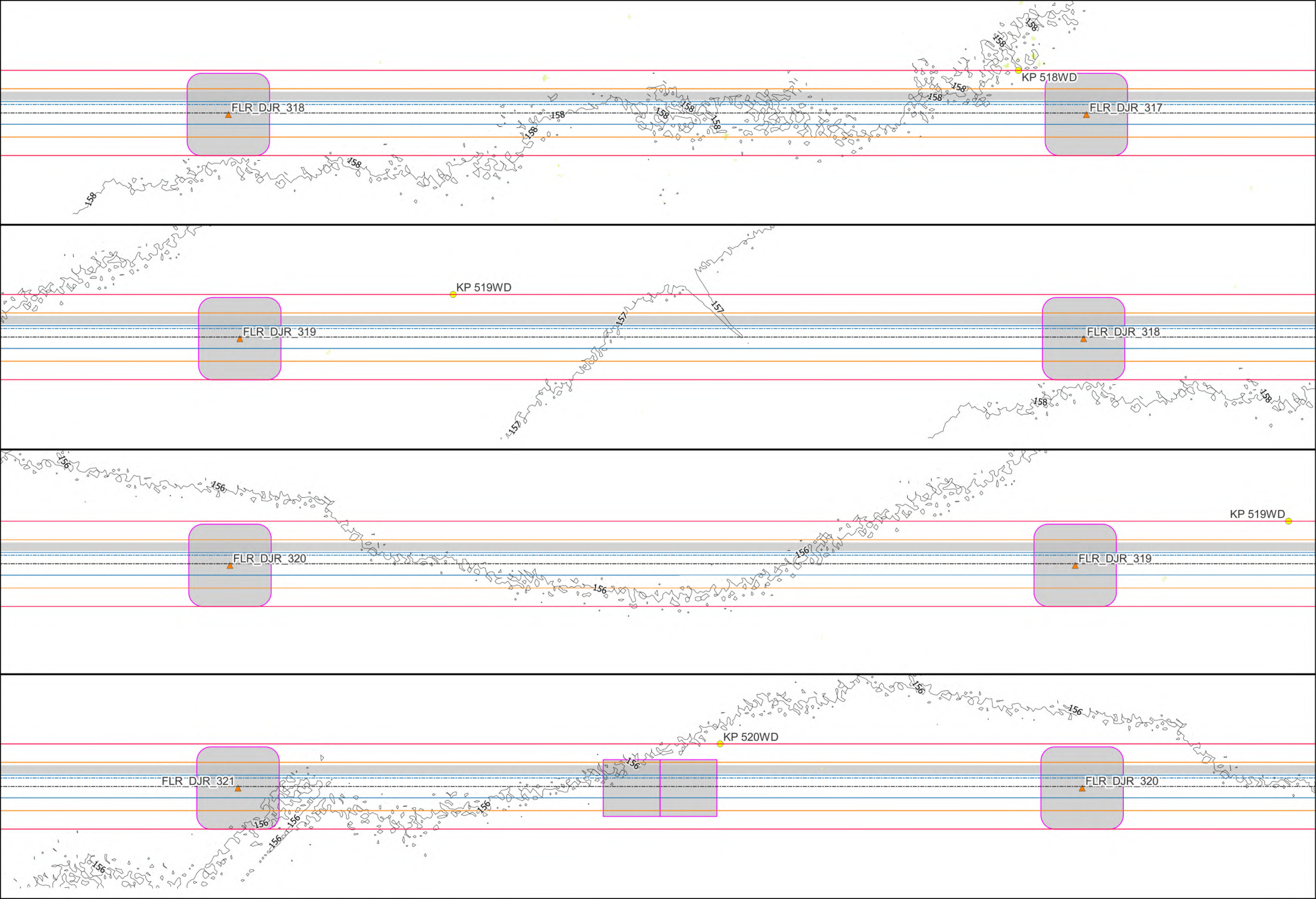
KP 508WD

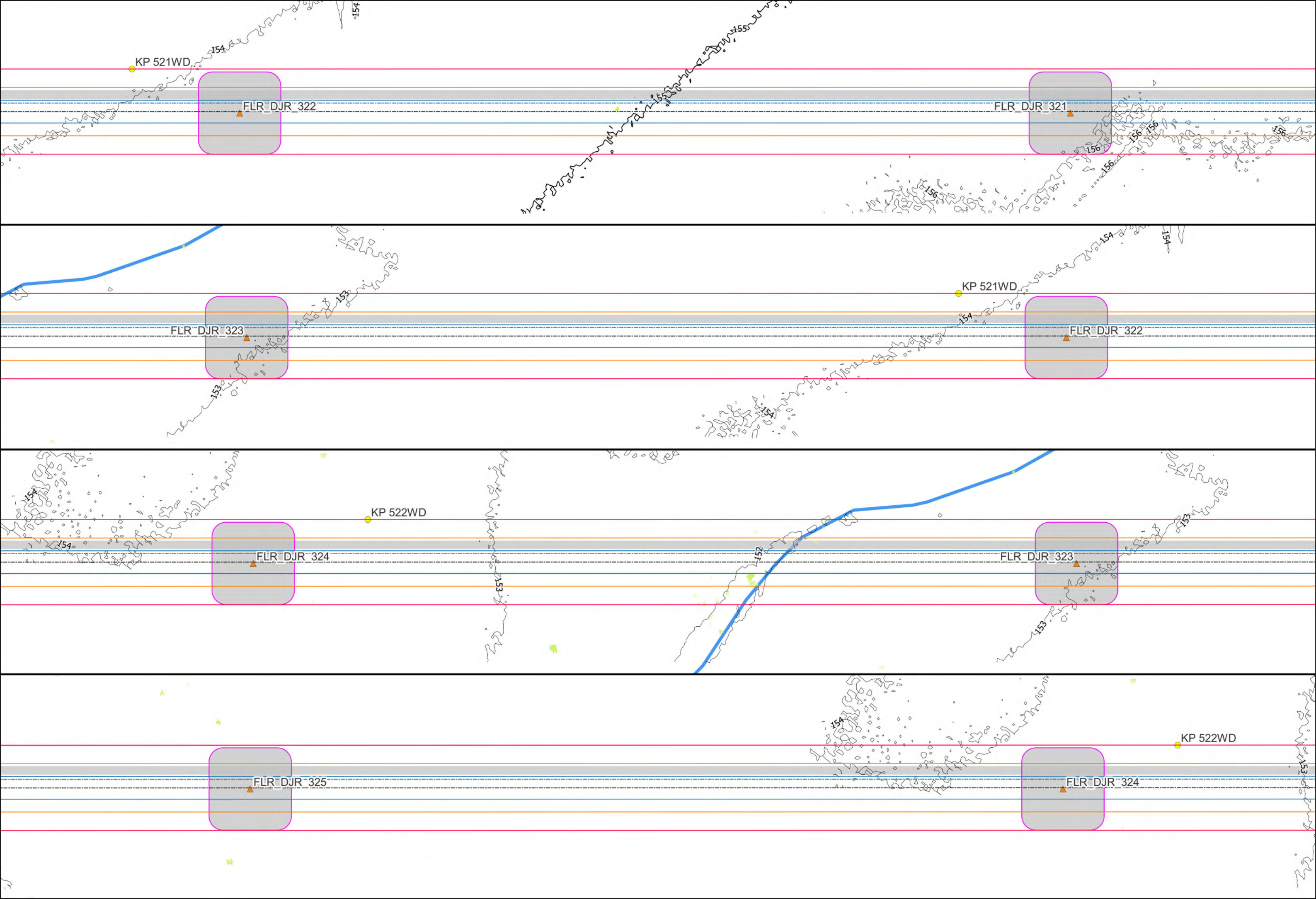


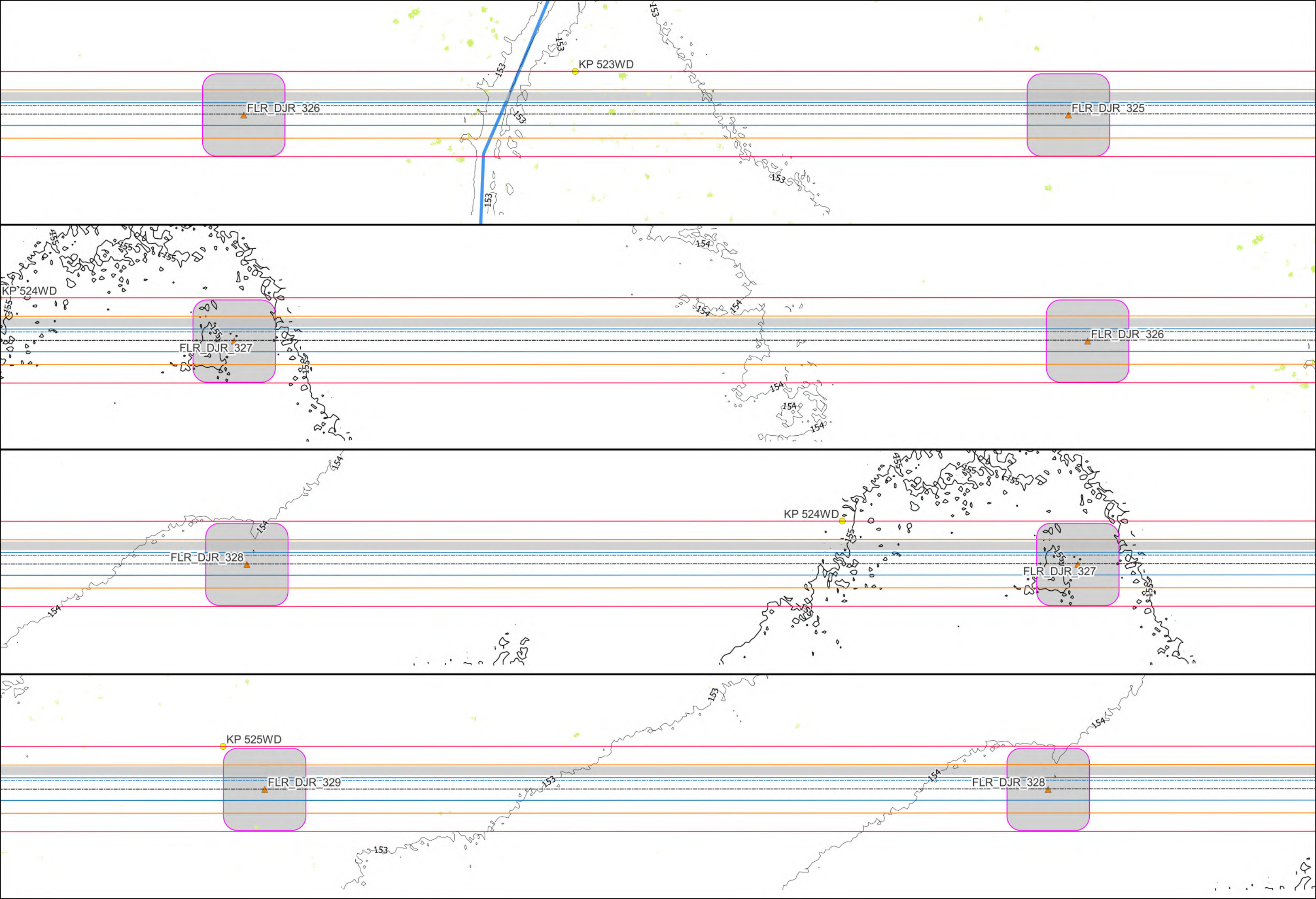


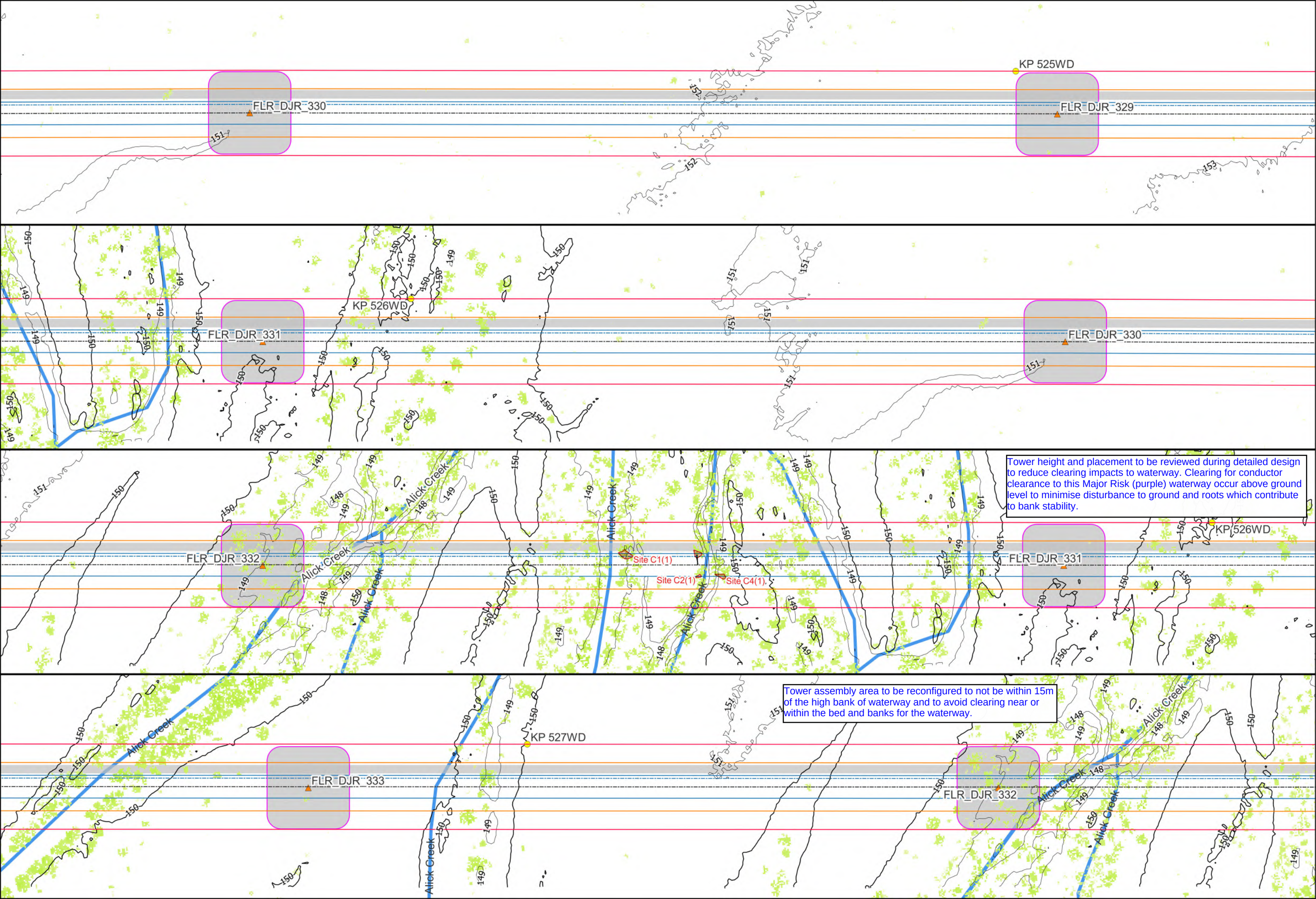


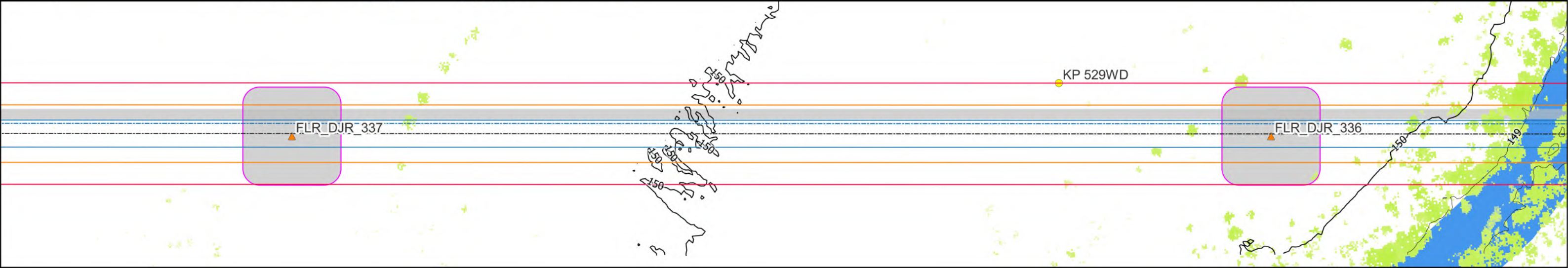
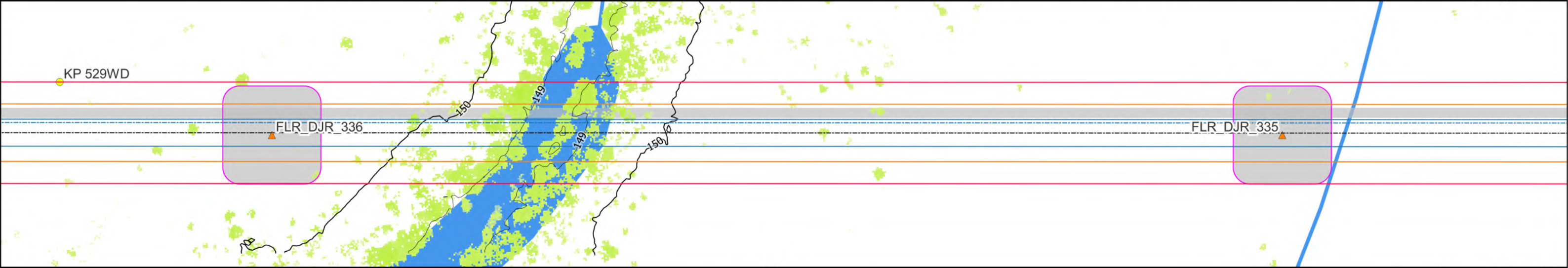
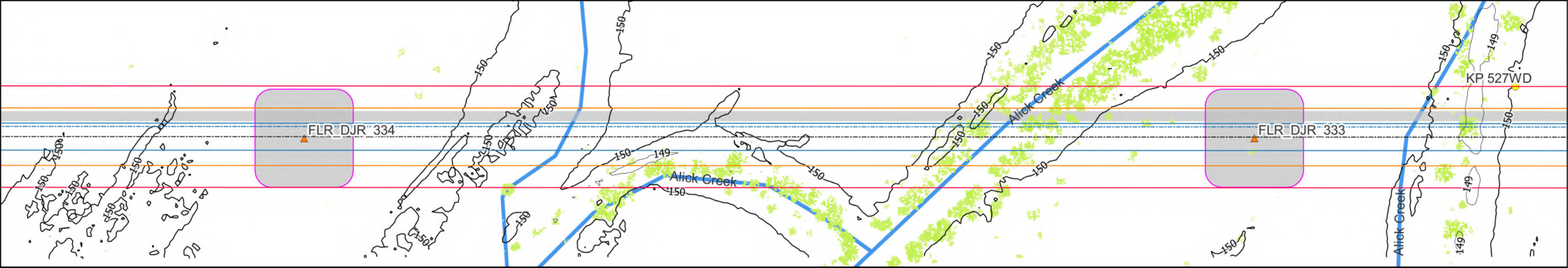


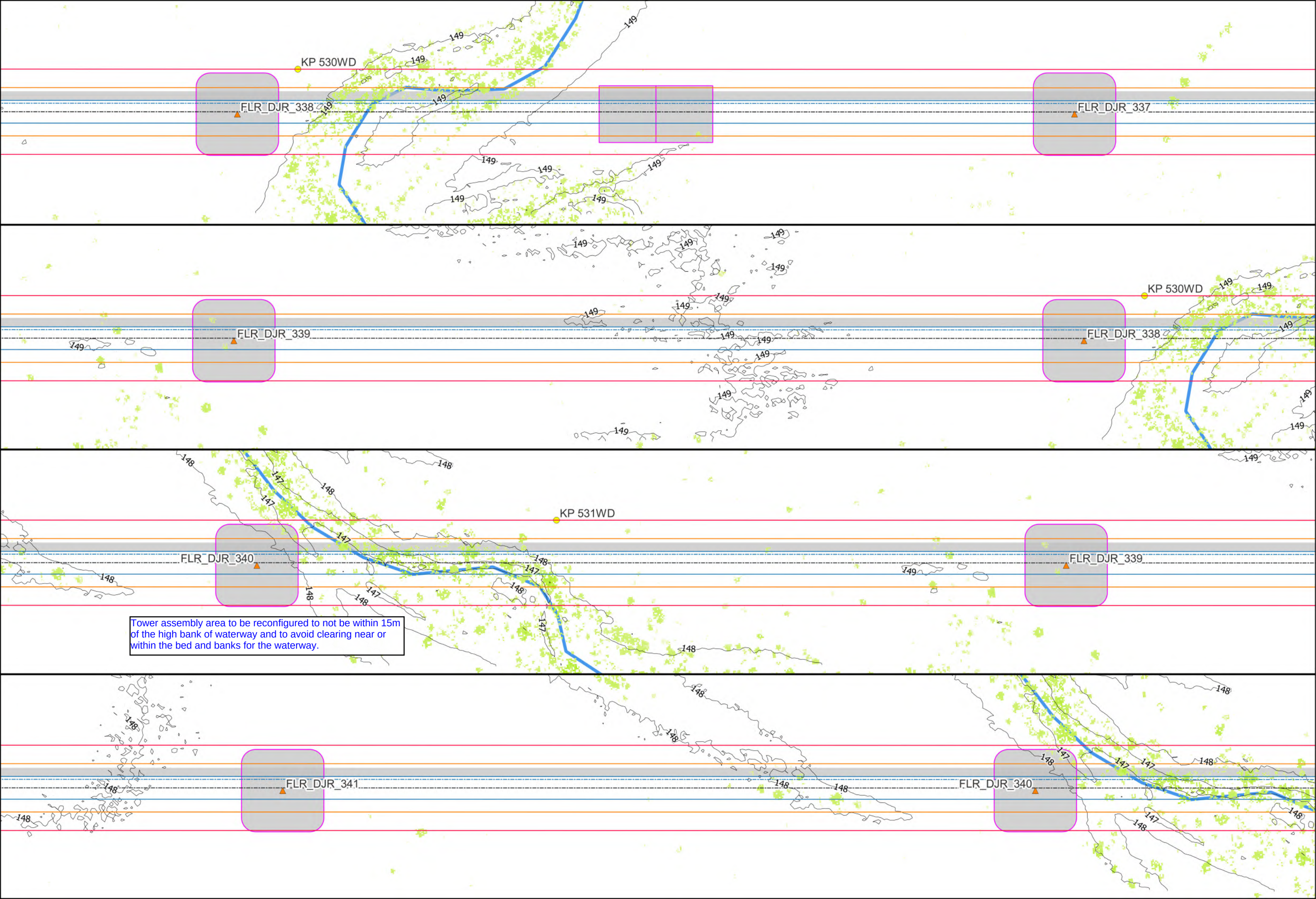


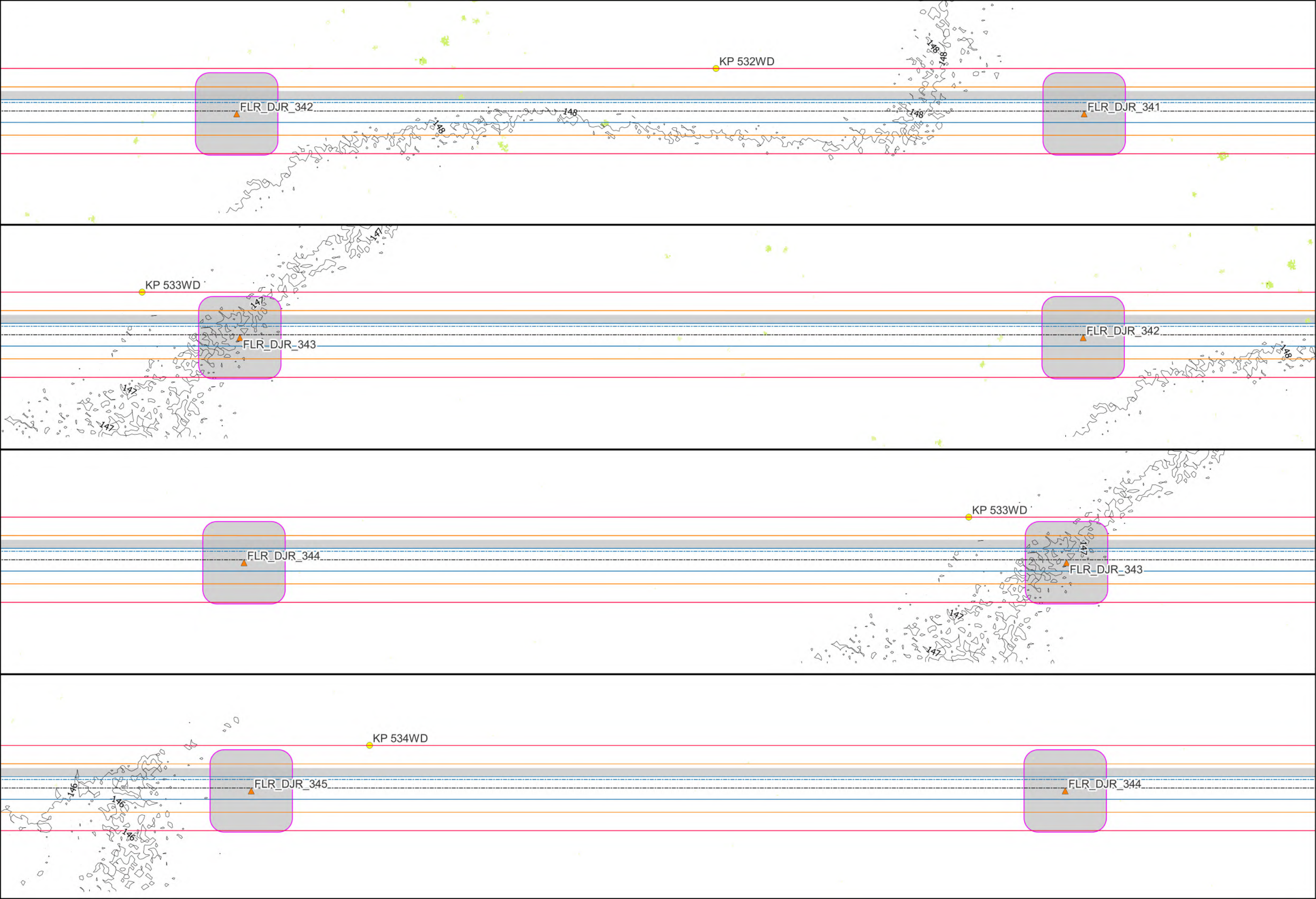


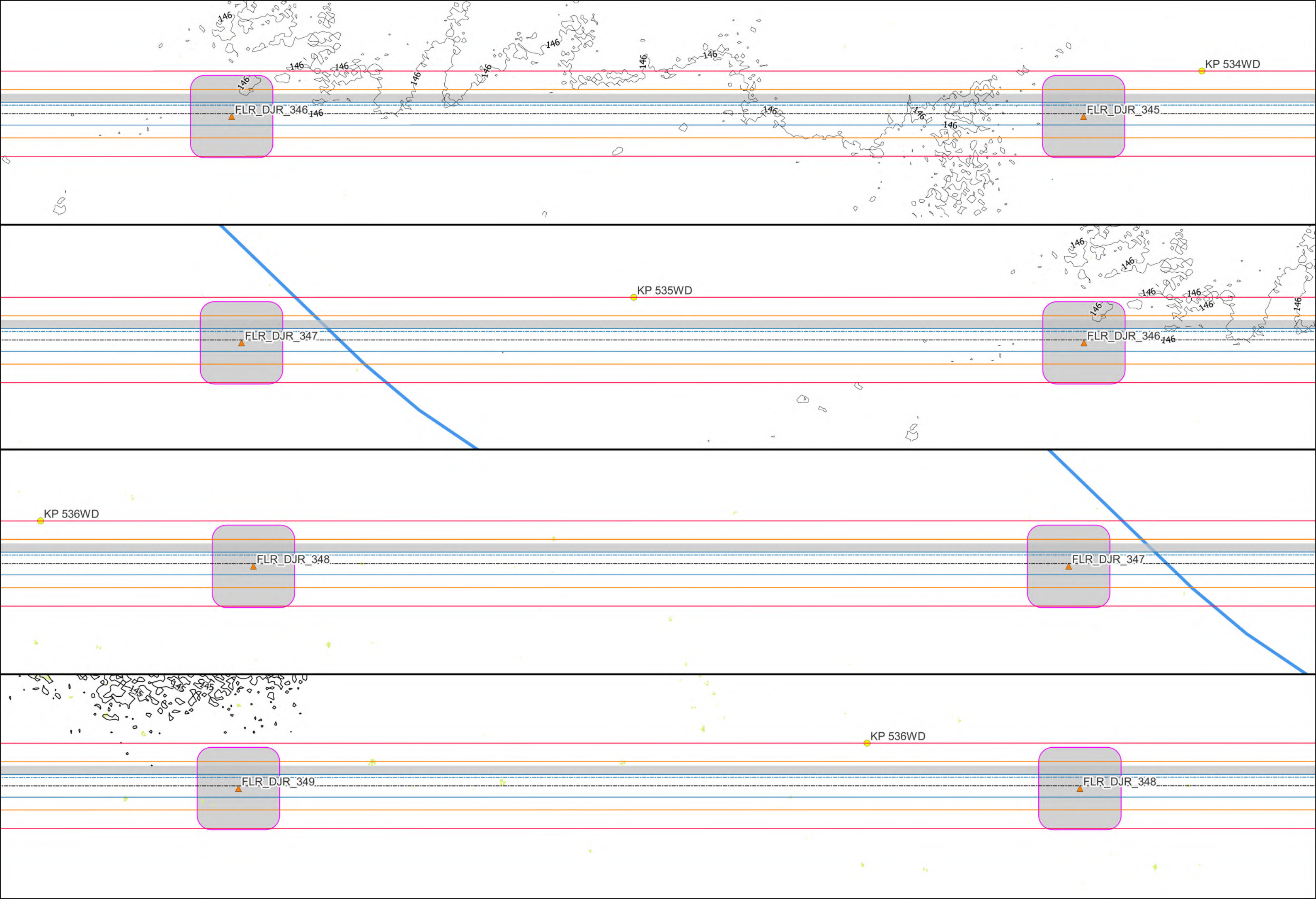


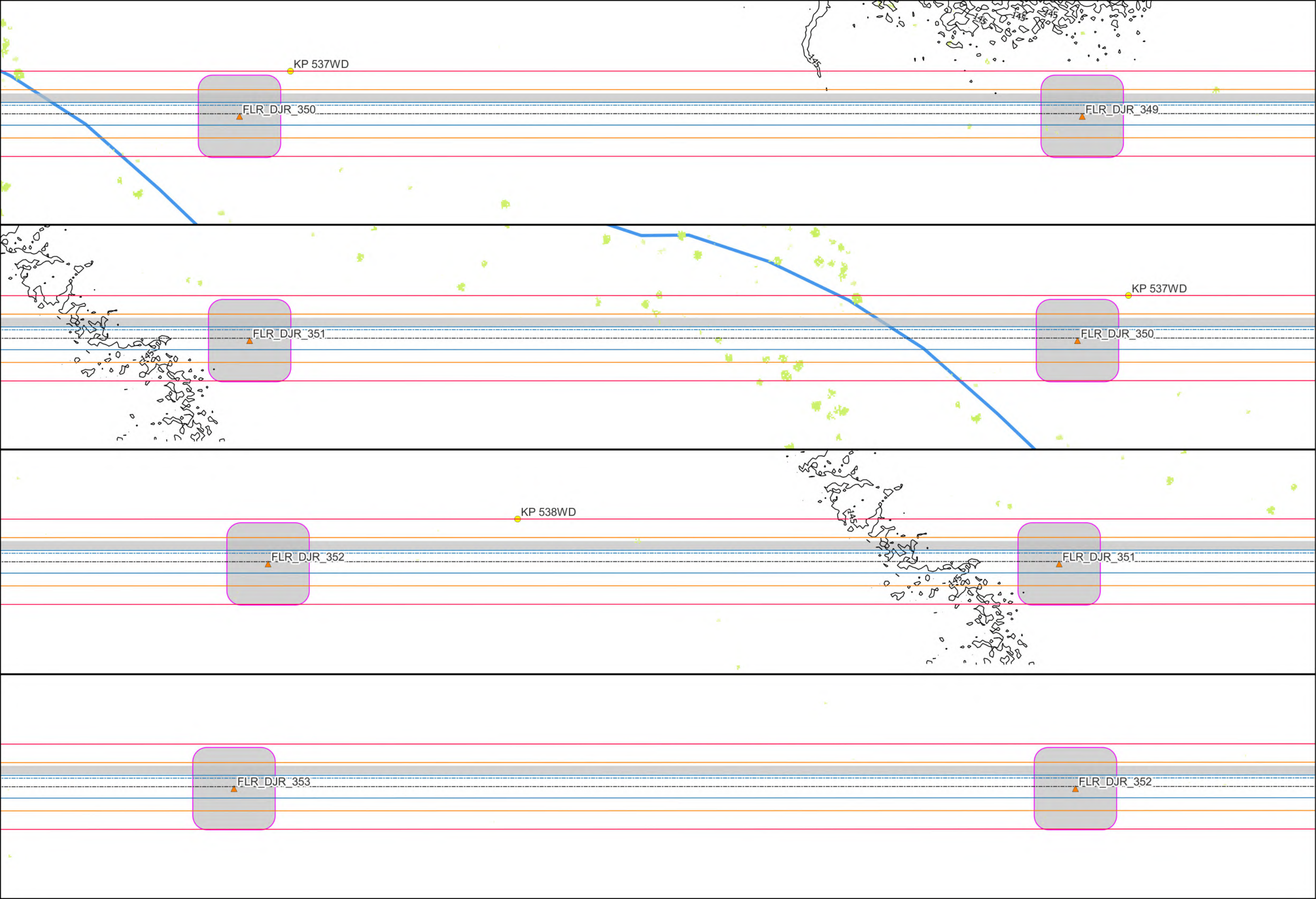


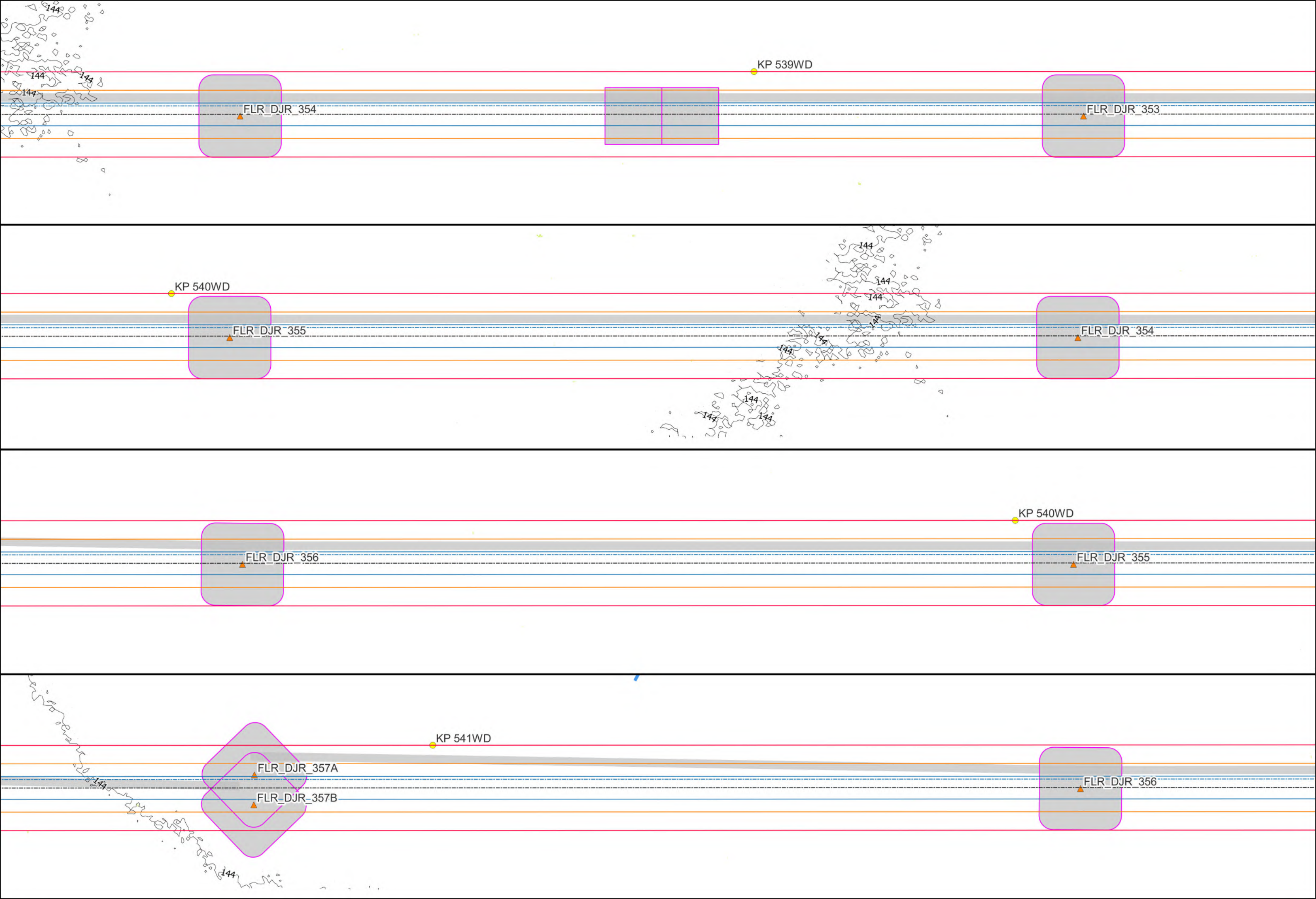


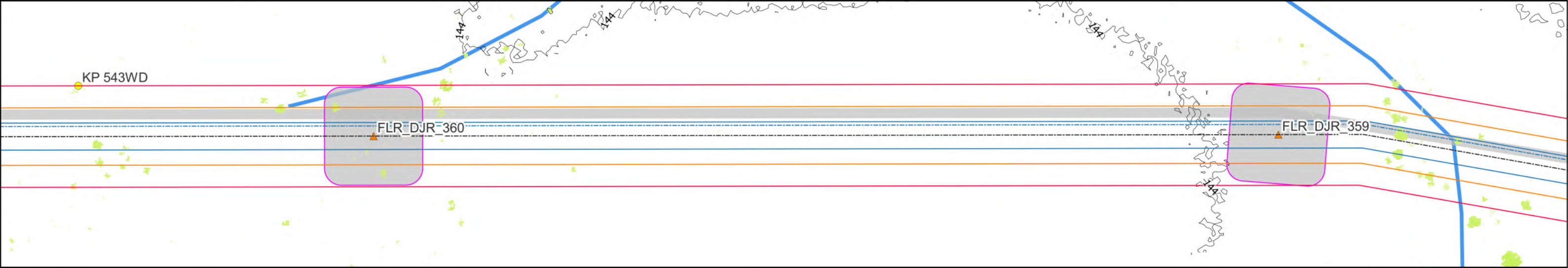
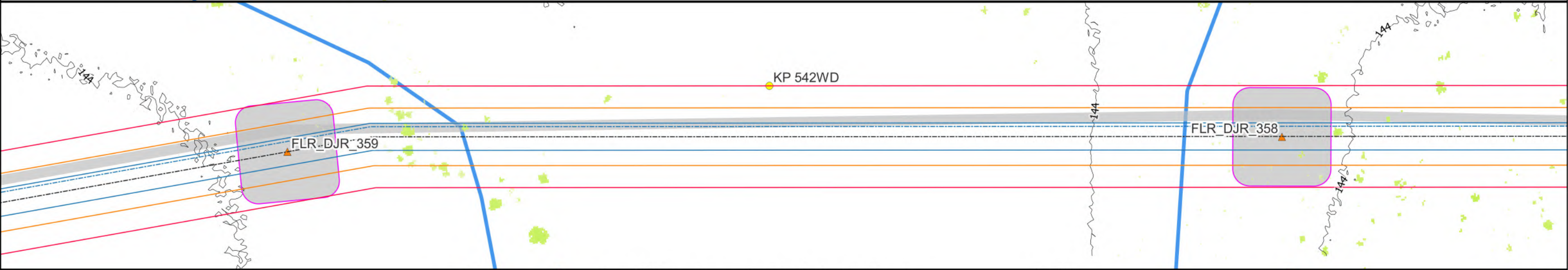


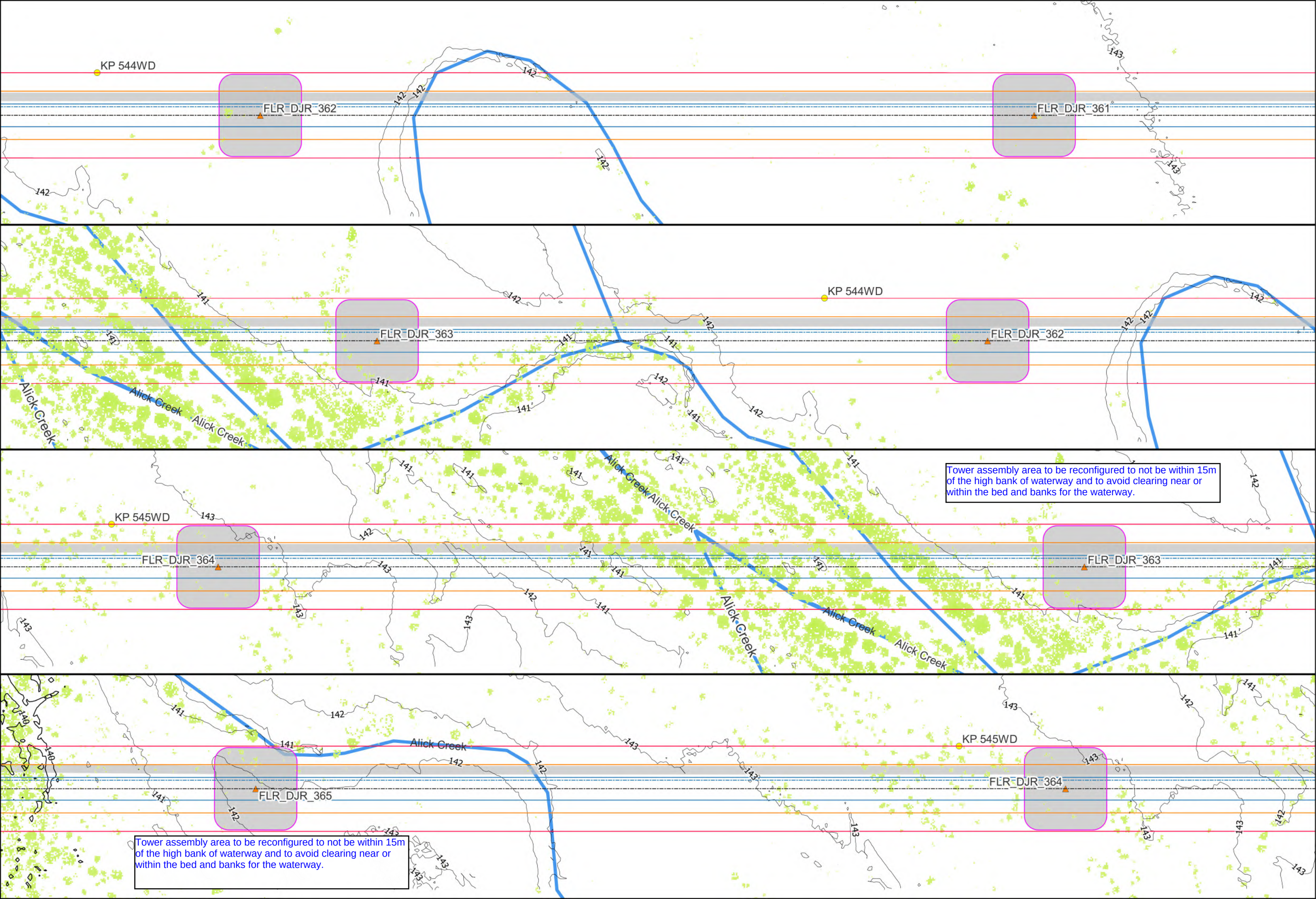












KP 544WD

FLR DJR 362

FLR DJR 361

KP 544WD

FLR DJR 363

FLR DJR 362

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.

KP 545WD

FLR DJR 364

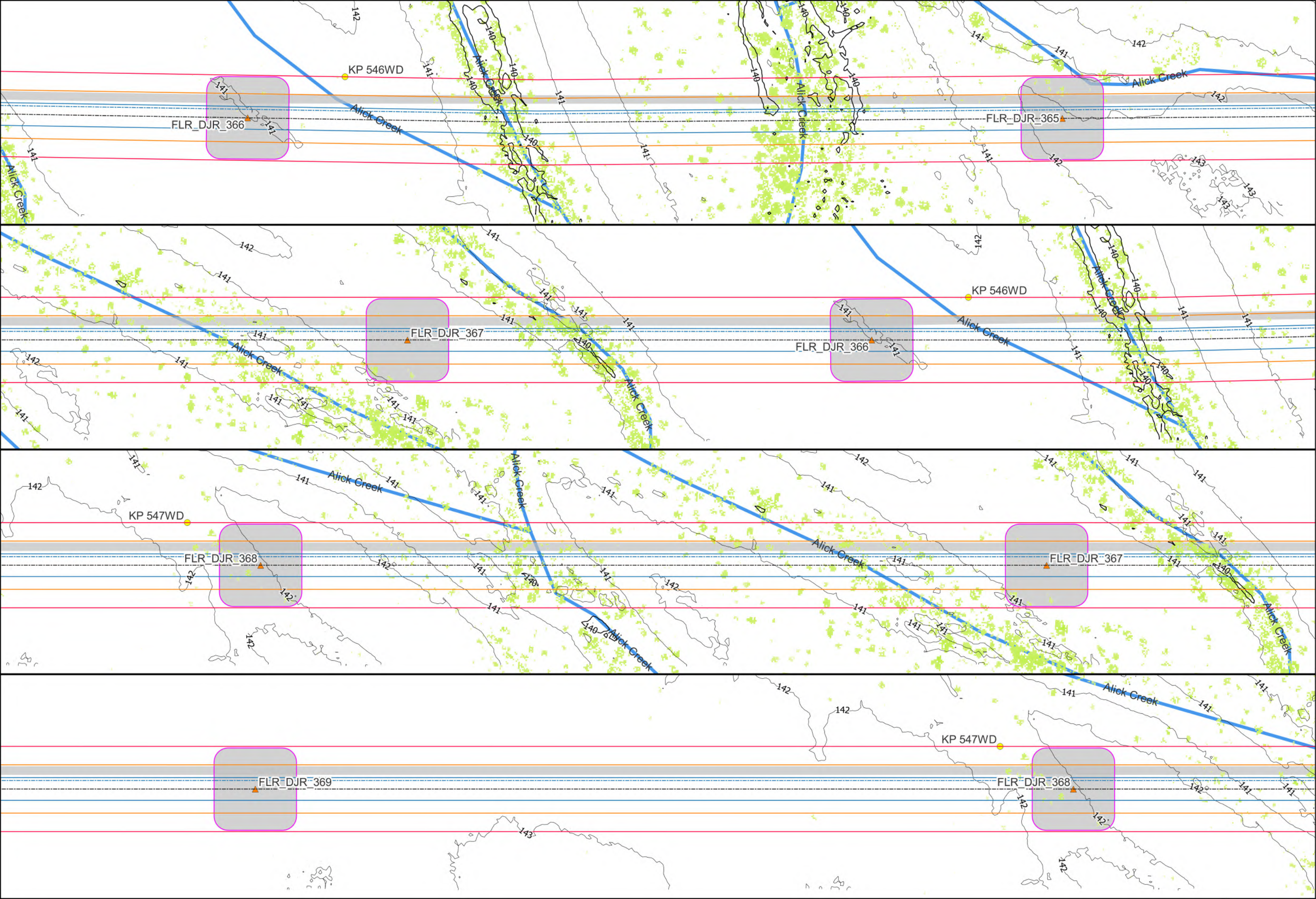
FLR DJR 363

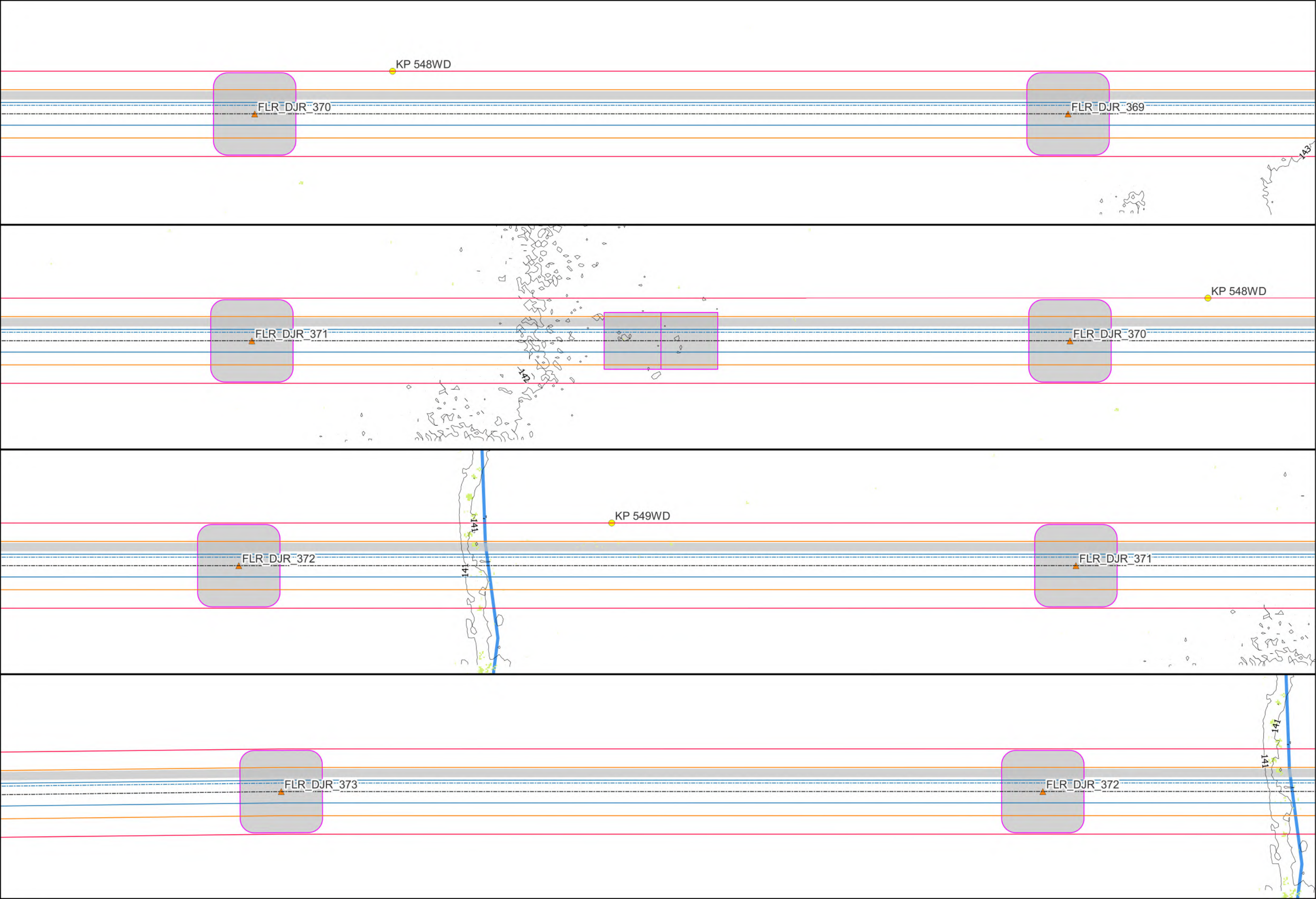
KP 545WD

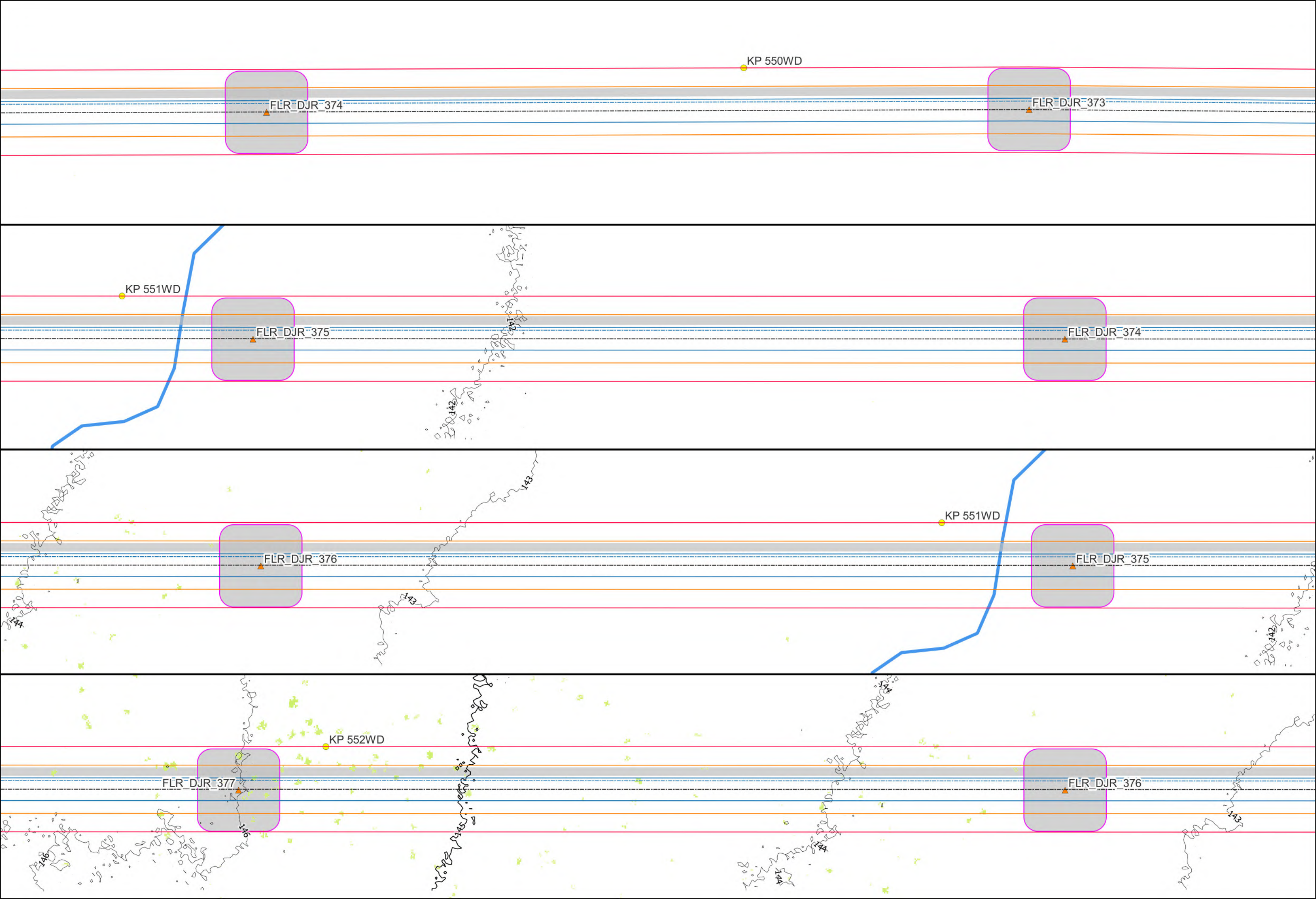
FLR DJR 365

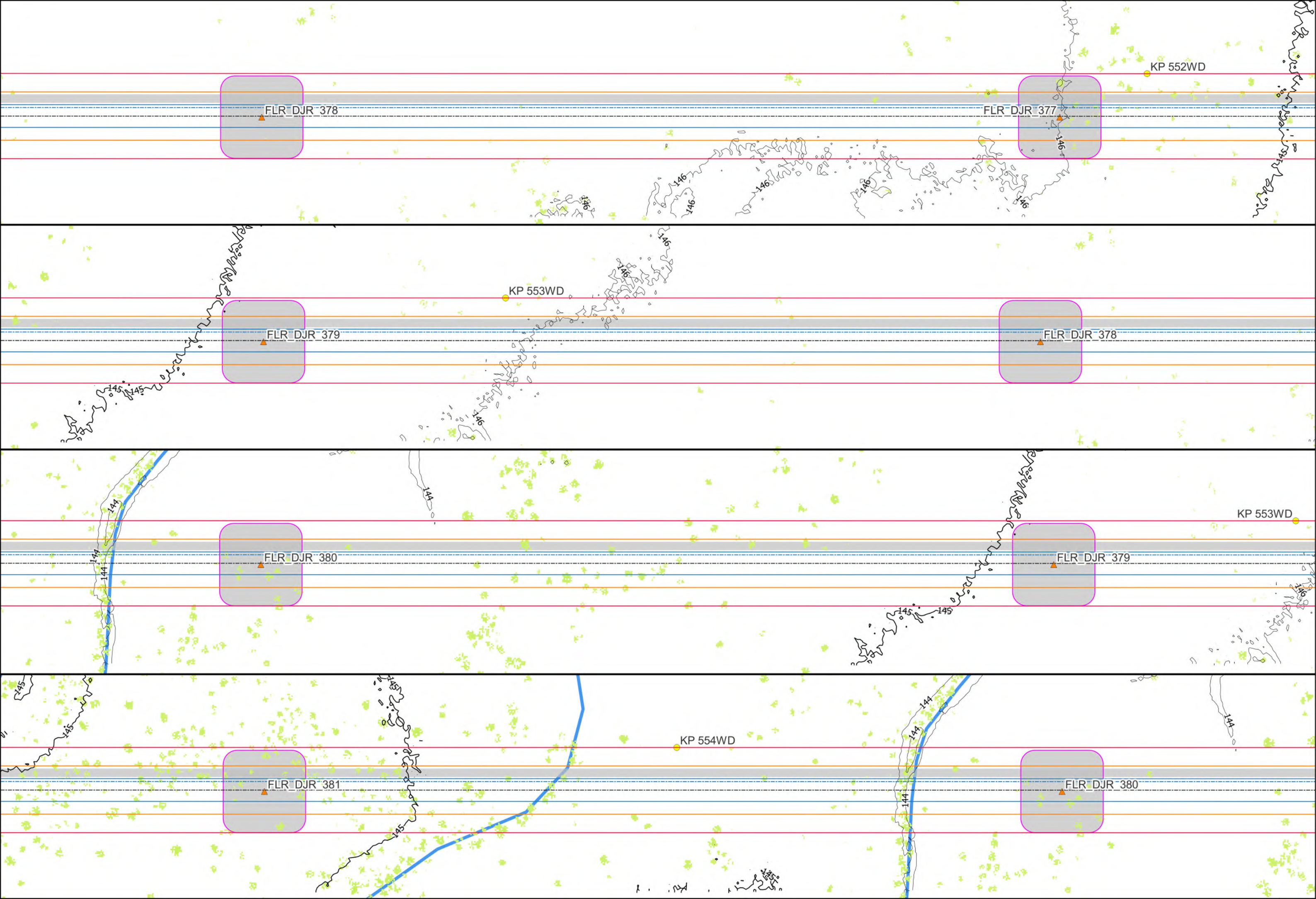
FLR DJR 364

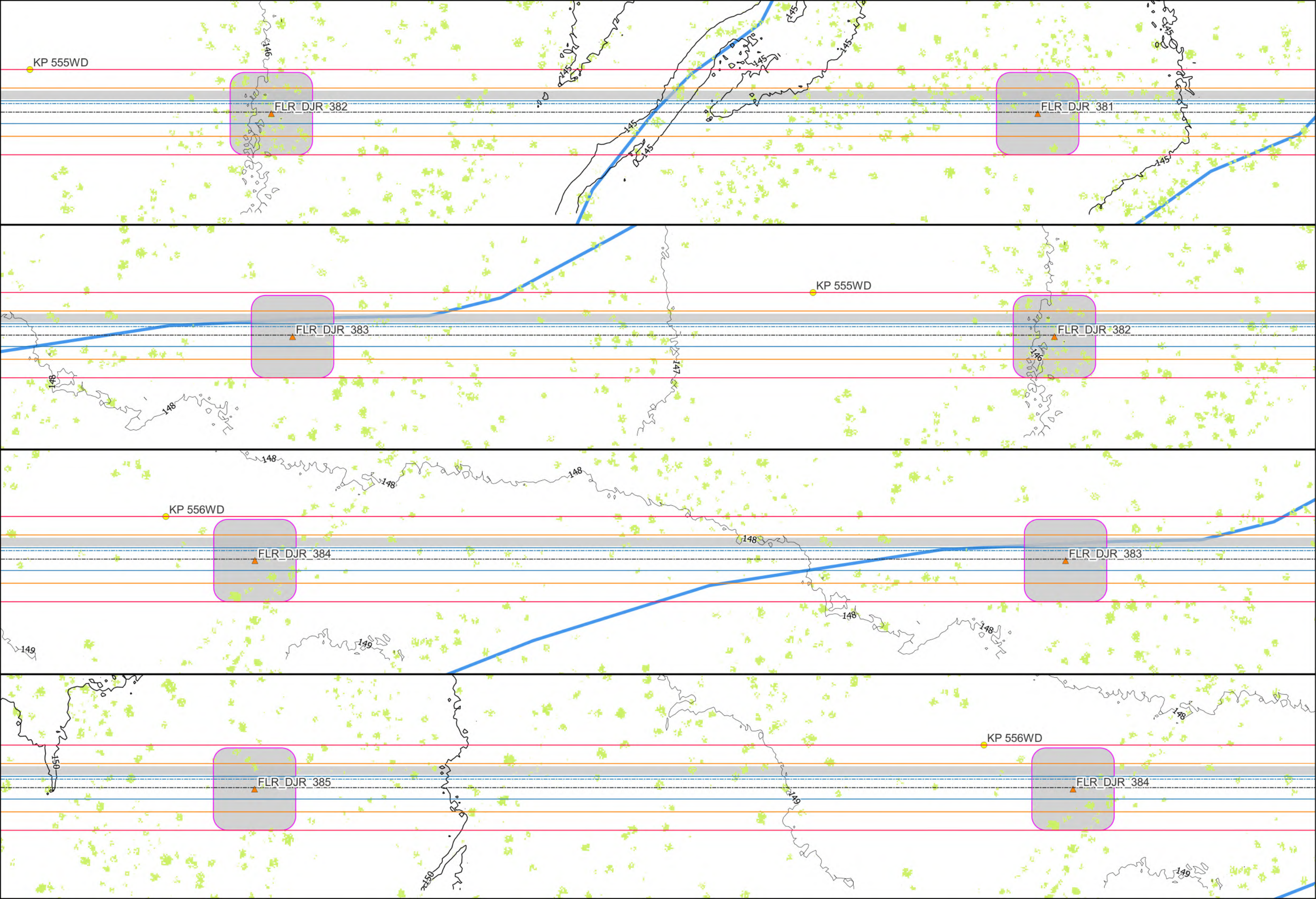
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

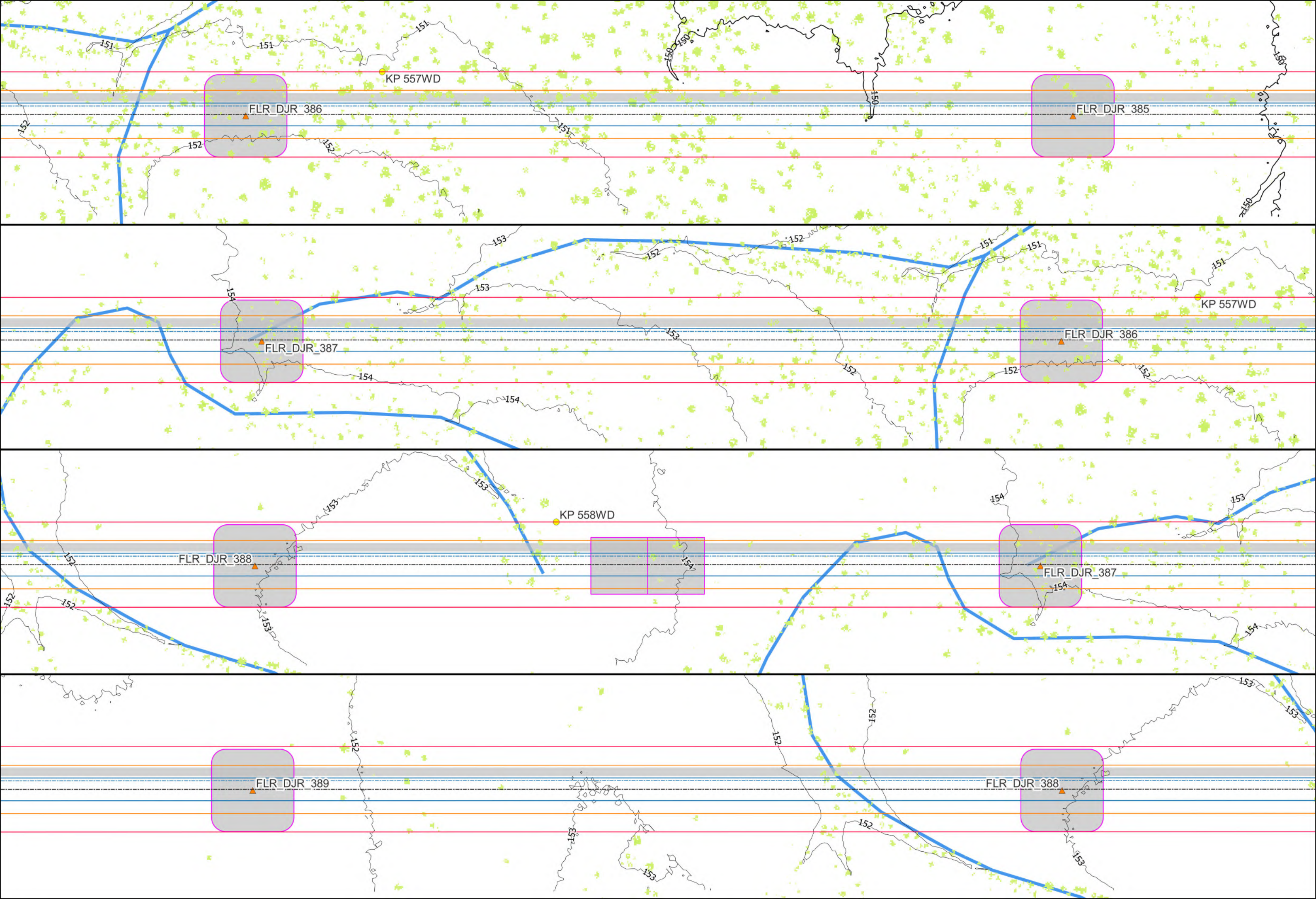


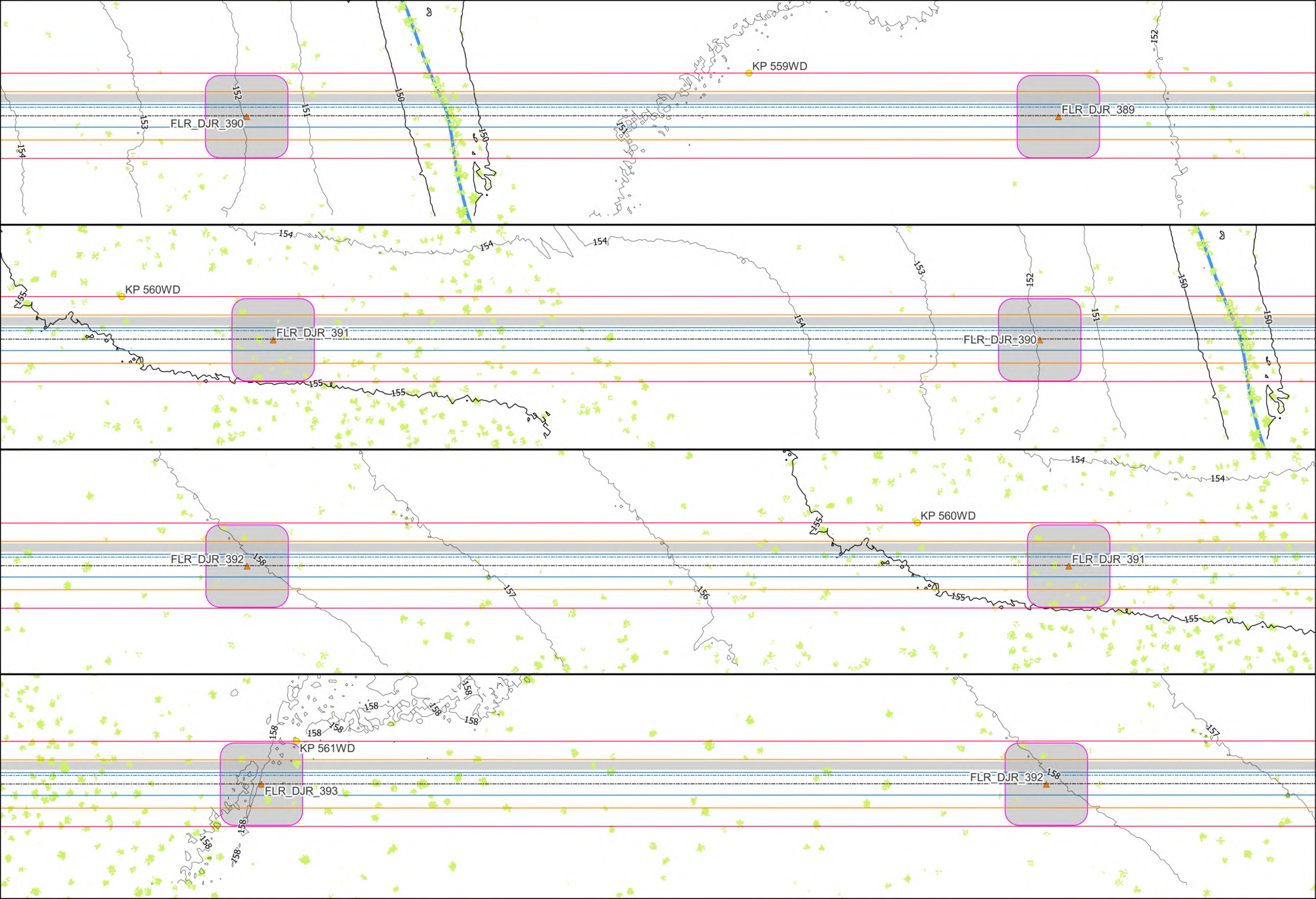


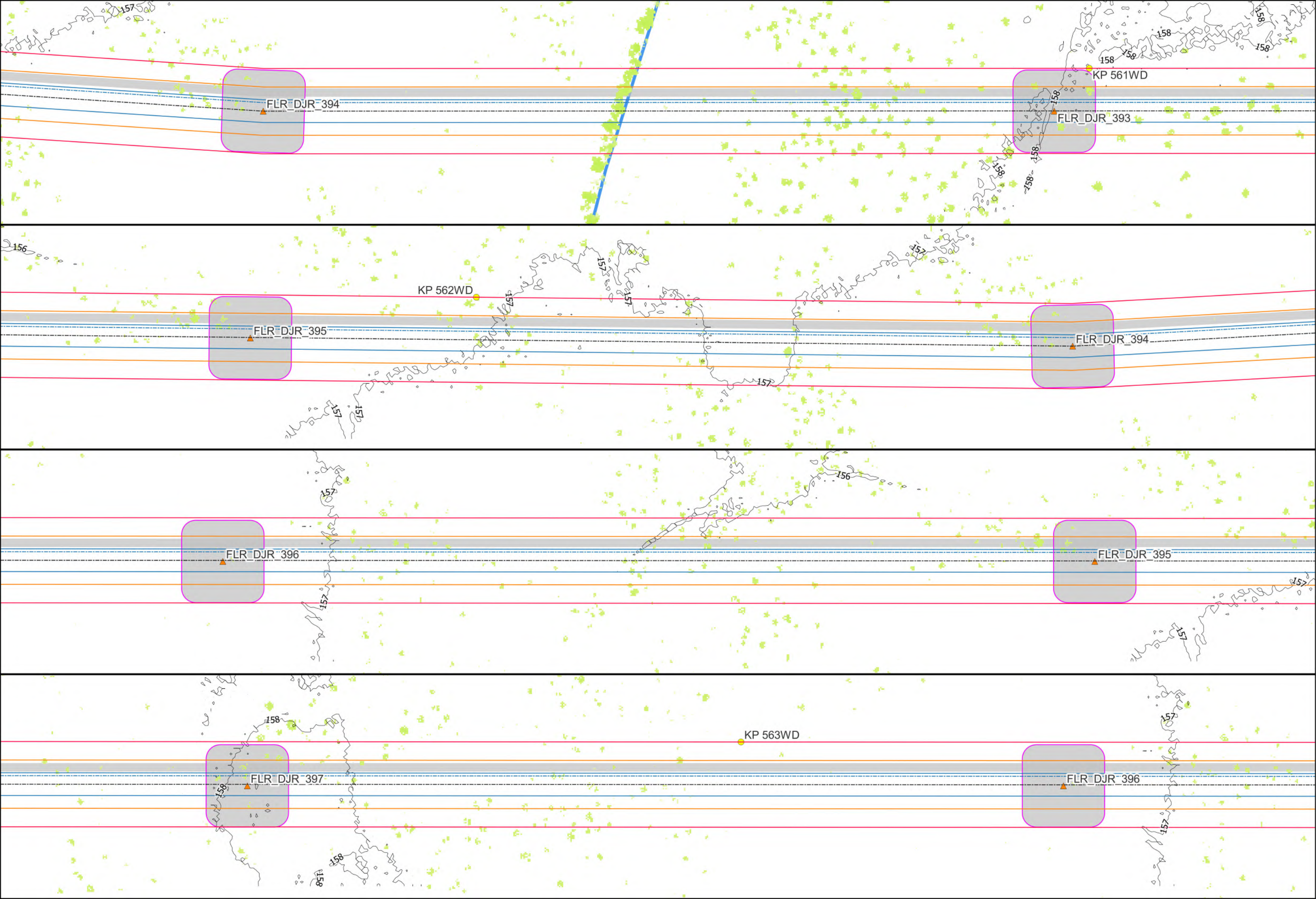


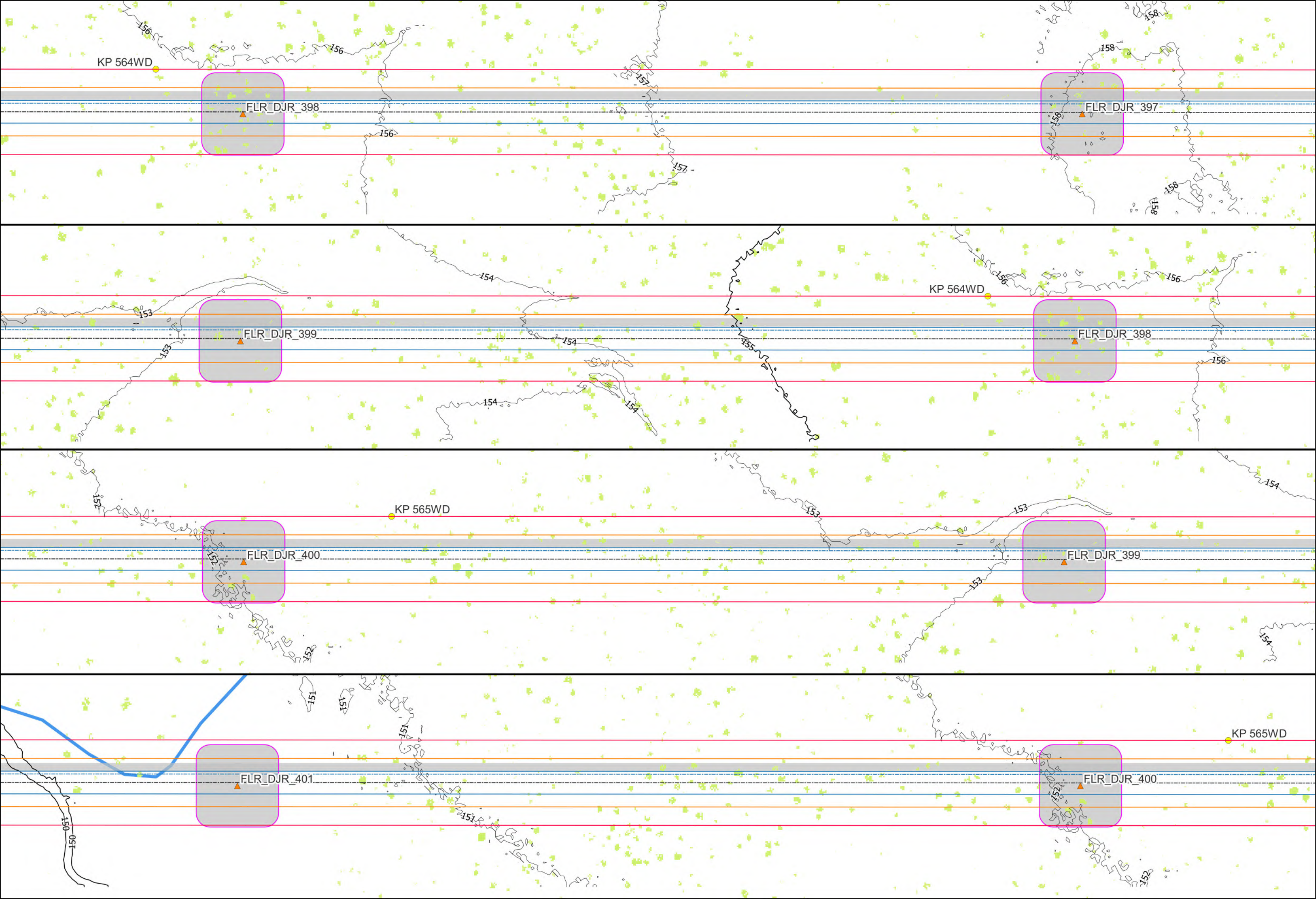


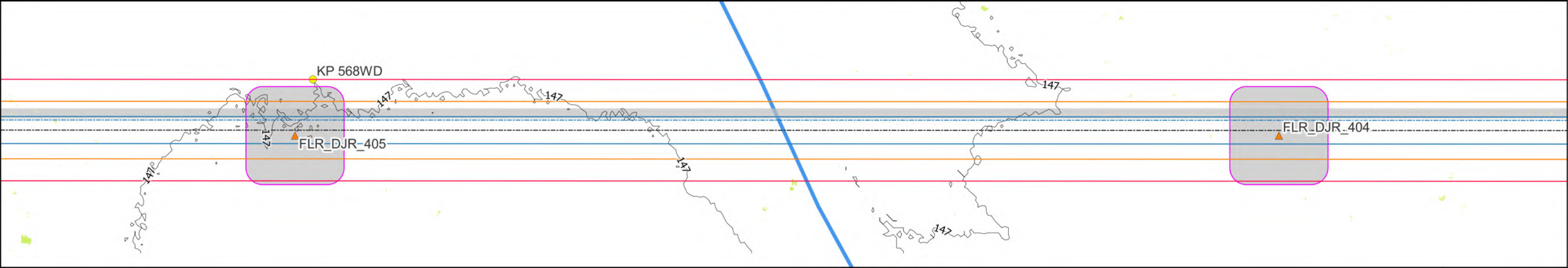
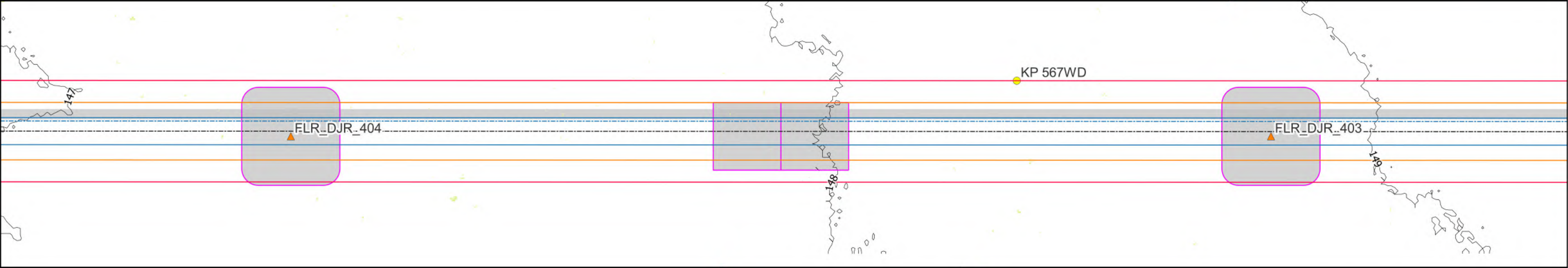
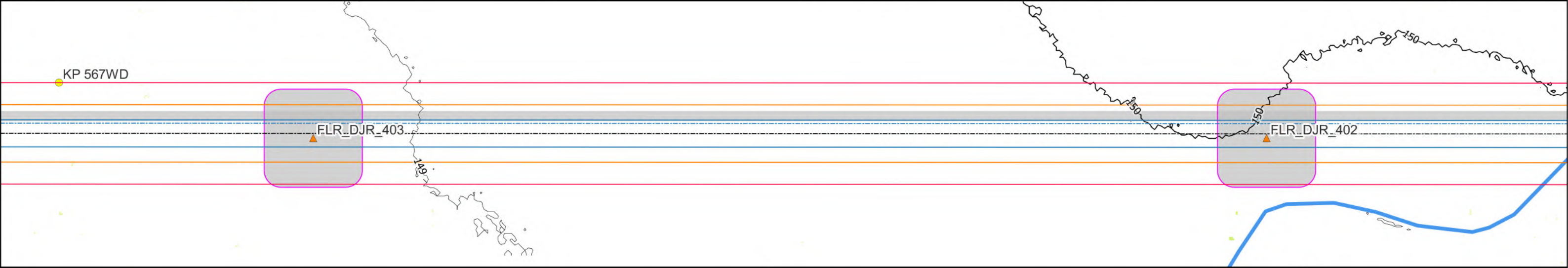
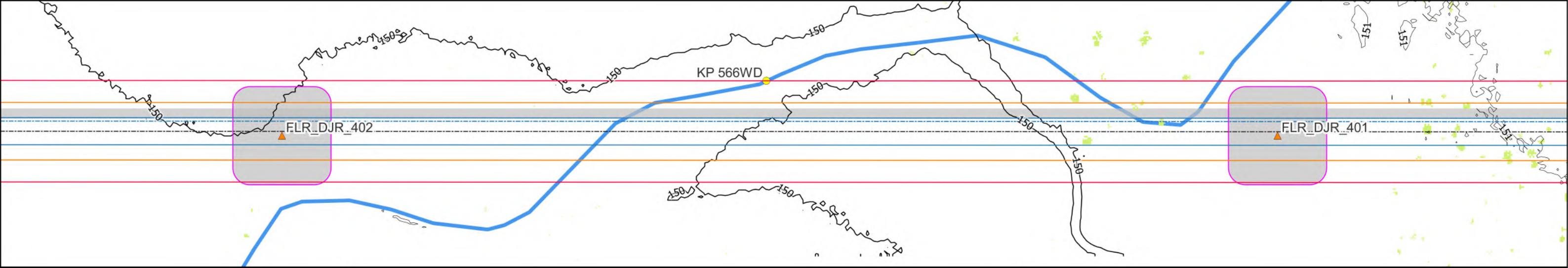


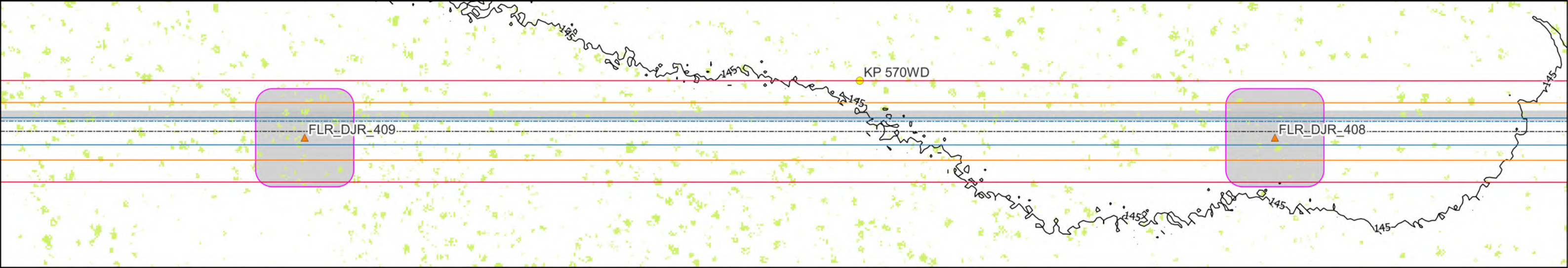
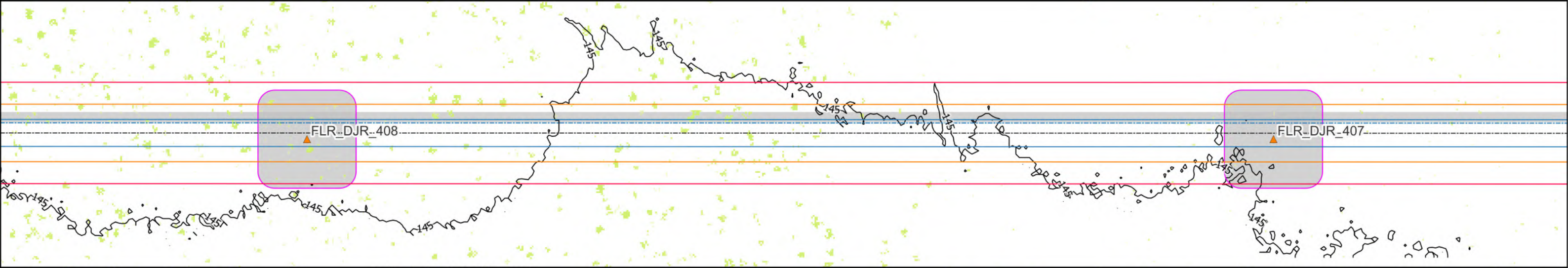
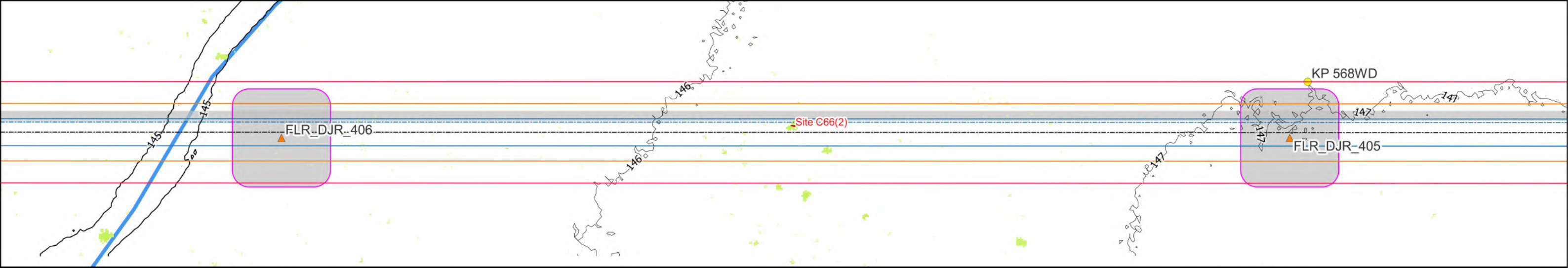


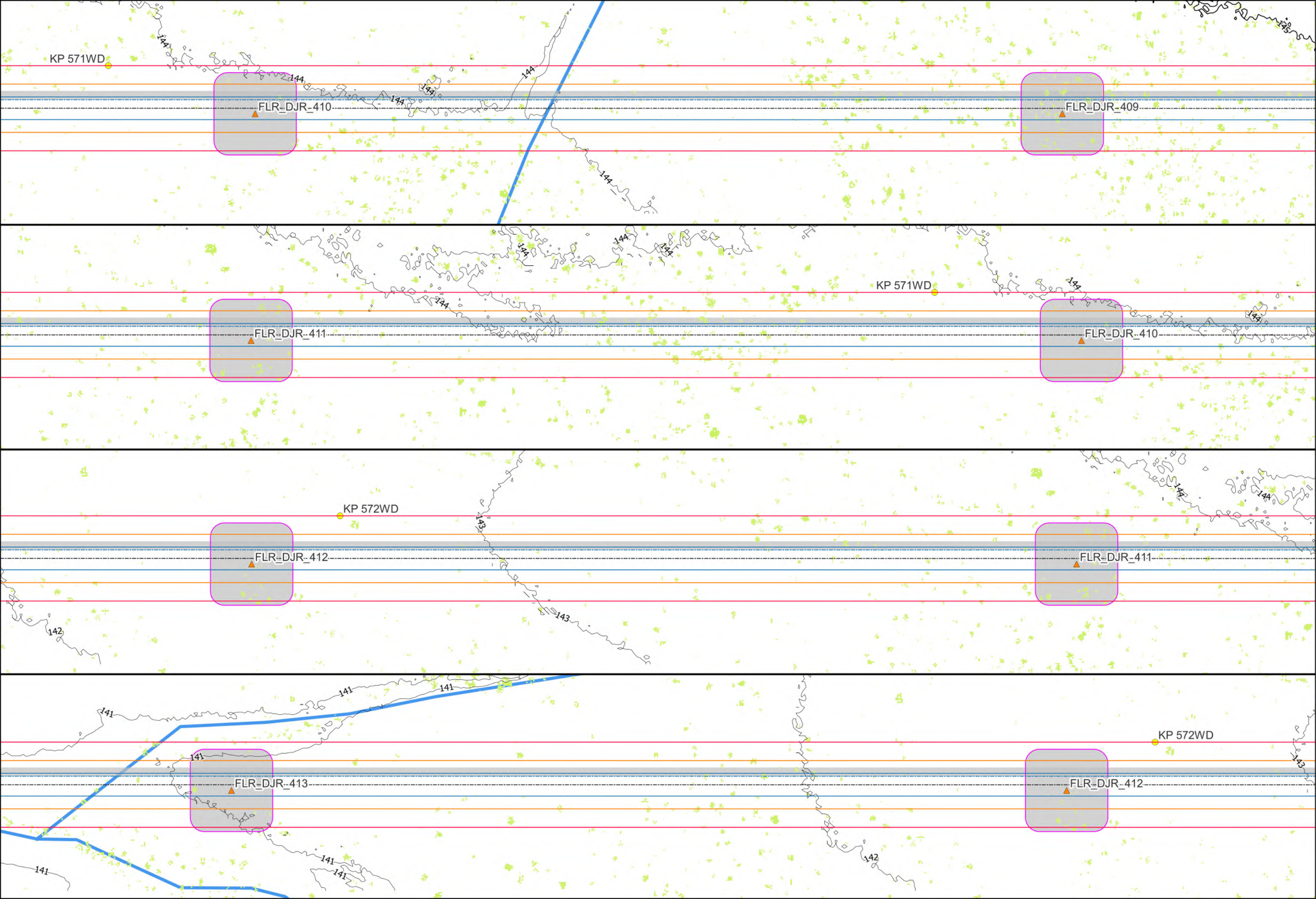




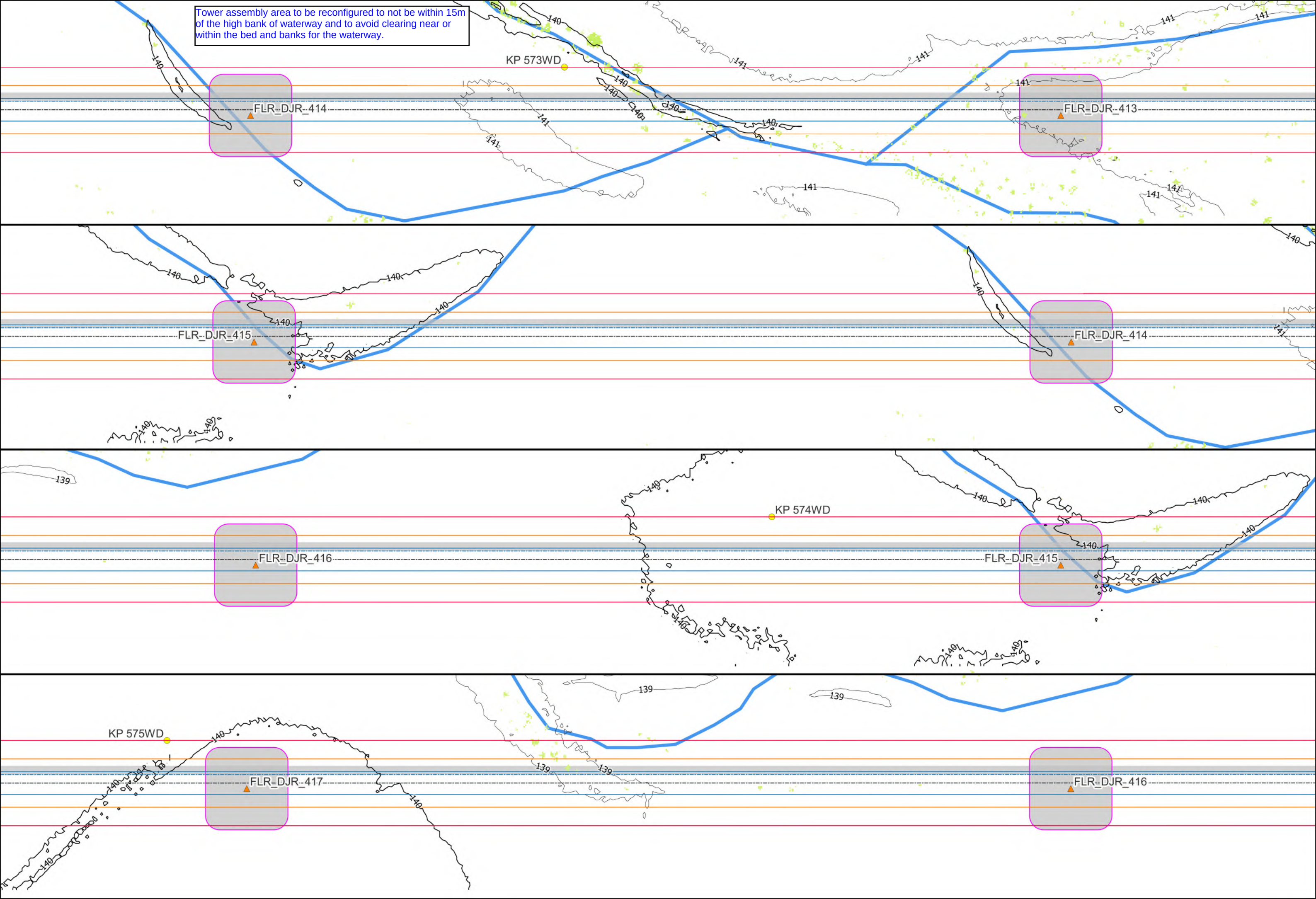


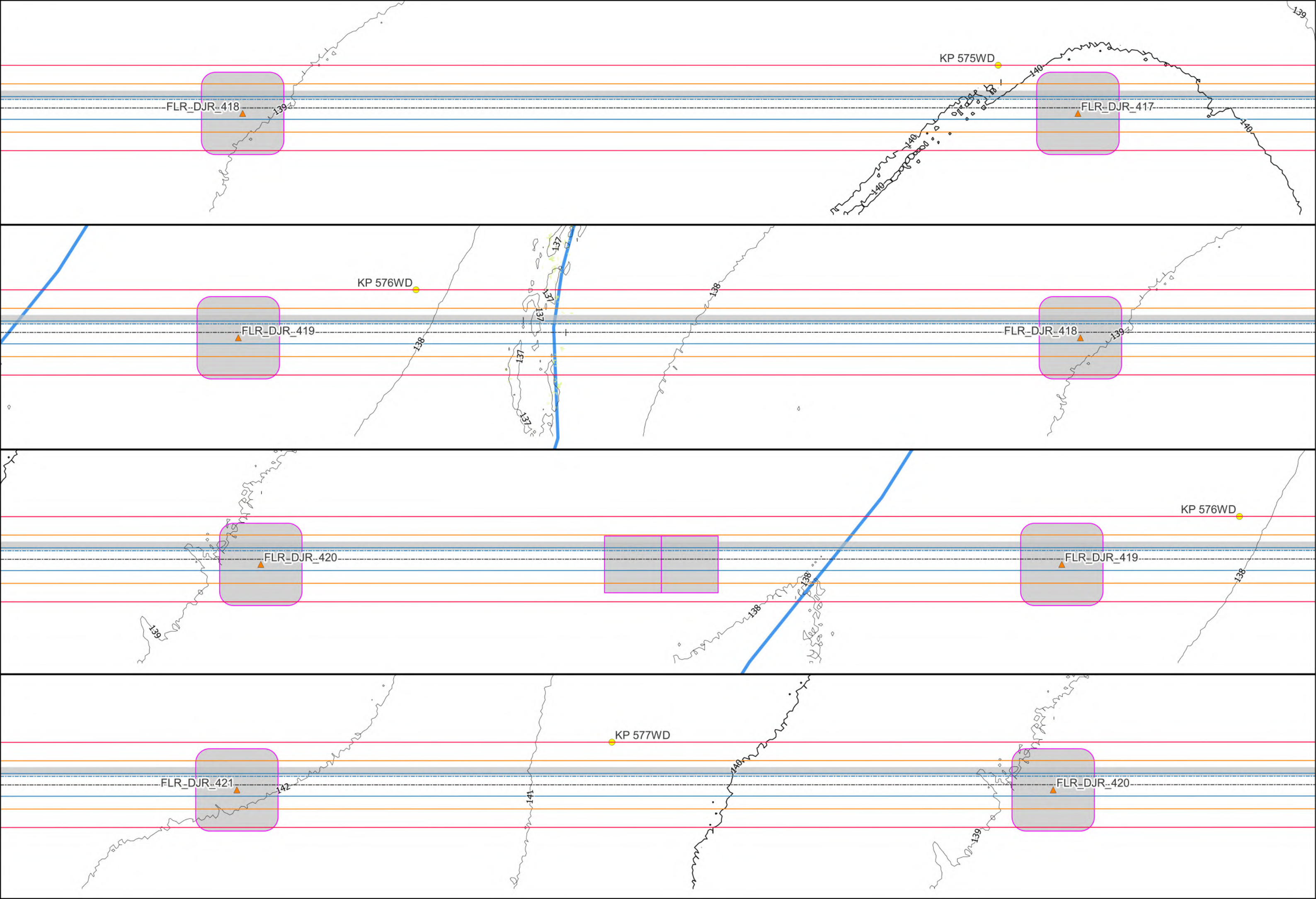


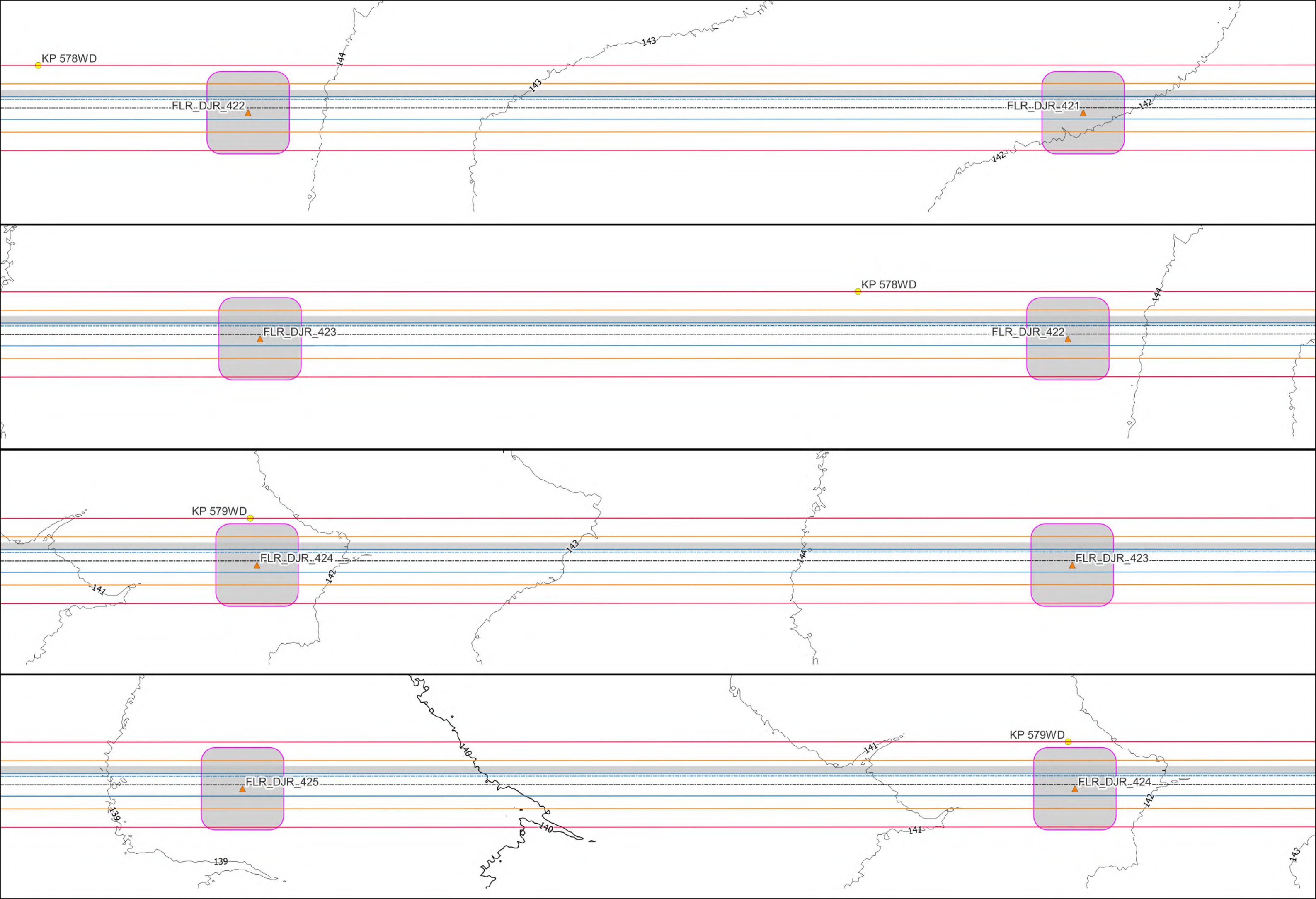


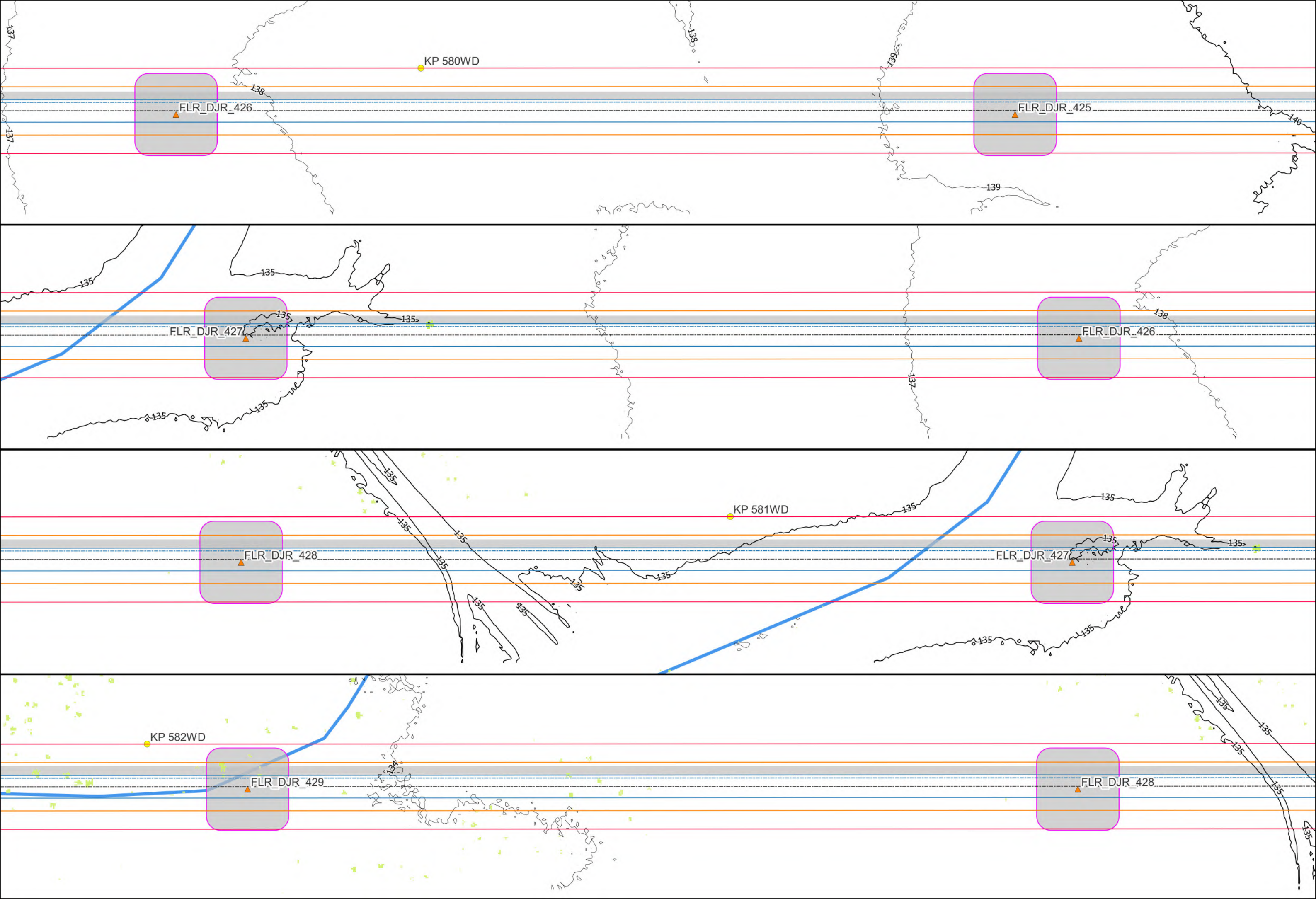


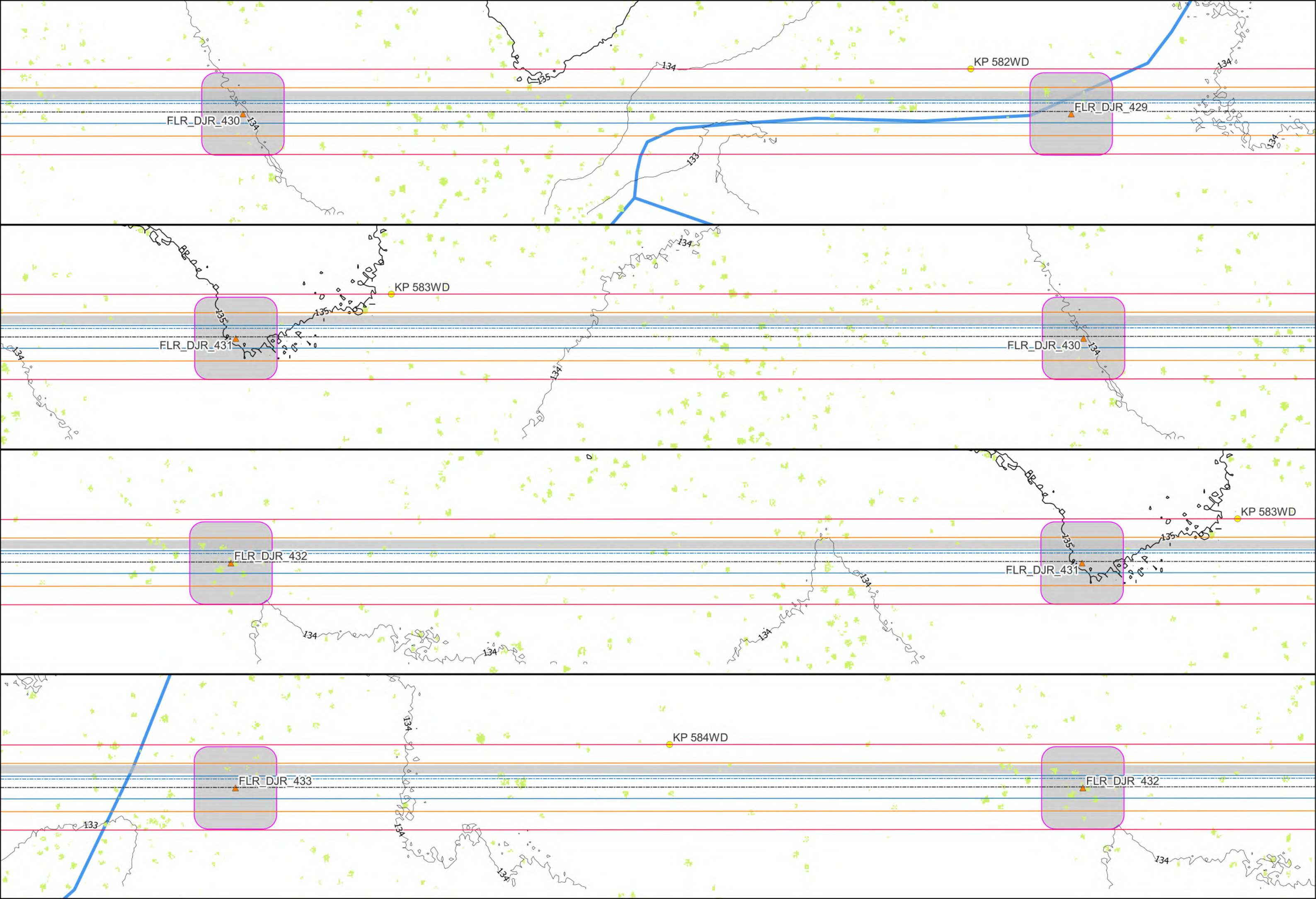
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

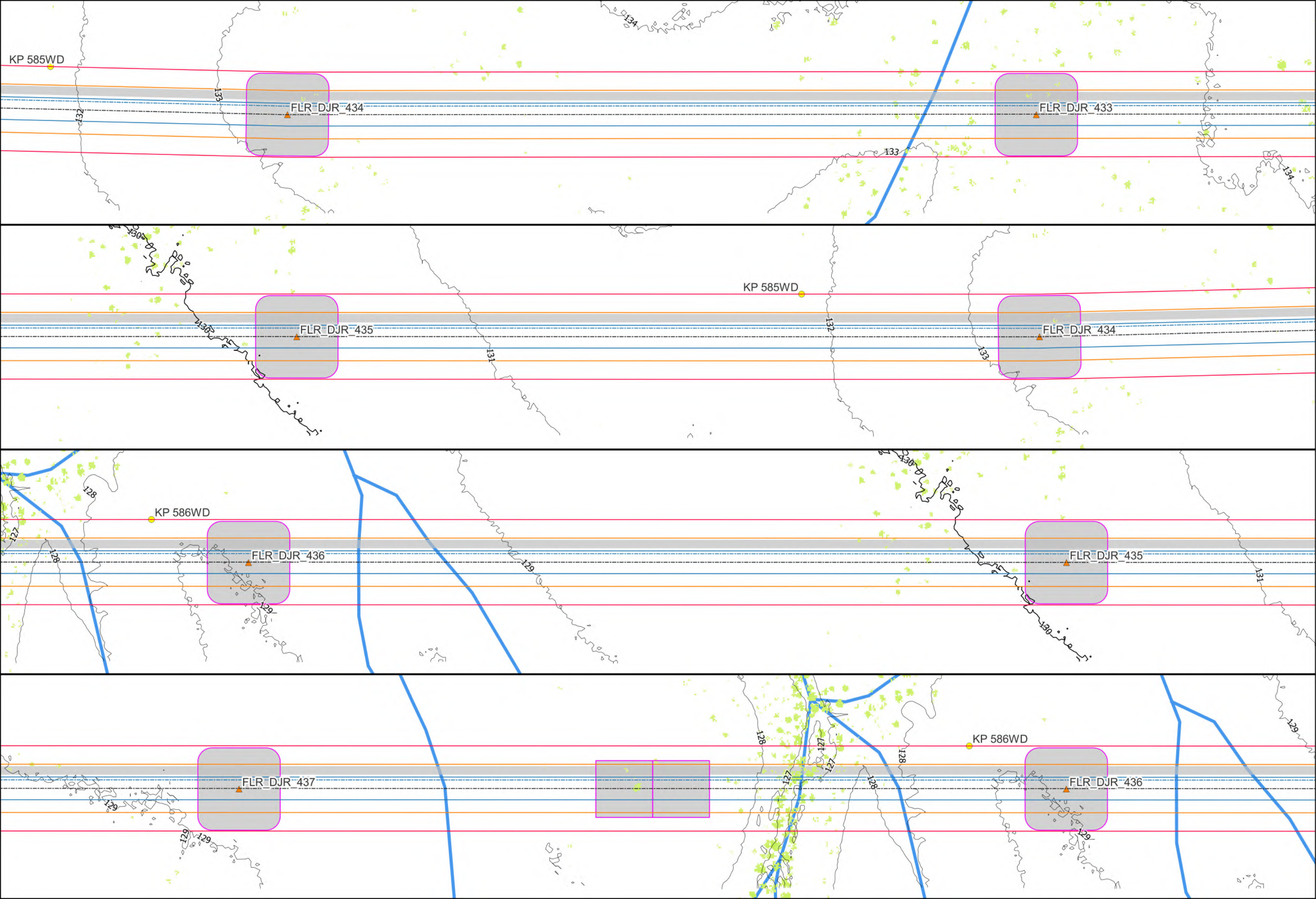


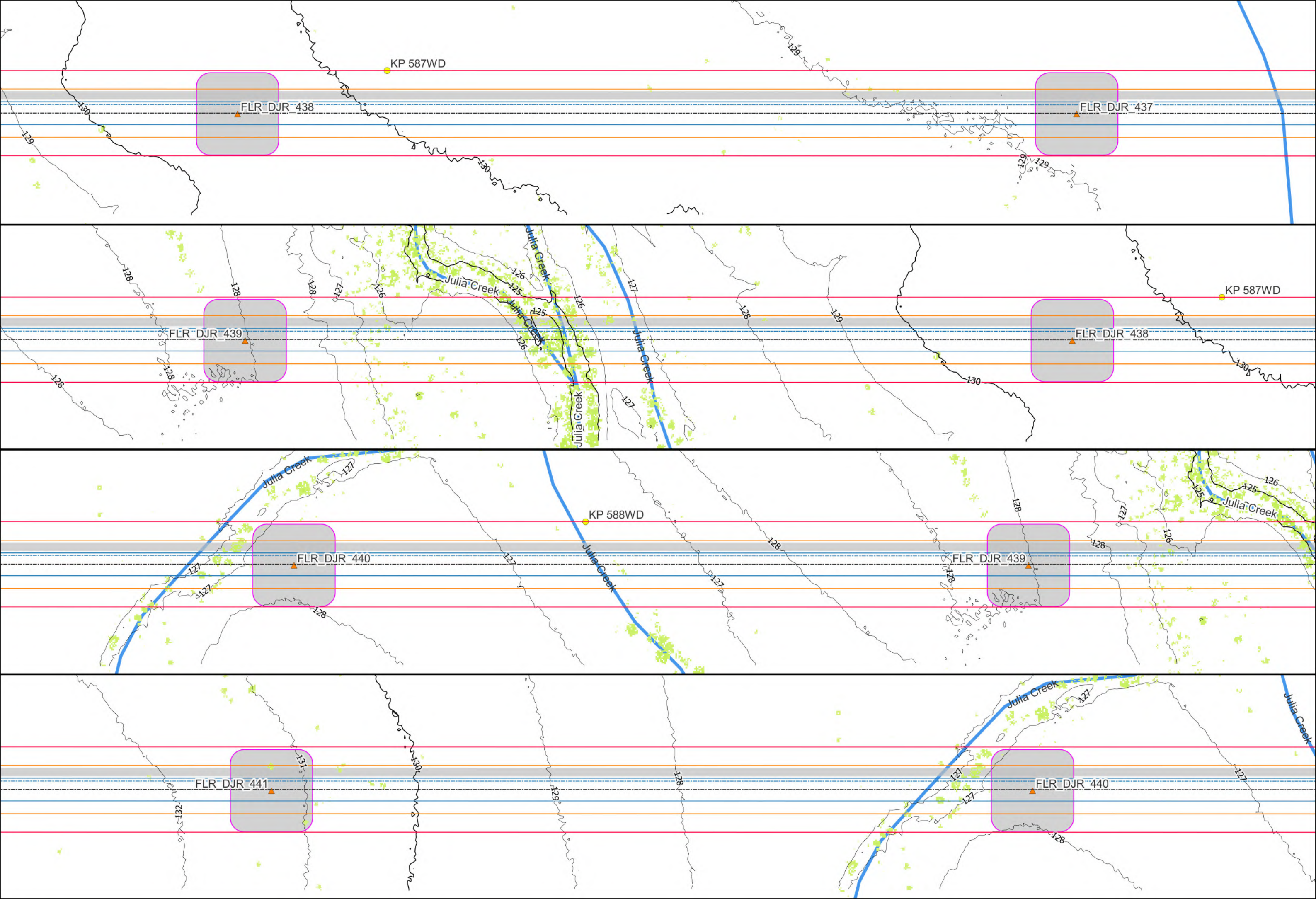


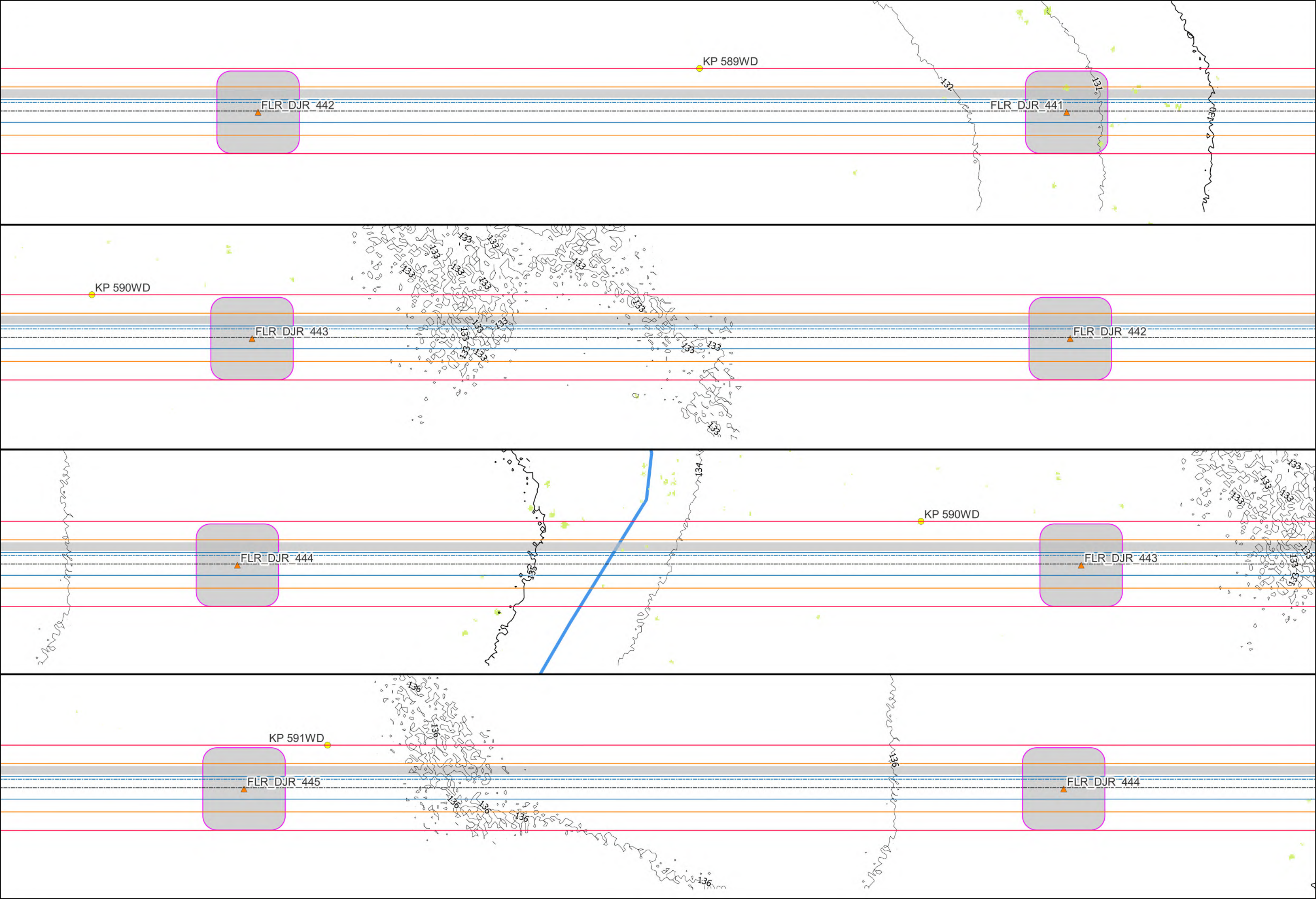


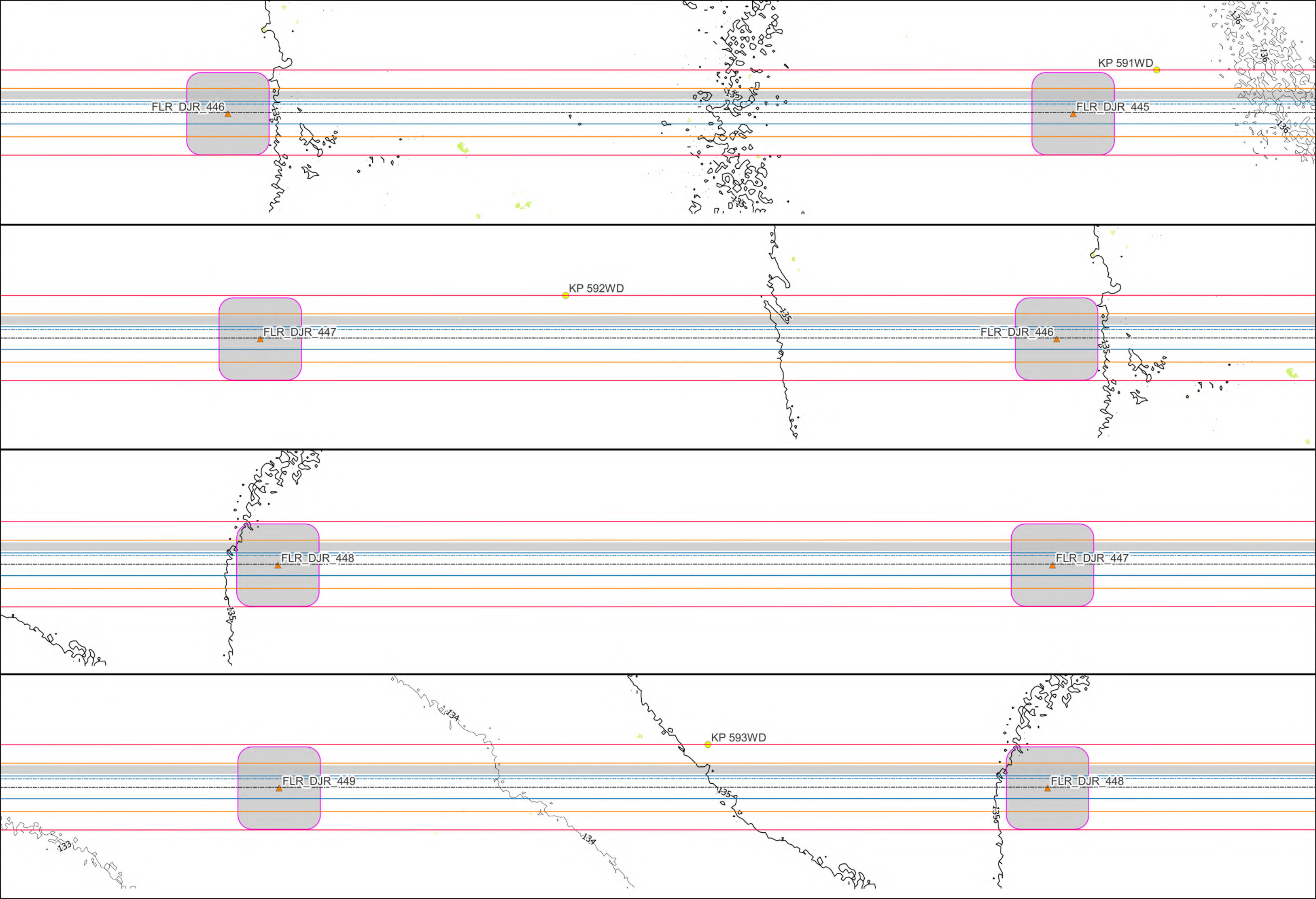


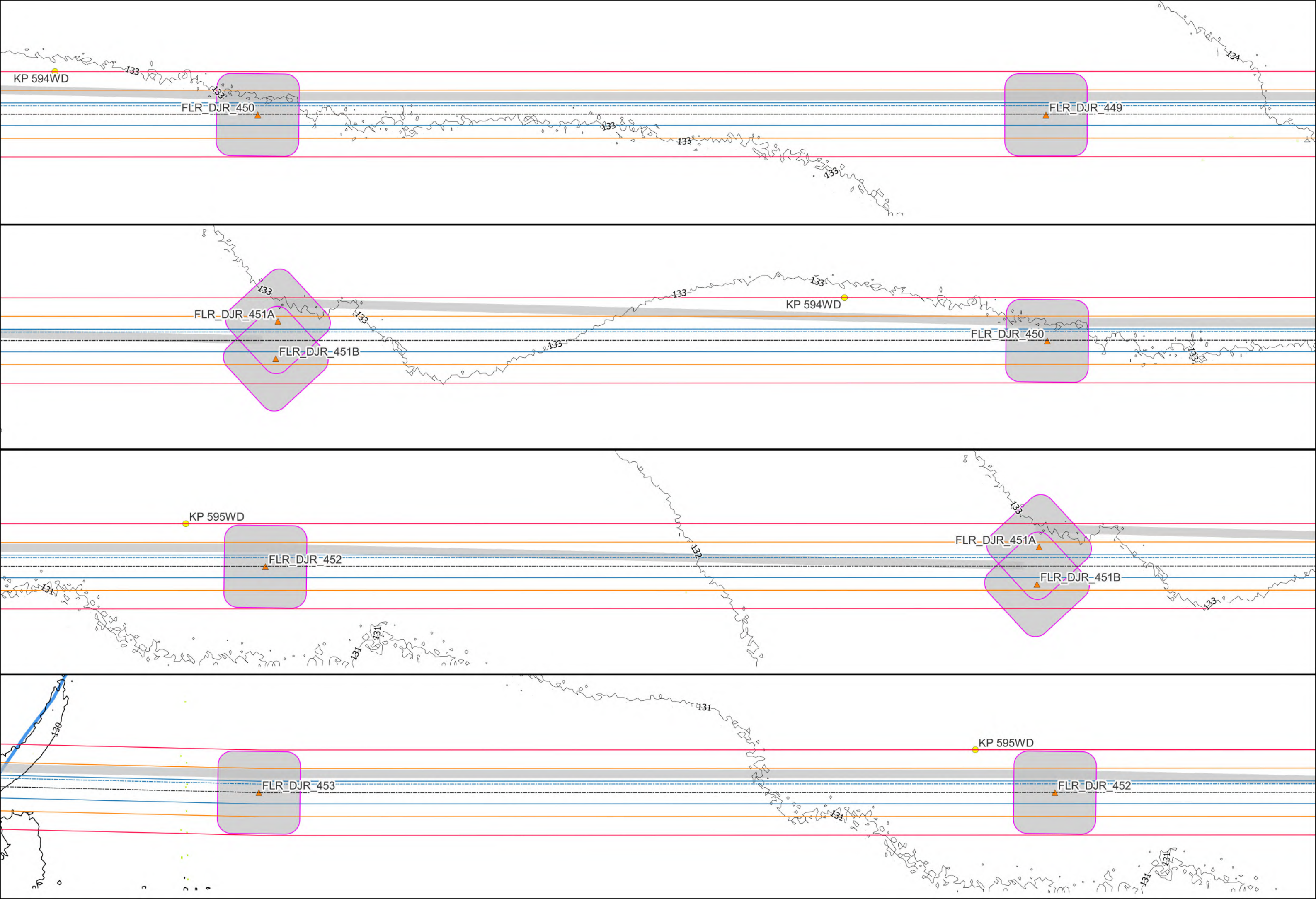


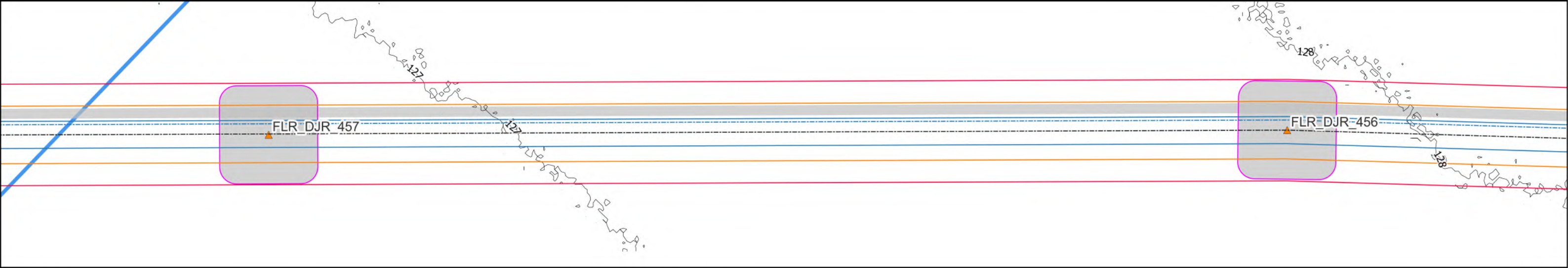
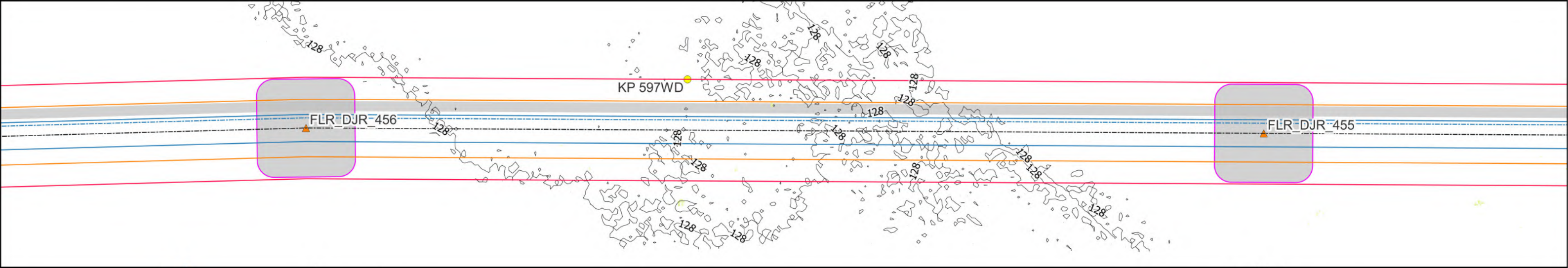
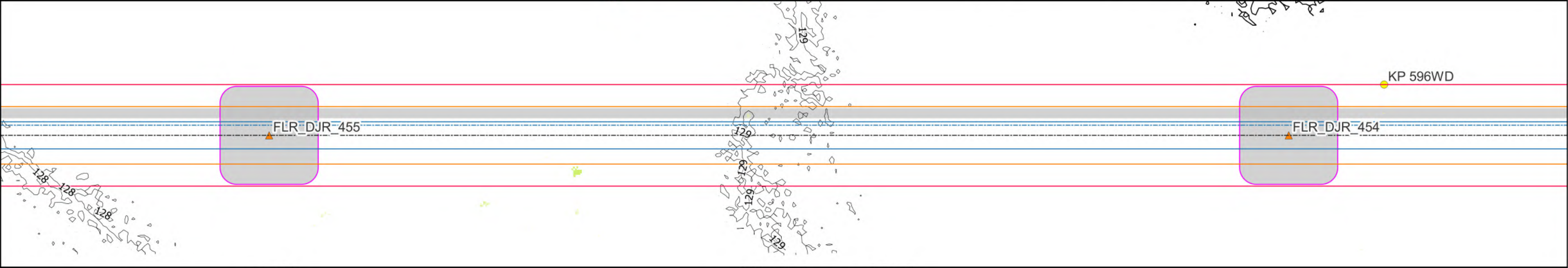
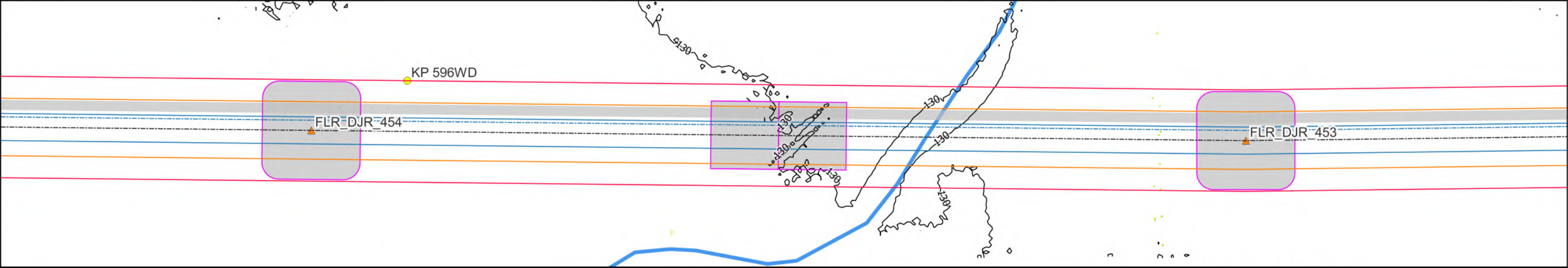


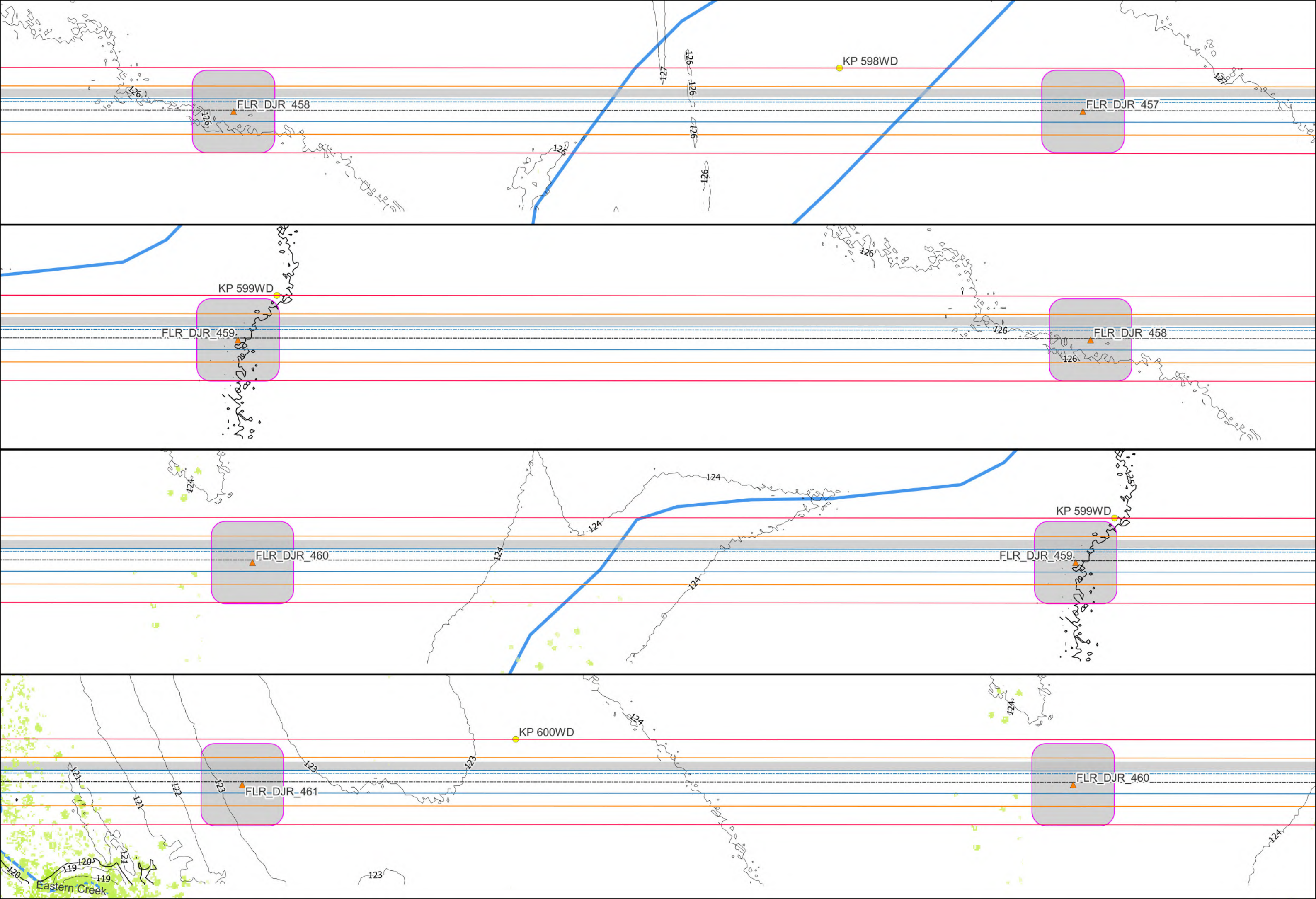




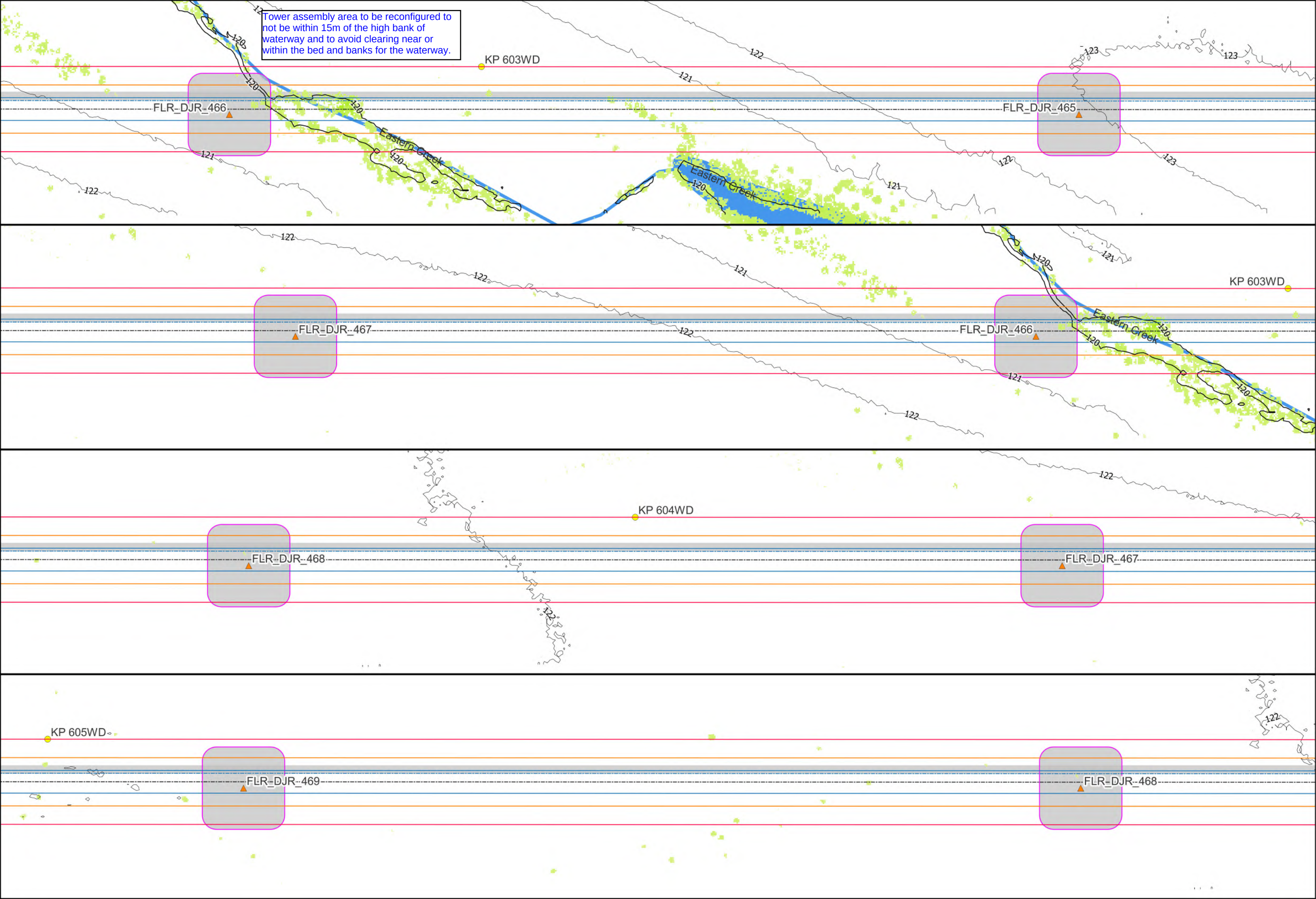








Tower height and placement to be reviewed during detailed design to reduce clearing impacts to waterway. Clearing for conductor clearance to this Major Risk (purple) waterway occur above ground level to minimise disturbance to ground and roots which contribute to bank stability.



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.

KP 603WD

FLR-DJR_466

FLR-DJR_465

FLR-DJR_467

FLR-DJR_466

KP 603WD

KP 604WD

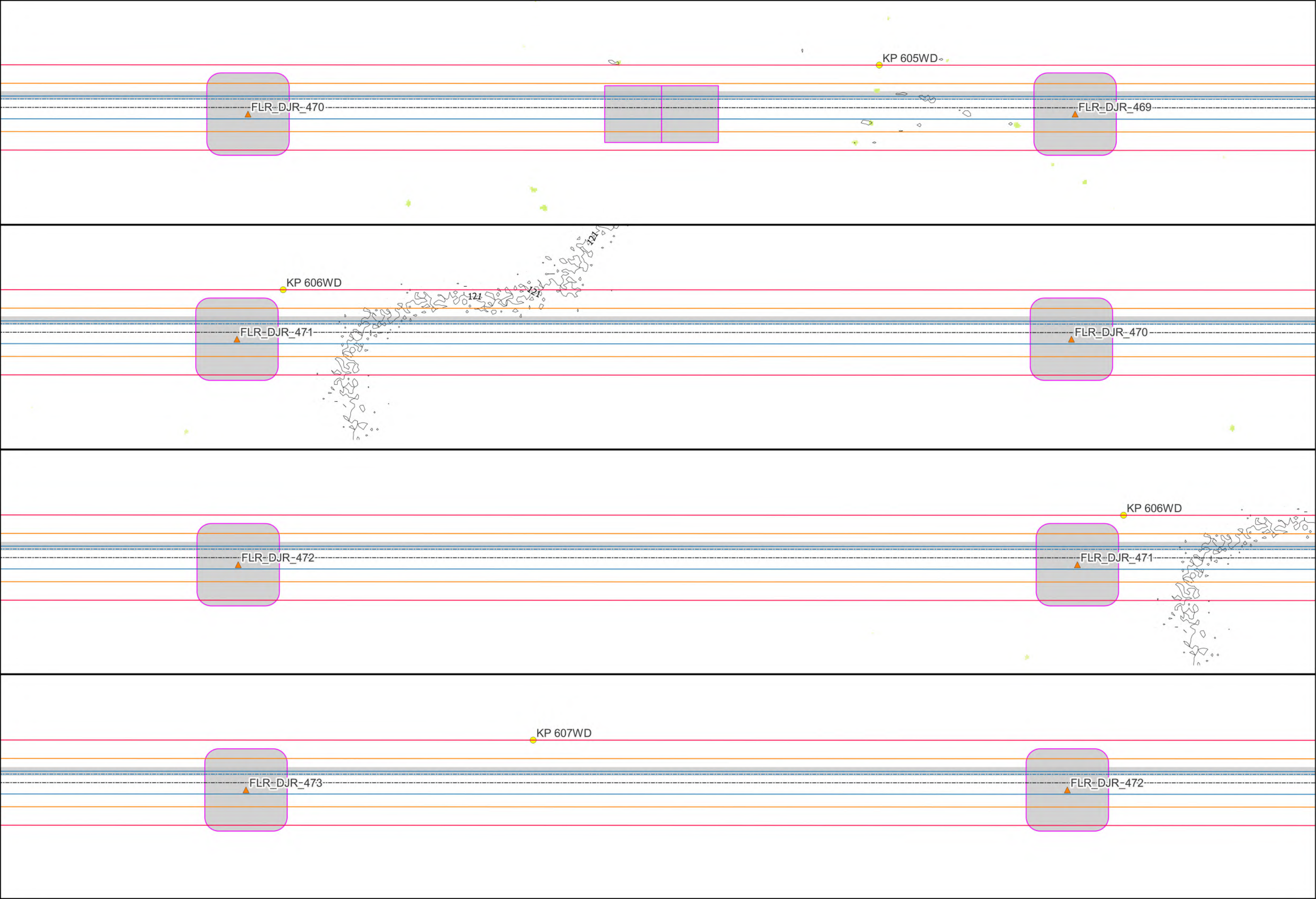
FLR-DJR_468

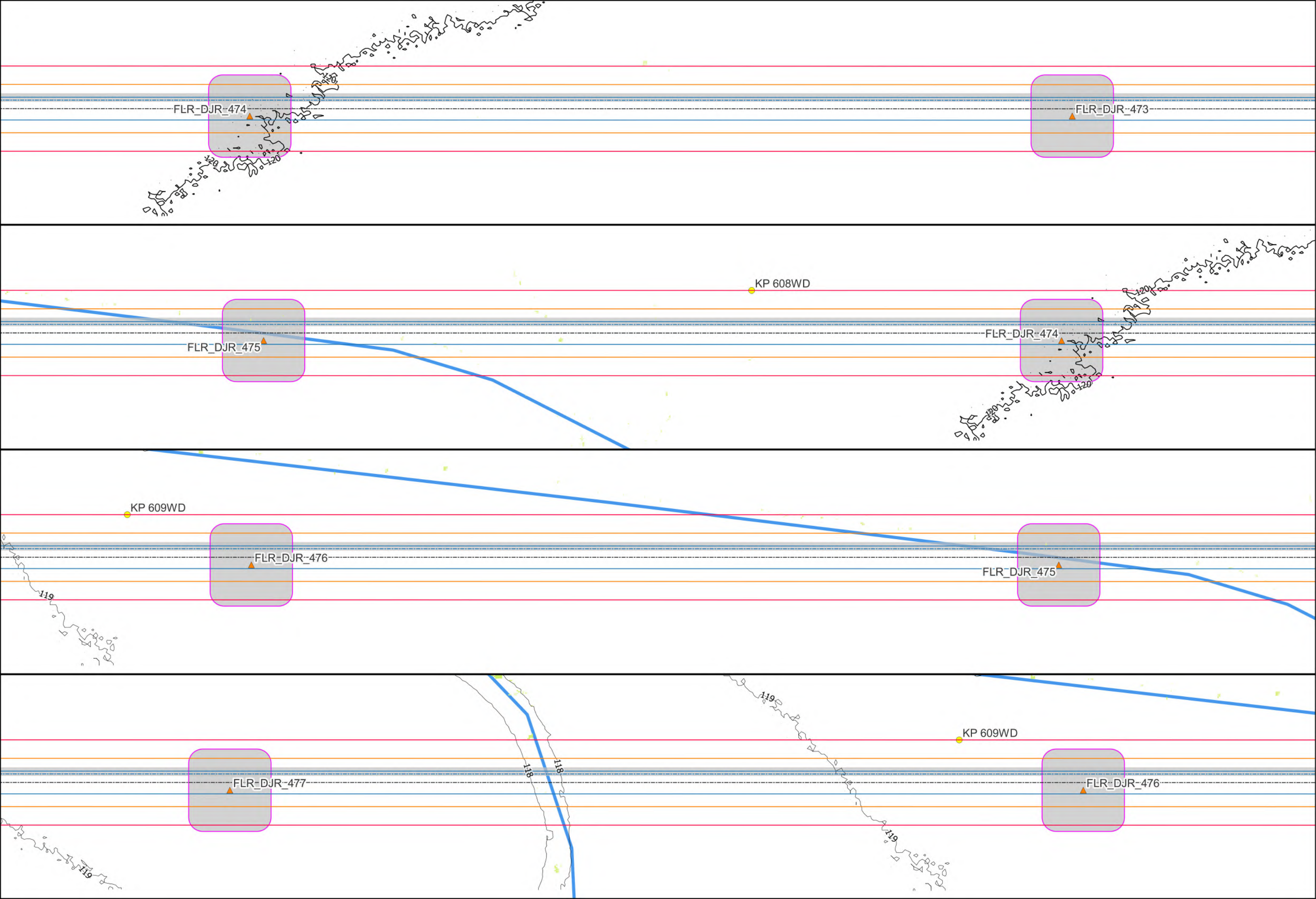
FLR-DJR_467

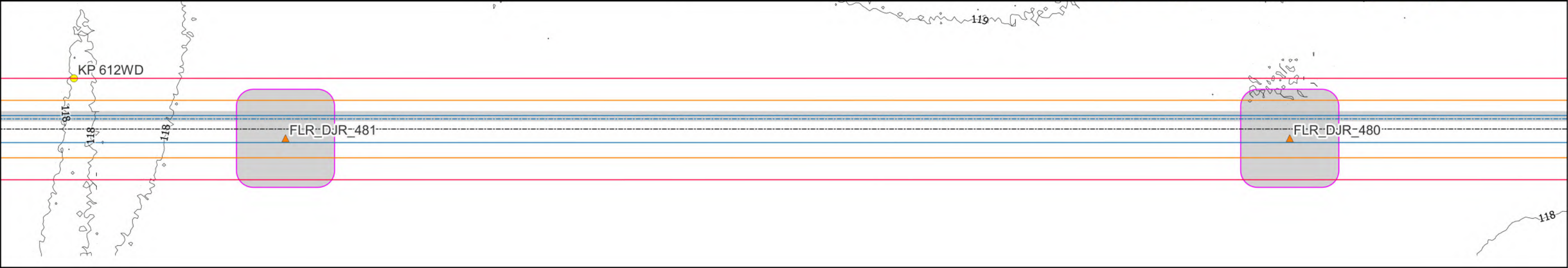
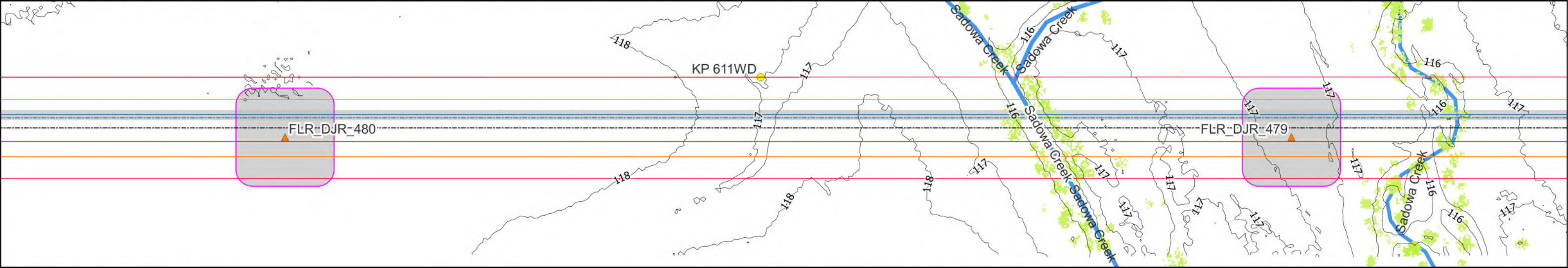
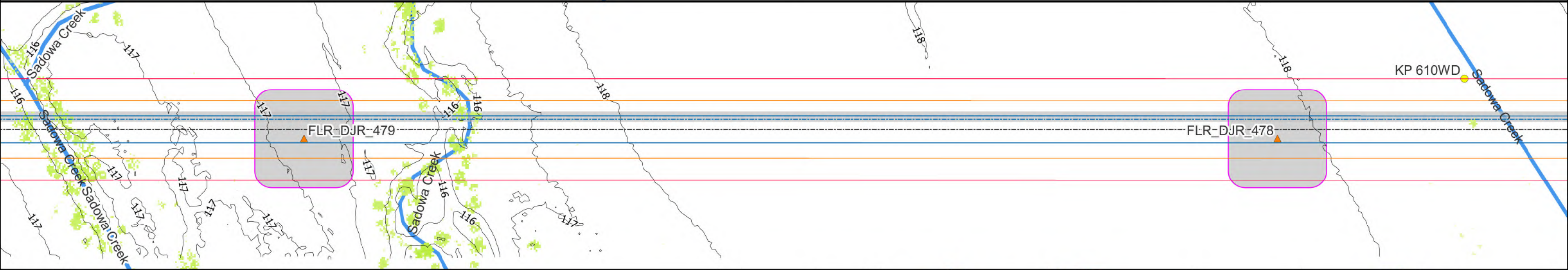
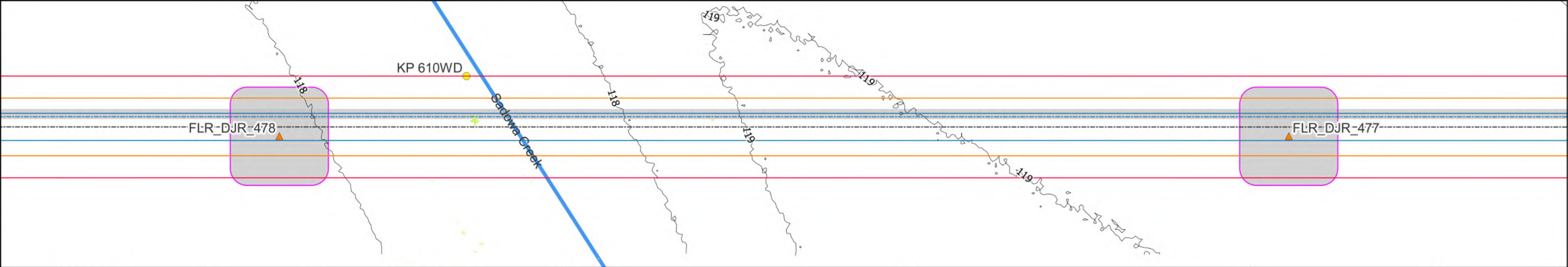
KP 605WD

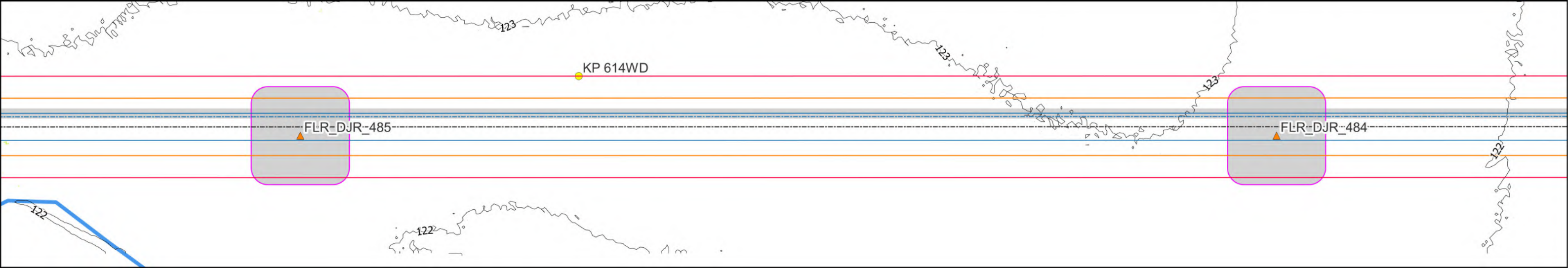
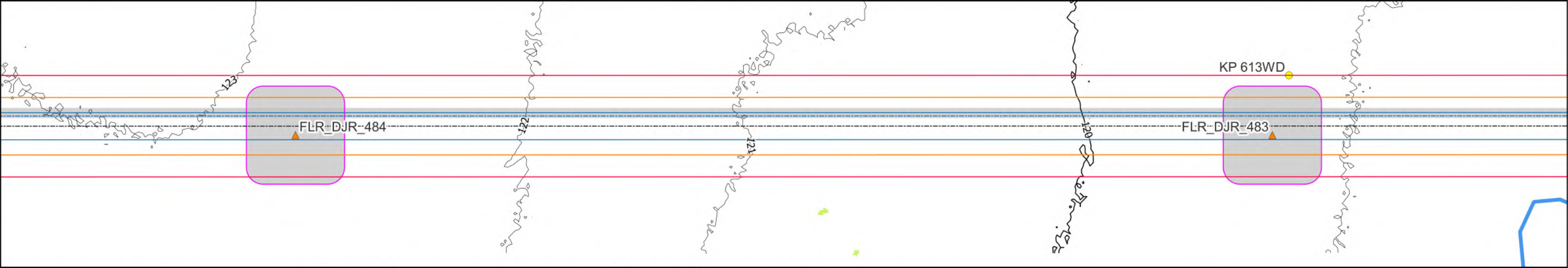
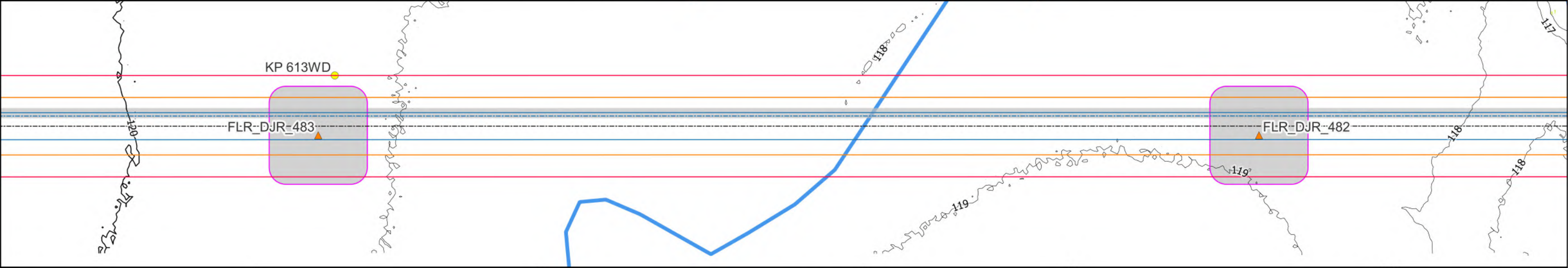
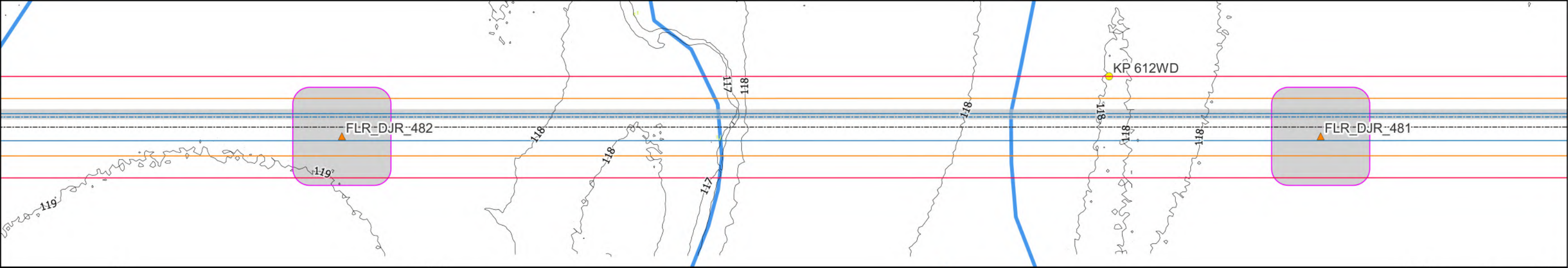
FLR-DJR_469

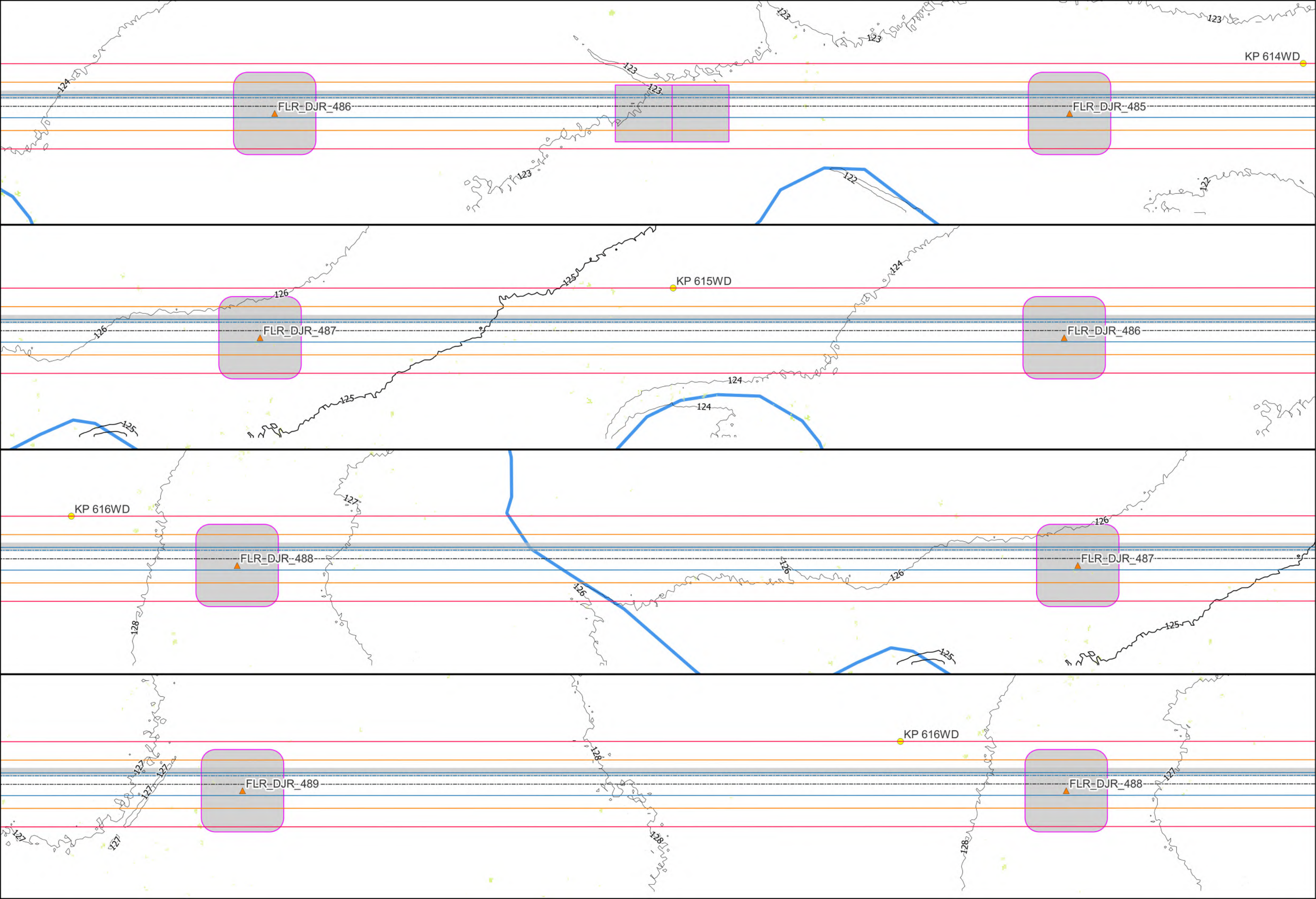
FLR-DJR_468

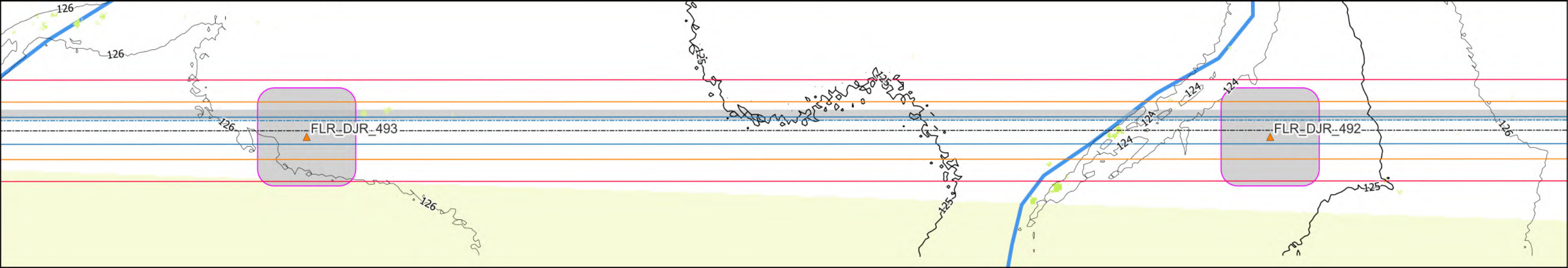
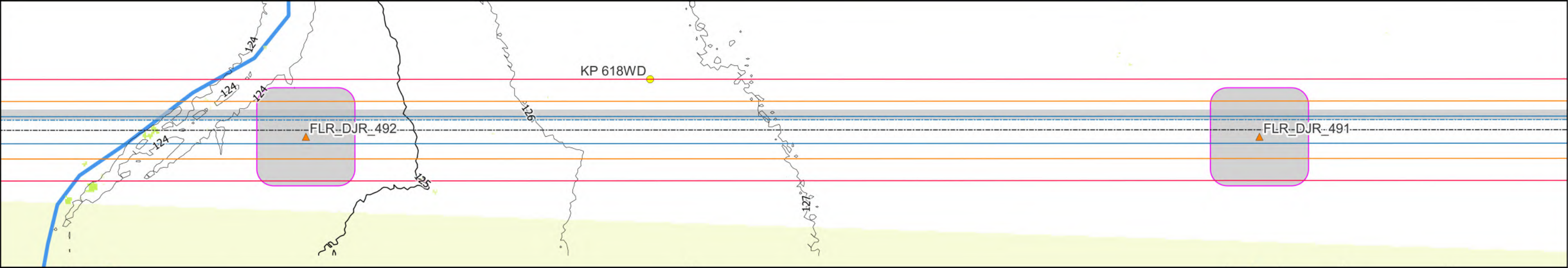
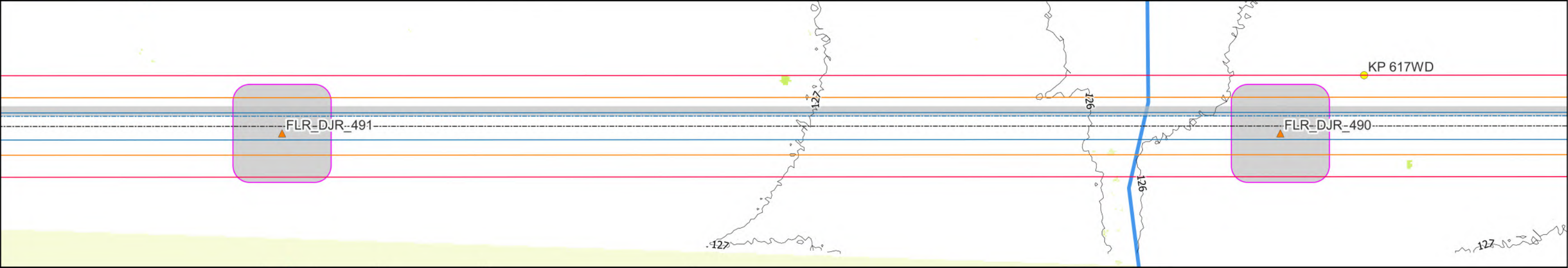
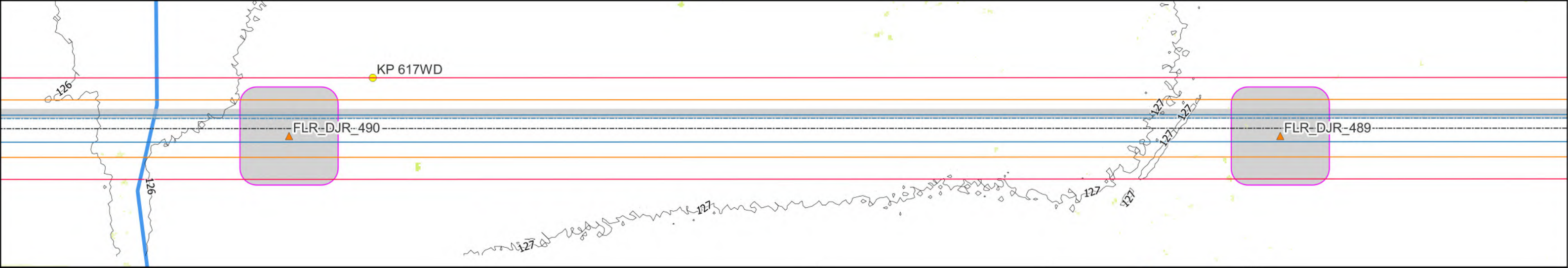


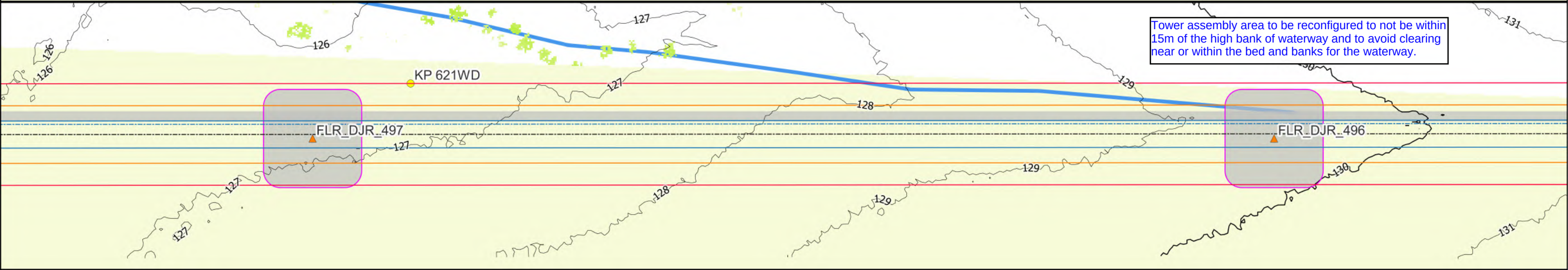
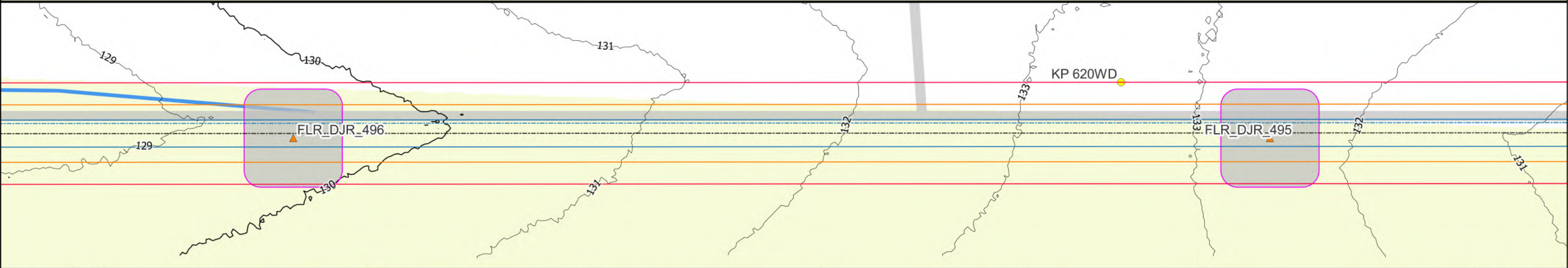
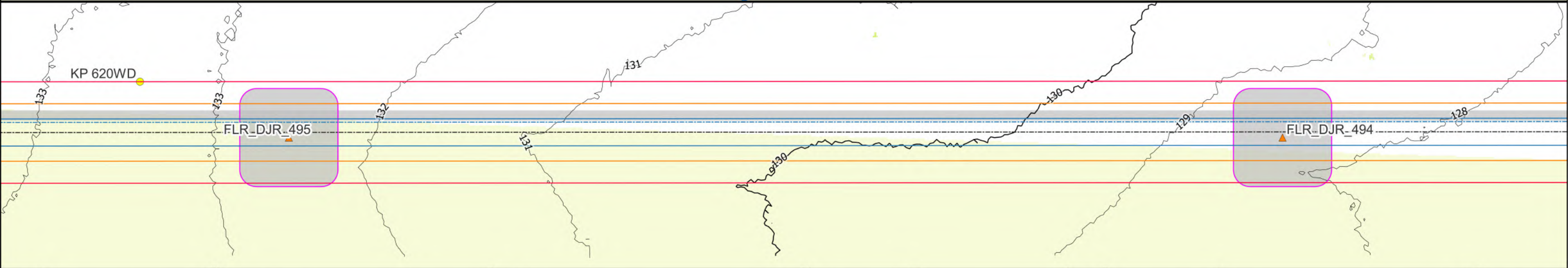
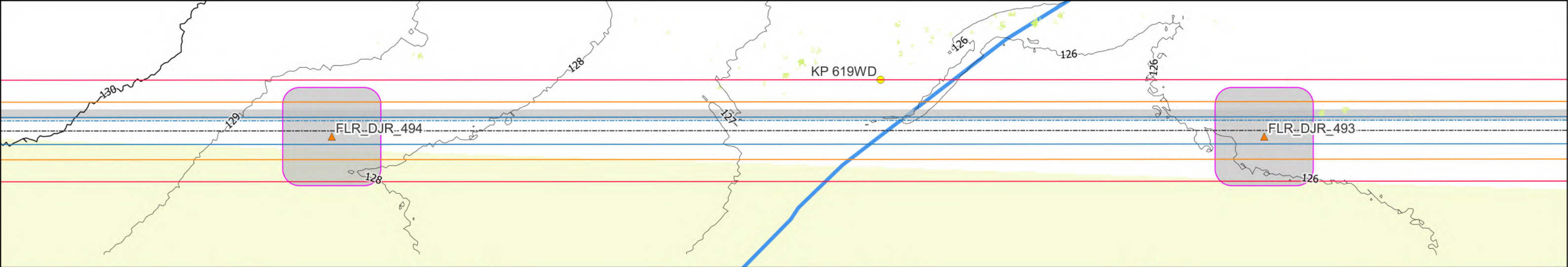


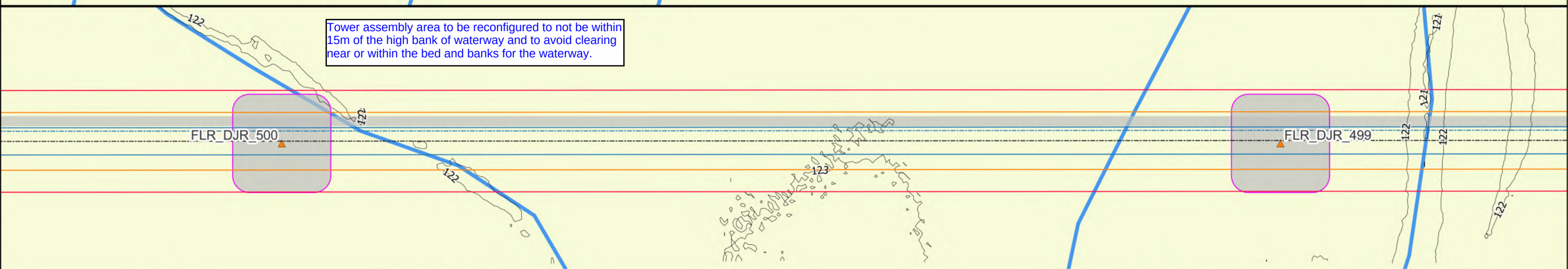
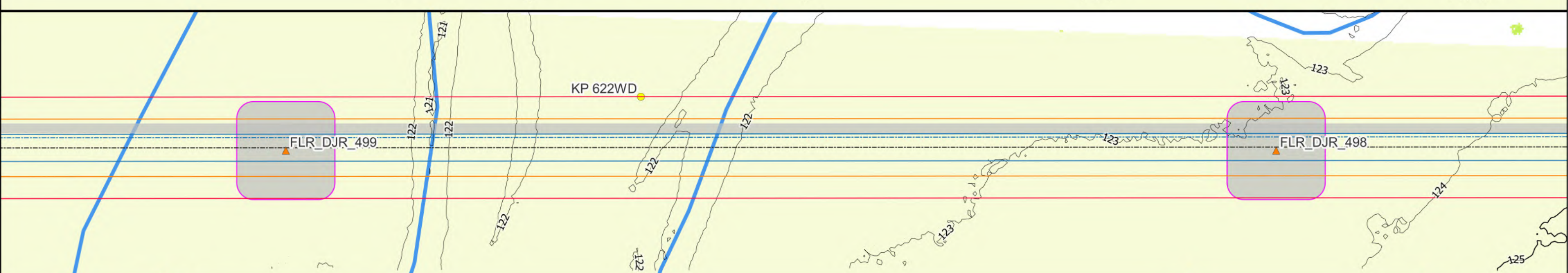
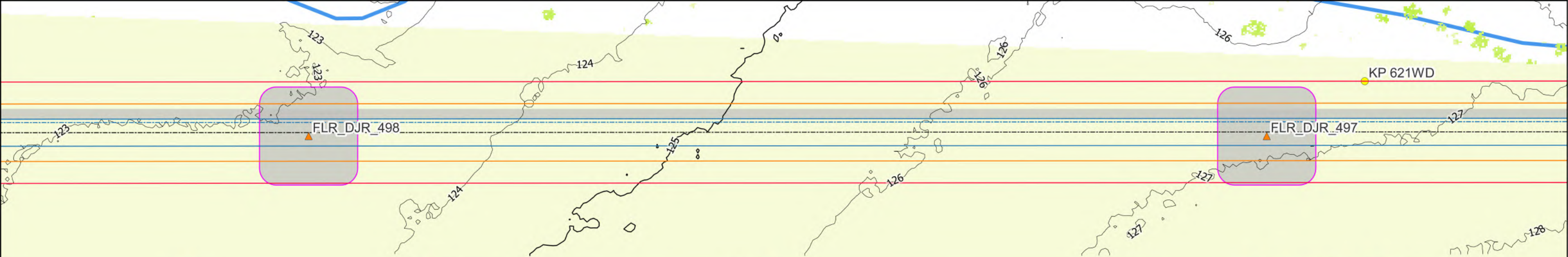


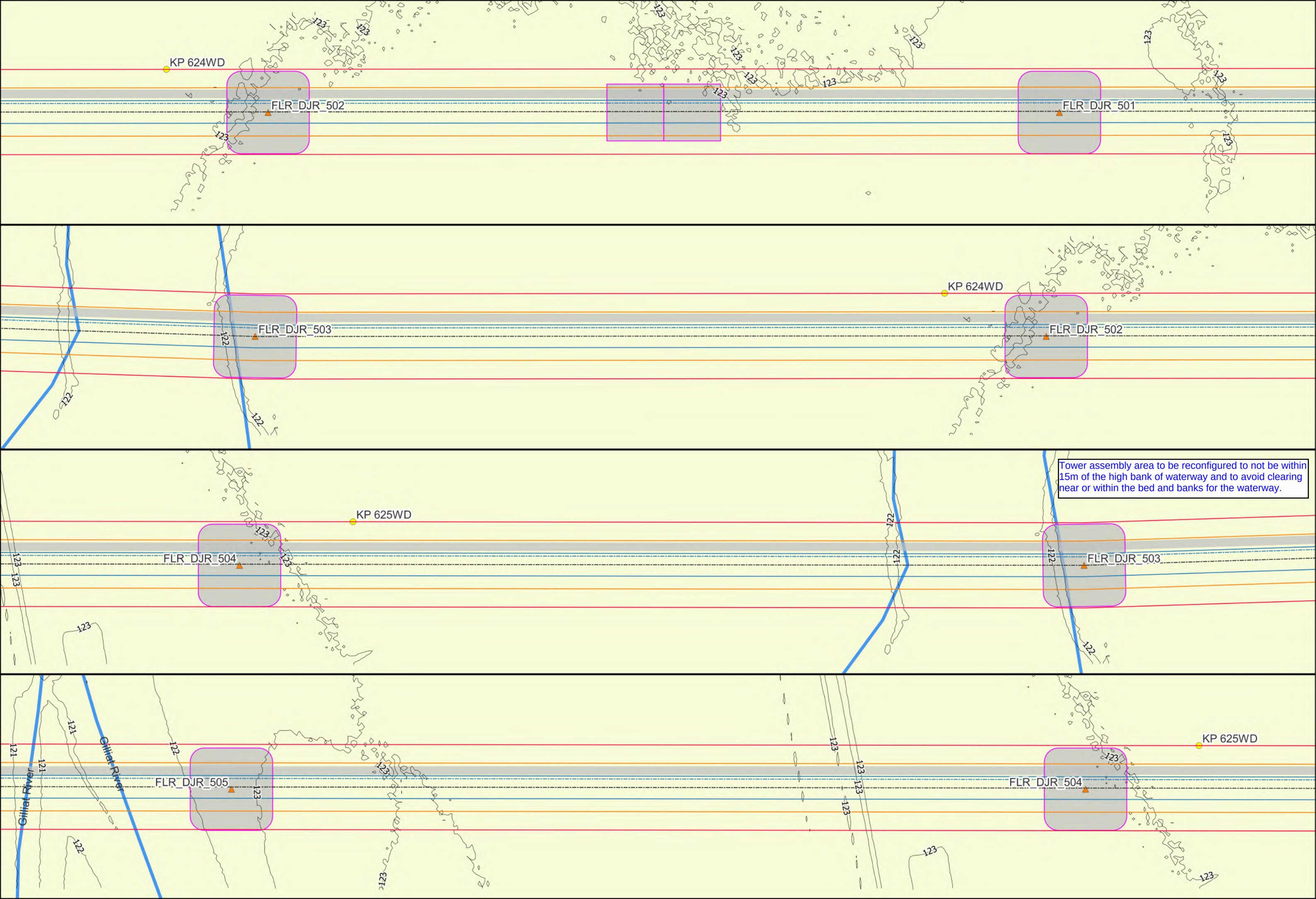


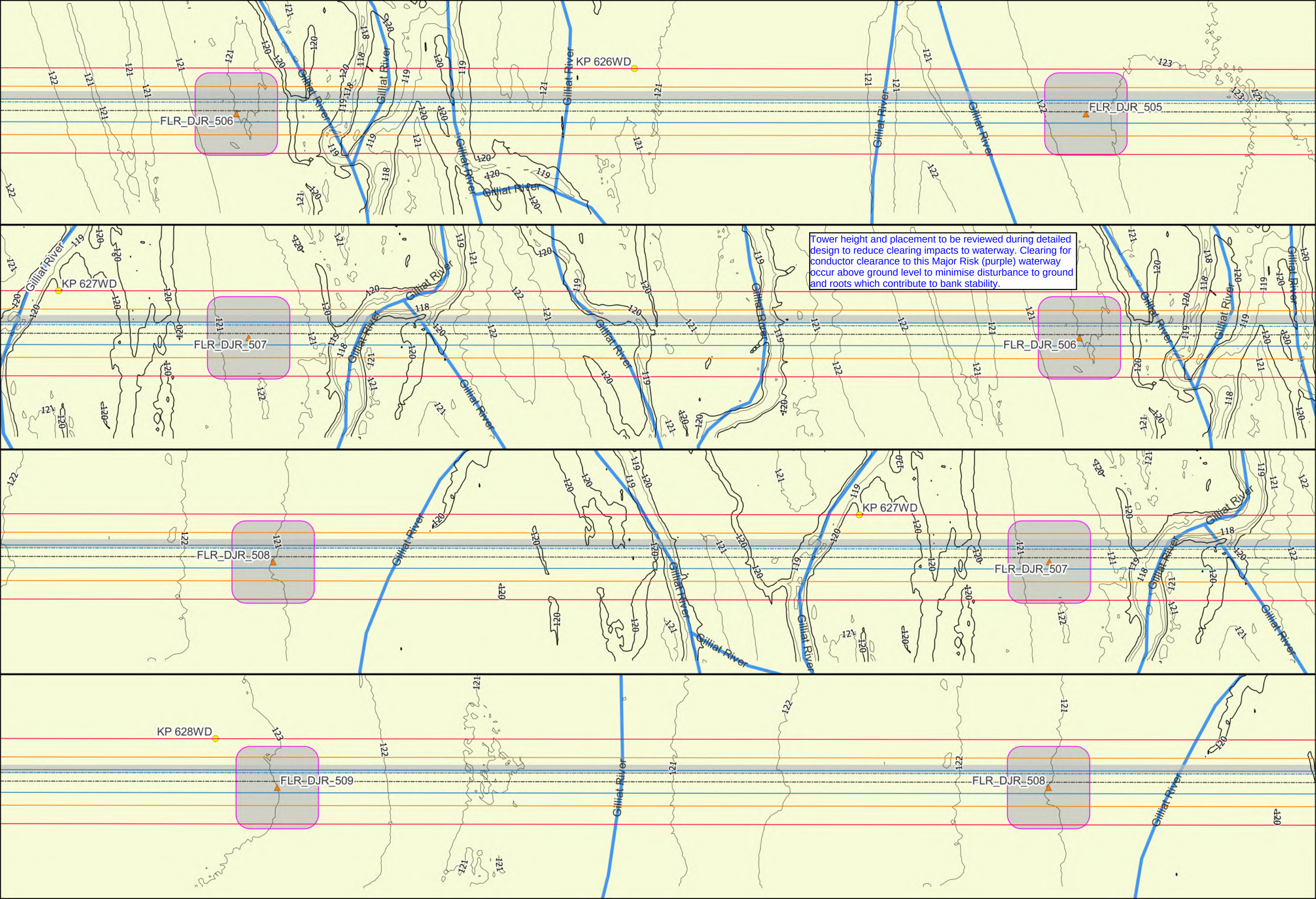


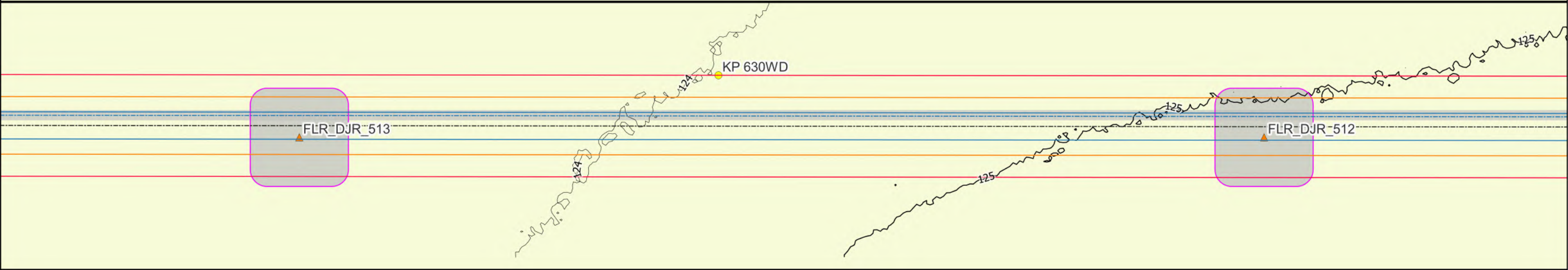
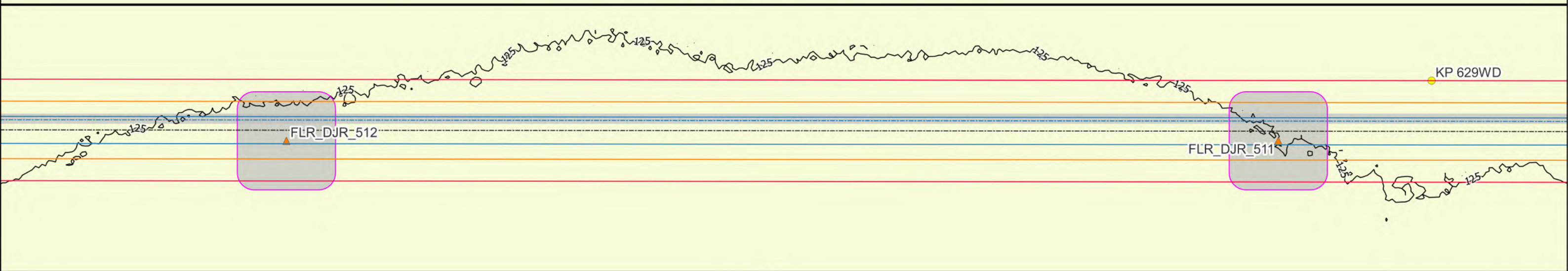
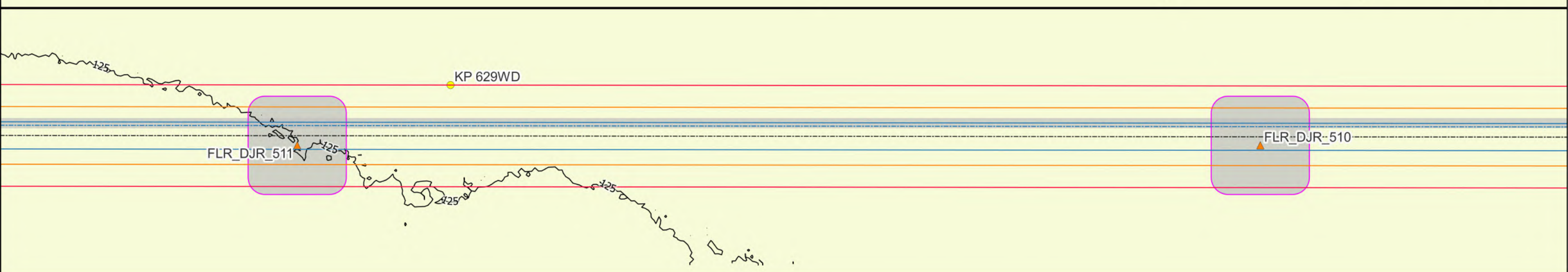
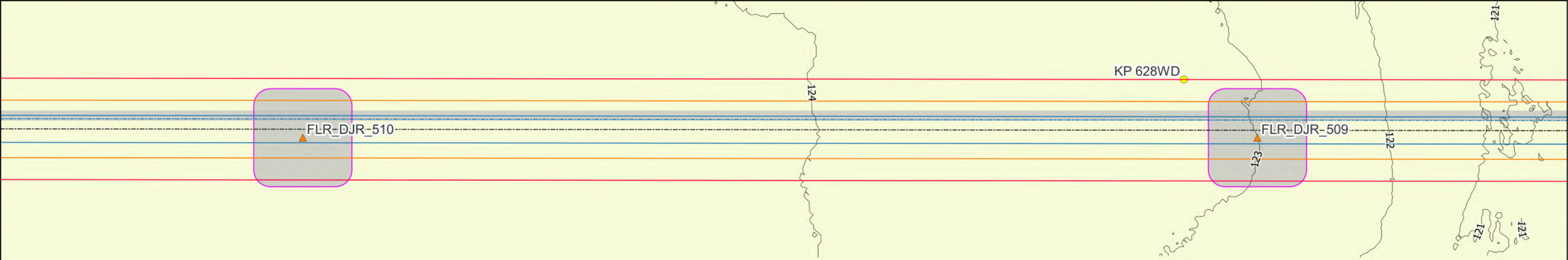


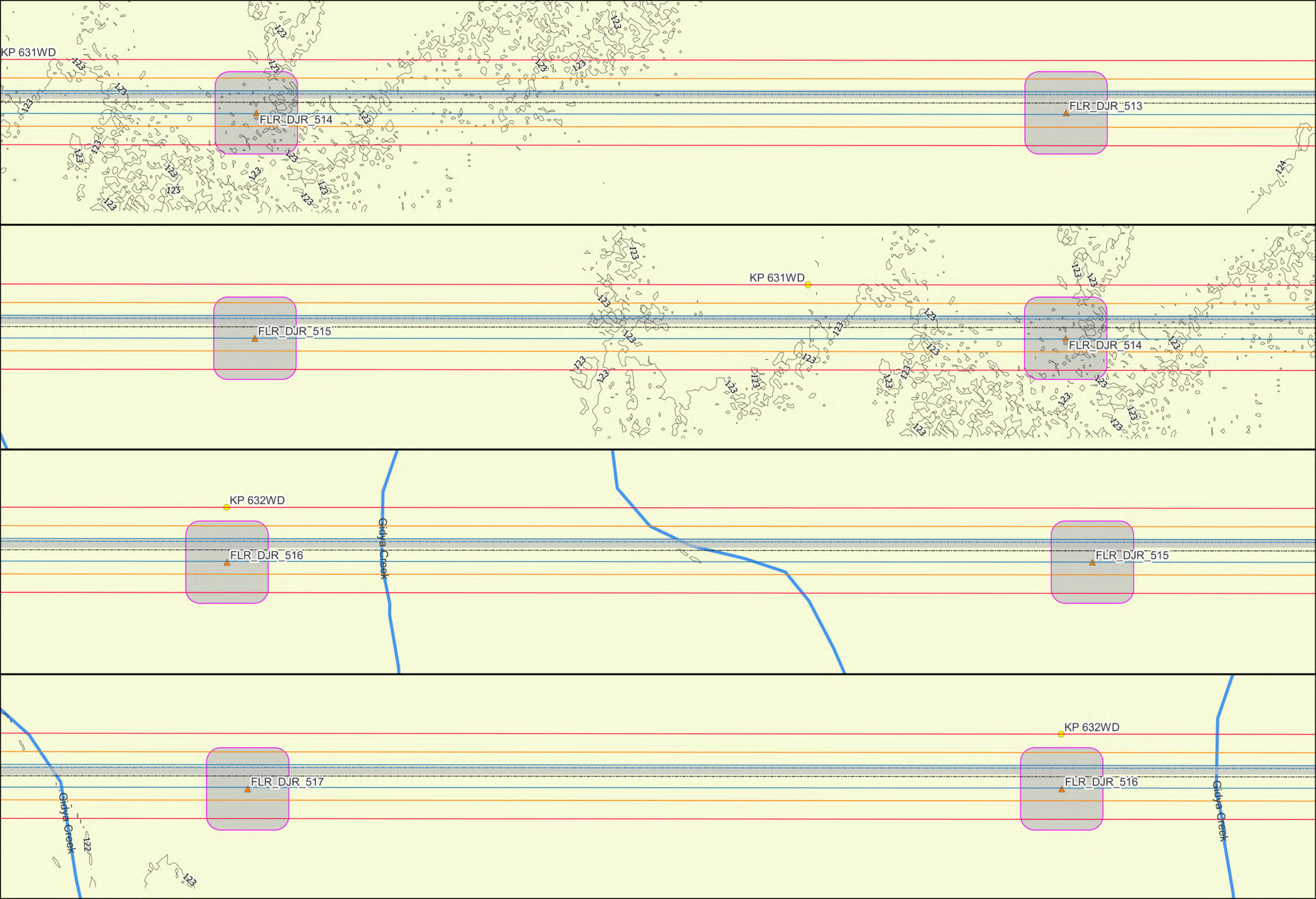


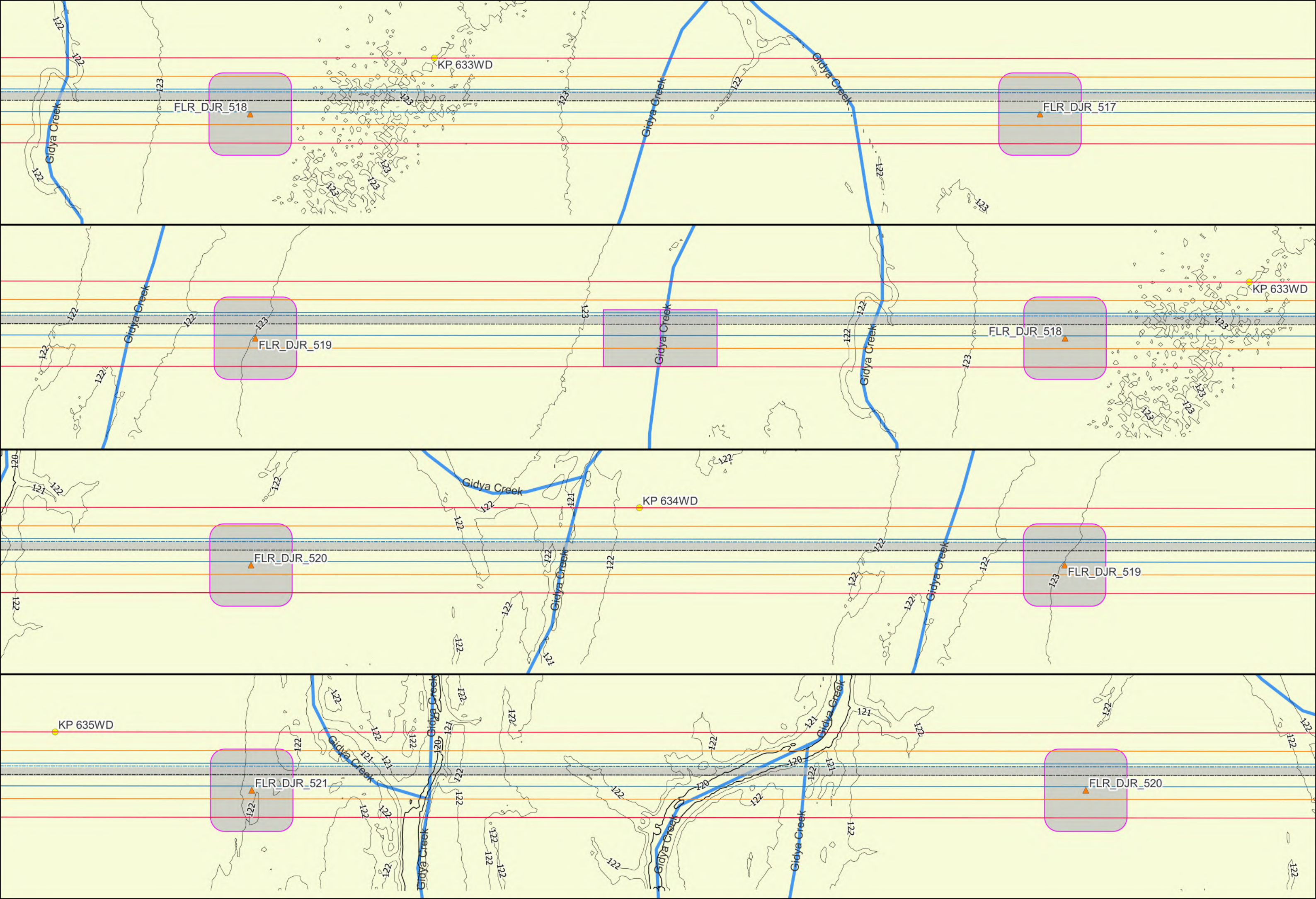


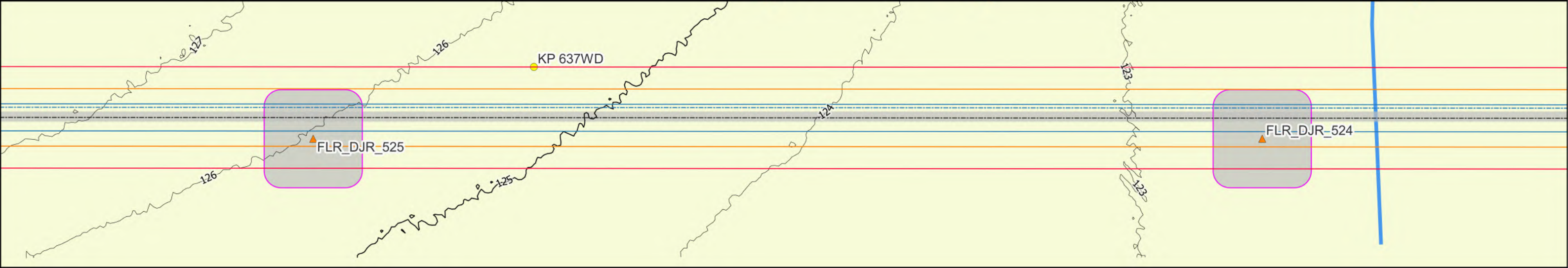
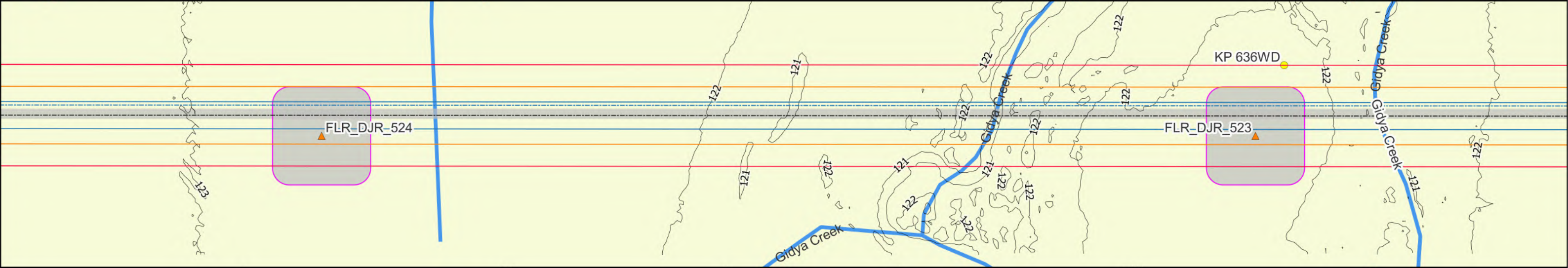
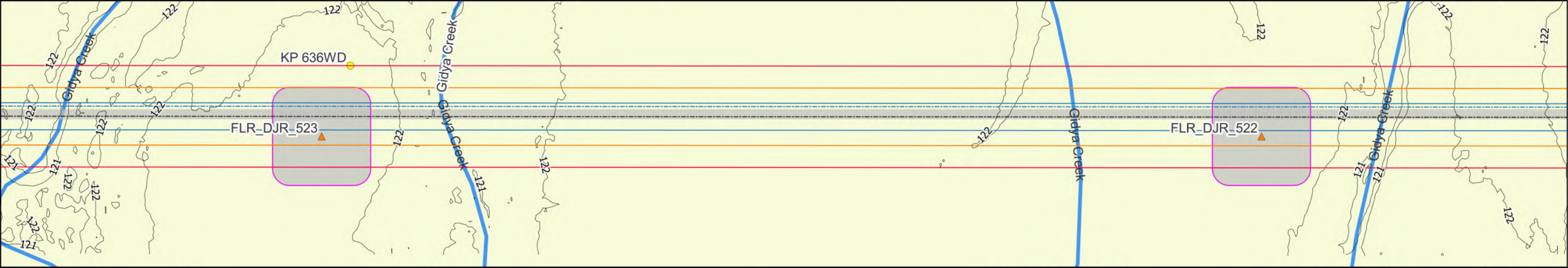
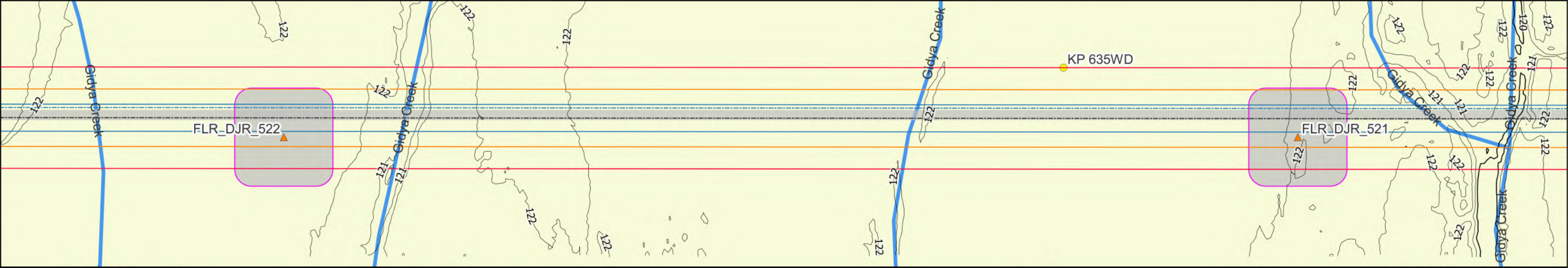


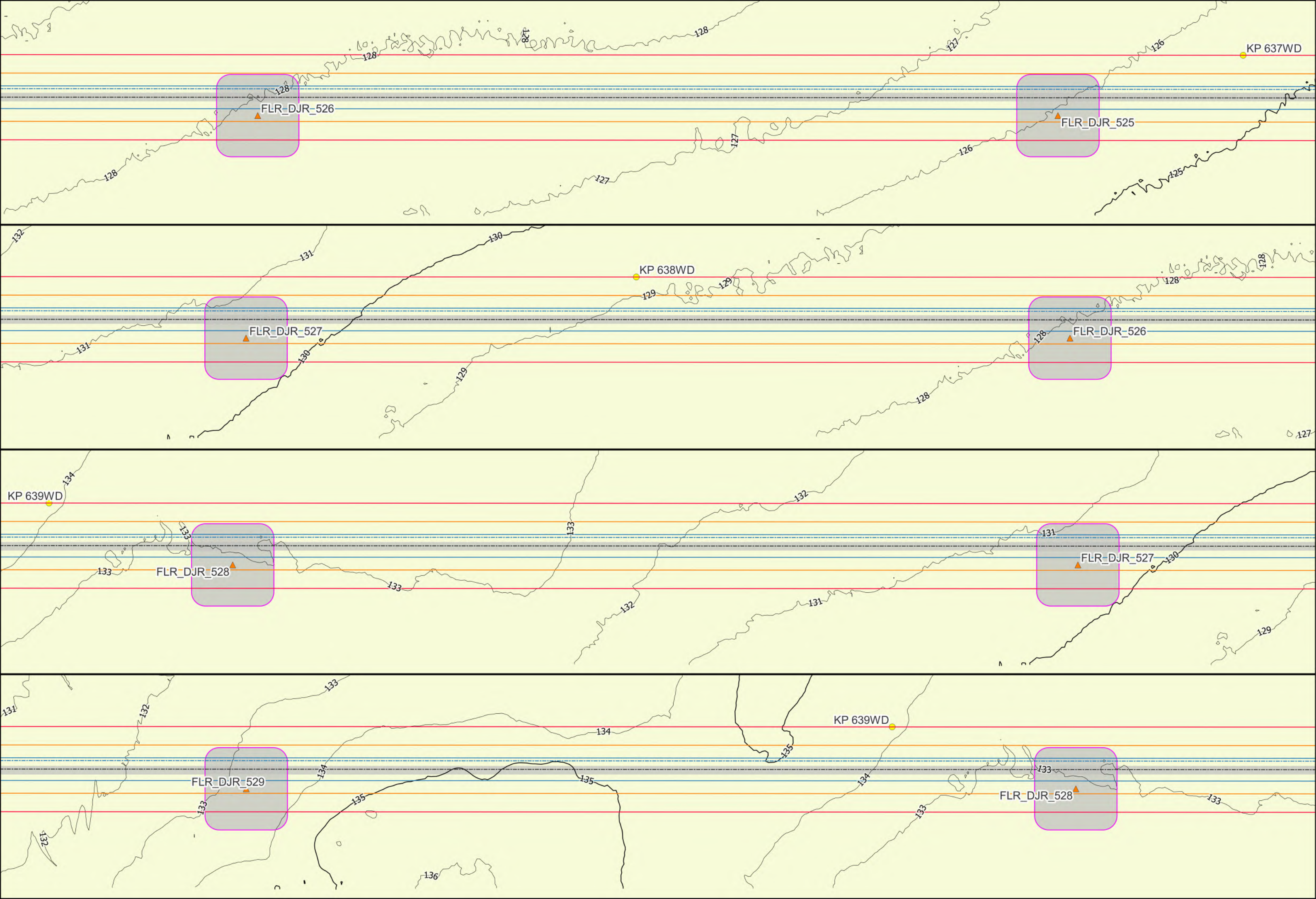


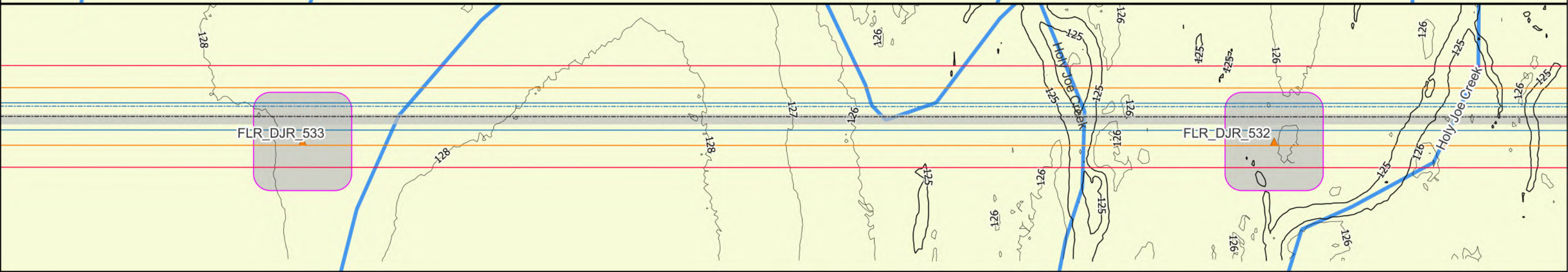
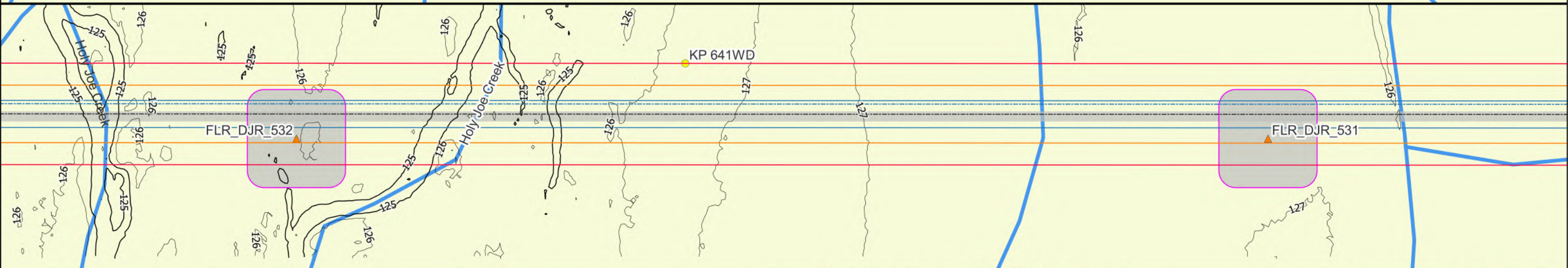
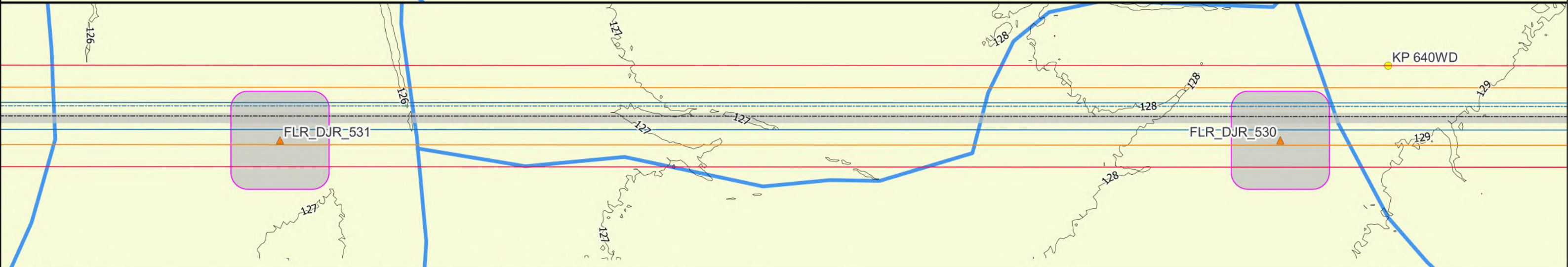
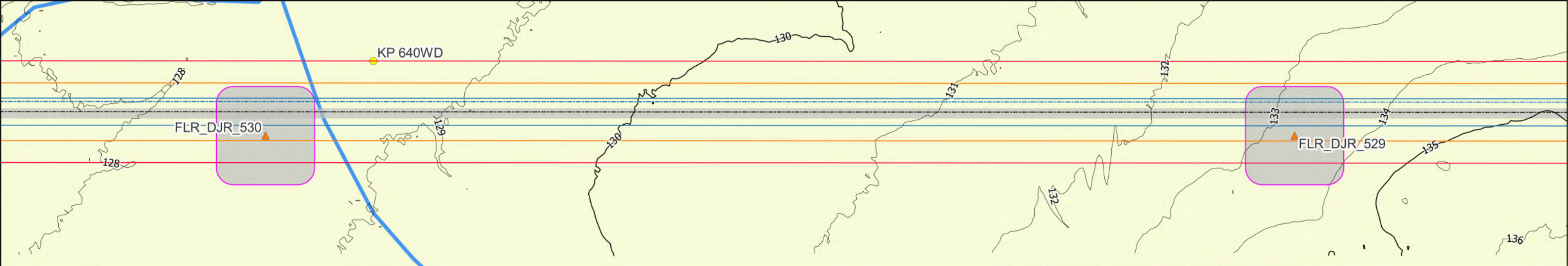


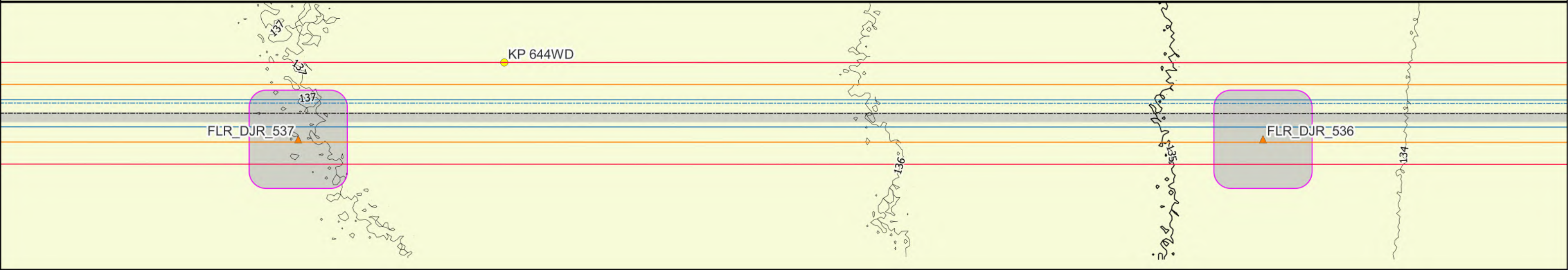
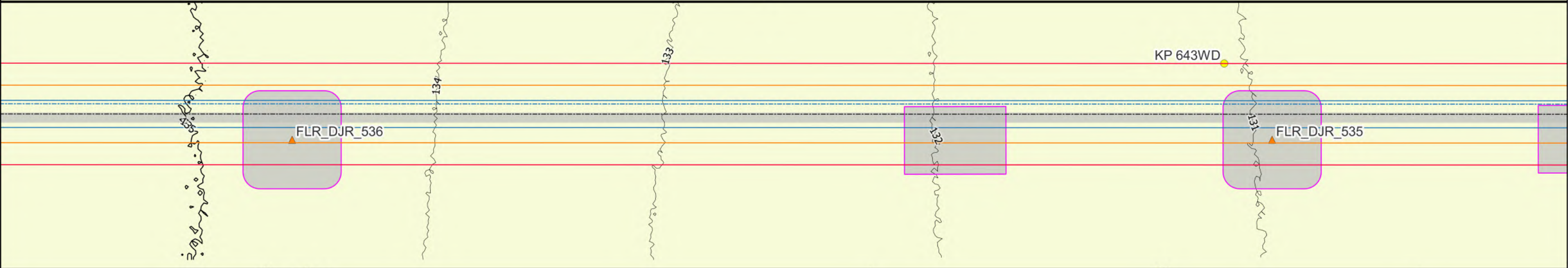
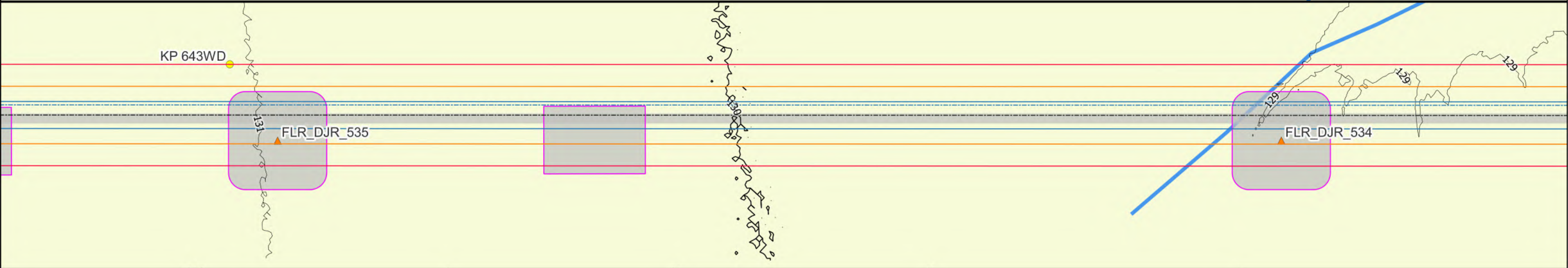
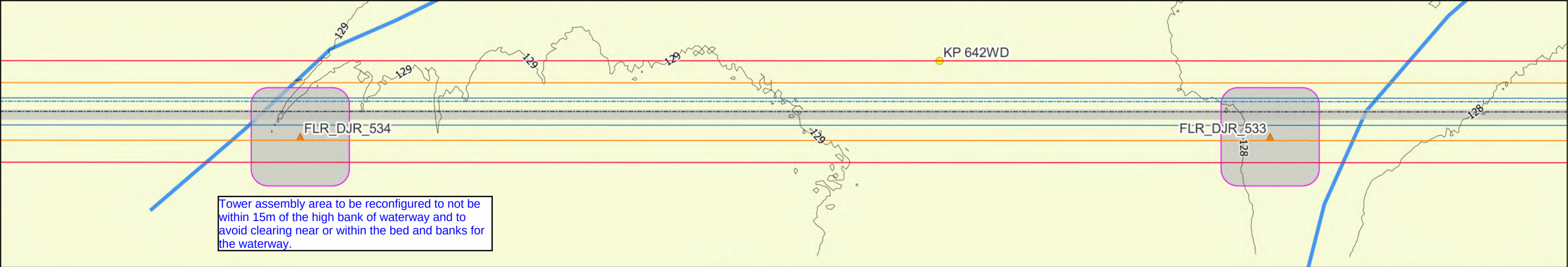


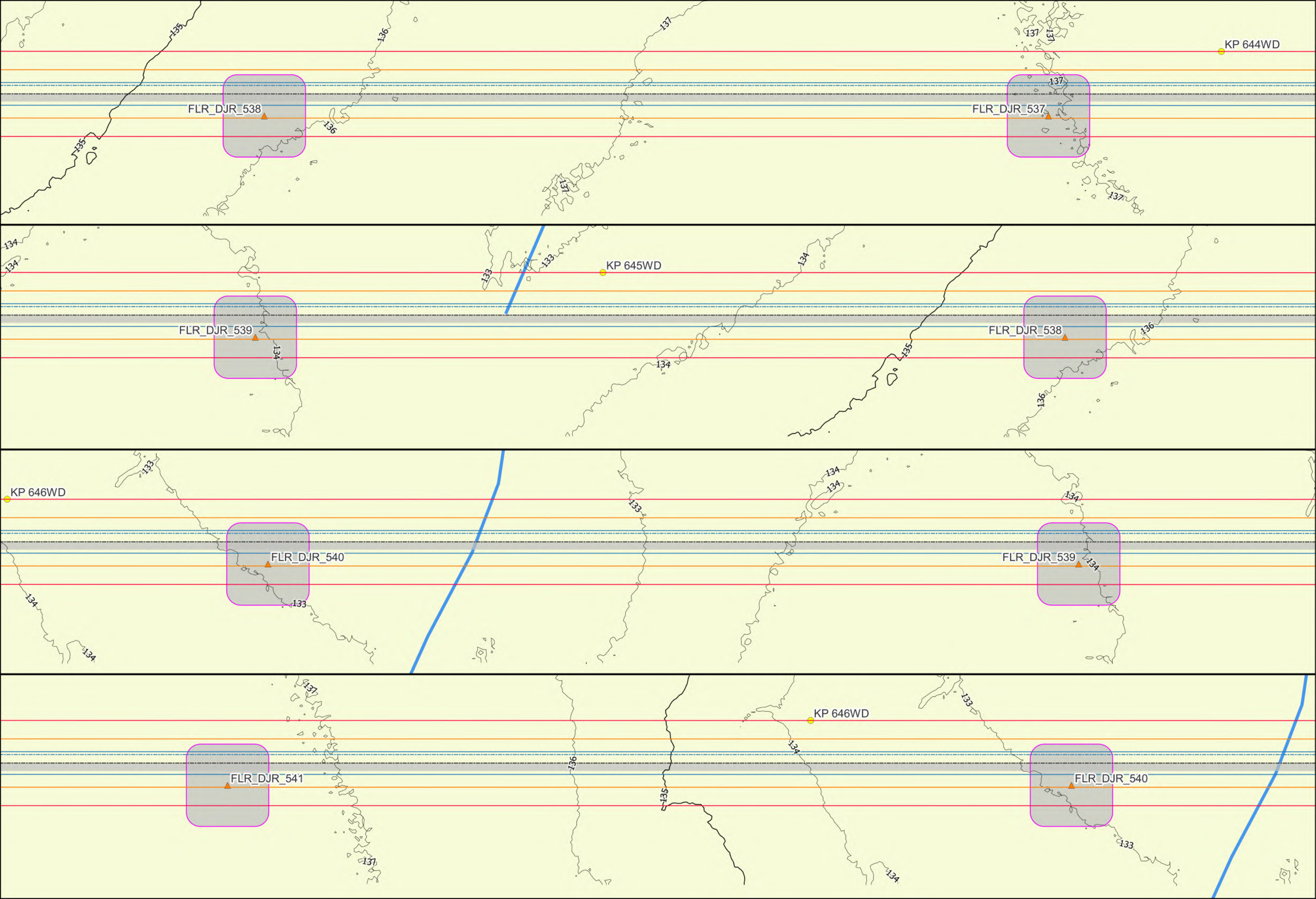


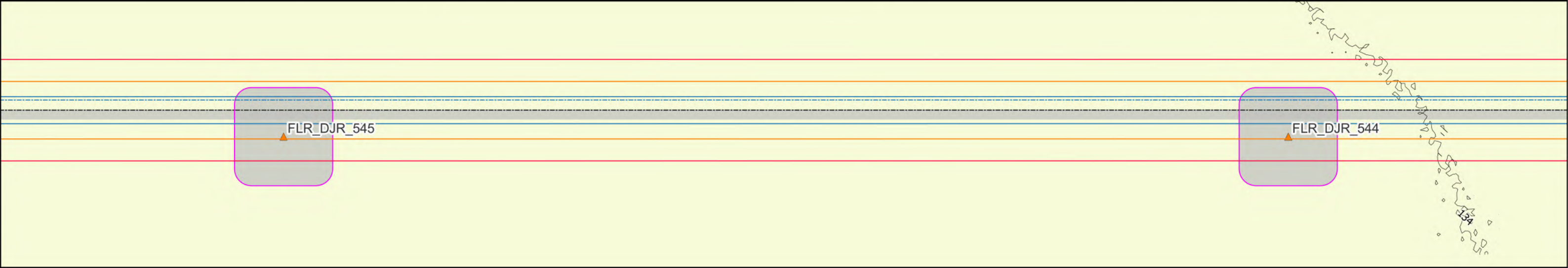
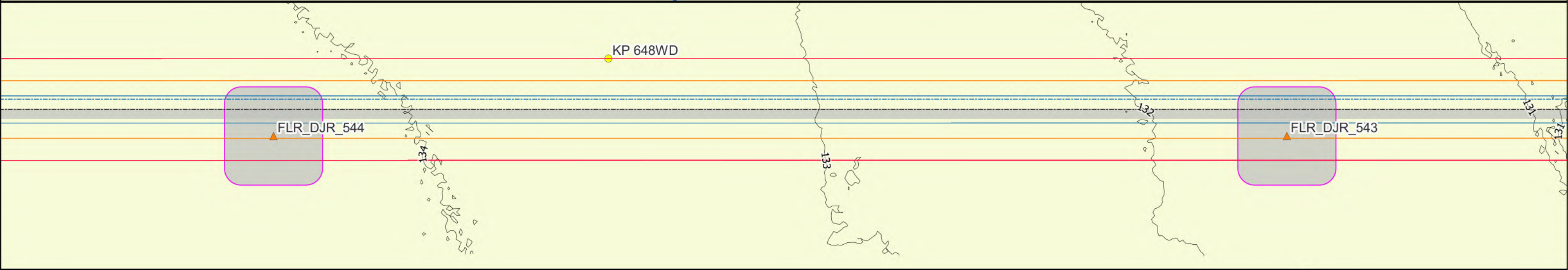
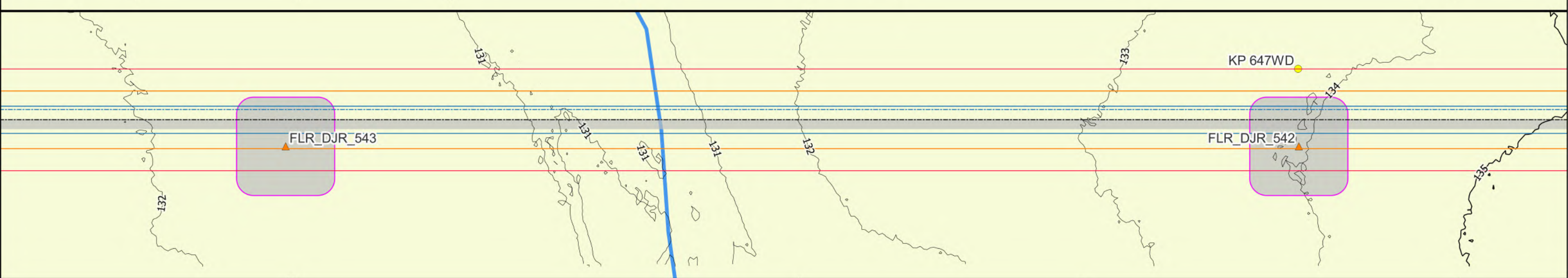
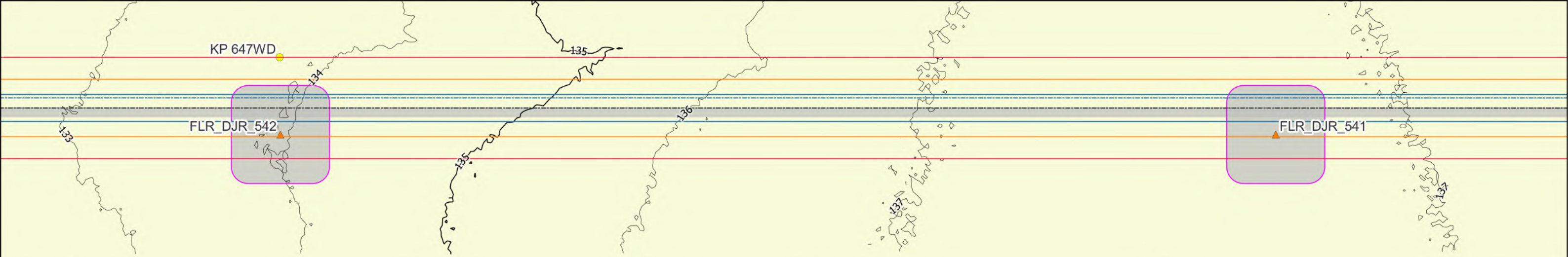


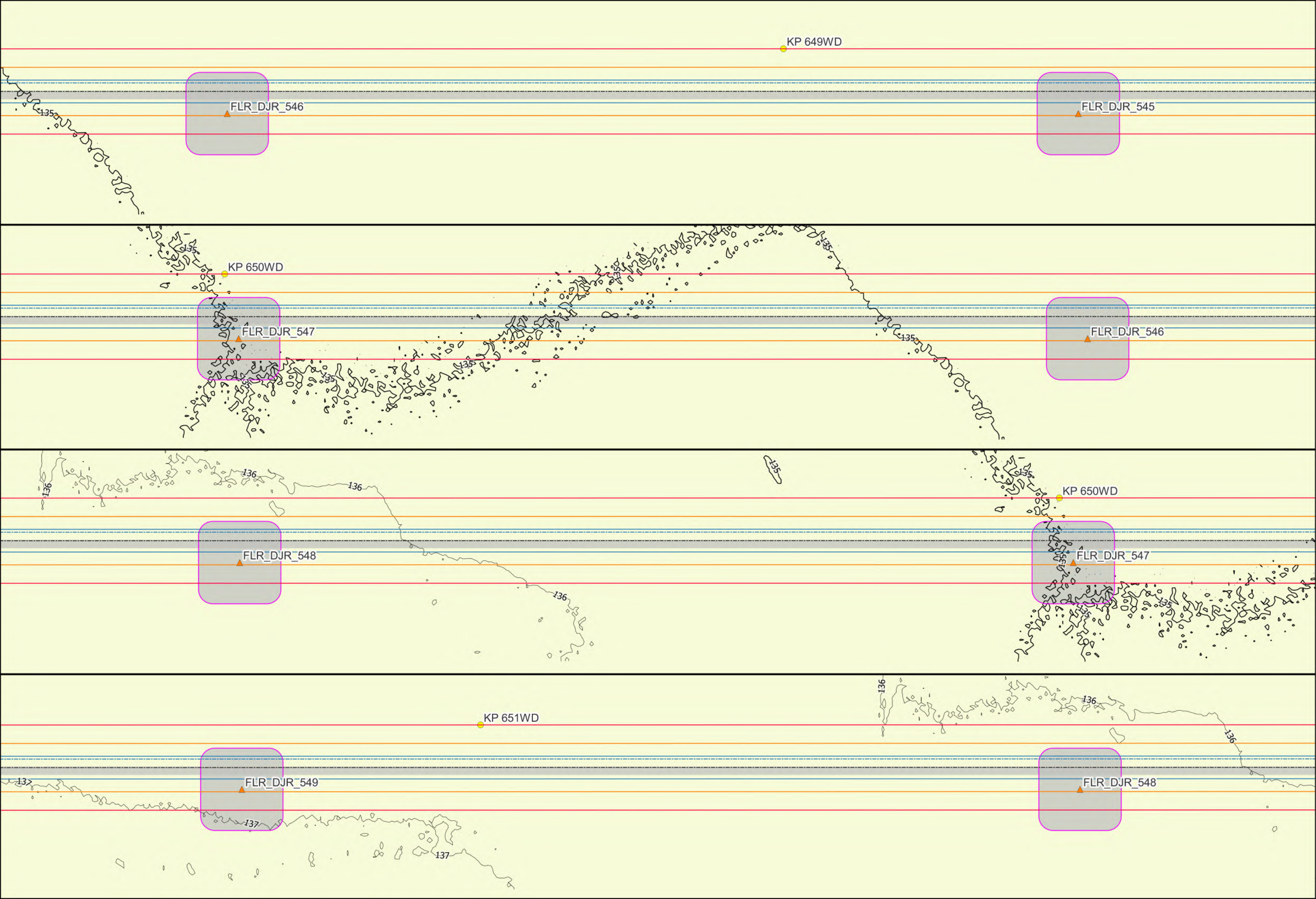


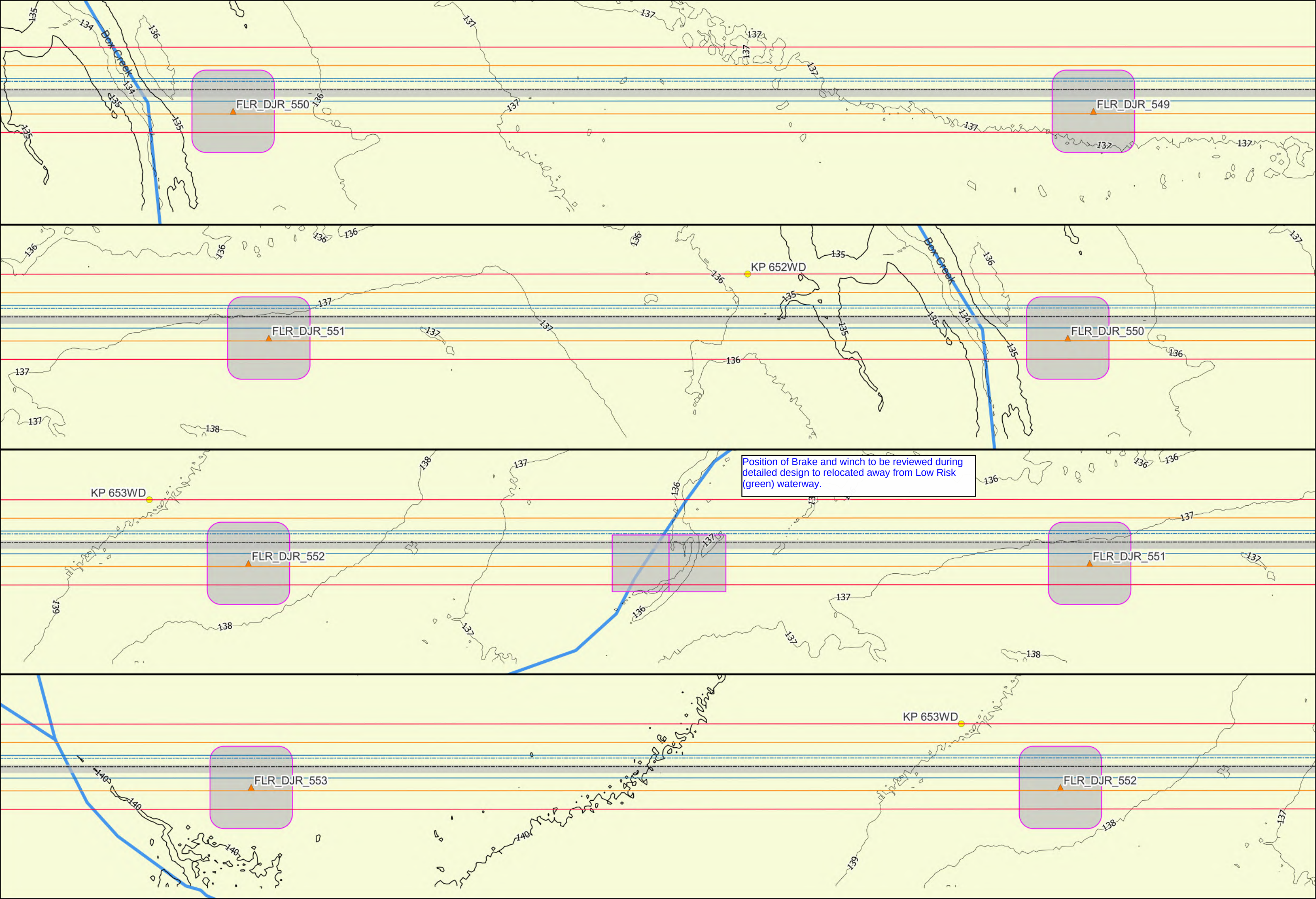


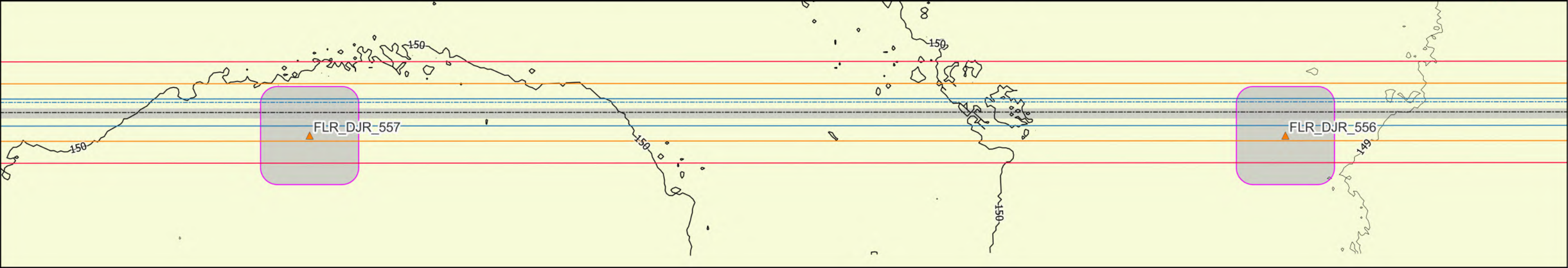
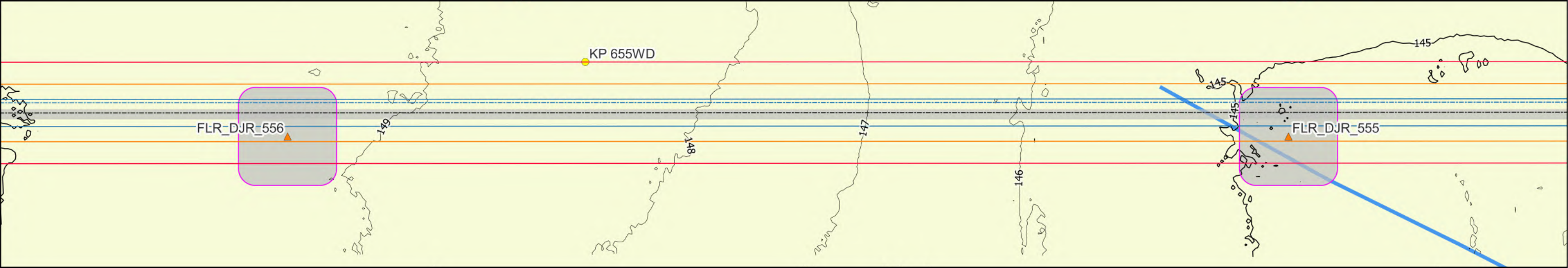
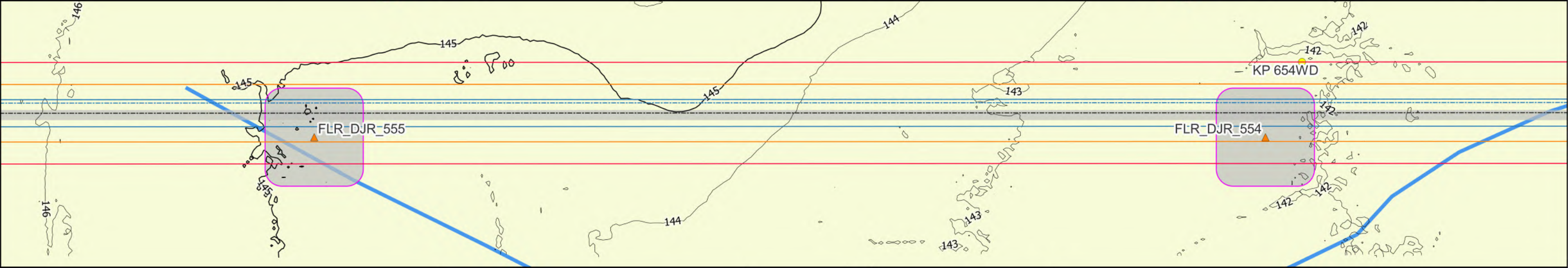
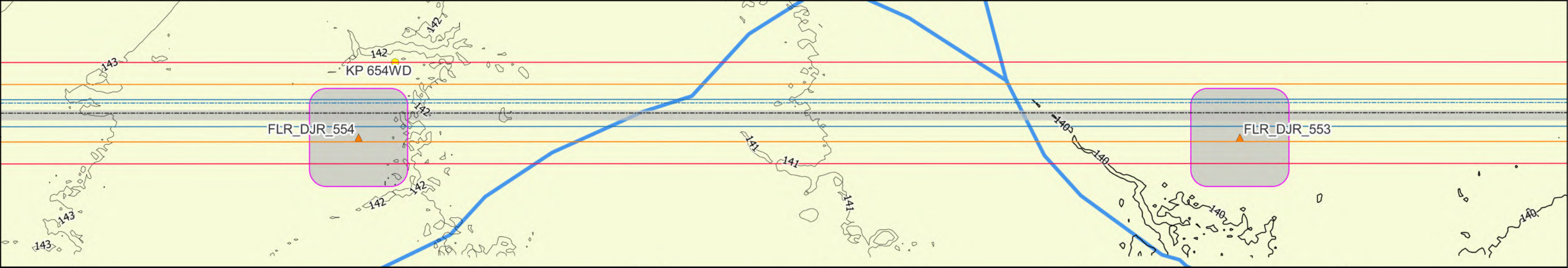


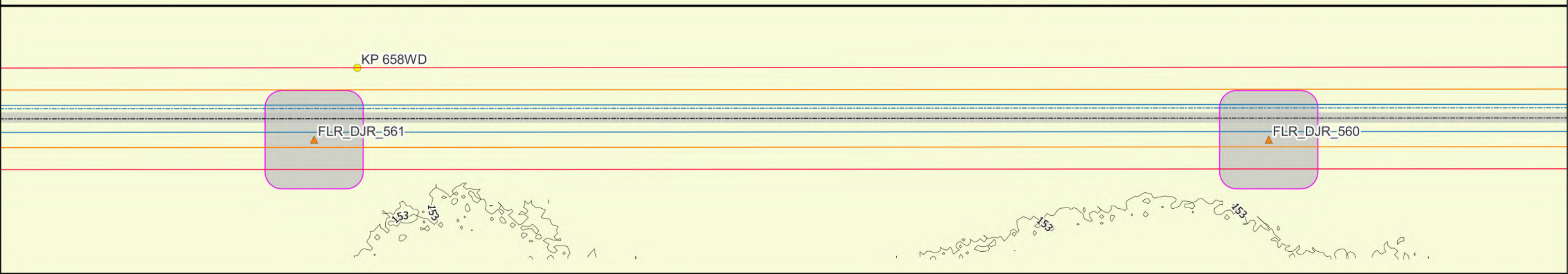
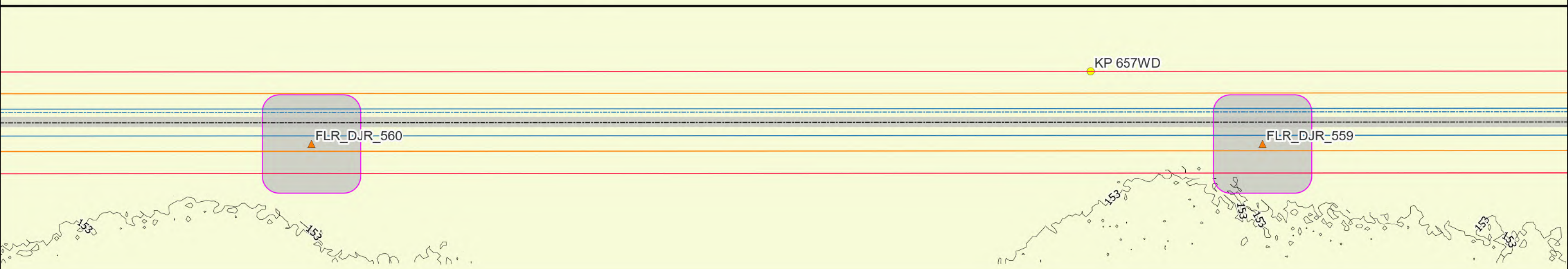
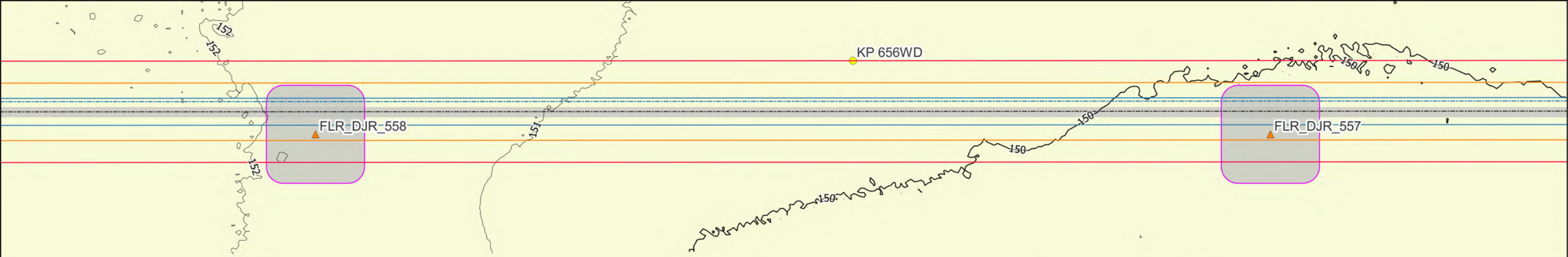




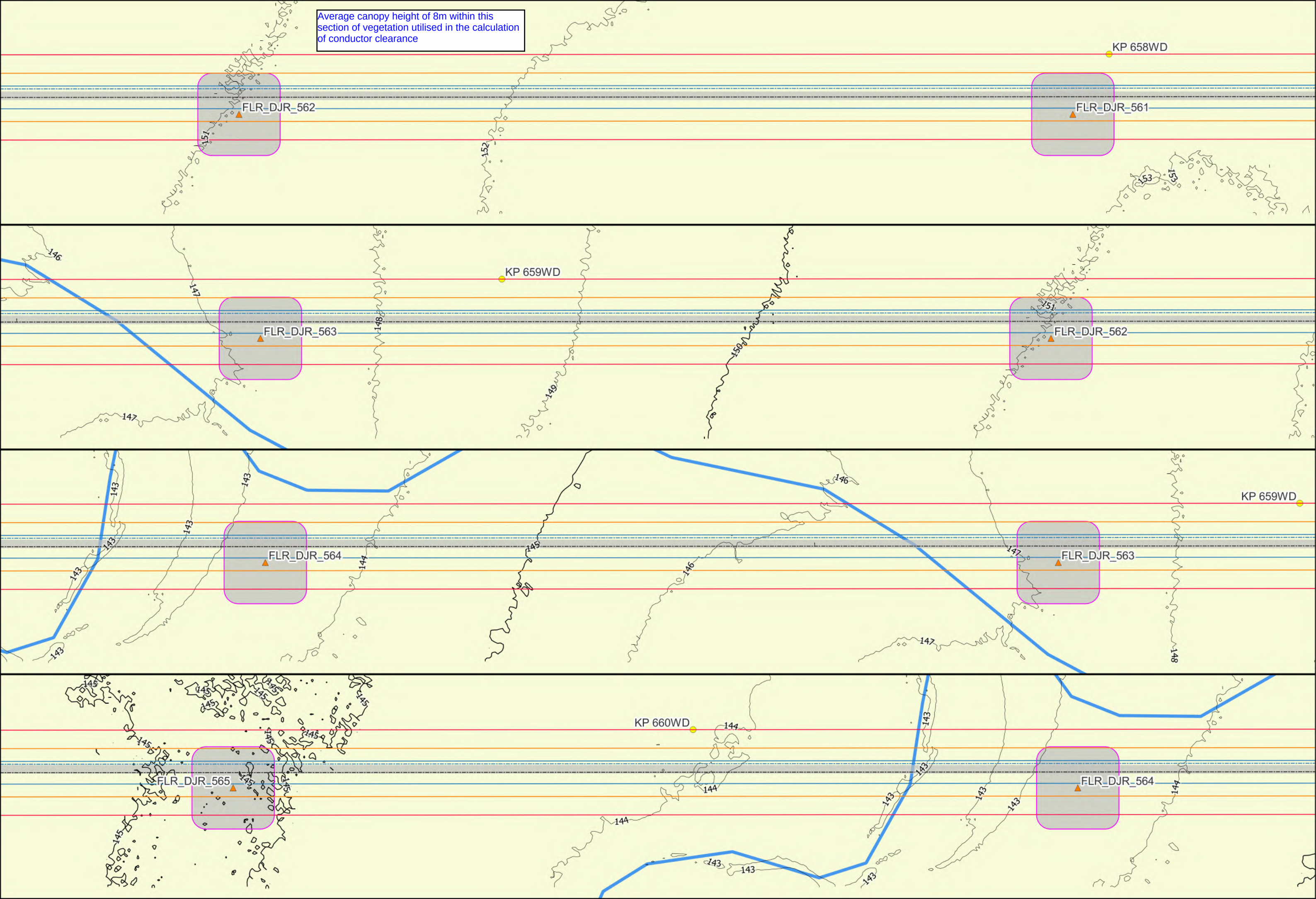


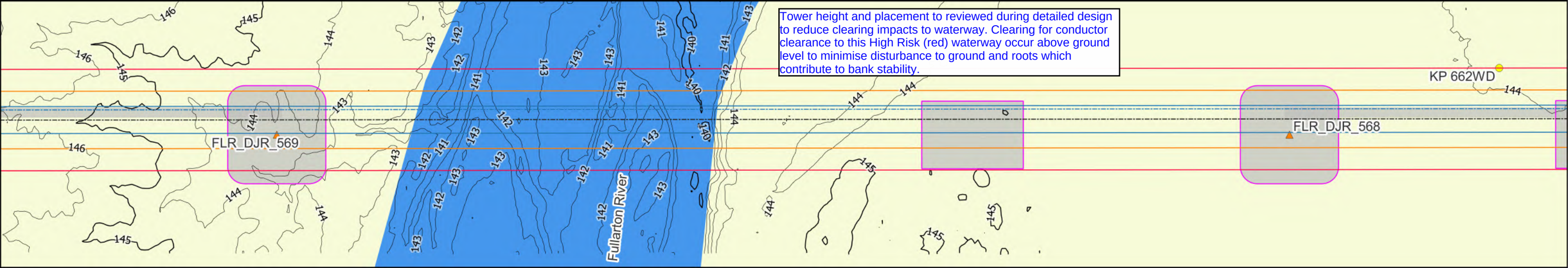
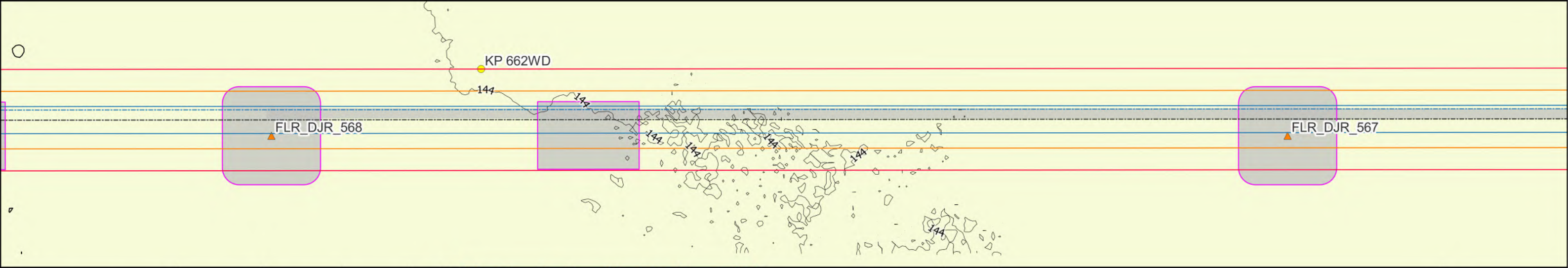
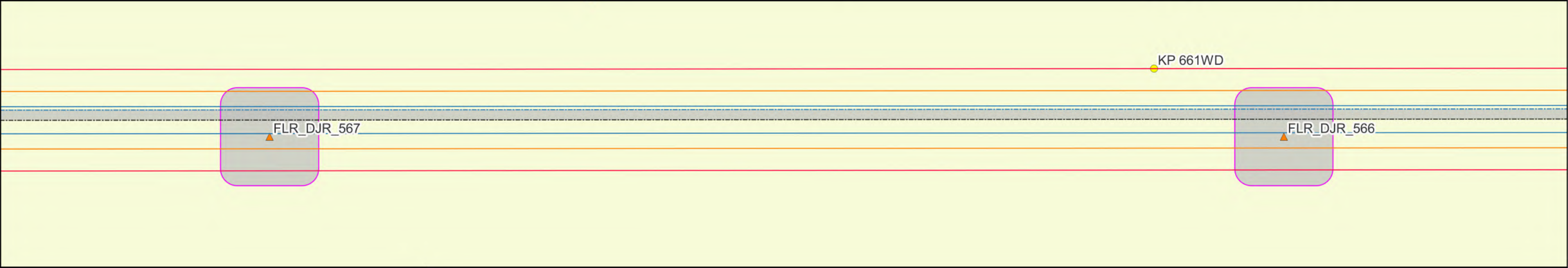
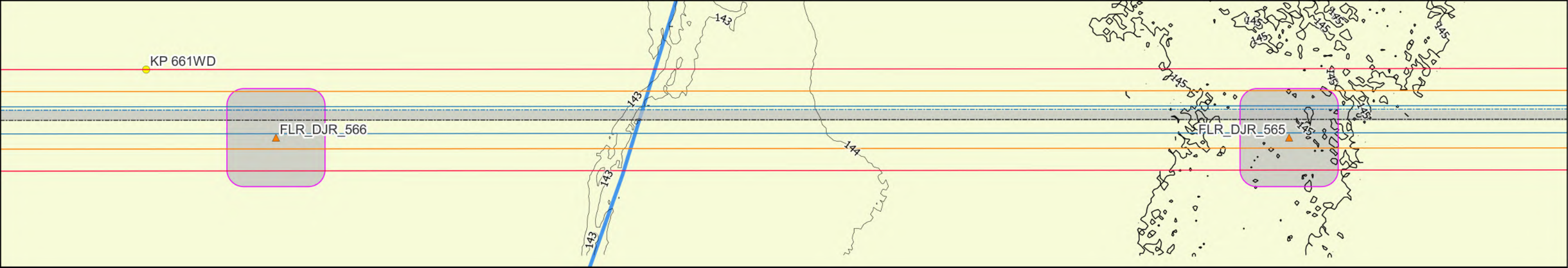


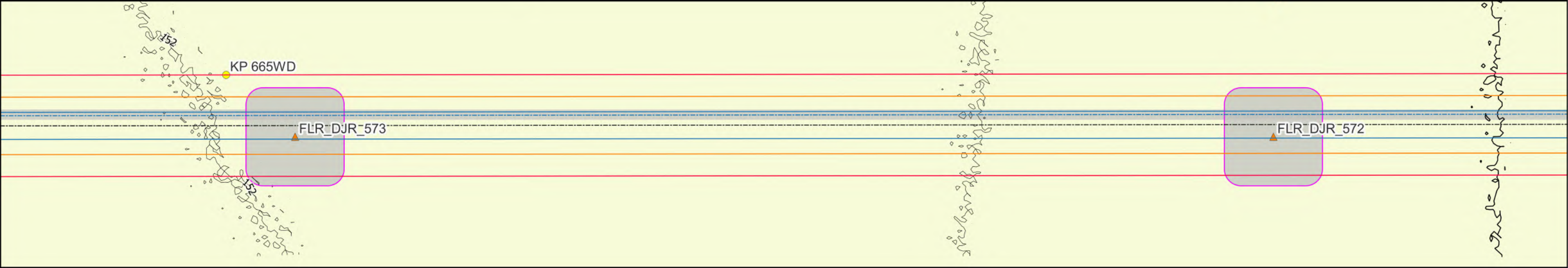
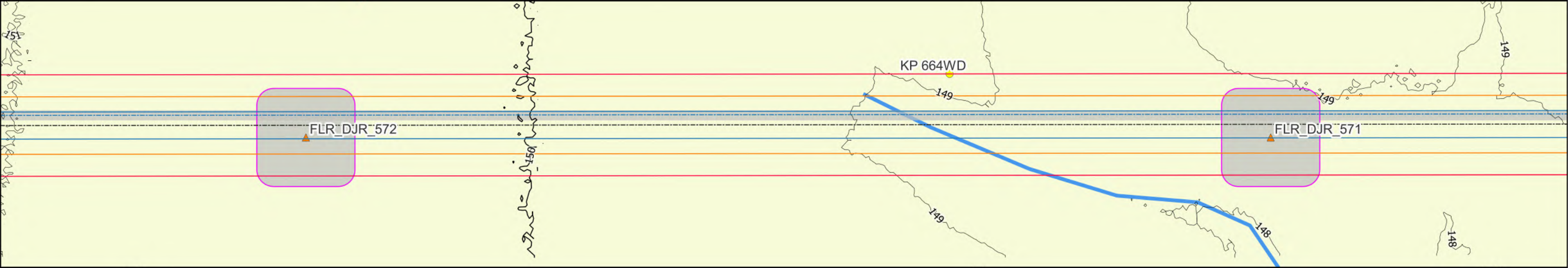
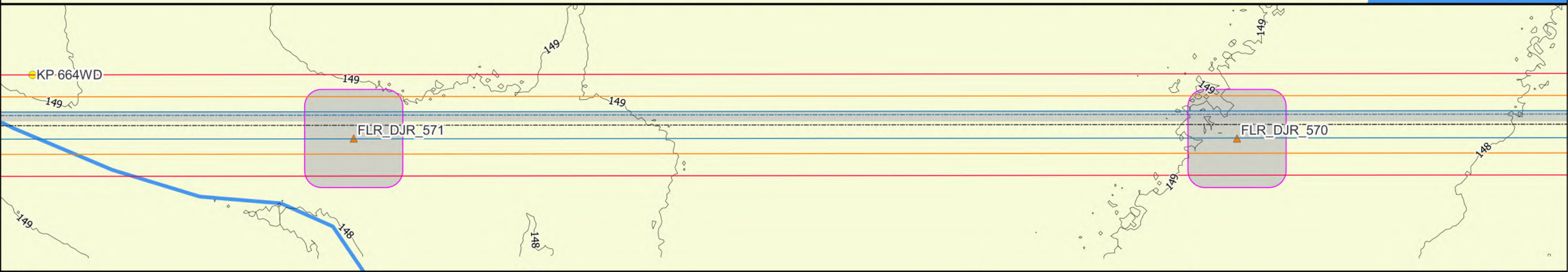
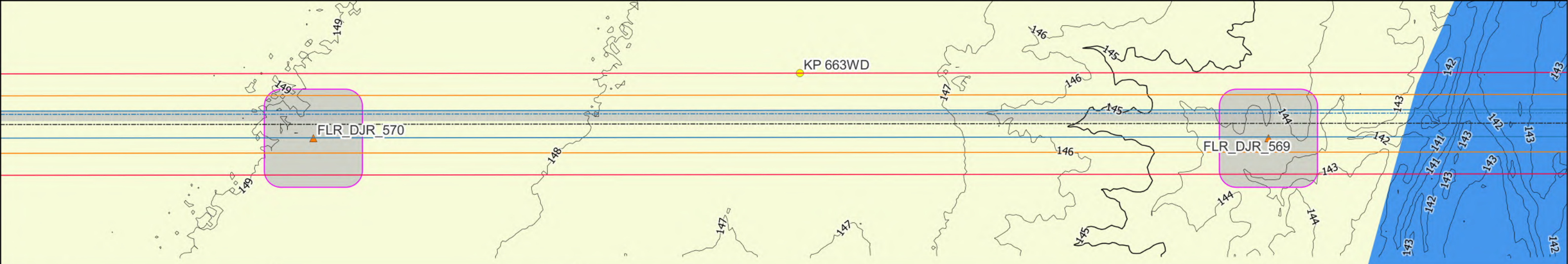


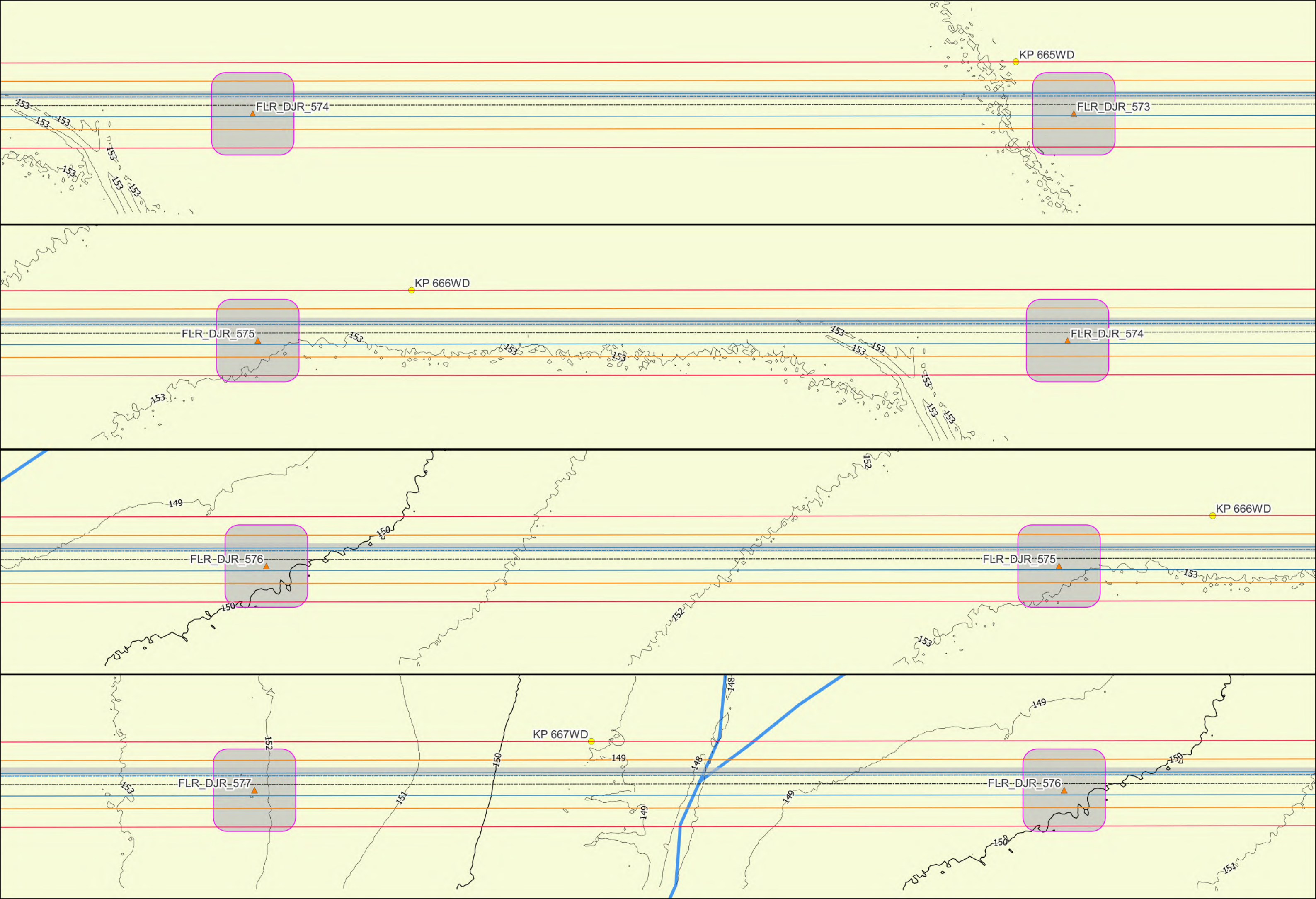


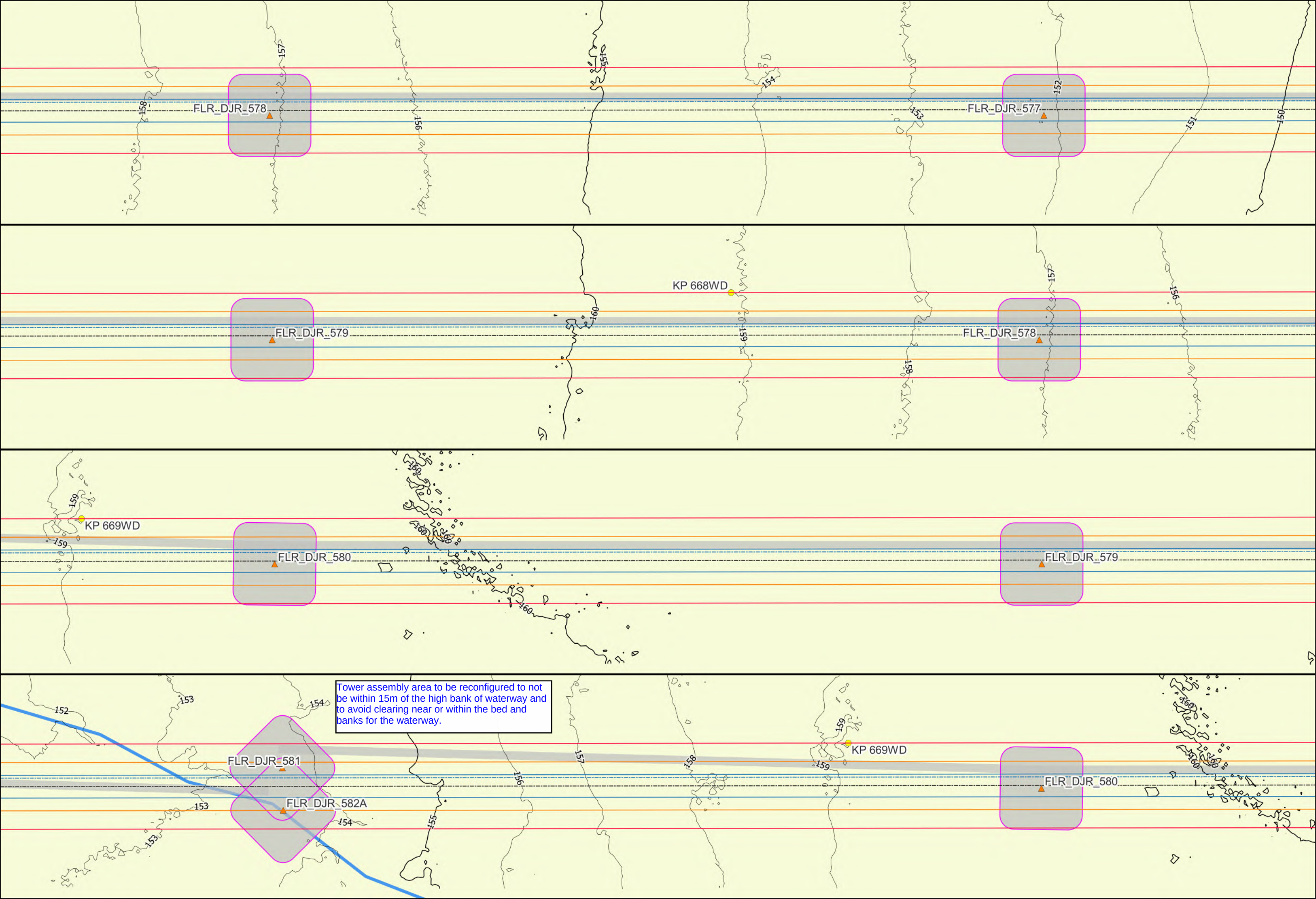
Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance

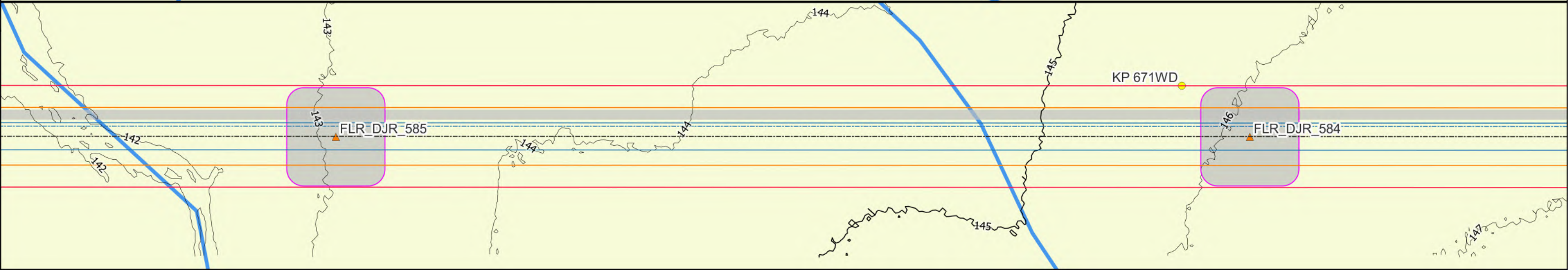
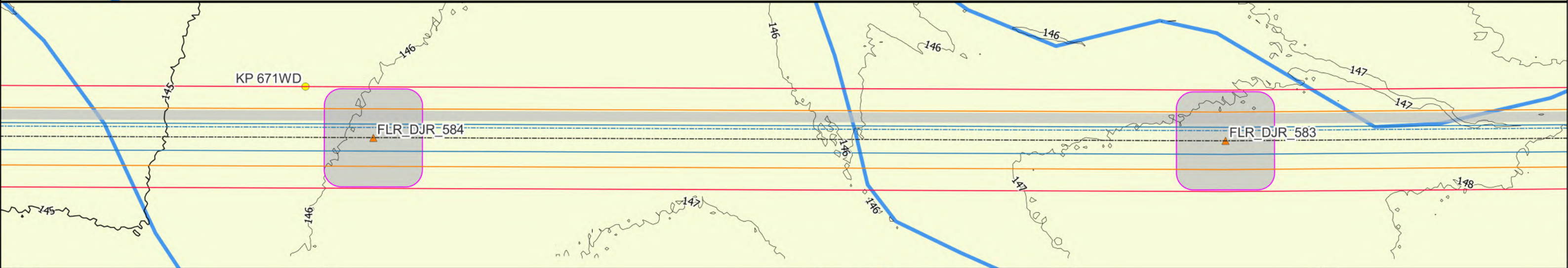
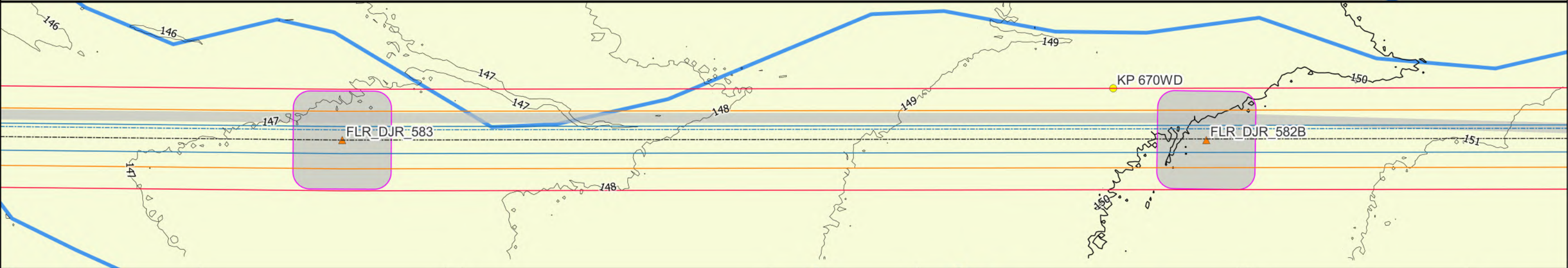
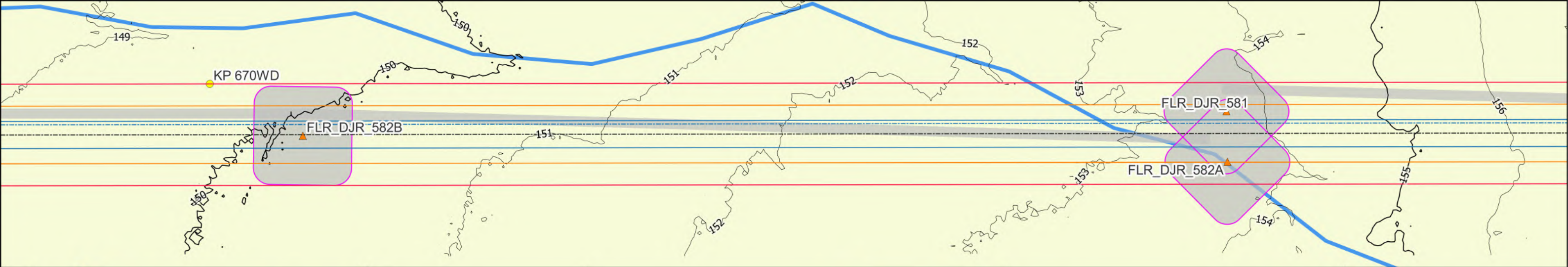


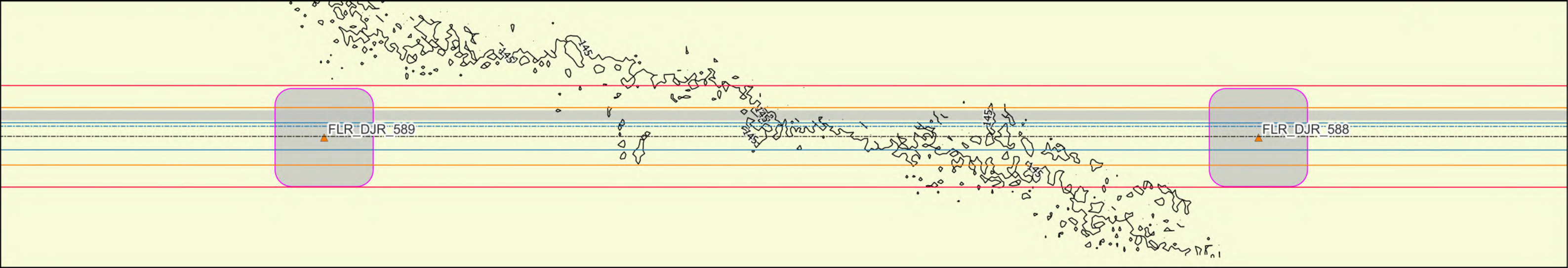
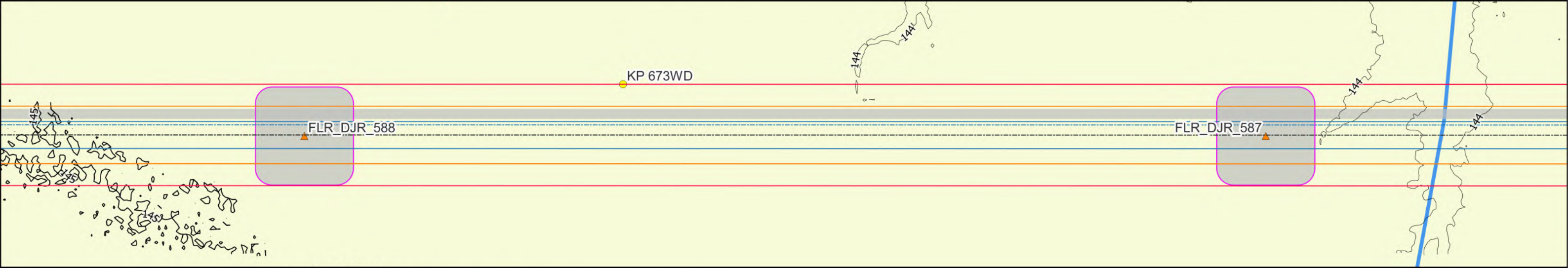
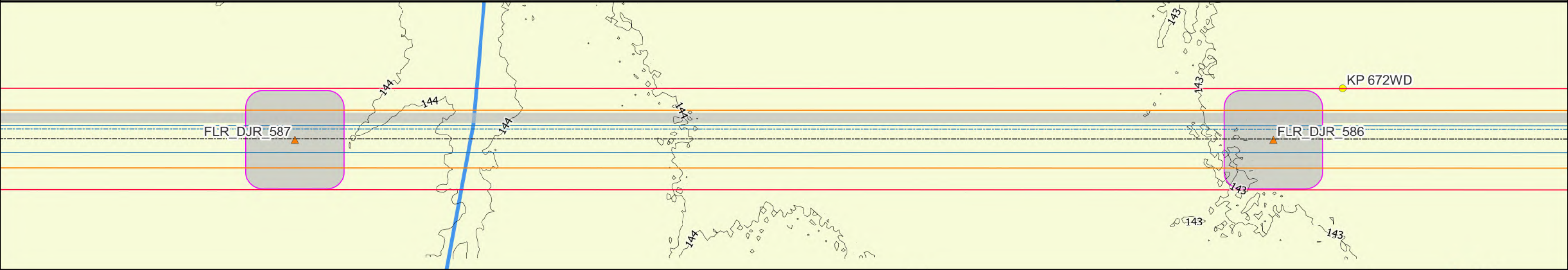
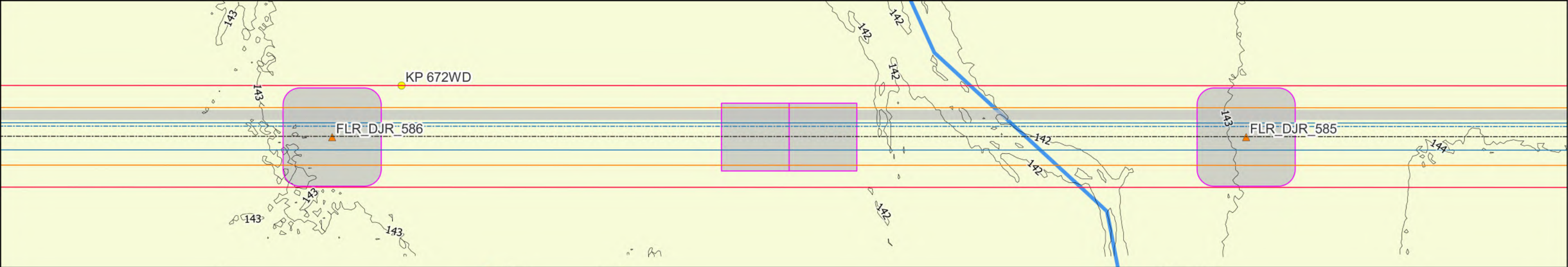


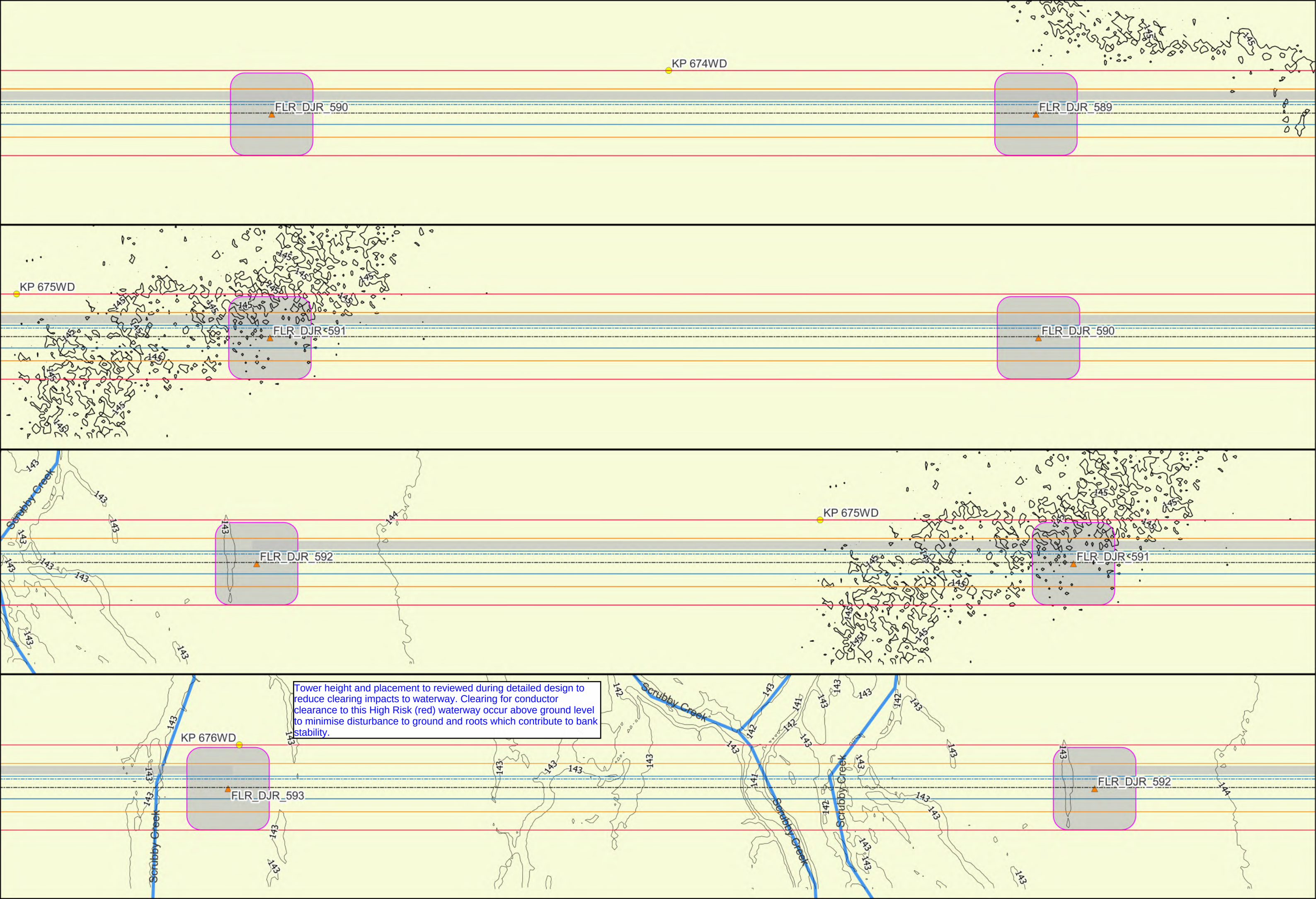












KP 674WD

FLR_DJR_590

FLR_DJR_589

KP 675WD

FLR_DJR_591

FLR_DJR_590

KP 675WD

FLR_DJR_592

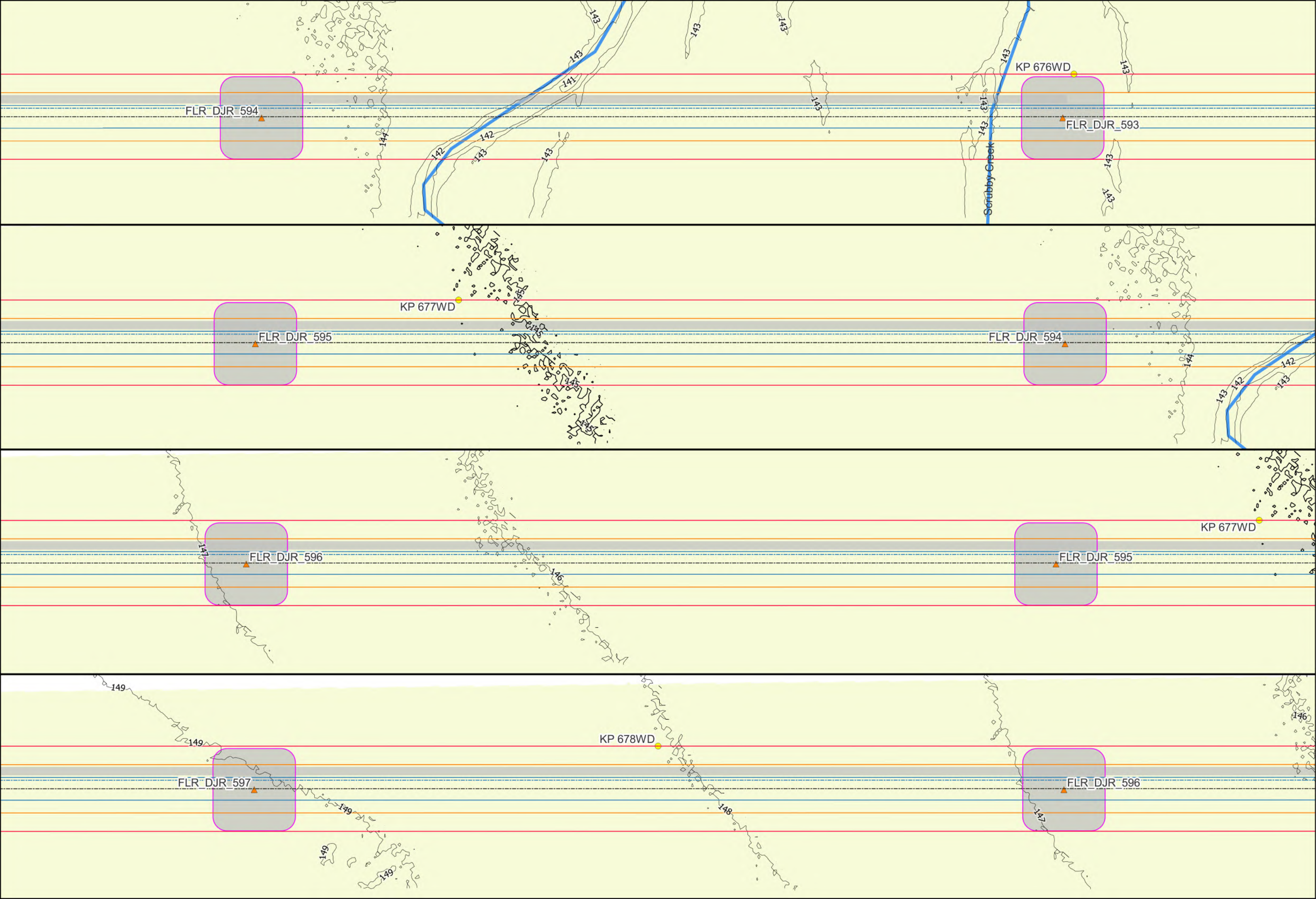
FLR_DJR_591

KP 676WD

FLR_DJR_593

FLR_DJR_592

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.



FLR DJR 594

KP 676WD

FLR DJR 593

Scrubby Creek

KP 677WD

FLR DJR 595

FLR DJR 594

KP 677WD

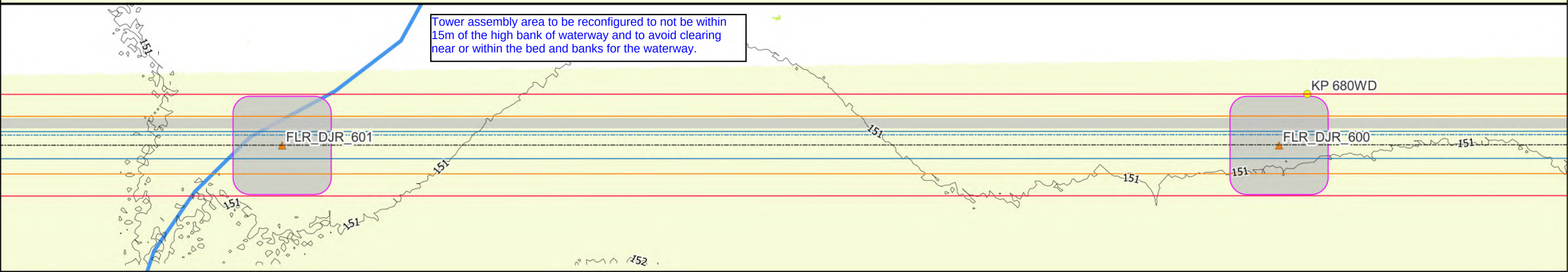
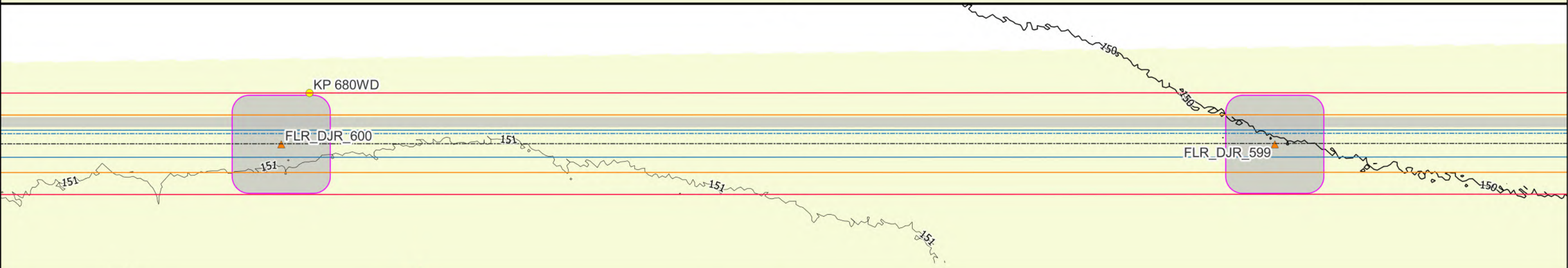
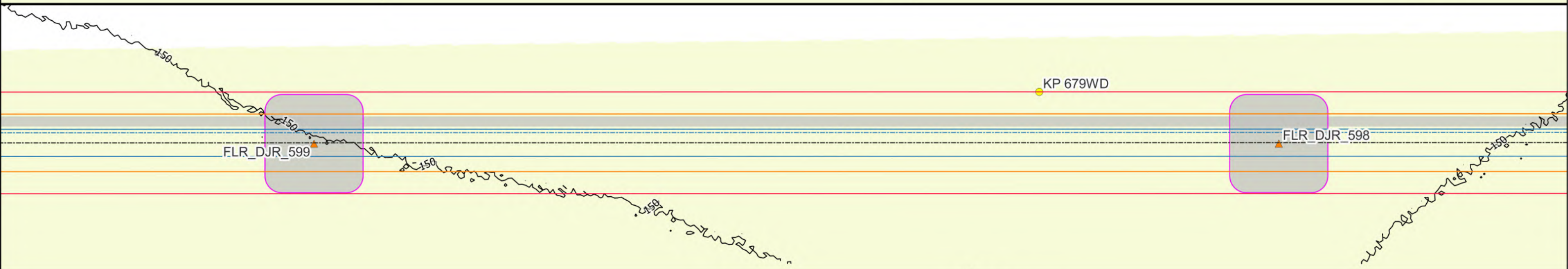
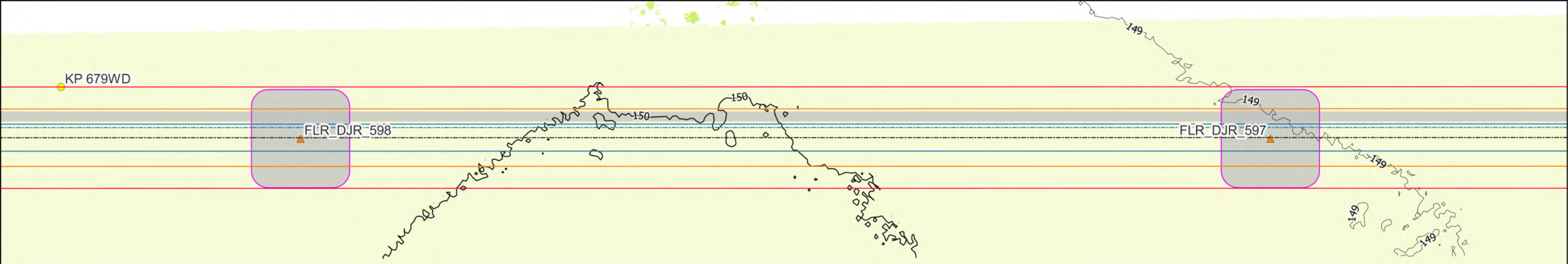
FLR DJR 596

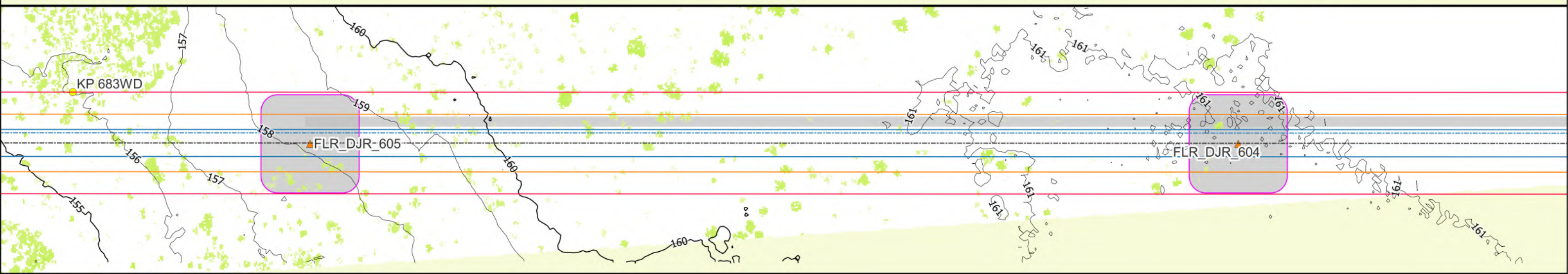
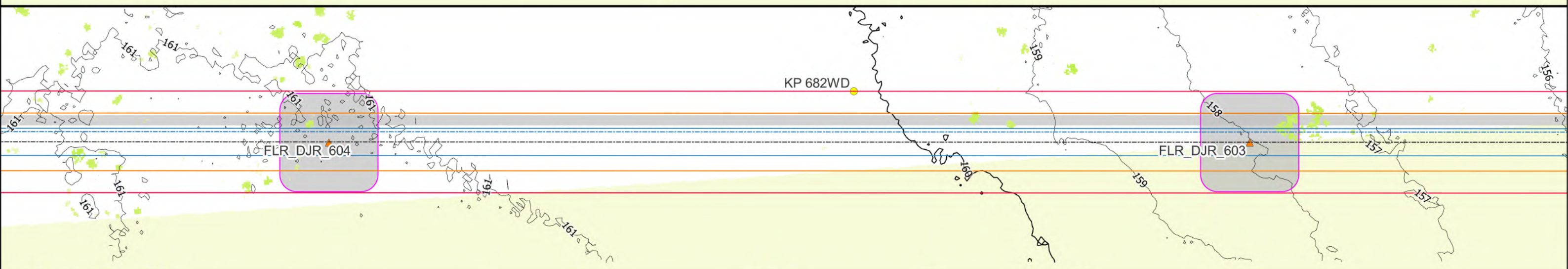
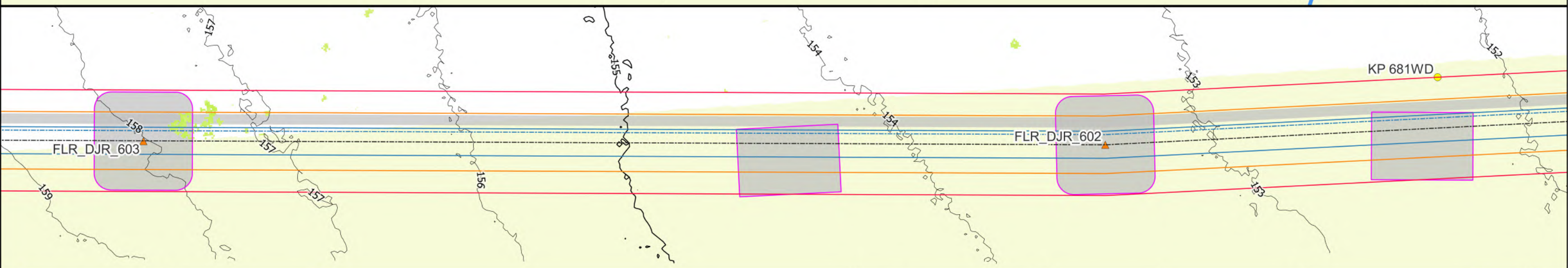
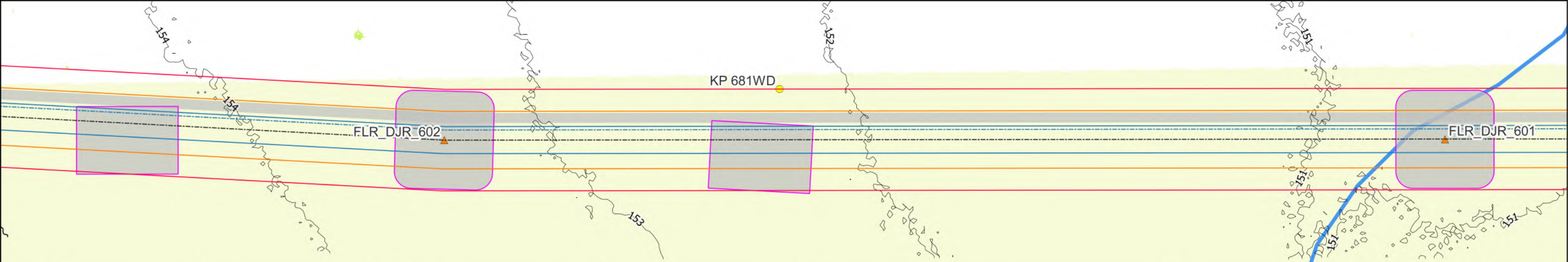
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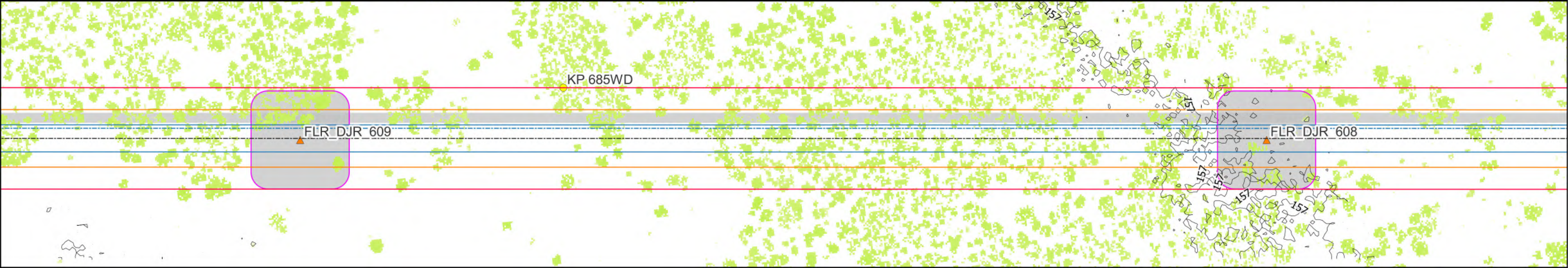
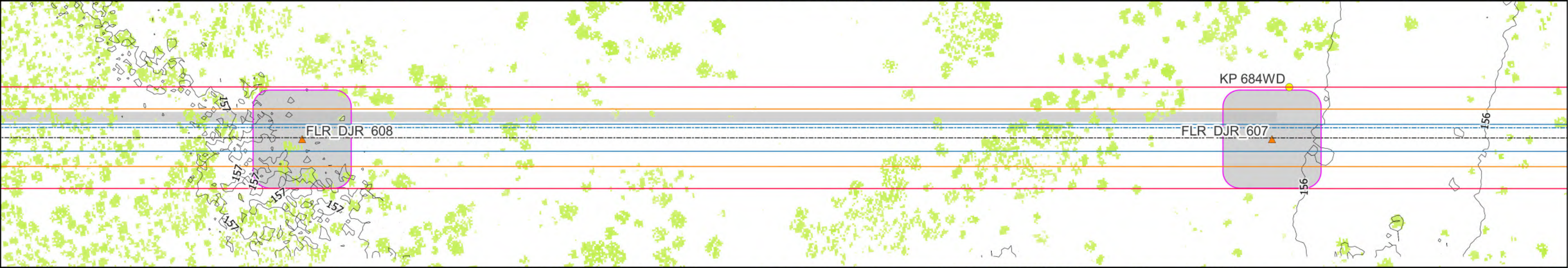
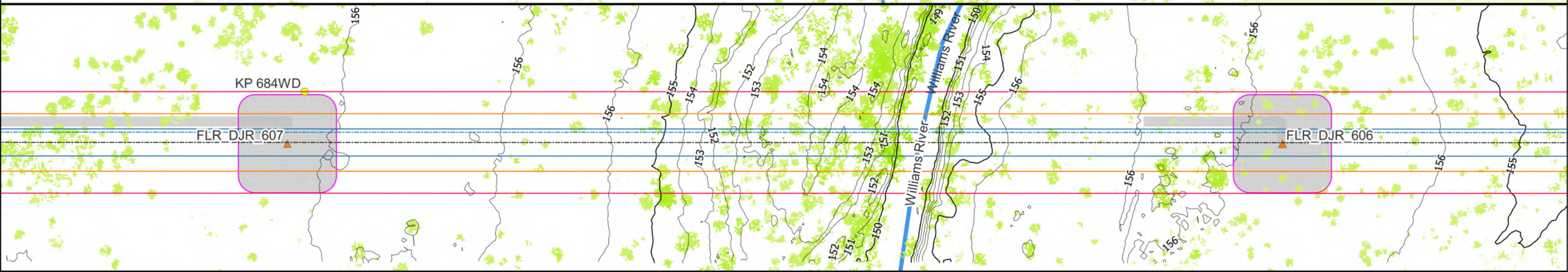
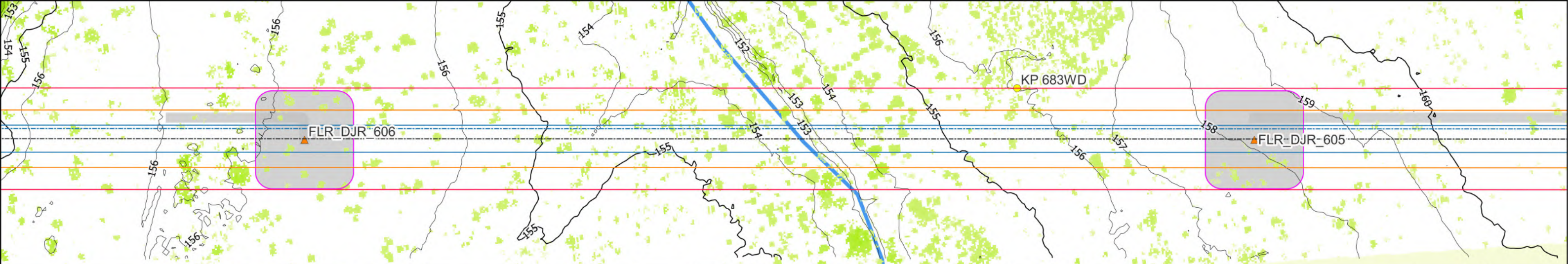
KP 678WD

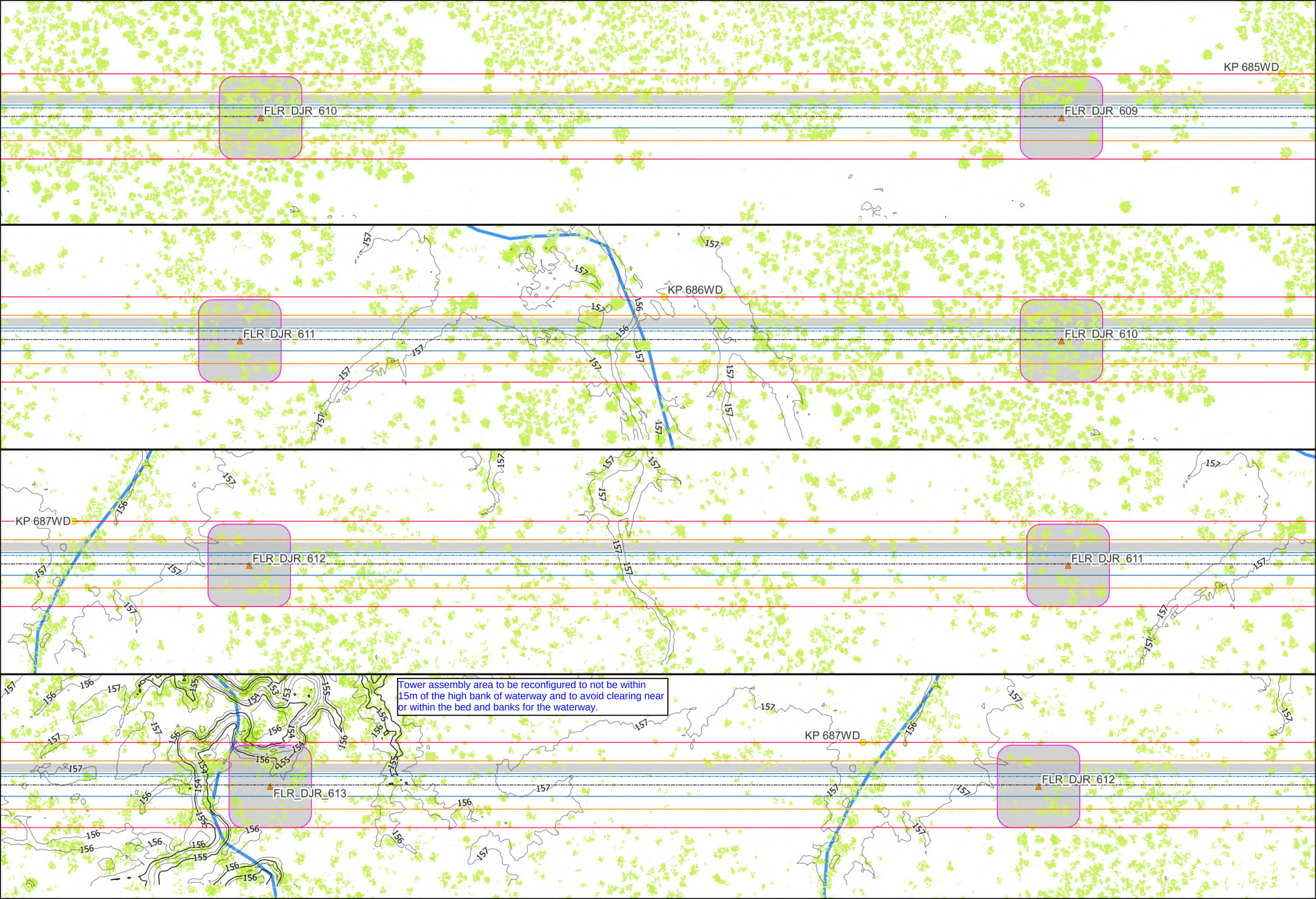
FLR DJR 597

FLR DJR 596









KP 685WD

FLR DJR 610

FLR DJR 609

KP 686WD

FLR DJR 611

FLR DJR 610

KP 687WD

FLR DJR 612

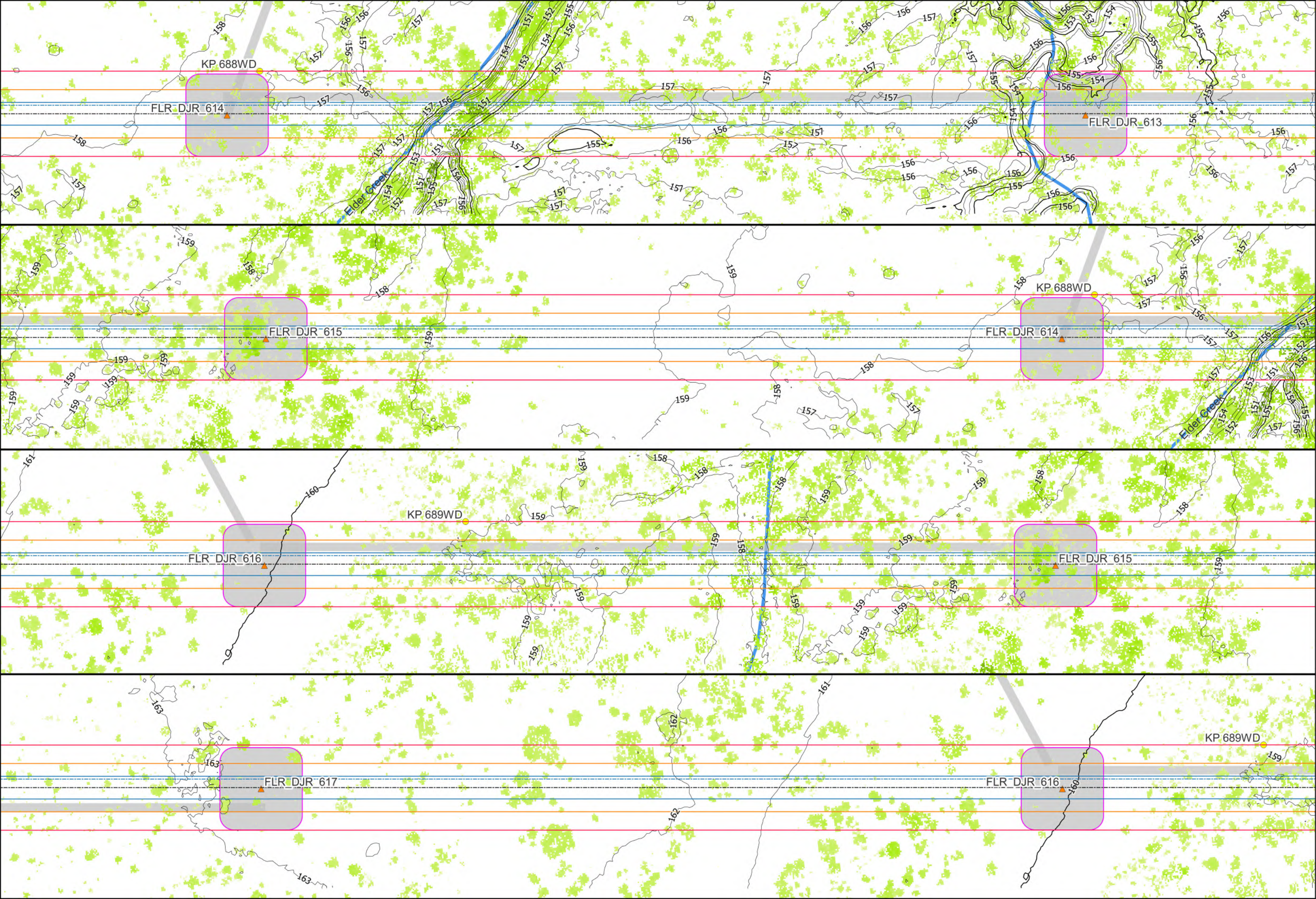
FLR DJR 611

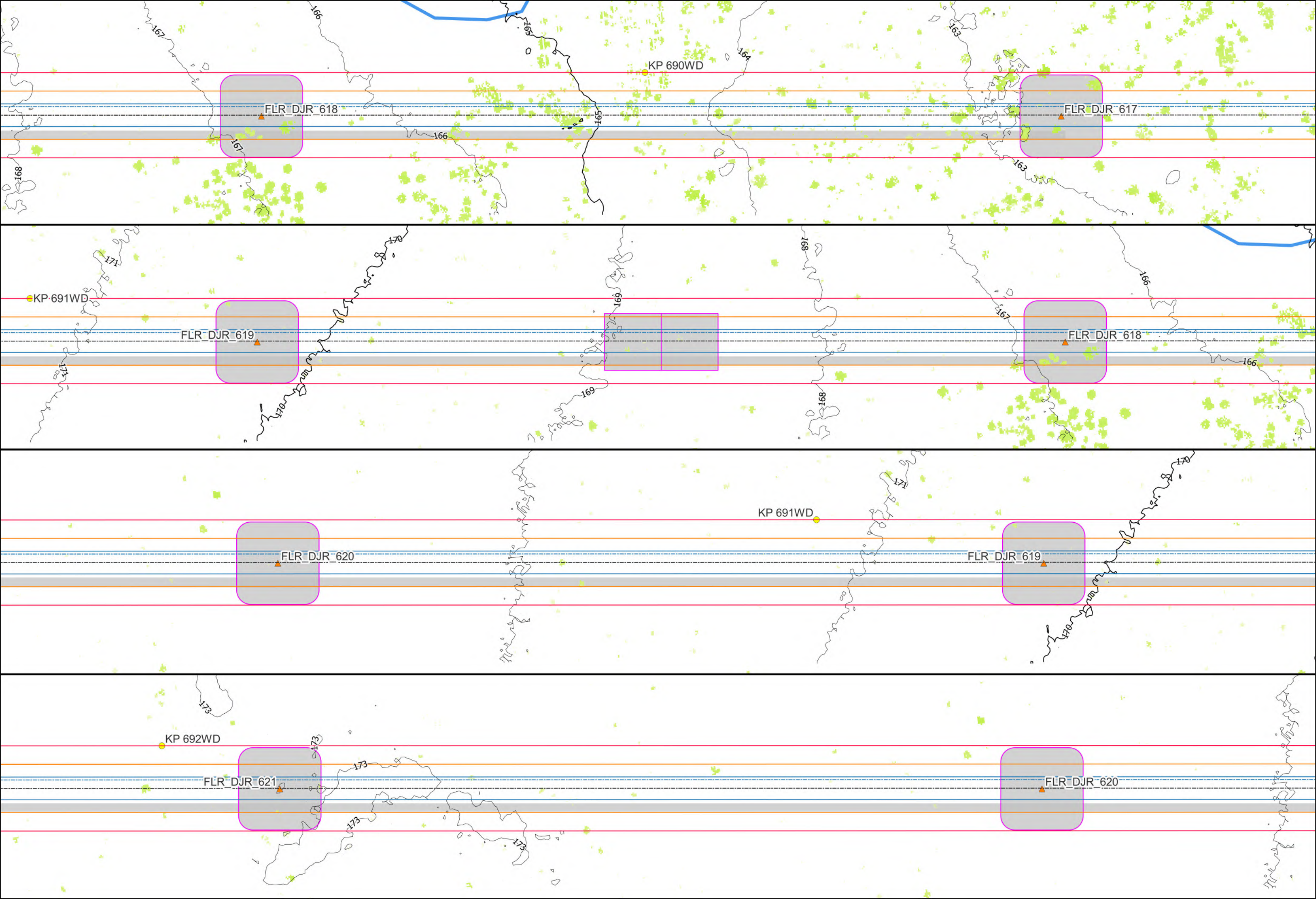
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

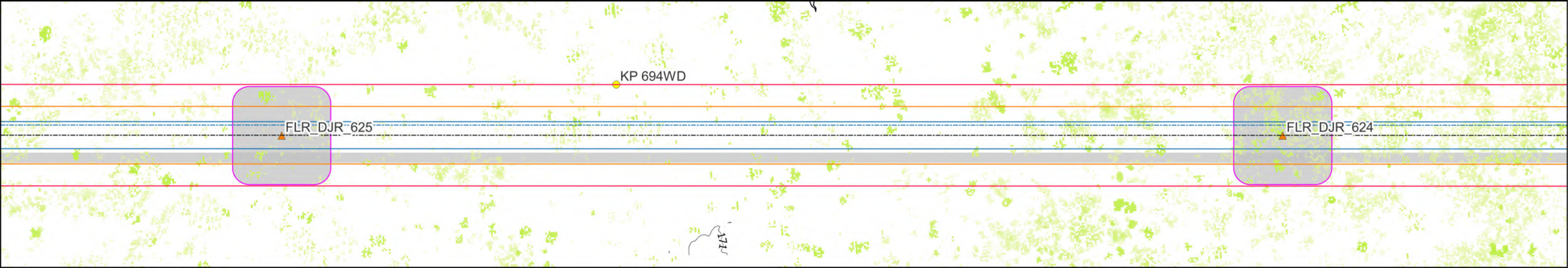
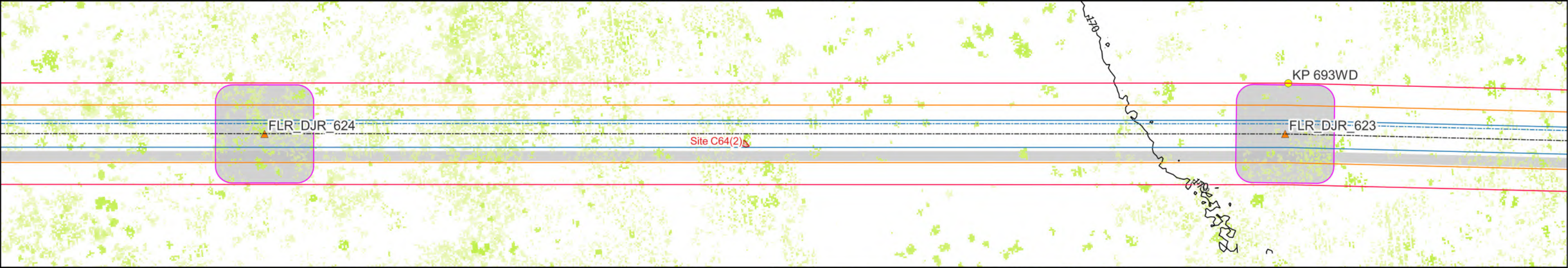
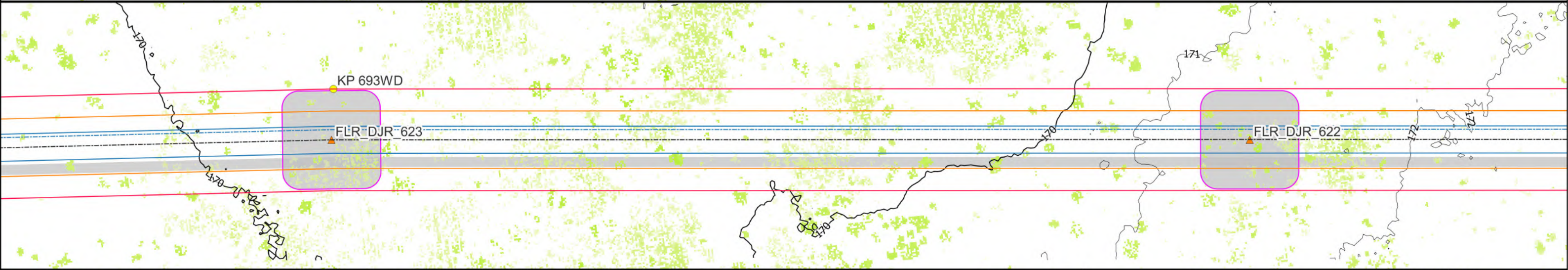
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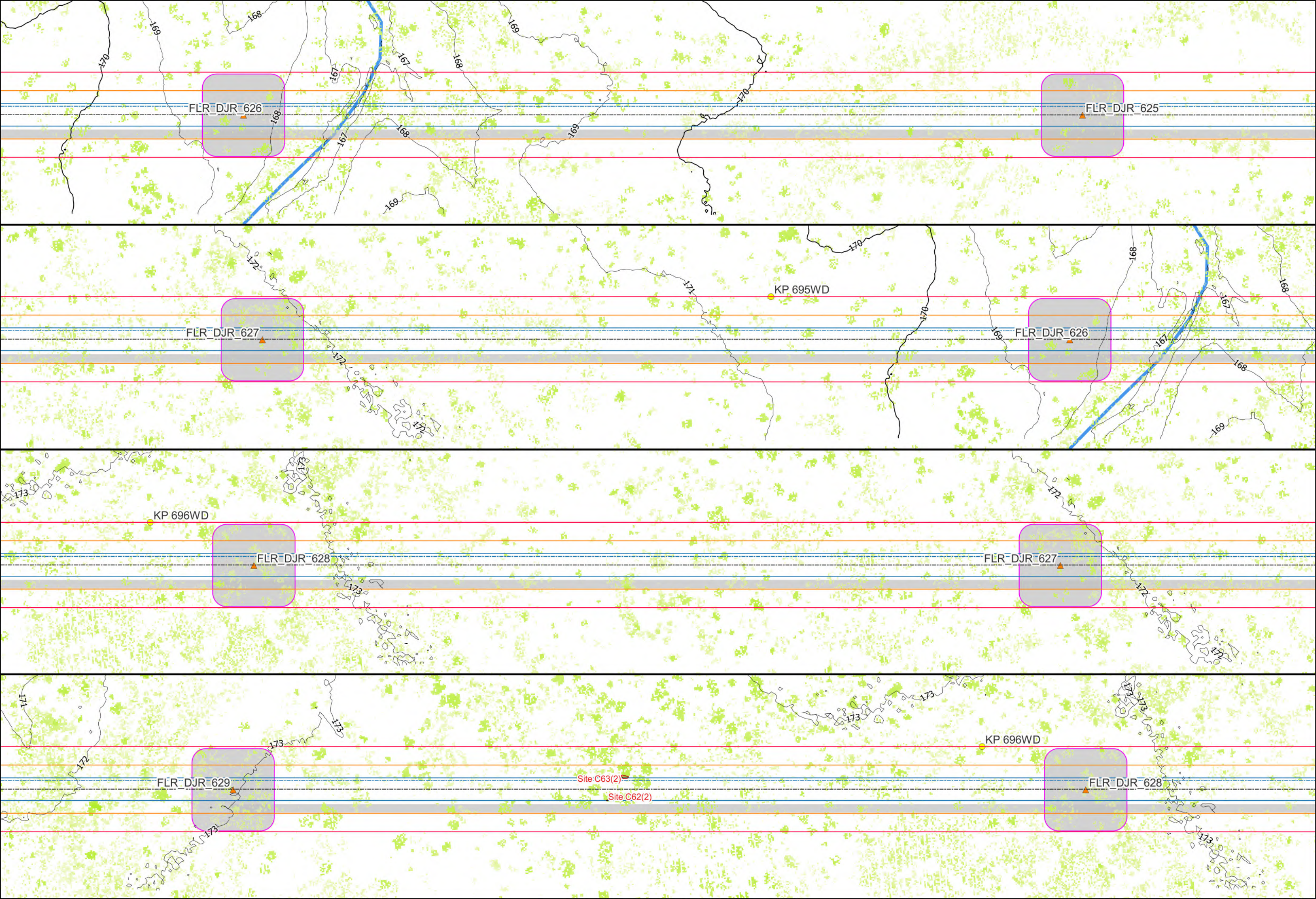
KP 687WD

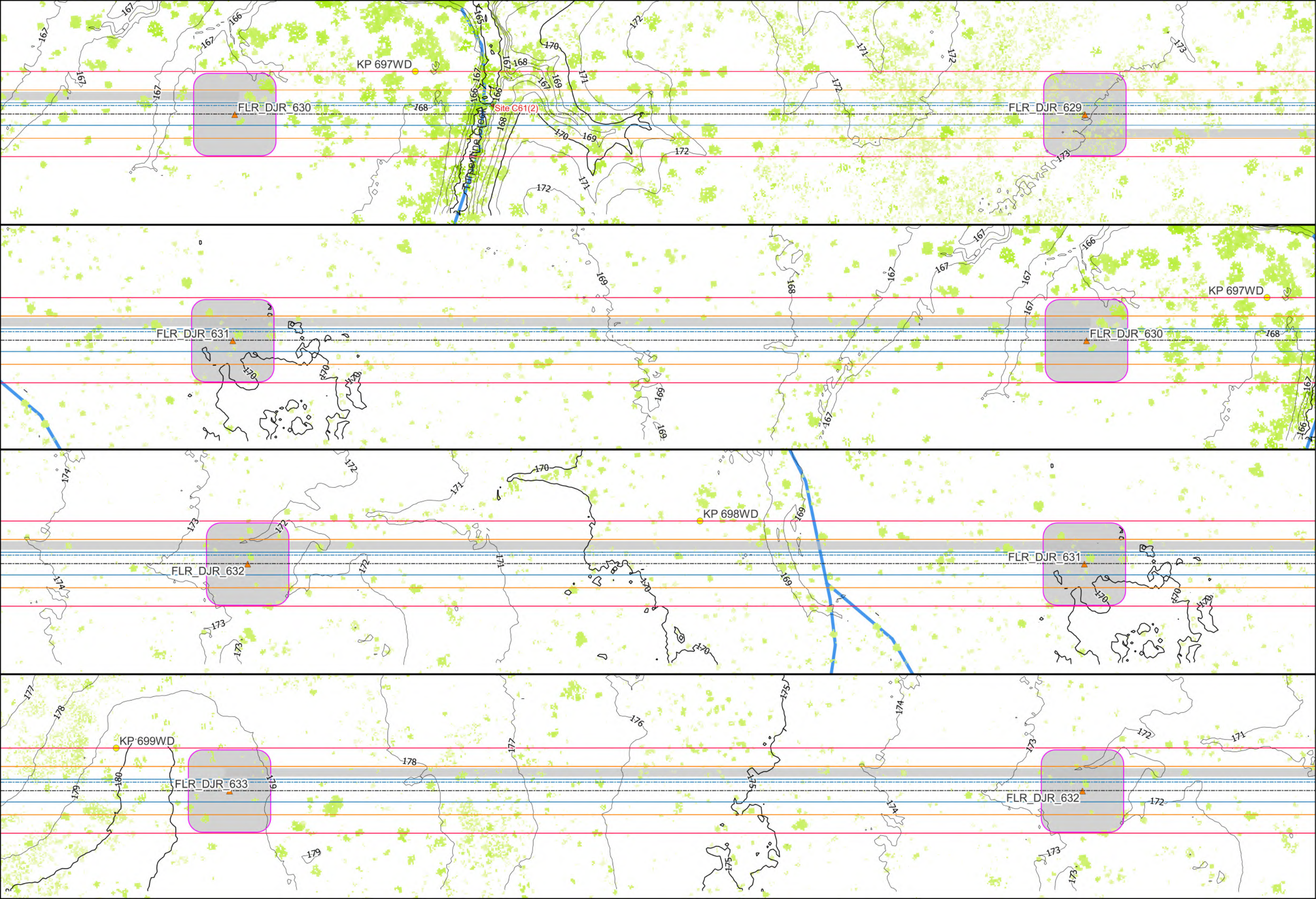
FLR DJR 612

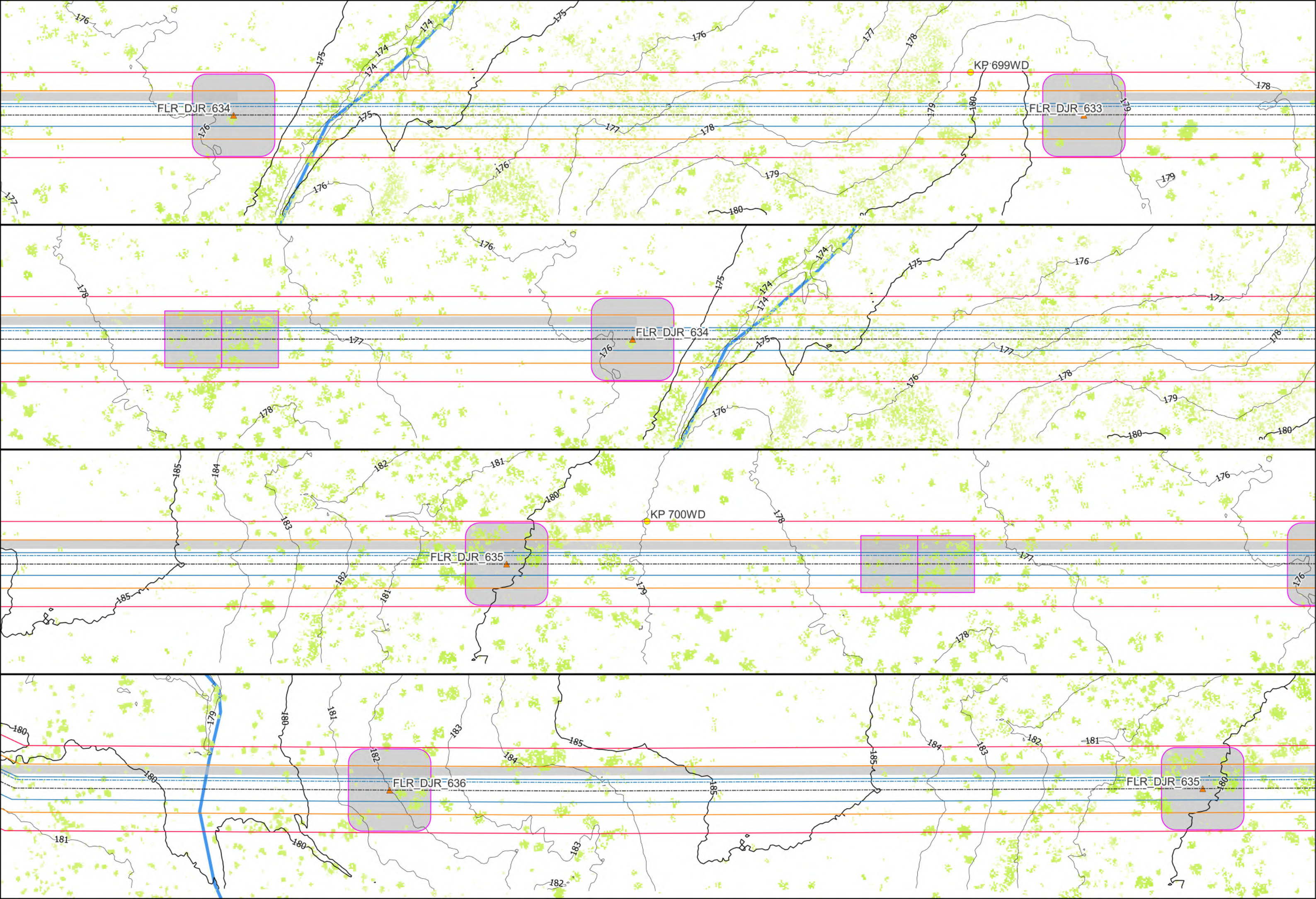


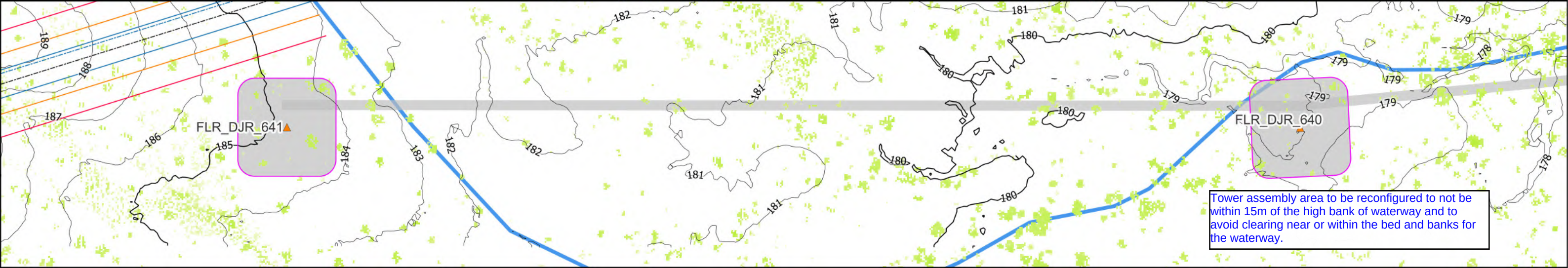
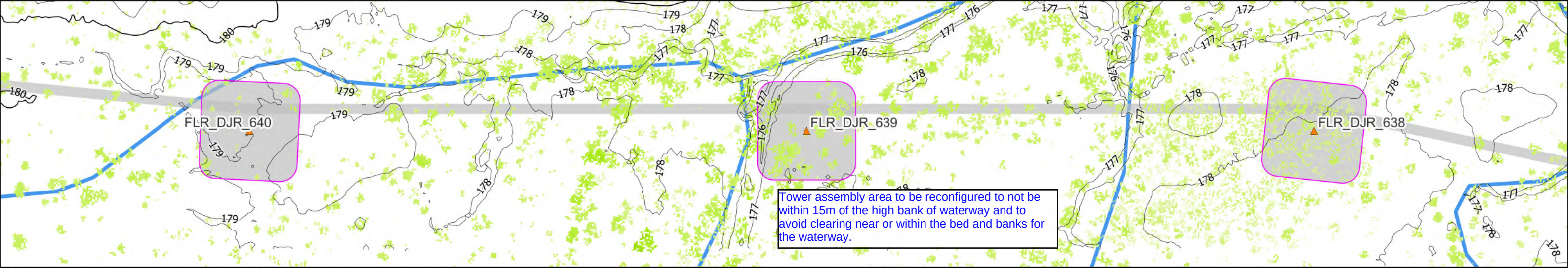
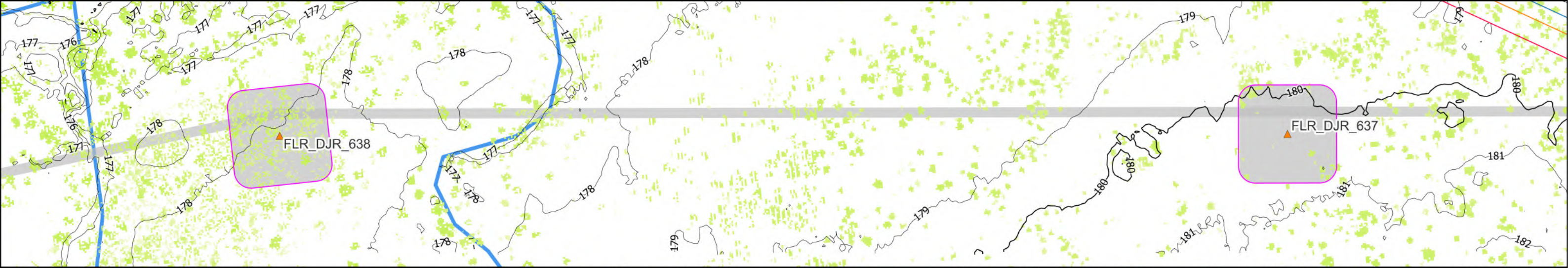
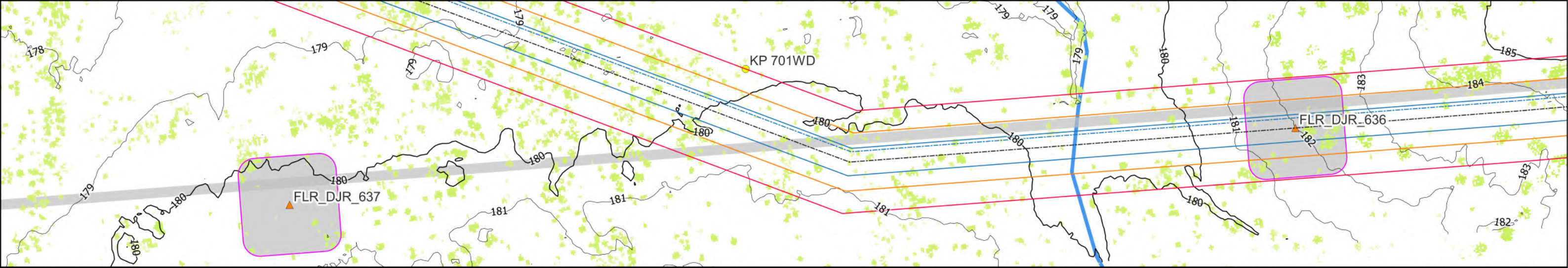


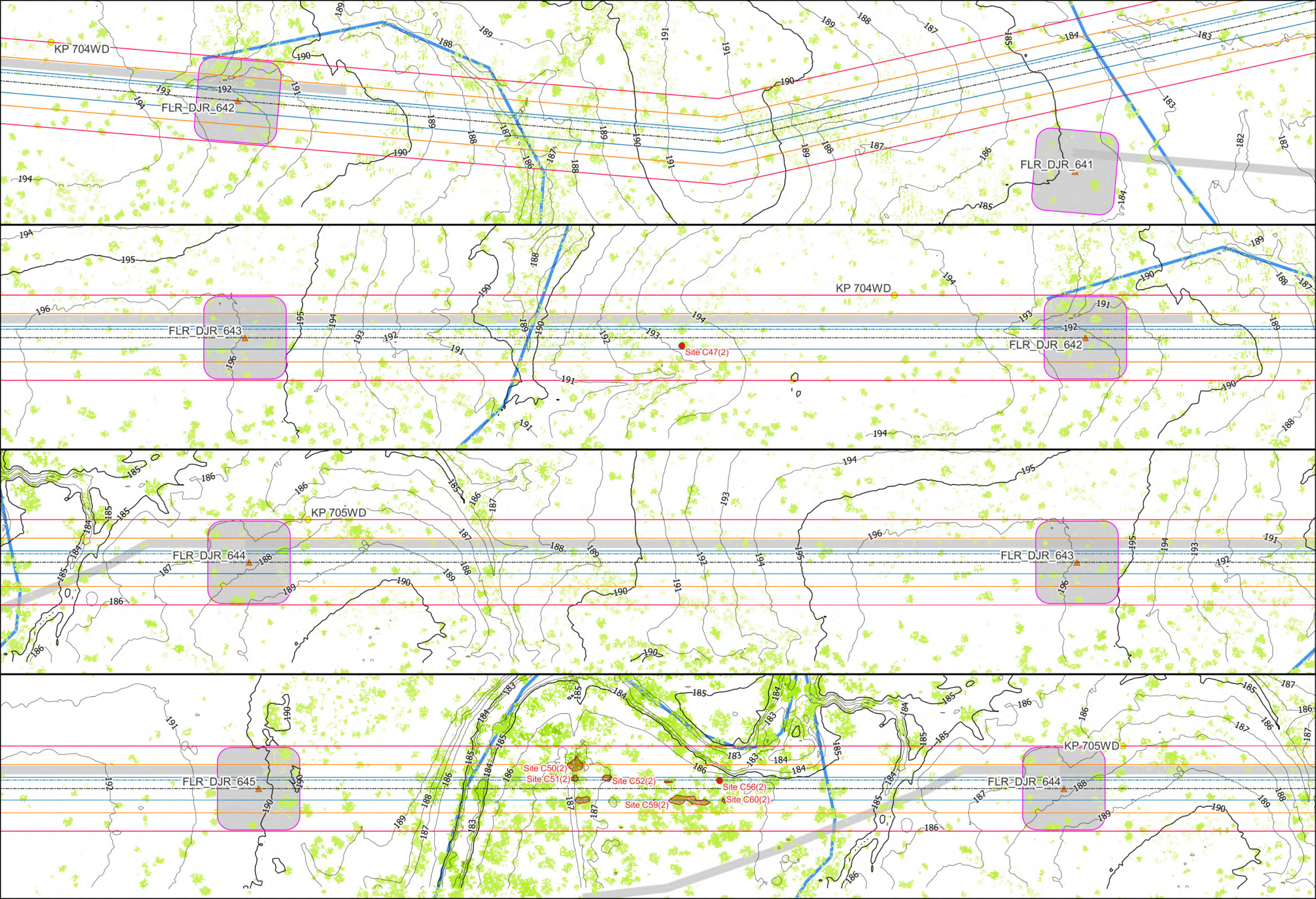


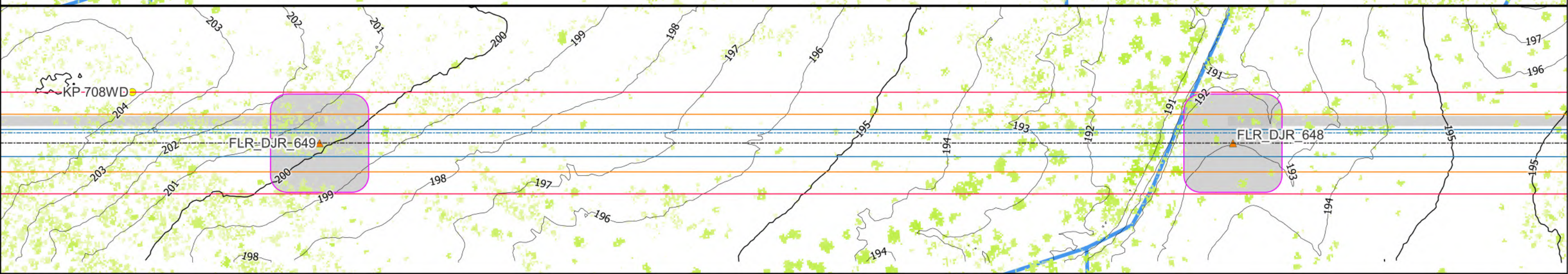
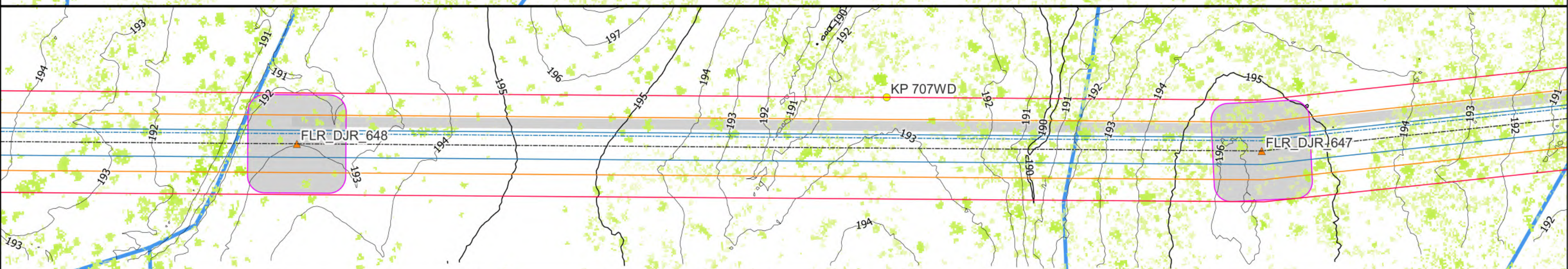
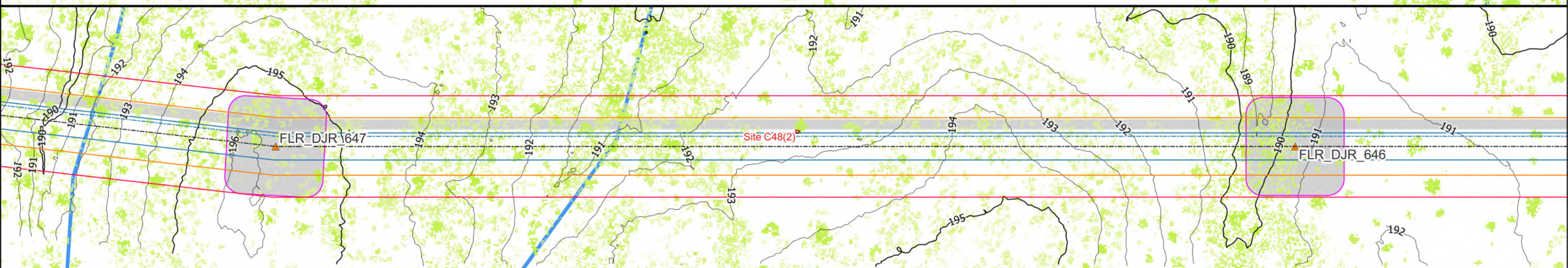
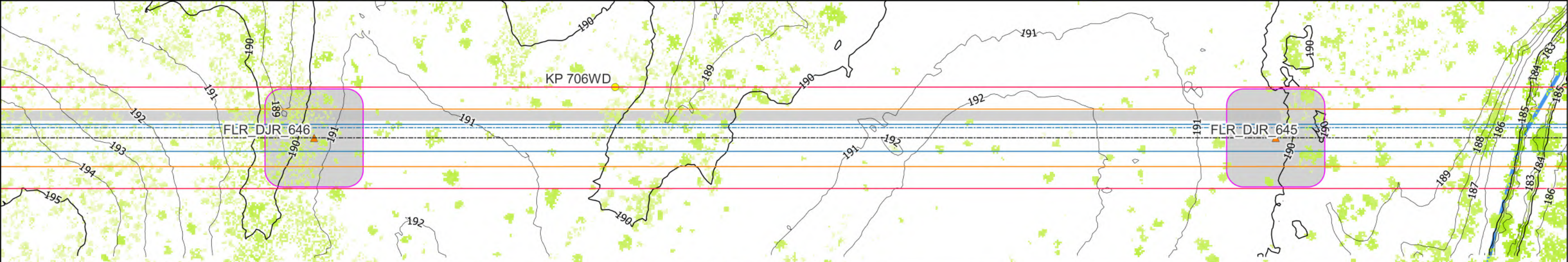


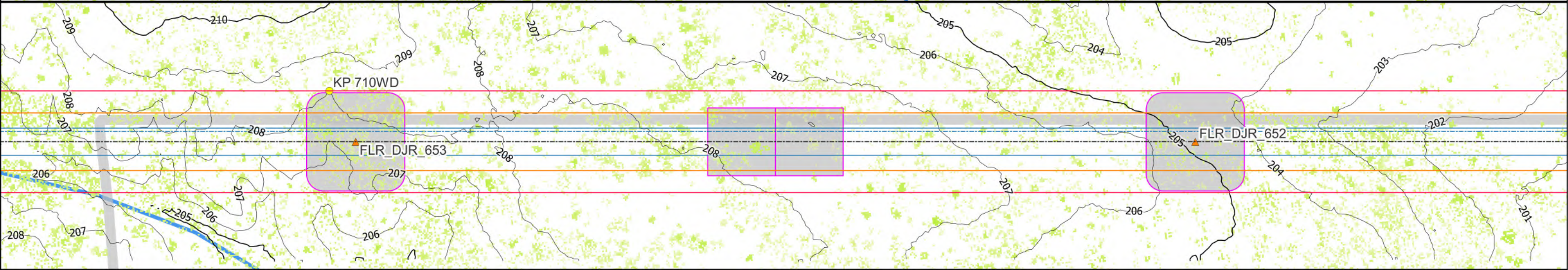
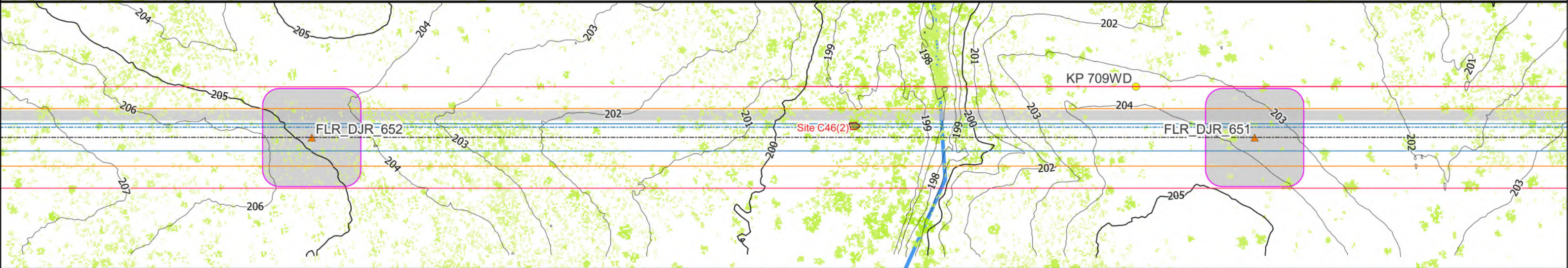
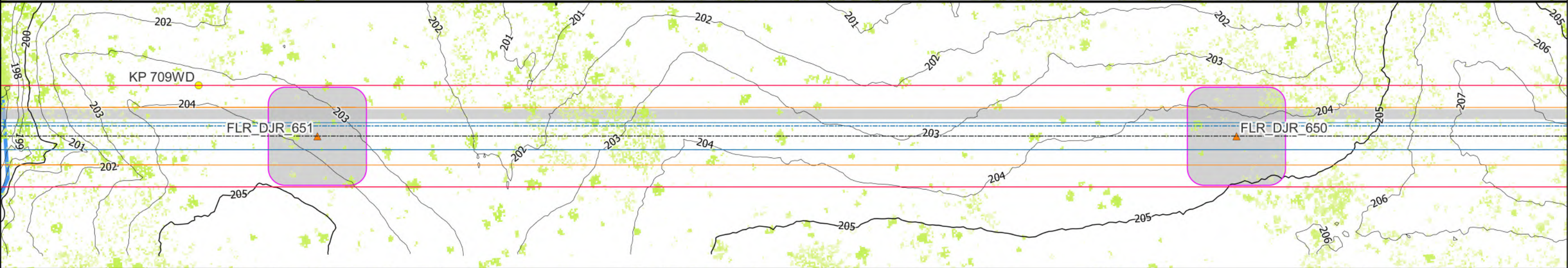
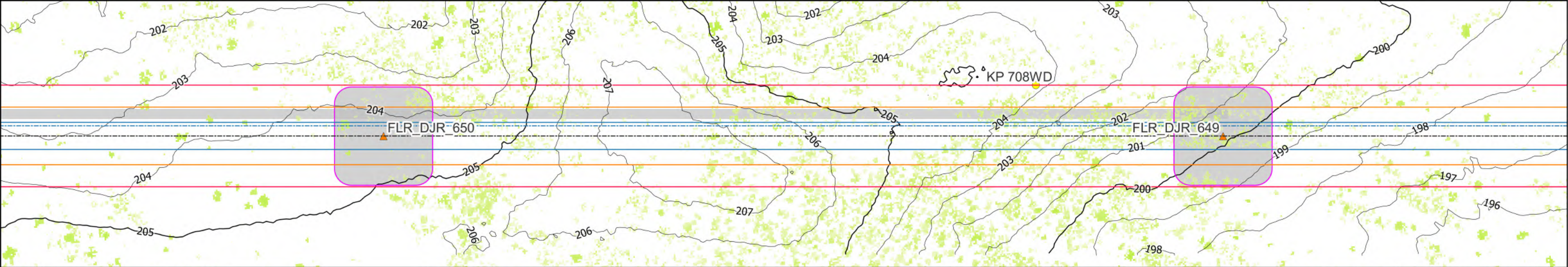


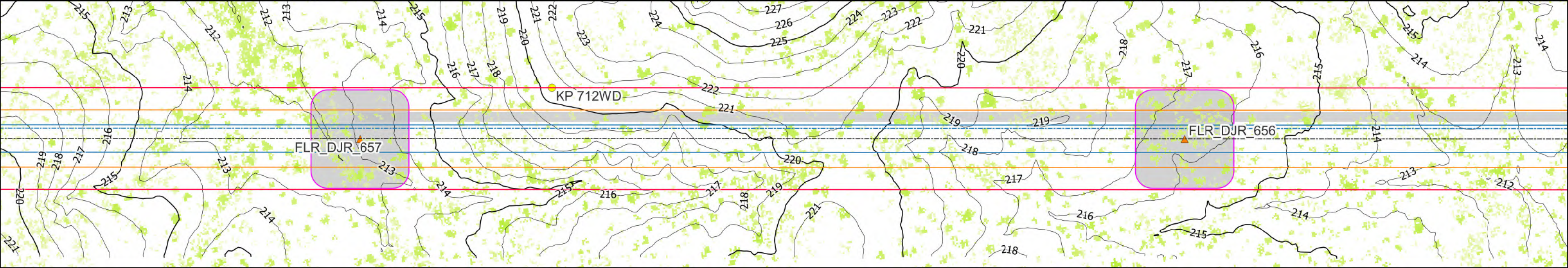
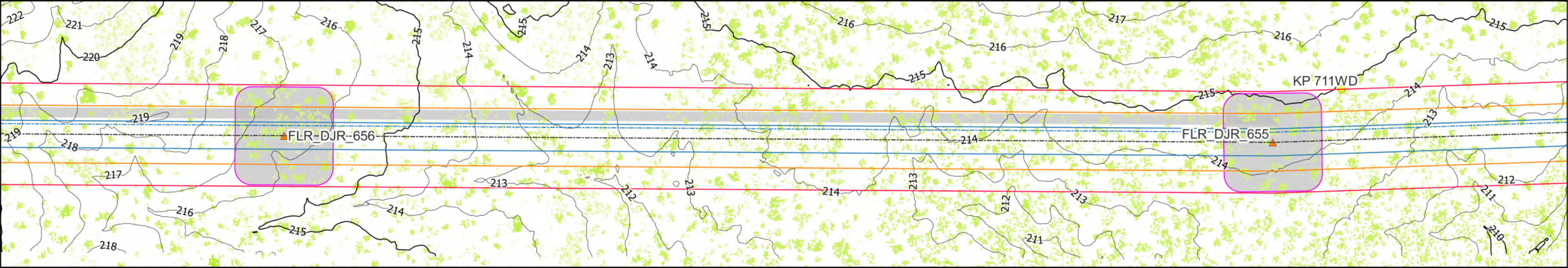
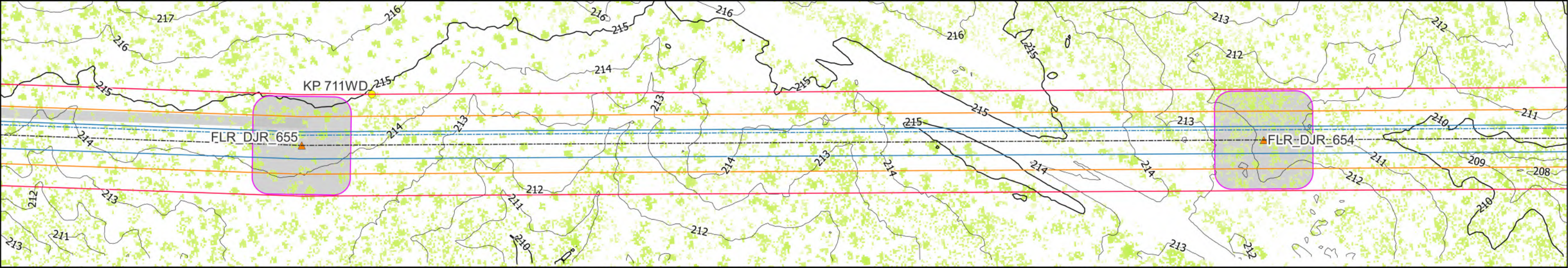
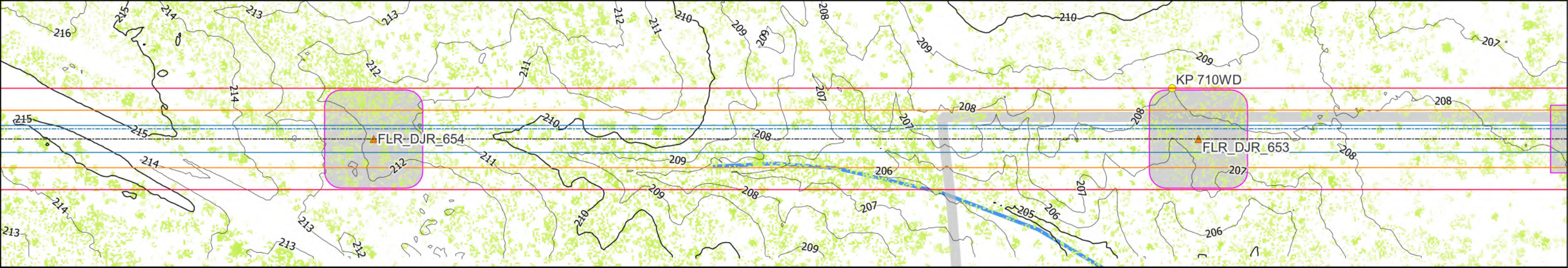


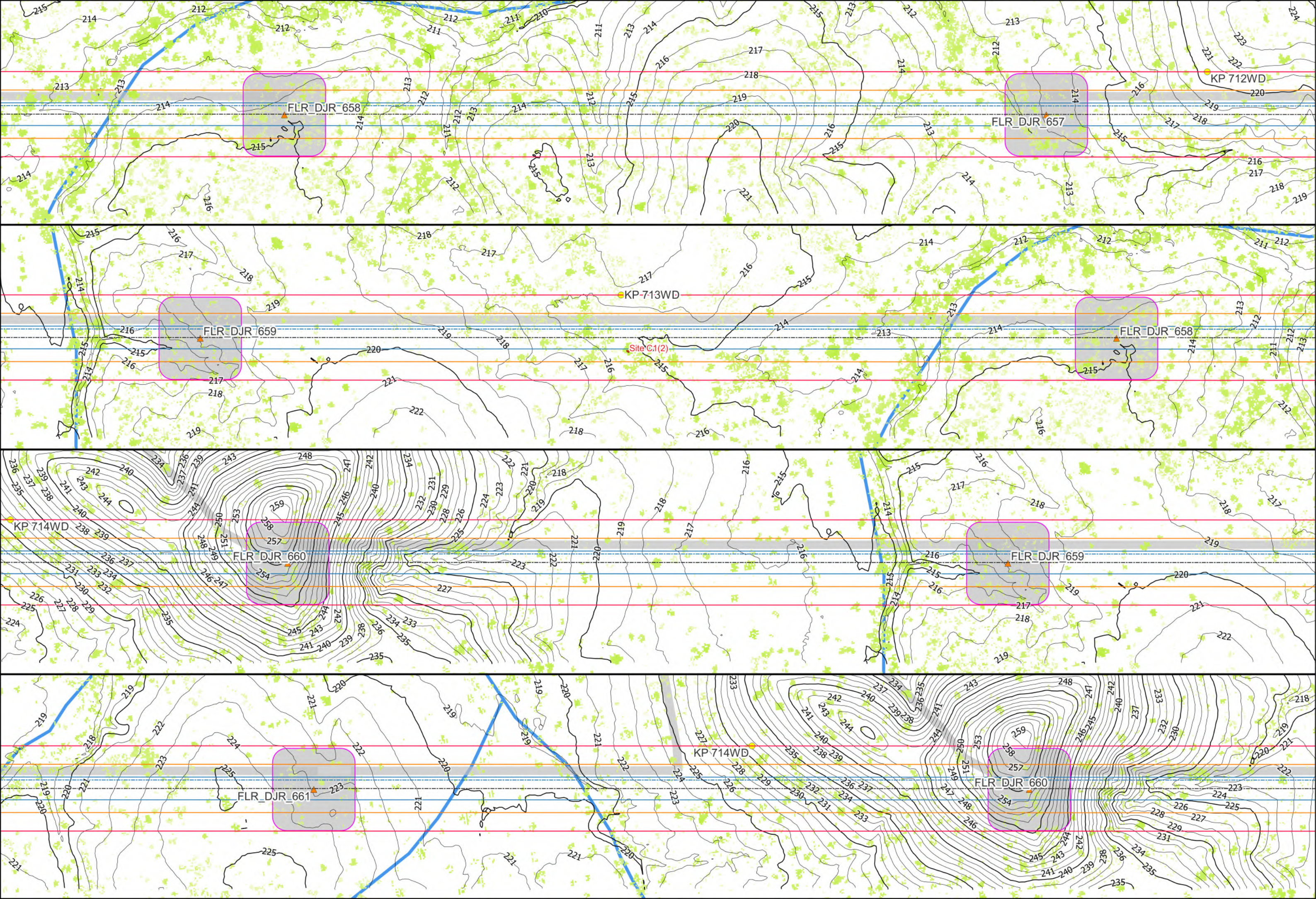


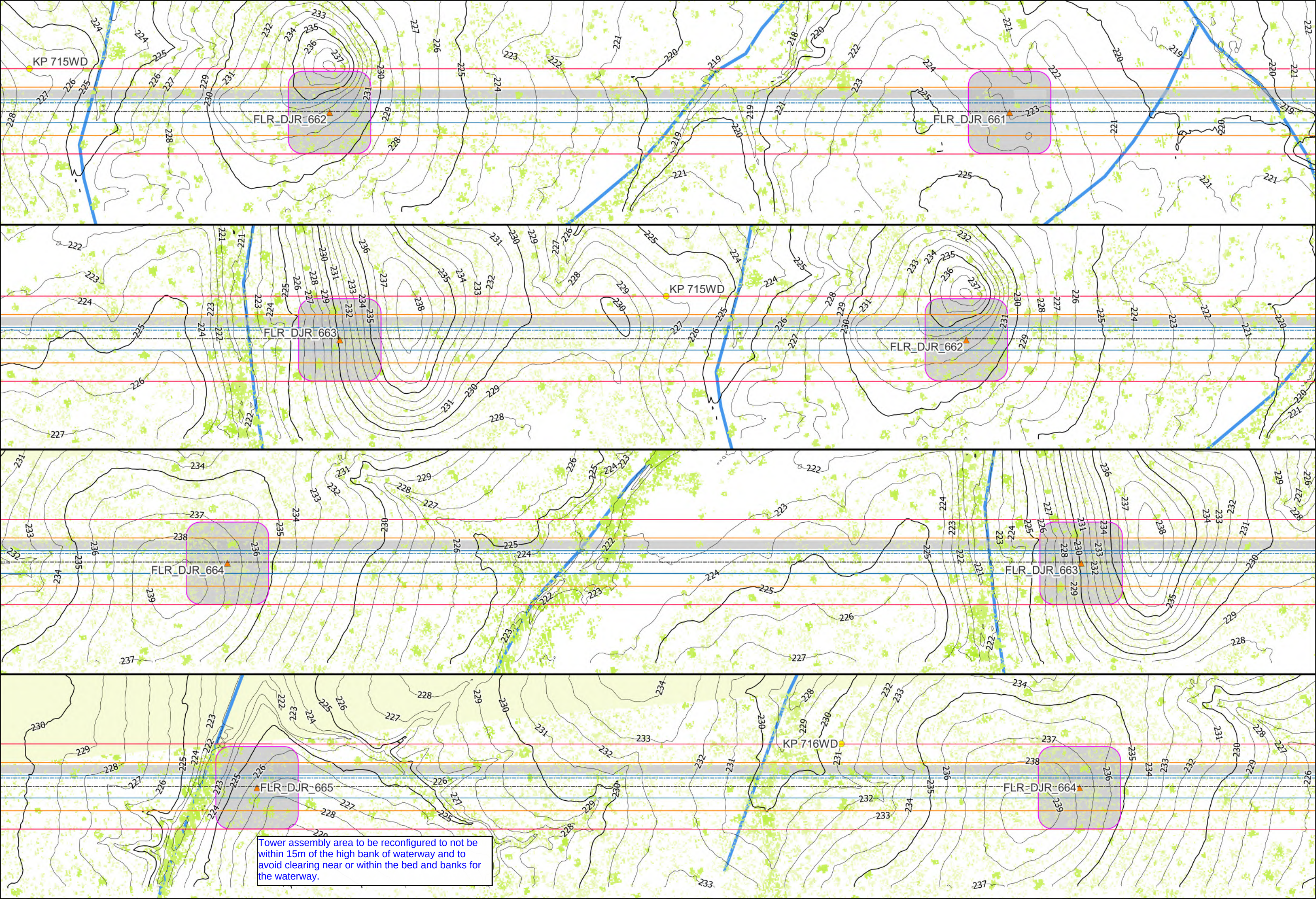




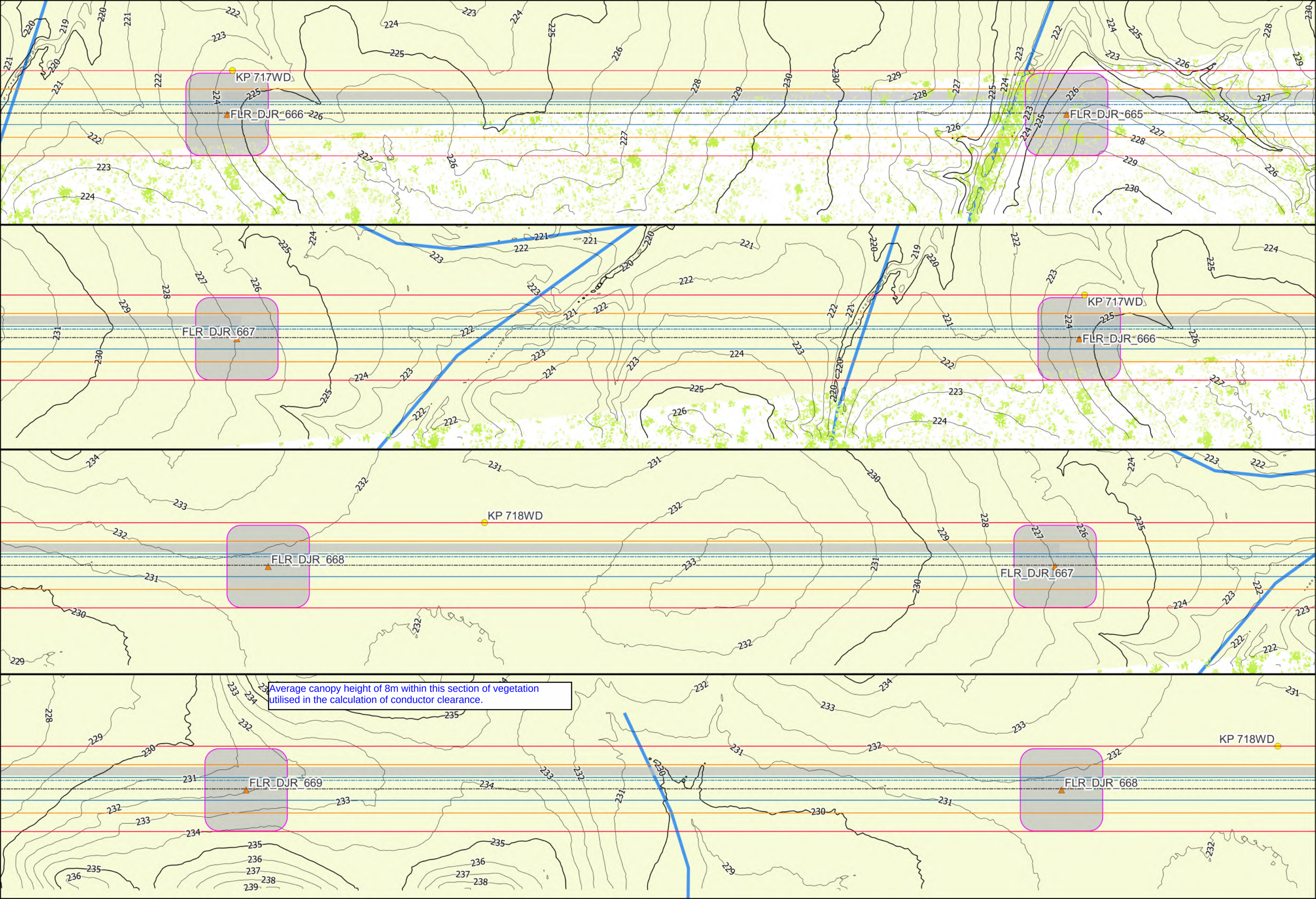




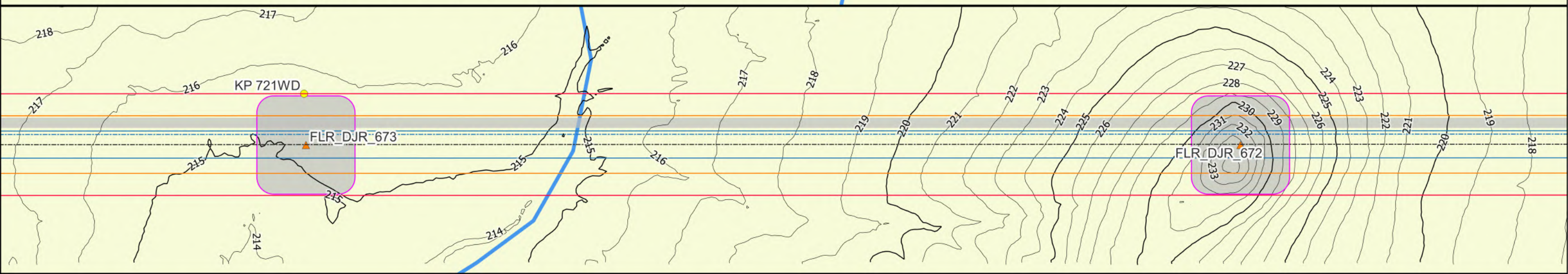
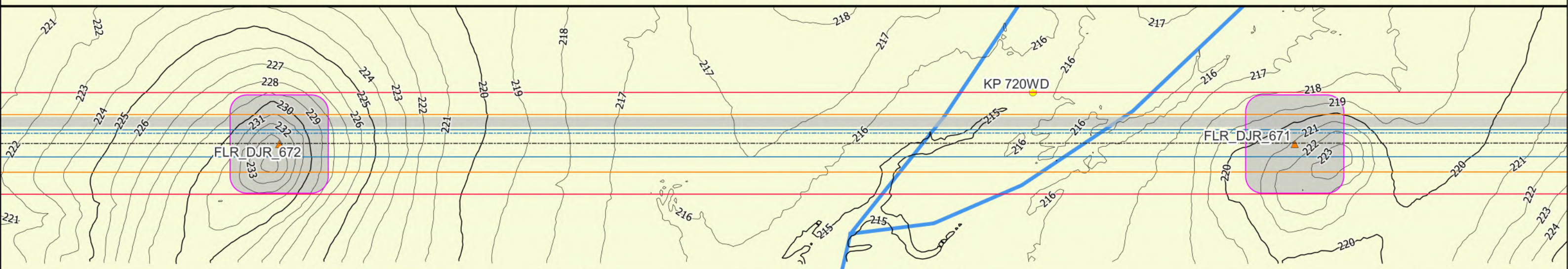
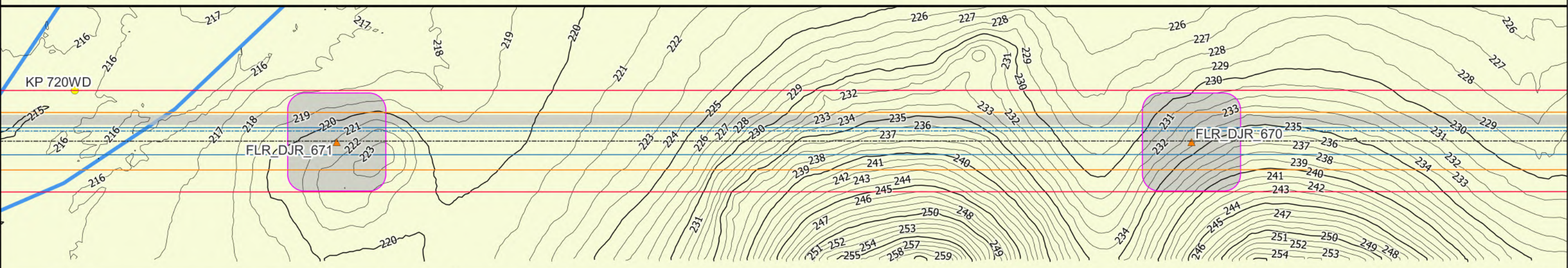
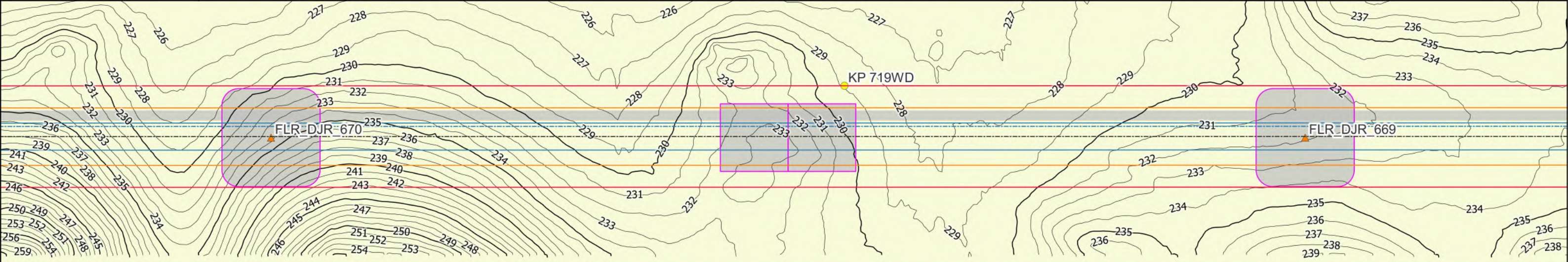


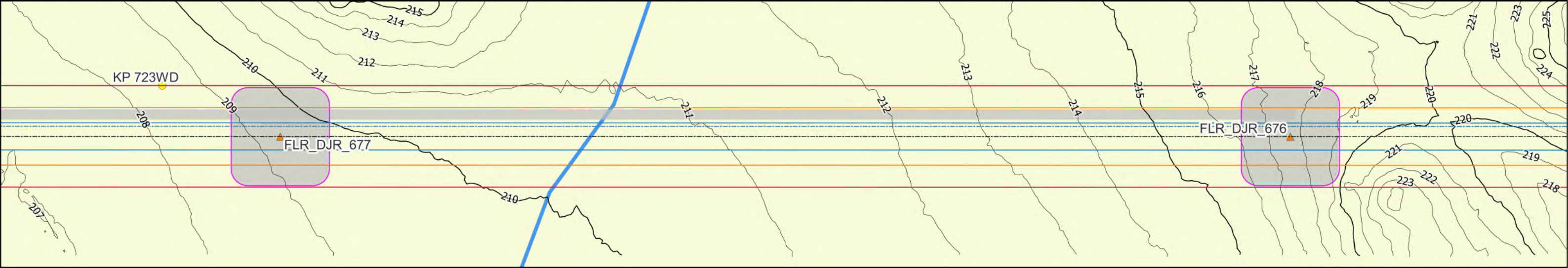
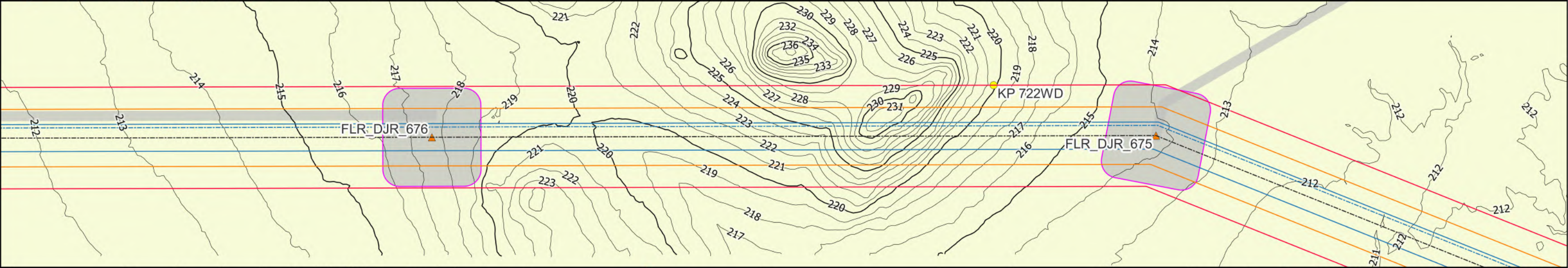
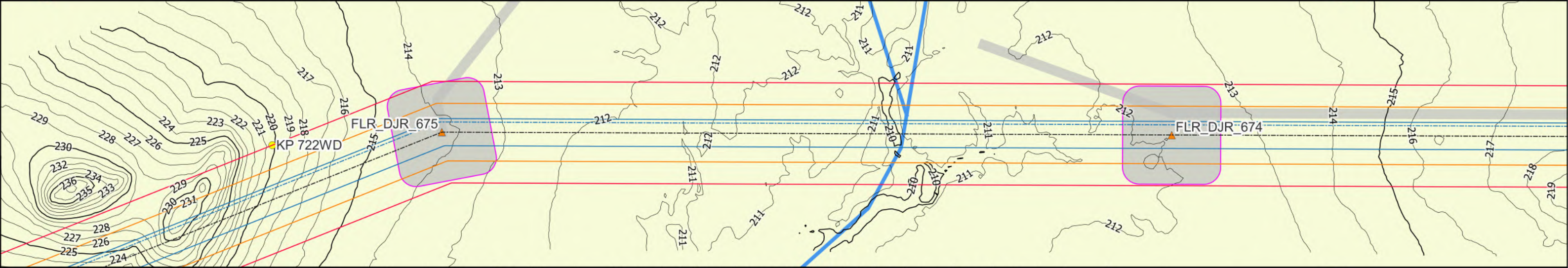
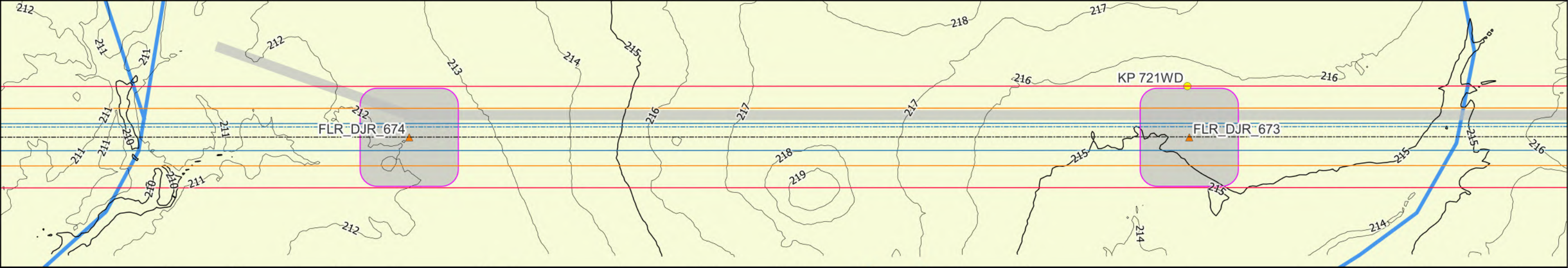


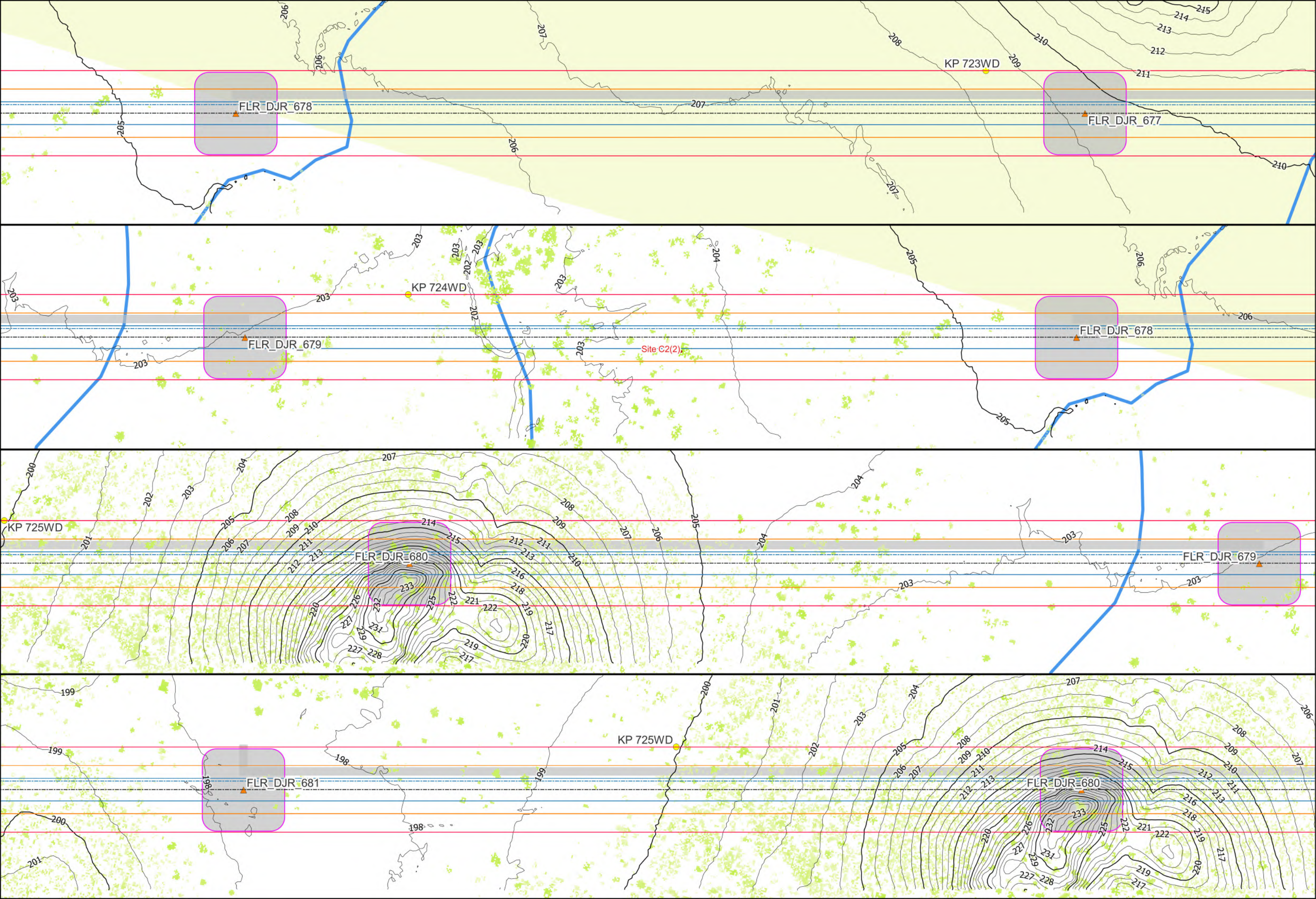
Tower assembly area to be reconfigured to not be within 15m of the high bank of waterway and to avoid clearing near or within the bed and banks for the waterway.

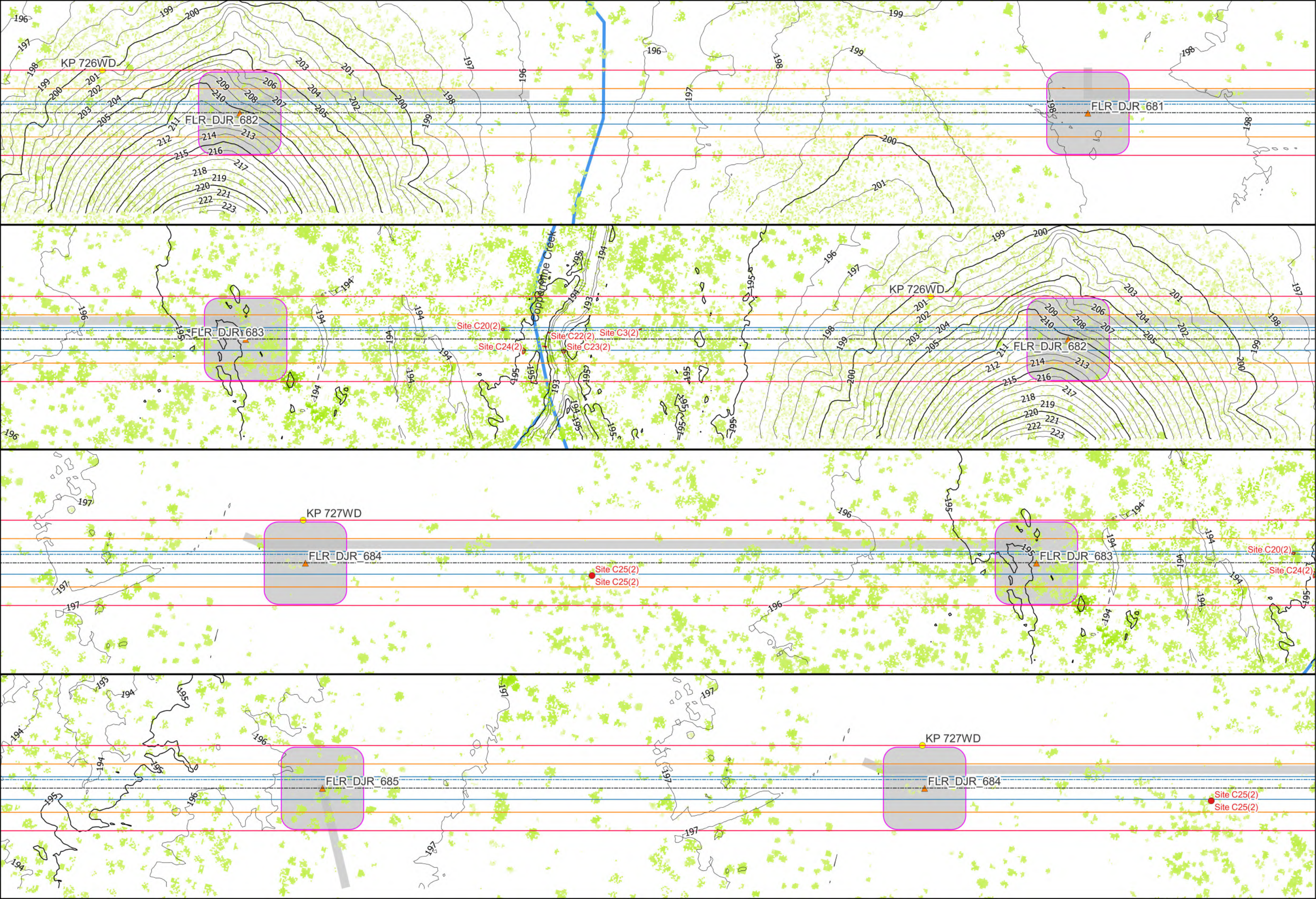


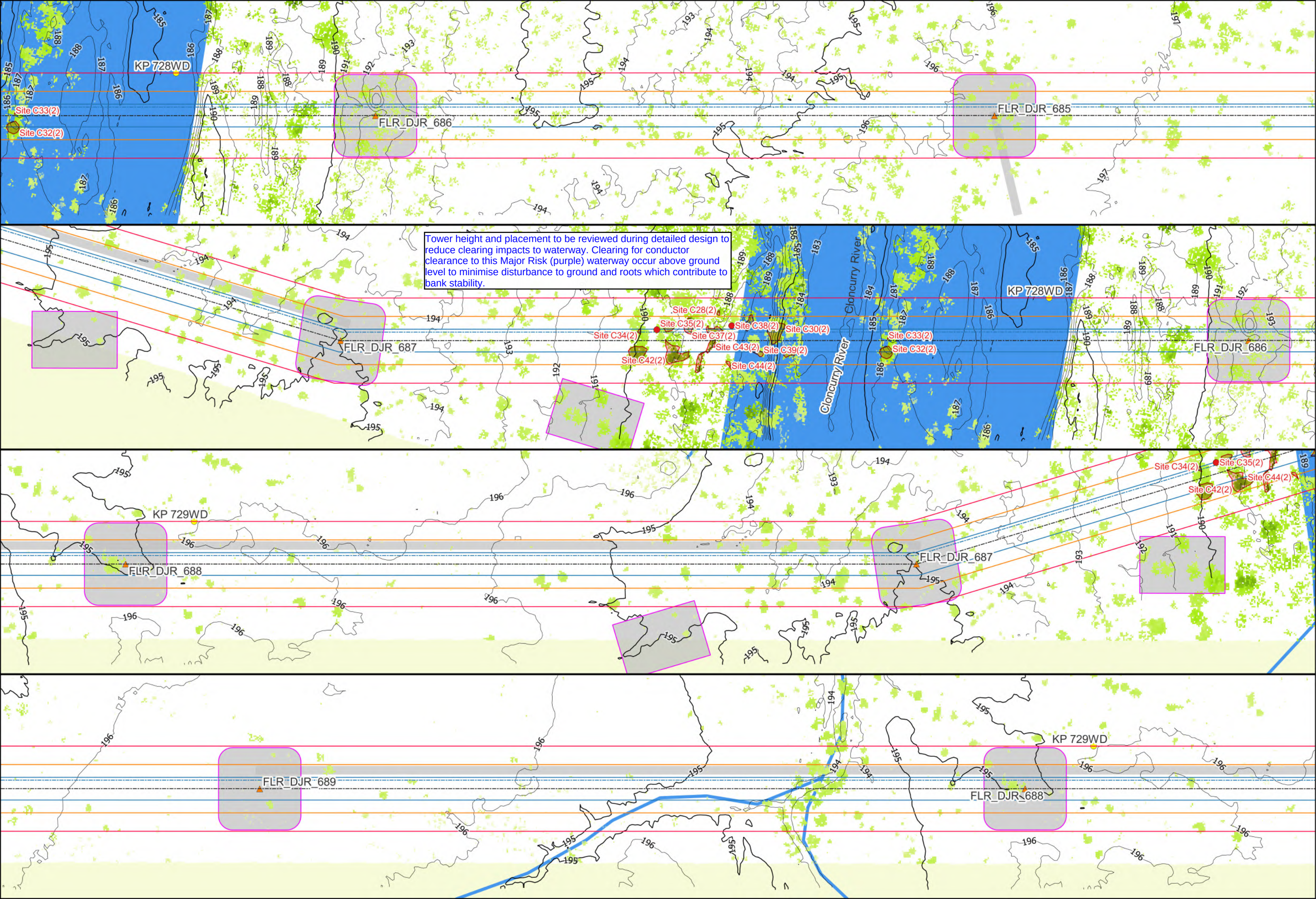
Average canopy height of 8m within this section of vegetation utilised in the calculation of conductor clearance.











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

