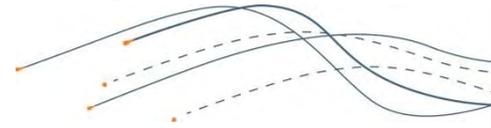


**Central Eyre Iron Project  
Environmental Impact Statement**



**APPENDIX Z  
VIEWPOINT ASSESSMENTS**



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## Appendix Z – Viewpoint Assessments

### Viewpoint C01 – Wudinna-Darke Peak Road



<b>Location</b>	Wudinna-Darke Peak Road, Approximately 3.9 km south east of intersection of McDonald Road	
<b>View Direction</b>	West to south	
<b>Landscape Type(s)</b>	Hilly and Conservation Areas, Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Adjacent to the infrastructure corridor	
<b>Sensitivity</b>	Medium: this viewpoint is on a local road (low sensitivity) adjacent to the Hambidge WPA (medium sensitivity).	
<b>Exposure</b>	Low: this viewpoint is located on an unsealed road and not within Hambidge WPA. The main access point of Hambidge WPA is via a track to the south of the reserve.	
<b>Description</b>	Views out across the landscape toward the infrastructure corridor from this location are mostly obscured by roadside vegetation. Hambidge WPA is visible through a gap in the vegetation at the centre of the image. This conservation area is mostly composed of low growing Mallee scrub and is similar in appearance to vegetation elsewhere in the vicinity.	
<b>Comments</b>	The infrastructure corridor will run alongside the WPA from left to right across the image crossing the Wudinna-Darke Peak Road directly in the foreground. The majority of roadside vegetation visible from this viewpoint will need to be removed to allow the railway line to pass through. The transmission line will cross Wudinna-Darke Peak Road at the far right of the image, and will be visible over the top of existing roadside vegetation. When viewed north or south of this viewpoint from Wudinna-Darke Peak Road, the infrastructure corridor will be largely obscured by vegetation, with the exception of the road crossing point and the high points of the transmission line.	
<b>Visual Impact</b>	Medium: the infrastructure corridor would be a prominent visual element from this viewpoint due to the clearance of the majority of roadside vegetation visible in the image. The corridor will be largely screened when viewed from Wudinna-Darke Peak Road north and south of this location by vegetation on the roadside and within Hambidge WPA. This viewpoint is on a local road which experiences low visual exposure and the visual amenity of the conservation area, as seen from a distance, is moderately sensitive to visual modifications.	

Viewpoint C02 – Edwards Road



<b>Location</b>	Edwards Road, on the corner of O'Connor Road
<b>View Direction</b>	West
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 150 m to the infrastructure corridor
<b>Sensitivity</b>	Low: this viewpoint comprises farmland
<b>Exposure</b>	Low: this viewpoint is located on a local unsealed road
<b>Description</b>	Views out across the landscape toward the infrastructure corridor from this location are mostly obscured by roadside vegetation; however farmland is visible through the gaps. Roadside vegetation is common in this area and extended views across the landscape are sporadic.



<b>Comments</b>	The infrastructure corridor will run parallel to Edwards Road in a north/south orientation on the other side of the vegetation. The majority of components of the infrastructure corridor are likely to be obscured. However, the transmission line is the closest project component and will be visible through gaps and over the top of lower areas of vegetation. This viewpoint experiences a low level of visitation and low landscape sensitivity.
<b>Visual Impact</b>	Low: although the infrastructure corridor is within close proximity to this viewpoint, it would be mostly concealed from view due to intervening vegetation. The transmission line would appear above and in between the vegetation and would represent a noticeable visual element. On balance, due to the low visual exposure and low sensitivity to visual modifications at this viewpoint, the overall visual impact is considered to be low.

Viewpoint C03 – Federation Lookout, Darke Range



<b>Location</b>	Federation Lookout, Darke Range	
<b>View Direction</b>	Southwest	
<b>Landscape Type(s)</b>	Hilly and Conservation Areas, Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 4.4 km to infrastructure corridor	
<b>Sensitivity</b>	Medium: the viewpoint primarily encompasses farmland (low sensitivity) as viewed from a lookout within Darke Range (high sensitivity)	
<b>Exposure</b>	Medium: this viewpoint is from a scenic lookout with low to moderate levels of visitation	
<b>Description</b>	Darke Range Conservation Park is located at the southern end of Darke Range and is used for recreational purposes such as bushwalking and bird watching. Federation Lookout is located at the southern end of the Range and accessed via an 800 m walking trail from a car park. The car park is only accessible via a farm gate and steep, rocky access track not suitable for all vehicles. Views west toward the infrastructure corridor take in low growing vegetation in the foreground and panoramic views of farmland in the middle and far distance. Hambidge WPA is visible as a dark band of vegetation to the north in the far distance. Linear bands of vegetation which follow roads and property boundaries are clearly visible. Additional linear elements have been introduced to the landscape in the form of roads, access tracks and electricity distribution lines and are also clearly visible.	
<b>Comments</b>	The infrastructure corridor would be clearly visible in the middle distance; however its appearance would not be dissimilar to the numerous other linear elements crossing the highly modified landscape within the view. It is considered that the receiving landscape has a high visual absorption capacity and the introduction of an additional linear element will not appear discordant with existing linear elements in the landscape. The railway line would be the most prominent visual element from this viewpoint, as the thin monopole structure of the transmission line towers will more readily blend into the landscape.	
<b>Visual Impact</b>	Low: despite medium sensitivity and exposure, the receiving landscape has a high visual absorption capacity for the introduction of an additional linear element which would not appear discordant with exiting linear elements in the landscape. As such, the CEIP Infrastructure is not considered to be a highly prominent feature from this viewpoint.	

**Viewpoint C04 – Kilroo-Kielpa Road**



**View southwest along corridor**



**View northwest along corridor**

**Viewpoint C04 – Kilroo-Kielpa Road**

<b>Location</b>	Kilroo-Kielpa Road, approximately 3.2 km south east of intersection with Dog Fence Road	
<b>View Direction</b>	Northwest to southwest	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Adjacent to the infrastructure corridor	
<b>Sensitivity</b>	Low: this viewpoint comprises farmland	
<b>Exposure</b>	Low: this viewpoint is located on an unsealed local road	
<b>Description</b>	<p>Extended views northwest to southwest from this viewpoint are mostly obscured by roadside vegetation, however farmland can be seen through gaps. Kilroo-Kielpa road contains roadside vegetation for much of its length which obscures distant views out across the landscape.</p>	
<b>Comments</b>	<p>The railway would cross the Kilroo-Kielpa Road in front of this viewpoint in a roughly north/south orientation. The water supply pipeline joins this infrastructure corridor at this point and the borefield header tank and pump station are located north of Kilroo-Kielpa Road and are likely to be visible between breaks in the roadside vegetation. Extended views of the railway or water supply pipeline would be largely obscured by roadside vegetation. The transmission line crosses Kilroo-Kielpa Road east of this viewpoint and would be visible between roadside vegetation to the far right of the image to the northwest. Three bores are located adjacent to Kilroo-Kielpa Road, two west and one east of this viewpoint, and all would be obscured by roadside vegetation.</p>	
<b>Visual Impact</b>	<p>Low: this location experiences low visual exposure and the landscape has a low sensitivity to visual change. In addition, the majority of the infrastructure corridor would be partially to fully concealed by roadside vegetation with the exception of the railway crossing point.</p>	

Viewpoint C05 – Birdseye Highway



<b>Location</b>	Birdseye Highway, approximately 50 m west of intersection of Pedersen and Phelps Roads	
<b>View Direction</b>	East	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 120 m to infrastructure corridor	
<b>Sensitivity</b>	Low: this viewpoint comprises farmland	
<b>Exposure</b>	High: this viewpoint is located on a major highway	
<b>Description</b>	The view east from this viewpoint takes in farmland with isolated groups of vegetation. There is limited roadside vegetation along this section of the Birdseye Highway and relatively unimpeded views of the surrounding landscape are available to the north and the south. Views to the east are partially obscured by roadside vegetation.	
<b>Comments</b>	The railway crosses Birdseye Highway at approximately 120 m east of this viewpoint at the centre of the image, running north-south and parallel to Pedersen and Phelps Roads. The most visually dominant element of the project would be the railway crossing at the Birdseye Highway. The transmission line would not be visible from this location as it would divert toward Cleve approximately 3.2 km to the north of this location. Extended views of the railway line will be restricted by roadside vegetation on Pedersen and Phelps Roads, although the railway will be visible through gaps in the vegetation.	
<b>Visual Impact</b>	Medium: although there would be a clear view of the railway crossing within close proximity to a highly exposed location, the landscape sensitivity is low. Extended views of the railway line across the landscape are largely obscured by roadside vegetation.	

Viewpoint C06 – Balumbah-Kinnard Road



<b>Location</b>	Balumbah-Kinnard Road, approximately 2.5 km north of the intersection with Birdseye Highway	
<b>View Direction</b>	Northeast	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 400 m south of the transmission line	
<b>Sensitivity</b>	Low: this viewpoint primarily comprises farmland	
<b>Exposure</b>	Medium: this viewpoint is located on a sealed, secondary road	
<b>Description</b>	The view east from this location toward the infrastructure corridor mostly takes in farmland with roadside vegetation along both sides of the road. The vegetation exists as a mostly continuous band however there are gaps in some locations where views of the surrounding landscape are available. There are also linear bands of vegetation in the far distance. An existing electricity transmission line can be seen which crosses the road approximately 60 m north of this viewpoint.	
<b>Comments</b>	The only component of the CEIP Infrastructure which would be visible from this location would be the transmission line spur, running east to west across the view. The proposed transmission line spur will be approximately 400 m north of this viewpoint and run parallel to the existing transmission line. The transmission line spur would be largely obscured by vegetation from this viewpoint. Extended views to the transmission line spur will be available at gaps and low points in the roadside vegetation. The proposed transmission line spur is consistent with existing development visible from this location and is not considered to represent a dominant visual element.	
<b>Visual Impact</b>	Low: the proposed transmission line spur would be largely obscured by roadside vegetation and extended views across the landscape are limited. The proposed transmission line spur would not represent a substantial visual change as it would be co-located with the existing transmission line.	

Viewpoint C07 – Swaffer Road



View north towards project corridor



View east towards project corridor

Viewpoint C07 – Swaffer Road

<b>Location</b>	Swaffer Road, approximately 175 m north east of intersection with Phelps Road	
<b>View Direction</b>	Northeast	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 50 m to infrastructure corridor	
<b>Sensitivity</b>	Low: this viewpoint comprises farmland	
<b>Exposure</b>	Low: this viewpoint is located on an unsealed local road	
<b>Description</b>	<p>The view north to east from this viewpoint toward the infrastructure corridor mostly takes in farmland with scattered vegetation. Vegetation to the east is generally low lying, offering unimpeded views of the landscape. Views to the north are partially obscured by the presence of taller vegetation. Extended views north are largely obscured by a topographic rise in the medium view.</p>	
<b>Comments</b>	<p>The proposed railway would be the only component of the infrastructure corridor visible from this viewpoint. The railway would cross Swaffer Road at a point approximately 50 m east of this location. Views of the railway would be largely unimpeded, with the exception of partial screening by roadside vegetation to the north. The railway would be screened by topographic variation after cresting the small rise visible in the middle distance to the north.</p>	
<b>Visual Impact</b>	<p>Low: although there is a relatively clear line of sight toward the railway, the sensitivity of the landscape to visual changes is low and this location has low visual exposure. In addition, extended views of the railway will be restricted by topographic variation.</p>	

Viewpoint C08 – Birdseye Highway



<b>Location</b>	Birdseye Highway, at the intersection of Pine Corner Road
<b>View Direction</b>	North
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 200 m to the transmission line spur
<b>Sensitivity</b>	Low: this viewpoint primarily comprises farmland
<b>Exposure</b>	High: this viewpoint is located on a major highway
<b>Description</b>	The view north from this viewpoint mostly takes in farmland with linear bands of vegetation visible in the middle to far distance. An existing transmission line can be seen in the middle distance running west to east across the image. The existing transmission line connects with an electrical substation which is located to the right of the image. The main visible components of the substation are the tops of the structures, whereas the base of the installation is largely concealed by vegetation.
<b>Comments</b>	The only component of the proposed CEIP Infrastructure visible from this location would be the transmission line spur. The proposed transmission line spur would run parallel to the existing transmission line, approximately 100 m to the north. The proposed transmission line spur would be taller than the existing line and will comprise a steel monopole structure. Views of the transmission line spur from this viewpoint will be largely unimpeded to the northwest, up to its crossing point with Syvertsen Road where it would be largely screened by vegetation.
<b>Visual Impact</b>	Low: the degree of visual change to the existing landscape would be moderated by the presence of existing electricity infrastructure including the transmission line and substation. Although the viewpoint is located within an area of high visual exposure, the sensitivity of the landscape to visual change is low. The proposed transmission line spur does not represent an unfamiliar built form in this landscape and is not considered to be a dominant visual element.



Viewpoint C09 – Balumbah-Kinnard Road



<b>Location</b>	Balumbah-Kinnard Road, approximately 20 m from intersection with Cummins-Buckleboo Railway
<b>View Direction</b>	Southeast
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 50 m to the infrastructure corridor
<b>Sensitivity</b>	Low: this viewpoint comprises farmland
<b>Exposure</b>	Medium: this viewpoint is located on a sealed, secondary road
<b>Description</b>	Views southeast from this location mostly take in farmland and roadside vegetation. Views toward the south-east are relatively unimpeded whereas roadside vegetation to the west restricts views across the landscape in that direction. The Cummins-Buckleboo Railway can be seen in the middle distance travelling in a south-easterly direction, with the Balumbah-Kinnard Road crossing point visible at the far left of the image.
<b>Comments</b>	The only element of the proposed CEIP Infrastructure visible from this viewpoint would be the railway line. The proposed railway line runs approximately parallel to Balumbah-Kinnard Road at this location and would cross over the Cummins-Buckleboo Railway via a rail overpass at the centre of the image in the middle distance. The rail overpass would be a visually dominant component, visible at a range of distances as a result of its elevation. The proposed railway would continue to be visible for an extended distance to the south of this viewpoint as there is no intervening vegetation or topographic relief.
<b>Visual Impact</b>	Medium: there would be a clear view of the railway and rail overpass within close proximity to this viewpoint. The viewpoint is a moderately exposed location; however the landscape sensitivity is low. As such, the overall visual impact is considered to be medium, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.



Viewpoint C10 – Balumbah-Kinnard Road



<b>Location</b>	Balumbah-Kinnard Road, approximately 450 m from the intersection with Taragoro Road
<b>View Direction</b>	Northwest
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 150 m to the infrastructure corridor
<b>Sensitivity</b>	Low: this viewpoint is located within an area of farmland
<b>Exposure</b>	Medium: this viewpoint is located on a sealed, secondary road
<b>Description</b>	Dense, well established roadside vegetation is located on both sides of Balumbah-Kinnard Road north and south of this viewpoint. As such, views out across the landscape from this location are almost completely inhibited by roadside vegetation.
<b>Comments</b>	The only element of the proposed infrastructure corridor potentially visible from this viewpoint is the railway. The proposed railway would be largely concealed from view by roadside vegetation. The only component visible would be the railway overpass, located approximately 800 m away at the centre of the image and visible between lower sections of the roadside vegetation. Only the very top of the overpass would be visible from this viewpoint.
<b>Visual Impact</b>	Negligible: with the exception of partial views to the rail overpass, the proposed CEIP Infrastructure would be concealed from view by the presence existing vegetation. No element of significant visual change will be observed from this viewpoint.



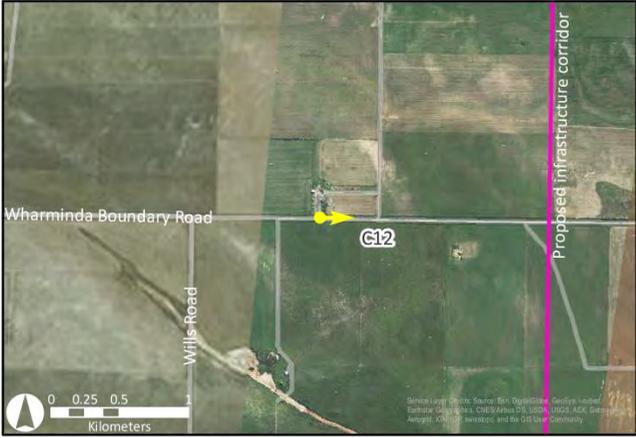
### Viewpoint C11 – Verran



<b>Location</b>	Corner of Cleve-Verran Road and Balumbah-Kinnard Road, Verran	
<b>View Direction</b>	West	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 90 m to the rail line	
<b>Sensitivity</b>	Low: this viewpoint is located within farmland	
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road, adjacent to the Verran Church	
<b>Description</b>	Views southwest and west from this viewpoint are almost completely inhibited by roadside vegetation. Limited views of the surrounding farmland are available to the northwest via narrow gaps in the vegetation. East of this viewpoint is the Verran Church, with a rural dwelling located further south.	
<b>Comments</b>	The only element of the proposed CEIP Infrastructure visible from this viewpoint is the railway line, which would be predominately concealed from view by roadside vegetation. The railway line runs parallel to Balumbah-Kinnard Road, approximately 90 m to the west of this viewpoint. Partially obscured views to the railway would be possible through a break in the vegetation to the north west. No substantial clearance of the existing roadside vegetation is proposed at this viewpoint.	
<b>Visual Impact</b>	Negligible: with the exception of partially obscured views to the railway between gaps in roadside vegetation, the proposed CEIP Infrastructure would be concealed from view by the presence of existing vegetation. The proposed CEIP Infrastructure does not include any significant vertical elements at this location that will be noticeable above the vegetation. No element of significant visual change will be observed from this viewpoint.	

Viewpoint C12 – Wharminda Boundary Road

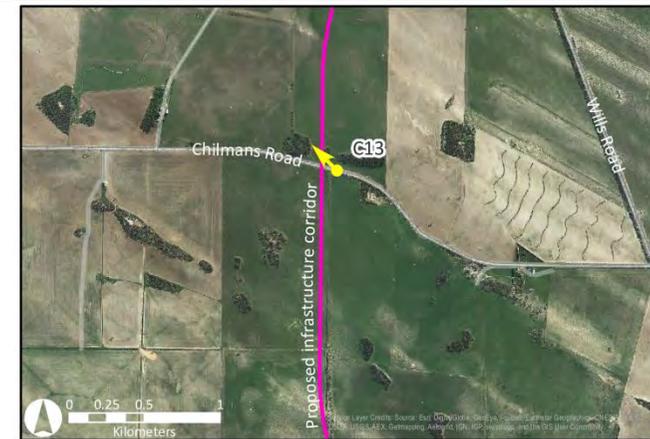


<b>Location</b>	Wharminda Boundary Road, approximately 950 m east of intersection with Wills Road	
<b>View Direction</b>	East	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 1.6 km to the rail line	
<b>Sensitivity</b>	Low: this viewpoint is located in an area of farmland	
<b>Exposure</b>	Low: this viewpoint is located on an unsealed local road	
<b>Description</b>	Views east from this viewpoint take in farmland which is relatively devoid of vegetation except for scattered trees on the northern side of Wharminda Boundary Road. Linear bands of vegetation are also visible in the far distance on the horizon line to the left in the image. Modifications to the landscape can be observed in the form of fence lines and earthworks. Evidence of agricultural practices can also be seen in the form of rows of hay bales to the left of the image in the middle to far distance.	
<b>Comments</b>	The railway line would be the only element of the proposed CEIP Infrastructure visible from this location. The railway line would appear as a low profile linear element running left to right across the entire view. The railway would cross over the road in the middle to far distance.	
<b>Visual Impact</b>	Low: the infrastructure corridor would appear as a low profile linear element within a landscape of low exposure and low sensitivity to visual modifications. Although the railway line would be clearly visible, it would not appear dissimilar to the many other linear elements that traverse the landscape at this location, such as dirt roads and bands of vegetation.	

Viewpoint C13 – Chilmans Road



<b>Location</b>	Chilmans Road, approximately 2.3 km west of intersection with Wills Road
<b>View Direction</b>	Northwest
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 100 m to the railway line
<b>Sensitivity</b>	Low: this viewpoint is located within farmland
<b>Exposure</b>	Low: this viewpoint is located on an unsealed local road
<b>Description</b>	Views west from this viewpoint take in farmland and linear bands of vegetation in the middle to far distance. Vegetation also occurs on the northern boundary of Chilmans Road which restricts views toward the north-west. Vegetated hills associated with Hincks Conservation Park can be seen in the far distance at the centre of the image. Modifications to the landscape can be observed in the form of fence lines, sheds and earthworks.



<b>Comments</b>	The only element of the proposed CEIP Infrastructure visible from this location is the railway. The railway would appear as a low profile linear element passing across the landscape, crossing over the road in the middle distance behind a group of trees on the right. Unrestricted views of the railway would be available to the west.
<b>Visual Impact</b>	Low: the railway would appear as a low profile element within a landscape of low exposure and low sensitivity to visual modifications. Although the railway line would be clearly visible, it would not appear dissimilar to the many other linear elements that traverse the landscape at this location, such as dirt roads and bands of vegetation.

Viewpoint C14 – Lincoln Highway



<b>Location</b>	Lincoln Highway, approximately 1.6 km north east of the intersection with Brooker Road	
<b>View Direction</b>	Southwest	
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Approximately 500 m to the railway crossing of the Lincoln Highway	
<b>Sensitivity</b>	Low: this viewpoint is located in an area of farmland	
<b>Exposure</b>	High: this viewpoint is located on a major highway	
<b>Description</b>	The view southwest from this location mostly takes in farmland with vegetation located along roadsides and property boundaries. Constructed elements within the view include fence lines, a pipeline running parallel to the southern side of the Lincoln Highway, and a dirt track located approximately at the crossing point of the infrastructure corridor. A set of grain silos are also visible on the horizon line on the south side of the Highway.	
<b>Comments</b>	The railway line would be the only element of the proposed CEIP Infrastructure visible from this location. There would be largely unrestricted views of the railway line west of the Lincoln Highway from this location, however it would be partially concealed by roadside vegetation at the crossing point, where it would pass underneath the road. Views of the railway south of the Lincoln Highway from this viewpoint will be screened by roadside vegetation and topographic variation.	
<b>Visual Impact</b>	Medium: there would be a clear view of the railway west of this viewpoint. The proposed Lincoln Highway overpass of the railway will resemble the existing crest of the Highway already visible on the horizon of the image and is not considered a significant visual change. The viewpoint is a highly exposed location; however the landscape sensitivity is low. As such, the overall visual impact is considered to be medium, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.	

Viewpoint P01 – Port Neill



<b>Location</b>	Headland, approximately 500 m east of Port Neill township
<b>View Direction</b>	Southwest
<b>Landscape Type(s)</b>	Coastal
<b>Distance from Project</b>	Approximately 4.8 km to the port site and 8.5 km to the jetty
<b>Sensitivity</b>	High: this viewpoint is within a coastal area
<b>Exposure</b>	High: this viewpoint is located within an area of high scenic and recreational value in close proximity to a major town
<b>Description</b>	Views southwest from this location take in the rocky headland environment in the foreground with ocean in the middle distance and the eastern coastline of the Eyre Peninsula in the far distance. Residential dwellings associated with the fringe of the Port Neill township are visible to the right in the image as are scattered dwellings along the coastline.



<b>Comments</b>	The only component of the port site that would be visible from this location would be the jetty. Other components would be concealed from view due to intervening terrain. The jetty would be visible as a low profile linear element extending seaward from the headland which is furthest away on the horizon line. The orientation of the jetty is such that the seaward end of the jetty recedes further away from this viewing location as compared to the landward end, reducing horizontal extent of the structure. Inclement weather may further reduce visibility to the jetty.
<b>Visual Impact</b>	Negligible: the port site would be mostly concealed from view due to intervening terrain with the exception of the jetty. The jetty would extend as a linear element on the horizon, located at a substantial distance away (approximately 8.5 km south) and would not be a prominent visual element.

Viewpoint P02 – North Coast Road



<b>Location</b>	North Coast Road, approximately 1.2 km south west of intersection with Port Neill Scenic Drive
<b>View Direction</b>	Southwest
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 2.9 km to the port site and 6.5 km to the jetty
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road with higher than normal levels of visitation as it is near the coast and forms part of the local tourist drive.
<b>Description</b>	Views southwest from this location take in the meandering coastline of the Eyre Peninsula. Undulating farmland is also a key feature within the view and vegetation is restricted to low growing shrubs and crops. There are scattered dwellings and sheds visible in the middle to far distance as well as modifications to the landscape where exposed earth can be seen.
<b>Comments</b>	The only component of the port site that would be visible from this location would be the jetty. The other components would be concealed from view due to intervening terrain. The jetty would be visible as a low profile linear element extending seaward from the headland which is furthest away on the horizon line. Its orientation is such that the seaward end of the jetty recedes further away from this viewing location as compared to the landward end reducing its horizontal profile. Inclement weather may further reduce visibility
<b>Visual Impact</b>	Negligible: the port site would be mostly concealed from view due to intervening terrain with the exception of the jetty. The jetty would extent as a linear element on the horizon, located at a substantial distance away (approximately 6.5 km south) and would not be a prominent visual element.



Viewpoint P03 – Carrow Wells Beach



<b>Location</b>	Carrow Wells Beach, approximately 400 m east of intersection with North Coast Road
<b>View Direction</b>	Southwest
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 1.9 km to port site
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)
<b>Exposure</b>	High: this viewpoint is located within an area of high scenic and recreational value and potentially high levels of visitation
<b>Description</b>	This viewpoint is located within the car park/camp ground associated with Carrow Wells Beach. Views southwest from this location take in the dune system and coastal vegetation of Carrow Wells beach as well as the ocean in the far distance.
<b>Comments</b>	The port site would be completely concealed from view due to intervening terrain.
<b>Visual Impact</b>	Nil: not visible



Viewpoint P04 – Lincoln Highway



<b>Location</b>	Lincoln Highway, approximately 1.2 km southwest of intersection with Lutheran Church Road
<b>View Direction</b>	Southeast
<b>Landscape Type(s)</b>	Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Approximately 3.2 km to the port site
<b>Sensitivity</b>	Low: this viewpoint is located within farmland
<b>Exposure</b>	High: this viewpoint is located on a major highway
<b>Description</b>	Views southeast from this location take in a relatively featureless landscape of undulating farmland with few topographical features. Scant vegetation including some scattered trees can be observed to the right in the image adjacent to a derelict building. A pipeline can be seen in the foreground running parallel to Lincoln Highway along its southern boundary.
<b>Comments</b>	The port site would be completely concealed from view due to intervening terrain.
<b>Visual Impact</b>	Nil: not visible



Viewpoint P05 – North Coast Road



View northeast



View south

**Viewpoint P05 – North Coast Road**

<b>Location</b>	North Coast Road, approximately 2 km northeast of the intersection with Brayfield Road	
<b>View Direction</b>	Southeast	
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Within the port site boundary	
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)	
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road with higher than normal levels of visitation as it is near the coast and currently forms part of the local tourist drive.	
<b>Description</b>	Views from this location predominantly take in undulating farmland in the foreground with a narrow band of ocean visible on the horizon. There is little to no vegetation or topographical features apart from a few scattered trees and a fence. A farm shed is visible to the south adjacent to the road.	
<b>Comments</b>	The port site, incorporating earthworks and altered landform would be a significant visual element at this viewpoint. The rail loop will be located from northeast to southeast approximately 400 m from the viewpoint. The stockpile and materials handling will be located southeast of the rail loop. The rise adjacent to North Coast Road will provide an element of topographic screening to the port site, partially obscuring views. The jetty will also be partially obscured, but would extend southeast from the shore and be visible in the far distance.	
<b>Visual Impact</b>	Medium: although the port site would be a significant visual element at this viewpoint, partial screening of the site is provided by the crest adjacent to North Coast Road. Landscape sensitivity at this viewpoint is medium, as is the level of exposure. As such, the overall visual impact is considered to be medium, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.	

**Viewpoint P06 – North Coast Road Road**



**View north to east**



**View southeast**

**Viewpoint P06 – North Coast Road Road**

<b>Location</b>	North Coast Road, approximately 450 m northwest of the intersection with Brayfield Road	
<b>View Direction</b>	North to southeast	
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	Within the port site boundary, adjacent to the construction camp	
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)	
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road with higher than normal levels of visitation as it is near the coast and currently forms part of the local tourist drive.	
<b>Description</b>	Views from this viewpoint predominantly take in undulating farmland in the foreground with a narrow band of ocean visible on the horizon. There is little to no vegetation apart from a few scattered trees and planted features. Topographically, the surrounding farmland is undulating, limiting views to the middle distance. Constructed features visible from this location are limited to fencing, access tracks and a rural dwelling west of the viewpoint.	
<b>Comments</b>	The port site, incorporating earthworks and altered landform would be a significant visual element at this viewpoint. The rail loop will be located to the northeast, approximately 700 m from the viewpoint. The stockpile and materials handling will be located southeast of the rail loop, visible east of the viewpoint. The rise adjacent to North Coast Road will provide an element of topographic screening to the port site, partially obscuring views. The jetty will also be partially obscured, but would extend southeast from the shore and be visible in the far distance.	
<b>Visual Impact</b>	Medium: although the port site would be a significant visual element at this viewpoint, partial screening of the site is provided by the crest adjacent to North Coast Road. Landscape sensitivity at this viewpoint is medium, as is the level of exposure. As such, the overall visual impact is considered to be medium, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.	

Viewpoint P07 – North Coast Road



<b>Location</b>	North Coast Road, approximately 850 m south of intersection with Brayfield Road
<b>View Direction</b>	Northeast
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland
<b>Distance from Project</b>	Within the port site boundary, approximately 1.2 km west of the jetty
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road with higher than normal levels of visitation as it is near the coast and currently forms part of the local tourist drive.
<b>Description</b>	Views northeast of this location predominantly take in undulating farmland in the foreground with a narrow band of ocean visible on the horizon. There is little to no vegetation or topographical features apart from a few scattered trees and a fence. A green shed is also visible near the water's edge toward the right of the image.



<b>Comments</b>	The port site, incorporating earthworks and altered landform would be a dominant visual element at this viewpoint. The stockpile, materials handling facilities and jetty will be located east of this location and be clearly visible with little to no obstructions. Minor topographic variations further north towards Brayfield Road will provide an element of topographic screening to the rail loop and construction camp, partially obscuring views.
<b>Visual Impact</b>	High: the port site would be a dominant visual element at this viewpoint, with little to no relief offered by topography or vegetation when viewing the stockpile, materials handling or jetty. Partial screening of the rail loop and construction camp will occur as a result of the crest near Brayfield Road. Landscape sensitivity at this viewpoint is medium, as is the level of exposure. As such, the overall visual impact is considered to be high, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.

Viewpoint P08 – Cowleys Beach



View northeast



View southeast

**Viewpoint P08 – Cowleys Beach**

<b>Location</b>	Cowleys Beach, approximately 80 m east of Kiandra Road	
<b>View Direction</b>	Northeast and southeast	
<b>Landscape Type(s)</b>	Coastal	
<b>Distance from Project</b>	Approximately 50 m to the port site boundary and 1.5 km to the jetty	
<b>Sensitivity</b>	High: this viewpoint is located adjacent to Cowleys Beach and offers panoramic views of the coastline	
<b>Exposure</b>	High: this viewpoint serves as a car parking area to access Cowleys Beach	
<b>Description</b>	This viewpoint is located within a designated car park also used for camping near the southern boundary of the port site. Views northeast from this location take in the eastern coastline of Eyre Peninsula with low growing dune vegetation. The ocean and beach is a dominant visual element in the view and the landscape is of high visual amenity. A crest in the middle distance restricts views further north.	
<b>Comments</b>	The only component of the port site that would be visible from this location is the jetty, which is approximately 1.6 km away at its nearest point. The other components of the port site would be concealed from view due to intervening terrain. The jetty would be visible extending seaward from the headland which is furthest away on the horizon line when looking to the north-east.	
<b>Visual Impact</b>	High: the jetty would be a dominant visual element in views to the north-east from a highly sensitive and highly exposed viewpoint. All other components of the port site would be screened from view due to intervening terrain. Landscape sensitivity at this viewpoint is high, as is the level of exposure. As such, the overall visual impact is considered to be high, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.	

Viewpoint P09 – Kiandra Road



<b>Location</b>	Kiandra Road, approximately 4 km east of intersection with Lincoln Highway	
<b>View Direction</b>	Northeast	
<b>Landscape Type(s)</b>	Coastal, Flat to Gently Undulating Farmland	
<b>Distance from Project</b>	On port site boundary, approximately 4 km to the jetty	
<b>Sensitivity</b>	Medium: a combination of coastal landscape (high sensitivity) and farmland (low sensitivity)	
<b>Exposure</b>	Medium: this viewpoint is located on an unsealed road with higher than normal levels of visitation as it is near the coast and forms part of the local tourist drive.	
<b>Description</b>	Views northeast from this location take in undulating farmland in the foreground with a relatively narrow section of the ocean visible toward the horizon. There is little to no vegetation apart from a few scattered trees. An undulating topography is apparent, with rocky outcrops observed to the east. The road which is visible in the centre of the view leads to Cowley’s Beach.	
<b>Comments</b>	The port site, incorporating earthworks and altered landform would be a moderately dominant visual element from this viewpoint. The port site would be partially concealed by intervening terrain from this location. The jetty will be partially visible as a linear element extending into the ocean. Earthworks and taller components within the port site such as the stacker will be visible in the middle distance.	
<b>Visual Impact</b>	Medium: the port site, would be a moderately dominant element at this viewpoint, with partial screening of the proposed port by intervening terrain. Landscape sensitivity at this viewpoint is medium, as is the level of exposure. As such, the overall visual impact is considered to be medium, and is considered reflective of the exposure of the location, the proposed degree of visual change and the sensitivity of the landscape to change.	

Viewpoint P10 – Lipson Cove Road



<b>Location</b>	Lipson Cove Road, approximately 6.7 km east of intersection with Lincoln Highway	
<b>View Direction</b>	Northeast	
<b>Landscape Type(s)</b>	Coastal	
<b>Distance from Project</b>	Approximately 7.4 km to the port site	
<b>Sensitivity</b>	High: this viewpoint is adjacent to Lipson Cove and offers a panoramic view of the coastline	
<b>Exposure</b>	High: this viewpoint serves as the access road to Lipson Cove, including the formal camping facilities	
<b>Description</b>	Panoramic views of the coastline are observed in a northeast to southern direction from this viewpoint. There is limited vegetation coverage in the area with recent vegetation clearance visible in the foreground. The ocean and shore areas are a dominant visual element to the east, with undulating farmland and additional coastline apparent north and west.	
<b>Comments</b>	The only component of the port site that would be visible from this location would be the jetty, located approximately 8.5 km north. The other components would be concealed from view due to intervening terrain. The jetty would be visible as a low profile linear element extending seaward from the headland on the horizon line. Visibility of the jetty may be reduced during inclement weather.	
<b>Visual Impact</b>	Low: Although the landscape is of high visual amenity and exposure, visibility of the port site would be largely restricted by intervening terrain and the distance. The jetty would be the only element discernible, and would appear as a low profile linear element on the horizon line.	



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