



**GAS IMPORT JETTY AND PIPELINE PROJECT
ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE**

TECHNICAL NOTE

TECHNICAL NOTE NUMBER: TN 024

DATE: 15 October 2020

LOCATION: Crib Point Pipeline and Jetty Works

EES/MAP BOOK REFERENCE: Chapter 14 (Landscape and Visual), section 14.6 and Mitigation Measure – LV02 Landscape screening (MM-LV02)

Technical Report I, tables 0-1 and 0-3 (landscape significance level)

SUBJECT: Response to RFIs 85 to 89 - Section 10.1 Landscaping and Section 10.2 Landscape Character

SUMMARY Responses relate to subsections: Landscaping and Landscape character.

REQUEST: This technical note has been prepared in response to the Request for Further Information 85, 86, 86, 87, 88 and 89 provided to the proponents by the Crib Point Inquiry and Advisory Committee dated 16 September 2020.

NOTE:

[085] Provide advice on the scope for and effectiveness of using landscaping to ameliorate visual impacts associated with the FSRU and associated jetty infrastructure, intermittent LNG carriers, the CPRF, Pakenham East Delivery Facility (PEDF) and Mainline Valves (MLV).

1. Vegetation screening has a high visual absorption capacity that is in keeping with the surrounding context, which can provide integration and blending effects. Landscaping has a strong capacity to screen and therefore limit the visual impact upon receptors.
2. Therefore, landscape planting and screening within the viewshed of roads (such as The Esplanade) and where possible residences, is proposed to reduce and ameliorate the immediate visual impacts of the proposed FSRU and jetty infrastructure.
3. Consistent with this, Mr Burge, in his landscape and visual impact witness statement:
 - (a) at paragraph 296, includes a recommendation regarding retention and replanting of vegetation at the Crib Point Receiving Facility; and
 - (b) at paragraph 400, concludes that there may be benefit in providing landscape screening between the MLV and the boundary fence to filter views.
4. In relation to the Gas Import Jetty Works, EPR/EPR-LV02 addresses these concerns. It provides that "*Vegetation will be introduced to screen facilities within the viewshed of roads (such as The Esplanade) and where possible residences, if reasonably requested by affected landholders and with any necessary approvals granted.*"

5. In relation to the Pipeline Works, a new Performance Standard A12 is proposed to give effect to the MM-LV02 and Mr Burge recommendations as follows:

A12 Landscape screening

Where a reasonable request for landscape screening (planting) is received from affected landowners or adjoining neighbours associated with above ground pipeline infrastructure, the request will be subject to review by APA, considering but not limited to:

- (i) proximity of proposed planting to buried pipeline, above ground facilities and any other existing infrastructure;
- (ii) pipeline inspection and line-of-sight requirements;
- (iii) site access and visibility;
- (iv) fire safety; and
- (v) regulatory considerations.

Where the request is from an adjoining neighbour, implementation would also be subject to agreement from the relevant landowner and any occupier.

Where a requested planting is approved by APA, it would be addressed as part of APA CEMP Performance Standard A2: agreements made with the landowners and occupiers regarding any property-specific measures to implement during construction and operations.

[086] Clarify the process through which requests for landscape screening from affected landowners will be managed, assessed and approved (MM-LV02).

Pipeline Works

6. See paragraph 5, in response to IAC RFI 085, above.

Gas Import Jetty Works

7. The Incorporated Document requires the preparation of a Development Plan. The Development Plan requires the preparation of landscaping plans having regard to the management of bushfire risk and visual amenity generally in accordance with the landscape and visual EPRs. This includes consideration of EPRs such as the EPR-LV02 (which is referenced above) and may involve developing a similar process to that proposed for the Pipeline Works for the purpose of processing requests for landscape screening from affected landowners associated with the Gas Import Jetty Works, or direct consultation, at the time of preparing the Development Plan, with the very small number of landowners who are able to see the Gas Import Jetty Works.

[087] Provide the rationale for the rating of character areas and their associated values, susceptibility to change and landscape sensitivity in Table 0-1.

8. Sections 5 and 6 of EES Technical Report I: Landscape and visual (LVIA) provide the basis and rationale for the information provided in Table 0-1.
9. Section 5 provides that landscape analysis plans were produced to map various layers of the landscape (including geology, hydrology, vegetation cover, open space, historical and cultural features and community and tourist facilities). Analysis of these layers identified four landscape character areas in the broader study area. These landscape areas are included in Table 0-1 (and Table 6-1, see below).

10. Section 6 identifies the "landscape significance" and "susceptibility to change" of the landscape areas by identifying features and values within the character area.
11. The information within Table 0-1 is again summarised at page 67 of the LVIA as Table 6-1: Landscape sensitivity summary (which appears at the end of sections 5 and 6).

[088] Explain why the Coastal Foreshore character area has a Visual Impact Significance rating of "minor" (Table 0-3) given that the Coastal Foreshore is classified as "high" for Landscape Significance and Landscape Sensitivity.

12. Section 8.4 sets out the overall significance of the impact arising from the Pipeline Works and Gas Import Jetty Works at Crib Point.
13. The coastal foreshore landscape character area has been determined to have high landscape values and is therefore of regional significance.
14. However, potential impacts on this landscape character area would be minor, due to the nature of the visual impact being:
 - (a) reversible (because the facilities can be moved or decommissioned); and
 - (b) one which does not create a substantial change in the landscape or visual setting because the Project is consistent with the existing port use of the area.
15. The LVIA notes that many of the assessment and viewpoints did not show intermittently docking petroleum tankers at Berth 1 at the Crib Point Jetty or any of the surrounding port and maritime activities such as at Stony Point or the Port of Hastings. The LVIA concludes that if the views had of been assessed while a ship(s) was present, the significance of the visual effects on all viewpoints would have resulted in a minor impact assessment.
16. For these reasons, the LVIA concludes that the likelihood of significant regional landscape character impacts is considered very low.
17. Mr Burge also identified the LU01 – Western Port Lowlands – Coastal Foreshore – as having "high" sensitivity (Table 8-1, p 69). Table 11-1 of Mr Burge's statement (page 124) provides Mr Burge's summary of impacts on the landscape character units. Mr Burge also categorised the visual impact on the LU01 – Western Port Lowlands – Coastal Foreshore landscape as low with respect to the FSRU, Crib Point Receiving Facility and Night Lighting FSRU/CPRF.

[089] Explain why the landscape significance of Western Port is not rated as "exceptional" (State significance or higher) given the Coastal Spaces Landscape Assessment Study 2006 classifies those areas of Western Port Bay within its study area as of "State Significance".

18. The Coastal Spaces Landscape Assessment Study 2006 (**Report**) provided an:
 - (a) assessment of landscape characteristics and identification of visually significant landscape from State border to border (excluding metropolitan Melbourne).
 - (b) an implementation framework to assist local government, landholders and other agencies to manage future development impacts within the coastal landscape.
19. The Report does not include in its assessment the Crib Point area, the western side of Western Port more generally nor French Island. The Report includes assessment of the coastal landscapes and coastal hinterland of the nearby eastern side of Western Port. The

Report rates as local, regional and state significance; it does not use the rating "exceptional". The Report does not identify any part of Western Port as of "State significance". Rather, the eastern coast of Western Port is identified as being of "Local significance" with the northern/eastern part of Phillip Island and Churchill Island identified as being of "Regional significance".

20. Section 6.1.1 of the LVIA provides that the Coastal Foreshore landscape, in proximity to the Gas Import Jetty Works and Pipeline Works, is benchmarked against the "regionally significant" Phillip Island Eastern Coast area (as identified in the Coastal Spaces Landscape Assessment Study – Bass Coast Municipal Reference Document, Planisphere 2006), as it is similar for its coastline edge including mud flats and mangrove vegetation that provide out-views across Western Port.

CORRESPONDENCE: N/A

ATTACHMENTS: N/A