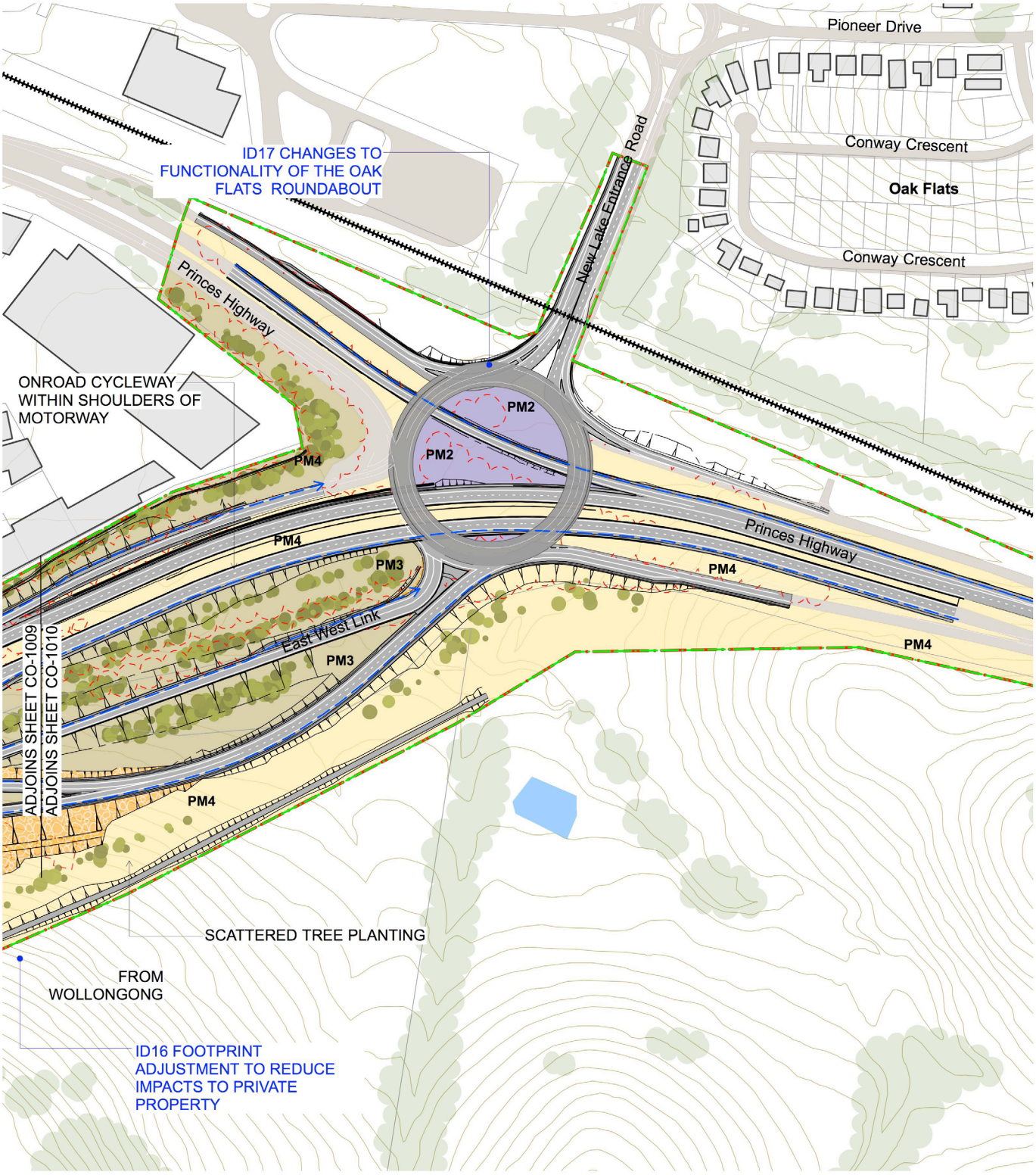
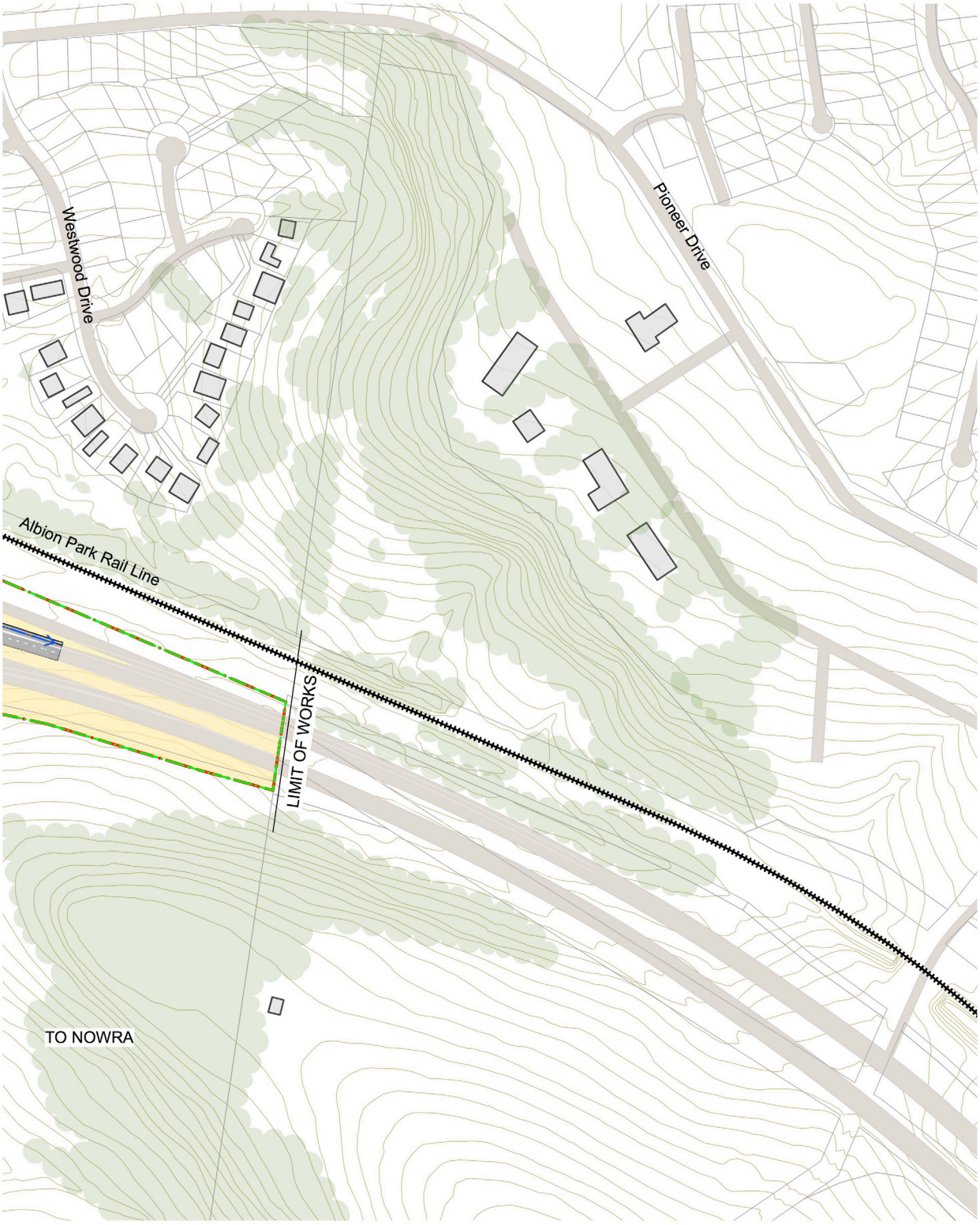


LEGEND

- PROJECT FOOTPRINT
- PERMANENT ROAD BOUNDARY
- TEMPORARY WORKS AREA
- PROPOSED ROAD BARRIERS
- PROPOSED RETAINING WALLS
- CADASTRAL BOUNDARIES
- PROPOSED NOISE BARRIER
- POTENTIAL VEGETATION CORRIDOR
- OFF ROAD PEDESTRIAN AND CYCLIST LINKS
- ON ROAD/SHOULDER CYCLIST LINKS ALONG THE MOTORWAY
- PROPOSED ACCESS MAINTENANCE TRACK
- EXISTING BUILDINGS
- EXISTING BUILDINGS TO BE REMOVED
- EXISTING VEGETATION TO BE RETAINED OUTSIDE THE ROAD CORRIDOR BOUNDARY
- EXISTING VEGETATION TO BE REMOVED

CO-1010



CUT BATTERS TO BE REVEGETATED USING COMPOST BLANKET WHERE EXPOSED ROCK IS NOT PRESENT

PROPOSED BRIDGE LOCATIONS

PROPOSED WATER QUALITY BASINS DESIGNED TO INTEGRATE INTO THE LANDSCAPE

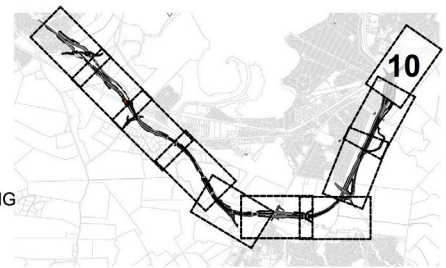
NEW TREE PLANTING WITHIN SITE BOUNDARY

POSSIBLE ADDITIONAL VEGETATION SCREENING OUTSIDE OF BOUNDARY PENDING DISCUSSIONS WITH LAND OWNERS

PM1	SWAMP FOREST/FLOODPLAIN
PM2	FEATURE PLANTING
PM3	WOODLAND
PM4	PASTURE GRASSES
EEC	EEC LOCAL SPECIES PLANTING

0 30 60 90 120 M

N



5. CONCLUSION

The revised road design including the adjusted project boundary remains substantially the same as presented in the EIS, with minor amendments and realignments that do not affect the urban and landscape design strategies identified in *Technical Paper 10*. The most notable change from an urban design, landscape character and visual point of view is the introduction of an additional two noise barriers in southern Dapto. Yet, landscape character and visual impacts remain substantially the same, as summarised in the following section.

5.1 LANDSCAPE CHARACTER IMPACTS OF THE REVISED DESIGN

For the purposes of the landscape character assessment *Technical Paper 10* distinguished twelve landscape character zones (LCZs). This Addendum found that the changes to the design and project boundary adjustments would not alter the landscape character impacts as identified in the EIS and *Technical Paper 10*.

5.2 VISUAL IMPACT OF THE REVISED DESIGN

A total of 39 viewpoints were used in *Technical Paper 10* to assess the visual impact of the proposed bypass on views in the projet area. This Addendum found that while more than one third of these viewpoints would potentially be affected by the design changes made since the EIS, there is only one viewpoint where the visual impact would differ from that identified in the EIS.

South of the Illawarra Regional Airport the likely visual impact on viewpoint 14 would be reduced relative to the EIS design due to modifications to the interchange that have relocated the northbound exit to south of Tongarra Road, reducing the magnitude of the proposed bypass in this view.

In southern Dapto two new viewpoints were introduced to assess the visual impact of the proposed changes to noise mitigation measures on motorists and residents. The proposed noise barriers under the revised design would be large built elements that were not anticipated in the EIS design. The assessment has found that there is an increase in visual impact as a result of the noise barriers. The revised design would result in a moderate-high visual impact for motorists along the Princes Motorway (new viewpoint 40) and a high visual impact for residents in southern Dapto (new viewpoint 41).

In summary, out of the 41 viewpoints used to assess the revised design, the range of visual impact ratings would therefore be as follows:

- Ten viewpoints, or about one quarter, would have High visual impact
- Fifteen viewpoints would have High to Moderate visual impact
- Nine viewpoints would have Moderate visual impact
- Five viewpoints would have Moderate to Low visual impact
- Two viewpoints would have Low visual impact.

In order to mitigate some of these impacts, the management measures described in the EIS would remain valid for integration into future design stages. In addition to these, and in response to the additional impacts identified in this Addendum, the following modified management measure is proposed for inclusion in the project approval:

The need for operational phase noise management measures, including low noise pavement, noise barriers or architectural treatments, will be confirmed during detailed design. The chosen noise barrier design will be selected following investigations into engineering feasibility of the proposed mitigation measures and community consultation with residents from properties identified as exceeding, without mitigation, the Noise Criteria Guideline *(Roads and Maritime, 2015) in the adjoining noise catchment area. The mitigation measures will be provided as early as practicable in the construction program to reduce potential noise impacts associated with construction.*

Where noise barriers are found to be the preferred noise management strategy during future detailed design studies and consultation, the design of the barriers should seek to minimise the identified visual and amenity impacts, and be developed in accordance with the Roads and Maritime *Noise wall design guideline* to refine both the design and alignment of the barrier to maximise urban design and visual outcomes.

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