

6. VISUAL IMPACT ASSESSMENT

This chapter assesses the potential visual impact of the project in relation to a number of key viewpoints. It is based on the existing pattern of land use and development adjoining the road corridor. The method of assessment involved:

- Defining the scale or size, form and type of project within the context of the study area
- Establishing an estimated visual catchment, through desktop analysis and ground truthing on site
- Identifying key viewpoints from where the project would be visible
- Assessing the level of potential visual impact on viewers at these viewpoints from the project.

6.1 VISUAL IMPACT ASSESSMENT METHODOLOGY

The method used to undertake this study follows the ‘*Guideline for Landscape Character and Visual Impact Assessment*’ (Roads and Maritime, 2013).

VIEWPOINT LOCATIONS

The selection of viewpoints involved the analysis of views, from the road, to identify the extent to which houses and other buildings were visible. This provided an indication of the likely level of visibility from these buildings, as it was not feasible to inspect private residences to check potential views from these properties.

The vast majority of the viewpoints, 80 per cent, occur with 500m of the proposed project control line. The remain 20 per cent of viewpoints were selected from key locations within 3km of the project control line, Figure 6-1.

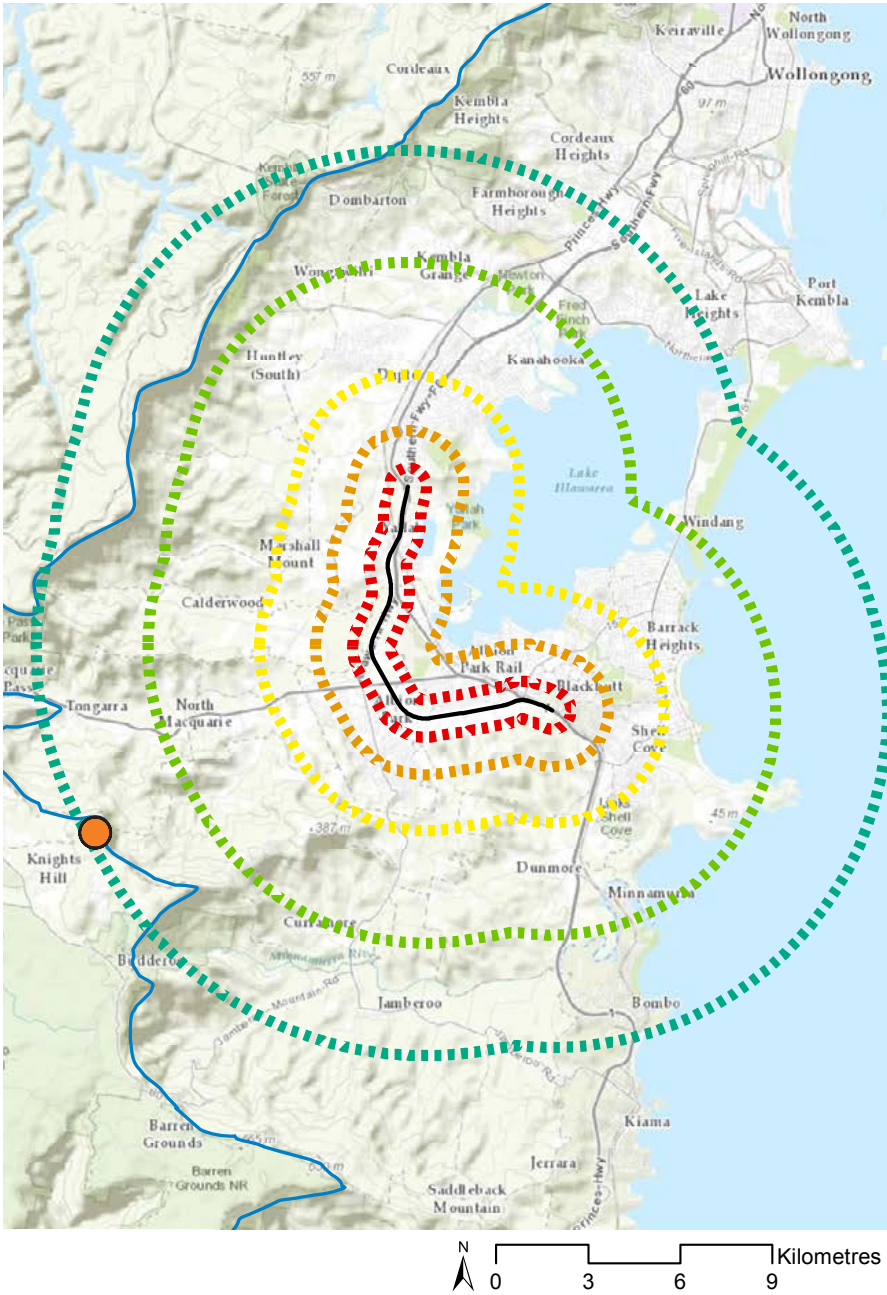
Views beyond this range were not assessed for this project. The photo from the Illawarra Fly Treetop Walk at Knights Hill, Plate 6-1 on the following page, shows that while the new motorway would be visible, the existing urban development would absorb the new infrastructure allowing it to blend into the surrounding landscape, particularly as it is over 9km away.

A total of 39 viewpoints have been identified for assessment as part of this project. All the identified viewpoints are publicly accessible along the road corridor and at public domain areas. These viewpoints represent a how the project would be received by a range of different user groups across a range of land uses.

VISUAL CATCHMENT

The extent from which the project would be visible from adjoining areas varies along the length of the study area. It is influenced by topography, vegetation, land uses (rural, residential, industrial) and associated buildings. A detailed field and desktop assessment was undertaken to determine the area from where the project would be visible, defined as the Visual Envelope Map (VEM), as illustrated in Figure 6-2.

The visual receivers of the project include residents, tourists, shoppers, workers, park users, pedestrians, cyclists and motorists. Views to the project are generally constrained by the location of the motorway within cuttings, existing buildings adjoining the motorway, and the vegetated native buffer on both sides of the motorway. The 39 viewpoints selected for the project are illustrated in Figure 6-3 and 6-4.



Illawarra Escarpment
Figure 6-1: Visual distance of project within the Macquarie Valley

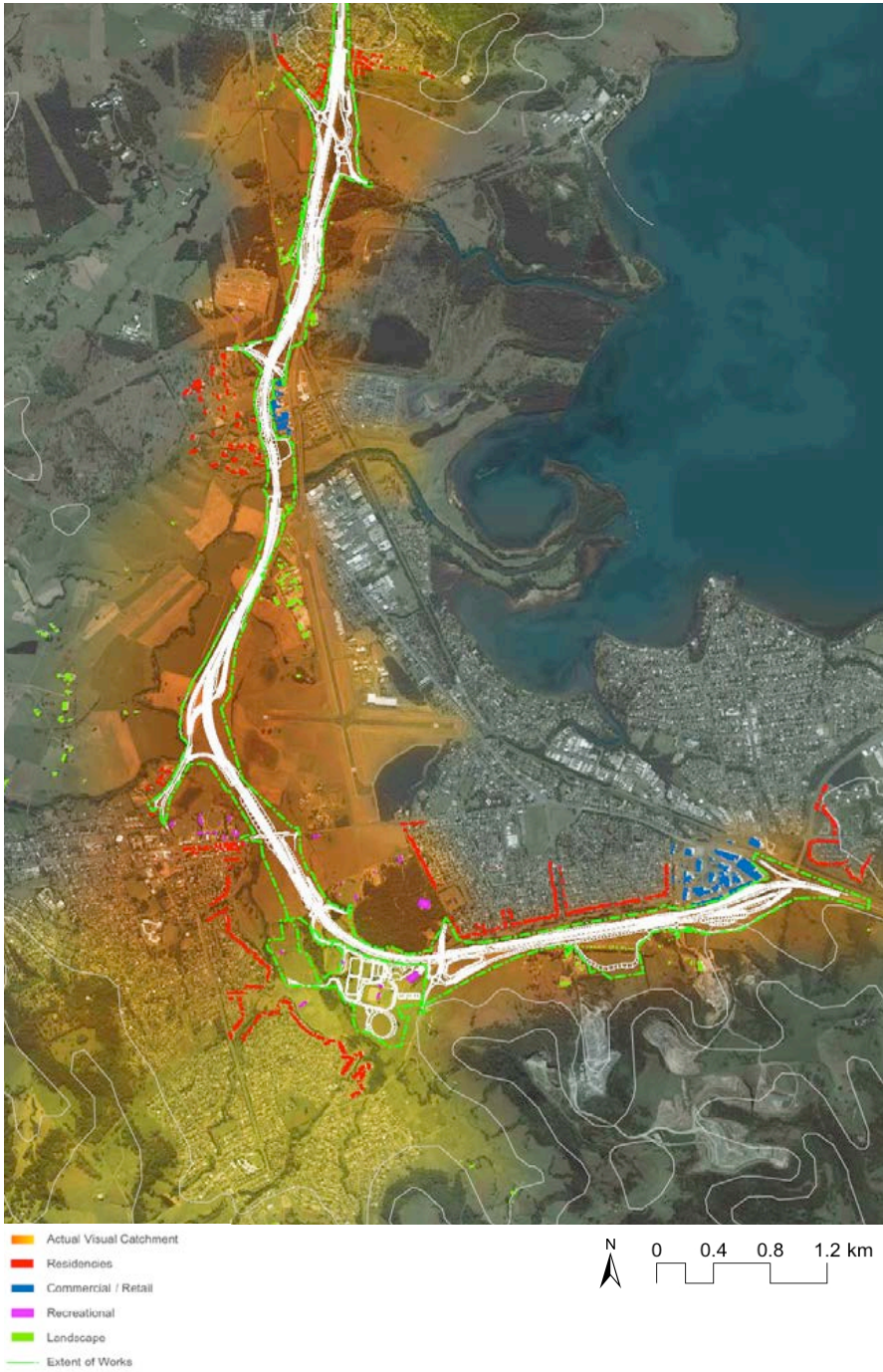


Figure 6-2: Visual Envelope Map (VEM)

VISUAL IMPACT ASSESSMENT

Magnitude of change to existing views refers to the nature and scale of the project, and the extent and proximity of the view to it. Magnitude represents the contrast in scale, form and type of project to the location and context to which it is to be placed.

Sensitivity is the measure of the visual importance of the view and is dependent on the distance between viewer and the project, the category of viewer and the elements of the project that are visible.

Visual impact is the combination of the magnitude and sensitivity rating in accordance with the Impact Assessment Grading Matrix (Table 6-1).

Magnitude

Magnitude of change to existing views refers to the nature and scale of the project, and the extent and proximity of the view to it. Magnitude represents the contrast in scale, form and type of project to the location and context to which it is to be placed.

- A *high magnitude* results if the project is of a major scale and is considered out of scale or uncharacteristic of the existing visual character, or if there is considerable modification to the existing landscape



Plate 6-1: View from Illawarra Fly Treetop Walk towards Dapto

- A *moderate magnitude* would result if the project is prominent but not considered to be substantially uncharacteristic with the existing visual character
- A *low magnitude* results if there is minimal alteration to the existing view and the project is of a scale and nature that is consistent with the existing visual character.

Sensitivity

Sensitivity is the measure of the visual importance of the view and is dependent on:

- Distance between viewer and the project
- The category of viewer, for example, resident, worker, shopper, open space user
- The elements of the project that are visible
- Importance of the view, for example, identified in tourist guides, static or moving viewpoint, do people deliberately seek the view.

Visual sensitivity includes the consideration of the perceived cultural and historical values of the visual environment and the elements within it.

Generally, viewers with the highest sensitivity include:

- Residents who have existing attractive views that will be affected by the project

		MAGNITUDE			
		High	Moderate	Low	Negligible
SENSITIVITY	High	High Impact	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Table 6-1: Impact grading matrix for visual impact assessment

- Users of public open space where their attention is focused on the visual landscape, for example, lookouts or other scenic natural areas
- Communities that place high cultural and historical significance on the visual landscape.

Viewers with the lowest sensitivity are most likely to be:

- Employees focused on their work
- Motorists whose attention is focused on driving although passengers will have a higher sensitivity.

Impact

Impact is the combination of the magnitude and sensitivity rating in accordance with the Impact Assessment Grading Matrix (refer to Table 6-1). The following pages contain an assessment quantifying the visual impact at each viewpoint. The impact ratings are measured on their impact relative to each other within the scope of the project rather than to an absolute scale covering all potential forms of impact.

Assessment Structure

The assessment for each of the 39 viewpoints comprised the following information:

- Location
- Viewpoint selection rationale
- Project elements visible
- Visual impact based on assessment of magnitude of change and sensitivity
- Mitigation measures that have been incorporated into the landscape and engineering designs to the extent possible at this 80 per cent complete Concept Design stage of works.

All viewpoint photos used in this assessment were taken with a fixed lense Nikon AF-S DX NIKKOR 35mm f/1.8G. (the digital focal length equivalent is 52.5mm). Panorama images were then created from these photos and represent an approximate 60° horizontal field of view and 20° vertical field of view.

The yellow dashed lines and dotted shapes are an indicative illustration of the approximate location and extent of the project for each viewpoint.

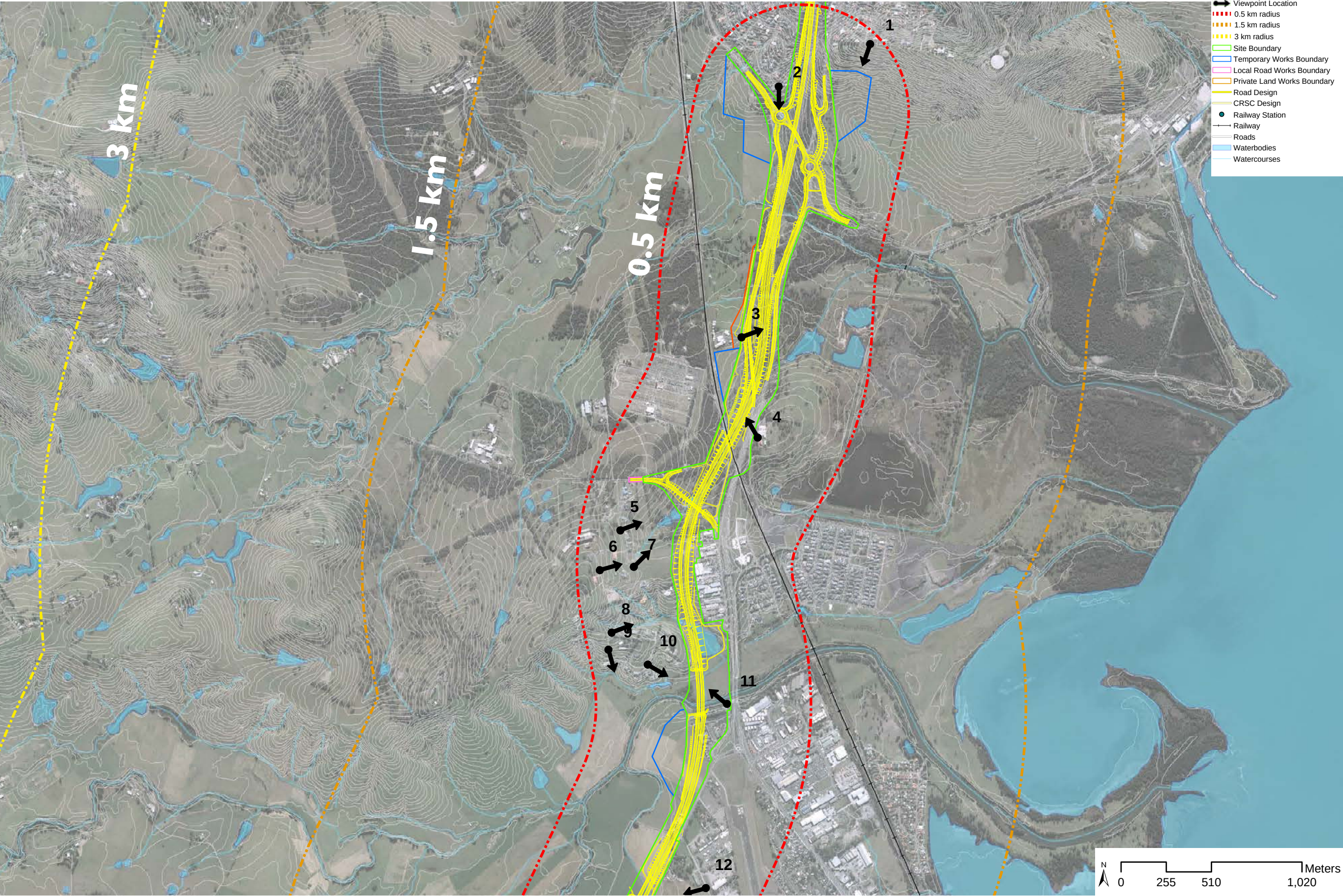


Figure 6-3: Northern viewpoints in the project area

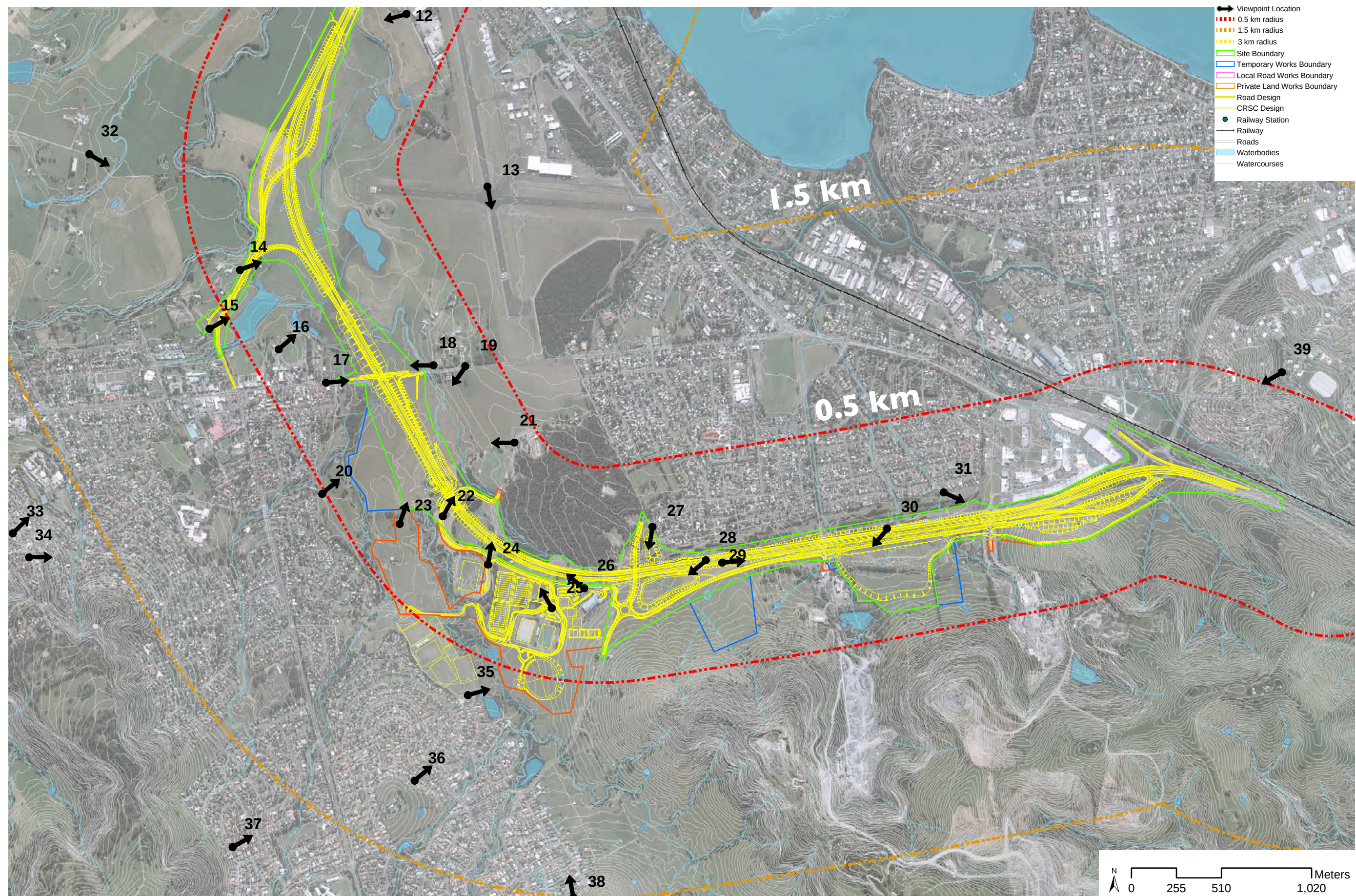
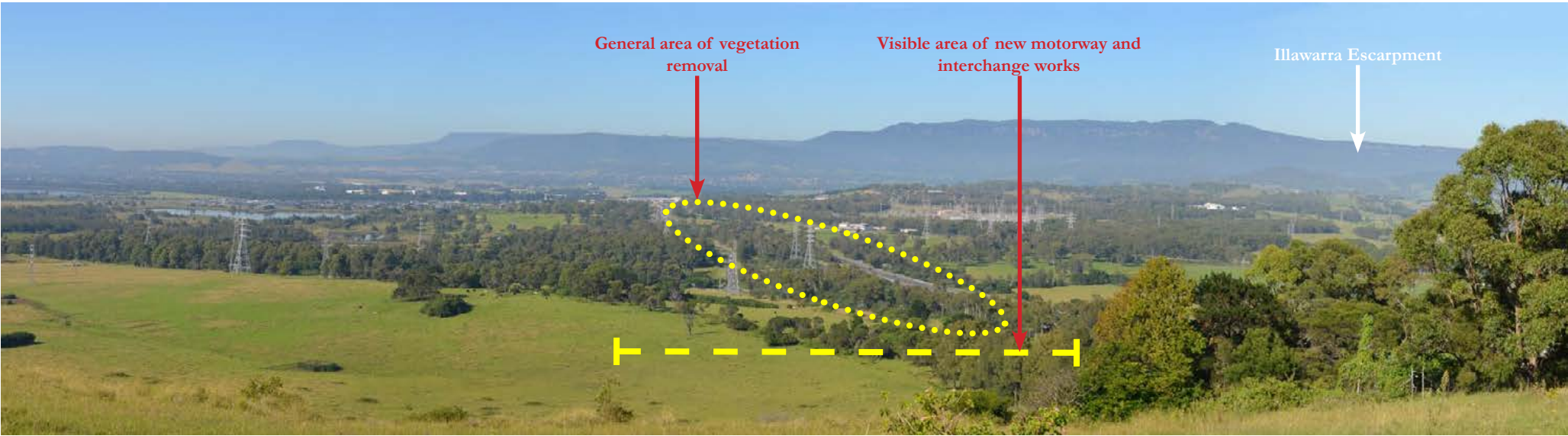
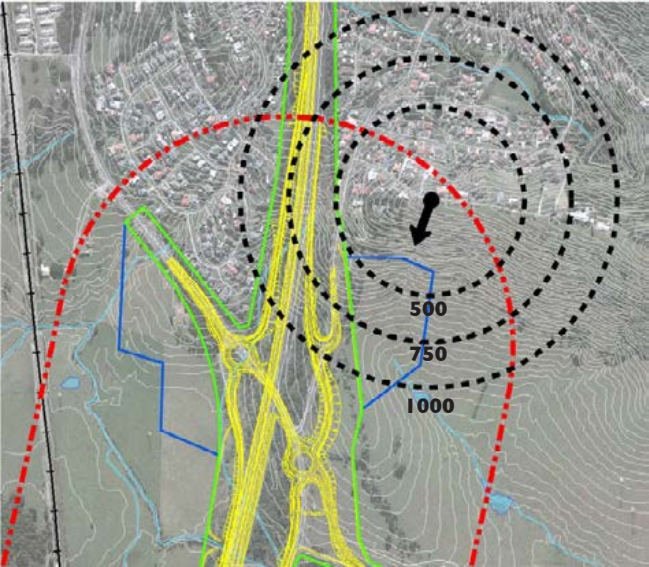


Figure 6-4: Southern viewpoints in the project area

6.2 VISUAL IMPACT ASSESSMENT

VIEWPOINT I



Location Description:

Dapto hillside residential neighbourhood in the vicinity of Carlyle Close looking south towards Yallah and Albion Park Rail.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway running parallel with the existing Princes Highway
- Noise Wall
- Interchange roundabouts, bridges, structures and lighting elements at Princes Highway.

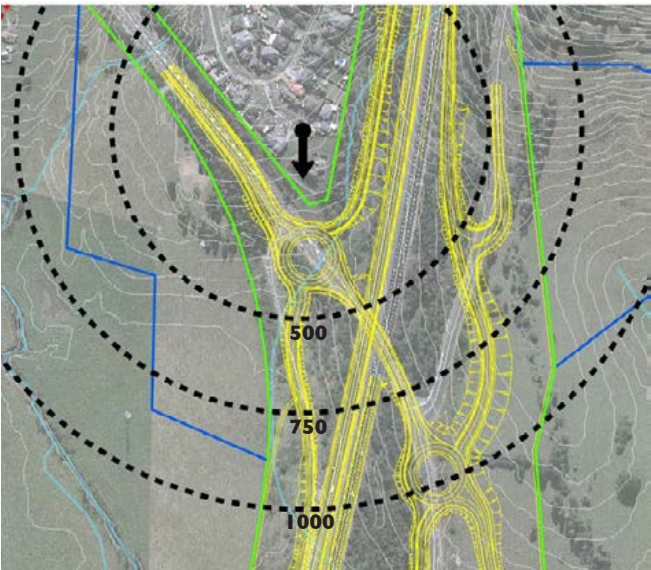
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and interchange construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across the Macquarie Valley and Lake Illawarra.	The large roundabout interchange and motorway would be considered out of scale and uncharacteristic of the existing visual character. The loss of extensive woodland vegetation would also be a considerable modification to the existing landscape. However, since the view of these changes is oblique across a downhill slope portions of the view will be obscured from view or not be overly dominant in the existing landscape, resulting in a moderate impact. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.	

VIEWPOINT 2



Location Description:

Dapto hillside residential neighbourhood in the vicinity of Semillon Place looking south towards Yallah and Albion Park Rail. Views from the more elevated houses behind this viewpoint could be more exposed to the proposed motorway.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway running parallel with the existing Princes Highway
- Noise Walls
- Interchange roundabouts, bridges, structures and lighting elements at Princes Highway.

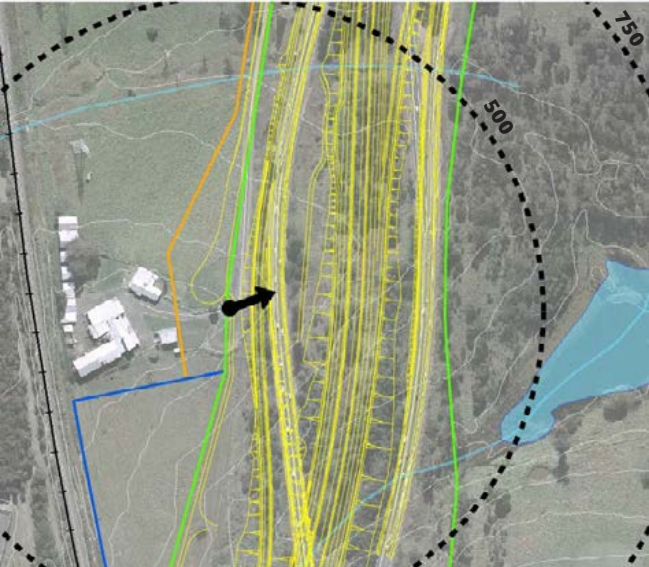
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and interchange construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across the Macquarie Valley.	The large roundabout interchange and motorway would be considered out of scale and uncharacteristic of the existing visual character. The loss of extensive woodland vegetation would also be a considerable modification to the existing landscape. Viewed from street level of these changes are generally obscured from view or not be overly dominant in the existing landscape, resulting in a moderate impact. <i>Note: elevated and multi-story residences may experience higher magnitude impacts if they are able to see over the existing landscape.</i> Temporary construction activities would be highly visible from this viewpoint. The use of noise walls in this location would partially screen the motorway with the impact on this viewpoint reducing over time as new tree plantings are established and gradually mature.	

VIEWPOINT 3



Location Description:

Local residence and working farm located between the South Coast Rail Line and the Princes Highway looking northeast.

Potential Viewers:

Residents

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment.

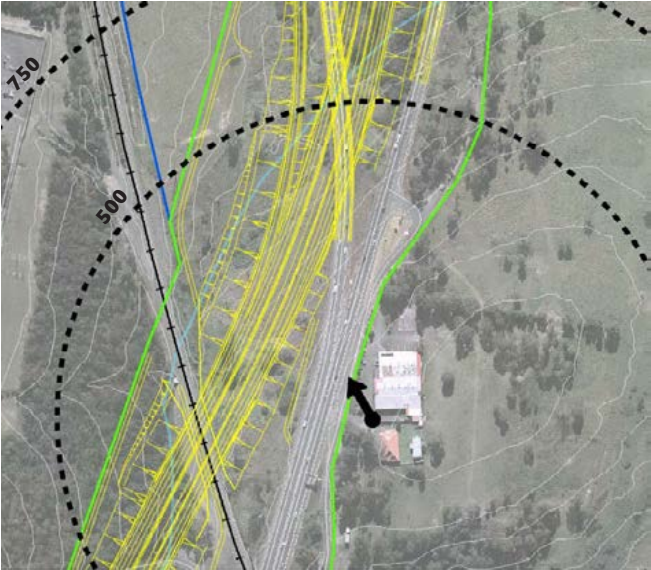
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Low	High	Moderate
The existing residential property is located next to both the Illawarra Highway and the South Coast Rail Line, therefore the proposed project would result in a similar sensitivity profile, resulting in a low sensitivity.	While the new motorway and interchange would not be considered out of scale and uncharacteristic with the infrastructure in the area, the substantial extent of vegetation removal would result in a high impact on the existing visual character. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.	

VIEWPOINT 4



Location Description:

View from the highway commercial property along the existing Princes Highway looking west.

Potential Viewers:

Business employees and patrons, motorists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Bridge structures.

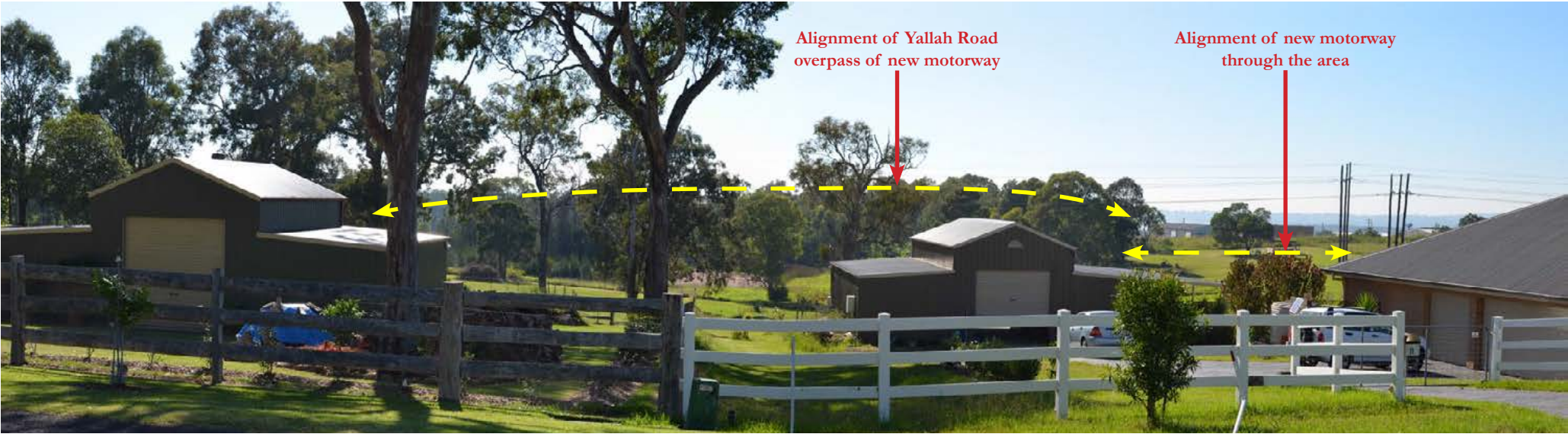
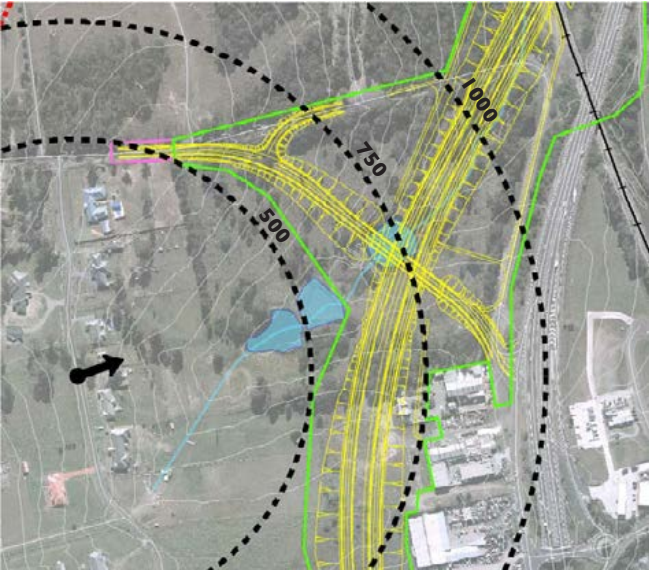
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway construction
- Bridge structures
- Stockpile site and works compound.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Low	Low	Low
The existing highway commercial property is located next to the existing Princes Highway, resulting in a low sensitivity.		
While the new motorway works in this area are substantial they would have minimal alteration to the existing view. Overall, the project is of a scale and nature that is consistent with the existing visual character resulting in a low impact.		
Temporary construction activities would be highly visible from this viewpoint.		
The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.		

VIEWPOINT 5



Location Description:

Larkins Lane residential neighbourhood looking northeast towards Yallah.

Potential Viewers:

Residents, pedestrians, cyclists, equestrians

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway
- New bridge, structures and lighting elements along Yallah Road.

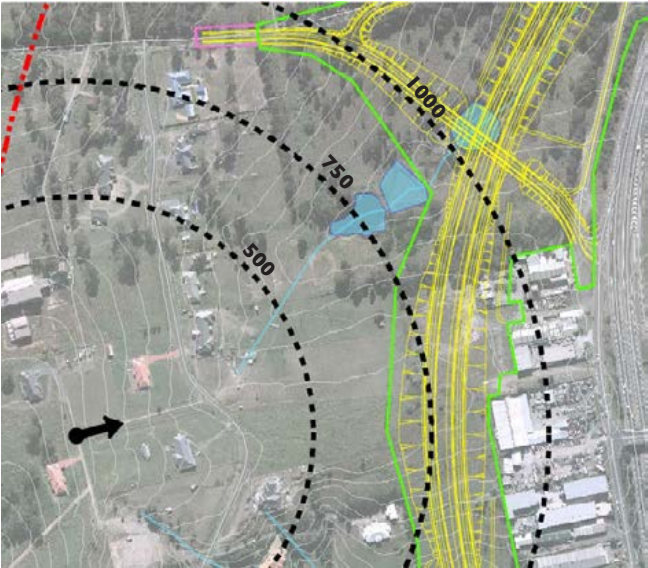
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate Residents within the area would have a moderate sensitivity to changes, as there is substantial urban infrastructure in the area and areas of native trees screening views to the northeast.	Moderate While the introduction of a new overpass is a major change it would not considered to be substantially uncharacteristic with the existing infrastructure, vegetation and current visual character. Intervening trees will probably screen parts of the overpass from this viewpoint. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	Moderate

VIEWPOINT 6



Location Description:

Condon Place residential neighbourhood looking northeast towards Yallah.

Potential Viewers:

Residents, pedestrians, cyclists, equestrians

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway
- New bridge, structures and lighting elements along Yallah Road.

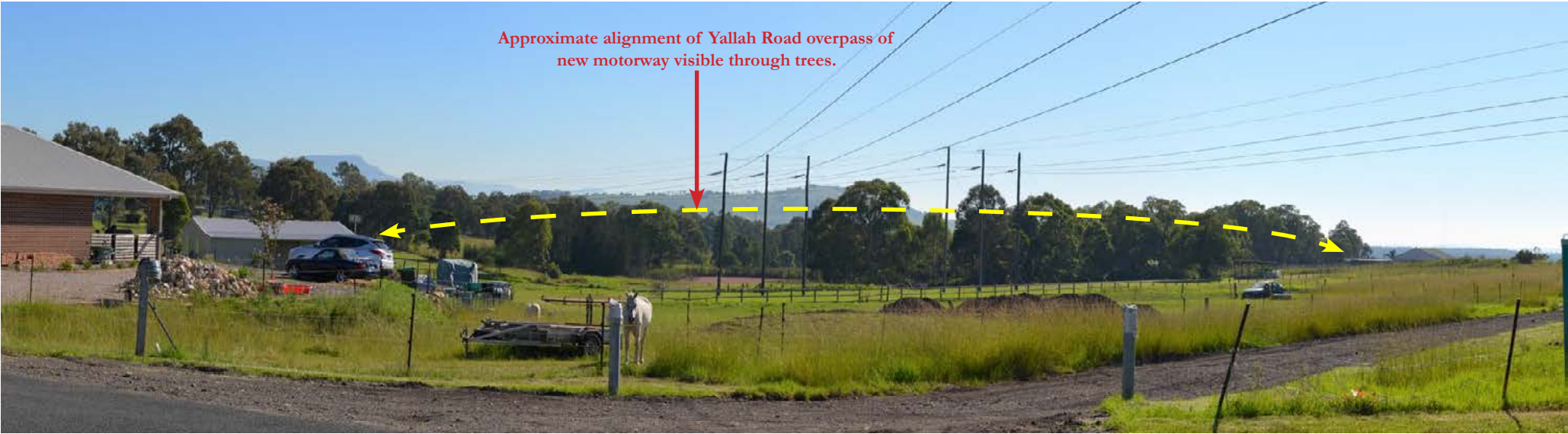
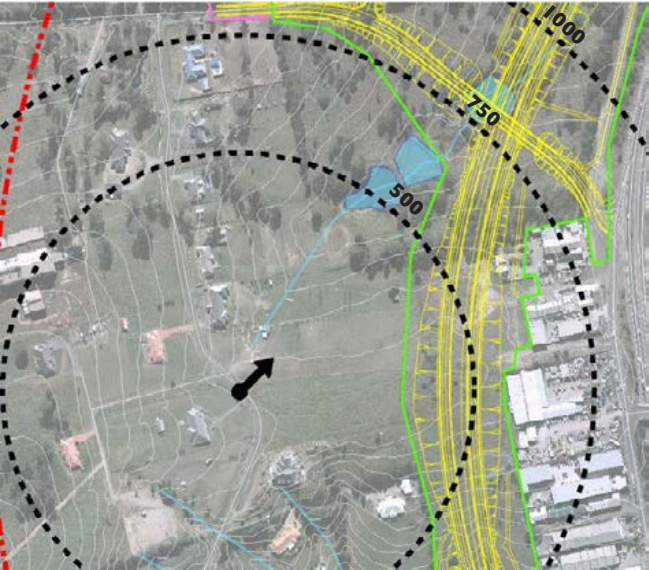
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Low	Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across Lake Illawarra towards Mount Warrigal .	The introduction of a motorway is a major change in this location and would be considered substantially uncharacteristic with the existing visual character. However, most of the motorway would be in a large cutting and would not be visible from this location. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 7



Location Description:

Larkins Lane residential neighbourhood looking east towards Hayward Bay.

Potential Viewers:

Residents, pedestrians, cyclists, equestrians

Visible Project Elements:

- Vegetation clearing for the new motorway
- Bridge overpass of motorway
- Recessed motorway in cut embankment
- New motorway
- 2 new VMS on both sides of the motorway.

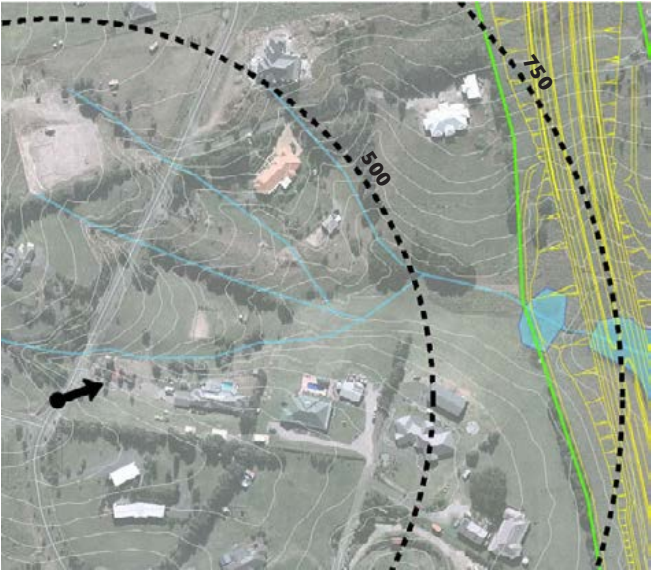
Construction Impacts

- Vegetation clearing, earthworks and grading
- New bridge structure construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate Residents within the area would have a moderate sensitivity to changes, as there is substantial urban infrastructure in the area and areas of mature trees partially restricting views to the northeast.	Moderate While the introduction of a new overpass is a major change but would not considered to be substantially uncharacteristic with the existing infrastructure, vegetation and current visual character. Intervening trees will probably screen parts of the overpass from this viewpoint. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	Moderate

VIEWPOINT 8



Location Description:

Larkins Lane residential neighbourhood looking east towards Hayward Bay.

Potential Viewers:

Residents, pedestrians, cyclists, equestrians

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway.

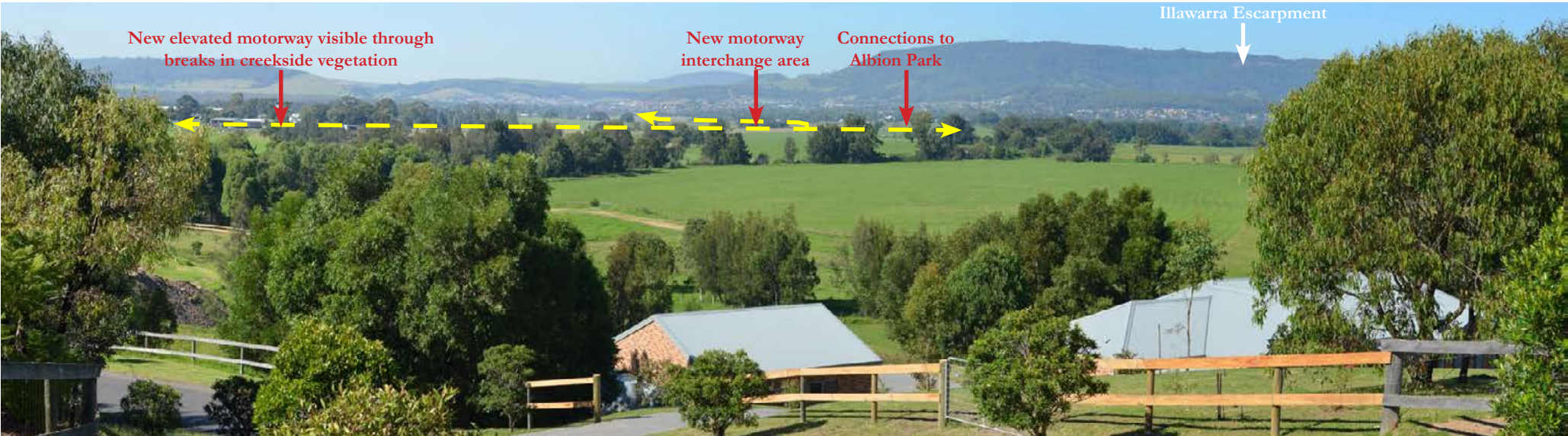
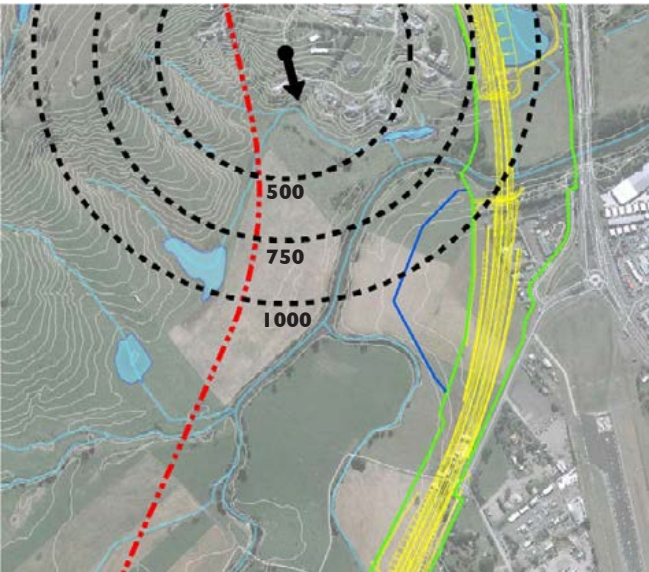
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across Lake Illawarra towards Mount Warrigal .	The large amount of earthworks would be out of scale and uncharacteristic of the existing visual character. However, these works would generally be below the roof line of industrial buildings across the valley and not dominate the scenic vistas in the existing landscape, resulting in a moderate impact. Intervening trees will probably screen parts of the overpass from this viewpoint. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.	

VIEWPOINT 9



Location Description:

Larkins Lane residential neighbourhood looking south towards Albion Park Rail and Albion Park. Vehicles on the Illawarra Highway are potentially visible from the viewpoint, however, they are difficult to see since the currently alignment is at grade.

Potential Viewers:

Residents, pedestrians, cyclists, equestrians

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- New motorway and bridge across Frazers Creek.

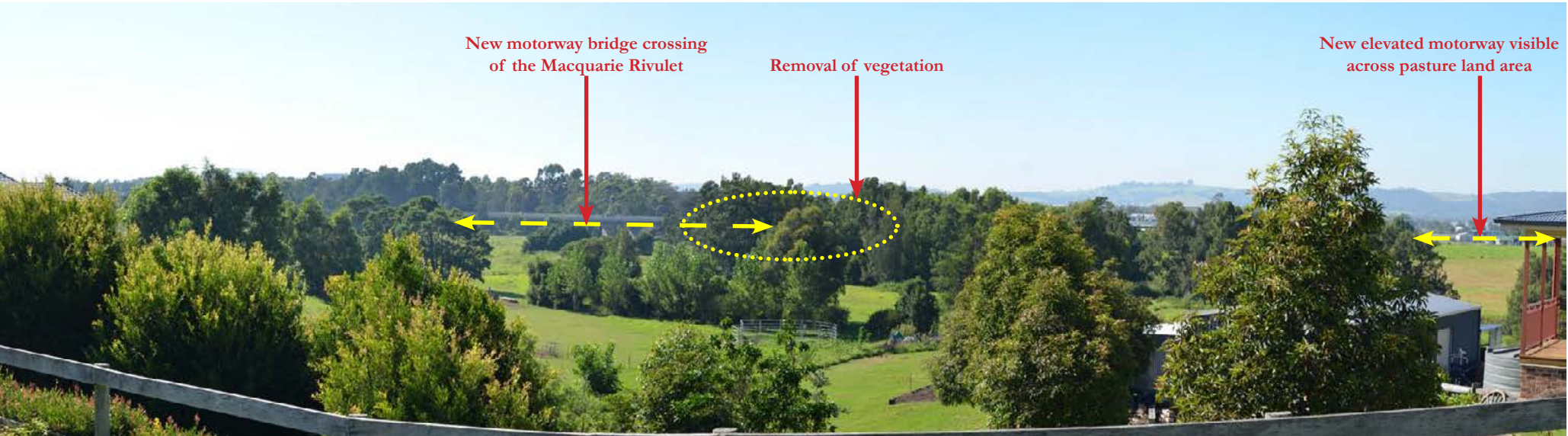
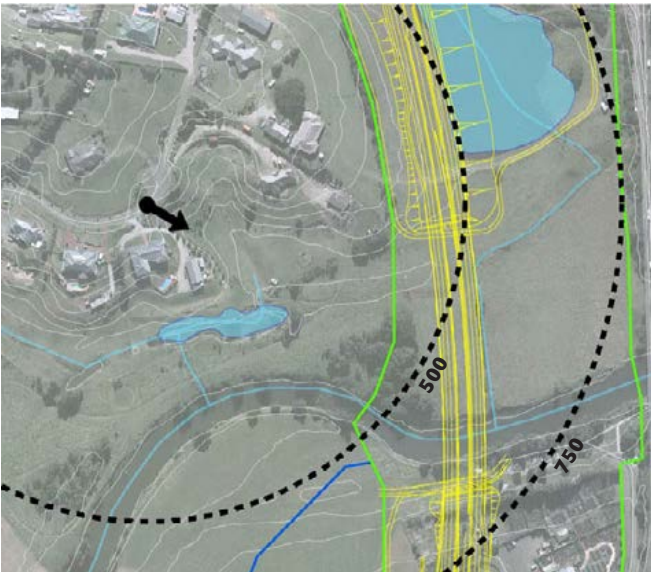
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across the Macquarie Valley and of Macquarie Rivulet.	While the introduction of new elevated road and infrastructure is a major change, the overall distance to works and low position in the landscape would not considered to be substantially uncharacteristic with the existing visual character. Vehicles on the elevated motorway structure would be clearly visible. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 10



Location Description:
Larkins Lane residential neighbourhood looking southeast towards Darcy Dunster Reserve.

Potential Viewers:
Residents, pedestrians, cyclists, equestrians

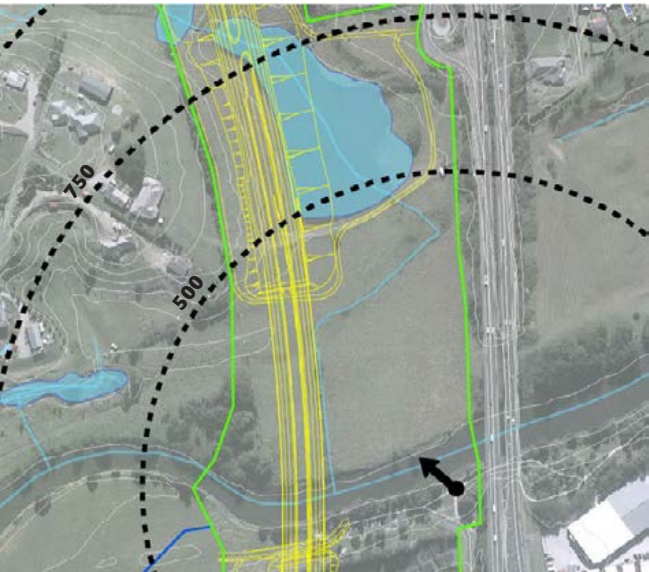
- Visible Project Elements:**
- Vegetation clearing for the new motorway
 - Elevated motorway on fill embankment
 - New motorway
 - New bridge, structures and lighting elements across Macquarie Rivulet.

- Construction Impacts**
- Vegetation clearing, earthworks and grading
 - New motorway and bridge construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views across the lower Macquarie Valley towards Blackbutt and Croome.	The close proximity of the motorway and bridge over Macquarie Rivulet would be considered out of scale and uncharacteristic of the existing visual character. The loss of well established vegetation in Darcy Dunster Reserve and along the Macquarie Rivulet is also a major impact and therefore result in a moderate magnitude. Existing vegetation will offer some screening of vehicles on the elevated bridge structure. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.	

VIEWPOINT II



Location Description:

Darcy Dunster Reserve looking north across the Macquarie Rivulet towards Yallah. The Reserve is located along the bank of the Rivulet with attractive views over grazing paddocks.

Potential Viewers:

Park patrons, pedestrians, cyclists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Bridge structure across Macquarie Rivulet
- Elevated motorway on fill embankment.
- Drainage basins

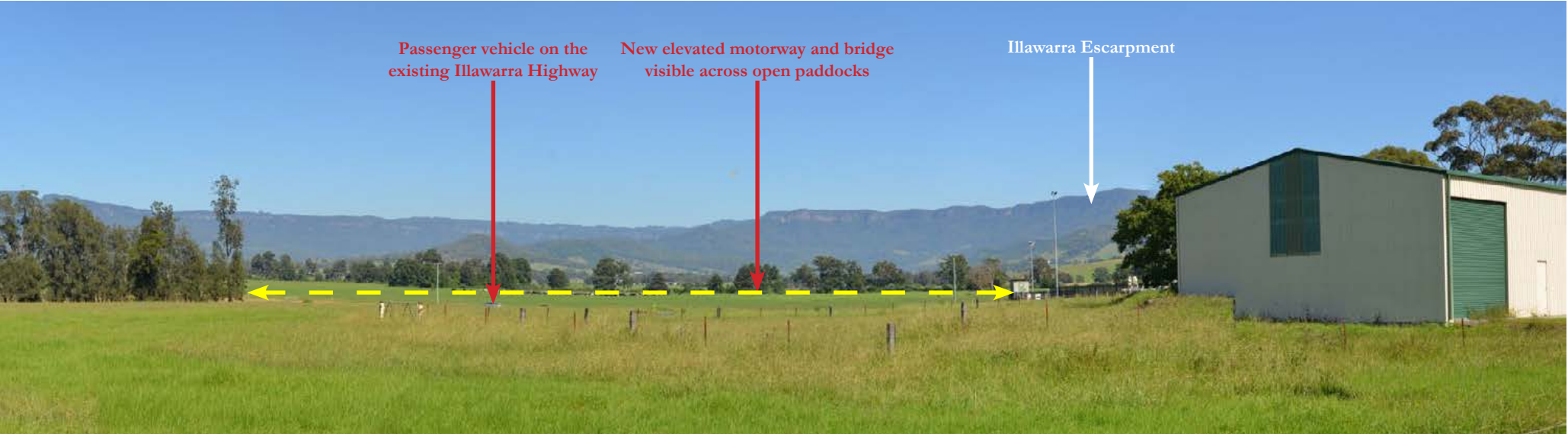
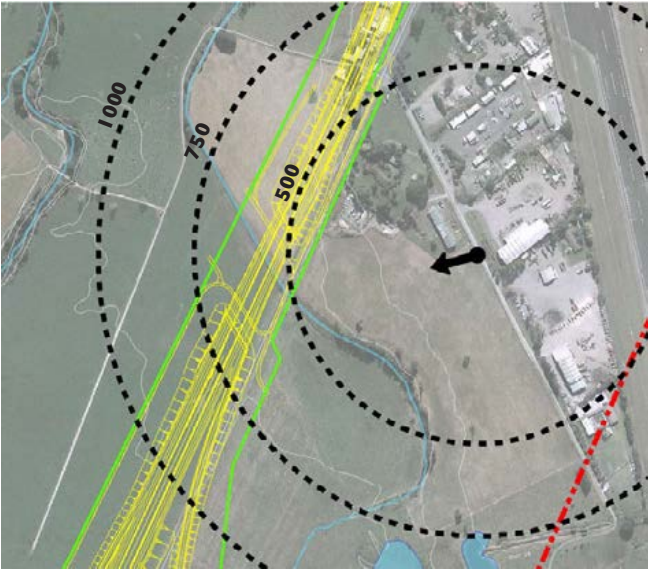
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge structure construction
- Removal of picnic pavilion at Darcy Dunster Reserve.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
The Darcy Dunster Reserve has substantial civic and cultural value in the LGA and Albion Park and Albion Park Rail community members. The visual landscape and scenic natural area is the main focus of attention by users. It is a used by both locals and visitors and therefore has a high sensitivity.	The close proximity of the new motorway and bridge through the Reserve would be considered highly uncharacteristic with the existing visual character although the twin bridges of the Princes Highway are at the eastern end of the Reserve. The loss of well established vegetation in the Reserve along the Macquarie Rivulet is also a major impact and therefore result in a high magnitude. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new grassland and woodland plantings are established and gradually mature.	

VIEWPOINT 12



Location Description:

View from the Albion Park Rail residence at the end of Croome Lane looking southwest towards the Illawarra Highway.

Potential Viewers:

Business employees and patrons, motorists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Interchange bridges, structures and lighting elements with the Illawarra Highway interchange.

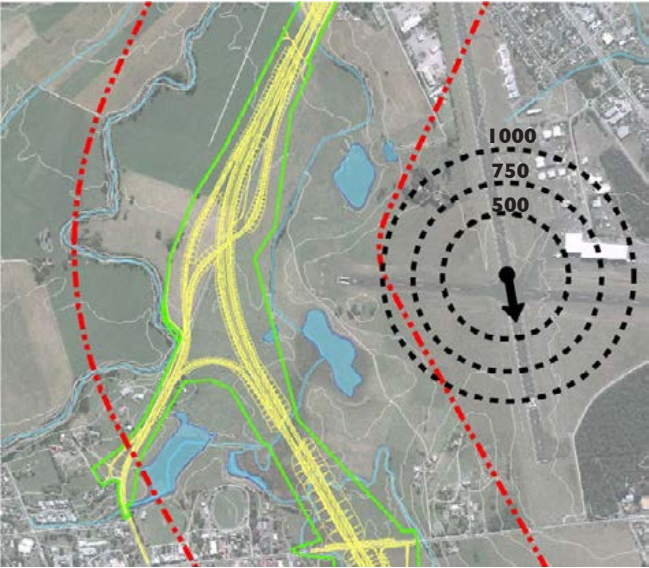
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and construction
- Interchange bridges, structures and lighting elements.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Low	Moderate	Moderate-Low
The existing commercial and industrial properties are located on relatively flat land next to the Illawarra Regional Airport looking towards the Frazers Creek and the Illawarra Highway resulting is a low sensitivity.	While the introduction of new elevated road and interchange is a major change, the overall distance to project would be prominent but not substantially uncharacteristic with the existing visual character. Intermediate views of the Calderwood and Marshall Mount hillside would potentially be obscured by the fill embankments. Motor vehicles, typically recessed in the landscape, would now be a more dominant element in the landscape, yet could be partially screened with additional Frazers Creek plantings. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 13



Location Description:

View from planes during take off and landing from the Illawarra Regional airport. Many of these aircraft are undertaking scenic flights.

Potential Viewers:

Pilots, passengers

Visible Project Elements:

- Vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Recessed motorway in cut embankment
- New motorway running parallel with the existing Princes Highway
- Interchange roundabouts, bridges, structures and lighting elements.

Construction Impacts

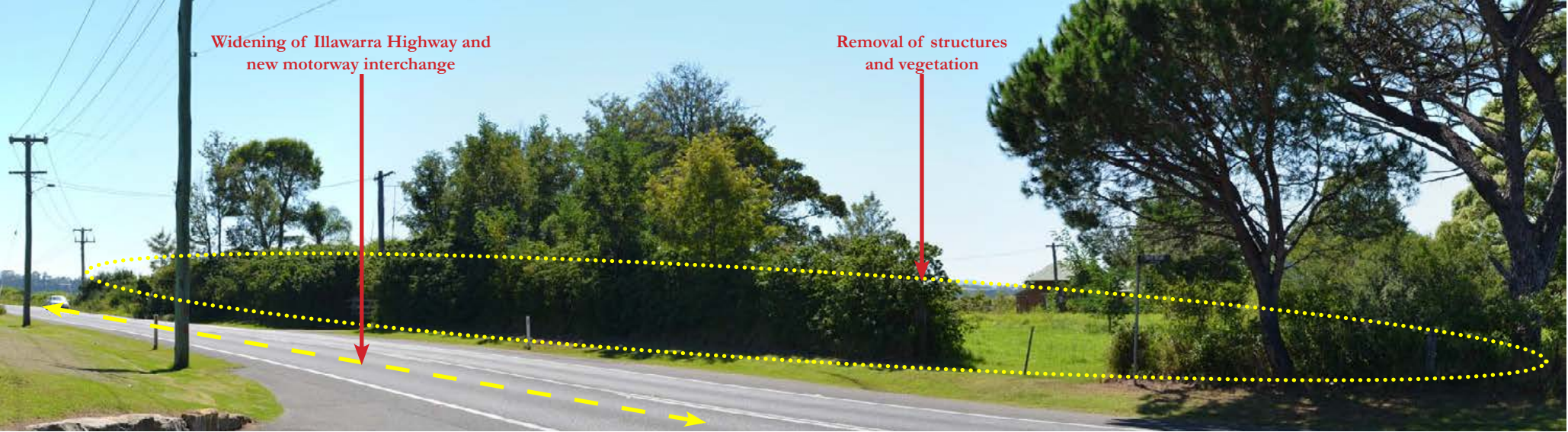
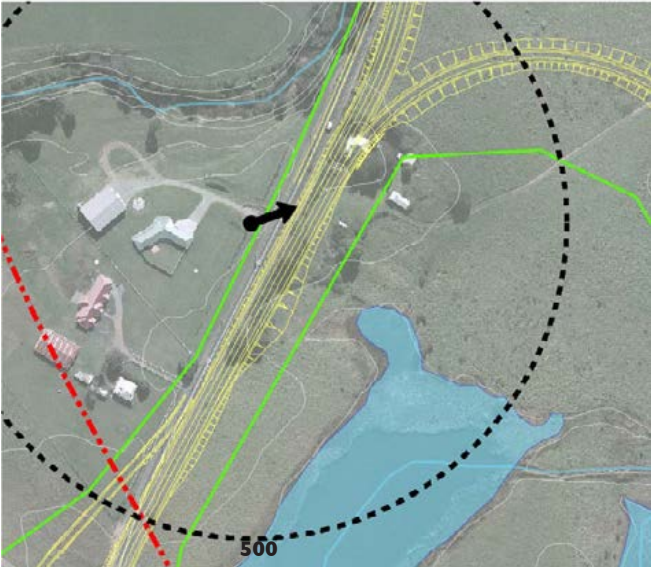
- Vegetation clearing, earthworks and grading
- New motorway and interchange construction.



Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate Passengers would have high sensitivity to the visual landscape and scenic views in this natural areas during take-off and landing. Pilots would mostly focus on flying during take-off and landing and therefore have a lower sensitivity. Considering the perspectives of these two user groups the overall result is a moderate sensitivity.	Low The majority of the works would be prominent but not considered to be substantially uncharacteristic with the existing visual character. This is because most of the works are near urban and developed environments that have high levels of urban infrastructure. To a pilot or passenger these works would be more similar to the rest of the character with the eastern portion of the Macquarie Valley and there fore result in low impact.	Moderate-Low

VIEWPOINT 14



Location Description:

Local residence located along the Illawarra Highway and directly across from the heritage listed Bowles Meadows property and dwelling.

Potential Viewers:

Residents

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Interchange bridges, structures and lighting elements with the Illawarra Highway interchange.

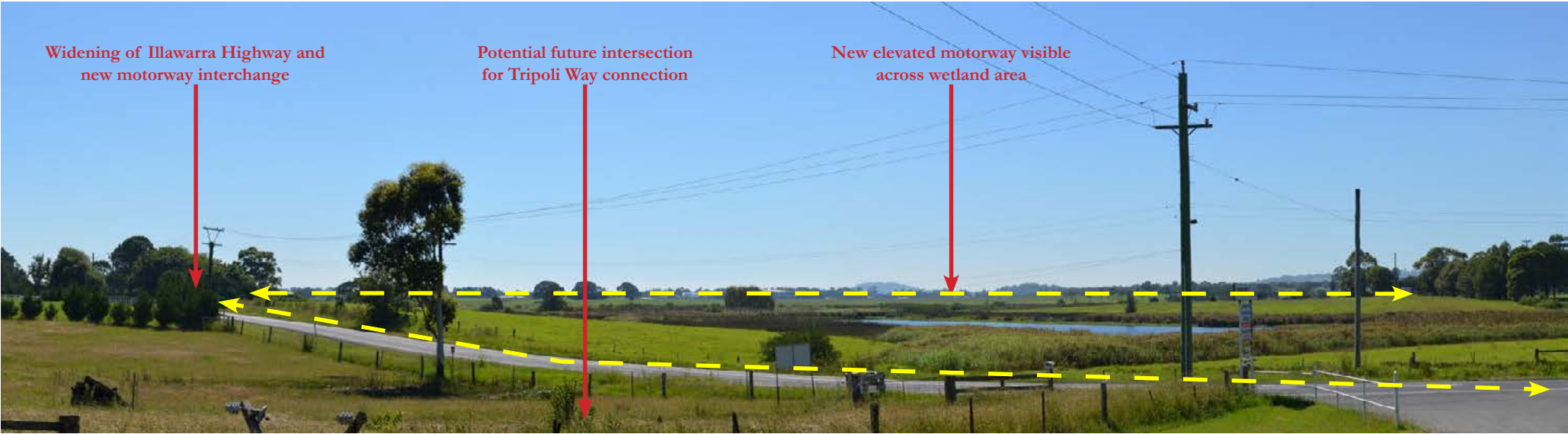
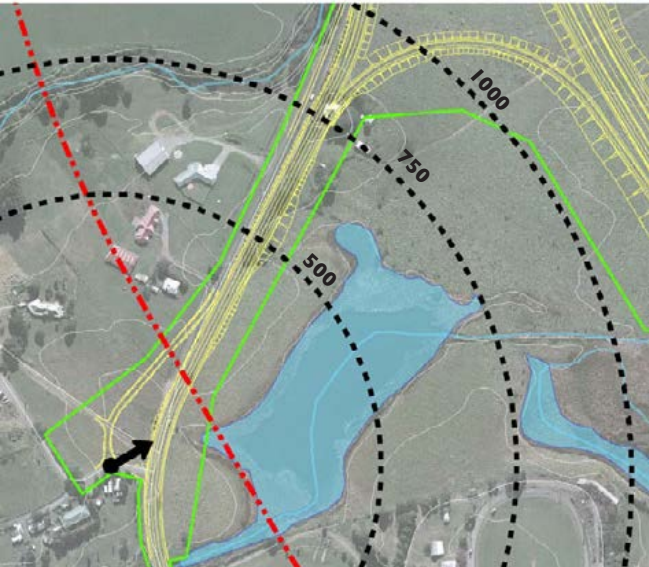
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and construction
- Interchange bridges, structures and lighting elements.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Moderate	Moderate
The existing residential property is located next to the Illawarra Highway with intermittent views of the road and neighbours across the highway. Therefore the proposed project would result in a similar sensitivity profile, resulting in a moderate sensitivity.	While the new elevated road would be prominent, it would not be substantially uncharacteristic with the existing visual character from the existing view. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 15



Location Description:

Local residence located along the Illawarra Highway looking northeast.

Potential Viewers:

Residents, motorists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Interchange bridges, structures and lighting elements with the Illawarra Highway interchange.

Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Moderate	Moderate
The existing residential property is located next to the Illawarra Highway with intermittent views of the road and open space across the highway. Therefore the proposed project would result in a similar sensitivity profile, resulting in a moderate sensitivity.	While the new road would be prominent, it would not be substantially uncharacteristic with the existing visual character from the existing view. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	



Location Description:
View from the spectators bleachers at the Albion Park Showground looking north and east.

Potential Viewers:
Albion Park Showground users, pedestrians

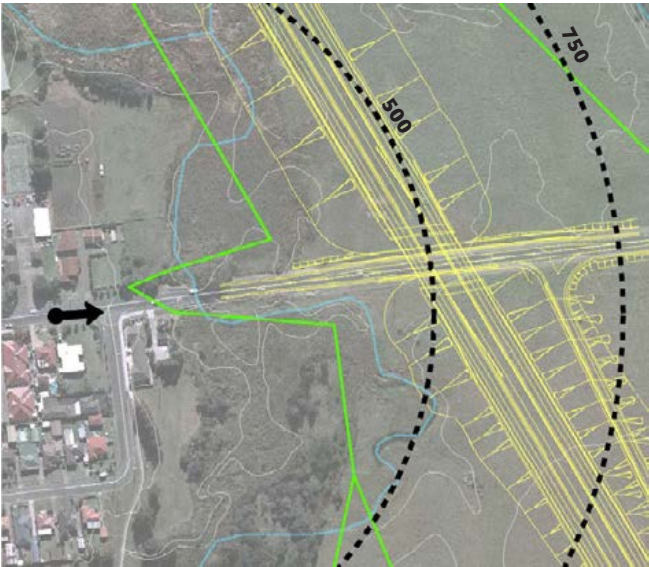
- Visible Project Elements:**
- Grading and vegetation clearing for the new motorway
 - Bridge structure across Frazers Creek
 - Elevated motorway on fill embankment
 - Interchange bridges, structures and lighting elements with the Illawarra Highway interchange.

- Construction Impacts**
- Vegetation clearing, earthworks and grading
 - New motorway and bridge structure construction
 - Interchange bridges, structures and lighting elements.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
The Albion Park Showground is an important civic and cultural venue in Albion Park and highly valued by the community. The balance of developed sporting facilities and inform playing fields defines the character of this regional sporting complex area and therefore has a high sensitivity.	The close proximity of the new motorway and Frazers Creek bridge crossing to this location (roughly 400m from bleachers to bridge) would be considered highly uncharacteristic with the existing visual character. The loss of a distant view horizon across to the Illawarra Regional Airport (roughly 1.8km from bleacher to buildings) would be a considerable modification to the existing landscape. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new grassland plantings are established and gradually mature.	

VIEWPOINT 17



Location Description:

View along Tongarra Road from Albion Park towards Albion Park Rail.

Potential Viewers:

Pedestrians, cyclists, motorists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Bridge structure across Tongarra Road.
- 0.8m High Safety Barrier/Noise Wall

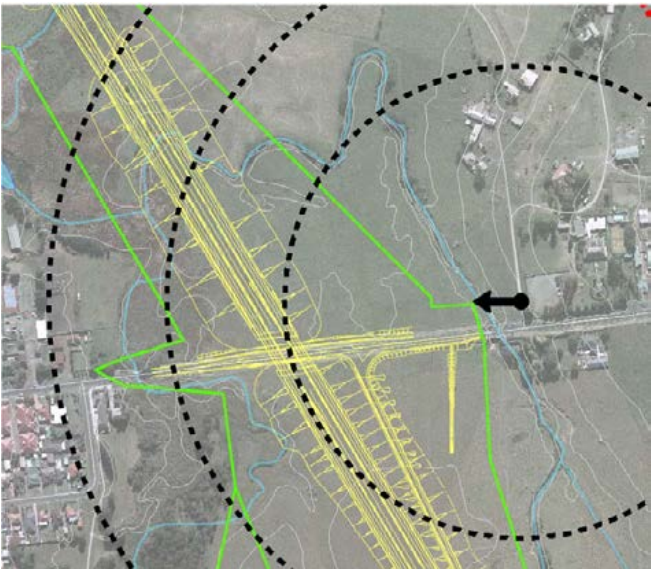
Construction Impacts

- Earthworks and grading
- New motorway and bridge structure construction
- Bridge structure over Tongarra Road.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	High	High-Moderate
Pedestrians and cyclists travelling along the Tongarra Road corridor would have high sensitivity to the visual landscape and scenic views between Albion Park and Albion Park Rail. Motorists travelling this same corridor would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a moderate sensitivity.	The close proximity and major scale of the bridge structure over Tongarra Road would be considered highly uncharacteristic with the existing visual character. The change to the skyline and long range views would be a considerable modification to the existing landscape. The use of noise walls in this location would partially screen the motorway with the impact on this viewpoint reducing over time as new tree plantings are established and gradually mature. Temporary construction activities would be highly visible from this viewpoint.	

VIEWPOINT 18



Location Description:

View along Tongarra Road from Albion Park Rail and Ravensthorpe Guesthouse towards Albion Park and the Illawarra Escarpment.

Potential Viewers:

Ravensthorpe Guesthouse patrons, residents, pedestrians, cyclists, motorists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Bridge structure across Tongarra Road.
- Drainage basins

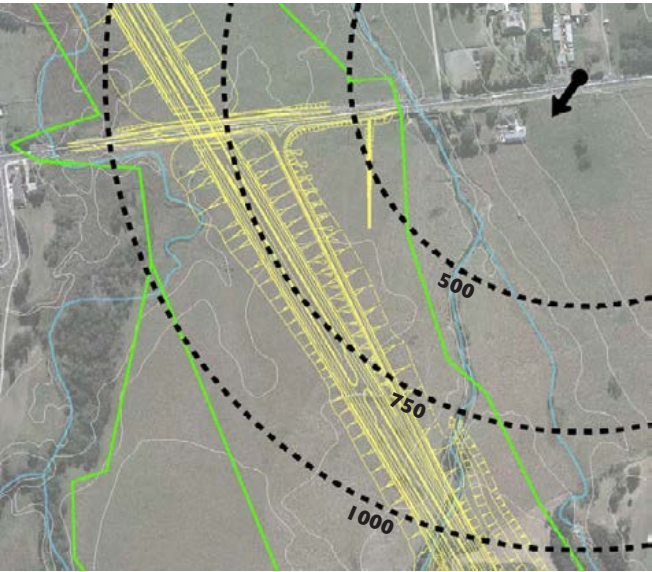
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge structure construction
- Bridge structure over Tongarra Road.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
Ravensthorpe Guesthouse patrons, residents, pedestrians and cyclists travelling along the Tongarra Road corridor would have high sensitivity to the visual landscape and scenic views between Albion Park and Albion Park Rail. Motorists travelling this same corridor would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a high sensitivity.	The close proximity and major scale of the bridge structure over Tongarra Road would be considered highly uncharacteristic with the existing visual character. The change to the skyline and long range views would be a considerable modification to the existing landscape. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new tree plantings are established and gradually mature.	

VIEWPOINT 19



Location Description:

View from Tongarra Road looking southwest across the Croom Regional Sporting Complex towards Terry Reserves. This view also takes into account the view of the local residents in the area that would potentially be affected.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Portion of the Tongarra Road interchange off-ramp.

Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and bridge structure construction
- Bridge abutment over Tongarra Road.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Moderate	Moderate
Pedestrians and cyclists travelling along the East West Link Road corridor would have high sensitivity to the visual landscape and scenic southwestern views in this natural areas. Motorists travelling this same corridor would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a moderate sensitivity.	While the scale of works would be considered uncharacteristic with the existing visual character, these works would be set low relative to background allowing the works to bend into the surrounding landscape. The new Frazers Creek bridge/Croom Regional Sporting Complex underpass would be visible in the distance. Motor vehicles out be a new element in the landscape that could be partially screened with additional plantings along Frazers Creek. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	



Location Description:
Central Albion Park residential neighbourhood in the vicinity of Fraser Crescent looking east across Terry Reserve towards the Croom Regional Sporting Complex area.

Potential Viewers:
Residents, pedestrians, cyclists

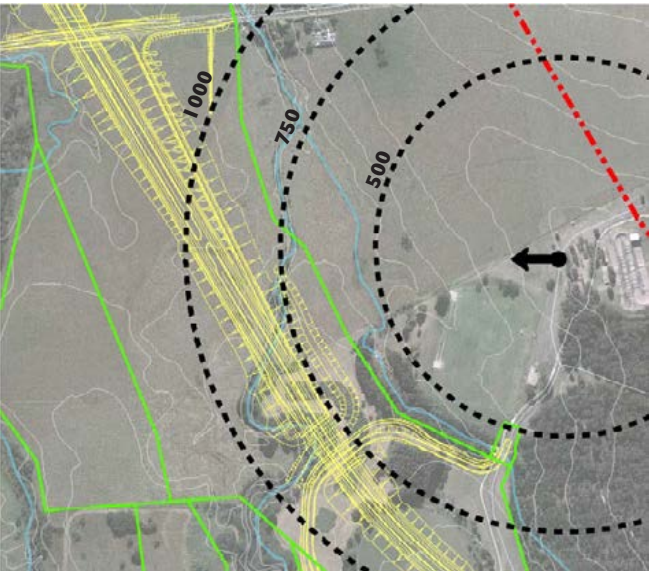
- Visible Project Elements:**
- Grading and vegetation clearing for the new motorway
 - Elevated motorway on fill embankment
 - Bridge structure across Frazers Creek.
 - Noise wall

- Construction Impacts**
- Vegetation clearing, earthworks and grading
 - New motorway and bridge structure construction
 - Bridge structure over Frazers Creek in Croom Regional Sporting Complex.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Moderate	Moderate
Residents in the Fraser Crescent neighbourhood area and shared path users in Terry Reserve have existing attractive views of Terry Reserve and more distant view to the Croom Regional Sporting Complex area through breaks in scattered creek side vegetation. Some of these views have the potential to be moderately affected by the project.	While the scale of works would be considered uncharacteristic with the existing visual character, these works would set in the distance allowing it blend into the surrounding landscape. Glimpses of vehicles on the new Frazers Creek overpass would potentially be visible through gaps in the foreground vegetation along Frazers Creek. Temporary construction activities would be highly visible from this viewpoint. The use of a noise wall in this location would screen the motorway with the impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 21



Location Description:

View looking west from the BMX race track and athletics field over the Frazers Creek floodplain towards the Illawarra Escarpment.

Potential Viewers:

Croom Regional Sporting Complex users, pedestrians, cyclists, motorists

Visible Project Elements:

- Earthwork fill and vegetation clearing for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- Motorway and new internal road network within Terry Reserve and Croom Regional Sporting Complex
- Croom Regional Sporting Complex fields, structures, road network and lighting.

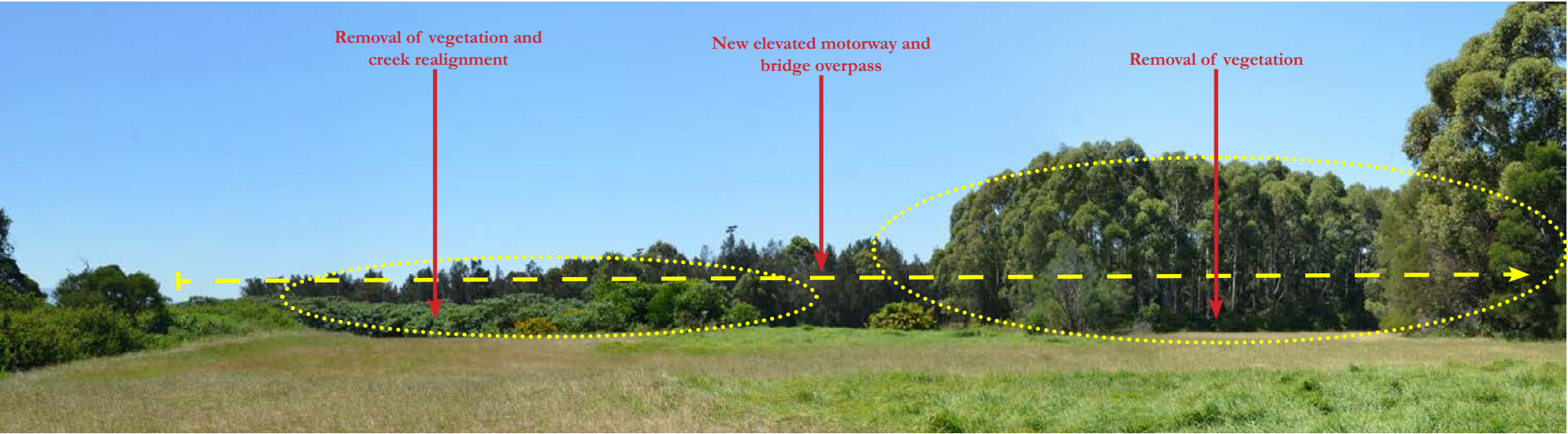
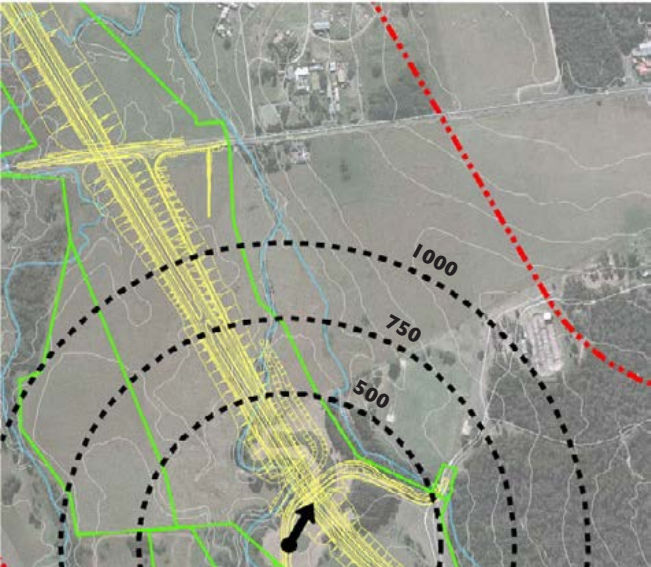
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and internal road network.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
As part of the Croom Regional Sporting Complex, BMX race track and athletics field has significant civic and cultural value to the community. This area is heavily utilised by a wide variety of Croom Regional Sporting Complex user groups and therefore has a high sensitivity..	The scale of works would be considered substantially uncharacteristic with the existing visual character, of the area and would result in a considerable modification to the existing landscape. This results in an overall higher magnitude impact since views across the rural landscape will be interrupted by the elevated motorway and vehicles moving across the centre of the view. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland forest plantings are established and gradually mature.	

VIEWPOINT 22



Location Description:

View looking northeast at the new underpass that will provide a link under the motorway between the Croom Regional Sporting Complex and to the Terry Reserve area.

Potential Viewers:

Croom Regional Sporting Complex users, pedestrians, cyclists, equestrians, motorists

Visible Project Elements:

- Earthwork fill and vegetation clearing for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- Motorway and new internal road network within Terry Reserve and Croom Regional Sporting Complex
- Croom Regional Sporting Complex fields, structures, road network and lighting.

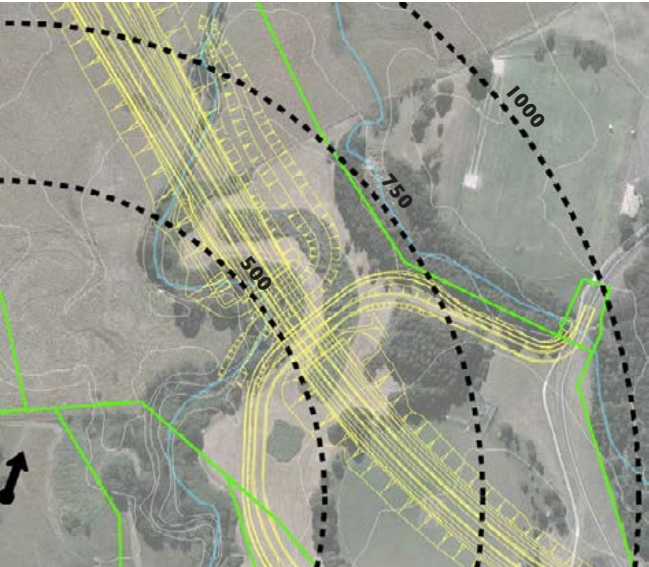
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and internal road network.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
The openness and connectivity across the Croom Regional Sporting Complex and Terry Reserve is an important of the user experience that the community values. These connections are heavily utilised by a wide variety of Croom Regional Sporting Complex user groups and therefore have a high sensitivity due to the close proximity to the viewpoint.	The scale of works would be considered substantially uncharacteristic with the existing visual character, of the area and would result in a considerable modification to the existing landscape. This results in an overall higher magnitude impact. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland forest plantings are established and gradually mature.	

VIEWPOINT 23



Location Description:

View looking north from the equestrian pony club in Terry Reserve across the Frazers Creek floodplain.

Potential Viewers:

Terry Reserve users, equestrians, pedestrians

Visible Project Elements:

- Earthwork fill and vegetation clearing for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- Motorway and new internal road network within Terry Reserve and Croom Regional Sporting Complex
- Croom Regional Sporting Complex fields, structures, road network and lighting
- New VMS on the western side of the motorway.
- Noise wall

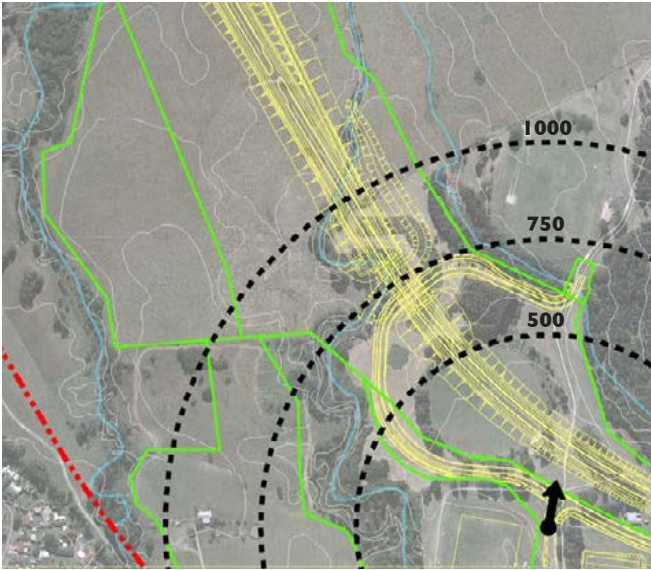
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and internal road network.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
The equestrian facilities in both Terry Reserve and Croom Regional Sporting Complex are unique in the Wollongong metropolitan area and have significant civic and cultural value to the community. There are a number of different user groups that use these facilities and are therefore considered to have a high sensitivity.	The scale of works would be considered substantially uncharacteristic with the existing visual character, of the area and would result in a considerable modification to the existing landscape contrasting with the rural character of the views. This results in an overall higher magnitude impact. Temporary construction activities would be highly visible from this viewpoint. The use of a noise wall in this location would screen the motorway with the impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 24



Location Description:

View looking north from the senior rugby league field.

Potential Viewers:

Croom Regional Sporting Complex users, pedestrians

Visible Project Elements:

- Earthwork fill and vegetation clearing for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- Motorway and new internal road network within Terry Reserve and Croom Regional Sporting Complex
- Croom Regional Sporting Complex fields, structures, road network and lighting.

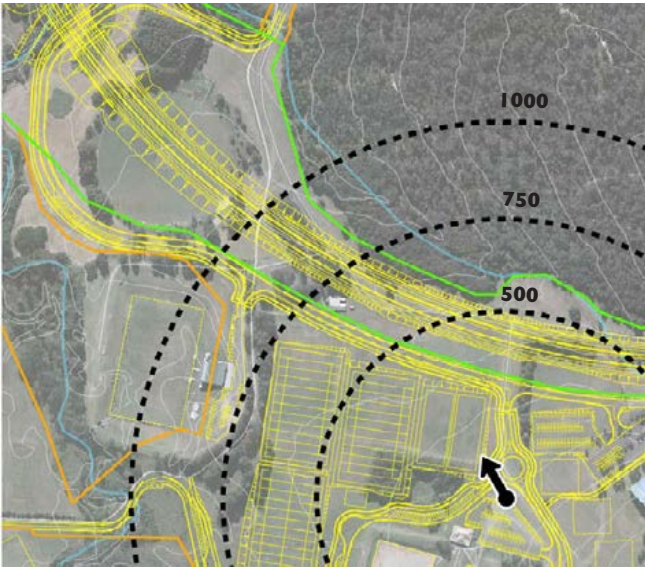
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and internal road network.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High As part of the Croom Regional Sporting Complex, the senior rugby league field has significant civic and cultural value to the community. This area is heavily utilised by a wide variety of Croom Regional Sporting Complex user groups and therefore has a high sensitivity..	Moderate While close proximity of the new motorway would be considered highly uncharacteristic with the existing visual character, the existing mature vegetation would shield most of the view. Additional planting would further screen views to the motorway. The proposed access road in the foreground would be in keeping with the Croom Regional Sporting Complex character. Additionally, the recessed rugby field would reduce the visual impact resulting in a moderate impact. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new grassland and woodland plantings are established and gradually mature.	High-Moderate

VIEWPOINT 25



Location Description:

View looking north from the Mary Marley Hockey Centre car park and junior rugby league fields.

Potential Viewers:

Croom Regional Sporting Complex users, pedestrians, cyclists, equestrians, motorists

Visible Project Elements:

- Earthwork fill and vegetation clearing for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- Motorway and new internal road network within Terry Reserve and Croom Regional Sporting Complex
- Croom Regional Sporting Complex fields, structures, road network and lighting.

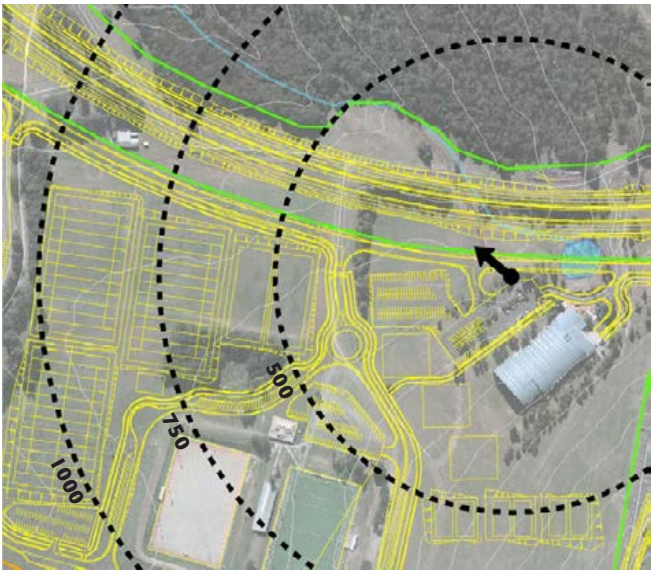
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and internal road network.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
As part of the Croom Regional Sporting Complex, the Mary Marley Hockey Centre and junior rugby league fields has significant civic and cultural value to the community. The highly attractive landscape character of the area is set with the Illawarra Escarpment in the background. This area is heavily utilised by a wide variety of Croom Regional Sporting Complex user groups and therefore has a high sensitivity.	The close proximity of the new motorway to this location would be considered highly uncharacteristic with the existing visual character. The relocation of fields and amenity structures is major impact. Additionally, the established vegetation in the foreground of this view would be removed. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new grassland and woodland plantings are established and gradually mature.	

VIEWPOINT 26



Location Description:

View looking northwest from the Shellharbour City Stadium car park.

Potential Viewers:

Croom Regional Sporting Complex users, pedestrians, cyclists, equestrians, motorists

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway and new local road connection
- Roundabout, structures and lighting elements at the new local road connection.

Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and local road construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	High	High
This Shellharbour City Stadium has significant civic and cultural value in the LGA and Albion Park and Albion Park Rail community members. The highly attractive landscape character of the area is set with the Illawarra Escarpment through breaks in the vegetation. The balance of developed sporting facilities and informal playing fields defines the character of this regional sporting complex area and therefore has a high sensitivity.	The close proximity of the new motorway and entry road to this location would be considered highly uncharacteristic with the existing visual character. The loss of these informal fields directly across from the Shellharbour City Stadium is major impact. Additionally, all of the established vegetation in the foreground of this view would be removed. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new grassland and woodland plantings are established and gradually mature.	

VIEWPOINT 27



Location Description:

South western Albion Park Rail residential neighbourhoods in the vicinity of Gumnut Street and Grevillea Street looking southwest towards Albion Park and Croome Road.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway, new local road connection and realignment of Croome Road
- Roundabout, structures and lighting elements along Croome Road.
- Noise wall

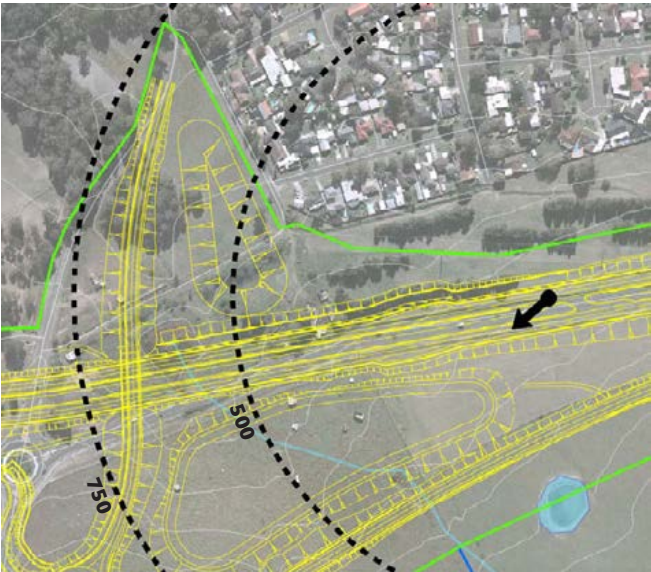
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway, local road and realignment of Croome Road construction
- Bridge structure along Croome Road over new motorway.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	High	High-Moderate
Residents within the area would have moderate sensitivity to changes, due to the existing location of the East West Link Road and Croome Road. There is also substantial, well established vegetation that will be removed, which provides visual screening of the road as well as a sense of separation.	While only moderate in scale for the overall project, the realignment of Croome Road and associated overpass would be considered uncharacteristic with the existing visual character of this neighbourhood environment. The resulting modification to the existing landscape would result in a high impact. This is exacerbated by inclusion of a new 5m high permanent stockpile mound that would block views of the Croome hillside. Temporary construction activities would be highly visible from this viewpoint. The use of a noise wall in this location would screen the motorway with the impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 28



Location Description:
View looking southwest along the East West Link Road towards the Illawarra Escarpment

Potential Viewers:
Equestrians, pedestrians, cyclists, motorists

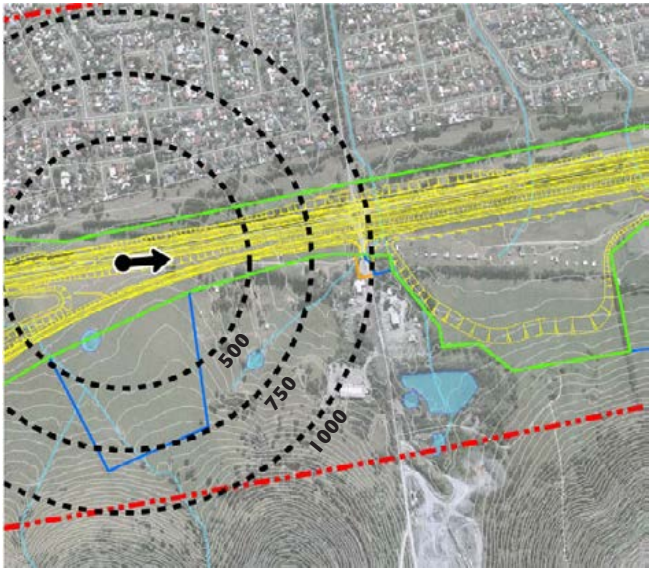
- Visible Project Elements:**
- Earthwork cutting and vegetation clearing for the new motorway
 - Motorway and new local road connection
 - Roundabout, structures and lighting elements at the new local road connection.

- Construction Impacts**
- Vegetation clearing, earthworks and grading
 - New motorway and local road construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Moderate	Moderate
Equestrians, pedestrians and cyclists travelling along the East West Link Road corridor would have high sensitivity to the visual landscape and scenic southwestern views in this rural area with forested escarpment beyond. The prominences of the Illawarra Escarpment in the background adds substantially to the scenic value of this viewpoint. Motorists travelling this same corridor at 80kph would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a moderate sensitivity.	While the scale of works would be considered uncharacteristic with the existing visual character, these works would be set into a low sloping hillside, blending into the surrounding landscape. The new Croome Road overpass would be visible in the distance. These works would not be considered to be substantially uncharacteristic with the existing visual character of the existing East West Link Road corridor. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 29



Location Description:

View looking east along the East West Link Road

Potential Viewers:

Equestrians, pedestrians, cyclists, motorists

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway and new local road connection
- Interchange bridges, structures and lighting elements with the new local road connection.
- Noise wall

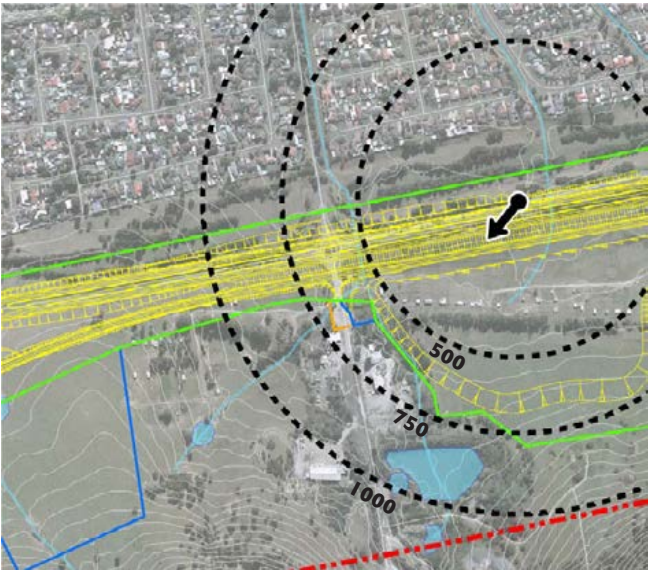
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and local road construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	High	High-Moderate
Equestrians, pedestrians and cyclists travelling along the East West Link Road corridor would have high sensitivity to the visual landscape and southeastern views in this natural areas. The attractive backdrop created by the scenic hills have been reserved by Shellharbour Council.	The substantial scale of works would be considered uncharacteristic with the existing visual character. The loss of the road side berm, vegetation and agistment area as a result of earthwork cuttings for the motorway and new local road connection is a considerable modification to the existing landscape.	
Motorists travelling this same corridor would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a moderate sensitivity.	The use of a noise wall in this location would screen the motorway from visually sensitive areas, such as adjacent residential areas.	
	Temporary construction activities would be highly visible from this viewpoint.	
	The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 30



Location Description:

View looking southwest along the East West Link Road

Potential Viewers:

Pedestrians, cyclists, motorists

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway and new local road connection
- New large scale detention basin.
- Noise wall

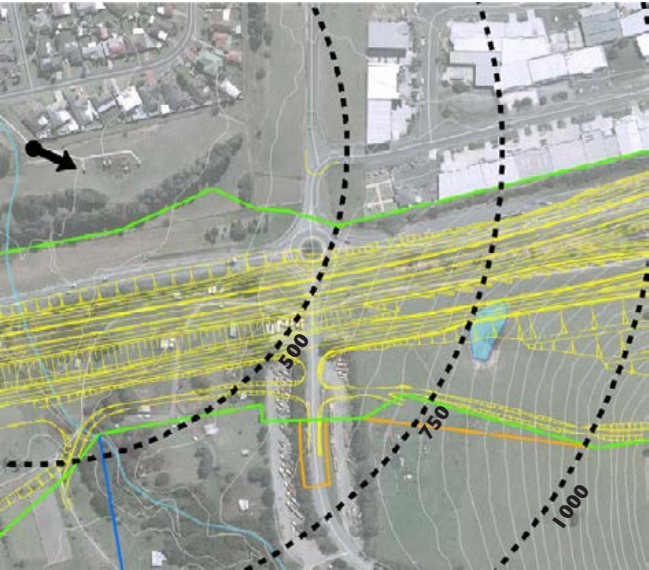
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and local road construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	High	High-Moderate
Equestrians, pedestrians and cyclists travelling along the East West Link Road corridor would have high sensitivity to the visual landscape and southeastern views in this natural areas. The attractive backdrop created by the scenic hills have been reserved by Shellharbour Council.	The substantial scale of works would be considered uncharacteristic with the existing visual character. The loss of the road side berm, vegetation and agistment area as a result of earthwork cuttings for the motorway and new local road connection and flood detention basin is a considerable modification to the existing landscape.	
Motorists travelling this same corridor would mostly focus on driving and therefore have a lower sensitivity. Considering the perspectives of these user groups and that this area serves all of these users as a transport corridor results in a moderate sensitivity.	The use of a noise wall in this location would screen the motorway from visually sensitive areas, such as adjacent residential areas.	
	Temporary construction activities would be highly visible from this viewpoint.	
	The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 31



Location Description:

Neighbourhood playground park in the linear parkland between the southern Albion Park Rail residential area and the East West Link Road.

Potential Viewers:

Residents, pedestrians

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway and new local road connection.
- Noise wall

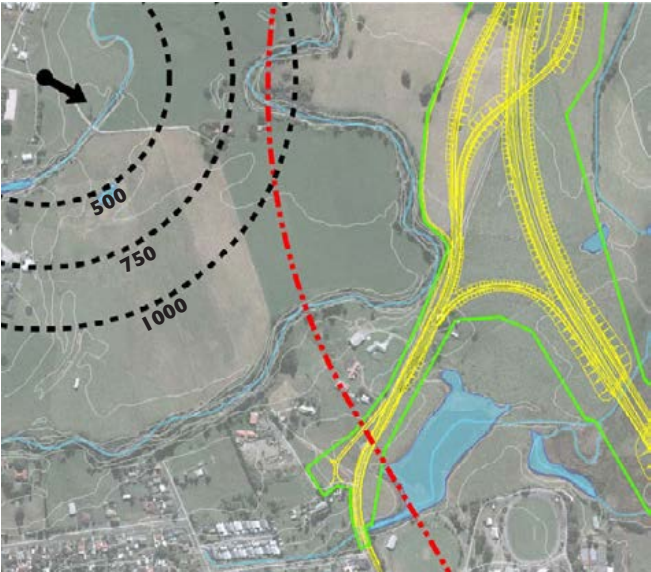
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Low	Low	Low
Residents within the area would have moderate sensitivity to changes, due to the existing location of the East West Link Road. There is also substantial, well established vegetation that provides visual screening of the road as well as a sense of separation and apparent noise attenuation.	While there is a substantial scale of road works being proposed in this area, the existing vegetation provides a strong visual barrier to new motorway and local road. Since this vegetation would not be impacted, and most likely embellished, result would be a minimal alteration to the existing view. The use of a noise wall in this location would screen the motorway from visually sensitive areas, such as adjacent residential areas. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new woodland plantings are established and gradually mature.	

VIEWPOINT 32



Location Description:

View from a Calderwood residence and dairy farm looking east towards the Illawarra Highway.

Potential Viewers:

Residents

Visible Project Elements:

- Grading and vegetation clearing for the new motorway
- Elevated motorway on fill embankment
- Interchange bridges, structures and lighting elements with the Illawarra Highway interchange.

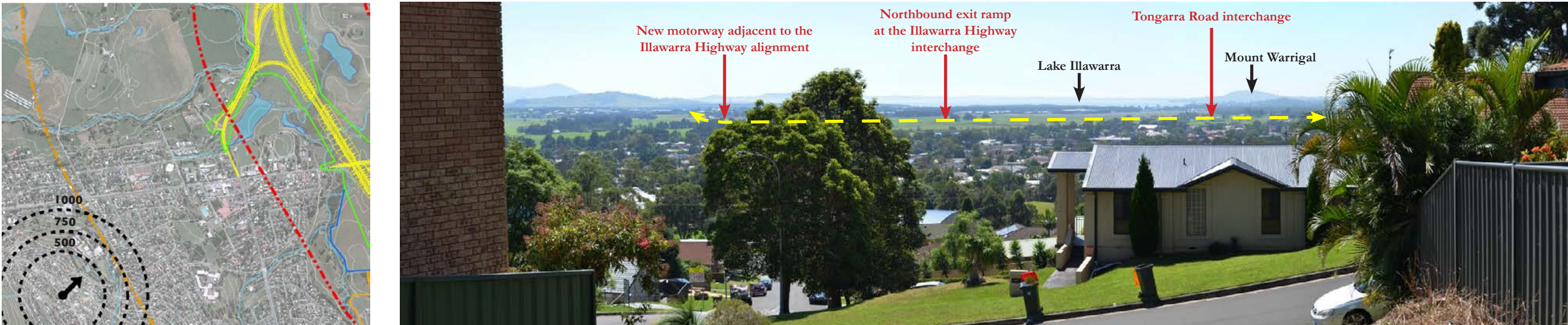
Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway and construction
- Interchange bridges, structures and lighting elements.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Low	Moderate-Low
The existing residential property is located on a small hit top which overlooks the Macquarie Rivulet and the Illawarra Highway. Given that the distance to project is roughly 1km away and it will be that same infrastructure type results is a moderate sensitivity.	While the introduction of new elevated road is a major change, the overall distance to project would not be prominent or substantially uncharacteristic with the existing visual character. Intermediate views would be creekside vegetation. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 33



Location Description:

Central Albion Park hillside residential neighbourhoods in the vicinity of Scenic Crescent looking east and north towards Albion Park Rail and Yallah.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Motorway crossing over Tongarra Road and the Illawarra Highway interchange
- Interchange bridges, structures and lighting elements at Tongarra Road and Illawarra Highway
- Vegetation clearing for the new motorway.

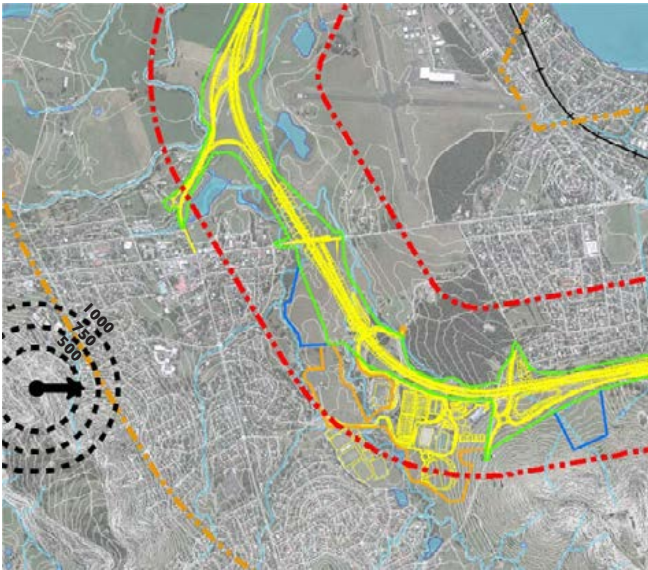
Construction Impacts

- Vegetation clearing, earthworks and grading
- New bridge structure construction
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High-Moderate
As there is no large scale road infrastructure in the area, and the new motorway and Tongarra Road interchange would be less than 2km away from the hillside residences. These hillside residence would have very high sensitivity to changes in the landscape, due to the existing attractive panoramic views of Lake Illawarra and of the open space area that separates the residential neighbourhood from Albion Park Rail. The flat runways at the Illawarra Regional Airport recede into the landscape of the surrounding pasture land.	While the introduction of new elevated road and infrastructure is a major change, the overall distance to works and revegetation would reduce the visual contrast with the existing visual character. New night-time impacts from lighting, headlight and taillights would need to be monitored over time and may require additional future mitigation. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 34



Location Description:

Central Albion Park hillside residential neighbourhoods in the vicinity of Scenic Crescent looking east and south towards Albion Park Rail and Croom.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Motorway crossing over Tongarra Road, through Croom Regional Sporting Complex and along the East West Link Road
- Interchange bridges, structures and lighting elements at Tongarra Road
- Vegetation removal for the new motorway through Terry Reserve and Croom Regional Sporting Complex
- New roundabout intersection between Croome Road and new East West Link Road replacement
- Croom Regional Sporting Complex fields, structures and lighting.

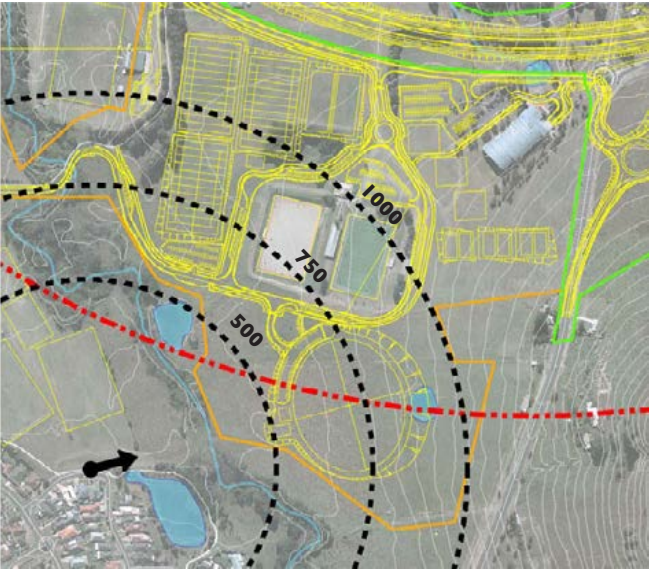
Construction Impacts

- Vegetation clearing, earthworks and grading
- New bridge structure construction
- New motorway construction
- New sport field and ancillary structure construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High As there is no large scale road infrastructure in the area, and the new motorway and Tongarra Road interchange would be less than 2km away from the hillside residences. These hillside residence would have very high sensitivity to changes in the landscape, due to the existing attractive panoramic views of Lake Illawarra and of the open space area between Albion Park and Albion Park Rail.	Moderate While the introduction of new elevated road and infrastructure is a major change, the overall distance to works and revegetation would reduce the visual contrast with the existing visual character. New night-time impacts from lighting, headlight and taillights would need to be monitored over time and may require additional future mitigation. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	High-Moderate

VIEWPOINT 35



Location Description:

Southern Albion Park residential neighbourhood in the vicinity of Gray Street looking east towards the Croom Regional Sporting Complex.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Redesigned Croom Regional Sporting Complex fields, structures and lighting.

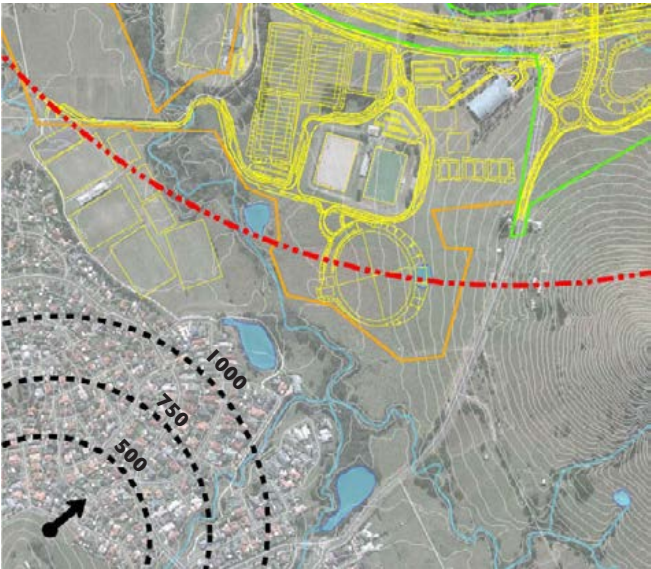
Construction Impacts

- Vegetation clearing, earthworks and grading
- New sport field and ancillary structure construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High to Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views of the open space area that separates the residential neighbourhood from the formal sporting grounds of the Croom Regional Sporting Complex.	Due to the close proximity the redesign of the Croom Regional Sporting Complex fields, structures and lighting elements is a change and is considered out of scale or uncharacteristic of the existing visual character and would result in a modification to the existing landscape. New lighting elements would also be visible during the day and at night. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture planting are established and gradually mature.	

VIEWPOINT 36



Location Description:

Southern Albion Park residential neighbourhood in the vicinity of Fields Drive looking northeast towards the Croom Regional Sporting Complex and new motorway.

Potential Viewers:

Residents, pedestrians, cyclists, motorists

Visible Project Elements:

- Redesigned Croom Regional Sporting Complex fields, structures and lighting elements (still TBD)
- New roundabout intersection between Croome Road and new East West Link Road replacement
- Vegetation removal for the new motorway which will be located behind the redesigned Croom Regional Sporting Complex.

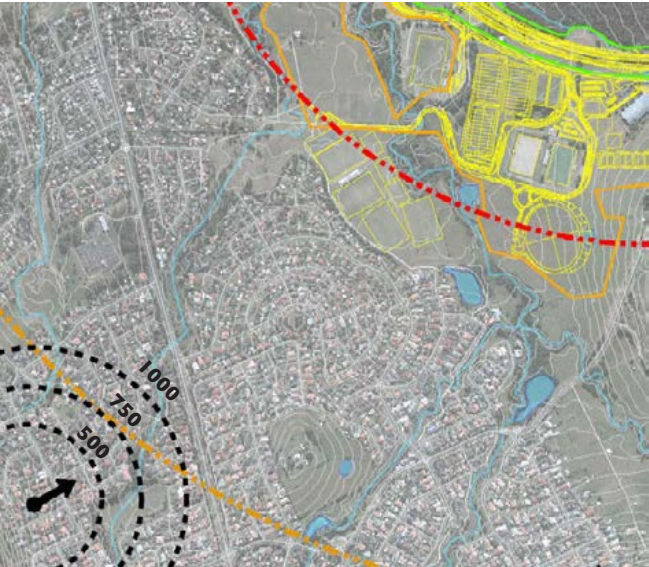
Construction Impacts

- Vegetation clearing, earthworks and grading
- New sport field and ancillary structure construction
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High to Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views of the open space area that separates the residential neighbourhood from the formal sporting grounds of the Croom Regional Sporting Complex.	Due to the closer proximity the redesign of the Croom Regional Sporting Complex fields, structures and lighting elements is change and is considered out of scale or uncharacteristic of the existing visual character and would result in a modification to the existing landscape. New lighting elements would also be visible during the day and at night. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 37



Location Description:

Southern Albion Park residential neighbourhood in the vicinity of Manning Place looking northeast towards the Croom Regional Sporting Complex and new motorway.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Redesigned Croom Regional Sporting Complex fields, structures and lighting
- New roundabout intersection between Croome Road and new East West Link Road replacement
- Vegetation removal for the new motorway which will be located behind the redesigned Croom Regional Sporting Complex.

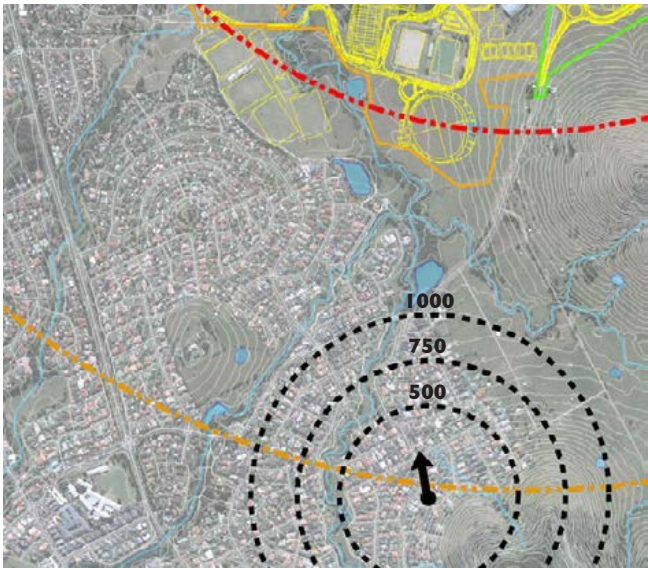
Construction Impacts

- Vegetation clearing, earthworks and grading
- New sport field and ancillary structure construction
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
Moderate	Low	Moderate to Low
Due to the relative distance, residents within the area would have moderate sensitivity to changes that would affect the existing attractive views of the open space area that separates the residential neighbourhood from the formal sporting grounds of the Croom Regional Sporting Complex.	While the loss of the open space area is a major change, the overall distance to works and assumed similarity of new formal sporting grounds are not considered to be substantially uncharacteristic with the existing visual character. New lighting elements would also be visible during the day and at night. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 38



Location Description:

Southern Albion Park residential neighbourhood in the vicinity of Shannon Drive looking north towards the Croom Regional Sporting Complex and new motorway.

Potential Viewers:

Residents, pedestrians

Visible Project Elements:

- Redesigned Croom Regional Sporting Complex fields, structures and lighting
- Vegetation removal for the new motorway which will be located behind the redesigned Croom Regional Sporting Complex.

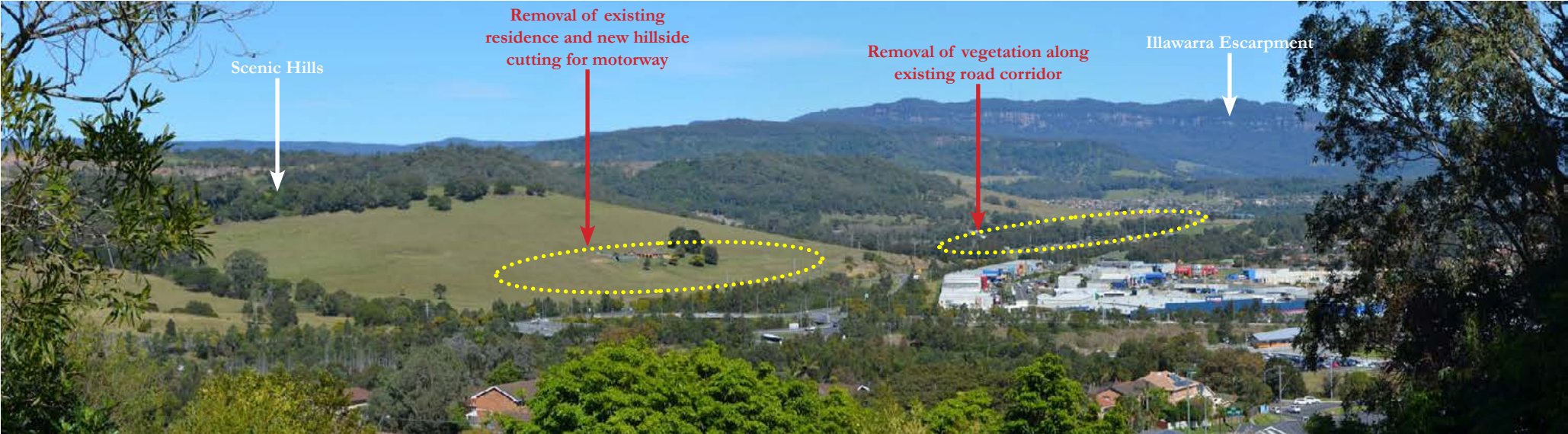
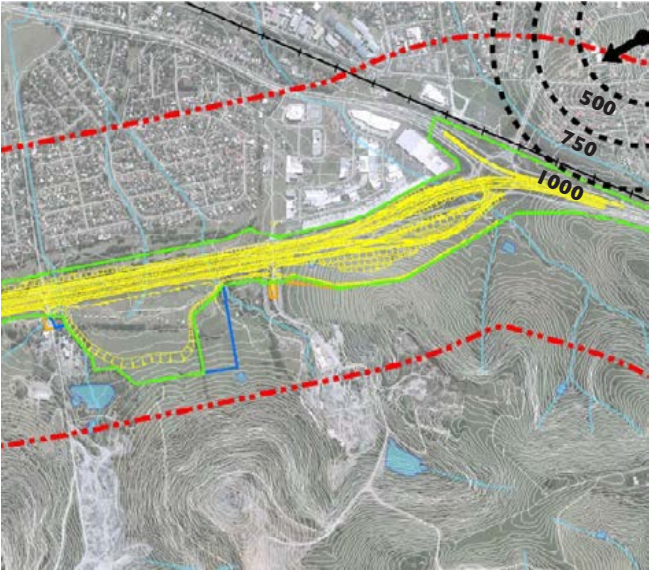
Construction Impacts

- Vegetation clearing, earthworks and grading
- New sport field and ancillary structure construction
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Low	Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views of the open space area that separates the residential neighbourhood from the formal sporting grounds of the Croom Regional Sporting Complex. The rolling topography ensures that most residences currently have a prominent view of the Croom Regional Sporting Complex.	While the loss of the open space area is a major change, the overall distance to works and assumed similarity of new formal sporting grounds are not considered to be substantially uncharacteristic with the existing visual character. New lighting elements would also be visible during the day and at night. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	

VIEWPOINT 39



Location Description:

Central Blackbutt hillside residential neighbourhoods in the vicinity of Lorikeet Place looking southwest towards Albion Park Rail and Croome.

Potential Viewers:

Residents, pedestrians, cyclists

Visible Project Elements:

- Earthwork cutting and vegetation clearing for the new motorway
- Motorway and new local road connection
- Interchange entry and exit ramps, bridge structures and lighting elements with the new local road connection.

Construction Impacts

- Vegetation clearing, earthworks and grading
- New motorway construction.

Visual Impact Assessment

Sensitivity	Magnitude	Impact
High	Moderate	High to Moderate
Residents within the area would have high sensitivity to changes, due to the existing attractive views of the Scenic Hills in Croome and the Illawarra Escarpment in the distance. The rolling topography ensures that most residences currently have a prominent views of these features. The location of the public open space takes advantage of and focused on the landscape and scenic natural environment.	The substantial scale of works would be considered uncharacteristic with the existing visual character. The removal of the house and its associated landmark trees on the hill, as a result of earthwork cuttings, is a modification to the existing landscape as is the loss of the roadside stand of trees along the East West Link Road. Temporary construction activities would be highly visible from this viewpoint. The impact on this viewpoint would be reduced over time as new pasture and woodland plantings are established and gradually mature.	