

4.0 LANDSCAPE CHARACTER IMPACT

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4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

4.7.1 Existing Landscape Character

This section of the Motorway travels through a number of different surrounding landuses. On the southern side, west of Horsley Road is the former Bankstown Tip. West of Henry Lawson Drive is bushland associated with Deepwater Regional Park. To the north is the Bankstown Campus of the University of Western Sydney. To the east and west of Henry Lawson Drive is the residential suburb of Milperra and on the eastern shore of the Georges River is the Riverlands Golf Course. The Motorway continues as two lanes in both directions with a grass median. There are small groupings of shrubs in the median and tree planting on both sides of the Henry Lawson Drive interchange.

West of Horsley Road to the Henry Lawson Drive interchange, noise walls adjoin the carriageway, with small trees scattered between the wall and the adjacent w-beam guardrail. Cumberland Plain Woodland vegetation is planted north of the wall to the University boundary. West of Henry Lawson Drive, coinciding with the residential area, is a small vegetated embankment with a noise wall to the top. West of the residential area is dense vegetation and the noise wall is not visible. Good quality Cumberland Plain Woodland vegetation adjoins the eastbound carriageway in this precinct. It allows filtered views into adjoining areas.

There is a major interchange with Henry Lawson Drive. It consists of on and off ramps for both eastbound and westbound traffic, with toll booths located to the on and off ramps east of Henry Lawson Drive.

4.7.2 The Project

It is proposed to infill the existing grass median to accommodate the new eastbound and westbound lanes. These would be divided by a concrete safety barrier typically with a 1.2 metre wide paved median on both sides, delineated by line marking.



Illustrations 37 - 39:

Character images of the Horsley Road to Georges River precinct: view west to the Henry Lawson Drive interchange showing good quality trees, view west approaching the Georges River showing the toll gantry, and view east to Horsley Road with noise walls abutting the carriageway at the University of Western Sydney

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Under Henry Lawson Drive, the existing w-beam barrier would be removed and concrete safety barriers would be installed to protect the central piers. It is proposed to enhance the planting at the Henry Lawson Drive interchange to a 'parkland' style to differentiate it from the overall bushland character of rest of the corridor

One variable message sign (VMS) is proposed just east of the Georges River for eastbound traffic.

Significant water quality/detention basin works are proposed within the road reserve at approximately the mid-way point between Horsley Road and Henry Lawson Drive. These basins will require significant retaining walls to fit within the road reserve.

Another smaller basin is also proposed within the road reserve, on the northern side of the Motorway, adjacent to the eastern abutment of the Georges River (East) bridge. This basin will also require the construction of a significant retaining wall

4.7.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway with a grassed median with reasonably good groupings of tree and shrub planting, as described in 4.7.1, the precinct will have moderate to low sensitivity to the proposed changes.

Magnitude

The proposed upgrade in this precinct accommodates new eastbound and westbound lanes within the existing grassed median. This would increase the paved surface by approximately 25%. Additional line marking modifications would be required, and the existing wire rope barrier would be replaced with a concrete safety barrier. A number of native shrubs and small trees would be removed from the existing median. The VMS is another element in the landscape and may cause the loss of some shrub and tree planting to provide clear sightlines.

Overall, the qualitative assessment indicates that the magnitude of the proposed upgrade in this precinct would potentially be moderate due to the loss of the grassed median and associated tree and shrub planting.

Landscape Character Impact

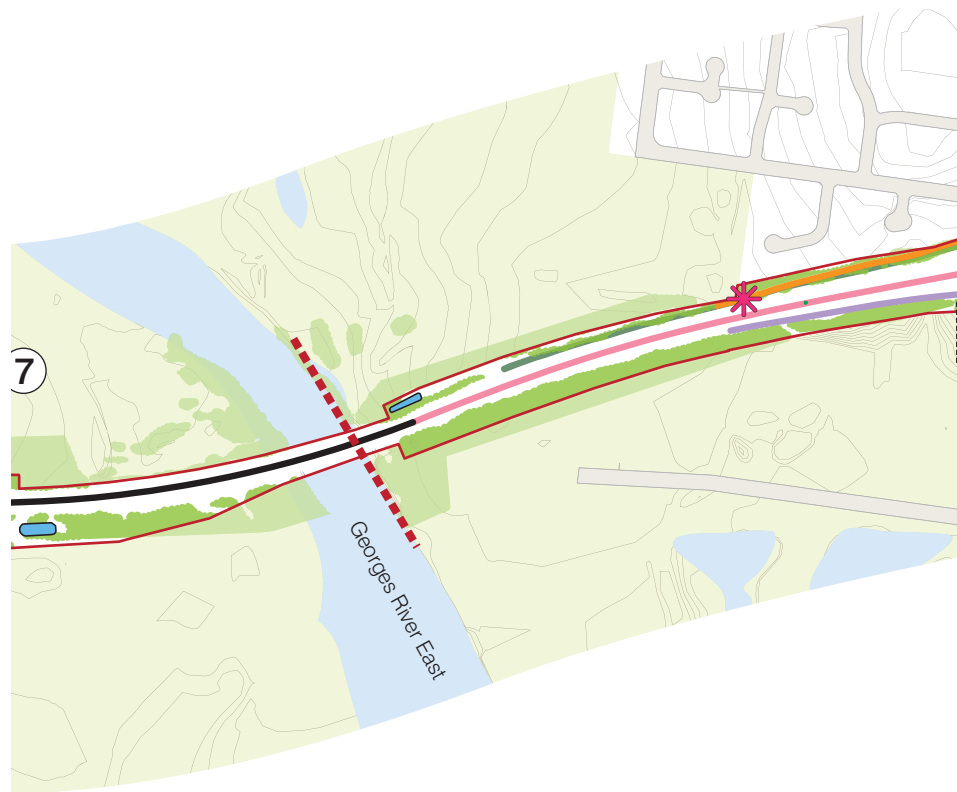
The qualitative assessment indicates that the landscape character impact of the proposed upgrade in this precinct is likely to be moderate due to the moderate to low sensitivity to change of the precinct and the moderate magnitude of the works.

Precinct 6: Horsley Road to Georges River	
Sensitivity	Moderate to Low
Magnitude	Moderate
Landscape Character Impact	Moderate

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4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

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*Illustration 40:
Precinct 6: Existing situation overlaid with proposed upgrade works.
Refer to page 29 for Legend (plan supplied by HBO+EMTB)*

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4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

4.8.1 Existing Landscape Character

This section of the Motorway is surrounded predominately by open space. West of the Georges River, on the south side of the Motorway is Lieutenant Cantello Reserve, containing remnant Cumberland Plain Woodland and open grassland. The reserve adjoins the main M5 toll plaza and associated buildings, and the residential suburb of Hammondville. On the north side is the New Brighton Golf Club.

Following on from the previous precinct, a six lane bridge traverses the Georges River. The Motorway continues as six lanes, and then expands to ten lanes at the toll plaza. This consists of four E Way lanes (two in each direction) and six cash lanes (three in each direction). The Motorway reverts back to two lanes in each direction at approximately chainage 20100.

There are a number of structures associated with the toll plaza including four gantries. Interlink Roads offices and the control centre are located to the south of the toll plaza. It consists of a single storey building of concrete, steel and lightweight framing. A small works depot building is located to the east.

The bridge over the Georges River has a lightweight steel missile screen attached to the southern side. West of the bridge, the road remains elevated, with a type F barrier to each side. As the road comes back to grade, w-beam guardrails replace the type F barrier, with Cumberland Plain Woodland vegetation adjoining the carriageway. At the toll plaza, a large hedge edges the Motorway on its northern boundary. Heading west from the toll plaza, a noise wall adjoins the carriageway on the south side, screening the suburb of Hammondville. The northern edge reverts to a w-beam guardrail with Cumberland Plain Woodland vegetation.

From the bridge, mid distance views are available to the north and south along the Georges River and adjacent open space and golf courses.



Illustrations 41 - 43:

Character images of the Georges River Floodplain and Toll Plaza precinct: view west over the Georges River bridge showing missile screens, view north over the Georges River, and view west to the toll plaza and associated infrastructure