

LANDSCAPE CHARACTER IMPACT 4.0

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

4.8.2 The Project

No additional lanes are proposed in this precinct. There may be some minor line marking adjustments to accommodate the additional lanes in the adjoining precincts, and to adjust for an increase in the number of E Way lanes.

A new Motorway control building is proposed to the east of the existing building adjacent to the toll plaza. The new building is to be of a similar scale and architectural quality as the existing building, and to integrate with the existing landscape setting.

Significant water quality/detention basin works are proposed within the road reserve, on the southern side of the Motorway, at the western abutment of the Georges River (East) bridge. Additionally, water quality/detention basin works are also to be carried out within the road reserve, on the northern side of the Motorway, immediately west of the toll plaza.

New Motorway operations management and control systems (OMCS) conduits and cables are to be installed underground along the entire southern side of the Motorway, within the road reserve, typically in the verge of the westbound carriageway. In this precinct the crossing of the Georges River (East) by the new OMCS conduits/cables will be achieved by the installation of four galvanised steel conduits fixed to the outside face of the existing southern parapet of the westbound Motorway bridge over the River.

4.8.3 Landscape Character Assessment

Sensitivity

The landscape character of this precinct is predominately a motorway over an open space and floodplain area, as described in 4.8.1, and potentially has a high sensitivity to change. The proposed works are minor in nature, except for the control building, therefore, the precinct will have moderate to low sensitivity to the proposed changes as described below.

Magnitude

The proposed upgrade in this precinct would not amount to any increase in pavement width. The proposed control centre is to be of a similar architectural scale and style as the existing building and would sit within the existing landscape with only the upper section of the building visible. The new detention basins will have no effect on the landscape character.

Overall, the qualitative assessment indicates that the magnitude of the proposed upgrade would potentially be moderate to low due to minimal line marking changes to the road corridor and the amount of the new building that would be visible.

Landscape Character Impact

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

Precinct 7: Eastern end of the Georges River to the Toll Plaza	
Sensitivity	Moderate to Low
Magnitude	Moderate to Low
Landscape Character Impact	Moderate to Low

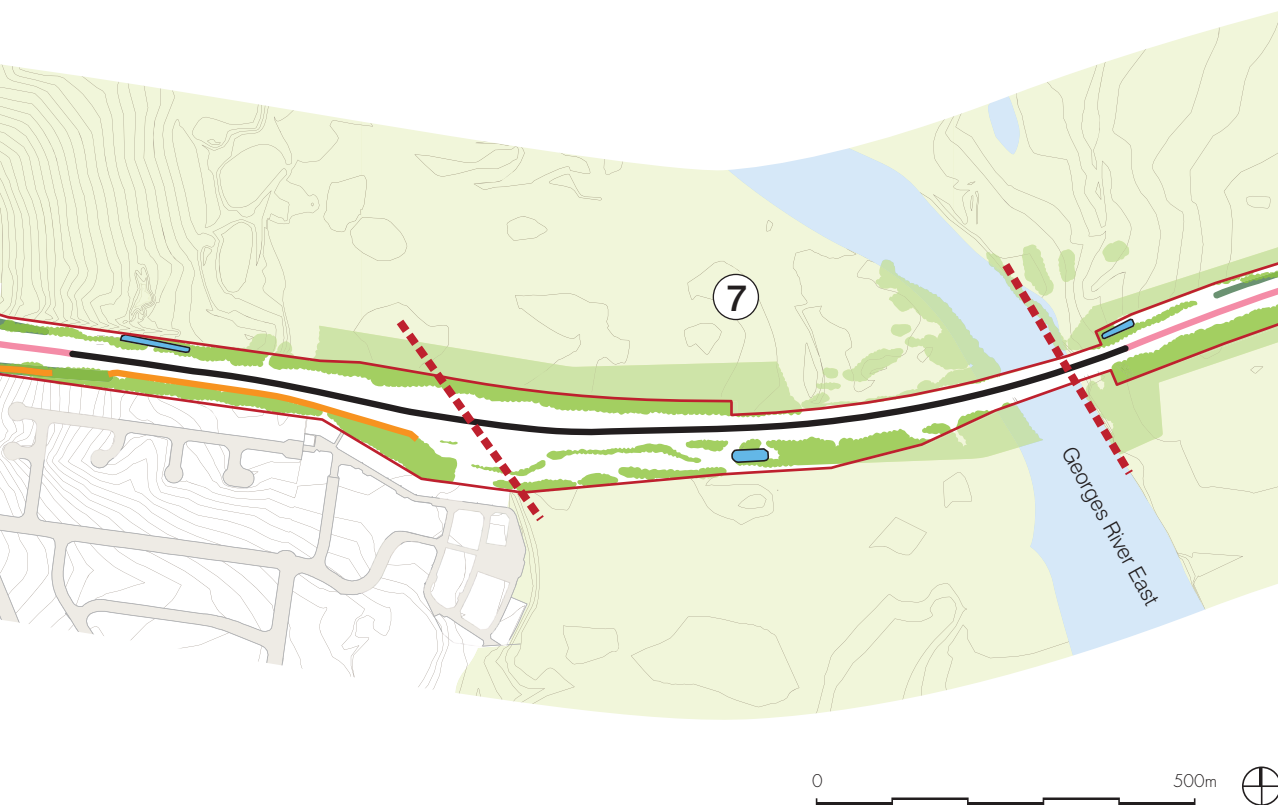
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4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

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*Illustration 44:
Precinct 7: Existing situation overlaid with proposed upgrade works.
Refer to page 29 for Legend (plan supplied by HBO+EMTB)*

4.0 LANDSCAPE CHARACTER IMPACT

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4.9 PRECINCT 8: WEST OF MAIN TOLL PLAZA TO HEATHCOTE ROAD

4.9.1 Existing Landscape Character

This section of the Motorway extends from Hammondville Public School in the east, through the residential suburbs of Hammondville to the south and Moorebank in the north, through to Heathcote Road.

The Motorway consists of two lanes in both directions with a grass median. Trees are planted in the median either side of Nuwarra Road and Heathcote Road. West of the toll plaza precinct, the Motorway is edged with wide embankments vegetated with Cumberland Plain Woodland, with a noise wall to the top. From approximately chainage 20400, the noise wall directly adjoins the Motorway on both sides, including on the bridge over Nuwarra Road, until Heathcote Road. Cumberland Plain Woodland vegetation is located between the noise wall and the property boundaries on both sides.

The Heathcote Road interchange contains on and off ramps in both directions, with embankments planted with Cumberland Plain Woodland vegetation.

4.9.2 The Project

The new eastbound and westbound lanes would be located within the existing median. They would be divided by a new concrete safety barrier typically with a 1.2 metre wide paved median on both sides, delineated by line marking. It is proposed to widen the bridge over Nuwarra Road by infilling between the existing eastbound and westbound lanes.

Under Heathcote Road, the existing w-beam guardrails are to be removed and concrete safety barriers would be installed to protect the existing central piers.

It is proposed to enhance the planting at the Heathcote Road interchange to a 'parkland' style to differentiate it from the overall bushland character of rest of the corridor.



Illustrations 45 - 47:

Character images of the West of Toll Plaza to Heathcote Road precinct: view west through the suburbs of Hammondville and Milperra, noise wall on the bridge over Nuwarra Road, view east on the eastern side of the Heathcote Road interchange

LANDSCAPE CHARACTER IMPACT 4.0

4.9 PRECINCT 8: WEST OF MAIN TOLL PLAZA TO HEATHCOTE ROAD

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New water quality/detention basins are to be installed within the road reserve, on both the northern and southern sides of the Motorway, immediately east of the Heathcote Road interchange.

New Motorway operations management and control systems (OMCS) conduits and cables are to be installed underground along the entire southern side of the Motorway, within the road reserve, typically in the verge of the westbound carriageway. At underpass locations in this precinct (namely, Nuwarra Road) the crossing of the local road/s by the conduits/cables will be achieved by the installation of four galvanised steel conduits fixed to the outside face of the existing southern parapet of the westbound Motorway underpass bridge

4.9.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway with a grassed median with good groupings of tree plantings at Nuwarra Road and Heathcote Road, as described in 4.9.1, 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's are 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 8: West of Main Toll Plaza to Heathcote Road	
Sensitivity	Moderate to Low
Magnitude	Moderate
Landscape Character Impact	Moderate

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4.9 PRECINCT 8: WEST OF MAIN TOLL PLAZA TO HEATHCOTE ROAD

