

LANDSCAPE CHARACTER IMPACT 4.0

4.13 PRECINCT 12: BEECH ROAD TO CAMDEN VALLEY WAY

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Illustration 63:
Precinct 12: Existing situation overlaid with proposed upgrade
works. Refer to page 29 for Legend (plan supplied by HBO+EMTB)

4.0 LANDSCAPE CHARACTER IMPACT

4.14 LANDSCAPE CHARACTER IMPACT SUMMARY

The landscape character impact assessment of the proposed upgrade described above represents a qualitative assessment based on twelve precincts. The results of these assessments are summarised in the following table:

Precinct	Sensitivity	Magnitude	Landscape Character Impact
1. King Georges Road to Salt Pan Creek	Low	Negligible	Negligible
2. Salt Pan Creek Floodplain	Low	Negligible	Negligible
3. Salt Pan Creek to Gibson Avenue	Low	Moderate to Low	Moderate to low
4. Gibson Avenue to Queen Street	Moderate	Moderate	Moderate
5. Queen Street to Horsley Road	Moderate	Moderate	Moderate
6. Horsley Road to the eastern end of the Georges River Bridge (East)	Moderate to Low	Moderate	Moderate
7. Eastern end of the Georges River Bridge (East) to the Main Toll Plaza	Moderate to Low	Moderate to Low	Moderate to Low
8. West of Main Toll Plaza to Heathcote Road	Moderate to Low	Moderate	Moderate
9. Heathcote Road to Moorebank Avenue	Moderate	Low	Moderate to low
10. Moorebank Avenue to Hume Highway	Low	Low	Low
11. Hume Highway to Beech Road	Moderate	Moderate	Moderate
12. Beech Road to Camden Valley Way	Low	Negligible	Negligible

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4.14 LANDSCAPE CHARACTER IMPACT SUMMARY

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The predicted landscape character impacts for each precinct reflect the corresponding local conditions. They further reflect the scale of the road infrastructure within each precinct's setting. However, the qualitative precinct assessment does not reflect the cumulative effect of the landscape character impact on the study area as a whole.

Overall, the proposed upgrade will not detrimentally impact landscape character. This is due to the proposed works taking place in the existing Motorway corridor, predominately replacing a grass median with an additional two traffic lanes. There would be minor tree and shrub losses in the median and on the verges to make way for sedimentation basins, drainage, and OMCS works. In particular, the removal of trees around the bridges would expose the bridge piers and deck, making it a more dominate element in the corridor.

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VISUAL IMPACT 5.0

5.1 VISUAL IMPACT ANALYSIS

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From the physical characteristics of the site and the nature of the existing motorway corridor, it has been possible to define a catchment within which visual impacts are limited (refer Illustration 64). For reference purposes, the actual visual catchment of the entire motorway corridor is also mapped. As the works are an widening of an existing motorway, rather than a new piece of road infrastructure, the overall impact of the project is limited. The visual catchment is mostly restricted to the immediate corridor itself due to the enclosed nature of the corridor. The catchment extends laterally at interchanges, areas of public open space and some industrial lands where there are no noise walls.

A number of viewpoints within the study area's visual catchment have been selected as the basis for completion of the Visual Impact Assessment. Locations and directions of chosen viewpoints are representative of the range of viewpoints both within and beyond the motorway corridor, and are indicated on Illustration 64. The chosen viewpoints essentially assess the impact of the proposed development against two primary conditions:

- The impact from private properties and public open space falling within the visual catchment. This includes public open space along the watercourses where the motorway is elevated, public institutions such as the University of Western Sydney, and industrial land; and
- The impact upon users of the road itself.

The road user is the primary consideration in terms of this assessment as the proposed upgrade will mainly impact on them.

All activities associated with the proposed works are assessed as part of the visual impact assessment. As well as the construction of the road pavement this report assesses the impact of any ancillary works including:

- Existing noise walls;
- Cutting and embankment stabilisation;
- Introduction of retaining walls at various locations;
- New and modified sedimentation basins;
- Bridge modifications;
- The new control building;
- And other minor works.

In addition to these direct impacts, there are short term indirect impacts during the approximate two year construction period, including construction site compounds and soil disposal sites. Construction site compounds would comprise offices and material laydown areas and be fenced and generally covered in hardstand. Offices would generally be prefabricated and material storage areas would include purpose built temporary structures as required. Construction site establishment would involve the placement of temporary concrete safety barriers and fencing to create a safe work zone. Screening would be installed along the fencing where required.

The following pages contain tables quantifying the visual impact at each viewpoint (Illustration 65) and from the proposed noise walls (Illustration 66, proposed construction compounds (Illustration 67), and proposed soil disposal sites (Illustration 68). The Variable