

2.0 CONTEXTUAL ANALYSIS

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2.1 REGIONAL CONTEXT



Illustration 3: Open space and public places adjoining the study area

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2.1 REGIONAL CONTEXT

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There are a number of different landuses adjoining the M5 South West Motorway. The study area consists predominately of suburban residential areas, taking in the suburbs of Narwee, Riverwood, Padstow, Revesby, Panania, Milperra, Hammondville, Wattle Grove, Liverpool, Lurnea, and Casula. The industrial areas in Riverwood, Padstow, Revesby and Moorebank are also adjacent to the Motorway corridor. There are also a number of schools near to the Motorway corridor, including the Bankstown Campus of the University of Western Sydney. There is extensive vegetation cover along most of the length of the corridor. In particular, a linear park system adjoins the Motorway between King Georges Road and Salt Pan Creek, and there are large areas of open space in the vicinity of the Georges River including Kelso Park, Deepwater Regional Park, Lieutenant Cantello Reserve, and Riverlands Golf Club and New Brighton Golf Club (refer Illustration 3).

The traffic volumes generated as a result of urban growth and the Port Botany expansion will increase the road's existing importance as a national and regional link, and road widening is required both to address existing congestion and cope with greater demand in the future.



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2.2 EXISTING SITE CONDITIONS

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In order to identify the potential visual impact of the upgrade, it is necessary to understand the current visual and landscape character of the study area, as well as the sensitivity of people with regard to changes in this character. As outlined in the Visual Assessment Method (Section 5.0), these will have a direct bearing on the potential visual impact of road upgrade. Apart from the nature of the development itself, the landform and vegetation cover of the area will be important in determining the potential visual effect of an upgraded road, whereas land use and suburban developments will determine how sensitive people in the area will be to changes in the landscape and visual environment.

2.2.1 Landform

The M5 South West Motorway has been constructed on land provided for in the County of Cumberland Planning Scheme 1951 for the F5 – South Western Freeway. It runs along the southern boundary of the Cumberland Plain on slightly undulating terrain.

The roadway is generally flat and sits within some cuttings, embankments, and on structures, particularly over waterways.

2.2.2 Vegetation

The study area adjoins a highly modified landscape of suburban, commercial and industrial landuses, with little tree cover present. The Motorway corridor has been planted with Cumberland Plain Woodland vegetation, mainly to the road verges, with some tree planting to the median at approaches to bridges. This vegetation is generally in good condition due to Interlink Roads' maintenance regime. The corridor planting has is isolated from larger stands of vegetation, but still makes a significant visual contribution to the scale and character of the Motorway.

A linear park system adjoins the Motorway corridor to the north and south, from King Georges Road to Salt Pan Creek. It provides a visual buffer to the Motorway from the adjoining residential areas. Other vegetated areas are associated



Illustration 4: Looking west from King Georges Road down the slope to relatively flat topography in the distance



Illustration 5: Typical roadside Cumberland Plain Woodland vegetation

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2.2 EXISTING SITE CONDITIONS

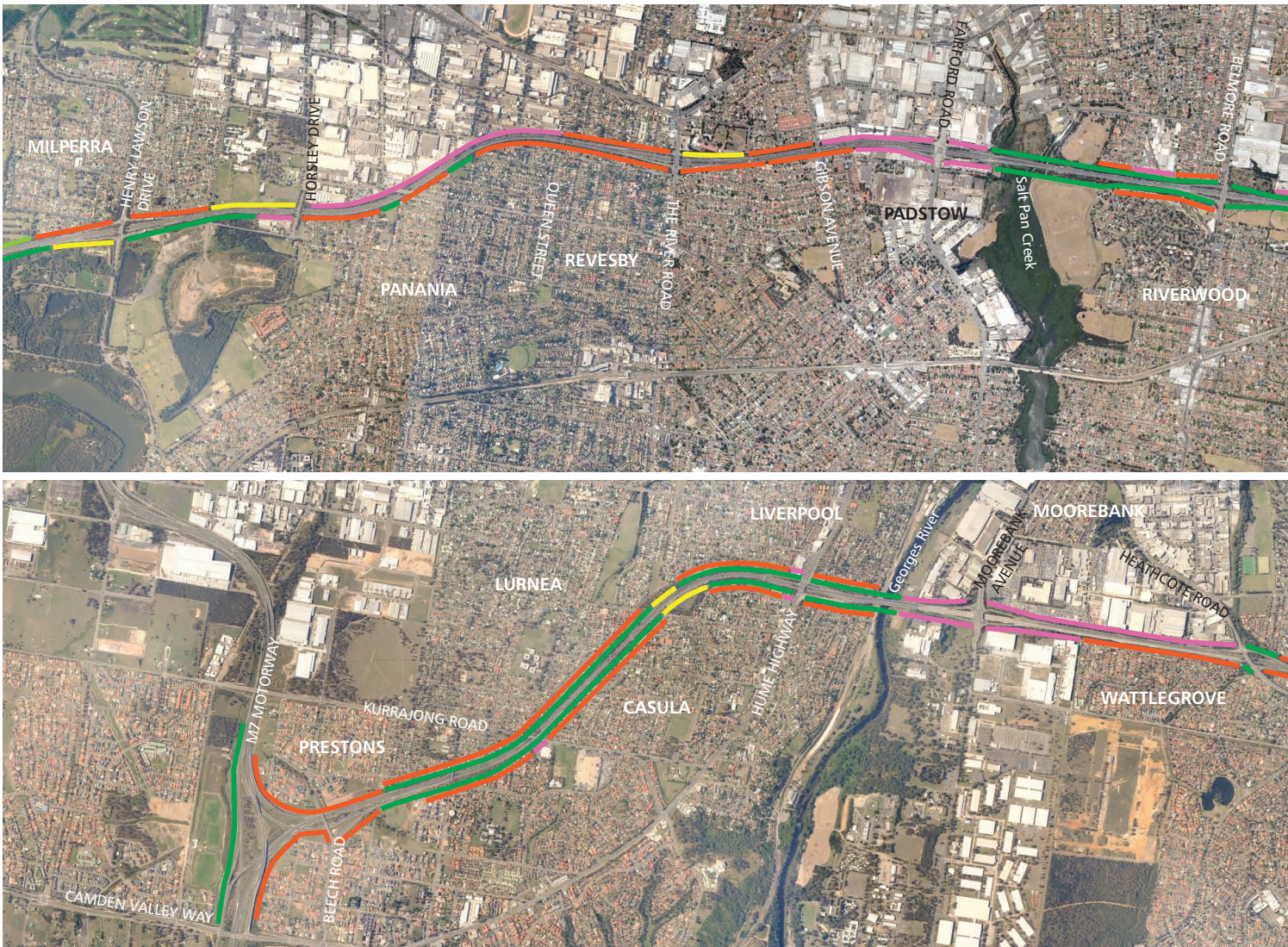


Illustration 6: Landuses adjoining the study area

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2.2 EXISTING SITE CONDITIONS

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with parklands adjacent to Salt Pan Creek and the Georges River and are viewed in the middle distance, providing a contrast to the corridor vegetation adjacent to the carriageway.

2.2.3 Landuse

A number of different landuses occur along the M5 South West Motorway (refer Illustration 6). From King Georges Road to Salt Pan Creek, open space, in the form of a linear park system linking smaller municipal parks and playing fields, adjoins both sides of the Motorway. Beyond the open space are the residential suburbs of Narwee and Riverwood. The Motorway then passes through the major industrial area at Padstow, then through the residential suburb Revesby and Panania to the south and the industrial areas of Revesby and Milperra to the north. Again, a small number of municipal reserves adjoin the Motorway in the suburban areas. Further west, on the northern side of the Motorway, is the Bankstown Campus of the University of Western Sydney and the residential suburb of Milperra. Open space predominates the areas surrounding the Georges River, including the former Bankstown tip site, Deepwater Park and Lieutenant Cantello Reserve to the south, and Riverlands Golf Course and New Brighton Golf Course to the north. From the Toll Plaza to the second crossing of the Georges River, are the residential suburbs of Hammondville and Brooklands Village to the south and Moorebank to the north, followed by the Moorebank industrial area. Residential landuse adjoins the Motorway for its remainder, including Liverpool, Lurnea and Prestons to the north and west, and Casula to the south and east.

2.2.4 Interchanges and Access

There are a number of interchanges along the length of the Motorway. Major interchanges occur at King Georges Road, Fairford Road, River Road and Henry Lawson Drive, Hume Highway, and the M7 Motorway. Other interchanges occur at Belmore Road, Heathcote Road, and Moorebank Avenue. A number of roads pass

