

2.0 CONTEXTUAL ANALYSIS

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2.2 EXISTING SITE CONDITIONS

under the motorway including Penshurst Street, Bonds Road, Queen Street, Nuwarra Road and De Meyrick Avenue. Gibson Avenue, Beaconsfield Street, Horsley Road, Kurrajong Road and Beech Road travel over the Motorway.

2.2.5 Pedestrian and Cycle Facilities

There are two pedestrian overpasses at Bell Street Riverwood and Box Road Prestons/ Casula. Pedestrians are able to cross over and under the Motorway at a number of points, generally at the road over and underpasses and at the two pedestrian overpasses. There are no footpaths provided along the M5 South West Motorway, and pedestrian access is not permitted on the Motorway. Cyclists currently use the 2.5 metre outside shoulder and marked cyclist crossings are provided at ramps.

2.2.6 Road Infrastructure

A number of road infrastructure elements are located along the Motorway corridor. A major element are noise walls, located adjacent to residential areas, either abutting the carriageway or at the top of vegetated embankments. They are generally of lightweight concrete construction washed with a two tone olive/ green, and there are also areas of perforated metal finish and some timber noise walls.

The toll plaza is a major element located at Hammondville. The Motorway expands to ten lanes wide in this location, and an awning with associated toll booths, span this area. Four signage gantries traverse the Motorway on both sides of the toll plaza. The Interlink Roads offices are located south of the toll plaza. Toll booths are also located at the Fairford Road, River Road and Henry Lawson Drive interchanges.



Illustration 7: View north to the industrial area of Revesby



Illustration 8: The River Road interchange with toll booths to the westbound off ramp



Illustration 9: Pedestrian overpass at Riverwood

CONTEXTUAL ANALYSIS 2.0

2.2 EXISTING SITE CONDITIONS

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Shotcrete has been used to stabilise a short area of cutting between Fairford Road and Gibson Avenue. There are also a number of concrete bridge abutments and crib walls associated with the overpasses.

A number of sedimentation basins are located adjacent to the Motorway. They are generally unnoticeable from the Motorway and outside areas, having been surrounded by landscaping.

Other elements located along the Motorway include two variable message signs (VMS), CCTV, emergency telephones and illuminated signage billboards.

2.2.7 Transport Network

The M5 South West Motorway, along with the M5 East, is a major route in Sydney's Orbital Network and the national road network. It links the city with the rapidly expanding south western suburbs, and connects to the Hume Highway which passes through the southern highlands and centres beyond such as Goulburn, Canberra and Melbourne. It forms an important part of Australia's transport network, linking Sydney Airport and Port Botany to major industrial facilities in Sydney's south and west.

There are also a number of major roads crossing the Motorway, including King Georges Road (Metroad 3), Fairford Road (Metroad 6), and the M7 Motorway (Metroad 7).



Illustration 10: Typical signage billboard



Illustration 11: The M5 control centre building at the toll plaza



Illustration 12: Typical noise wall treatment

2.0 CONTEXTUAL ANALYSIS

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2.3 LANDSCAPE CHARACTER OF THE STUDY AREA

The Motorway passes through the full range of different landuses that make up the city, from residential, industrial, open space, and educational landuses, through to the rural residential areas on the south western fringe.

The character of the Motorway itself is relatively constant, as a generally flat four lane carriageway with a grass median and well vegetated verges. As a result of this well vegetated corridor, it is difficult to discern the surrounding landuses for the majority of the Motorway length. Exceptions to this are the elevated sections over Salt Pan Creek and Georges River where views into the surrounding landscape are possible.



Illustrations 13 - 15:
Typical character images

MOTORWAY UPGRADE WORKS 3.0

3.1 SUMMARY OF THE PROPOSED WORKS

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3.1.1 Project Overview

The project involves the construction of:

- An additional lane eastbound on the M5 Motorway between Camden Valley Way and the Hume Highway and between Moorebank Avenue and Fairford Road;
- An additional lane westbound on the M5 Motorway between King Georges Road and Moorebank Avenue and between Hume Highway and Camden Valley Way;
- Operations Management Control System (OMCS) on and in the vicinity of the M5 South West Motorway to provide enhanced traffic monitoring and management;
- Noise attenuation measures for the section of the M5 South West Motorway between King Georges Road and Camden Valley Way to mitigate noise from increased traffic volumes.

As the Motorway is already four lanes in each direction between the Hume Highway and Moorebank Avenue, no widening is required in this section. The additional lanes elsewhere can generally be accommodated within the central grassed median as envisaged in the original design of the Motorway. The additional lanes between King Georges Road and Fairford Road would be provided within the existing pavement width. There would be minimal disruption to the existing carriageways and modifications to the drainage and bridge structures would be straightforward.

Localised widening to the outside of the carriageways is required at limited locations to allow adequate sight distances for motorists.

There would also be works on the outside of the carriageways including:

- Installation of fixed signage;
- Upgrading of existing sedimentation basins, construction of new basins, and drainage works,
- Construction of noise barriers;
- Operations Management Control System (OMCS) works including installation of trunk cabling and Variable Message Signs (VMS).

In addition, a number of VMS would be installed on the Motorway and the road network surrounding the M5 South West Motorway. The visual impacts of these structures are addressed in a separate report.

3.1.2 Noise Walls

Exact mitigation measures have yet to be determined, but are likely to include new noise barriers to replace some existing walls and to fill gaps adjacent to residences.

3.1.3 Sedimentation Basins

While the majority of the existing ponds are located behind noise walls and are not visible from the motorway, modifications to sedimentation ponds could increase the visibility of these ponds to motorists and surrounding residents and may result in the removal of some vegetation.

3.0 MOTORWAY UPGRADE WORKS

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3.1 SUMMARY OF THE PROPOSED WORKS

3.1.4 Control Centre

The project includes the construction of a motorway control centre building located adjacent to the existing motorway management offices at Hammondville, in proximity to the M5 toll plaza.

3.1.5 Construction Site Compounds

Construction site compounds are to be constructed in various location during the approximate two year construction period. As the widening works need to be constructed under traffic there would be very limited opportunities to locate required construction site compounds within the corridor. As such it would therefore be necessary to establish compounds on at locations as close as possible to the motorway corridor. 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.

LANDSCAPE CHARACTER IMPACT 4.0

4.1 LANDSCAPE CHARACTER PRECINCTS

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For the purposes of discussion of the proposed upgrade works, the study area of the proposed upgrade has been broken down into twelve landscape character precincts. The precincts roughly correspond to character types in the area and allow for a more detailed discussion of the landscape character of each precinct, of the proposed works within it and of the impact likely to be experienced as a result of these works.

The twelve precincts are:

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

4.0 LANDSCAPE CHARACTER IMPACT

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4.1 LANDSCAPE CHARACTER PRECINCTS

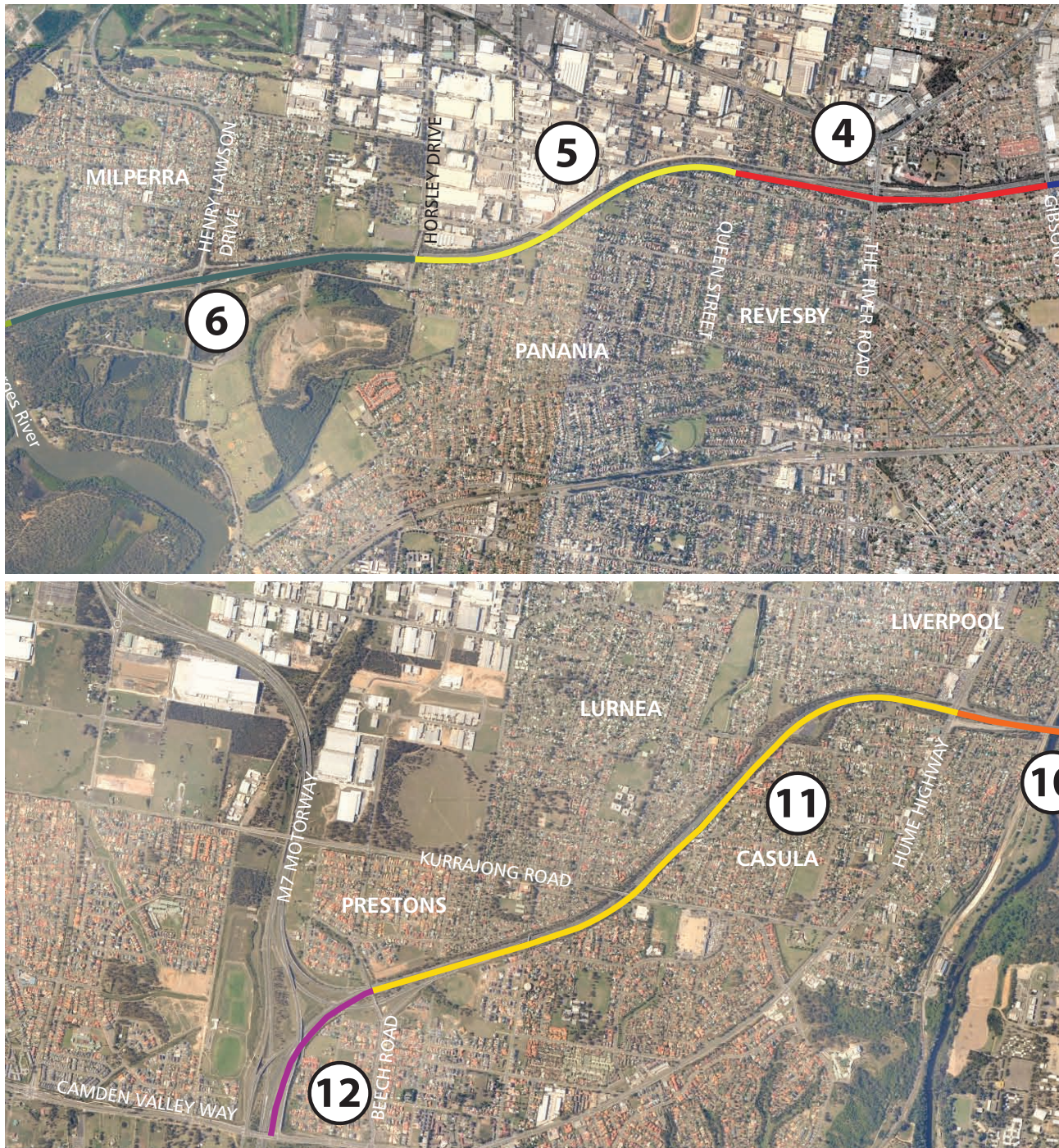


Illustration 16: Location of the twelve landscape character precincts

LANDSCAPE CHARACTER IMPACT 4.0

4.1 LANDSCAPE CHARACTER PRECINCTS

