

4.0 LANDSCAPE CHARACTER IMPACT

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4.2 PRECINCT 1: KING GEORGES ROAD TO SALT PAN CREEK

4.2.1 Existing Landscape Character

This section of the M5 South West Motorway travels through the residential suburbs of Narwee and Riverwood. Directly adjacent open space areas buffer the Motorway, including John Mountford Reserve, Richard Podmore Reserve, Windarra Reserve, Robert Gardner Reserve, Wise Reserve, Bland Oval, Lance Hutchinson Oval, Rotary Park, McLaughlin Oval. The open space areas are generally heavily vegetated, with native plant species, next to the corridor. Further away, the parkland consists of scattered trees planted in grass, bicycle track, playgrounds and playing fields.

The Motorway consists of hard surfacing across whole width of roadway, with a wire rope barrier in the centre. There are two lanes travelling in each direction with a wide paved verge on either side. Noise walls are located on both sides of the Motorway. These sit on top of vegetated batters from the start of the Motorway to Penshurst Road and around the Belmore Road interchange. The walls are immediately adjacent to the carriageway from Penshurst Road until west of Bonds Road and from west of Belmore Road until east the Salt Pan Creek.

4.2.2 The Project

An additional westbound lane is proposed in this section of the M5 South West Motorway. This is to be accommodated in the existing southern paved verge with line marking modifications. The existing wire rope barrier is to be replaced with concrete safety barriers.

A number of changes are proposed at the King Georges Road interchange. Planting is to be enhanced to provide a gateway to the Motorway and to differentiate it from the overall bushland character of rest of the corridor.



Illustrations 17 - 19:
Character images of the King Georges Road to Salt Pan Creek precinct: the decent from King Georges Road, "Welcome to M5" sign, noise walls abutting the carriageway

LANDSCAPE CHARACTER IMPACT 4.0

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One new variable message sign is proposed for westbound traffic to the east of Salt Pan Creek. 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 (ie Peshurst Road and Bonds 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.

4.2.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway, as described in 4.2.1, and the minor nature of the proposed upgrade, the precinct will have low sensitivity to the proposed changes as described below.

Magnitude

The proposed upgrade in this precinct will not amount to any increase in pavement width. The only visual indicators to the upgrade will be line marking modifications to the existing southern verge, and the replacement of the wire rope barrier with concrete safety barriers. 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 would potentially be negligible due to the minimal changes taking place.

Landscape Character Impact

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

Precinct 1: King Georges Road to Salt Pan Creek	
Sensitivity	Low
Magnitude	Negligible
Landscape Character Impact	Negligible