

## 4.0 LANDSCAPE CHARACTER IMPACT

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### 4.3 PRECINCT 2: SALT PAN CREEK FLOODPLAIN

#### 4.3.1 Existing Landscape Character

This section of the M5 South West Motorway consists of twin bridges traversing the Salt Pan Creek floodplain. From this elevated position, the Motorway opens up and expansive views are afforded over the floodplain and adjacent parkland and industrial areas to the north and south.

#### 4.3.2 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 eastbound bridge over Salt Pan Creek will be fitted with a drainage pipe to catch and convey stormwater that currently runs off the bridge and discharges into the Creek. The new pipe will be fitted to the soffit of the existing bridge immediately under its northern parapet.

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 Salt Pan Creek 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 Creek.



Illustrations 21 - 23:  
Character images of the Salt Pan Creek Floodplain precinct: the view west, view north over the floodplain and adjacent industrial area, the expansive view east

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### 4.3 PRECINCT 2: SALT PAN CREEK FLOODPLAIN

#### 4.3.3 Landscape Character Assessment

##### *Sensitivity*

The landscape character of this precinct is predominately a motorway over an open space and floodplain area, as described in 4.3.1, and potentially has a high sensitivity to change. But due to 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 be accommodated on the existing bridge and would 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 proposed drainage pipe to the eastbound bridge.

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 2: Salt Pan Creek Floodplain	
Sensitivity	Low
Magnitude	Negligible
Landscape Character Impact	<b>Negligible</b>

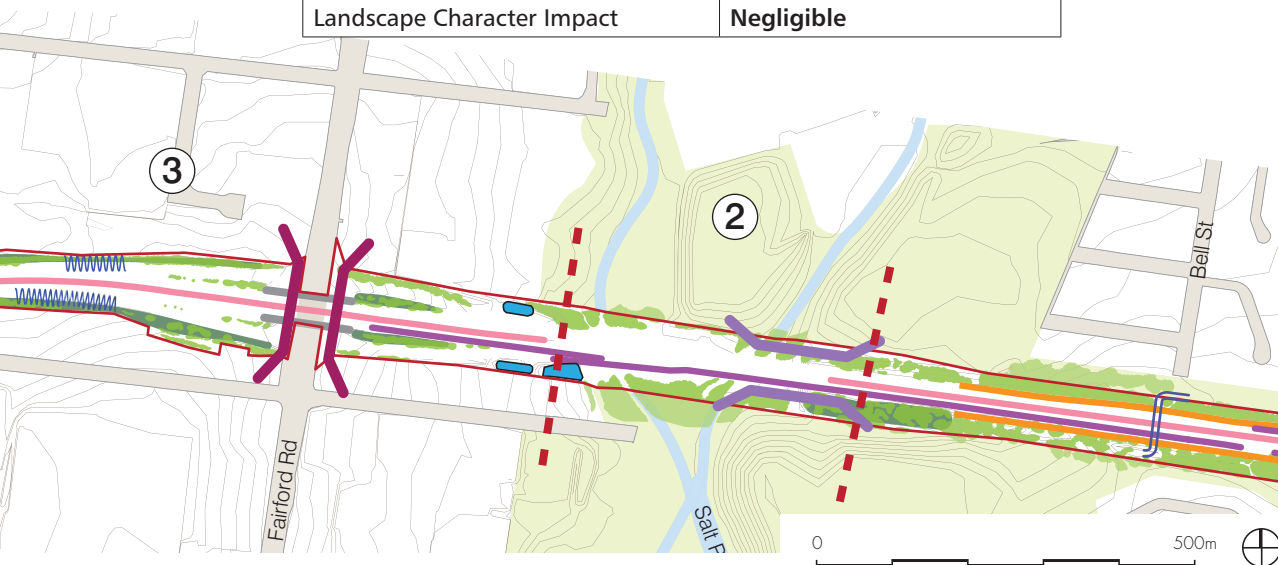


Illustration 24:  
Precinct 2: Existing situation overlaid with proposed upgrade works.  
Refer to page 29 for Legend (plan supplied by HBO+EMTB)

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### 4.4 PRECINCT 3: SALT PAN CREEK TO GIBSON AVENUE

#### 4.4.1 Existing Landscape Character

This section extends from the western side of the Salt Pan Creek floodplain to Gibson Road. The southern and northern side of the Motorway corridor adjoins the Padstow industrial area, with a small block of residential housing on the southern side, east of Gibson Avenue.

From the western end of the twin bridges over Salt Pan Creek, the corridor in this precinct consists of two lanes in both directions with a paved verge and a grassed median. The median is edged by a wire rope barrier on the southern side and has small pockets of native shrub planting between Fairford Road and Gibson Avenue.

Immediately west of Salt Pan Creek is the Fairford Road interchange. The interchange consists of on and off ramps for both east and west bound traffic. Toll booths are located to the on and off ramps on the eastern side of the interchange.

This section of the Motorway sits below the adjacent landscape. The embankments are planted with Cumberland Plain Woodland vegetation, which allow filtered views to the adjoining industrial buildings. A section of noise wall sits atop the embankment to coincide with the block of residential housing.

#### 4.4.2 The Project

From the western end of the twin bridges over Salt Pan Creek, the additional westbound lane continues to be accommodated in the existing paved verge. At the Fairford Road interchange, the median narrows, and the new eastbound and westbound lanes are to be located here. They would be divided by a new concrete safety barrier typically with a 1.2 metre wide paved median on both sides, defined by line marking. Under Fairford Road and Gibson Avenue,



Illustrations 25 - 27:

Character images of the Salt Pan Creek to Gibson Avenue precinct: view west to Fairford Road interchange, west of Fairford Road showing vegetated embankments, and view west to Gibson Avenue showing trees and shrubs in the median

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### 4.4 PRECINCT 3: SALT PAN CREEK TO GIBSON AVENUE

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

A number of changes are proposed at the Fairford Road interchange. Planting is to be enhanced to a 'parkland' style to differentiate it from the overall bushland character of rest of the corridor.

Significant water quality and/or detention basins are to be provided within the road reserve, on both the northern and southern sides of the Motorway, immediately east of the Fairford Road interchange. A significant retaining wall is necessary for construction of the basin(s) on the southern side of the Motorway.

#### 4.4.3 Landscape Character Assessment

##### *Sensitivity*

Due to the landscape character of this precinct being predominately a motorway and the built up nature of the adjoining commercial landuse, as described in 4.4.1, the precinct will have 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 concrete safety barriers. A number of native shrubs and small trees would be removed from the existing median. There may be some minor modifications to the existing planting at the Fairford Road intersection. This would slightly change the character of the interchange.

Overall, the qualitative assessment indicates that the magnitude of the proposed upgrade in this precinct would potentially be moderate to low due to the increase in paved surface, 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 to low due to the low sensitivity to change of the precinct and the moderate to low magnitude of the works.

Precinct 3: Salt Pan Creek to Gibson Avenue	
Sensitivity	Low
Magnitude	Moderate to Low
Visual Impact	<b>Moderate to Low</b>

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