



Figure 7.10 The A'Beckett Creek setting with the Main Western Railway visible in the background. Also visible is the rear of the car sale yards which back onto the creek.



Figure 7.11 A'Beckett Creek canal east of the Main Western Railway. There are access difficulties that limit planting works in this weed infested narrow section, as private properties extend to the Sydney Water boundary in this location. The existing trees in private property provide some visual mitigation.



Figure 7.12 The land acquisition of spaces beneath the viaduct provide an opportunity to review the land use.



Figure 7.13 Allow for the local community to maximise the usage of spaces beneath the viaduct.

SECTION - CH 1600

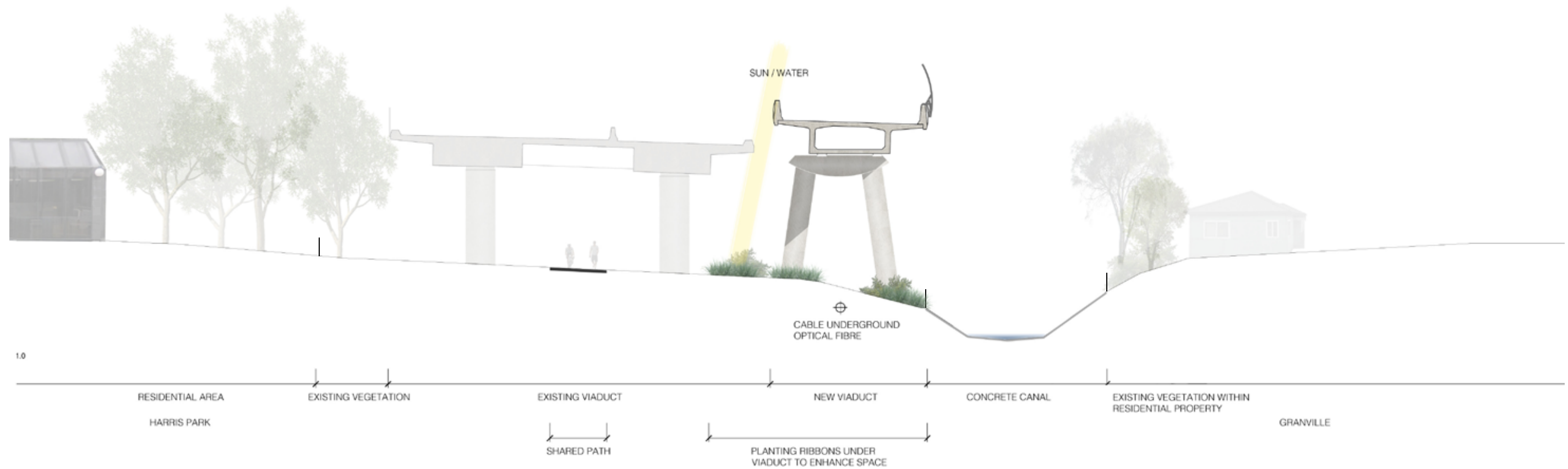


Figure 7.14 Section at Ch 1600

7.2 A'BECKETT CREEK TO DUCK RIVER

OPPORTUNITIES AND CONSTRAINTS

KEY ISSUES:

- Proximity of housing to western viaduct area (from Good Street to Arthur Street).
- High impact on the streetscape, cycleway and adjacent industrial land use (with businesses, commercial within) from Wentworth Street to Deniehy Street due to loss of trees.
- Heritage elements within view of new viaduct area along Arthur and Onslow Streets.
- Proposed retaining walls on north corridor, adjacent the southern edge of the Sydney Speedway.
- Weed infested creek line, especially in vicinity of viaduct and degraded areas under viaduct, with safety issues for cyclists and pedestrians.

KEY OPPORTUNITIES:

- Additional planting for mitigation to south side of viaduct, and in between the existing and proposed viaduct (Good Street to Arthur Street).
- Planning to allow for community to maximise usage under the viaducts in long term (beyond scope of this project).
- Review of security /fencing requirements to open up spaces wherever possible, and minimise feeling of fenced compound.
- Reinforce Duck River context where project impacts existing areas by planting riparian trees.
- Retain contextual views to the north past Duck River by retaining views with proposed landscape and urban design.
- Carefully consider options to enhance the area of high impact from Wentworth Street to Deniehy Street- south side of the new viaduct.



Figure 7.15 The existing view from Martha Street looking east. The trees to the right of the image would be impacted upon by the new viaduct.



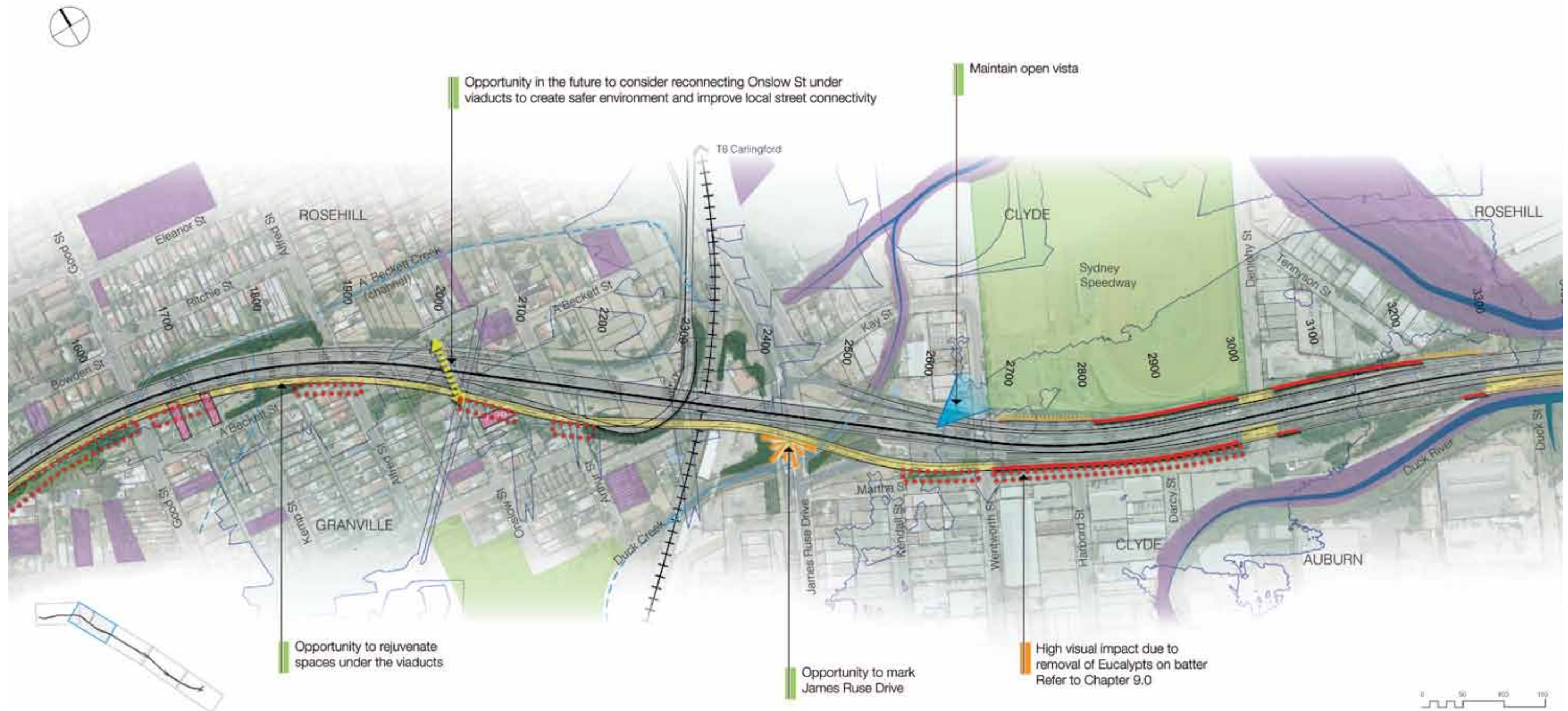
Figure 7.16 View looking northwest along Duck Creek as it passes beneath the existing viaduct showing the degraded banks and weed infested vegetation.



Figure 7.17 The existing open space between the viaducts provides an opportunity to strengthen the tree planting for visual mitigation of the proposal.









Figure 7.18 The proposal would have a high impact on Martha Street. Improvements to the streetscape would assist in alleviating the impact to adjacent businesses and street users.








opportunities and constraints




Existing Vegetation:

-  Eucalypt dominant
-  Casuarina dominant
-  Ficus dominant
-  Exotic areas / weed dominant

-  Opportunity to establish riparian corridor
-  1:100 year flood level
-  Creeks / Rivers
-  Stormwater channel: potential to integrate WSUD long term

-  Above ground (new viaducts)
-  Retaining walls
-  On high ground
-  In cutting

-  European heritage items/areas
-  Aboriginal heritage sites

-  Areas with high visual impact Refer to chapter 9.0
 -  Visually detracting elements
 -  Proposed partial property acquisition areas with opportunity for enhancing green corridor
- NOTE: Property acquisitions as at time of documentation

STRATEGIC DESIGN

KEY DESIGN ELEMENTS:

Good Street to Deniehy Street, south of new viaduct:

- Utilise the property acquisition areas for planting to visually mitigate new viaduct, allowing for open park spaces to provide passive recreation for community.
- Works to not impede future potential uses under the viaduct- for example, market stalls, recreation/ cultural/art festivities etc.
- Planting in between existing and new viaduct structures, especially in vicinity of Hamilton Street to provide visual mitigation and improved biodiversity to this area. Here the new viaduct sits higher than the existing, and views from the ridgeline to the north would be impacted.

Duck River area to Deniehy Street:

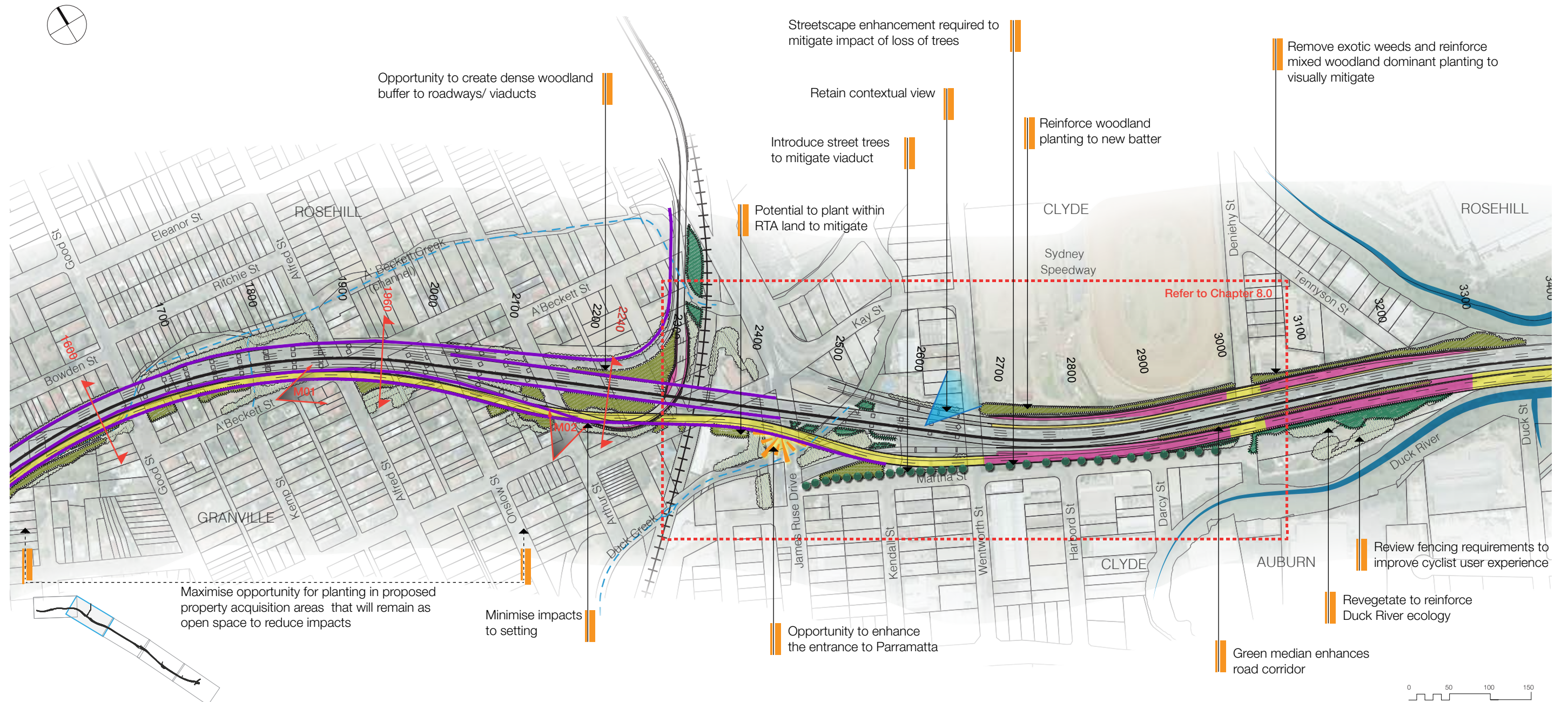
- Planting beside the crossing of Duck River to increase habitat in the area and to allow contextual views to the north from the motorway.
- Removal of exotic weeds on northern verges and replacement with indigenous woodland plantings such as Cumberland Plains Woodland species.
- Streetscape enhancement options for Martha Street, to soften high impacts to the streetscape in this location (due to loss of dense tree screen beside existing motorway). Look for opportunities to narrow road pavement, with parking arrangement changes to maximise tree plantings in street, and relocation of cycle way to maximise screening opportunities.
- Review of fencing requirements of Duck River corridor to open up views and improved spatial experience for cyclists/ pedestrians.
- Additional shrubs and native tussocks to new median to enhance driver safety and to articulate the motorway corridor.
- Provide landscape enhancements/new tree plantings to areas used for construction compounds, where possible.



Figure 7.20 Model view looking east towards the new viaduct as it passes above the residential area of Granville on the south side of the motorway. The new viaduct is higher than the existing structure as it passes above Onslow Street, Arthur Street and the rail line.



Figure 7.21 Model view looking east along Duck Creek toward the motorway and James Ruse Drive.



design strategies

| | | | |
|--|---------------------------------------|--|---------------------------------|
| | Existing vegetation | | Eucalypt dominant tree planting |
| | Woodland / Cumberland Plains Woodland | | Indigenous shrubs |
| | Riparian / River Flat forest | | Native grasses & tussocks |

BUILT ELEMENTS

| | |
|--|--------------|
| | New pavement |
| | New viaduct |
| | Noise walls |

NOTE:

For noise wall types and positions refer to the Noise Wall Plans, Sheets 1 to 4 within this report. For more definitive information on noise walls, refer to the project *Draft WestConnex M4 Widening Pitt St Parramatta to Homebush Bay Drive, Homebush Construction and Operational Road Traffic Noise and Vibration Impact Assessment* (SLR, 2014).

Noise Walls

Along this stretch of the motorway, a new noise wall would be integrated with the new viaduct structure along the southern verge. No changes to the existing noise walls are proposed. Further details of the new noise wall are discussed in Chapter 8 of this report.



Figure 7.23 The existing noise walls along the northern verge of the viaduct structure would remain.



Figure 7.24 The existing transparent walls along the northern verge of the viaduct structure to be retained.



Figure 7.25 The existing noise wall along the southern verge of the viaduct would also remain.