



noise walls

EXISTING NOISE WALLS RETAINED

- Precast concrete panel
- Transparent panel on viaduct
- Precast panels with artistic motifs

PROPOSED NOISE WALLS

- CFC or Acrylic panel
- Precast concrete panel
- Existing precast concrete wall - height increased

- Existing precast concrete wall to be replaced
- Proposed heights of new or modified noise wall

NOTE:

The information on the proposed noise wall locations and heights is indicative only, subject to change, and is produced only for the purposes of visual assessment. For more definitive noise attenuation information, 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).

SECTION - CH 1960

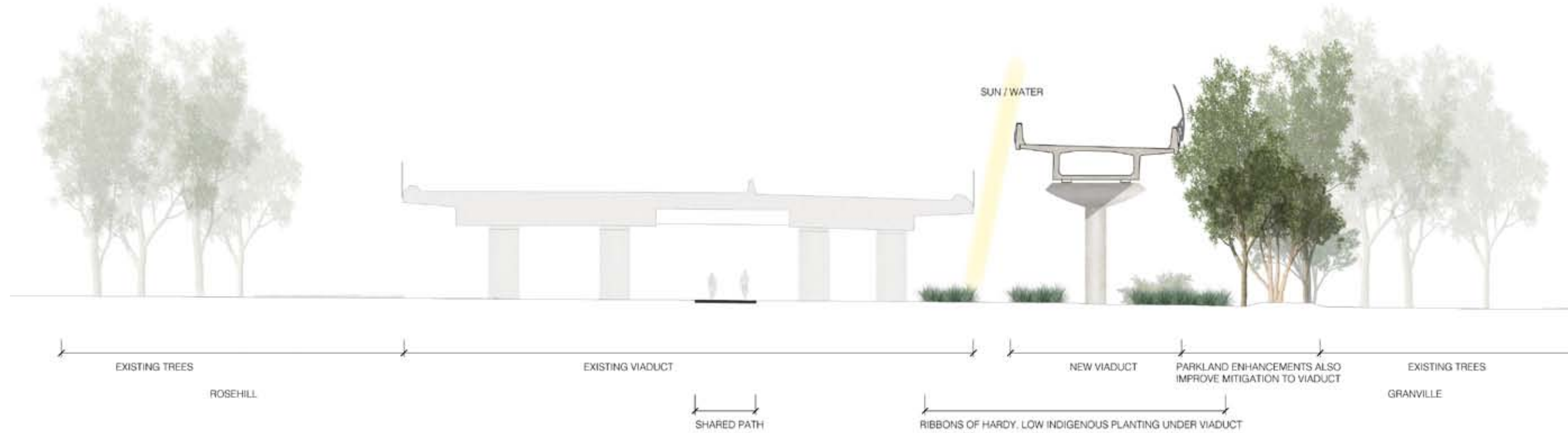


Figure 7.27 Section at Ch 1960

SECTION - CH 2240



Figure 7.28 Section at Ch 2240

PHOTOMONTAGES



Figure 7.29 Indicative Photomontage M01: The new viaduct with a noise wall above is shown alongside the existing viaduct and in relation to existing residential properties.



Figure 7.30 Photo: Existing view looking east along A'Beckett Street towards the M4 Motorway viaduct.



Figure 7.32 Indicative Photomontage M02: The new viaduct structure sits above the existing James Ruse Drive westbound on-ramp in this location.



Figure 7.31 Photo: Existing view looking north east along Arthur Street towards the M4 Motorway viaduct and residential property.

7.3 DUCK RIVER TO SILVERWATER ROAD

OPPORTUNITIES AND CONSTRAINTS

KEY ISSUES:

- Contextual views across Duck River and to industrial land are significant as they introduce the setting pre Sydney city.
- Many areas of weedy vegetation, dead trees or gaps in planting, both sides of corridor as shown.
- Visual mitigation required to both sides of corridor, especially in residential areas, and for Auburn North Schools.
- Potential to impact mature, native *Ficus* trees each side of on-ramp at Silverwater Road needs further assessment.

KEY OPPORTUNITIES:

- Visually enhance the motorway setting with improved landscaping in areas of weed infested vegetation, poor quality/dead trees, and where gaps in planting exist along the southern verge. Minimise impacts on the *Ficus* trees at the on-ramp on the north verge to reduce the mitigation required to the adjacent residential area.
- Introduce new planting to areas of redundant paving, where possible.



Figure 7.33 Contextual views across Duck River to the Shell Refinery .



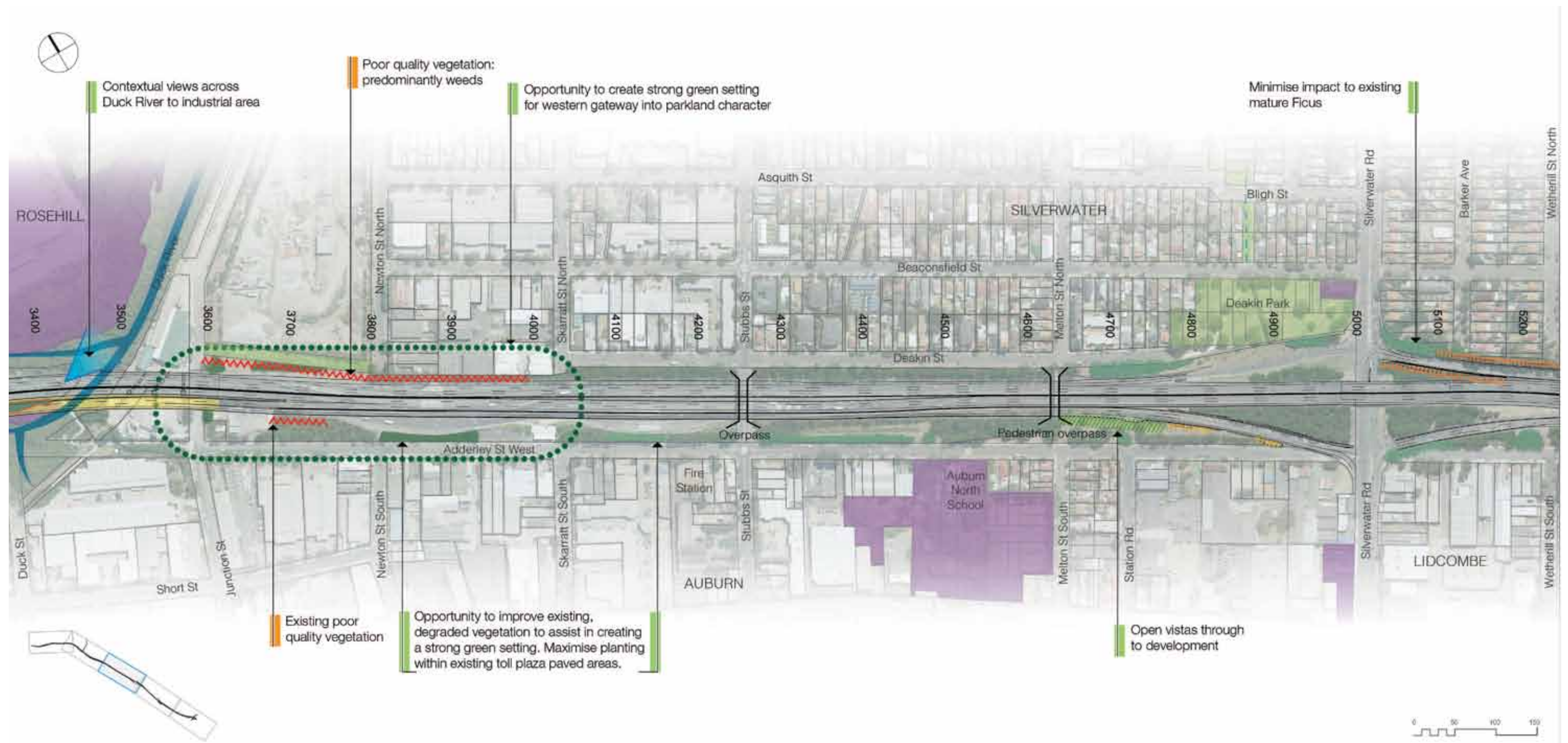
Figure 7.35 Opportunity to remove exotic weeds and reintroduce indigenous species east of Duck River to improve biodiversity and to screen the existing landfill site.



Figure 7.34 Existing mature Eucalypts and Ficus dominate the skyline at the Silverwater Road interchange.










Figure 7.36 Opportunity to introduce planting to create a stronger entry to the western "parkland" area in redundant paved areas.









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

Figure 7.37 Opportunities and Constraints - Sheet 3

STRATEGIC DESIGN

KEY DESIGN ELEMENTS:

- Planting enhancement to the northern corridor verge, especially from Duck River to Stubbs Street, to remove existing noxious weeds, and introduce Shale Transition Woodland species to provide habitat and dense vegetative screening to the adjacent industrial edge, east of Duck River.
- Improve areas of degraded vegetation to reinforce the strong green setting and to reinforce woodland plantings of Cumberland Plains Woodland species.
- Recommend maximising tree planting within the existing toll plaza paved areas.
- Planting of new wide sections of median with medium sized trees, low shrubs and groundcovers/ grasses from Ch. 4130-4250 and Ch. 4280-4420, using wire rope barrier. The planting would greatly assist in articulating the road corridor and providing headlight glare reduction.
- Additional plantings each side of the corridor for further visual mitigation.
- Recommended retaining walls in vicinity of *Ficus* trees, each side of the on-ramp, Ch. 5050 to 5250.

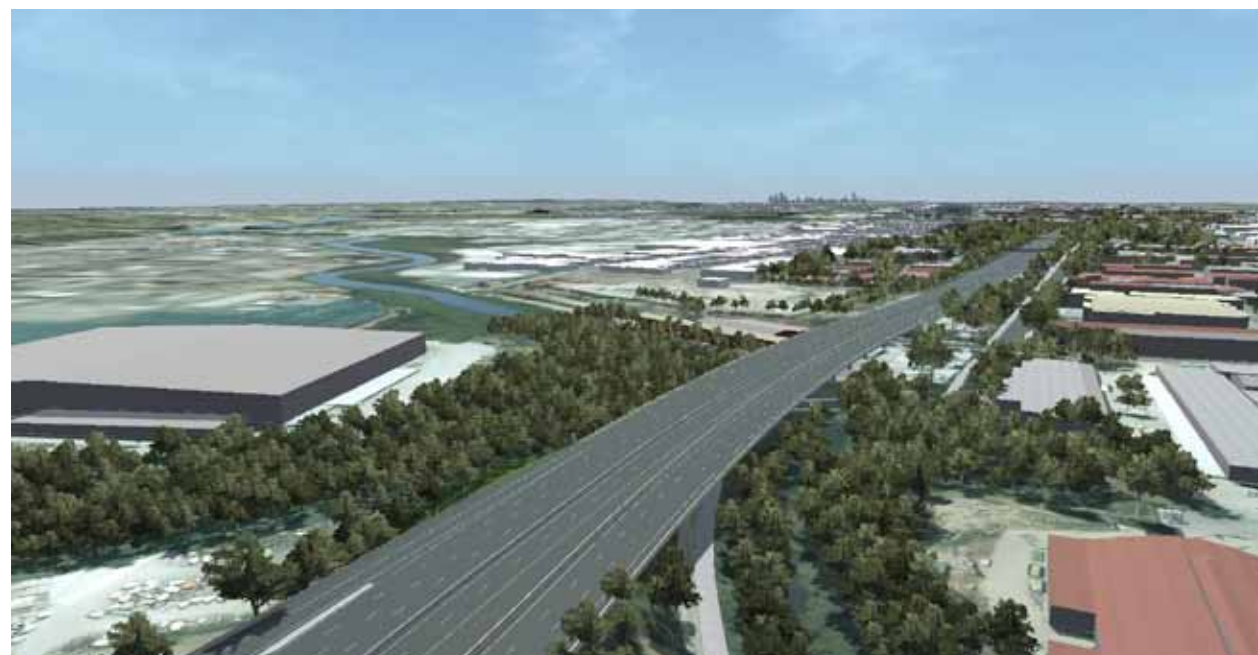
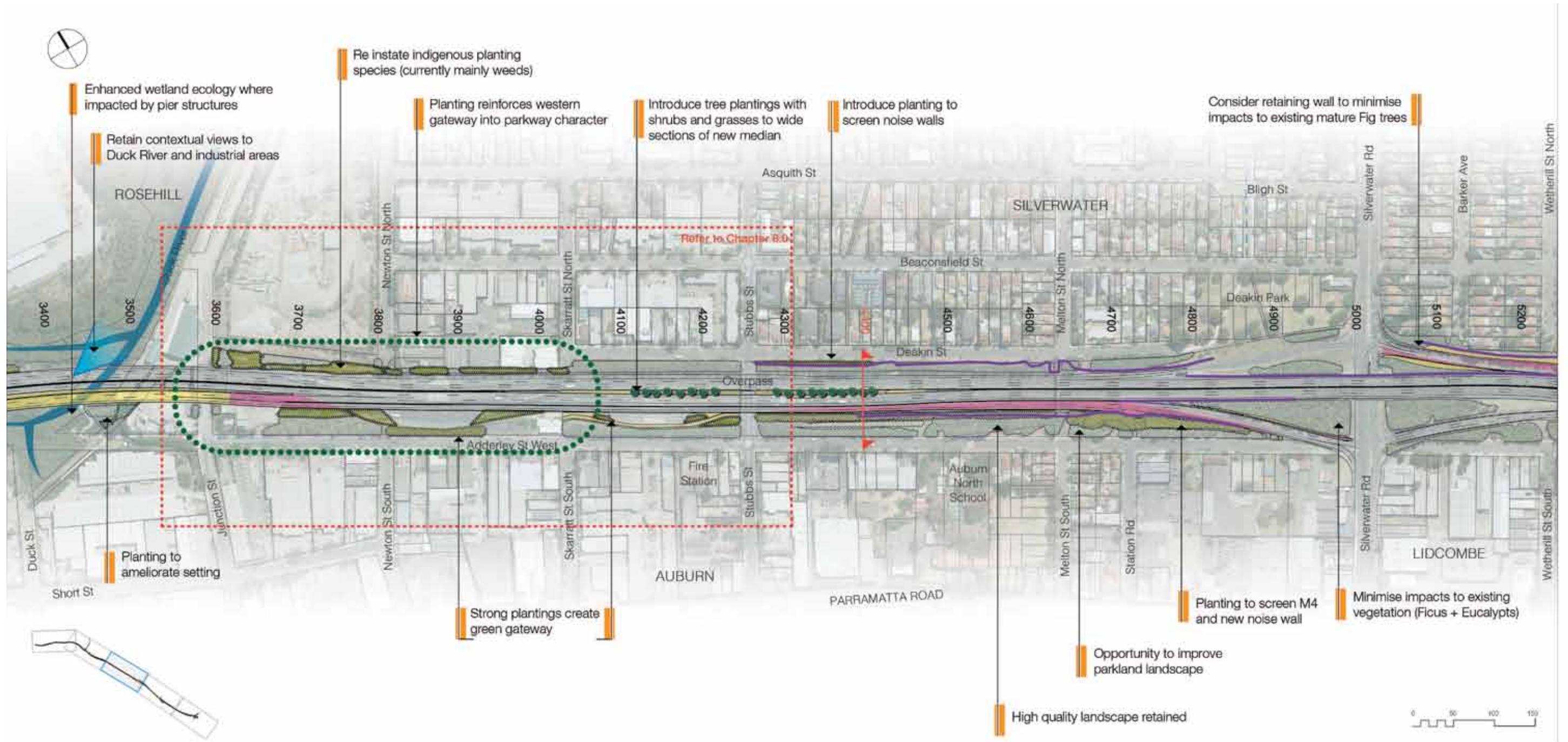


Figure 7.38 Model view looking east along the motorway as it passes over Duck River. The view emphasises the change in setting of the motorway from high ground to a cutting situation on the east side of Duck River.



Figure 7.39 Model view looking east along the motorway from approximate Ch. 3900. The redundant paved areas on the south side of the motorway provide opportunity for new planting to reinforce the parkway character of the setting. Tree plantings to new wide medians.



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

East of Stubbs Street, modifications to an existing noise wall are required along the northern verge. The modifications include the extension of an existing wall towards the west (up to Stubbs Street) and the partial increase in height of the existing wall directly east from this extension (see adjacent map).

A new noise wall would be required along the southern verge, west of Silverwater Road. The noise walls in this area are proposed as precast concrete panels painted in a dark grey colour to visually recede into the landscape and to retain consistency with the existing walls.

Further to the east, a new higher noise wall would replace the existing one at the interchange of Silverwater Road. This wall would be extended west of the Silverwater Road overpass. The current wall is a multi-tone block work with a horizontal banding. The new wall is proposed with a similar treatment and finish as the walls further west of Silverwater Road to retain consistency of these elements.

Along the northern verge and east of Silverwater Road (eastbound on-load ramp), the extension in height of an existing noise wall would be required. The treatment for this wall would be similar to the other sections further west.

Where feasible, existing walls would be re-painted to match the new walls.



Figure 7.41 View of the existing northern verge noise wall, east of Silverwater Road. This wall would be replaced with a new wall.



Figure 7.42 View of the existing noise wall west of Silverwater Road. This wall would be extended to the west.



noise walls

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- Precast concrete panel
- Transparent panel on viaduct
- Precast panels with artistic motifs

PROPOSED NOISE WALLS

- CFC or Acrylic panel
- Precast concrete panel
- Existing precast concrete wall - height increased

- Existing precast concrete wall to be replaced
- 6.5m Proposed heights of new or modified noise wall

NOTE:

The information on the proposed noise wall locations and heights is indicative only, subject to change, and is produced only for the purposes of visual assessment. For more definitive noise attenuation information, 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).

Figure 7.43 Noise Wall Plan - Sheet 3

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SECTION - CH 4400



Figure 7.44 Section at Ch 4400

7.4 NEWINGTON & LIDCOMBE

OPPORTUNITIES AND CONSTRAINTS

KEY ISSUES:

- Disturbance to vegetation beside north verge to on-ramp.
- Existing strong vegetation for the majority of this area, enclosing the motorway experience.
- Reinforce presence of Haslams Creek for motorists.
- Assess ways of reducing impacts to threatened vegetation an significant vegetation in open space/road verge adjacent on-ramp for Hill Road. Ch. 6220-6400.
- Minimise impacts to threatened Shale-Gravel Transition Forest species, south verge, in vicinity of new loop ramp.

KEY OPPORTUNITIES:

- Reinforce existing vegetation communities, and ensure woodland plantings reflect higher biodiversity than the existing, to reflect Shale-Gravel Transition Forest species.
- Introduce median plantings where space is wide enough for safety with wire rope barriers.
- In identified compound areas, and wherever possible, assess potential to provide additional planting for visual mitigation and spatial definition to corridor after construction.
- Provide tree protection fencing to significant treed areas within future compound sites to minimise visual mitigation for project.



Figure 7.45 Minimise impacts on the existing open space on the north side of the motorway at Hill Road including to remnant vegetation where possible



Figure 7.46 The existing significant Sydney Blue Gums in the vicinity of the new on-ramp from Hill Road.



Figure 7.47 The existing tree planting on the north side of the motorway in the vicinity of the loop ramp extension. Minimise impacts to threatened vegetation species.











Figure 7.48 Existing remnant Shale-Gravel Transition Forest to the west of Hill Road intersection with Parramatta Road and Bombay Street. Vegetation to be protected during construction works.







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

Figure 7.49 Opportunities and Constraints - Sheet 4