4.0 LANDSCAPE CHARACTER IMPACT

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
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 and the negligible magnitude of the works.

<table>
<thead>
<tr>
<th>Precinct 2: Salt Pan Creek Floodplain</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sensitivity</td>
<td></td>
</tr>
<tr>
<td>Magnitude</td>
<td>Negligible</td>
</tr>
<tr>
<td>Landscape Character Impact</td>
<td>Negligible</td>
</tr>
</tbody>
</table>
4.0 LANDSCAPE CHARACTER IMPACT

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, 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.

Two sections of existing noise wall on the southern side of the Motorway, east of Gibson Avenue are to be augmented by between 0.6 and 0.9 metres, and the small section on the north side, east of Gibson Avenue is to be augmented by 1.9 metres. A five metre clear area is to be provided on the property side during construction. A minimal amount of vegetation will be required to be removed.

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. A small section of existing noise wall will be augmented resulting in a small loss of vegetation.

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.

<table>
<thead>
<tr>
<th>Precinct 3: Salt Pan Creek to Gibson Avenue</th>
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</thead>
<tbody>
<tr>
<td>Sensitivity</td>
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<tr>
<td>Magnitude</td>
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<tr>
<td>Visual Impact</td>
</tr>
</tbody>
</table>
LANDSCAPE CHARACTER IMPACT 4.0

4.4 PRECINCT 3: SALT PAN CREEK TO GIBSON AVENUE

Illustration 28:
Precinct 3: Existing situation overlaid with proposed upgrade works.
Refer to page 29 for Legend (plan supplied by HBO + EMTB)
4.5 PRECINCT 4: GIBSON AVENUE TO QUEEN STREET

4.5.1 Existing Landscape Character

This section of the Motorway runs through the residential suburb of Revesby. The Motorway consists of one eastbound and one westbound carriageway containing two lanes each. There is a central grass median with groupings of shrub planting. A group of trees have been planted in the median on either side of River Road.

West of Gibson Avenue, the Motorway is lower than the surrounding landscape. The embankments are planted with Cumberland Plain Woodland vegetation, with a noise wall to the top. From River Road to Queen Street, the Motorway sits slightly above the surrounding landscape. Noise walls, protected by a w-beam barrier, are adjacent to the carriageway. Cumberland Plain Woodland vegetation is planted between the noise wall and Gordon Parker Street to the north, and the residential property boundary fence to the south.

The River Road interchange has on and off ramps for both eastbound and westbound traffic. Toll booths are located to the on and off ramps on the eastern side of the interchange.

4.5.2 The Project

The new eastbound and westbound lanes would be located within the existing grass median. They would be divided by a new concrete safety barrier typically with a 1.2 metre wide paved median on both sides, delineated by line marking. It is proposed to widen the bridge over Queen Street by infilling between the existing eastbound and westbound lanes.

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

It is proposed to enhance the planting at the River Road interchange to a ‘parkland’ style to differentiate it from the overall bushland character of rest of the corridor.
New noise walls are proposed to infill a 200 metre section adjacent to the residential area west of Gibson Avenue, and small sections east and west of the River Road interchange, all on the southern side of the Motorway. Approximately half of the existing noise walls in this precinct are to be augmented, in some areas up the four metres higher than the existing situation. In the section west of Gibson Avenue to the Mackenzie Street pedestrian overpass, substantial amounts of existing vegetation will be removed from the five metre clear zone, particularly on the Motorway side, and in some cases on the property side. This will expose more of the noise wall to motorists. The section west of the River Road interchange will require minimal vegetation removal as the existing noise wall is adjacent to the Motorway, but there will a substantial increase in wall height.

One new variable message sign is proposed for eastbound traffic west of Gibson Avenue.

A water quality/detention basin is to be provided within the road reserve, on the southern side of the Motorway, between the Queen Street underpass and Ely Street.

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 (namely, Queen Street) 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.

4.5.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway with a grassed median with good groupings of tree and shrub planting, as described in 4.5.1, the precinct will have moderate 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 a concrete safety barrier. A number of native shrubs and small trees would be removed from the existing median. The infill of the Queen Street bridge would have minor overshadowing effects. The installation of new noise walls and augmentation of existing noise walls will cause the loss of a significant amount of trees and shrubs and will expose a greater amount of the noise wall. The VMS is another element in the landscape and may cause the loss of some shrub and tree planting to provide clear sightlines. There may be some minor modifications to the existing planting at the River Road interchange. 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 high to moderate due to the loss of the grassed median and associated tree and shrub planting, and other tree and shrub planting to the verges due to the installation of new noise walls and augmentation of existing noise walls.
4.0 LANDSCAPE CHARACTER IMPACT

4.5 PRECINCT 4: GIBSON AVENUE TO QUEEN STREET

Landscape Character Impact

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

<table>
<thead>
<tr>
<th>Precinct 4: Gibson Avenue to Queen Street</th>
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</thead>
<tbody>
<tr>
<td>Sensitivity</td>
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<tr>
<td>Magnitude</td>
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<tr>
<td>Landscape Character Impact</td>
</tr>
</tbody>
</table>
LANDSCAPE CHARACTER IMPACT 4.0

4.5 PRECINCT 4: GIBSON AVENUE TO QUEEN STREET

Illustration 32: Precinct 4: Existing situation overlaid with proposed upgrade works. Refer to page 29 for Legend (plan supplied by HBO + EMTB)
4.6 PRECINCT 5: QUEEN STREET TO HORSLEY ROAD

4.6.1 Existing Landscape Character

The Motorway passes through the industrial areas of Revesby and Milperra to the north and the residential suburbs of Revesby and Panania to the south. There are a number of small municipal reserves adjoining to Motorway in these suburbs, including Greenway Reserve, Tracey Street Reserve and Toby Reserve. As with the previous precinct, the Motorway continues with two lanes in each direction with a grass median. Small groupings of shrub planting are located in the median from Queen Street to Beaconsfield Street. Trees have been planted adjacent to the Beaconsfield Street bridge and Horsley Road bridge.

An embankment vegetated with Cumberland Plain Woodland adjoins the westbound carriageway. Glimpses to the industrial buildings can be had from the Motorway. On the southern side of the Motorway, the noise wall is adjacent to the carriageway from Queen Street to Tracey Street Reserve. Cumberland Plain Woodland vegetation is found to the southern side of the noise wall. From Tracey Street Reserve to Horsley Road, the noise wall moves to the top of the vegetated embankment.

4.6.2 The Project

As with the previous precinct, the new eastbound and westbound lanes will be located within the existing grass median. They would be divided by a concrete safety barrier typically with a 1.2 metre wide paved median on both sides, delineated by line marking.

Under Beaconsfield Street and Horsley Road, the existing w-beam guardrails are to be removed and concrete safety barriers would be installed to protect the existing central piers.
A replacement noise wall is proposed on the southern side of the Motorway from Wall Reserve, west to Toby Crescent. The majority of the existing noise walls, located on the southern side of the Motorway only, are to be augmented by 1.5 to 2.8 metres, except for small sections south of Carrington Street and south of Tracey Street. Vegetation will be required to be removed in the five metre clear area during construction from Tracey Street Reserve, west for the extent of the augmented and new noise walls, exposing more of the wall to the residences, and to motorists west of Beaconsfield Road.

A new variable message sign (VMS) is proposed for westbound traffic to the west of Queen Street.

A water quality/detention basin is proposed within the road reserve, for the northern side of the Motorway, mid-way between Queen Street and Beaconsfield Street.

4.6.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway with a grassed median with good groupings of tree and shrub planting, as described in 4.6.1, the precinct will have moderate 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 a concrete safety barrier. A number of native shrubs and small trees would be removed from the existing median. The installation of new noise walls and augmentation of existing noise walls will cause the loss of significant amounts of vegetation from Tracey Street Reserve westwards, and will expose a greater amount of noise wall. 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 in this precinct would potentially be high to moderate due to the loss of the grassed median and associated tree and shrub planting, and other tree and shrub planting to the verges and adjacent to Tracey Street Reserve, due to the installation of new, and augmentation of existing noise walls.

Landscape Character Impact

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

<table>
<thead>
<tr>
<th>Precinct 5: Queen Street to Horsley Road</th>
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<tbody>
<tr>
<td>Sensitivity</td>
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</tr>
<tr>
<td>Magnitude</td>
<td>High to Moderate</td>
</tr>
<tr>
<td>Landscape Character Impact</td>
<td>High to Moderate</td>
</tr>
</tbody>
</table>
4.0 LANDSCAPE CHARACTER IMPACT

4.6 PRECINCT 5: QUEEN STREET TO HORSLEY ROAD
LANDSCAPE CHARACTER IMPACT 4.0

4.6 PRECINCT 5: QUEEN STREET TO HORSLEY ROAD

Illustration 36: Precinct 5: Existing situation overlaid with proposed upgrade works. Refer to page 29 for Legend (plan supplied by HBO + EMTB)
4.0 LANDSCAPE CHARACTER IMPACT

4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

4.7.1 Existing Landscape Character

This section of the Motorway travels through a number of different surrounding landuses. On the southern side, west of Horsley Road is the former Bankstown Tip. West of Henry Lawson Drive is bushland associated with Deepwater Regional Park. To the north is the Bankstown Campus of the University of Western Sydney. To the east and west of Henry Lawson Drive is the residential suburb of Milperra and on the eastern shore of the Georges River is the Riverlands Golf Course. The Motorway continues as two lanes in both directions with a grass median. There are small groupings of shrubs in the median and tree planting on both sides of the Henry Lawson Drive interchange.

West of Horsley Road to the Henry Lawson Drive interchange, noise walls adjoin the carriageway, with small trees scattered between the wall and the adjacent w-beam guardrail. Cumberland Plain Woodland vegetation is planted north of the wall to the University boundary. West of Henry Lawson Drive, coinciding with the residential area, is a small vegetated embankment with a noise wall to the top. West of the residential area is dense vegetation and the noise wall is not visible. Good quality Cumberland Plain Woodland vegetation adjoins the eastbound carriageway in this precinct. It allows filtered views into adjoining areas.

There is a major interchange with Henry Lawson Drive. It consists of on and off ramps for both eastbound and westbound traffic, with toll booths located to the on and off ramps east of Henry Lawson Drive.

4.7.2 The Project

It is proposed to infill the existing grass median to accommodate the new eastbound and westbound lanes. These would be divided by a concrete safety barrier typically with a 1.2 metre wide paved median on both sides, delineated by line marking.
LANDSCAPE CHARACTER IMPACT 4.0

4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

Under Henry Lawson Drive, the existing w-beam barrier would be removed and concrete safety barriers would be installed to protect the central piers. It is proposed to enhance the planting at the Henry Lawson Drive interchange to a 'parkland' style to differentiate it from the overall bushland character of rest of the corridor.

The existing noise walls, 250 metres west of Horsley Road to Riverlands Golf Club are to be augmented, with a new section to be constructed west for a distance of 280 metres, on the northern side of the Motorway. In the section west of the Henry Lawson Drive interchange, substantial amounts of existing vegetation will be required to be removed to provide a five metre clear area during the construction of the noise walls, exposing more of the noise wall to Motorway users.

One variable message sign (VMS) is proposed just east of the Georges River for eastbound traffic.

Significant water quality/detention basin works are proposed within the road reserve at approximately the mid-way point between Horsley Road and Henry Lawson Drive. These basins will require significant retaining walls to fit within the road reserve.

Another smaller basin is also proposed within the road reserve, on the northern side of the Motorway, adjacent to the eastern abutment of the Georges River (East) bridge. This basin will also require the construction of a significant retaining wall.

4.7.3 Landscape Character Assessment

Sensitivity

Due to the landscape character of this precinct being predominately a motorway with a grassed median with reasonably good groupings of tree and shrub planting, as described in 4.7.1, the precinct will have moderate to 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 a concrete safety barrier. A number of native shrubs and small trees would be removed from the existing median. The installation of the new noise wall and augmentation of existing walls west of Henry Lawson Drive, will cause the loss of a significant amount of vegetation and will expose a greater amount of noise wall. 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 in this precinct would potentially be high to moderate due to the loss of the grassed median and associated tree and shrub planting, and other tree and shrub planting to the verges due to the installation of new, and augmentation of existing noise walls.
4.0 LANDSCAPE CHARACTER IMPACT

4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

Landscape Character Impact

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

<table>
<thead>
<tr>
<th>Precinct 6: Horsley Road to Georges River</th>
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</thead>
<tbody>
<tr>
<td>Sensitivity</td>
<td>Moderate to Low</td>
</tr>
<tr>
<td>Magnitude</td>
<td>High to Moderate</td>
</tr>
<tr>
<td>Landscape Character Impact</td>
<td>Moderate</td>
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</tbody>
</table>
4.7 PRECINCT 6: HORSLEY ROAD TO THE EASTERN END OF THE GEORGES RIVER BRIDGE (EAST)

Illustration 40: Precinct 6: Existing situation overlaid with proposed upgrade works. Refer to page 29 for Legend (plan supplied by HBO + EMTB)
4.0 LANDSCAPE CHARACTER IMPACT

4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

4.8.1 Existing Landscape Character

This section of the Motorway is surrounded predominately by open space. West of the Georges River, on the south side of the Motorway is Lieutenant Cantello Reserve, containing remnant Cumberland Plain Woodland and open grassland. The reserve adjoins the main M5 toll plaza and associated buildings, and the residential suburb of Hammondville. On the north side is the New Brighton Golf Club.

Following on from the previous precinct, a six lane bridge traverses the Georges River. The Motorway continues as six lanes, and then expands to ten lanes at the toll plaza. This consists of four E Way lanes (two in each direction) and six cash lanes (three in each direction). The Motorway reverts back to two lanes in each direction at approximately chainage 20100.

There are a number of structures associated with the toll plaza including four gantries. Interlink Roads offices and the control centre are located to the south of the toll plaza. It consists of a single storey building of concrete, steel and lightweight framing. A small works depot building is located to the east.

The bridge over the Georges River has a lightweight steel missile screen attached to the southern side. West of the bridge, the road remains elevated, with a type F barrier to each side. As the road comes back to grade, w-beam guardrails replace the type F barrier, with Cumberland Plain Woodland vegetation adjoining the carriageway. At the toll plaza, a large hedge edges the Motorway on its northern boundary. Heading west from the toll plaza, a noise wall adjoins the carriageway on the south side, screening the suburb of Hammondville. The northern edge reverts to a w-beam guardrail with Cumberland Plain Woodland vegetation.
4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

From the bridge, mid distance views are available to the north and south along the Georges River and adjacent open space and golf courses.

4.8.2 The Project

No additional lanes are proposed in this precinct. There may be some minor line marking adjustments to accommodate the additional lanes in the adjoining precincts, and to adjust for an increase in the number of E Way lanes.

The majority of the existing noise walls are to be augmented, except for a small section behind the existing Interlink Roads offices, and a new 60 metre section is to be constructed south of the Motorway control building.

A new Motorway control building is proposed to the east of the existing building adjacent to the toll plaza. The new building is to be of a similar scale and architectural quality as the existing building, and to integrate with the existing landscape setting.

Significant water quality/detention basin works are proposed within the road reserve, on the southern side of the Motorway, at the western abutment of the Georges River (East) bridge. Additionally, water quality/detention basin works are also to be carried out within the road reserve, on the northern side of the Motorway, immediately west of the toll plaza.

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 the Georges River (East) 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 River.

4.8.3 Landscape Character Assessment

Sensitivity

The landscape character of this precinct is predominately a motorway over an open space and floodplain area, as described in 4.8.1, and potentially has a high sensitivity to change. The proposed works are minor in nature, except for the control building, therefore, the precinct will have moderate to low sensitivity to the proposed changes as described below.

Magnitude

The proposed upgrade in this precinct would not amount to any increase in pavement width. The proposed control centre is to be of a similar architectural scale and style as the existing building and would sit within the existing landscape with only the upper section of the building visible. The new detention basins will have no effect on the landscape character.

Overall, the qualitative assessment indicates that the magnitude of the proposed upgrade would potentially be moderate to low due to minimal line marking changes to the road corridor and the amount of the new building that would be visible.
4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

**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 moderate to low sensitivity to change of the precinct and the moderate to low magnitude of the works.

<table>
<thead>
<tr>
<th>Precinct 7: Eastern end of the Georges River to the Toll Plaza</th>
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<tbody>
<tr>
<td>Sensitivity</td>
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<tr>
<td>Magnitude</td>
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<tr>
<td>Landscape Character Impact</td>
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</tbody>
</table>
4.8 PRECINCT 7: EASTERN END OF THE GEORGES RIVER BRIDGE (EAST) TO MAIN TOLL PLAZA

Illustration 44:
Precinct 7: Existing situation overlaid with proposed upgrade works.
Refer to page 29 for Legend (plan supplied by HBO + EMTB)