

CrossRiver*Rail*



Appendix F Visual Amenity and Lighting

Cross River Rail

APPENDIX F

VISUAL AMENITY

JULY 2011

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Appendix F1 Combined urban, landscape and visual context

The following tables describe and illustrate the important views, landmarks, vegetation, watercourses, and other urban landscape elements of value within the study corridor. Within these tables, the urban landscape and visual context principles are articulated in response to photographic exemplars typical of a particular precinct located within the study corridor and its context.

The information presented in this section has been derived from the technical advice provided by Verge Urban Landscape Architecture.

Viewpoint WA 1 Location: Corner Bridge and Wride streets – Woolloowin



Urban context: urban qualities: This local landmark, is situated to the immediate north west of Woolloowin Station, its architectural qualities are noteworthy as it possess the attributes of a pre 1945 local corner store typical to Brisbane, with awnings to the street edge, although it is two stories (which is not typical). It serves as a visual reference marker for locals near the entrance Woolloowin Station and is at a scale that is in keeping with the surrounding detached low density residential location. It provides good shelter and a paved pathway to the entrance of the station, if somewhat of a steep grade. It enhances the quality of edge of the railway corridor along the Woolloowin/Albion section, which is at times a non permeable treatment of noise walls next to a road or at the rear of residences. The heritage 'look' of this 'timber and tin' building provides a positive addition to the well established streetscape trees along Bridge Street.

Landscape context: Terrain and Vegetation: Terrain: Generally, the terrain around the station is not a comfortable grade for pedestrians and is on the northern slope of a ridgeline which extends west to Lutwyche Road and east to Clayfield and Hamilton.

Vegetation: This suburb is characterised as transitional in nature, with a mix of native and exotic species common to established suburbs in South East Queensland.

Visual context: Visual Experience: This building is the termination vista at the end of Wride Street and Woolloowin Station. The most memorable routes terminate in landmark building such as this, and are particularly useful as a navigation tool for visitors and a welcome destination point at the station for locals.

Viewpoint WA 4 Location: Bridge Street and Mame Road. Looking South- Woolloowin



Urban Context: Urban Qualities: Bridge Street runs parallel to the western edge of the railway corridor and extends to Albion Station; at this point it provides good view to the CBD. It is a busy thoroughfare, especially the overpass at the Albion Fire Station, this link provides one of the few railway crossing points from Woolloowin West to Woolloowin East. The streetscape quality is constrained due to the railway to the east and power lines on the western side of the street and has impacted on the street tree selection, which are generally small though relatively well established. The streetscape looking south past the Holy Cross Campus affords good views to the old Flour Mill at Albion and the CBD beyond. Its pathway system runs continuously along the western side of the street and is intermittent on the eastern side due to pinch points at the railway corridor interface; the grade is not particularly comfortable but is well within the capacity of an able bodied person. The quality of edges along the eastern side of the street are not good, due to the presence of noise walls and timber paling fences along the railway corridor, the western side is residential in nature and less harsh, mixed with other land uses such as the Holy Cross Campus and the Albion Fire Station. The division of public and private uses either side of the street sets it apart from all other streets in this suburb.

Landscape Context: Terrain and Vegetation: Terrain: Generally, the terrain around the old fire station is not a comfortable grade for pedestrians and is on the southern slope of the ridgeline which extends to Lutwyche Road.

Vegetation: This suburb is characterised as transitional in nature, with a mix of native and exotic species common to established suburbs in South East Queensland. Surrounding this building and adjacent block of vacant land are several significant mature trees.

Visual Context: Visual Experience: For local residents the views to the railway corridor are prominent and not appealing, especially for those situated along western edge of this street. The views to the south for motorists and pedestrian affords good views to the Albion Flour Mill and the CBD beyond, views to the north are limited due to the terrain rising up to the ridge at Rigby Street and then falling away slightly to the north. Due to the boundary treatment (noise walls and paling fence), the railway corridor it is partially visible along the eastern edge of Bridge Street.

Viewpoint BH 1 Location: RNA Showgrounds



Urban context: urban qualities: The RNA Showgrounds has a clear delineation between its public and private faces. Generally, it is an introspective environment due to its pay on entry requirements as host to the annual Ekka and sundry conventions and shows throughout the year. This ticketing requirement demands the fortification of its boundaries when events take place and this reinforces the visual perception of an inward looking fortified compound. Used as a show ground since 1876, it has developed an ad hoc fashion over time, and contains many heritage listed buildings, landscape features, tunnels and a dedicated Exhibition Station. It is the protection of this site over time that has allowed these elements to form unique spatial arrangements and as such the site as a whole is recognised for its cultural heritage significance.

This site is a destination with controlled entry points and as such does not connect well to the surrounding urban context, but within its walls there are highly orchestrated movement patterns amongst its aging infrastructure. Its future, however, is about to undergo a major transformation as an urban renewal site and as a result urban design principles would play a part in the development outcomes and connect the show grounds to its external context.

Landscape context: terrain vegetation: The terrain of the site is slightly undulating throughout rising up to a high point at O'Connell Terrace which affords views to the CBD. The cultural heritage landscape elements of the site are significant, the following elements are written into the Queensland Heritage Register - Fence/Wall, Tunnel – pedestrian, Show ring – perimeter, Bank Gate – entrance, Memorial – plaque, Bridge/Viaduct – railway, Trees/Plantings, Embankment – railway, Dormitory Park / Green space, Yards – livestock. The ground contains significant trees and these are the highly manicured shade trees mainly mature Weeping Fig trees (*Ficus benjamina*) scattered throughout the grounds.

Visual context: visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The Industrial Pavilion and the John MacDonald Stand are important also for their aesthetic contribution to the site and landmark and/or streetscape value. The two show rings and their surrounds also have aesthetic value (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint BH 2 Location: Bowen Park, O Connell Terrace



Urban context: urban qualities: The Park is situated opposite the Royal Brisbane Hospital, the (Inner City Bypass) ICB and the Clem Jones tunnel and is bounded by the RNA Showgrounds. It is an area of green respite whose vegetation provides a visual screen from a busy urban environment. Whilst introspective in character it contains highly valued mature vegetation which can be viewed from the surrounding areas. It is one of the first parks established by the Brisbane Municipal Council and it demonstrates the importance the Council placed on the provision of recreational parks and gardens. The park provides excellent connectivity to surrounding areas. However, its access points (stairs) do not meet contemporary disability codes. It is also highly valued for its green space contribution to this urbanised area and provides spaces for community functions such as weddings in its heritage listed Rotunda. It is listed on the Queensland Heritage Register.

Landscape context: terrain vegetation: The terrain of the park falls steadily from Bowen Bridge Road to the east towards the RNA Showgrounds. The vegetation within the park is highly valued and is listed in the Queensland Heritage Register because "the place is important in demonstrating the principal characteristics of a particular class of cultural places"

The ornamental flower beds remaining from the 1914-1917 period designed by Henry Moore and the 1950s work by Harry Oakman are substantially intact and demonstrate the decorative features popular in garden and park development of the late nineteenth and early twentieth century's. The location, style and planting of garden beds associated with shrubberies and hedges demonstrate the decorative Edwardian style and the Modern subtropical planting style of garden design (Queensland Heritage Register Cultural Heritage Significance Criteria D).

Visual context: visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). Bowen Park occupies a prominent gateway location to the inner-city. Its ornamental planting beds, stone walls and attractive entrance gates contribute a bold and colourful presence to the streetscape. Other elements contributing to the historical and aesthetic qualities of the place include a 1914 bandstand rotunda, 1915 toilet block [one of the earliest municipal toilet blocks surviving in Brisbane], stone stairs and the northern and southern ends of the park, and drinking fountains thought to date to the 1950s (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint SH 1 Location: Victoria Park 454 Gregory Terrace, Spring Hill



Urban context: urban qualities: Victoria Park is part of a linear green space corridor which stretches from Bowen Bridge Road in the North East to the Brisbane Girls Grammar School in the South West. Its North Western boundary follows the Railway line linking the Mayne Rail Yard to Roma Street Station and its South East boundary borders Gregory Terrace. It is a substantial and important open space corridor close to the CBD and provides valuable recreation opportunities and connections throughout the area. Its facilities are numerous, such as exercise trails, dog off leash areas, picnic and barbeque facilities, shelters, and play equipment which are consistent with a District Parks capacity. This green space corridor is shared by various council and government facilities, and surrounded by schools (refer **Chapter 9 Land Use and Tenure**) which ensures this area is activated and thereby providing some surveillance for the safety of park users. However, the parks terrain drops sharply from Gregory Terrace to the railway corridor, which causes a lack of casual surveillance from adjacent residences, limiting the perceived safety of the park environment to working hours. Looking northwest from the ridgeline along Gregory Terrace there are good views to Mt. Coot-tha and the Victoria Park Golf Club on the north-western side of the railway. The outlook is in contrast to the highly urbanised surroundings, in that the distant views are mainly of the vegetated hills of the ranges and the rolling foothills of the golf club, with little dominance of built structures. This visual environment is quite rare in its context as the outlook in the opposite direction is of the tall tower structures of the CBD, making this green space a highly valuable contribution to the city environment. There is very little visual evidence of the rail corridor from the park environment because it is at the lowest point in the park and is well screened by vegetation in most places.

Landscape context: terrain vegetation: The terrain of the park is a highly significant factor in the manifestation of a range of urban qualities and functions noted above. The land drops sharply from Gregory Terrace to the north west border with the Railway line. The vegetation within the park is consists of significant plantings of mature trees such as the Moreton Bay Figs at the south west edge adjacent to Brisbane Girls Grammar, and trees and palms to the north east corner near Bowen Bridge Road. The majority of the park however is covered by grassy slopes. Along the north west boundary there is good vegetative screening of the Railway corridor which is highly valuable in providing a visual separation from the infrastructure. This vegetation has been identified under the Natural Assets Local Law (NALL)

Visual context: visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). Victoria Park is significant for its aesthetic values. It is an area of landscaped parkland falling from a ridge offering expansive views in all directions. The park has large open grassed areas and is planted with mature figs, shade trees, palms and garden beds. The Gundoo Memorial Grove of eucalypts stands to the south-east end of the park (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint SH 2 Location: Streetscape Gregory Terrace – Spring Hill



Urban context: urban qualities: Situated on the top of an undulating ridgeline, Gregory Terrace is the north western delineator of the Spring Hill precinct. It is an important connector from Bowen Hills to Kelvin Grove and the CBD. The streetscape environment is varied in nature due to the undulating ridgeline and the wide road corridor which, at its midpoint is split by a large centre median which takes up the change in grade from the upper south west bound carriage way to the lower north east bound carriage way. This area includes the residential, ecclesiastic and educational structures along Gregory Terrace overlooking Victoria Park, the rail corridor, Centenary Pool, the electricity Sub-station at the northwest corner of Bowen Bridge Road and Gregory Terrace, Victoria Park Golf Course, the former Victoria Park Golf Clubhouse, Royal Brisbane Hospital, and the Herston Medical School. The pedestrian environment is fair on the south eastern side of the Terrace, with bitumen pavement the entire width of the nature strip in most cases, the comfort for pedestrians is medium with shade trees not placed close enough together and a moderately challenging terrain.

Landscape context: terrain water vegetation: Gregory Terrace runs along the top of a ridgeline running in a south east to north west direction, it is an undulating ridgeline as opposed to a steadily rising ridgeline and provides a moderately comfortable walking and cycling environment.

Visual context: visual experience: Gregory Terrace affords good views to the green spaces to the north west and quaint views through typical Brisbane residential streetscapes to the imposing CBD beyond. The visual experience travelling along Gregory Terrace is dominated by the green space to the north west. The fringing one to three storey residential perimeter to the south east of the Terrace provides a pleasant edge to the streetscape, mainly due to the heritage style of the built form, whose quaint detailing adds interest and variety not seen in modern building stock of that nature.

Viewpoint CBD A1 Location: Streetscape from Queen Street Mall to City Botanic Gardens – Albert Street



Urban context: urban qualities: Albert Street has been dissected into two distinct sections due to the abrupt termination of the street by King George Square and the Queen Street Mall. For the purposes of this report the section between Ann and Alice Street would be analysed in this table.

Between Elizabeth and Mary streets, Albert Street's main function accommodates alfresco dining. This use of the street side pavement provides a highly activated streetscape which is busy from early in the morning to late at night. Pedestrian movement through the alfresco dining is at times constrained, but frees up after Charlotte Street when this function decreases and the footpaths are more generous. Pedestrian comfort is good along this street with good quality pavements at a steady grade, and awnings providing shelter in combination with street trees.

Compared to George and Edward Streets there are fewer heritage listed buildings in Albert Street, and none past Charlotte Street. This is evidenced by new high rise apartments and office refurbishments along this section of the street, these new developments have implemented the required BCC Centres Detailed Design Manual as part of the development conditions. As such the majority of the streetscape Albert Street between Charlotte and Margaret streets has achieved uniformity in pavements, street furniture, street trees, and built form interface with the street that is pleasant and at a human scale. The new developments have also addressed the relationship of the street frontages and how they interact with the street to bring vitality and variety to activate the street scene. Albert Street does provide places which are comfortable to stop and gather, in some instances these are dead spaces but could be activated through the right channels of engagement with stakeholders and BCC. Therefore Albert Street is quite different from the busy movement corridors of Edward and George streets and caters to the more relaxing past times with a street that feels a part of the public realm.

Landscape context: terrain water courses vegetation: The terrain along Albert Street from Elizabeth Street to the Botanic Gardens is relatively flat with a minor fall towards the gardens. The street trees along Albert Street are *Flindersia australis*, of varying heights and condition.

Visual context: visual experience: The visual experience within Albert Street is an internal one opening up towards the Botanic Gardens after Margaret Street. This is due to the alfresco scene creating a rich visual environment with umbrellas, street trees, and awnings that contain the viewing distance to one block at a time. As discussed this view opens up moving towards the gardens due to a more designed approach to the streetscape with higher awnings and a less cluttered side walk environment due to wider pedestrian pavement. This view is nominated as a street that provides a significant view or vista in the BCC City Centre Neighbourhood Plan.

Viewpoint CBD A2 Location: Close up streetscape – Albert Street



Urban context: urban qualities: The section of Albert Street lies between Charlotte and Mary streets and typifies a comfortable streetscape environment. All of the elements of the overarching BCC Centres Detailed Design Manual have been incorporated into the streetscape to ensure uniformity and a cohesive street wide theme. The street is a good example of a serviceable, co-ordinated approach to ensuring the streetscape environment is comfortable for its users through the provision of shade (through awnings and street trees), rain protection, seating, bins, ambient lighting for safety at night, bike racks, public telephones, good quality pavements, and an easy gradient. The commercial shop fronts serve to activate the street through the mix of business types, their signage and shop window display.

Landscape context: terrain vegetation: The terrain through this section of the street is flat and very easy to traverse. The street tree is *Flindersia australis* of varying heights, spreads and condition. This termination at Alice Street is at the official front entrance to the City Botanic Gardens with its mature sub tropical vegetation.

Visual context: visual experience: The view looking toward the Botanic Gardens is slightly obscured due to the prevalence of awnings and street trees. This however does not detract from the pleasant streetscape environment of the street with its healthy street trees (if somewhat immature) providing an avenue of green that softening the mainly post 1950's building stock. The street at this point contains very little parking and this makes the street look less cluttered and the pedestrian environment is less hemmed in.

Viewpoint CBD R1 Location: Emma Miller Place - Roma Street



Urban context: urban qualities: This space makes up part of a series of green spaces (including the Roma Street Forum) within a triangle of land between Roma Street, Albert Street and the Roma Street Parklands Roma Street entrance. It also borders the twin portals of the Inner Northern Busway and the rail lines to Central Station. It is part of a safe off road pedestrian route with minimal signalised road crossings taking the pedestrian from Roma Street Station to the Queen Street Mall through a series of designed spaces. The edges of the park are cluttered by signage, services, and poorly placed rubbish bins, however the open space within contains a pleasant open grassed area with some established trees for shade during summer. The majority of the space is in full sun and is at its best during winter when it provides good solar access for users.

Landscape context: terrain vegetation: The terrain in this section of the park rises gently northward up to the border with the busway underpass. The vegetation consists of a mix of subtropical tree species common to Brisbane, such as Leopard Trees, Jacarandas, Figs, and palms. The majority of the place is gently sloping grassy open space with seating nodes.

Visual context: visual experience: The visual environment of this section of Emma Miller Place is confusing for the fact its boundaries serve a number of purposes such as the signed entry to both the Roma Street Station and the Roma Street Parklands complex of apartments and Open Space. Within the space itself there is a pleasant and well used piece of open green space for passive recreation and this flows seamlessly into the Roma Street Forum open space.

Viewpoint KPW 1 Location: Kangaroo Point Cliffs



Urban context: urban qualities: The urban qualities at this location are grand and civic in nature, and are quite distinct from the intimacy of streetscape environments discussed thus far in this report. It is a significant topographical feature where access to its cliff top is constrained but its function does not hinge on its connectivity, as it is more of a destination in which to appreciate the Cityscape before it. The cliff tops facilities are dated and park like in nature and they cater to family gatherings, tourists and tourist groups and the rock climbing and abseiling community. It is a highly valuable urban green space corridor bounded by a busy connector road with residential and ecclesiastic land uses to the other side.

Landscape Context: Terrain, Water Courses, Vegetation: The 30 m high cliffs dominates the Brisbane River both in scale and in its meanderings, it is a significant topographical feature in the City of Brisbane. The cliffs dictate the course of the Brisbane River, the cities major water course. The vegetation along the cliffs is typical of South East Queensland rock faced cliffs.

Visual context: visual experience: Vast is scale and outlook the Kangaroo Point Cliffs are a major landmark in the City of Brisbane's identity. It can be seen from vistas in the CBD such as Edward Street and the Botanic Gardens. When standing on top of the Cliffs it provides one of the most iconic views of Brisbane CBD.

Viewpoint KPW 2 Location: Stanley Street Streetscape



Urban context: urban qualities: Stanley Street is a major connector road for the eastern suburbs coming into the CBD and South Brisbane and as such it is a very busy vehicular street. The streetscape along this section of Stanley Street has two distinct characters, the southern side is a busy shopping strip with eateries, op shops, offices and some commercial businesses, on the northern side is a large assembly of government and transport infrastructure. The streetscape environment next to the shops by-passes the main traffic thorough fare by a one way slip lane protected by a planted and guard railed median strip. This median protects and enhances the pedestrian environment along the shop frontages. The pedestrian environment on the southern side is good, with the shop fronts providing awnings for a good portion of the street for sun and rain protection and street trees for sun protection and screening. The northern side of the street is a 2 m wide bitumen foot path with no rain or sun protection and situates the pedestrian close to fast moving traffic conditions. It is not a pleasant environment to walk along; the bus way station connects this side of the street to the southern side via a signalled pedestrian crossing. The station infrastructure takes the pedestrian down to a lower level bus platform away from the harsh traffic conditions above. The building stock along the southern side of the street is a harmonious suite of two story heritage type buildings with good proportions, and similar facades. The fenestration also adds interest with variations on a theme of sash windows, some with window awnings and some without. These are uncomplicated buildings purposefully designed to provide a commercial shopping/eating environment at ground level with office/living space above. The southern streetscape would be vulnerable to any great change in scale of development, the northern side less so as it contains the large land holding of Go Print and other government offices.

Landscape context: terrain vegetation: The terrain of this section of the street is on a slight rise to the west and is a comfortable gradient for pedestrians. The street trees along the median to the separated low traffic environment are *Harpullia pendula*

Visual context: visual experience: The visual experience of this streetscape is defined by which side of the street you are walking on. The southern side provides a visually rich, human scale environment with active shop frontages and vegetation. The northern side is provides a visually alienating and perceptively dangerous experience because of its narrow width next to a major arterial road and lack of shade and softening vegetation. The distant view to the southern side is pleasant due to the mix of vegetation and harmonious built form with some stand out character buildings such as the old Woolloongabba Post Office.

Viewpoint KPW 3 Location: Looking over Park Road Busway and Rail Stations



Urban context: urban qualities: This is the expansive view looking towards the south east from the Boggo Road/Park Road bus and rail overpass. The overpass between Park Road Station and the Boggo Road Urban Village mixed use development connects two suburbs which have been previously separated by infrastructure and land use. This connection permits access for pedestrians from the low density residential areas of Woolloongabba to the new mixed use high density Boggo Road Urban Village. The legibility of this area would be greatly improved as a result of the new works at the Urban Village, as with any new development all of the urban qualities of robustness, variety, human scale, safety, urban green spaces, access and connections are employed through development urban design guidelines and principles. The Park Road connection is in contrast with the new urban village, by connecting the suburb of Woolloongabba through a residential street. This connection point has potential safety issues especially at night due to narrow walkways and the general deserted nature of the area after dark. Generally however the areas surrounding the stations are very well lit at night and are under 24/hr security camera surveillance, thus improving but not eradicating the perception of safety in these areas.

Landscape context: terrain vegetation: The terrain of the area containing the transport infrastructure is deceptively flat at an elevation of approximately 24 m above sea level, therefore the views from the over pass are expansive. The terrain then rises up to a high point at Boggo Road Urban Village which is the same level as the overpass. There are views to distant vegetated hills but within this setting there is no significant vegetation especially within the transport corridor.

Visual context: visual experience: The views from this area are expansive with the CBD, distant hills and the Gabba stadium able to be viewed from this position. On the platforms however the view is predominantly of the environment mainly within the stations.

Viewpoint FDP 1 Location: Dutton Park Station Looking West



Urban context: urban qualities: This section of Kent Street is immediately adjacent to the Dutton Park Railway Station; it provides access to the eastern platform of Dutton Park Station. The western platform is accessible off Annerley Road, and exits here in a very constrained narrow pathway which is fenced at the kerb of Annerley Road to prevent conflicts with this heavily trafficked road. This pathway also carries cyclists from the Eastern Busway connection at O'Keefe Street and causes conflicts between pedestrians exiting the station and cyclists; this is a dangerous confluence of movements. This station provides transport opportunities to the surrounding businesses and also the PA Hospital. The hospital has undergone major building works over the years and as a consequence the access to the train station has been considered through its labyrinths of buildings and pathways. This is similar to the new works at Boggo Road in that urban design principles have been applied to the site to best maximise the experience and comfort of the user. The cluster of businesses and the residential area have good access to the station; however the perception of safety at night could potentially be an issue due to a lack of activity and surveillance around this area.

Landscape context: terrain vegetation: The terrain in this area falls slightly to the north east and the railway corridor cuts along the ridge adjacent to Annerley Road.

The vegetation in this area is a mix of mature vegetation that has been retained at the periphery of the hospital redevelopment and new plantings. There is some vegetative screening to noise walls on the western side of the railway corridor and the station itself has turfed areas, which indicates a return to the suburbs.

Visual context: visual experience: The visual experience around the Station is dominated by the transport infrastructure and the hospital. The scale and newness of the hospital infrastructure provides a pleasant environment at this interface whereas the western side of the railway corridor the experience is in contrast with un-kept landscaped areas harbouring the perception of neglect.

Viewpoint FDP 3 Location: Gair park



Urban context: urban qualities: Gair Park and its memorial cenotaph is a major landmark in the area, it sits on a high point near the intersection of Annerley Road and Gladstone Road. It is an urban green space that provides a highly valuable contribution to area and is well used by surrounding businesses and community facilities.

The park contains a well maintained and constructed suite of garden beds, pavements, structures and furniture set amongst a stand of mature eucalypt. The eucalypts provide a reference to the possible vegetative structure of the area pre-development, they are also a rare inner city stand in an era that vilifies the eucalypt as a nuisance and 'widow maker'. The area surrounding the park is made up of low density residential, community facilities, the Boggo Road Urban Village, the South Brisbane Cemetery, and Dutton Park and some small businesses.

The area has distinct cultural heritage features such as the Gair Park memorial, the cemetery, the 'timber and tin' housing stock, the Boggo Road Goal retrofit and in combination these elements are valued visual markers that contribute to the identity of Brisbane at the fringes of the inner city.

There is a heavy to medium traffic environment bordering two sides of the park. The Eleanor Schonell bridge for pedestrian/cyclists and buses only connects this area to the University of Queensland, and there is a steady flow of pedestrians and cyclists around this area. The new transport infrastructure sits between the South Brisbane Cemetery and Dutton Park green space and has been developed to produce a highly legible pedestrian and cycle environment. The terrain however makes for a highly challenging walking and cycling environment.

Landscape context: terrain water courses vegetation: The elevation of Gair Park is on a high point of a ridge system which undulates along Gladstone Road. The terrain in this area is undulating with falls in all directions; adjacent to Gair Park is Dutton Gladstone with steeply descending falls into the Brisbane River. The vegetation around the area is highly valued, with the parks and cemetery protecting many trees which have grown into mature specimens of high quality. The vegetation mix is predominantly indigenous mature trees with the majority of exotics contained to shrubs and ground covers.

Visual context: visual experience: The visual experience of the area is particularly Brisbane in character, with the wooded eucalypts covering the banks of the Brisbane River. Gair Park is on the Queensland Cultural Heritage list and it is valued for its aesthetic contribution to the area.

Viewpoint FDP 4 Location: Fairfield Station panorama



Urban context: urban qualities: This is a view to the north from the Fairfield Station pedestrian overpass. This section of the study corridor is within a suburban environment surrounded by low density residential, a number of parks, including Fairfield Park, and one shopping centre "Fairfield Gardens Shopping Centre". The connectivity for pedestrians around this area is fair, although access to residential areas either side of the railway corridor is constrained by dedicated pedestrian over passes. Cyclists are able to use the overpasses at Mildmay Street and Wilkins Street West and the overpass at Equity and Cronin streets due to the presence of ramps, but they are constrained at the Fairfield overpass by the presence of stairs on the western side of the tracks. The interface with the residential areas and the railway corridor is dictated by the terrain, at times the corridor is in cut and at times the corridor is at grade with the adjacent suburb. Most of the interface is screened with noise walls of varying heights and vegetation which has grown naturally and creates a pleasant softening of the noise walls. Embankments are either left as rocky cuttings or where erosion is a problem they have been shotcreted. Safety around the station at night is aided by lighting and the presence of 24 hour surveillance cameras. There are little in the way of cultural landmarks in this area, there is only the commercial landmark of the Fairfield Gardens signage.

Landscape context: terrain vegetation: The terrain around the station slightly falls to the west off a ridge line to the east. The terrain on the line from Dutton Park to Fairfield moves through cuttings and some dramatic well treed gully landscapes which are dotted with low density residential. The vegetation around the immediate vicinity of the station is minimal with most mature tree species contained in private properties or as street trees. The station itself contains some maintained grassy banks with some low hedging.

Visual context: visual experience: The views from the overpass and the adjacent residences to the east show glimpses of the tallest CBD towers and the Green Bridge at Dutton Park, and expansive views to Mt Coot-tha are also available from this position. The area provides visual interest due to the residential hillside character of the western facing slopes, which are well vegetated.

Viewpoint YY 2 Location: Yeerongpilly Station to Tennyson



Urban context: urban qualities: This is a view looking north from the Yeerongpilly Station overpass. It takes in the open expanse of land to the west of the railway corridor where the Animal Research Institute, the new Mirvac apartment development "Tennyson Reach"; and, the Queensland Tennis Centre are situated. The land use to the east is low density residential pre 1945 'Timber and Tin' character housing, with infill development apartments occurring on the larger lot sizes close to the station. The type of land uses either side of the track promotes a leafy green character to the area surrounding the station, due to mature vegetation.

Connectivity along this stretch of track is limited to the pedestrian over pass at the station, and a vehicular and pedestrian/cycle overpass at Cardross Street. The access to Yeerongpilly Station can be gained by either stairs or lifts, so theoretically cycles can traverse the overpass. The area itself is gentle in grade and provides a comfortable pedestrian environment. The area surrounding the station is made up of quite distinct land use boundaries, with a distinct open space character provided by the Animal Research Institute and the Brisbane Golf Club; the contained character housing to the east of the station; and the light industry precinct to the south. The urban qualities in this area are varied and abrupt as they change character from open space/ residential to the north of the station and transport infrastructure light industry to the south of the station. The Animal Research Institute grounds and the Brisbane Golf Club provide a valuable contribution to the urban green space of the area. The new Mirvac development and the Queensland Tennis Centre provide good quality urban edges, with a variety of art works and interest through textured materials and water sensitive urban design in evidence through highly planted swale systems.

Landscape context: terrain water courses vegetation: The terrain of the area gently falls to the south south-west, and is at the base of the high points of the residential catchments to the east, thus many of the cross streets can view the railway corridor when looking to the west. The significant water course of the Brisbane River is to the north-west of the station and the catchment around the station runs to the south-west to Oxley Common and then drains out into the river. The vegetation around the area is a mix of exotics and indigenous vegetation, with the majority of the exotic mature trees contained in the residential area to the east and the majority of the indigenous vegetation occurring to the west and contained within the Animal Research Institute.

Visual context: visual experience: The visual experience of this area is varied with the more pleasant with leafy green and expansive views to the north and the less pleasant view to the light industry and Clapham Rail Yard to the south.

Viewpoint YY 3 Location: Stamford Street looking west



Urban context: urban qualities: This is the view looking towards the 'Tennyson Reach' apartments to the west from the top of Stamford Street. The street contains low density residential pre 1945 'Timber and Tin' character housing. The quality of the streetscape is high due to the character housing elements and the mature street trees, providing shade and visual relief. The pedestrian environment in the street is not as comfortable because it does not contain a hardened pathway and the grade is moderately challenging. This street is a good example of the type of residential environment contained in the area to the east of the station, and has typically good views to the mountains beyond the apartment development.

Landscape context: terrain vegetation: The terrain of the residential area falls from a high point north east of Yeronga Station. The cross streets running perpendicular to the railway corridor fall moderately steeply toward the rail line, and as such view to the rail line are visible where vegetation is not an obstruction. The vegetation of the surrounding residential area contains good quality advanced street trees and trees within existing properties of exotic and indigenous origin.

Visual context: visual experience: The visual experience of this residential area is very pleasant; all of the visual qualities of a typically established Brisbane suburb are evident, pre war colonial architecture, narrow streets, good quality mature street trees, and front fencing that is open to the street.

Viewpoint RS 1 Location: Clapham Rail Yard and Moorooka Station



Urban context: urban qualities: This view looks north west over Clapham Rail Yard with Moorooka Station to the right. This photo was taken from Ipswich Road which allows unimpeded views to the yards for a section of its carriage way between Hamilton Road and Keats Street. The rail yards are often full of freight trains waiting for approval to proceed either north/south or west to the Gold Coast Line.

The size of the yards is considerable and is bordered by light industry to the west and low density residential to the east beyond the fringe of car dealerships and commercial enterprises along Ipswich Road. The urban qualities are utilitarian in nature due to the heavily trafficked Ipswich Road, and the functional requirements of the rails yards. Moorooka Station is of very poor quality in terms of physical amenity, poor access and the station itself is very run down. Along Ipswich Road the business mix provides for a very limited urban environment due to the specialised nature of the services offered along its length such as the car yards, commercial and light industry. These land uses combine to constrain the activity in the street to a few functions, and only at certain times of the day, making the perception of safety an issue after working hours, especially around the station entrance.

There is limited connectivity from east to west of the railway corridor with no pedestrian overpass from Fairfield to Ipswich Road, due to the deep width of the Clapham yards. The yards themselves are vast and industrial and largely unscreened from Ipswich Road, but screened by light industry for a good portion of Fairfield Road.

Landscape context: terrain water courses vegetation: The terrain along the yards is relatively flat; the pedestrian environment along Ipswich Road is comfortable but unpleasant due to the heavy traffic, narrow pathway and unscreened views of the yards. To the north of the yards is a local waterway in poor condition which feeds into Oxley Creek. The vegetation around the yard is minimal and of poor quality, there is very little attempt at screening the yards from Ipswich Road. The light industry tends to limit the type and quality of vegetation due to spatial requirements and age of development, the newer style light industry is required to provide attention to the landscape and apply water sensitive urban design principle to their development.

Visual context: visual experience: The visual experience of this area is poor due to the nature of industrial rail yards with their holding bays and heavy freight trains are often decorated with graffiti. The experience along Ipswich Road is also poor due to the proliferation of car yards, light industry and commercial retailers. The building stock is aged and the quality of maintenance of the frontages is low due mainly to the utilitarian nature and the age of these developments. The experience along Fairfield Road around this area is also harsh due to light industry with a brief reprieve when glimpsing the Brisbane Golf club.

Viewpoint RS 2 Location: Light Industry, Salisbury



Urban context: urban qualities: This is a view of the light industry next to Salisbury Station it is typical of the light industry in the area with its utilitarian approach to the organisation of space within its boundaries. Pedestrian comfort along its streets are low due to the type and size of vehicles often turning into their yards or parking on the nature strip obstructing safe passage. The physical comfort is also low due to the lack of street trees or mature trees within the businesses themselves, making the urban environment very harsh. The urban qualities in terms of variety within the area are limited due to the specialised nature of the businesses themselves and the lack of any interaction with the street due to either car parking or loading bays. The scale and bulk of the building stock is alienating and due to its service hours it is likely to be deserted after business hours making the perception of safety an issue after hours for pedestrians and station users

Landscape context: terrain water courses vegetation: The terrain in this area is relatively flat and approaching the low lying floodable land usually associated with light industry. The vegetation in these areas are better than the Clapham Rail Yard in that there is some vegetative screening to the rail corridor, but little screening or softening of the light industry by vegetation.

Visual context: visual experience

The visual experience of this area is poor. These are areas where the building stock is aged and at the time they were built no landscape or aesthetic council conditions were required or enforced, resulting in a very utilitarian environment with presentation to the public a low requirement.

Appendix F-2 Evaluation of key locations

The following tables describe the visual and physical experience at key locations within the study corridor. The information presented in this section has been derived from the technical advice provided by Verge Urban Landscape Architecture.

Viewpoint BH 1 Location: Markwell Street and Campbell Street, Bowen Hills



The visual experience: This view was over a wire fence that is overgrown with weed species; however there are distant views afforded to Fortitude Valley and the CBD.

The physical experience: Landscape Amenity: Decidedly utilitarian in nature, this photograph reveals the cuttings and services of the rail corridor at this point. The terrain at this point is artificial with modifications to land form to achieve the rail underpass at Markwell and Campbell streets. Vegetation in this area is parasitic with native and exotic species regrowth on steep embankment cuttings and these are not highly maintained.

Viewpoint SP 1 Location: Victoria Park 454 Gregory Terrace, Spring Hill



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). *Victoria Park is significant for its aesthetic values. It is an area of landscaped parkland falling from a ridge offering expansive views in all directions. The park has large open grassed areas and is planted with mature figs, shade trees, palms and garden beds. The Gundoo Memorial Grove of eucalypts stands to the south-east end of the park* (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Looking north-west from the ridgeline along Gregory Terrace there are good views to Mount Coot-tha and the Victoria Park Golf Club on the north-western side of the rail corridor. The outlook is in contrast to the highly urbanised surroundings, in that the distant views are mainly of the vegetated hills of the ranges and the rolling foothills of the golf club, with little dominance of built structures. This visual environment is quite rare in its context as the outlook in the opposite direction is of the tall tower structures of the CBD, making this green space a highly valuable contribution to the city environment. There is very little visual evidence of the rail corridor from the park environment because it is at the lowest point in the park and is well screened by vegetation in most places.

The physical experience: accessibility and connectivity: Victoria Park is part of a linear green space corridor which stretches from Bowen Bridge Road in the north-east to the Brisbane Girls Grammar School in the south-west. Its north-western boundary follows the rail line linking the Mayne Rail Yard to Roma Street Station and its south-east boundary borders Gregory Terrace. It is a substantial and important open space corridor close to the CBD and provides valuable recreation opportunities and connections throughout the area.

Pedestrian and Cycle Amenity: Victoria Park provides a vital pedestrian and cycle link in between the CBD and the northern suburbs. It has one public link over the ICB to the Royal Brisbane Hospital and one private link to the Brisbane Grammar School's playing fields.

Landscape amenity: Its facilities are numerous, such as exercise trails, dog off leash areas, picnic and barbeque facilities, shelters, and play equipment which are consistent with a District Parks capacity. This green space corridor is shared by various council and government facilities, and surrounded by schools (refer **Chapter 9 Land Use and Tenure**) which ensures this area is activated and thereby providing some surveillance for the safety of park users. However, due to the parks terrain, which drops sharply from Gregory Terrace to the rail line, there is a lack of casual surveillance from adjacent residences, limiting the perceived safety of the park environment to working hours.

Local residents amenity: Local residents on the eastern side of Gregory Terrace benefit the most from excellent views into and beyond the park. *Predominant Land Uses and Variety:* The focus of this destination is recreation based.

Landmarks and legibility: The park enables view to distant landmarks such as Mt. Coot-tha

Feature SP 2 Location: Victoria Flats [Kilroe's Flats] - 369 Gregory Terrace, Spring Hill



The Visual Experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The place has aesthetic value, and makes an important contribution to the Gregory Terrace streetscape (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature SP 3 Location: Spring Hill Baths – 14 Torrington Street, Spring Hill



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). Spring Hill Baths is important in exhibiting an aesthetic contribution to the Torrington Street streetscape and Spring Hill townscape, which is valued by the community (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature SP 4 Brisbane Grammar School – 24 Gregory Terrace, Spring Hill



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

The Brisbane Grammar School is important in exhibiting a range of aesthetic characteristics valued by the community, in particular its quality as a group of buildings, comprising the Main Building [600124a], School House [600124b], Administration Building [600124c], New Building [600124d], and War Memorial Library [600124e], which complement each other in character, materials, and siting. The Brisbane Grammar School is significant for the fineness and symbolic content of some of its crafted elements and its contribution to the townscape as a landmark (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature SP 5 Grange Hill – 451 Gregory Terrace, Spring Hill



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

Located on an elevated position, the building and grounds, including the driveway, landscaped grounds and stone embankment wall, make a substantial contribution to the amenity of the Gregory Terrace streetscape and Spring Hill townscape (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint SP 6 Centenary Pool Complex – 400 Gregory Terrace, Spring Hill



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

It is sophisticated in its design conception, and inventive in its sculptural and decorative detailing. The original plantings complement the buildings (Queensland Heritage Register Cultural Heritage Significance Criteria E).

The physical experience: Accessibility and Connectivity: The area around the Centenary Pool Complex provides pedestrian and cycle access from the north-western side of the railway corridor to the south-east side at Victoria Park. This is achieved through the pedestrian and cycle land bridge constructed as part of the ICB, and connects Spring Hill and the CBD to the Victoria Park Golf Club, the Royal Brisbane Hospital and northern suburbs.

Landscape Amenity: The landscape amenity of this area is high due to the mature character trees planted as part of the Centenary Pool Complex, and the elevation of the area providing significant views to the Mt. Coot-tha range.

Predominant land uses and variety: The predominant land use is the pool complex which houses sports related businesses and associated concessions. The focus of this destination is recreation based. Landmarks and

Legibility: The Centenary Pool Complex is a major landmark within Victoria Park. The buildings which anchor the pool complex are highly unusual in form and construction and as such it is a significant landmark in the area.

Viewpoint CBD 1 Roma Street Station – Roma Street, CBD



The visual experience: This old Roma Street Railway Station (circa 1873-5) is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The building has architectural value as a substantial example of the public work of prominent Queensland architect, FDG Stanley. The 1873-5 Roma Street Railway Station is of social value as an important remnant of an inner city railway station in public use for over 120 years. Because the context of the building has been gradually changed and the building is no longer appreciated as a discrete structure, the surviving railway station contributes to an understanding of the development of the site (Queensland Heritage Register Cultural Heritage Significance Criteria E).

The entire Roma Street Station is a visually hidden from street level in this location due to the perimeter buildings of the Roma Street Transit Centre and the Roma Street Parklands to the north; these buildings are provided high visual access to the station environment.

The physical experience: Accessibility and Connectivity: Roma Street Station is a highly connected and accessible hub for public transport users, it provides best practice standards for accessibility for all users.

Landscape Amenity: The landscape amenity within the station complex is low, this is due to the utilitarian nature of the transport hub, and the need to ensure function of complex train movements is a priority. The areas outside the complex there is some attempt at landscape plantings to improve the presentation of the highly urbanised surroundings.

Local residents amenity: The local residents to the north in the apartment complex adjacent to the Roma Street Parklands look directly onto the station and environs. The residents have a high amenity facing the Parklands and lessen visual amenity looking down onto the railway, but have excellent access to the station and the connections it permits.

Predominant land use and variety: The predominant land use is the station itself and all of the associated infrastructure and services associated with a major transport hub. The focus of this destination is transport oriented, however it is located in the CBD which provides an unlimited source of services and facilities.

Landmarks and legibility: The station has changed over time by upgrading its facilities to suit its functional and servicing requirements. This growth has seen the old Roma Street Station dwarfed by new infrastructure and surrounding buildings making it less of a landmark than in previous times.

Feature CBD 2 Central Station – 304 Ann Street, CBD



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

It is a significant landmark in the city of Brisbane, both alone and as part of a precinct which includes The Shrine of Remembrance, Anzac Square [600062] The Queensland Government Offices [600059] and the General Post Office [600148] through Post Office Square.

The Central Railway Complex is of considerable aesthetic significance due to its landmark qualities and for its high degree of design and workmanship, including exterior details such as decorative stonework, brickwork and rendering, and internal features such as ornate column capitals and ceilings in south-western end of the Edward Street wing (Queensland Heritage Register Cultural Heritage Significance Criteria E).

The physical experience: Accessibility and Connectivity: Like Roma Street Station, Central Station is a highly connected and accessible hub for public transport users, it provides best practice standards for accessibility for all users.

Landscape amenity: The station itself is located within a complex of buildings, its landscape amenity therefore is linked to a series of heritage buildings and spaces linked to the stations central axis. This series of spaces and building noted above are of the highest order in the city of Brisbane.

Predominant land uses and variety: The predominant land use is the station itself and all of the associated infrastructure and services associated with a major transport hub. The focus of this destination is transport oriented, however it is located in the CBD which provides an unlimited source of services and facilities.

Landmarks and legibility: As discussed above, Central Station has the perception of being the central hub of the city in conjunction with General Post Office. The two sites are the bookends along an axis of flanking buildings and spaces which highlight the prominence of both locations. As such Central Station is a highly significant landmark set amongst a highly legible forecourt of spaces.

Viewpoint CBD 13 City Botanic Gardens – 147 Alice Street, CBD



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The City Botanic Gardens are significant as a Brisbane landmark and for their visual amenity and natural wildlife values as the major verdant landscaped area in the city's central business district.

The physical experience: Accessibility and Connectivity: The City Botanic Gardens (the gardens) are easily accessed from the CBD off Edward, Albert and George Streets. It is well connected to all areas within the CBD and also across the river to South Bank over the Goodwill Bridge and Victoria Bridge, and to Kangaroo Point via the ferry connection at Edward Street. Pedestrians and cyclists are well connected along the river's edge through a well used city wide bikeway system that provides extensive recreational cycling opportunities.

Landscape amenity: Pedestrian and Cycle Amenity: The gardens provide excellent pedestrian and cycle amenity through wide hardened paths of differing grades, the city end of the gardens and the walks parallel to the river are relatively flat and easy to traverse. Further into the gardens towards the river bend the terrain becomes more challenging, however all cycling and pedestrian comfort levels are catered for in this location. The gardens are a very popular cycling destination for recreational cyclists, with cyclists either bringing their bikes to the gardens by car or arriving via the many connections throughout the city.

Local residents amenity: The gardens provide excellent landscape amenity for residents within the CBD, it provides a vast and welcome tract of green space in the CBD. It also provides access to the Brisbane River along an extensive promenade. This stretch of river is also the home to many moored boats and yachts, some of which house permanent residents.

Predominant lands uses and variety: The focus of this destination is recreation and relaxation, the gardens are a popular location for gathering, exercising, recreational bike riders, landscape and gardening enthusiasts, picnickers. They are also hosts to events such as the Brisbane Festival and concerts on the River Stage.

Landmarks and legibility: This is the terminating vista seen from much of Edward Street. The Jacaranda in the centre island is a key landmark especially at night when it is uplit to good effect and in the months of September/October when the Jacaranda is in full flower.

Feature CBD 14 City Botanic Gardens – 147 Alice Street, CBD



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The City Botanic Gardens are significant as a Brisbane landmark and for their visual amenity and natural wildlife values as the major verdant landscaped area in the city's central business district (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature CBD 16 Parliament House – 69 Alice Street, CBD



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The place is a significant landmark in the city of Brisbane, both alone and as part of an immediate precinct at the intersection of Alice and George Streets. It also forms part of a larger Government Precinct extending from Old Government House to the Law Courts. Parliament House is of considerable aesthetic significance due to its landmark qualities and for its high degree of design and workmanship, including exterior details and internal features such as stained glass windows and cedar joinery (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint KPW 1 Kangaroo Point Cliffs – Lower River Terrace, Kangaroo Point



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). A dramatic presence in the riverscape and townscape, floodlit at night, the Kangaroo Point Cliffs are an important visual landmark forming a backdrop to many views and vistas of the City (Queensland Heritage Register Cultural Heritage Significance Criteria E).

The physical experience: accessibility and connectivity: The cliffs are valued as a riverside walkway, and are a destination for picnickers, sight seers and are particularly popular for abseiling and rock climbing. Therefore its connectivity to other places is not particularly relevant. Accessibility at the parks located above and below the cliffs is good for all users.

Landscape amenity: The park reserve to the river edge and ridge of the cliffs is important as a place of informal recreation, a sheer hewn cliff face accommodating a vantage point to its ridge and a landscaped public recreation reserve incorporating lush vegetation, sculptures, follies and a walking path.

Local residents amenity: Local residents along Lower River Terrace have good amenity in terms of views and access to a variety of open space opportunities.

Predominant Lands Uses and Variety: The focus of this destination is recreation based and as such caters to a range of users seeking active or passive recreation opportunities.

Landmarks and legibility: The Cliffs are valued as a public vantage point offering expansive views north and west over Brisbane, it aids in the visual understanding of the city as a whole and is closely linked to the identity of Brisbane's image. On a more intimate scale Scout Place on River Terrace is important in commemorating the contribution of the Scouting movement to the local and wider community.

Feature KPW 2 Woolloongabba Police Station – Main Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The former station, prominently located fronting Main Street, displays fine quality public architecture with a strong civic presence and contributes to the Main Street streetscape. The carefully articulated roof and use of materials, the siting of the rear building and its response to the original structure, illustrate competency in design and workmanship (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 3 Woolloongabba Post Office (former) – 763 Stanley Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The former post office, located within the predominantly commercial Stanley Street streetscape, displays fine quality public architecture with a strong civic presence (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 4 Taylor-Heaslop Building (former) – 10-14 Logan Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The former Taylor-Heaslop Building, a landmark in Woolloongabba since 1889, has aesthetic value due to its prominent location, imposing size and idiosyncratic design. It is an integral part of the townscape of a distinctive locality and remains a key element in establishing the character of the Fiveways Junction, especially the northern end of Logan Road (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 5 Russian Orthodox Cathedral – 344 Vulture Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). With its distinctive towers, the church contributes significantly to the streetscape in this part of Vulture Street (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 6 Phoenix Buildings – 647 Stanley Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). In scale and form, Phoenix Buildings exhibit an aesthetic contribution to the Stanley Street streetscape and to the Woolloongabba townscape which is valued by the community (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 7 Shop Row – 609 & 613 Stanley Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

The place is important for its streetscape contribution, and as an integral part of the Clarence Corner precinct, which encapsulates the principal phases of commercial development in Woolloongabba from the 1860s to the 1930s (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 8 Hillyard's Shop House – 619 Stanley Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

The place is an integral part of the Clarence Corner streetscape, and particularly significant as one of a pair of c1865 brick, two-storied shop houses on adjacent properties fronting Stanley Street. It makes a strong contribution to the Woolloongabba townscape (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 9 Holy Trinity Church (former) – 64-70 Hawthorne Street, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

The outstanding landmark qualities of the Holy Trinity Church contribute to the aesthetic significance of the place; it is a well composed and dramatic building on a prominent site. The design of the building is significant as a good intact example of a blend of architectural influences, most apparently inter-war Spanish Mission and ecclesiastical Romanesque. Elements of the building have aesthetic merit as well designed features which complement the design of the place, such features include the artificial lighting both internal and external; internal furniture and fittings, most significantly the pews, choir seating, two altars and altar furniture, lectern, pulpit, organ and font; as well as the early stained glass panels in the memorial chapel, on the western façade and in the sanctuary (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 10 The Broadway Hotel – 93 Logan Road, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The Broadway Hotel is a well composed building which makes a strong contribution to the Woolloongabba townscape and to the streetscape along that part of Logan Road. It occupies a prominent position on Logan Road and is a local landmark (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature KPW 11 The Norman Hotel – 102 Ipswich Road, Woolloongabba



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). The Norman Hotel is a local landmark, being prominently sited on a major road linking Brisbane and Ipswich. It is a well-composed building of architectural merit and makes an important contribution to the character of the area by employing strong architectural features, including an elaborate parapet and well-detailed verandahs (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature DPF 1 Boggo Road Gaol (former) – Annerley Road, Dutton Park



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). With its landmark qualities and strong physical presence as a deliberate symbol of deterrence, it exhibits particular aesthetic characteristics valued by the community (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint DPF 2 Gair Park – Annerley Road, Dutton Park



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). Gair Park is important for the aesthetic qualities of both the parkland setting and the war memorial it contains. The cenotaph is dramatically sited at the top of a grassy slope rising above Annerley Road at a major traffic intersection and is a landmark in the area (Queensland Heritage Register Cultural Heritage Significance Criteria E).

The physical experience: accessibility and connectivity: The connectivity around this area is good, it is central to a number of main roads exiting the CBD from the south Brisbane side. Gair Park is at the intersection of Annerley Road and Gladstone Road, and the entrance to the Green Bridge.

Pedestrian and Cycling Amenity: The Green Bridge caters to pedestrians, cyclists and buses and as such this area is well orchestrated with best practice signage, traffic management and connections specifically catering to these users. Accessibility around this area is slightly constrained due to the sloping terrain, making it challenging for all users to move around with ease, especially people with disabilities.

Landscape amenity: Landscape amenity in this area is good, the location provides many good mature trees and access to distant views of treed mountains and the Mt. Coot-tha ranges.

Local Residents Amenity: Local residents' amenity in the area is moderate; the well used road network makes for a noisy environment along the main roads. However, the residential side streets are relatively quiet due to the fact they are land locked by the rail corridor and therefore not used as connector roads.

Predominant lands uses and variety: The focus of this destination is as part of a movement corridor of buses, pedestrians, cyclists, and motorists, and as such areas like, Gair Park and Dutton Park are welcome green spaces for respite in a busy movement network.

Landmarks and Legibility: Gair Park contains a memorial cenotaph and is a major landmark at the intersection of Gladstone and Annerley Roads.

Feature DPF 3 South Brisbane Cemetery – Annerley Road, Dutton Park



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)). South Brisbane Cemetery has aesthetic value as a picturesque public area comprising elements of landscape, mature trees, plantings, built structures and memorials. Many of the monuments in South Brisbane Cemetery have aesthetic significance due to the high quality of workmanship and design used in their construction (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint DPF 4 Annerley – Caroline Street, Annerley



The visual experience: This photo is of a “timber and tin” suburb in Fairfield, this is typical of the housing stock in the area valued by the community. The streetscape contains mature street trees of varying quality that provide a typical suburban streetscape environment.

The physical experience: accessibility and connectivity: This street is parallel to the railway corridor and perpendicular to Denham Street which is one of the few vehicular underpasses in the study corridor. Connectivity across the rail corridor in Fairfield/Annerley is constrained, due to the limited number of vehicular crossing points. However this link is important by providing access to community facilities either side of the rail corridor. In this particular location the terrain parallel to the corridor is accessible however the terrain rises perpendicular to the railway corridor and becomes quite steep.

Landscape amenity: Landscape amenity in this area is typical of established residential areas in that the mature vegetation provides visual relief to the built environment. Access to parks across the railway corridor is good in this location.

Local residents amenity: The majority of houses backing onto the rail line have noise walls which in some cases restrict light and breezes. The residents also experience dust from the freight trains.

Predominant land uses and variety: The focus of this destination is residential with access to parks, public transport, community facilities and the local shopping centre and, as such the residential needs are adequate.

Viewpoint DPF 5 Fairfield – Fairfield



The visual experience: This photo is from the pedestrian overpass at Cronin/Equity Streets connecting to Mildmay Street to the west. The photo shows the rise in terrain to the east of the railway corridor and the character housing and mature vegetation within the streetscape.

The Physical Experience: Accessibility and Connectivity: This is one of the four pedestrian connections over the railway corridor linking Annerley and Fairfield. This link provides access to the Fairfield Gardens Shopping Centre, and further north Fairfield Park. Access for able bodied persons is moderate, as the terrain in this area is undulating parallel the railway line and rises steeply perpendicular to the railway corridor.

Pedestrian and cycling amenity: This pedestrian overpass also allows for people with disabilities and cyclists through the provision of a ramp system, as does the overpass at Wilkins Street West and Tamar Streets and the Denham Street underpass. However Fairfield Station does not allow for this movement and only provides stairs on the western edge of the station.

Landscape Amenity: Landscape amenity in this area is typical of established residential areas in that the mature vegetation provides visual relief to the built environment. Good access to parks across the rail corridor is possible in this location.

Local residents amenity: The local resident amenity in relation to the railway corridor is moderate. The majority of the houses backing onto the rail corridor have noise walls which in some cases restrict light and breezes. The residents also experience dust from the freight trains.

Predominant lands uses and variety: The focus of this destination is residential with access to parks, public transport, community facilities and the local shopping centre as such the residential needs are adequate.

Viewpoint Y 1 Yeronga Residential Streetscape



The visual experience: This photo is of a typical side street parallel to the railway corridor on the eastern side at Yeronga. It shows the moderately rising though steady terrain and the low key nature of this established 'timber and tin' suburb. The cultural plantings such as the frangipanis are typical of the exotic subtropical vegetation found in many of Brisbane's established suburbs.

The physical experience: accessibility and connectivity: This area is located in a pocket of unconnected dead ends due to the railway corridor; as such it has fairly limited connections to Fairfield/Yeerongpilly, but good connections to schools, parks and community facilities in Yeronga.

Pedestrian and cycle amenity: The area is relatively easy to traverse by foot and bicycle; there are steadily rising grades perpendicular and parallel to the rail corridor that are manageable by most able bodied persons. Access for cyclist across the railway line at Yeronga Station is not good as there are no ramps at the western end.

Landscape amenity: Landscape amenity in this area is typical of established residential areas in that the mature vegetation provides visual relief to the built environment. Access to convenience shopping is across the footbridge is good in this location.

Local residents amenity: The local resident amenity in relation to the railway corridor is moderate. The majority of the houses backing onto the rail corridor have noise walls which in some cases restrict light and breezes. Some residents also experience dust from the freight trains.

Predominant lands uses and variety: The focus of this destination is residential with access to parks, public transport, community facilities and the local shopping centre as such the residential needs are adequate.

Feature Y 2 Yeronga Memorial Park – Ipswich Road, Yeronga



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

Yeronga Memorial Park is significant for its aesthetic values. Contributing to this value are the substantial and imposing memorial gates at both entrances that provide a fitting and dignified entrance to Honour Avenue and the memorial pavilion. The shale stone wall, running south from the Ipswich Road gates towards the former Yeronga Fire Station, is a picturesque feature. The abundance of trees in the park, interspersed with open sporting areas, provide for pleasing vistas within the park, especially between the croquet club and the tennis courts, and across the central cricket oval. The croquet clubroom and the brick structure near the upper bowling green, also contribute to its aesthetic quality. The park also contributes to the streetscape along Ipswich Road at Yeronga/Annerley.

The mature trees that enhance the picturesque aspect of the park include: the surviving memorial fig trees along Honour Avenue; those planted in the eastern memorial lawn; the memorial palms in numerous locations within the park; the cypress trees around the tennis courts; the mango trees near the old tennis court site; the fig trees along Ipswich Road and School Road; and the eucalyptus woodland near the swimming pools (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Feature Y 3 Animal Research Institute – 681 Fairfield Road, Yeerongpilly



The visual experience: This location is on the Queensland Heritage Register, because 'it is important because of its aesthetic significance' (Criteria E – *Queensland Heritage Act 1992* Part 4, Division 1, 35 (1) (e)).

Both A and D Blocks are well proportioned and designed buildings, appropriate in form for their purpose and are attractive within their setting (Queensland Heritage Register Cultural Heritage Significance Criteria E).

Viewpoint C 1 Clapham Rail Yard



The visual experience: This photo shows the holding yards at Clapham Rail Yard from Ipswich Road looking south-west. The visual environment is typical of utility yards in urban areas, with large amounts of land dedicated to rail infrastructure. The yards are maintained to keep weeds and grass to low levels and its maintenance focus is on the serviceability and proper function of the yards. In this area rail cars are often standing waiting re-routing; the majority of cars have been graffitied and they are visible from Ipswich Road.

The physical experience: accessibility and connectivity: The yards themselves permit no access other than authorised personnel. There is poor connectivity across the rail lines from Moorooka to Tennyson with the only connection points at Yeerongpilly Station to the north and Muriel Avenue to the south, a distance of 1.5 km.

Pedestrian and Cycle Amenity: The quality of pedestrian and cycle amenity is poor due to the busy nature of Ipswich Road and the commercial and light industrial nature of the land uses along the road itself. The grades are moderate to good parallel to the rail corridor.

The landscape amenity: The landscape amenity of this location is poor due to its functional requirements.

Predominant Lands Uses and Variety: The focus of this destination is public and freight transport. Clapham Rail Yard contains Moorooka Station which is a passenger station with low passenger amenity.

Appendix F-3 Visual assessment

The visual assessment discussed in this section considers the potential visual impacts associated with the Project and is primarily concerned with the Project's surface works, including mitigation measures delivered as part of the Project. Evaluation of potential impacts has been undertaken in regard to areas used by the public and private properties. The information presented in this section has been derived from the technical advice provided by Verge Urban Landscape Architecture.

1.1 Methodology

Methodology for visual assessment has been adapted from the Guidelines for Landscape and Visual Assessment (The Landscape Institute and IEMA 2002) and constitutes the establishment of baseline data to identify the visual catchment and existing environment of the study corridor, followed by assessment of potential impacts that could result from the Project during construction and operational phases.

1.1.1 Establishment of baseline information

Identification of target sites

Evaluation of visual assessment was focussed on sites where potential impacts may be expected as a result of surface works undertaken as part of the Project. New surface rail infrastructure as part of the Project was largely confined to the existing rail corridor and was not assessed unless associated with structures, changes in elevation or divergence from the existing rail corridor.

Key target sites are shown on **Figure F-1**.

Visual catchment identification

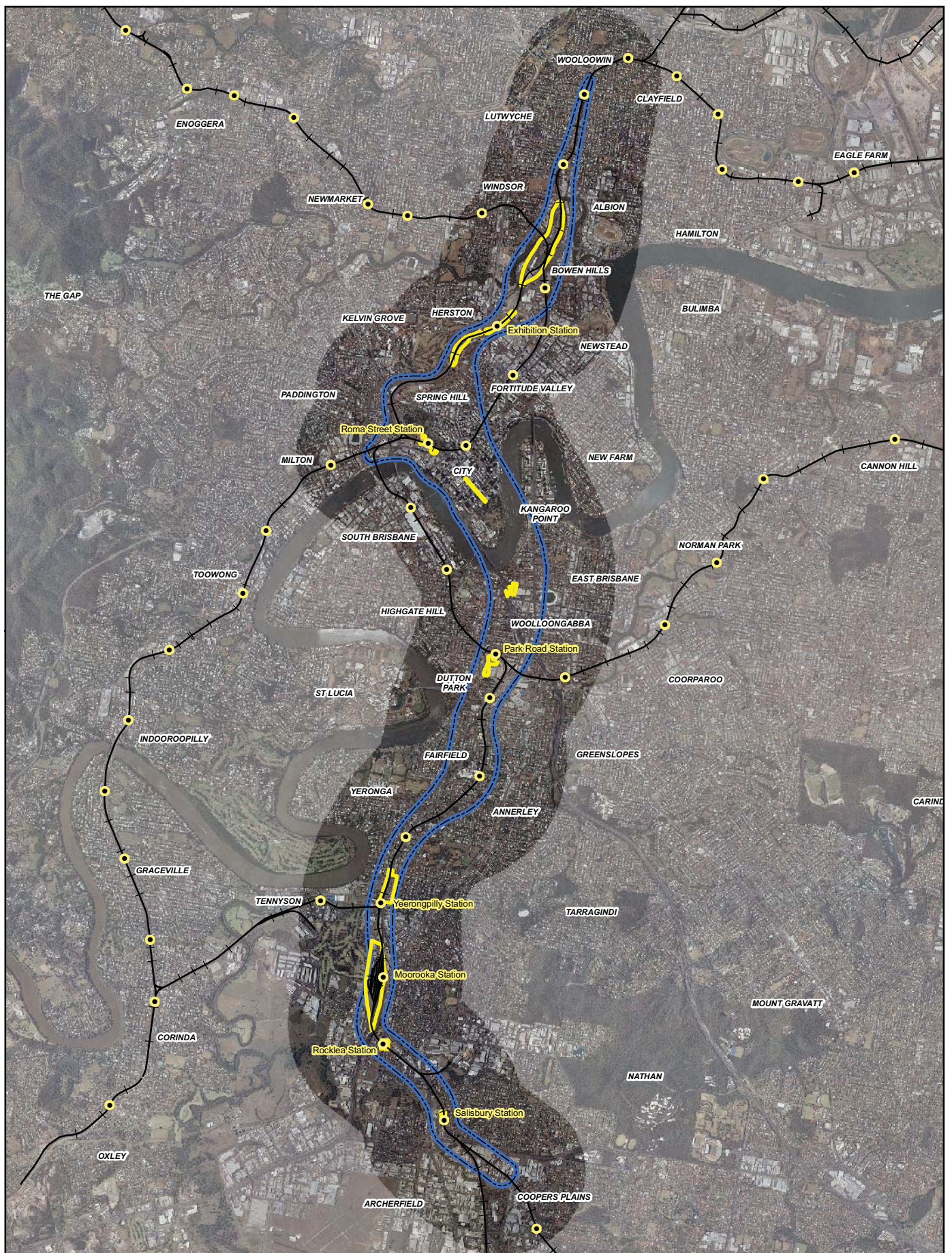
Visual catchment mapping demonstrates indicative areas within the study corridor and its surrounds which have the potential to view target sites. They do not represent the actual ability to view them as this is significantly impacted upon by obstructions produced by vegetation and buildings, viewing distance and atmospheric conditions.

Visual catchments were determined using GIS analysis of topographic data, identifying all areas capable of viewing surface works at target sites within a 1 km radius of each target site. Analysis of data used topographic information only and did not allow for obstructions introduced by buildings or vegetation, nor did it consider viewing from buildings or any other element with elevation above existing ground levels.

Site survey

Site survey was undertaken to ground proof the visual catchment for each target site, assist in selection of representative viewpoints and gather detailed information about sites and impacts of the Project that area likely to affect those sites.

Site survey was undertaken during conditions of good visibility during April, August and September of 2010.

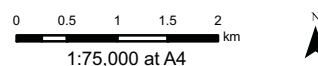


LEGEND

- Study Corridor
- Station
- Track
- Target Area

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-1
Target Areas for
Visual Assessment



CrossRiverRail

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Representative viewpoint selection

Representative viewpoints were selected for each of the target sites as vantage points from which Project surface works would be able to be viewed. Each viewpoint was photographed, the location recorded and viewing context noted, including its significance, the nature of the view and the types of viewers likely to be able to see it. Representative viewpoints are shown on **Figure F-2**, **Figure F-3**, **Figure F-4** and **Figure F-5**.

In all circumstances, representative viewpoints were selected within publicly accessible areas, but those associated with streets were also identified to represent viewing potential from associated buildings.

Existing condition description

Description of the existing visual environment establishes the existing condition or baseline against which the visual perception of the Project is assessed. Existing environment has been studied and described previously, however this is described and discussed further in reference to each of the target sites.

1.2 Impact assessment

A qualitative assessment of potential landscape and visual impacts of the Project was undertaken. Potential landscape impacts have been discussed in detail in Section 3, however are described in this section in the context of landscape character and modification by the Reference Design of the Project to the visual amenity of target sites.

Visual impacts were evaluated according to their significance, based upon two main criteria, the sensitivity of the location or receptor within the visual environment and the modification likely to be produced by the Project, described below.

1.2.1 Sensitivity of location or receptor

Sensitivity of a location or receptor refers to the context of the view and the understanding and appreciation of the view by viewers. This is also related to the value that viewers may place upon a view in the context of the locale, in terms of its contribution to local character, providing identifiable local or distant landmarks, or distant panoramas. Evaluation of sensitivity was considered according to:

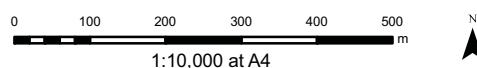
- the context, content and quality of a view from a given viewpoint, including the importance of various features within the view
- the expectations, occupation or activity associated with the receptor within the visual environment
- the importance of the view in terms of numbers of people affected and frequency or duration of the view.



- Study Corridor
- Station
- Track
- Motorway/Major Arterial Road
- Other Roads
- View Point

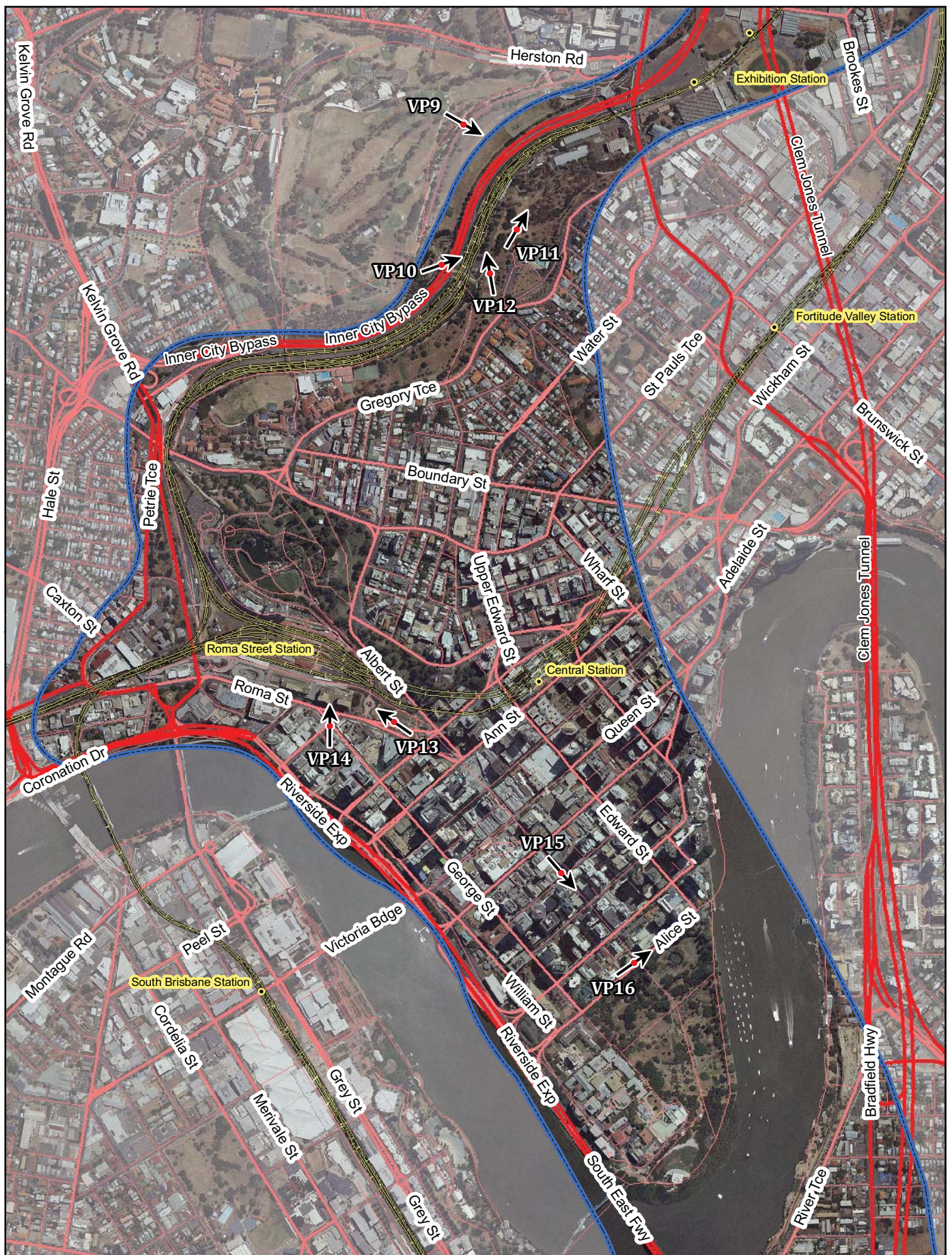
CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-2
Cross River Rail View Points
(Northern Section)



CrossRiverRail

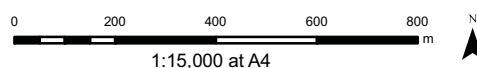
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- Study Corridor
- Station
- Track
- Motorway/Major Arterial Road
- Other Roads
- View Point

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT







Figure F-3
Cross River Rail View Points
(Central Section)



CrossRiverRail

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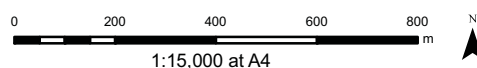


-  Study Corridor
-  Station
-  Track
-  Motorway/Major Arterial Road
-  Other Roads
-  View Point

CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT

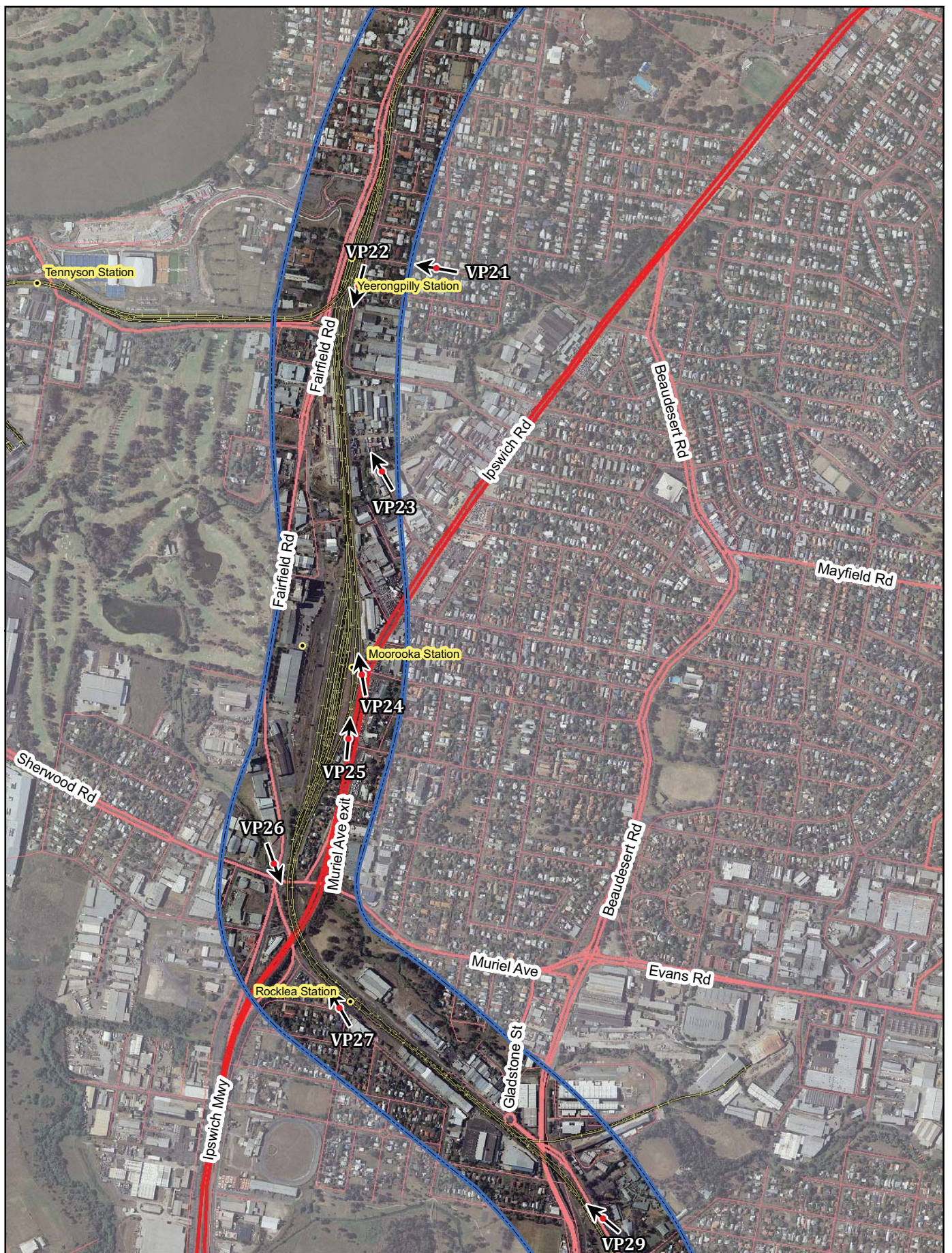
Figure F-4

Cross River Rail View Points
(Central/Southern Sections)



CrossRiverRail

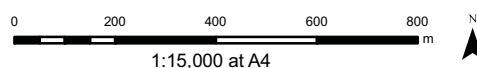
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- Study Corridor
- Station
- Track
- Motorway/Major Arterial Road
- Other Roads
- View Point

CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT

Figure F-5
Cross River Rail View Points
(Southern Section)



CrossRiverRail

SKM **aurecon**
CRR JOINT VENTURE

For the purposes of this assessment, definitions in **Table 1-1** are used to describe the sensitivity of location or visual receptor.

Table 1-1 Sensitivity of location or receptor

Sensitivity	Definition
Low	Views where elements or features of the visual landscape that contribute to the quality and appreciation of a view are limited or lacking within the viewable location. Views associated with sites which are the focus of work or similar activities.
Moderate	Views to elements and features of the visual landscape within a locale that are experienced by a number of viewers on a daily basis including residents, shoppers, workers, recreational users and road and rail users.
High	Views to important elements or features of the landscape that are valued at a broad level as characteristic or iconic to the locale or region.

1.2.2 Visual modification

Visual modification represents the extent of change to the existing landscape and visual amenity that is likely to occur as a direct result of the Project from a given viewpoint. Evaluation of these changes requires identification of:

- the likely changes produced by the Project
- the magnitude of change, ie the scale or degree of addition or removal of features of the urban landscape
- the nature of change, ie the contrast or integration produced by elements of the Project with the existing visual landscape.

For the purposes of this assessment, definitions in **Table 1-2** are used to describe visual modification.

Table 1-2 Visual modification definitions

Visual Modification Level	Definition
No Modification	No likely perceivable change to the view with little or no loss to the features or characteristics of the visual landscape. Viewers with an interest in the view would be unlikely to perceive any change.
Small Modification	Minor changes to the view resulting from minor changes of elements, features or characteristics of the visual landscape. Viewers with an interest in the view may perceive change during extended viewing duration, however casual viewers may not perceive the change.
Moderate Modification	Discernible changes to a view due to changes in elements, features or characteristics of the landscape that are clearly visible. Modification would be immediately discernible to viewers with an interest in the view, however casual viewers may not perceive the change unless attention is drawn to it.
Large Modification	Substantial change to a view resulting from major changes to elements, features or characteristics of the landscape that are clearly visible. The modification would be immediately obvious to casual viewers.

1.2.3 Impact assessment description

Using the criteria of sensitivity and level of visual modification applied to representative viewpoints within the visual catchment, the significance of visual impacts were determined. These were characterised qualitatively according to the descriptions shown in **Table 1-3**.

Table 1-3 Impact significance description

Impact Significance Level	Description
Negligible	A negligible modification in the quality of a view of low, medium or high sensitivity.
Low adverse	A small reduction in the quality of a view of moderate sensitivity or a small or moderate reduction in the quality of a view of low sensitivity.
Moderate Adverse	A moderate reduction in the quality of a view of moderate sensitivity or a large reduction of a view of low sensitivity.
High Adverse	A small, moderate or large reduction in the quality of a view of high sensitivity or a large reduction in the quality of a view of moderate sensitivity.
Low Beneficial	A small improvement in the quality of a view of moderate sensitivity or a small to moderate improvement in the quality of a view of low sensitivity.
Moderate Beneficial	A moderate improvement in the quality of a view of moderate sensitivity or a large improvement to the quality of a view of low sensitivity.
High Beneficial	Any improvement to the quality of a view of high sensitivity or a large improvement to the quality of a view of moderate

1.3 Visual assessment of target sites

1.3.1 Target site 1: Mayne Rail Yard and environs

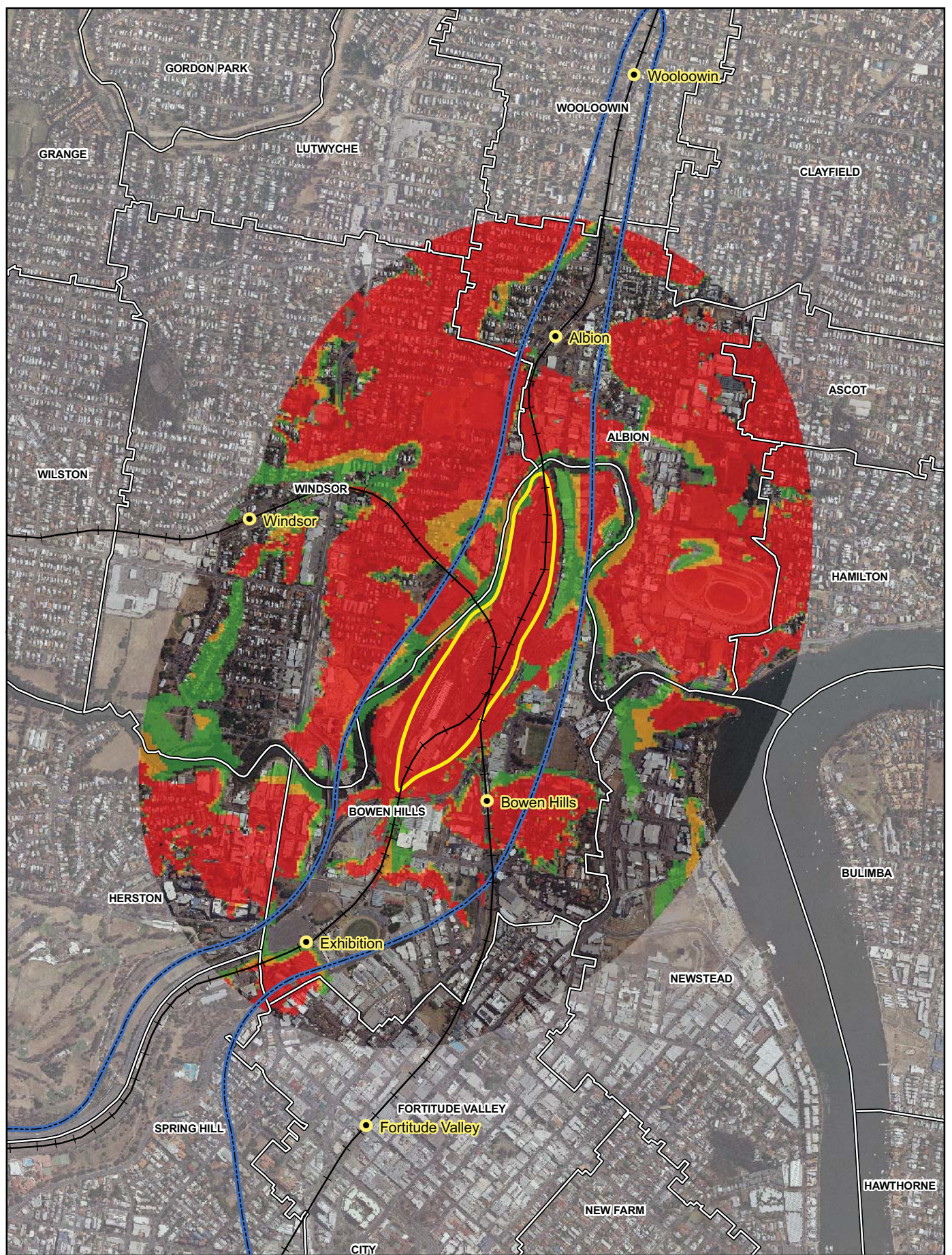
Landscape character

The Mayne Rail Yard is located in the northern section of the Project and the site abuts Breakfast Creek to its western side. Major road infrastructure is a dominating element within the vicinity of the site, with Abbotsford Road and the ICB to the east and the ICB access and exit ramps, including those to and from the Clem Jones tunnel, feature to its south. The rail yards site itself is extensive within the locale and is characterised by a broad open area with a number of rail tracks traversing the site from north to south, with a number of sheds and low-rise buildings towards the west of the site.

Character of the urban landscape is considered of low quality due to the dominance of road infrastructure and lack of amenity within public areas. Valued features within this urban landscape are limited to sparse mature and semi-mature trees within property boundaries, Breakfast Creek and riparian vegetation along parts of the creek.

Visual catchment

The visual catchment for this target site potentially extends to Hamilton Hill and elevated areas at Windsor and Woolloowin in the north and Kelvin Grove, Herston and Spring Hill in the south (refer **Figure F-6**). The target site may be able to be viewed from buildings in some parts of Herston, Hamilton and Ascot. However, no publicly accessible vantage points could be found to view the target site in these areas. The highly urbanised nature surrounding the target site make it unlikely that views would be available from elevated areas further to the south and north.



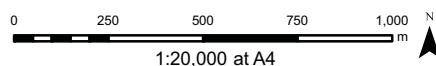
LEGEND

- | | |
|----------------|-------------------------------------|
| Study Corridor | Potential Visual Catchment 1 - 25 |
| Station | Potential Visual Catchment 25 - 50 |
| Track | Potential Visual Catchment 50 - 250 |
| Suburb | |
| Target Area | |

**CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT**

Figure F-6

**Visual Catchment of Target Site
- Mayne Railway Yards**



CrossRiverRail

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Potential visual modifications of the Project

The main impact of the Project on the Mayne Rail Yard is a viaduct bridge structure which would run at similar heights adjacent to the ICB. Screening is to be provided adjacent to the new rail line to mitigate against potential driver distraction from passing trains and lighting associated with the rail line. The structure itself would be relatively utilitarian in nature which would be in keeping with the visual environment within this working rail yard. Other impacts include two feeder stations in two triangular pieces of land between the Lanham Street and the ICB on ramp to the Clem Jones tunnel. The feeder stations are located on steep batters facing east on Lanham Street opposite the Queensland Newspapers site.


Assessment of potential impacts and mitigation measures

Representative viewpoints were selected for each of the target sites as vantage points from which Project surface works would be able to be viewed. For the target site associated with the Mayne Rail Yard, viewpoints along the ICB and Abbotsford Road were selected due to potential impacts of the elevated bridge structure to carry new rail lines. Further to the south, a representative viewpoint was selected at Lanham Street, Bowen Hills as one of the few publicly accessible areas available to easily view the area where two feeder stations are to be located adjacent to ICB ramps associated with the Clem Jones tunnel. Refer to **Table 1-4**, **Table 1-5** and **Table 1-6**.

No potential vantage points to the west of the target site, ie to the west of Breakfast Creek, were able to be found due to the obstruction of riparian vegetation along the creek. However, it is likely that views of the elevated viaduct structure may be possible from residential and other buildings in that area that are taller than a single storey.


Potential views from the Royal Brisbane and Women's Hospital complex and elevated areas to the north-east are likely to the target site. However, the discernible degree of modification associated with the Project's surface works is likely to be small in a highly urbanised landscape that consists of existing elevated transport infrastructure within the target site.

Table 1-4 Viewpoint VP1: ICB Off Ramp at Abbotsford Road

Viewpoint VP1 – ICB Off-Ramp at Abbotsford Road	
	
Distance to Project	Approximately 80 m
Nature of Existing View	This viewing location is located on an arterial road within an industrial area, representing the view travelling south along Abbotsford, immediately adjacent to the ICB. The nature of the existing view is highly urban and dominated by road infrastructure and represents the view of thousands of motorists daily and workers in local buildings. Abbotsford Road in this location is lined by double storey buildings of various ages used mainly for light industry. Vegetation is limited in this area and consists of semi-mature trees and groundcovers which are located in islands associated with the on- and off-ramps to the ICB and at the edge of railway property near the ICB off-ramp. Distant views to and from buildings of the Royal Brisbane and Women's Hospital (seen in background) are also possible.


Visual Sensitivity	This is a heavily experienced view along the journey to the city from some northern suburbs. However there are few features of the urban landscape to be appreciated within the viewable area. Visual sensitivity is considered to be low based on the lack of existing visual amenity and the focus of activity in this area upon work and transit.
Visual Modification	An elevated structure to accommodate two sets of rail tracks would run along the northern side of the ICB and behind buildings on Abbotsford Road. The structure and associated screens to the ICB would block views from the road to the RBH, but would be largely screened from view by buildings along the western side of Abbotsford Road. Extent of change to the existing view is considered moderate for motorists and occupants of local buildings, resulting in a moderate loss of visual amenity due to the prominence of the elevated structure and the visual augmentation of transport infrastructure in this location.
Visual Impact	Based on the moderate loss of visual amenity of a view of a low level of sensitivity, the visual impact of the Project at this location is considered to be a low adverse impact. No proposed measures to mitigate visual impacts are proposed under the Project for this location, although any vegetation removed to construct Cross River Rail would be reinstated upon completion.

Table 1-5 Viewpoint VP2: ICB

Viewpoint VP2 - ICB	
	
Distance to Project	Approximately 160 m
Nature of Existing View	This viewing location is located at the northern end of Mayne Road, adjacent to the ICB and within an area of industrial land use. The nature of the existing view is highly urban and dominated by road infrastructure and represents the view of thousands of motorists daily Vegetation is limited in this area and consists of mature and semi-mature trees and groundcovers which are located within property boundaries or in islands associated with the on- and off-ramps to the ICB. Vegetation along Breakfast Creek is also able to be seen. Distant views are available to Albion and elevated areas of Ascot to the north (seen in background).
Visual Sensitivity	This is a heavily experienced view along the journey to the city from some northern suburbs and is considered to be of moderate sensitivity due to the potential of broader appreciation of landscape to the north.
Visual Modification	Screening of the new rail lines to run along the elevated structure adjacent to the ICB would block views from the road to the north and confine the visual environment of the motorist travelling north more to the carriageway itself. Extent of change to the existing view is considered moderate for motorists and occupants of local buildings located to the west of the ICB in this location, resulting in a moderate loss of visual amenity due to the prominence of the elevated structure and loss of views to the north resulting from screening to the Project's rail structure.

Visual Impact	<p>Based on the moderate loss of visual amenity of a view of a moderate level of sensitivity, the visual impact of the Project at this location is considered to be a moderate adverse impact.</p> <p>No proposed measures to mitigate visual impacts are proposed under the Project for this location, other than to screen motorists from the Project.</p>
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Table 1-6 Viewpoint VP3: Lanham Street, Bowen Hills

Viewpoint VP3 – Lanham Street, Bowen Hills	
	
Distance to Project	Approximately 220 m
Nature of Existing View	<p>This viewpoint is located in Lanham Street, adjacent to the Bowen Hills portal of the Clem Jones tunnel to the west and O'Connell Terrace to the south.</p> <p>Land use in the area has been modified considerably due to road transport infrastructure projects such as the ICB and Clem Jones tunnel, although new commercial properties are being established in the immediate vicinity. Industrial properties lie nearby to the east of the existing railway corridor.</p> <p>Vegetation is limited in this area and consists of semi-mature trees and groundcovers located in batters and islands associated with the ramp systems of the Clem Jones tunnel and ICB.</p>
Visual Sensitivity	<p>This view is only experienced by local workers, and mainly those who work or visit the Mayne Rail Yard and is considered to be of low sensitivity. Parts of this site would also be viewed by the large number of motorists using the Clem Jones tunnel and ICB. Given the lack of existing landscape features and dominance of road infrastructure, such views would be considered of low sensitivity.</p>
Visual Modification	<p>Feeder stations are to be constructed within existing landscaped areas associated with new road infrastructure to the south of the Mayne Rail Yard. A power substation would be the largest structure at 18x14 m and 12 m high, with two structures at 15x10 x8 m high and three other structures up to 7 m high. Four of the six structures would be easily seen from this viewpoint with the level of modification considered to be moderate. The height and massing of structures and loss of semi-mature vegetation is likely to produce moderate to high modification of views in the immediate vicinity from the ICB and its ramp connection to the Clem Jones tunnel.</p>
Visual Impact	<p>Based on the moderate loss of visual amenity of a view of a low level of sensitivity, the visual impact of the Project at this viewpoint is considered to be a low adverse impact. The impact may be moderately adverse for views from the ICB and ramp connection to the Clem Jones tunnel.</p> <p>Mitigation under the Project would be confined to reinstatement of any vegetation removed to construct the Project.</p>

1.3.2 Target site 2: The Ekka Station and environs

Landscape character

The Ekka Station is located within the RNA Showgrounds at Bowen Hills. The area lies within a gently undulating terrain and existing commercial and mixed land use.

The RNA Showgrounds accommodate a number of cultural heritage elements including some buildings, the perimeter of the Show Ring, the pedestrian tunnel, greens spaces and trees. Site vegetation and open spaces contribute positively to the character of the urban landscape in this area, although much of it hidden from the view of local streets.

Landscape character outside of the RNA site is variable with high landscape amenity provided by Bowen Park to the west and relatively low amenity elsewhere due to the predominance of extensive commercial land use and limited mature vegetation, including within road reserves.

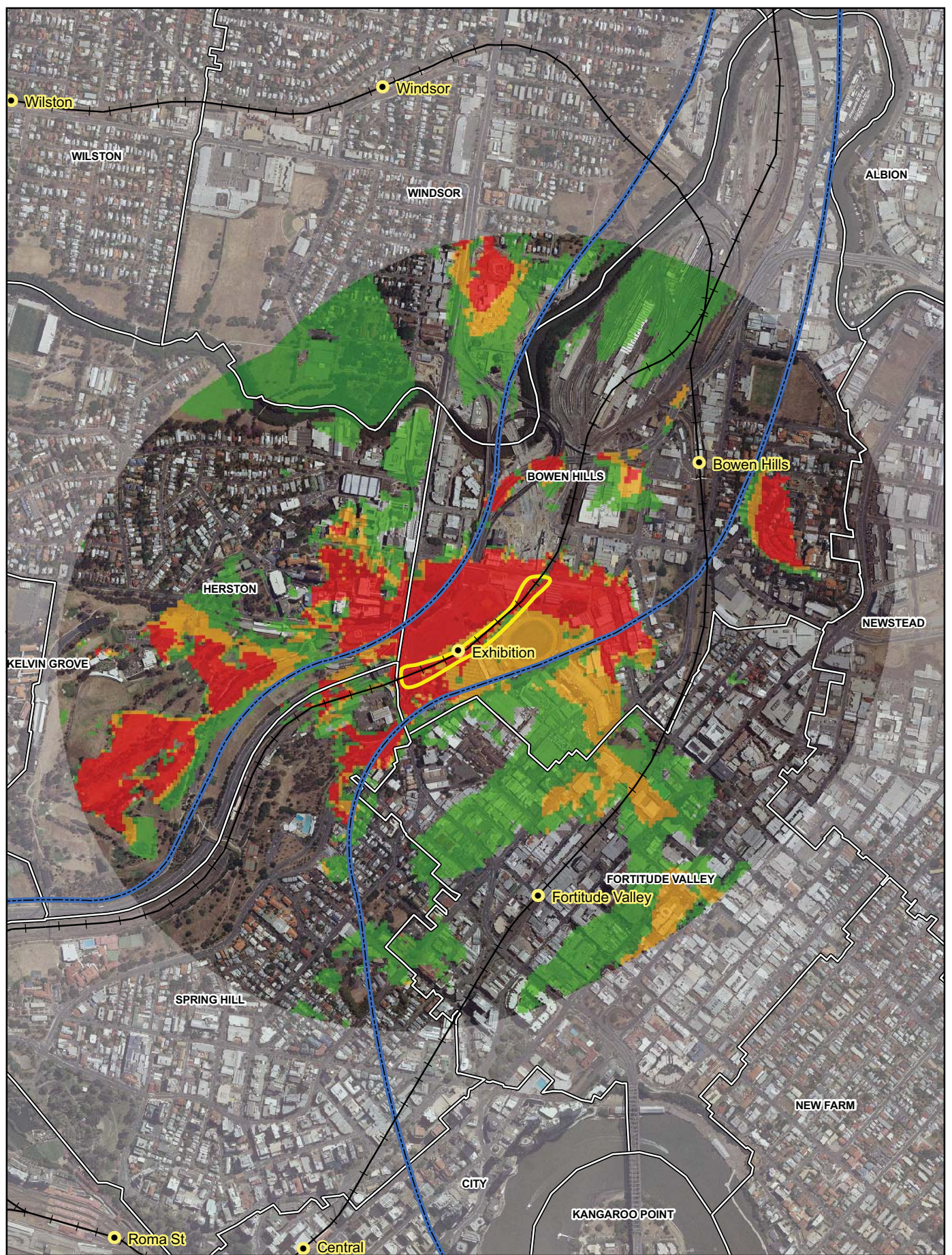
Visual catchment

The visual catchment for this target site potentially extends to Hamilton Hill and elevated areas of Ascot, Windsor and Woolloowin in the north, Herston and Kelvin Grove in the west, Spring Hill in the south and Bowen Hills in the east (refer **Figure F-7**). The target site is highly likely to be able to be viewed from buildings in some parts of these areas, however, the only publicly accessible vantage points found to view the target site in these areas were located close to the target site at Bowen Park on Bowen Bridge Road and local roads such as Bowen Bridge Road and O'Connell Terrace.

Potential visual modifications of the Project

Surface works of Cross River Rail at the target site include construction of the Ekka Station, including the platform and the creation of two station entries to integrate with a proposed redevelopment of the RNA Showgrounds. These works would require the removal of four of seven significant fig trees within Oval No. 2 which are maintained as large topiaries. Other elements of heritage significance would also be affected, including the pedestrian tunnel, viaduct/bridge and the embankment adjacent to the existing rail line.

Road levels to O'Connell Terrace are to be raised by 2.5 m over the rail corridor and the road regraded. This would impact on the Dairy Cattle and Dairy Goat Pavilions located on O'Connell Terrace and relatively recent plantings conducted on the street near the Clem Jones tunnel portal.



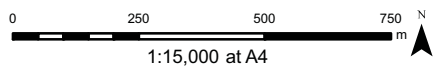
LEGEND

- | | |
|----------------|----------------------------|
| Study Corridor | Potential Visual Catchment |
| Station | 1 - 25 |
| Track | 25 - 50 |
| Suburb | 50 - 98 |
| Target Area | |

**CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT**

Figure F-7

**Visual Catchment of Target Site
- RNA Showgrounds**



CrossRiverRail

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Assessment of potential impacts and mitigation measures

Representative viewpoints were selected for each of the target sites as vantage points from which Project surface works would be able to be viewed. For the target site associated with the Ekka Station and O'Connell Terrace, viewpoints along O'Connell Terrace were selected due to potential impacts of the raising the road up to 2.5 m over the rail corridor.

Viewpoints were selected also around the RNA Showgrounds to assess potential impacts of station works on Oval 2. Refer to **Table 1-7, Table 1-8, Table 1-9, Table 1-10 and Table 1-11.**

Table 1-7 Viewpoint VP4: O'Connell Terrace, Bowen Hills


Viewpoint VP4 – O'Connell Terrace, Bowen Hills	
	
Distance to Project	Approximately 130 m to maximum level change to O'Connell Terrace
Nature of Existing View	<p>This viewpoint is located in O'Connell Terrace to the west of the railway line. Land use to the north has been modified considerably due to road transport infrastructure projects such as the ICB and Clem Jones tunnel, although new commercial properties are being established in the immediate vicinity. The RNA Showgrounds lie to the south with pavilion buildings impacted by Cross River Rail in view at the right of the photograph.</p> <p>Vegetation is limited in this area with most significant vegetation lying within the RNA Showgrounds.</p>
Visual Sensitivity	This view is experienced by a number of motorists and pedestrians who live and work in the area or who are visiting the Royal Brisbane and Women's Hospital and is considered to be of moderate sensitivity.
Visual Modification	O'Connell Terrace is to be raised 2.5 m in the vicinity of the existing rail line and regraded along part of its length. Heritage listed pavilions along the street are proposed to be removed for the RNA Showgrounds redevelopment and would not be present during Project works. Consequently, the modification introduced by the Project would be as a result of changes to the road level would therefore be a small modification with a low loss in visual amenity in the short to medium term. Renewal and redevelopment of the area are likely to largely integrate the road changes within a new urban form in the longer term and mitigate against the visual effects of the road alterations.
Visual Impact	Based on the small modification of the a view, a low decline in visual amenity and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a low adverse impact, although this would diminish in significance in the future with renewal and redevelopment adjacent to O'Connell Terrace.

Table 1-8 Viewpoint VP5: O'Connell Terrace, Bowen Hills


Viewpoint VP5 – O'Connell Terrace, Bowen Hills	
	
Distance to Project	Approximately 70 m to maximum level change to O'Connell Terrace
Nature of Existing View	<p>This viewpoint is located in O'Connell Terrace to the east of the railway line. Land use to the north has been modified considerably due to road transport infrastructure projects such as the ICB and Clem Jones tunnel, although new commercial properties are being established in the immediate vicinity. The RNA Showgrounds lie to the south with pavilion buildings impacted by Cross River Rail in view at the right of the photograph.</p> <p>Vegetation is limited in this area with most significant vegetation lying within the RNA Showgrounds.</p>
Visual Sensitivity	This view is experienced by a number of motorists and pedestrians who live and work in the area or who are visiting the Royal Brisbane Hospital and is considered to be of moderate sensitivity.
Visual Modification	O'Connell Terrace is to be raised 2.5 m in the vicinity of the existing rail line and regraded along part of its length. Heritage listed pavilions of the RNA along the street are proposed to be removed for the RNA Showgrounds redevelopment and would not be present during CRR works. Consequently, the modification introduced by the Project would be as a result of changes to the road level would therefore be a small modification with a low loss in visual amenity in the short to medium term. Renewal and redevelopment of the area are likely to largely integrate the road changes within a new urban form in the longer term and mitigate against the visual effects of the road alterations.
Visual Impact	Based on the small modification of the a view, a low decline in visual amenity and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a low adverse impact, although this would diminish in significance in the future with renewal and redevelopment adjacent to O'Connell Terrace.

Table 1-9 Viewpoint VP6: Bowen Park, Bowen Hills


Viewpoint VP6 – Bowen Park, Bowen Hills	
	
Distance to Project	Approximately 200 m to new station and platforms
Nature of Existing View	<p>This viewpoint is located towards the eastern edge of Bowen Park looking towards Oval No. 2 and the existing Exhibition Station.</p> <p>The park fronts Bowen Bridge Road, opposite the Royal Brisbane Hospital and backs onto an area used as a car park of most of the year and for 'Sideshow Alley' during the Ekka.</p> <p>Vegetation within the park is extensive and of high visual and physical amenity. Views to the RNA Showgrounds feature clipped, mature figs around the oval adjacent to the station.</p>
Visual Sensitivity	<p>This view is experienced by a large numbers of visitors when the annual Ekka is held and on a daily basis as a lunch park by local workers and visitors to the Royal Brisbane Hospital. The view is also highly likely to be seen by staff, patients and visitors within the Royal Brisbane Hospital buildings facing Bowen Bridge Road. The level of sensitivity associated with the view is considered moderate to high.</p>
Visual Modification	<p>Built and landscape elements associated with the station building, viaduct, rail line, pedestrian tunnel and south-eastern edge of the oval would be modified. The scale of the new station and platforms would not differ significantly from the current view, although platforms would be raised and extended towards O'Connell Terrace. The loss of four of the seven fig trees at the edge of the oval would produce a moderate detrimental modification to the view as they are significant in form and their arrangement around the oval and at the threshold to the pedestrian tunnel under the viaduct.</p>
Visual Impact	<p>Based on the moderate detrimental modification of the view, and the moderate to high level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate to high adverse impact.</p> <p>Generally, compensatory planting would be undertaken where trees have been removed to facilitate construction in all Cross River Rail sites. This general clause in the Draft Construction Report is not sufficient to address the loss Heritage Listed trees such as the figs and alternative means to mitigate against their loss should be considered.</p>

Table 1-10 Viewpoint VP7 – O’Connell Terrace, Bowen Hills



Viewpoint VP7 – O’Connell Terrace, Bowen Hills	
	
Distance to Project	Approximately 180 m to the new station and platforms
Nature of Existing View	<p>This viewpoint is located on O’Connell Terrace, opposite to and above the Bowen Hills portal of the ICB tunnel.</p> <p>The view comprises the north-western corner of the show grounds including the Exhibition Station platforms, pedestrian tunnel and an area used as a car park of most of the year and for ‘Sideshow Alley’ during the annual Ekka.</p> <p>The view to the RNA Showgrounds feature clipped, mature figs around the oval adjacent to the station.</p>
Visual Sensitivity	This view is experienced by a large numbers of visitors when the annual Ekka is held and on a daily basis by mostly pedestrians and people using the car park, most of whom would local workers and visitors to the Royal Brisbane and Women’s Hospital. The level of sensitivity associated with the view is considered moderate.
Visual Modification	<p>Built and landscape elements associated with the station building, viaduct, rail line, pedestrian tunnel and south-eastern edge of the oval would be modified.</p> <p>The scale of the new station and platforms would not differ significantly from the current view, although platforms would be raised and extended towards O’Connell Terrace. The loss of four of the seven fig trees at the edge of the oval would produce a moderate detrimental modification to the view as they are significant in form and their arrangement around the oval and at the threshold to the pedestrian tunnel under the viaduct.</p>
Visual Impact	<p>Based on the moderate detrimental modification of the view, and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate adverse impact.</p> <p>Generally, compensatory planting would be undertaken where trees have been removed to facilitate construction in all Cross River Rail sites. This general clause in the Draft Construction Report is not sufficient to address the loss Heritage Listed trees such as the figs and alternative means to mitigate against their loss should be considered.</p>

Table 1-11 Viewpoint VP8 – Bowen Bridge Road, Bowen Hills

Viewpoint VP8 – Bowen Bridge Road, Bowen Hills	
	
Distance to Project	Approximately 230 m to the new station and platforms; immediate vicinity of construction site.
Nature of Existing View	<p>This viewpoint is located on Bowen Bridge Road, opposite the multi-storey Royal Brisbane and Women's Hospital car park.</p> <p>The view is dominated by extensive pavement and car parking, with mature clipped fig trees separating car parking from exhibition buildings.</p>
Visual Sensitivity	This view is experienced on a daily basis by mostly pedestrians and people using the car park. The level of sensitivity associated with the view is considered moderate.
Visual Modification	<p>The use of this area of the car park as a construction site would produce short term high modification.</p> <p>The loss of four of the seven fig trees at the edge of the oval would produce a moderate detrimental modification to the view as they are significant in form and their arrangement around the oval and at the threshold to the pedestrian tunnel under the viaduct.</p>
Visual Impact	<p>Based on the moderate detrimental modification of the view, and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate adverse impact.</p> <p>During the construction phase, impacts would be short term, but moderately to highly adverse.</p> <p>Generally, compensatory planting would be undertaken where trees have been removed to facilitate construction in all Cross River Rail sites. This general clause in the Draft Construction Report is not sufficient to address the loss Heritage Listed trees such as the figs and alternative means to mitigate against their loss should be considered.</p>

1.3.3 Target site 3: Victoria Park and the Northern Portal

Landscape character

The target site lies with undulating to hilly terrain within the north-eastern section of Spring Hill and southern area of Herston and is largely designated as public open space, except for the land comprising the transport corridor (ICB and rail corridor) and government buildings to the east of the site.

Vegetation within Victoria Park consists of significant plantings of mature trees, including fig trees at the south-western edge adjacent to Brisbane Girls Grammar, palms and trees to the north-east corner, adjacent Bowen Bridge Road and large stands and groups of eucalypts on in the eastern section of the park at Spring Hill and to the slopes of the park within Herston.

The park system is highly valued as a green space corridor at the edge of the CBD and as a valuable recreation resource, accommodating a number of facilities for formal and informal active and passive recreation activities.

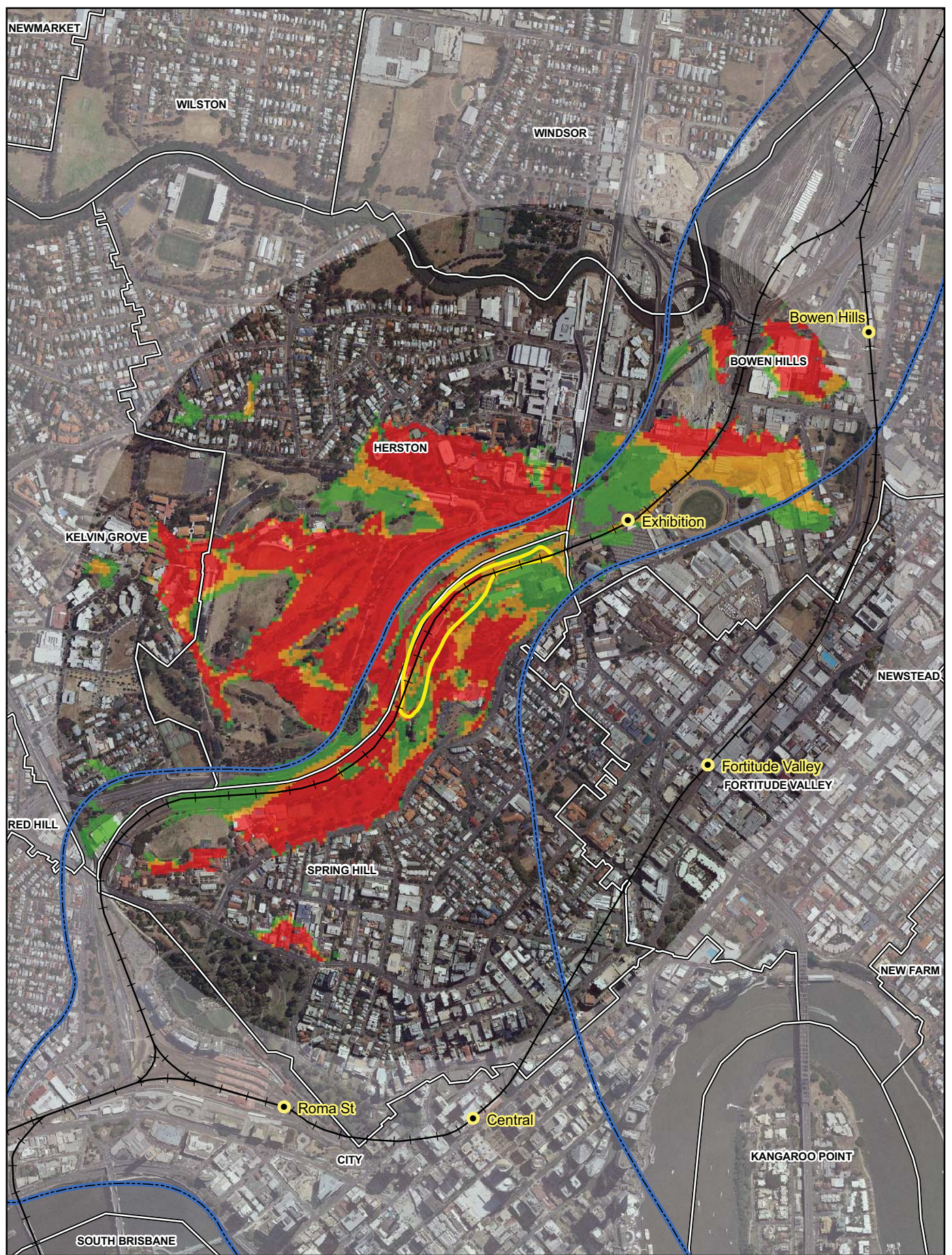
Visual catchment

The visual catchment for this target site is mostly confined to elevated areas immediately surrounding the site, including Herston, Spring Hill and parts of Kelvin Grove (refer **Figure F-8**). Within this potential catchment, actual views are very limited to the prevalence of mature vegetation throughout streets and open space areas. Some buildings of the Royal Brisbane and Women's Hospital would also be likely to have visual access to the site. Main publicly accessible viewing areas were along the lower terraces of both the Herston and Spring Hill areas of Victoria Park.

Potential visual modifications of the Project

Project surface works in this area would include transition structures and an open cut tunnel that extends from Bowen Bridge Road, a portal to a cut and cover tunnel that extends to the land bridge and a feeder station measuring 67 m x 48 m x 12 m high to be located within government land to the south of the portal and adjacent to existing buildings. Some existing sheds are to be removed and loss of trees would occur to accommodate permanent infrastructure, including the feeder station. This would mainly occur on land between the edge of the park and the ICB, however there is also likely to be loss of mature trees at the edge of the park in the vicinity of the portal.

A work site is to be established to the north-east of the dog off-leash area of Spring Hill portion of Victoria Park, with subsequent loss of mainly eucalypts within the lower terraces of the park. An access road, connecting the work site with Gregory Terrace may also result in the loss of a small number of mature eucalypts.



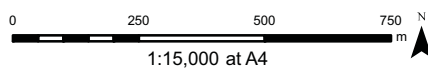
LEGEND

- Study Corridor
- Station
- +— Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 150

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-8
Visual Catchment of Target Site
- Victoria Park




CrossRiverRail

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Assessment of potential impacts and mitigation measures

Representative viewpoints were selected to assess potential impacts of surface works associated with the northern portal and feeder station to be located at the edge of Victoria Park, Spring Hill. Viewpoints were selected within Victoria Park on either side of the transport corridor and from the land bridge connecting them. In the Spring Hill portion of Victoria Park, vantage points were mainly located within the lower terraces of the park due to obstructions by mature vegetation in more elevated areas of the park. Refer to **Table 1-12**, **Table 1-13**, **Table 1-14** and **Table 1-15**.

Table 1-12 Viewpoint VP9 – Victoria Park Adjacent Gilchrist Avenue, Herston

Viewpoint VP9 – Victoria Park Adjacent Gilchrist Avenue, Herston	
	
Distance to Project	Approximately 160 m to the northern portal
Nature of Existing View	<p>This viewpoint is located at the edge of Victoria Park, Gilchrist Avenue on the northern side of the existing rail corridor.</p> <p>The view comprises the extensive open space used as playing fields looking towards Victoria Park at Spring Hill. An extended planted embankment indicates the edge of the ICB with buildings associated with rail infrastructure located behind.</p> <p>The undulating to hilly terrain of Victoria Park at Spring Hill is well vegetated with mature native and exotic trees. Within this view, vegetation is predominantly mixed eucalypt.</p>
Visual Sensitivity	This view is experienced mainly by people using the playing fields to play sport and their supporters. Glimpses or partial views may be achieved from lower greens of the Victoria Park Golf Course. Views may also be achieved from some buildings of the Royal Brisbane Hospital that face south. The level of sensitivity associated with the view is considered moderate.
Visual Modification	<p>Surface works within this view would include a feeder station measuring 67 m x 48 m x 12 m high to be located within government land to the south of the portal and adjacent to existing buildings. Some existing sheds are to be removed and loss of trees would occur to accommodate permanent infrastructure, including the feeder station. This would mainly occur on land between the edge of the park and the ICB, however there is also likely to be loss of mature trees at the edge of the park in the vicinity of the portal.</p> <p>A work site is to be established to the north-east of the dog off-leash area of Spring Hill portion of Victoria Park, and directly opposite the viewpoint, would require the loss of mainly eucalypts within the lower terraces of the park.</p> <p>Modification to the view of the landscape would be moderate to large during construction due to the loss of mature vegetation. In the longer term, the primary modification would be from imposition in the landscape of the feeder station located at the edge of the park. Permanent modifications are considered to be moderate with a corresponding decline in visual amenity.</p>

Visual Impact	<p>Based on the moderate detrimental modification of the view, and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate adverse impact.</p> <p>During the construction phase, impacts would be short term, but moderately to highly adverse due to the loss of vegetation from lower terraces of the park.</p> <p>Compensatory planting would be undertaken where trees have been removed to facilitate construction. Where possible these should be trees similar in species to those lost. The cut and cover area of the tunnel is to be restored to a grassed surface, in keeping with its current condition.</p>
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Table 1-13 Viewpoint VP10 – Land Bridge, Victoria Park, Herston


Viewpoint VP10 – Land Bridge, Victoria Park, Herston	
	
Distance to Project	Approximately 300 m to the feeder station; approx. 70 m to portal
Nature of Existing View	This viewpoint is on the path of the land bridge which connects York's Hollow with Victoria Park. The view comprises the open landscape of the bridge in the foreground and existing government buildings adjacent to the rail corridor. In the background, buildings of the RBWH are visible. Vegetation in the centre of the view are predominantly a mixed eucalypt open woodland located towards the eastern end of Victoria Park at Spring Hill. The location of the portal and surface works associated with the rail line leading to and from the portal were not able to be viewed from the land bridge, except in close proximity to its edge.
Visual Sensitivity	This view is experienced mainly by pedestrians and cyclists commuting to and from places of work on a daily basis or people using the area for recreation. Landscape features of Victoria Park are prominent and form a distinctive visual buffer to the east. Sensitivity associated with this view is considered to be moderate.
Visual Modification	The feeder station to be located approximately in the centre to centre-right of this view, behind existing buildings would be likely to produce a small modification in the context of this view. However, loss of vegetation to accommodate the building would be likely to produce a more moderate modification. Similarly, loss of vegetation due to construction of a work site to the west of the feeder station location would produce a substantial gap in the vegetation at the centre of the view, although the tree line against the horizon would be partially retained on higher ground. This is considered to be a moderate modification to the view with a corresponding decline in visual amenity.
Visual Impact	Based on the moderate detrimental modification of the view, and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate adverse impact in association with permanent works associated with the Project. During the construction phase, impacts would be short term and moderately adverse due to the loss of vegetation from lower terraces of the park to the east. Compensatory planting would be undertaken where trees have been removed to facilitate construction. This would considerably soften the appearance of the new feeder station by restoring plantings to its east and may partially reinstate the tree line at the horizon.

Table 1-14 Viewpoint VP11 – Victoria Park, Spring Hill



Viewpoint VP11 – Victoria Park, Spring Hill	
	
Distance to Project	Approximately 120 m to the worksite and 180 m to the new feeder station.
Nature of Existing View	This viewpoint is near the dog off-leash area (right of view) at Victoria Park, Spring Hill, looking towards the Project worksite and feeder station locations. The view comprises an open, grassy landscape with a predominantly mixed eucalypt open woodland located towards the eastern end of the park. Council and other government buildings are partially visible behind these trees.
Visual Sensitivity	This view is experienced mainly by pedestrians and cyclists commuting to and from places of work and education on a daily basis or people using the area for recreation. Vegetation forms an effective visual buffer to the north-east. Sensitivity associated with this view is considered to be moderate.
Visual Modification	<p>Loss of vegetation due construction of a work site would produce a substantial modification of the view, removing many of the mature trees from the centre of this view. Some loss of vegetation would also be experienced to the north-east of the dog off-leash enclosure. Modification is considered to large during the construction phase of the Project with a substantial decline in visual amenity.</p> <p>The establishment of a feeder station at the north-eastern edge of the construction site would produce a long-term moderate modification to the view due to its height and mass.</p>
Visual Impact	<p>Based on the large detrimental modification of the view during construction phases of the Project, and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a high adverse impact in the short to medium term.</p> <p>In the longer term, impacts produced by the feeder station and vegetation loss required to construct it would be considered moderate adverse.</p> <p>Compensatory planting would be undertaken where trees have been removed to facilitate construction. This would substantially restore the quality of this view in the longer term. It is likely that revegetation in a similar pattern and composition to the existing landscape would also considerably lessen the visual impact of the feeder station from a moderate to a low adverse impact.</p>

Table 1-15 Viewpoint VP12 – Victoria Park, Spring Hill

Viewpoint VP12 – Victoria Park, Spring Hill	
	
Distance to Project	Approximately 60 m to the open cut transition tunnel from the mouth of the portal.
Nature of Existing View	This viewpoint is located to the north-east of the tennis courts in Victoria Park, Spring Hill. The view comprises an open, grassy landscape dotted with feature trees and a heavy treeline along the boundary with the rail corridor.
Visual Sensitivity	This view is experienced mainly by pedestrians and cyclists commuting to and from places of work and education on a daily basis or people using the area for recreation. Vegetation forms an effective visual buffer to the rail corridor. Sensitivity associated with this view is considered to be moderate.
Visual Modification	There is potential for some loss of vegetation along part of the boundary with the rail corridor producing a moderate to large modification to the view, although this is from within a small catchment.
Visual Impact	Based on the moderate to large detrimental modification of the view and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a moderate to high adverse impact in the short to medium term. Compensatory planting would be undertaken where trees have been removed to facilitate construction. This would substantially restore the quality of this view in the longer term and reduce the impact to a negligible to low adverse impact.

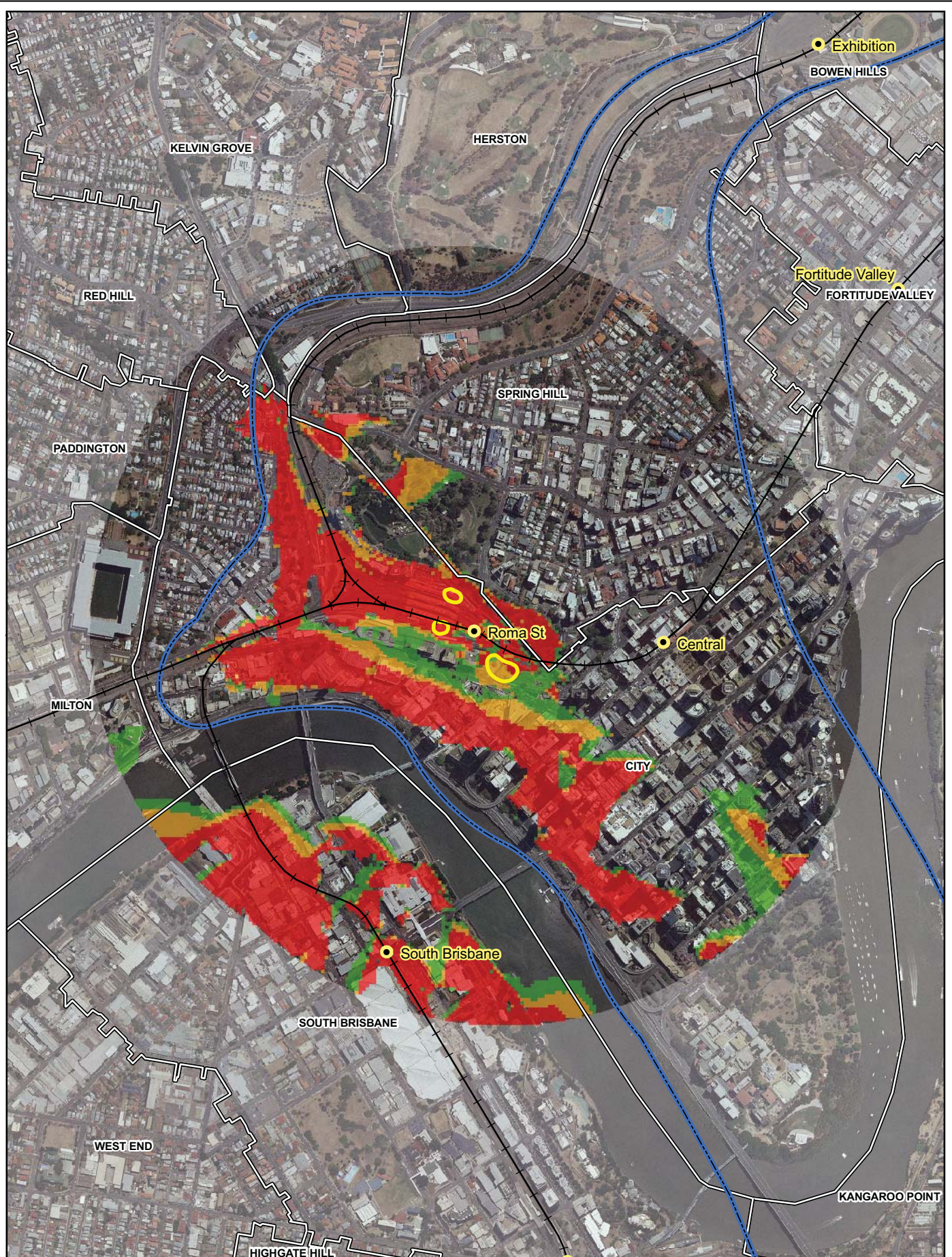
1.3.4 Target site 4: Roma Street Station

Landscape character

Roma Street Station lies within a highly urbanised context and an extensive civic open space system, comprising Roma Street Parklands. The urban landscape is characterised by high landscape amenity due to street tree plantings, awning cover and landscaped islands, pocket parks and larger parks would significant mature vegetation cover.

Visual catchment

The visual catchment for this target site is mostly confined to elevated areas of the CBD (refer **Figure F-9**). Although, due to the highly urbanised nature of this area, most views are achievable only within a catchment around the immediate site, but may include buildings outside of this area. Publicly accessible areas that are able to view the target areas include local streets, the Roma Street Forum and elevated areas such as Roma Street Parklands along Upper Albert Street and College Road, and parts of Albert Park, although views from some elevated areas are obscured by vegetation.



LEGEND

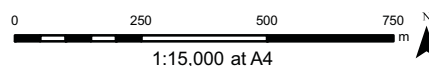
- Study Corridor
- Station
- + Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 150

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-9

Visual Catchment of Target Site - Roma Street



CrossRiverRail

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CRR JOINT VENTURE

Potential visual modifications of the Project

Project surface works at the target site include the construction of a new station with entries that connect with the existing interchange, Roma Street Parklands and upper Albert Street and a new entry in Emma Miller Place. The station would be integrated with the existing built form of the existing station and should not present any detrimental modification to the visual amenity of the site.

The main visual impacts, however, would arise from a worksite which would occupy an area in the western corner of the site, including a large proportion of Emma Miller Place.

Assessment of potential impacts and mitigation measures

Representative viewpoints for the Roma Street target site focussed on vantage points to Emma Miller Place as a site most likely to be impacted by surface works. Refer to **Table 1-16** and **Table 1-17**.

Table 1-16 Viewpoint VP13 – Emma Miller Place, Roma Street, CBD



Viewpoint VP13 – Emma Miller Place, Roma Street, CBD	
	
Distance to Project	Approximately 60 m to the worksite in Emma Miller Place..
Nature of Existing View	This viewpoint is located on Roma Street, facing Emma Miller Place and the Transit Centre to the east. The view comprises densely planted islands within the road reserve and small urban park adjacent to the Transit Centre.
Visual Sensitivity	This is a heavily experienced view by motorists and pedestrians who live or work and commute to the area. The site is also viewed by the Roma Street Forum. Level of sensitivity associated with this view is considered to be moderate.
Visual Modification	Much of the vegetation within the western portion of the site would require removal during the construction phase of the project, although mature figs beside the transit centre are likely to remain. Visual modification to the view would be large with a significant loss of visual amenity in this locale.
Visual Impact	Based on the large detrimental modification of the view and the moderate level of sensitivity attributed to the view, the visual impact of the Project at this viewpoint is considered to be a high adverse impact in the short to medium term. Compensatory planting would be undertaken where trees have been removed to facilitate construction in all Cross River Rail sites. This would substantially restore the quality of this view in the longer term and reduce the impact to a negligible to low adverse impact in the long term. Revegetation should endeavour to use mature tree stock, if possible, to reduce reinstatement time.

Table 1-17 Viewpoint VP14 – Herschel Street, CBD

Viewpoint VP14 – Herschel Street, CBD	
	
Distance to Project	0 m, lying within a realignment of George and Roma Streets
Nature of Existing View	This viewpoint is located on Roma Street, at an intersection George Street and Herschel Street, as viewed from the corner of Herschel and George Streets.. The view comprises a semi mature fig and smaller trees within a traffic island.
Visual Sensitivity	This is a heavily experienced view by motorists and pedestrians who live or work and commute to the area, however is relatively small within the broader viewing context. The fig tree is a prominent feature of the streetscape in this area. Sensitivity associated with this view is considered moderate.
Visual Modification	The trees and island are likely to be removed with a realignment of the intersection which currently lies outside the essential of the Project, but are flagged to be essential works by others (Precinct Planning, Land Use and Urban Design Report, Cross River Rail). Loss of the fig and other trees would large in terms of this view, but in the broader visual landscape would be more of a moderate detrimental modification.
Visual Impact	Based on the moderate detrimental modification of the view and the moderate level of sensitivity attributed to the view, the visual impact at this viewpoint is considered to be a moderate adverse impact. No mitigation for this impact has been proposed, however, essential works by others could include streetscape works that may restore the vegetative character of this location.

1.3.5 Target site 5: Albert Street Station

Landscape character

Albert Street lies within a highly urbanised area of mixed use leading to the Botanic Gardens in the east.

The street is characterised by a reasonably uniform pedestrian environment in terms of streetscape elements and street tree plantings, with amenity provided by awnings and street trees.

The street forms a long vista to the Botanic Gardens, with views to the gardens expanding from Margaret Street due to increased frontage setbacks of apartment and hotel buildings on either side of Albert Street.

Visual catchment

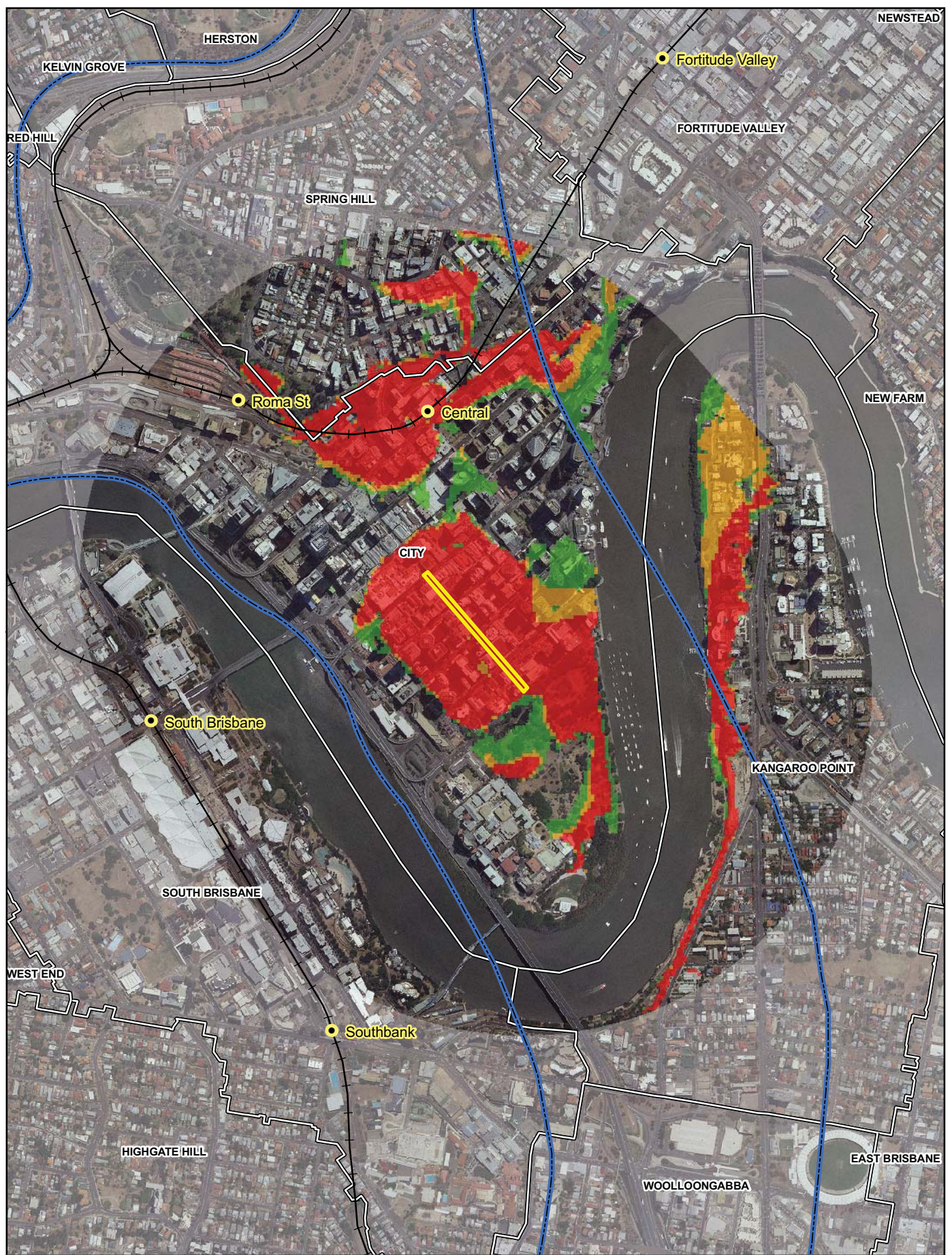
The visual catchment for this target site is much more limited than the GIS analysis of terrain shown in **Figure F-10**, due to the tight, dense nature of the urban fabric in this part of the CBD. Views are limited to the street, itself, intersecting streets, neighbouring buildings and from the entrance area of the Botanic Gardens in Alice Street.

Potential visual modifications of the Project

Project surface works at the target site would include removal of buildings at the corner of Alice and Albert Streets and along a section of north-eastern side Albert Street, between Charlotte and Mary Streets. These locations are to form new urban entrance plazas that lead to the Albert Street Station.

An entrance portal is to be constructed to the north-east of the entrance to the City Botanic Gardens in Alice Street. This would include an elevator and escalator within the verge.

Footpath widening is proposed by the Project to the north-eastern side of Albert Street between Charlotte and Mary Streets to facilitate the safe and comfortable movement of large numbers of pedestrians to the urban plaza associated with the northern Project entrance.



LEGEND

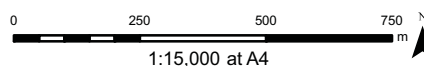
- Study Corridor
- Station
- + Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 100

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-10

Visual Catchment of Target Site
- Albert Street



CrossRiverRail

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CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Representative viewpoints as vantage points from which Project surface works would be able to be viewed. For the target site associated with Albert Street, viewpoints were selected to evaluate potential impacts associated with the proposed urban plaza between Charlotte and Mary Streets and adjacent to the City Botanic Gardens. Refer to **Table 1-18** and **Table 1-19**.

Table 1-18 Viewpoint VP15 – Albert Street (corner of Charlotte Street), CBD



Viewpoint VP15 – Albert Street (corner of Charlotte Street), CBD	
	
Distance to Project	Approximately 15 m to footpath widening from Charlotte to Mary Streets.
Nature of Existing View	<p>This view is from the corner of Albert and Charlotte Streets to the north-east. The view captures the active street frontages and fine grain of the business frontages along Albert Street between Charlotte and Mary Streets. Building scale is also smaller than elsewhere in the street.</p> <p>Semi-mature <i>Flindersia australis</i> street trees are a feature of Albert Street along its length and contribute to the amenity of the street, however size and vigour is variable.</p>
Visual Sensitivity	The viewing area is heavily trafficked by pedestrians on a daily basis, including at night. Local residents, workers, students, shoppers and people seeking entertainment view the site. The nature of the view differs from other parts of the street and CBD due to the fine grain and low scale of buildings located there. Sensitivity associated with the view is therefore likely to be moderate.
Visual Modification	<p>Small scale, older buildings (except for the corner building nearest the foreground) are to be resumed and demolished by the Project to allow for the establishment of an urban plaza and station entrance. Footpaths are to be widened from Charlottes to Mary Streets along that frontage, reducing the carriageway by one lane.</p> <p>Visual modification would be large and detrimental in the short term during the demolition and construction phases, however such occurrences are a typical part of the life of the city. In the longer term, while the street may be lose active frontages of former retail and restaurant businesses, a larger area of public space would be gained. Longer term modifications are likely to be moderate and positive in terms of visual amenity.</p>
Visual Impact	<p>The moderate sensitivity of visual receptors and moderate positive long term modifications to the view indicate a moderate beneficial impact in the long term. During construction phases, impacts are likely to be moderate to highly adverse.</p> <p>Impacts during construction would be typically mitigated through the use of visual barriers such as hoarding. In the longer term, the establishment of more public space of high amenity would invite positive perceptions through the gathering and use of the people. The inclusion of small retail and business outlets within the plaza would assist in generating activity. Streetscape works, including the planting of additional street trees would improve visual and physical amenity, however the latter may not form part of the essential works under the Project.</p>

Table 1-19 Viewpoint VP16 – Alice Street (corner of Albert Street), CBD

Viewpoint VP16 – Alice Street (corner of Albert Street), CBD	
	
Distance to Project	Approximately 40 m to lift well and escalator adjacent to City Botanic Gardens.
Nature of Existing View	<p>This view is from the corner of Albert and Alice Streets to the north-east.</p> <p>The view comprises the entrance to the City Botanic Gardens (at right) and the leafy edge produced by mature trees, including figs along the Alice Street frontage of the gardens. This differs to the opposite side of the street which is occupied by typical inner city built form.</p>
Visual Sensitivity	<p>The viewing area is heavily trafficked by vehicles and pedestrians on a daily basis, the latter including local residents, workers, students, tourists and people seeking recreational activities.</p> <p>The City Botanic Gardens are culturally significant to the city of Brisbane and entrances to the gardens contribute to that significance.</p> <p>The regional importance of the City Botanic Gardens and their role in the role as an attraction for the city's inhabitants and visitors contributes to a high sensitivity associated with this view.</p>
Visual Modification	<p>The demolition of the Royal on the Park on the opposite side of the street would contribute to a large modification to the area, however in the long term this would be replaced with other development of similar scale.</p> <p>Within the view, there would be a locally confined, but visually significant modification within the verge adjacent to the City Botanic Gardens, to the north of the entrance. An elevator shaft and escalator are to be installed in this area by the Project as an access point to the Albert Street Station.</p> <p>Visual modification is considered to be moderate to large in this view due to its relatively small size, but its prominence in this locale.</p>
Visual Impact	<p>The resulting impact to the view is likely to be high adverse due to the sensitivity associated with the view and the prominence of the modification.</p> <p>It is unknown if mitigation of visual impacts have been proposed under the Project.</p> <p>Visual impacts of the elevator and handrails of the escalator would depend to some extent on the materials and lightness of structure used in their construction. Transparent materials, for example may reduce their visual prominence, as long they did not produce glare. They would also permit the view of foliage to filter through.</p>

1.3.6 Target site 6: Gabba Station

Gabba Station is located within a proposed UDA which would significantly alter the current urban landscape, unifying the urban fabric by developing a mixed use precinct over the top of existing and new public transport infrastructure.

Landscape features such as feature trees and groups of vegetation are largely limited to islands and embankments associated with major road and busway infrastructure and some properties.

The Gabba stadium is a prominent local and district landmark, with the adjacent park as the only public open space available in the locality. Mature Poincianas and other exotic trees populate the park and contribute to a high landscape amenity in this part of Woolloongabba.

Visual catchment

The visual catchment for this target site potentially extends to elevated areas to the west (such as Highgate Hill) and east (East Brisbane). Refer to **Figure F-11**. The highly urbanised nature of the visual catchment and distance between the target site and potential viewer makes discernible views of the target site unlikely.

Potential visual modifications of the Project

Project surface works at the target site would include demolition of the GoPrint building and construction of a station to fronting a plaza adjacent to Leopard Street and another to the east. The plazas and the station would be integrated into the future missed used precinct by the ULDA and provide greatly improved visual and physical connectivity with Stanley Street to the south.

The Project would also include changes to the alignment of the exit ramp from the Pacific Motorway to Vulture Street, with potential for some of loss of existing vegetation in this area.



LEGEND

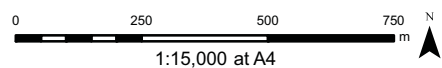
- Study Corridor
- Station
- Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 239

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-11

Visual Catchment of Target Site - Woolloongabba



CrossRiverRail

SKM aurecon
CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Representative viewpoints in the context of Cross River Rail were difficult to determine as the urban context is about to undergo radical change as a result of the UDLA development. Viewpoints were selected in relation to views associated with receptors of potentially higher sensitivity. Refer to **Table 1-20** and **Table 1-21**.

Table 1-20 Viewpoint VP17 – Vulture Street, Woolloongabba



Viewpoint VP17 – Vulture Street, Woolloongabba	
	
Distance to Project	Approximately 120 m to Pacific Motorway off ramp upgrade.
Nature of Existing View	<p>This viewpoint is located on the bridge above the Pacific Motorway looking east down Vulture Street. The lights of the Gabba stadium can be seen in the distance.</p> <p>The view comprises a low-amenity streetscape of a busy, multi-lane carriageway framed by primarily high-density residential buildings and commercial buildings to the north of the road and a substantial green edge created by the mature trees and vegetation in the traffic islands to the south of the road. The distinctive blue balustrades on the bridged section of Leopard Street are visible through the trees.</p>
Visual Sensitivity	Modification to the view would be moderate to large during construction and detrimental to the visual amenity of the area in the short to medium term due to the scale of the construction activities proposed. In the longer term, replacement planting to the traffic islands and future development of the ULDA site indicate that permanent modifications are considered to be moderate with a potential improvement in visual amenity.
Visual Modification	<p>Due to the low to moderate sensitivity associated with the view and the long term moderate beneficial modifications of the view, the visual impact is considered to be moderate beneficial.</p> <p>During construction, temporary moderate adverse impact would be experienced.</p>
Visual Impact	Modification to the view would be moderate to large during construction and detrimental to the visual amenity of the area in the short to medium term due to the scale of the construction activities proposed. In the longer term, replacement planting to the traffic islands and future development of the ULDA site indicate that permanent modifications are considered to be moderate with a potential improvement in visual amenity.

Table 1-21 Viewpoint VP18– Vulture Street, Woolloongabba

Viewpoint VP18– Vulture Street, Woolloongabba	
	
Distance to Project	Approximately 30 m to new footpaths and retaining walls along property boundary of property in view.
Nature of Existing View	<p>This viewpoint is located on the corner of Vulture Street and Main Street looking north-west towards the Lands building.</p> <p>The view comprises the distinctive row of fig trees with their dense canopies shading the pedestrian path on the southern side of Vulture Street. Along the western side of Main Street there is sparser tree planting and black barricade fencing that is primarily used during major Gabba stadium events. The roads are both busy, multi-lane carriage ways.</p>
Visual Sensitivity	<p>The view is heavily experienced by motorists on a daily basis. During events at the Gabba stadium, pedestrian experience of the view is greatly increased.</p> <p>Landscape features are the significant row of figs alongside the Land Centre.</p> <p>Sensitivity associated with this view is considered to be moderate.</p>
Visual Modification	<p>The existing mature trees are to be retained and protected and a blockwork retaining wall is to be constructed to the north of these trees. The footpath is to be improved and potentially widened to accommodate projected peak pedestrian flows during game day events.</p> <p>The Project works in this area would produce a small to moderate modification of the existing view and a small, positive modification to the visual amenity.</p>
Visual Impact	There would be no adverse impacts on the view if the trees are successfully retained. Low beneficial impacts are likely to be derived from the project under these circumstances

1.3.7 Target site 7: Boggo Road Station

Landscape character

The Boggo Road locale is characterised by the heritage-listed Boggo Road Gaol and Women's Prison annex and lies within an area which remains largely undeveloped. The site is circumscribed to the north and east by railway infrastructure. The Eastern Busway also connects to the site on its northern side, tunnelling beneath the site to the south and west.

The site lies on a knoll within undulating to hilly terrain. Surrounding land use includes residential to the south, east and north, a school to the north-west, industrial and commercial land use to the east and the Princess Alexandra Hospital to the south-east. Residential areas consist of generally single dwelling character housing with significant vegetation, demonstrating high visual and landscape amenity. The neighbouring Dutton Park State School also has a number of mature feature trees, however the Boggo Road Urban Village area is relatively sparse with new plantings of trees in streets and public spaces.

Visual catchment

Due to its elevation, the Boggo Road site has a potentially extensive catchment extending to elevated sites in all directions. The Gaol and Ecosciences Precinct may be viewed from buildings in some of these areas, particularly Coorparoo and Woolloongabba. However, ground proofing could not confirm views from outside the immediate vicinity of the site due to obstructions such as buildings and vegetation and limited publicly accessible vantage points. Refer to **Figure F-12**.

Potential visual modifications of the Project

Project surface works at the target site would include the construction of station entries at the north and south of the main pedestrian boulevard between the Gaol and the Ecosciences Precinct. Work sites are to be located to the south of the Gaol, straddling Peter Doherty Street close to Annerley Road.

Service structures are proposed to be located to the north and south of the site, with the southern structure a stand alone, while the northern structure is to be integrated into future development.



LEGEND

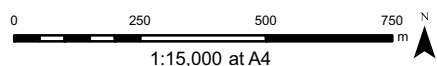
- Study Corridor
- Station
- Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 247

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-12

Visual Catchment of Target Site - Boggo Road



CrossRiverRail

SKM **aurecon**
CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Viewpoints were mainly selected in the more sensitive and potentially more modified areas of site at the southern end of the Gaol and in relation to the pedestrian overpass. Refer to **Table 1-22** and **Table 1-23**.

Table 1-22 Viewpoint VP19 – Peter Doherty Street, Dutton Park



Viewpoint VP19 – Peter Doherty Street, Dutton Park	
	
Distance to Project	Approximately 130 m to the new station entry location.
Nature of Existing View	<p>This viewpoint is located on Peter Doherty Street looking north-west between the Heritage-listed (former) Boggo Road Gaol and the new Eco Science Precinct building.</p> <p>The view comprises the recently constructed pedestrian spine of the Urban Village development and open space area to the south of the former Gaol. The vegetation is immature and of an 'urban nature' character with single street tree plantings and discreet garden beds within areas of pavement.</p>
Visual Sensitivity	<p>The view is currently mainly experienced by workers of the Ecosciences Precinct and visitors with an interest in the Gaol.</p> <p>Local residents may also traverse the site to access the Boggo Road Busway Station and the Park Road Station.</p> <p>Features of the view lie mainly with the Gaol buildings which are culturally significant at the State level.</p> <p>Sensitivity associated with this view is considered moderate due to the significance of the Gaol, but is a low frequency view in terms of numbers of people who experience it.</p>
Visual Modification	<p>Construction of the Project would employ a 'top down' approach, necessitating the removal of the majority of the recently completed landscaping works on this site.</p> <p>Modification to the view would be moderate to large during construction with removal of the avenue of shade trees and work sites extending to Annerley Road. Long term, the permanent modifications are considered to be moderate to large with the new Cross River Rail entry and associated canopy potentially creating a visual and physical disconnection within the pedestrian spine.</p>
Visual Impact	<p>Due to the moderate level of sensitivity and moderate to large modification to the view, impacts are considered moderately adverse. Mitigation by replanting trees lost during construction and incremental development of the site would reduce the prominence of permanent structures and establish a cohesive urban village landscape.</p>

Table 1-23 Viewpoint VP20 – Annerley Road, Dutton Park

Viewpoint VP20 – Annerley Road, Dutton Park	
	
Distance to Project	Approximately 130 m to the station entrance facing Peter Doherty Street.
Nature of Existing View	<p>This viewpoint is located in Annerley Road near the eastern end of Maldon Street looking north-east towards the Ecosciences Precinct.</p> <p>The view is dominated by the size and bulk of the new Ecosciences Precinct and the distinctive form of the heritage listed Boggo Road Gaol (former).</p> <p>The view comprises the significant open space in front of these buildings and in the distance, the rail corridor and ‘timber and tin’ character housing on the low hills of Woolloongabba and Coorparoo can be seen.</p> <p>The vegetation is immature and of an ‘urban nature’ character with avenue plantings, single street trees and discreet garden beds within areas of pavement.</p>
Visual Sensitivity	<p>The view is experienced by passing motorists, pedestrians and cyclists, workers of the Ecosciences Precinct and visitors with an interest in the Gaol.</p> <p>Features of the view lie mainly with the Gaol buildings which are culturally significant at the State level.</p> <p>Sensitivity associated with this view is considered moderate to high due to the significance of the gaol and the level of the exposure of the view to Annerley Road.</p>
Visual Modification	<p>Construction of the Project would employ a ‘top down’ approach, necessitating the removal of the majority of the recently completed landscaping works.</p> <p>Modification to the view would be moderate to large during construction with removal of the avenue of young trees. Long term, the permanent modifications associated with the station entry and service structure are considered to be moderate from this viewpoint as the remaining and replacement boulevard trees would visually integrate the Project works with the pedestrian spine, open space and adjacent buildings.</p>
Visual Impact	<p>Due to the moderate to large level of sensitivity and moderate modification to the view, impacts are considered moderately adverse. Mitigation by replanting trees lost during construction and incremental development of the site would reduce the prominence of permanent structures and establish a cohesive urban village landscape.</p>

1.3.8 Target Site 8: Yeerongpilly Station

Landscape Character

The terrain of Yeerongpilly gently falls to the south, south-west, with residential land use the dominant land use east of the existing railway line. To the west of the railway, land use varies from residential to light industry and commercial.

Moolabin Creek separates Yeerongpilly from Moorooka in the east. The creek flows to the south west, through a golf course and into Oxley Creek. The creek is well-vegetated with mature native trees in residential area, however is degraded in parts in an industrial land use area to the south of Yeerongpilly. Mature vegetation is also a feature of residential areas and the golf course.

Areas to the west of the rail corridor are currently under investigation as a potential TOD, centred around the Animal Research Institute site and possibly the golf course.

Visual catchment

The visual catchment for this target site as mapped using GIS analysis is very large (**Figure F-14**). Key views, however to the target site are found within the suburb and relate to elevated residential areas east of the rail corridor. Views from these areas extend to the mountains and ranges in the west.

Potential visual modifications of the Project

Surface modifications would be significant within this target area and would initially require a realignment of Wilkie Street and resumption of a number of properties.

The Yeerongpilly worksite would be extensive, extending from Moolabin Creek in the south to Cardross Street in the north and incorporating the former road reserve of Wilkie Street.

Permanent works include a portal and transition/retaining structures up to 6 m high, a feeder station (135 m x 20 m x 7 m high) in the former road reserve of Wilkie Street between Livingstone and Lucy Streets, a new *Disability Discrimination Act 1992* compliant station and platforms, and an extended pedestrian overpass to connect the station with the western side of Fairfield Road.

Potential visual modifications would therefore be likely to be significant during construction and following.



LEGEND

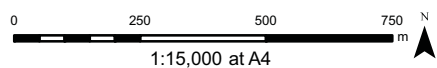
- Study Corridor
- Station
- Track
- Suburb
- Target Area

- Potential Visual Catchment
- 1 - 5
 - 5 - 10
 - 10 - 41

CROSS RIVER RAIL ENVIRONMENTAL IMPACT STATEMENT

Figure F-13

Visual Catchment of Target Site - Yeerongpilly



CrossRiverRail

SKM **aurecon**
CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Representative viewpoints were selected throughout the target site, with particular attention to more sensitive receptors such as residential areas. Refer to **Table 1-24** and **Table 1-25**.

Table 1-24 Viewpoint VP21 – Green Street, Yeerongpilly



Viewpoint VP21 – Green Street, Yeerongpilly	
	
Distance to Project	Approximately 200 m to Wilkie Street.
Nature of View	<p>This viewpoint is located on the corner of Green Street and Biarra Street looking west down Green Street.</p> <p>The local residences are primarily of a 'timber and tin' character. The existing streetscape has high visual amenity with established vegetation typified by the mixed species subtropical street tree planting. Distant views of the existing station buildings can be seen at the end of the street and in the terminating view is of a high density residential building adjacent to the Tennyson Tennis Centre.</p>
Visual Sensitivity	This view is experienced mainly by local residents a number of times per day and is likely to be appreciated at the neighbourhood level. Sensitivity associated with this view is considered to be moderate.
Visual Modification	The Project works in this area consist of the realignment of Wilkie Street and extension of the pedestrian overpass. The loss of residences and vegetation from the realignment of Wilkie Street would produce a moderate modification of the view with some decline in visual amenity as seen from this viewpoint. The demolition of the existing station once the new station is operational would remove views of it from this location.
Visual Impact	The potential impact to the view at this viewpoint is considered to be low adverse due to the removal of the existing station with a view of moderate sensitivity and appreciation at the neighbourhood level. The removal of the station would provide for more expansive views to the high density residential development to the west while also resulting in the loss of the station as a landmark view from this location.

Table 1-25 Viewpoint VP22 – Cnr Livingstone and Wilkie Streets, Yeerongpilly

Viewpoint VP22 – Corner of Livingstone and Wilkie Streets, Yeerongpilly	
	
Distance to Project	0 m to realigned Wilkie Street.
Nature of View	<p>This viewpoint is located on the corner of Wilkie Street and Livingstone Street looking south along Wilkie Street.</p> <p>The car-lined street highlights the divide in character between the eastern, residential side and the western rail and road corridor side of Wilkie Street. Fencing on both sides of the road is high, with paling fences and screening vegetation to the residential boundaries to the east and noise walls lining the rail corridor to the west. The Fairfield Road overpass can be seen to the west.</p> <p>Vegetation is typified by mature subtropical character trees such as Jacarandas and Poincianas.</p>
Visual Sensitivity	<p>This view is experienced by local residents and people who work in the light industry businesses currently located in this area of Wilkie Street and Station Road. The quality of the view is not particularly high due to the noise walls and proximity to the railway line. However greenery associated with housing may have some appreciation by local residents at the neighbourhood level. Sensitivity associated with this view is considered to be low to moderate.</p>
Visual Modification	<p>The view is in the direction of the location of the Yeerongpilly Station. The loss of houses and vegetation from the construction of the station, and the realignment of Wilkie Street would produce a large modification of the view and a corresponding decline in visual amenity. Introduced elements associated with the Yeerongpilly Station would be visible from this location.</p>
Visual Impact	<p>The potential visual impact from this viewpoint is considered to be low adverse as large modifications would be made to a view associated with a low to moderate sensitivity.</p> <p>Works undertaken in conjunction with the establishment of Yeerongpilly Station, such as street plantings and footpath modifications, may result in positive visual amenity changes to the land that is currently occupied by industrial uses along Station Road.</p>

1.3.9 Target site 9: Moorooka Station, Clapham Rail Yard and Rocklea Station

Landscape character

Landscape character within the area that comprises Moorooka Station, Clapham Rail Yard and Rocklea Station is partially defined by consistent land uses of commercial and industrial enterprise along major roads and rail lines and residential areas predominantly to the east of Ipswich Road.

Physical characteristics that contribute to landscape character in this area include the very gently undulating to flat terrain which is bisected by a number of small creeks which drain into Oxley Creek further to the south. The majority of significant vegetation is found within creek systems or as part of the suburban residential landscape.

Visual catchment

The visual catchment for this target sites within this area is limited to the areas close to target sites and elevated areas to the east (**Figure F-15**). Due to the urbanised nature of land surrounding each target site and the catchment, viewing obstruction would be likely to limit views, particularly in areas of low relief.

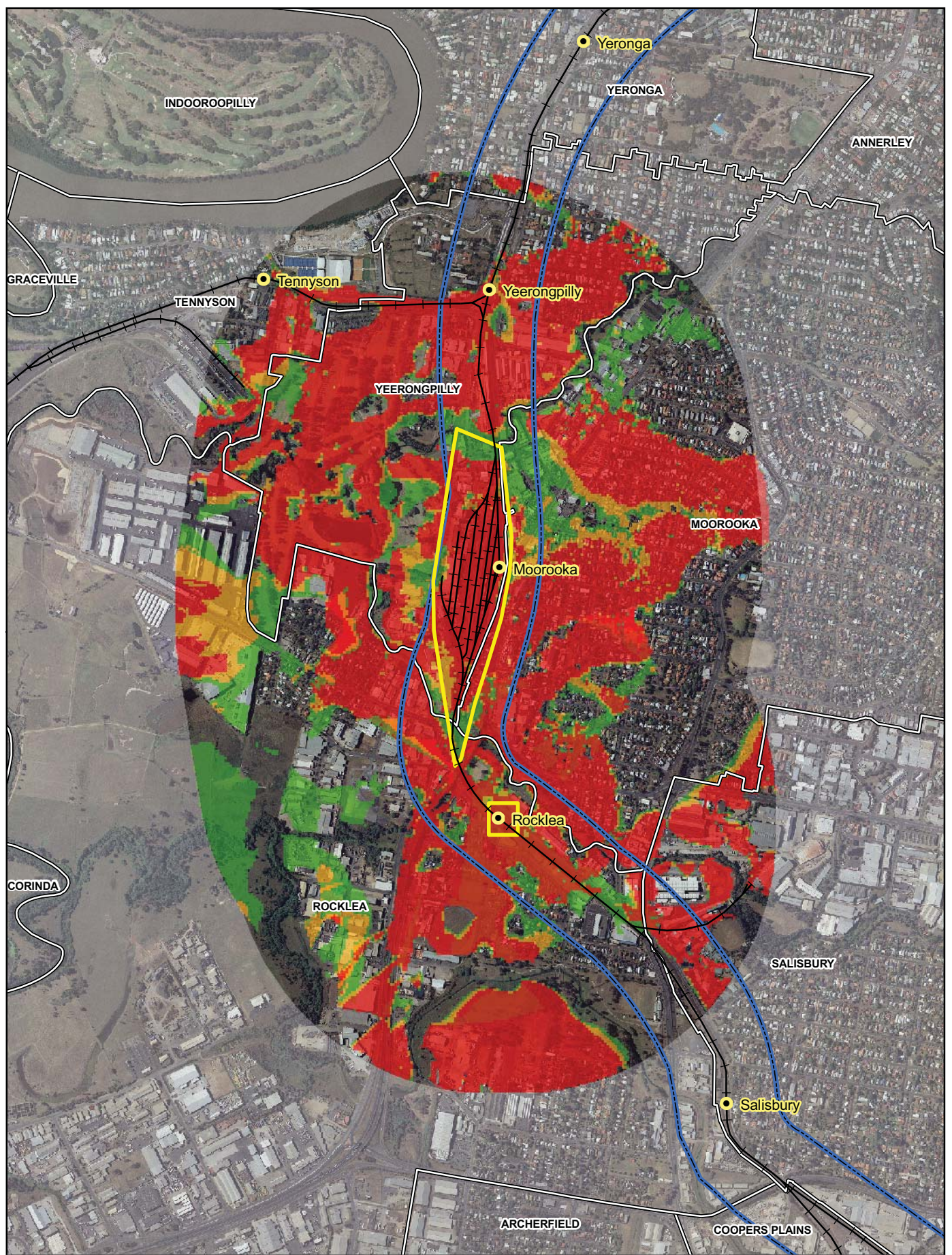
Potential visual modifications of the Project

The majority of surface within the target sites occurs within industrial areas and away from sensitive receptors such as residential areas and places of recreation

The main visual impacts of the Project in the Moorooka area are the property impacts and the Ipswich Road realignment. In order to accommodate the extra tracks for the Project in the Clapham Rail Yard, the removal of dwellings bordering the rail corridor between Hamilton Road and Muriel Avenue and light industry to the east of Fairfield Road would be required. The upgrade of Moorooka Station would require the removal of property located in the triangle of land between Unwin Street and Ipswich Road. The works would also involve the establishment of a raised rail viaduct that would run along the eastern boundary of the Clapham Rail Yard.

At Rocklea, the Project works provide a new two track bridge over Muriel Avenue, a realigned on ramp to the Ipswich Motorway and Rocklea Station would receive an upgrade and refurbishment of existing infrastructure.

The main visual impacts of the Project in this area would be the new rail bridge structure over Muriel Avenue and the realigned on ramp to the Ipswich Motorway. The new on-ramp would be tunnelled under the Ipswich Motorway and as a result, trees which line the existing south eastern embankment would be removed as part of construction.



LEGEND

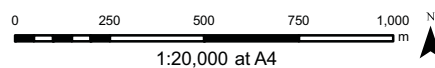
- Station
- Track
- ▭ Study Corridor
- ▭ Suburb
- ▭ Target Area

- Potential Visual Catchment
- 1 - 10
 - 10 - 25
 - 25 - 75

**CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT**

Figure F-14

**Visual Catchment of Target Site
- Rocklea/Moorrooka Stations**



CrossRiverRail

SKM aurecon
CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Representative viewpoints were selected throughout the target site, with particular attention to more sensitive receptors such as residential areas. Refer to **Table 1-26**, **Table 1-27**, **Table 1-28**, **Table 1-29** and **Table 1-30**.

Table 1-26 Viewpoint VP23 – Baldock Street, Moorooka


Viewpoint VP23 – Baldock Street, Moorooka	
	
Distance to Project	Approximately 90 m to the new viaduct structure.
Nature of View	<p>This viewpoint is located at the northern end of Baldock Street looking north-west towards Moolabin Creek.</p> <p>This industrial area has low visual amenity with sparse vegetation, no street trees and overgrown grassed embankments and verges. The viewpoint terminates in a wall of shipping containers located on an adjoining industrial property.</p>
Visual Sensitivity	This view is mainly experienced by local workers and is unlikely to be appreciated due to the lack of landscape and visual amenity. Sensitivity of this view is therefore considered to be low.
Visual Modification	The Project works in the vicinity of this area would include the removal of industrial buildings and the establishment of the Yeerongpilly construction site.
Visual Impact	Visual impacts from this viewpoint are considered to be low to moderately adverse due to the significant modification of a view associated with low sensitivity due to existing low visual amenity in an area where work activities are conducted.

Table 1-27 Viewpoint VP24 – Ipswich Road, Moorooka


Viewpoint VP24 – Ipswich Road, Moorooka	
	
Distance to Project	Approximately 100 m to the station.
Nature of View	<p>This viewpoint is located on the eastern side of Ipswich Road from in front of the car yard on the corner of Keats Street. The view looks north-west to the existing Moorooka Station.</p> <p>The view is typified by an almost complete lack of vegetation although glimpses of trees can be seen in the distance. There are no street trees and the view is dominated by the roadway, pavements and the rail corridor and associated industrial buildings in the background. To the north, there are commercial buildings with 'timber and tin' character.</p>
Visual Sensitivity	<p>The view is highly experienced by motorists, local workers and local residents using the public transport. The view lacks landscape features that could be broadly appreciated, although there may be some local appreciation of some of the character buildings used as businesses.</p> <p>Sensitivity associated with this view is considered to be low to moderate.</p>
Visual Modification	<p>The Project works in the vicinity include surface road works, upgrades to the existing station with canopies to the platforms and a new pedestrian overpass, and the removal of industrial buildings to the west of Clapham Rail Yard, removal of the commercial and industrial buildings to the north to accommodate work sites and rail corridor widening and the construction of an elevated rail viaduct.</p> <p>Loss of the 'timber and tin' character commercial buildings with their awnings over shop fronts and the finer 'grain' they contribute to the local area, would result in a moderate modification of the view and associated moderate decline in visual amenity by potentially open up unfavourable views to the rail yards. The new overpass and station would be of a similar scale to the existing structure and would result in only a small modification of the view and a small to moderate improvement in visual amenity. Road surface works are minor and would not result in modification of the view.</p> <p>The most visually prominent feature would be the rail viaduct that would be situated along the eastern boundary of the Clapham Rail Yard. As this structure would be elevated it would increase the visual prominence of rail infrastructure for travellers along Ipswich Road and occupants within commercial and residential properties on the eastern side of Ipswich Road.</p>
Visual Impact	<p>Impacts by the Project to the view are considered to be moderate with the main caused by the construction of the rail viaduct and the removal of buildings and potential encouragement of unfavourable views to the rail yards. While no mitigation measures, including noise walls have been proposed at the time of preparing this report, it is likely that some noise and visual buffering would be warranted to mitigate against these detrimental effects. Vegetation buffers would constitute a more effective mechanism to mitigate unfavourable views.</p>

Table 1-28 Viewpoint VP25 – Ipswich Road, Moorooka


Viewpoint VP25 – Ipswich Road, Moorooka	
	
Distance to Project	Approximately 30 m to the Ipswich Road realignment and 250 m to the station.
Nature of Existing View	<p>This viewpoint occurs on the western side of Ipswich Road opposite the western end of Hamilton Road looking north down Ipswich Road.</p> <p>Views to the rail corridor to the west are prominent, however median plantings of semi-mature trees visually reduce the width of the road within this view.</p>
Visual Sensitivity	<p>The view is heavily experienced by motorists and local people travelling to shops. There is likely to some local appreciation of the tree plantings within the median, providing visual respite from the road and passing traffic.</p> <p>Sensitivity associated with this view is considered to be low to moderate.</p>
Visual Modification	<p>The most visually prominent feature would be the rail viaduct that would be situated along the eastern boundary of the Clapham Rail Yard. As this structure would be elevated it would increase the visual prominence of rail infrastructure for travellers along Ipswich Road and occupants within commercial and residential properties on the eastern side of Ipswich Road.</p> <p>Upgrade to the station and its interface with Ipswich Road would not cause a considerable modification in magnitude, but is likely to improve visual amenity within the station precinct.</p>
Visual Impact	<p>Impacts to the view in this location are considered to be a combination of low to moderate adverse due to the increase in visual prominence of rail infrastructure as a result of the viaduct and a low to moderate beneficial impact from improvements to the station.</p> <p>Planting of street trees would considerably mitigate against losses of median vegetation. However no mitigation measures are currently planned by Cross River Rail in this location.</p>

Table 1-29 Viewpoint VP26 – Fairfield Road, Rocklea



Viewpoint VP26 – Fairfield Road, Rocklea	
	
Distance to Project	Approximately 120 m to the new rail overpass
Nature of Existing View	The view is set within commercial and industrial land use from a viewpoint in Fairfield Road looking towards Muriel Avenue. The view comprises mostly main road infrastructure and mature and semi-mature vegetation in road reserves.
Visual Sensitivity	The view is heavily experienced by motorists and local workers. Vegetation would tend to enhance the visual experience of this view and may be appreciated locally. Sensitivity associated with this view is considered low to moderate.
Visual Modification	The new rail bridge to be constructed over Muriel Avenue would produce a moderate to large modification to the view.
Visual Impact	Impacts upon the view by the Cross River Rail are considered to be moderate, given the level of infrastructure within this area, including the presence of other rail bridges of similar height to the new bridge.

Table 1-30 Viewpoint VP27 – Brooke Street, Rocklea

Viewpoint VP27 – Brooke Street, Rocklea	
	
Distance to Project	70 m to new ramp to Ipswich Motorway
Nature of Existing View	The viewpoint is within a residential area and bordering a commercial area, looking towards the Ipswich Motorway and the site of a new access ramp to the Motorway. Roadside vegetation associated with the Motorway contributes greatly to local landscape and visual amenity.
Visual Sensitivity	The view is experienced by a small cluster of residents and local residents. Vegetation on road batters contributes to local visual amenity and offers features for appreciation at the neighbourhood scale. Sensitivity of the view is considered to be moderate.

Visual Modification	A new access ramp to the Ipswich Motorway from Fairfield Road is to be tunnelled beneath the Motorway and would extend up the side of the existing batter to connect with the Motorway. Modification would be moderate, notably due to the removal of a significant amount of exiting vegetation.
Visual Impact	<p>The impact to the view is considered to be moderate adverse due to the loss of a significant amount of vegetation within a view associated with moderate sensitivity.</p> <p>Mitigation measures have not been clarified by the Project. However, additional vegetation to the road reserve in the vicinity of the impact or within Brook Street would assist in reducing degree of detriment.</p>

1.3.10 Target site 10: Salisbury Station

Landscape character

The Salisbury Station and environs lies within a low relief landscape to the east of Rocklea.

Residential land lies in an east-west alignment between Beaudesert Road and Orange Grove, large expanses of industrial land to the south and north, the latter separated by Rocky Water Holes Creek.

As with other target areas within the study corridor, landscape amenity is highest in the residential areas of the suburban landscape due to the prevalence of vegetation, including mature trees.

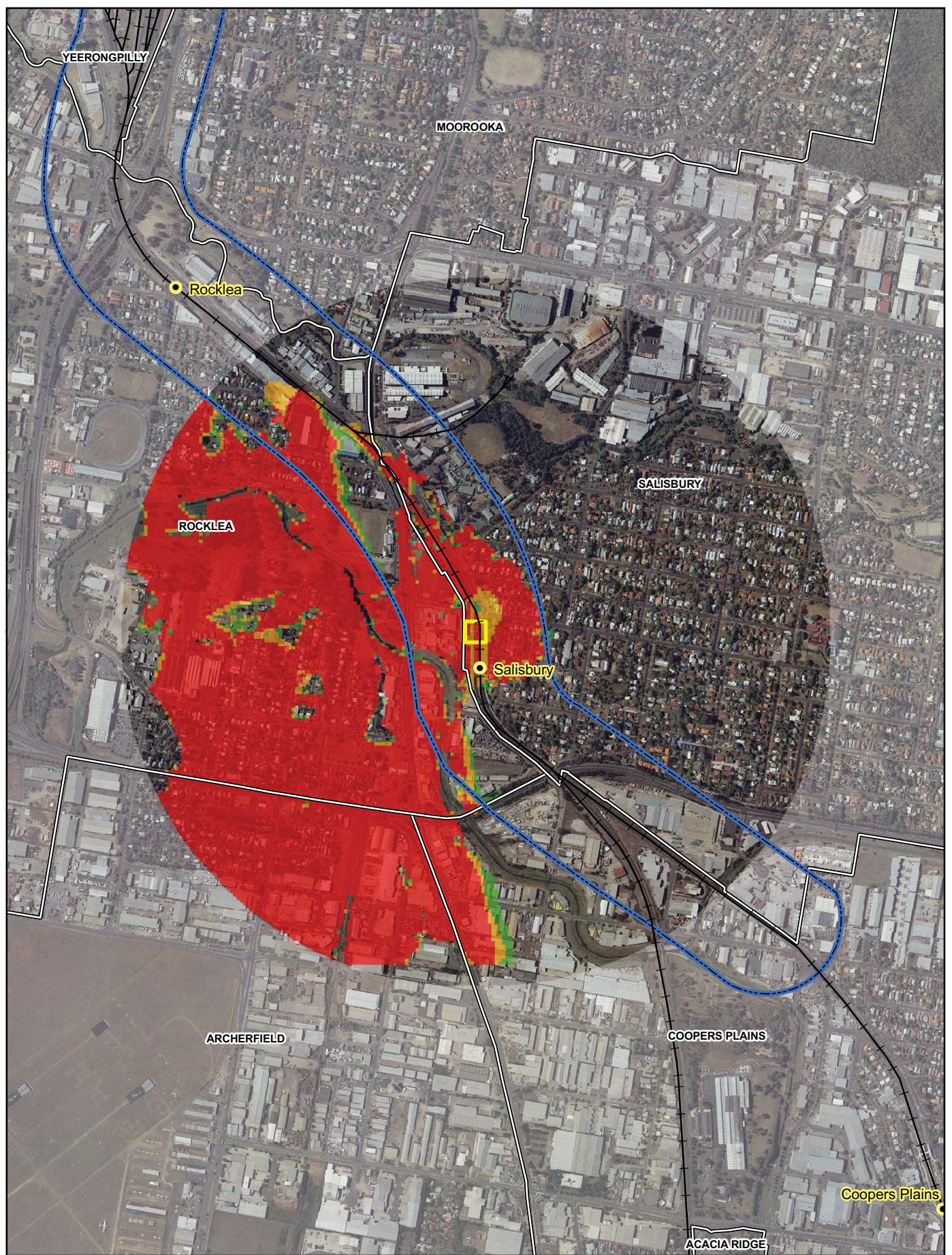
Visual catchment

The visual catchment for this target site is limited to areas of low relief in close proximity to the target site. Due to the urbanised nature of land surrounding the target site and the low relief of the terrain, viewing obstruction would be likely to limit views from anywhere but the immediate vicinity of the target site. Refer to **Figure F-16**.

Potential visual modifications of the Project

The majority of surface within the target sites occurs within industrial areas and away from sensitive receptors such as residential areas and places of recreation south of Rocklea the main surface works involve widening of the rail corridor, requiring land resumptions, mostly with industrial areas. These surface works are unlikely to produce visual modifications in areas where impacts would be felt or are likely to be an issue.

A pedestrian overpass is also proposed for Fairlie Terrace, near its crossover with Beaudesert Road.



LEGEND

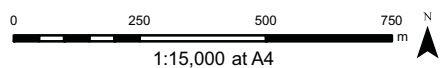
- Station
- +— Track
- ▭ Study Corridor
- ▭ Suburb
- ▭ Target Area

- Potential Visual Catchment
- 1 - 25
 - 25 - 50
 - 50 - 75

**CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT**

Figure F-15

**Visual Catchment of Target Site
- Salisbury Station**




CrossRiverRail

SKM aurecon
CRR JOINT VENTURE

Assessment of potential impacts and mitigation measures

Acknowledging likely visual modifications, site survey throughout the study corridor south of Rocklea generally supported the very low sensitivity associated with views relating to surface works. One main viewpoint was selected. Refer to **Table 1-31**.

Table 1-31 Viewpoint VP28 – Fairlie Terrace, Salisbury

Viewpoint VP28 – Fairlie Terrace, Salisbury	
	
Distance to Project	Approximately 150 m to the new pedestrian overpass.
Nature of Existing View	The viewpoint is on Fairlie Terrace outside of the entrance to Nyanda High School looking north-west. Significant vegetation along the edge of the school property contributes to local landscape and visual amenity.
Visual Sensitivity	The view is experienced at the local level by residents, school children and local workers. Landscape features in the form of vegetation associated with the school would be appreciated at the local level. Sensitivity associated with the view is considered to be moderate.
Visual Modification	Track widening is to occur along the existing rail corridor to the west of the view with a pedestrian overpass constructed from Fairlie Terrace before it reaches the Beaudesert Road overpass. Modification of the view is likely to be low with little detriment to the view.
Visual Impact	Impacts to the view are considered to be negligible to low from this viewpoint. The pedestrian overpass is likely to be no more obtrusive to the view than the existing Beaudesert Road overpass.