



6 Landscape Character and Visual Amenity



6.1 Introduction

The purpose of this chapter is to assess the potential visual impact associated with the project. It covers the limits of the project as defined in Chapter 2, **Description of the project**. Potential impacts of overshadowing at key locations are also addressed in this chapter.

The visual assessment aims to evaluate the visual impact to private property as well as public areas. This assessment addresses the impacts of the four track corridor requirements but also discusses the difference between the two and four track arrangements where relevant.

6.2 Methodology

This section describes the methodology adopted to establish the baseline environment in the project area and then to assess the potential landscape or visual impacts that could result from the project during the construction and operational phases.

6.2.1 Establishment of baseline

Visual catchment definition

A potential visual catchment, defined as the area from which the project may be viewed, was initially determined through a GIS based analysis of the terrain in relation to the height of the highest elements of the project.

Site survey

A site survey was undertaken by two landscape planners in order to build consensus and thus limit subjectivity. The site visit was conducted in August 2007 during conditions of good visibility, during the constraints analysis phase of the route identification process. A further site survey was undertaken in August 2008 during conditions of good visibility. The survey verified the desktop study, provided more detailed information about the site and likely impacts, and assisted in the selection of representative viewpoints.

Selection of representative viewpoints

Representative viewpoints have been identified in a range of locations. While all viewpoints are publicly accessible, some (primarily on residential streets) have been identified to represent views from private property. These have been recorded, photographed and included in the appraisal of significance. The viewpoints represent views from a range of viewers (such as vehicle users, recreational users and residents) where potentially perceivable changes in view may occur.

Description of existing conditions

The description of the existing landscape and visual environment establishes a baseline situation against which the project has been assessed. This has been based upon a desktop study of relevant published documents and site surveys. The principal data sources used are set out in the bibliography, referenced within relevant sections of the text, and include:

- survey mapping
- aerial photographs
- information from local planning authorities
- site survey, comprising a photographic record of landscape features, key views and receptors
- observations on the way in which the public realm (open space, roads etc.) is used.

6.2.2 Impact assessment

A qualitative assessment of landscape and visual impacts has been undertaken. The effect of the proposal has been evaluated on the basis of a combination of two factors that inform the significance of the impact: visual modification and visual sensitivity. Their definitions and use in identifying the magnitude of the impacts are described below.

Visual modification

Visual modification refers to the extent of change to the landscape and visual amenity that will occur as a direct result of the project from a given viewpoint. Assessment of these changes includes identification of:

- the nature of the change (i.e. degree of contrast, or integration of, any new features with existing features)
- context and quality of the views including the extent to which the proposals will be visible in the wider landscape (with consideration of the presence of intervening vegetation or features)
- the scale or degree of change i.e. obvious/imperceptible with respect to loss or addition of features.

For the purposes of this assessment, the definitions in Table 6.2.2a are used to describe visual modification. While the table refers to the evaluation of negative effects, the assessment also acknowledges potential positive effects on visual amenity, however a specific level of visual amenity is not provided for these situations.

Table 6.2.2a: Visual modification definitions

Visual Modification Level	Definition
Large Reduction	A substantial/obvious change to the view due to loss of, or change to, elements, features or characteristics of the landscape or townscape. The change will be immediately obvious to casual viewers and will be perceived as negative.
Moderate Reduction	Discernible changes in the view (that will be perceived as negative) due to partial loss of, or change to the elements, features or characteristics of the landscape so that alteration to the view is clearly visible. The change will be immediately obvious to viewers with a particular interest in the view, but may require the attention of a casual viewer to be drawn towards it before it is perceived.
Small Reduction	Minor changes in the view (that will be perceived as negative) due to minor loss of, or change to the elements, features or characteristics of the landscape or townscape. Viewers with a particular interest in the view will not immediately perceive the change but may perceive it during an extended viewing duration. Casual viewers will be unlikely to perceive the change.
No Perceivable Reduction	Almost imperceptible or no change in the view as there is little or no loss of/or change to the elements, features or characteristics of the landscape or townscape. Viewers with a particular interest on the view will be unlikely to perceive any change.

Visual sensitivity

Visual sensitivity refers to viewers and their sensitivity to their visual environment. Generally, this is dependent upon:

- viewers' interest in the visual environment (i.e. high, medium or low interest in their everyday visual environment)
- viewers' duration and viewing opportunity (i.e. prolonged, regular viewing opportunities)
- number of viewers and their distance from the source of the effect, where relevant.

For the purposes of this assessment, the terminology set out in Table 6.2.2b has been used to describe visual sensitivity.

Table 6.2.2b: Visual sensitivity definitions

Sensitivity	Definition
National	Heavily experienced view to a national icon, for example the view to Sydney Opera House from Circular Quay; view to Parliament House, Canberra down Anzac Parade.
State	Heavily experienced view to a feature or landscape that is iconic to the state, for example the views of the Brisbane River and Story Bridge from key riverbank locations; a key view of the Glasshouse Mountains from a major lookout.
Regional	Heavily experienced view to a feature or landscape that is iconic to a city or a non-metropolitan region, or heavily used vantage point from which an entire region can be viewed. For example, a key view towards the coast from Montville.
Local	View experienced and valued by concentrations of residents, shoppers, local recreational users and/or large numbers of road or rail users. For example, views within the town centres of Landsborough, Mooloolah, Eudlo, Palmwoods and Nambour that include elements defining the character of these town centres.
Neighbourhood	Views experienced by small clusters of residents, from isolated rural residences, from roads that carry low volumes of traffic.

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6.2.3 Impact assessment criteria

Representative viewpoints are described qualitatively, in accordance with the impact significance criteria applied across this EIS but tailored to this assessment to provide a logical relationship between visual modification, visual sensitivity and visual impact shown in Table 6.2.3.

Table 6.2.3: Impact significance criteria for landscape and visual assessment

Impact Significance Level	Description
High Adverse	Small, moderate or large reduction in the quality of a view of State or national sensitivity Moderate or large reduction in the quality of a view of regional significance; or Large reduction in the quality of a view of local significance
Moderate Adverse	Small reduction in the quality of a view of regional sensitivity Moderate reduction in the quality of a view of local sensitivity Large reduction in the quality of a view of neighbourhood sensitivity
Low Adverse	Small reduction in the quality of a view of local sensitivity; or Moderate reduction (modification) in the quality of a view of neighbourhood sensitivity
Negligible	Negligible reduction in the quality of a view of national, State, regional or local sensitivity; or Small reduction in the quality of a view of neighbourhood sensitivity.

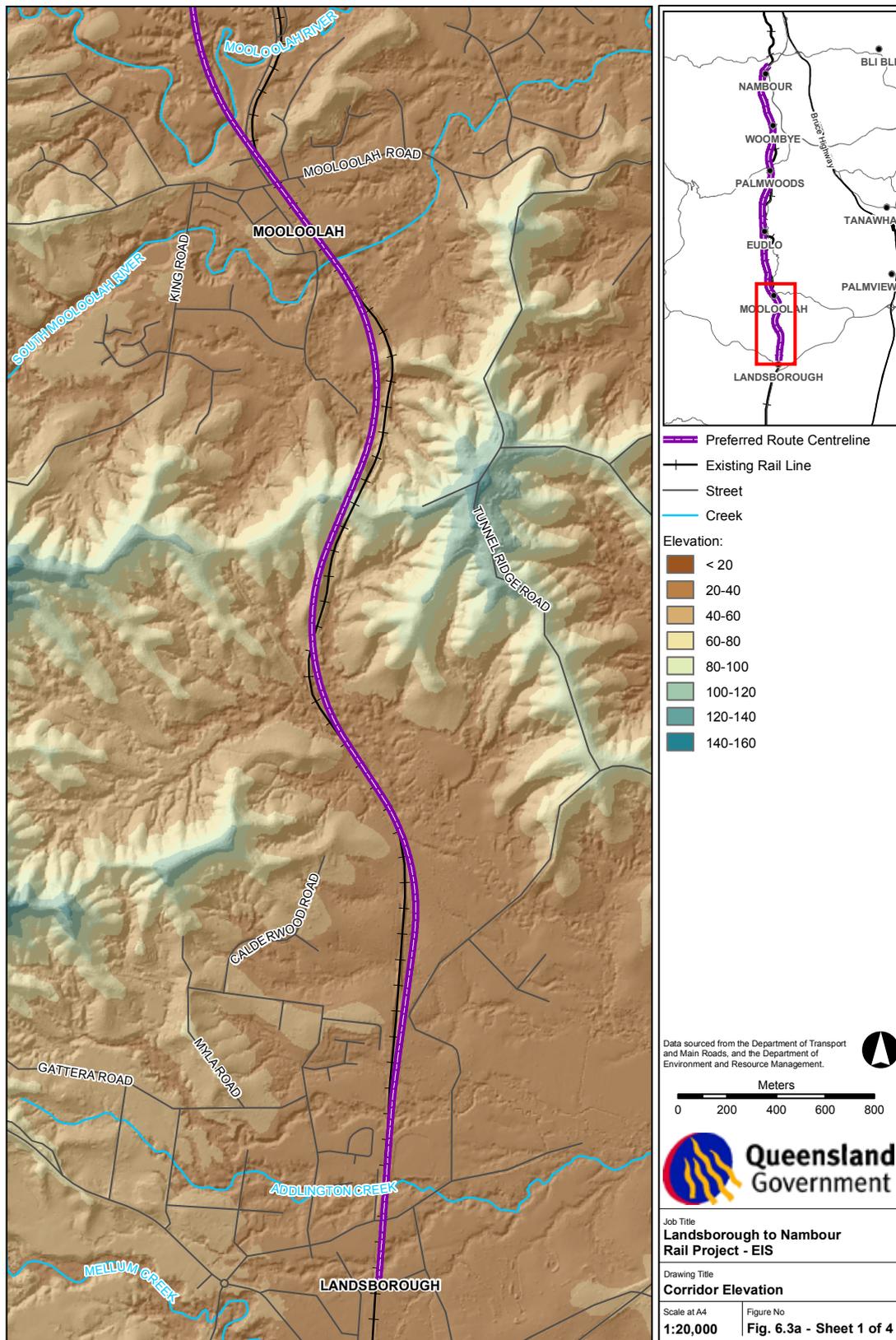
6.3 Description of environmental conditions

The project area lies within the local government area of the Sunshine Coast Regional Council. Key characteristics that describe the existing landscape and visual context include:

- a distinctive topographic mix of high, steep undulating land and lower floodplain areas
- the Blackall Range running parallel to the project area to the west
- east-west running ridges bisecting the project area at a number of points, most noticeably between Landsborough and Mooloolah, and between Mooloolah and Eudlo
- numerous smaller ridges and steep slopes
- settlement areas of Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye and Nambour around the existing railway corridor stations
- national parks, forested and other vegetated area
- floodplains linked to Addlington Creek, South Mooloolah River, Mooloolah River, Eudlo Creek, Acrobat Creek, Paynter Creek and Petrie Creek bisecting the landscape with dense riparian vegetation
- agricultural small holdings comprising cropping and grazing activities generally clear of vegetation with perimeter fences that pattern the landscape and are lined with rows of established trees
- scattered individual rural dwellings and rural residential subdivisions
- an existing, predominantly single track, railway corridor with overhead power supply and associated infrastructure (such as signage, level crossings, bridges, signals, trains, treeless corridor, stations)
- minor roads connecting small settlements to regional civic centres, tourist attractions, individual properties and railway stations
- recreational facilities (sports fields, equine grounds etc) generally located on the outskirts of settlements and in close proximity to the existing railway corridor.

Figures 6.3a and 6.3b show topography and land use respectively.

Figure 6.3a: Corridor Elevation

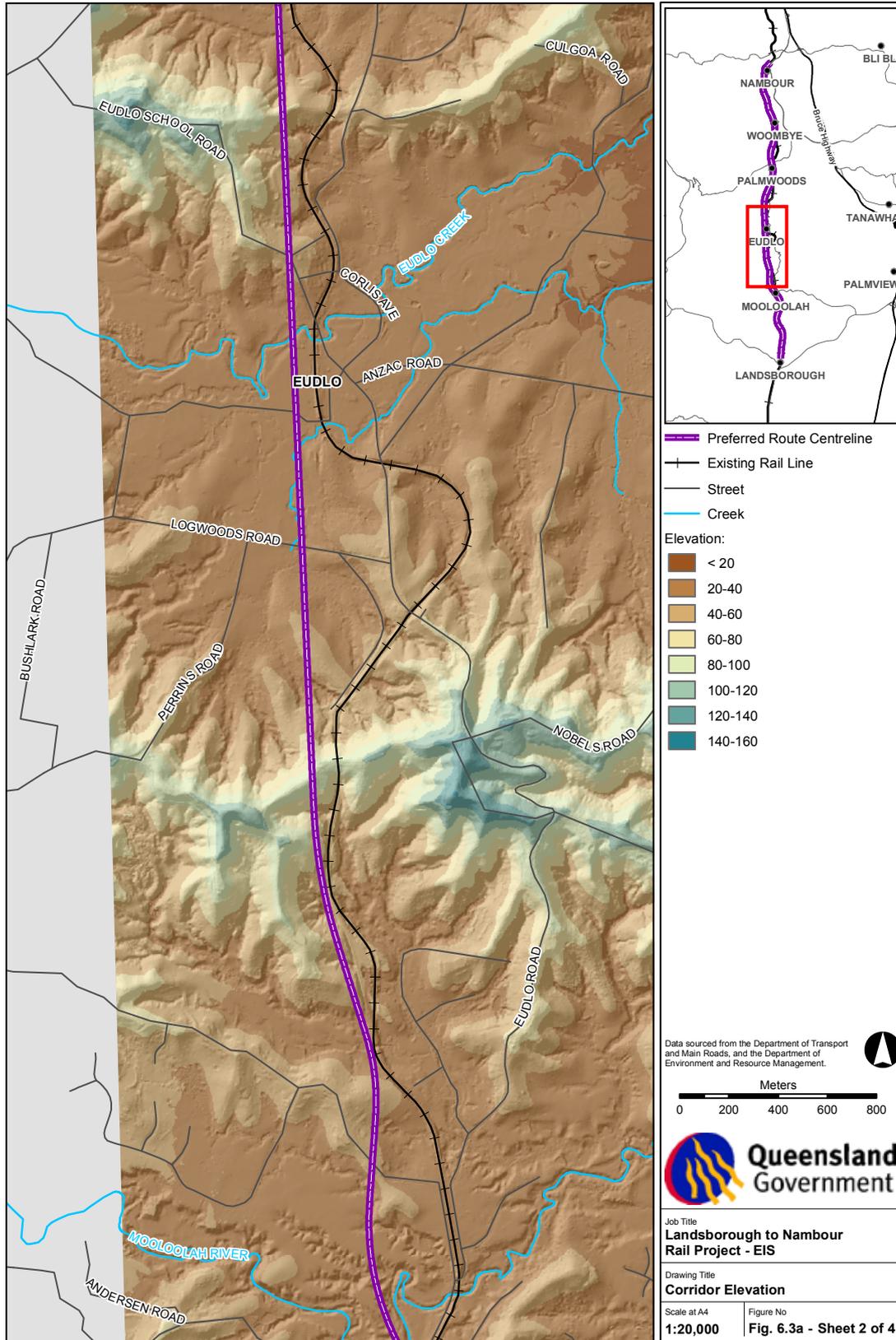


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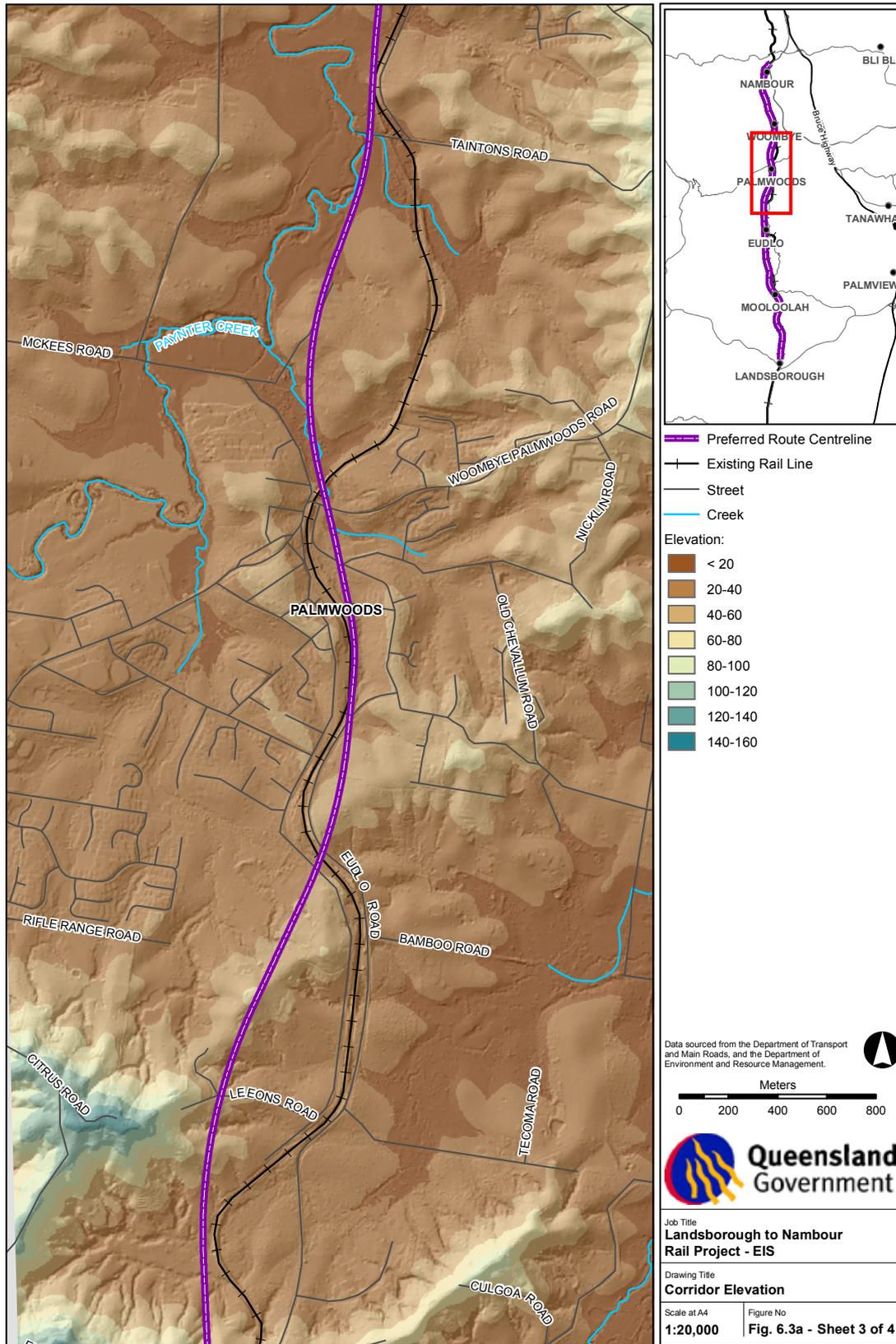
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Figure 6.3a: Corridor Elevation



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Figure 6.3a: Corridor Elevation

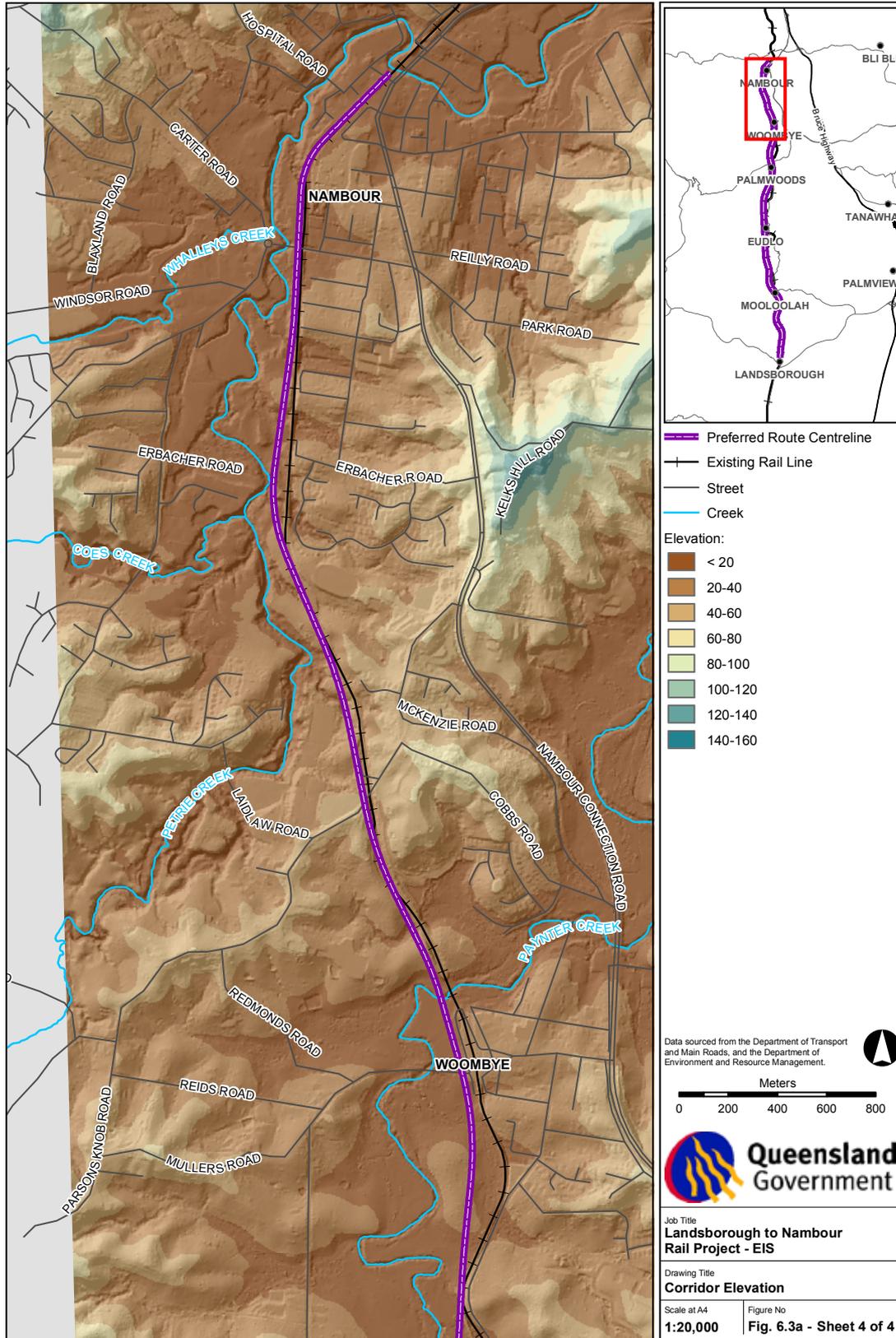


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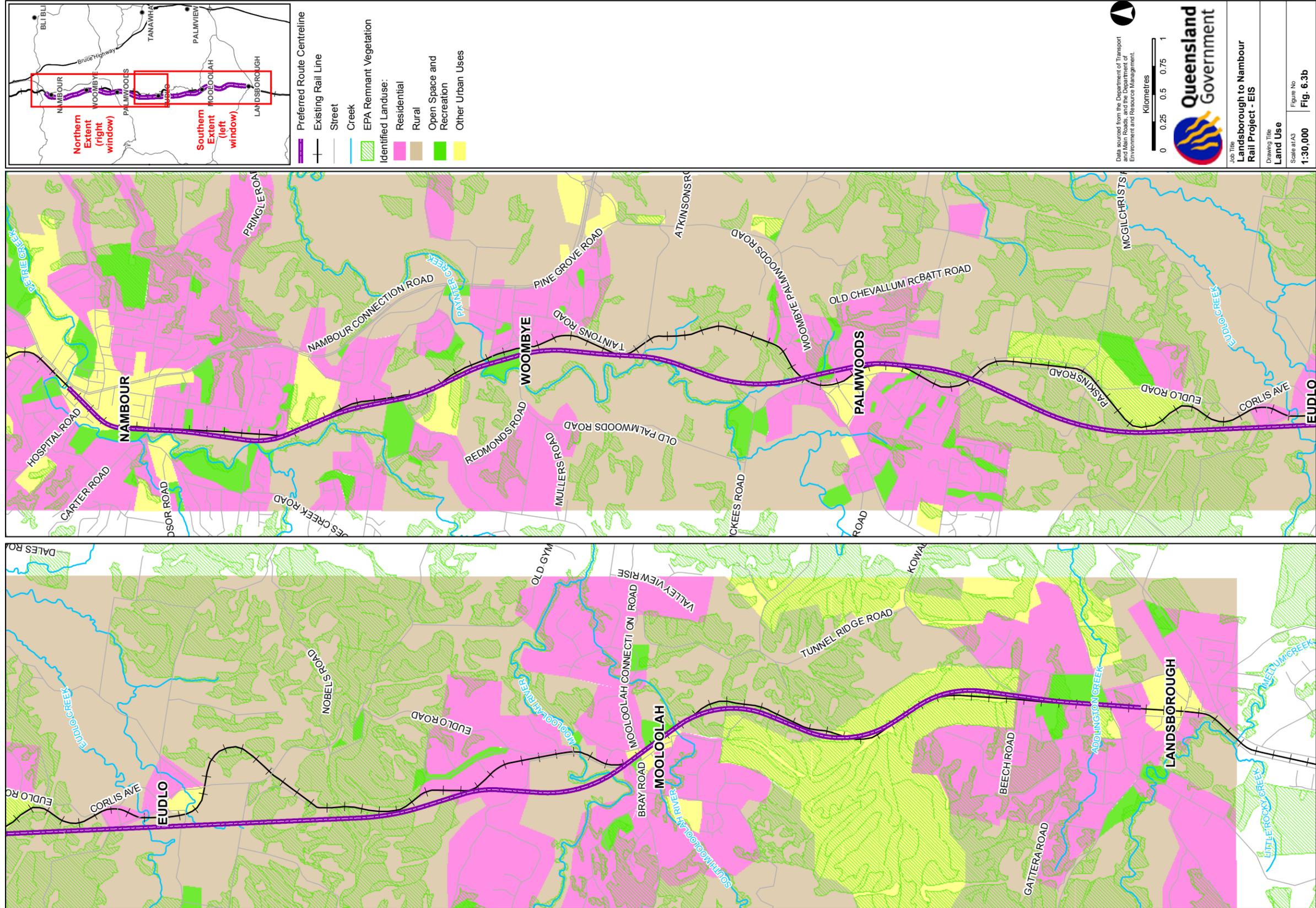
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Figure 6.3a: Corridor Elevation



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Figure 6.3b: Land Use



Data sourced from the Department of Transport and Main Roads, and the Department of Environment and Resource Management.

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Broad landscape values for SEQ are shown in the scenic amenity maps produced for the *SEQ Regional Scenic Amenity Study*, 2004. This study used survey data of scenic preference and visual exposure to predict the scenic value of sites in SEQ. According to the scenic amenity maps, large sections within the project area are considered to have a high scenic amenity profile. These areas are generally located in the areas between the railway townships along the existing rail corridor.

The majority of potential viewers within the project area are residents living within settlements and/or within close proximity of the route. Other receptors include: train customers; railway workers; road users travelling along roads in close proximity to the proposed route(s); agricultural workers; pedestrians and cyclists; users of recreational and public space; users of heritage areas/structures; local businesses and their patrons; users of civic facilities (churches, hospitals, schools, health centres etc); visitors and tourists; and industrial workers. Generally, due to steep topography and vegetative screening, most views will be close to the project.

Impacts on visual amenity resulting from the proposal will be derived primarily from:

- widening of the existing railway corridor
- the creation of a new railway corridor that will form a linear feature bisecting the landscape, the majority of which will remain treeless
- clearance of vegetation to create either a widened or a new corridor

- associated railway infrastructure (bridges, railway on embankment/in cutting, tunnels, signals, level crossings, surface materials, substations and service equipment, etc.)
- new bridge structures (rail bridges over creeks and possibly flood prone areas), rail bridges over roads, and road bridges over rail)
- train vehicles passing at increased intervals, introducing increased movement within the landscape and townscape, particularly within pedestrianised, residential and recreational areas
- overhead power lines along the length of the route that will introduce new vertical elements and clutter into the landscape
- new railway stations at key settlements of Mooloolah, Eudlo, Palmwoods, and Woombye (may consist of a platform, shelter, location/direction signage, ticket machines, security items such as CCTV, fencing and lighting).

New platform and access facilities (lifts, etc) are proposed at Nambour.

6.4 Information provided by the community

Throughout the project there has been on-going community consultation. Details of activities and information releases is discussed in **Chapter 1, Section 1.9**. Issues raised to date and considered in both the route identification process and the assessment of the impact of the projects is discussed in **Table 6.4**.

Table 6.4: Community feedback, related to landscape character and visual amenity

Issues Raised	Response	Section
Flat land is preferable compared to large excavations and tunnelling through mountains and ridges, from both a visual aspect and a monetary one as well.	Topography was a significant driver in the selection of the preferred route for the proposed rail corridor, both from a cost and visual amenity perspective. However, the terrain of the project area means that in some places tunnelling and sections of bridge or structure are unavoidable.	Refer Drawings C001 to C028, and The Route Identification Report executive summary, included as Appendix D
Preliminary design drawing show a cutting running with a tunnel starting on the northern most ridge line in Mooloolah. It will appear that all of the central ridge line will be cleared and cut back with an area up to 120m wide by 600m long exposed. This will make a major impact on the local environment and will be visible to a large part of the Mooloolah Valley.	Tunnel extents have been reviewed, and reduced through the extension with cut and cover structures. There will however be an initial period of revegetation and re-establishment post construction.	Refer Chapter 2, Description of the project

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6.5 Assessment of potential impacts and mitigation measures

The assessment of visual impact in terms of 25 representative viewpoints is described below. The viewpoint locations are shown in Figure 6.5 and are listed below.

viewpoint 1 – Gympie Street North, Landsborough

viewpoint 2 – Vidler Park, Landsborough

viewpoint 3 – Tiverton Place, Landsborough

viewpoint 4 – Rose Road Landsborough, looking south-west

viewpoint 5 – Rose Road, Landsborough, looking north-east

viewpoint 6 – Mooloolah Recreation Grounds

viewpoint 7 – Mooloolah Connection Road, Mooloolah

viewpoint 8 – Jones Street, Mooloolah

viewpoint 9 – Bray Road, Mooloolah

viewpoint 10 – Neill Road, Mooloolah

viewpoint 11 – Karanne Drive, Mooloolah

viewpoint 12 – Neill Road, Mooloolah Valley

viewpoint 13 – Logwoods Road, Eudlo

viewpoint 14 – Highlands Road, Eudlo

viewpoint 15 – Corner of Beech Lane and Eudlo School Road

viewpoint 16 – Nicklin Road, Palmwoods

viewpoint 17 – Kolora Park, Palmwoods

viewpoint 18 – Margaret Street, Palmwoods

viewpoint 19 – Main Street Palmwoods

viewpoint 20 – Palmwoods Hotel

viewpoint 21 – Dana Court, Palmwoods

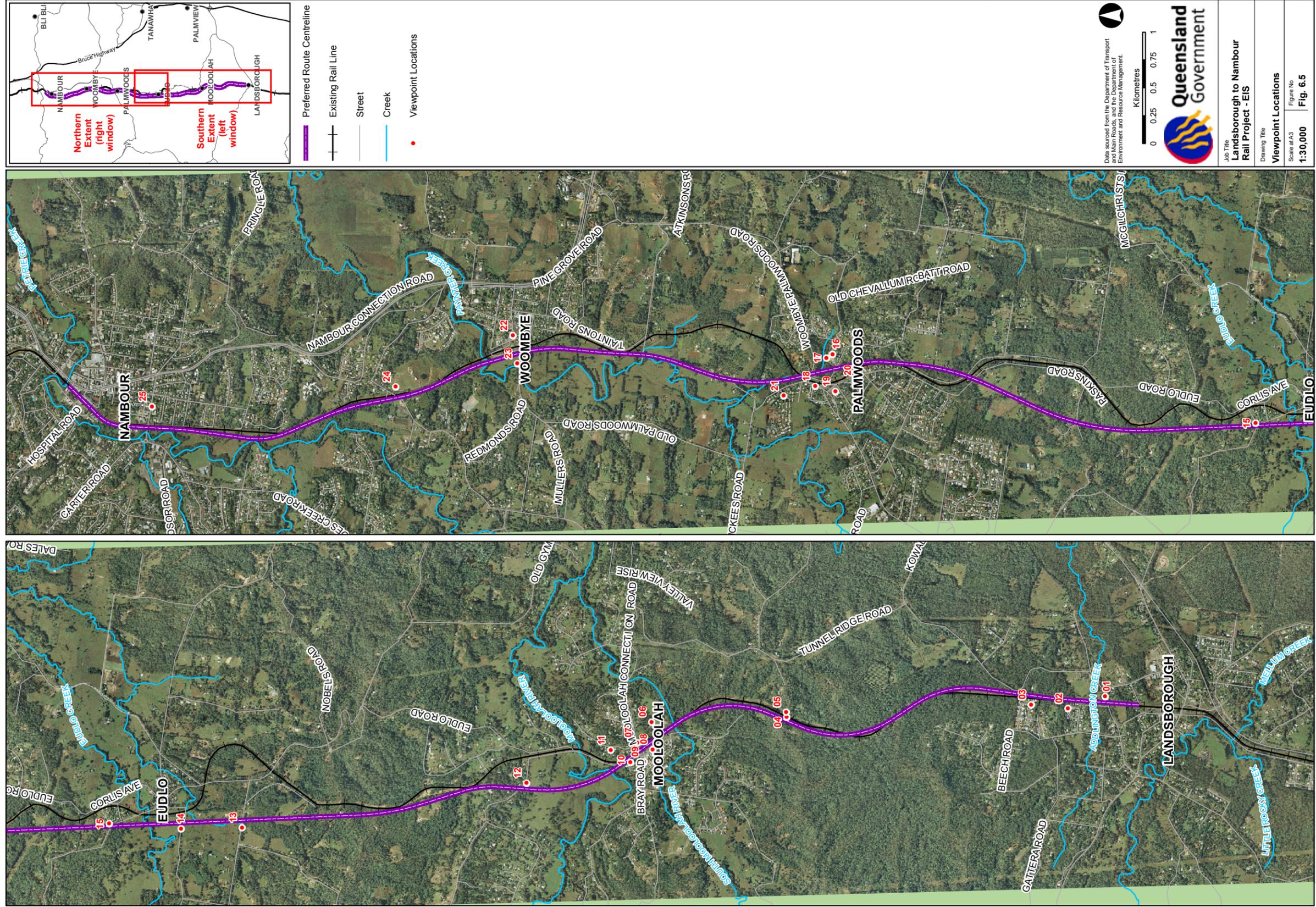
viewpoint 22 – Memorial Park, Woombye

viewpoint 23 – Woombye Pony Club

viewpoint 24 – Countryview Street, Woombye

viewpoint 25 – Arundell Avenue, Nambour.

Figure 6.5: Viewpoint Locations



Data sourced from the Department of Transport and Main Roads, and the Department of Environment and Resource Management.

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Job Title: Landsborough to Nambour Rail Project - EIS
 Drawing Title: Viewpoint Locations
 Scale at A3: 1:30,000
 Figure No: Fig. 6.5

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6.5.1 Viewpoint 1 – Gympie Street North, Landsborough, looking south-west



Distance to project	80 m (approximately) to edge of project. Directly adjacent to road overpass.
Visual sensitivity	<p>This viewpoint represents the view of several residences on the northern fringe of Landsborough, and vehicle users travelling west on Gympie St North. This street to some degree functions as a northern gateway to Landsborough, as it is part of the main thoroughfare between Landsborough and Mooloolah. Use of this road is also generated by the presence of Landsborough Primary School immediately to the west of the existing railway line.</p> <p>The nature of the existing view reflects its presence on the fringe of Landsborough, being dominated by scattered mature Eucalypts and containing various urban elements such as houses and driveways. The existing railway line is a major feature in the view, particularly the signage and other infrastructure associated with the level crossing of Gympie St North.</p> <p>Because of the gateway role of this section of Gympie St North and its relatively high exposure, this viewpoint is regarded as having a local sensitivity level.</p>
Visual modification	<p>The configuration of rail infrastructure in this location will initially be similar to that which exists. If four tracks were eventually needed, the two westernmost tracks will be on a similar alignment to the existing two tracks. The overhead electrical infrastructure may require gantry support structures in this area (there are currently single steel poles supporting the overhead wires), which will add to the prominence of the railway.</p> <p>The proposed road overpass and realignment of Gympie Street North will be more prominent to the rail infrastructure at this location. When constructed, the overpass will involve fill batters on both sides of the railway line and will cross the railway with a minimum clearance of 6.7m. As well as the structure itself and associated batters, the overpass may require the removal of one or more mature Eucalypts.</p> <p>The design of the overpass and landscape treatments will be important in managing the visibility of the railway and the integration of the overpass into the landscape.</p> <p>The project is considered to result in a large reduction in visual amenity from this viewpoint, primarily because of the prominence of the overpass.</p>
Visual impact	Based on a large reduction in visual amenity of a view of local sensitivity, the visual impact from this viewpoint is considered to be high adverse.

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6.5.2 Viewpoint 2 – Vidler Park, Landsborough, looking east



Distance to project	Approximately 50 m to base of fill embankment.
Visual sensitivity	<p>This viewpoint is representative of views experienced by users of Vidler Park, a small neighbourhood park on the northern edge of Landsborough. It also represents views from the rear of several residences on Vidler Court that back onto the existing railway easement. Vidler Park includes a small playground and a picnic table and is assumed to be used by the immediate community living within walking distance on Vidler Court and Kenny Court. It currently has a bushland ambience which is affected to some degree by the existing railway line (clearly visible through the intervening vegetation). Views from the rear of houses on Vidler Court generally include clear views of the existing railway with the view restricted in some case by vegetation in the back yards. Views also include mature trees on the eastern side of the railway line and Landsborough Recreation Reserve.</p> <p>This viewpoint is regarded as having a neighbourhood level of sensitivity due the viewers comprising several residences and a relatively small number of park users.</p>
Visual modification	<p>The section of the project adjacent to Vidler Park represents the northernmost point where the existing alignment is used. The westernmost of the proposed tracks at this location will be on the alignment of the existing single track. The additional tracks will be constructed to the east, resulting in an increased corridor width and the removal of some mature trees.</p> <p>The loss of the trees will be the most noticeable change to the view as a result of the project, although a backdrop of mature trees will be maintained due to the width of the stand of trees occurring on the north-western side of Landsborough Recreation Reserve. Increased rail infrastructure is also likely to be noticeable, primarily the overhead structures, which may be in the form of gantries in this area.</p> <p>The project is considered to result in a moderate reduction in the amenity of the view from this viewpoint.</p>
Visual impact	Based on the moderate reduction of a view of a neighbourhood level of sensitivity, the visual impact of the project at this location is considered to be low adverse.

6.5.3 Viewpoint 3 – Tiverton Place, Landsborough, looking south-east



Distance to project	Approximately 50 m to base of base of fill embankment.
Visual sensitivity	<p>This viewpoint represents views from residences on Tiverton Place, Landsborough. Tiverton Place in part runs parallel to the existing railway line, with eight residential properties backing onto the rail easement. The view from the rear of these properties currently includes contrasting natural and built elements, comprising the existing railway (single track with single pole overhead masts) with a backdrop of mature Eucalypts that are located on private property between Tunnel Ridge Road and the railway.</p> <p>This viewpoint is considered to be of a neighbourhood level of sensitivity due to it representing views from a relatively small cluster of residences.</p>
Visual modification	<p>The corridor for the project at this location diverges towards the east slightly from the existing railway alignment and transitions from three to four track width. The centreline of the proposed corridor will be approximately 20m to the east of the existing centreline.</p> <p>A corridor of mature eucalypts will need to be cleared, resulting in the widening of the existing cleared corridor from approximately 30m (measured from the rear of the residential properties) to approximately 50m. This will result in a prominent change to the landscape. A backdrop of mature trees will however remain, but may be visibly less dense in some locations, particularly directly east of the viewpoint location, these are also likely to be screened by the installation of proposed noise barriers (as discussed in Chapter 15, Noise and vibration). Overhead support structures will be likely to be more prominent than the structures that are currently in the view, given the need to supply additional tracks.</p> <p>The ultimate treatment of the existing railway corridor after it has been decommissioned will greatly influence the view from this viewpoint. Replanting of at least part of this corridor could potentially result in the project being fully screened.</p> <p>Assuming a worst case scenario of no additional screening, the project will be considered to result in a moderate reduction in the amenity of the view.</p>
Visual impact	Based on the moderate reduction in the amenity of a view of a neighbourhood level of sensitivity, the visual impact of the project at this location is considered to be low adverse.

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6.5.4 Viewpoint 4 - Rose Road Landsborough, looking south-west



Distance to project	Approximately 100 m to southern tunnel portal.
Visual sensitivity	<p>This viewpoint represents the view from an unsealed road that forms the access to several residences located in bushland immediately to the east of Dularcha National Park. The view is of high quality, comprising an expansive outlook across Dularcha National Park and nearby bushland, as well as to more distant ridges. It is experienced by a small number of viewers however and generally for short durations (from motor vehicles driving to and from the nearby residences). The existing railway line and associated cleared corridor is a major feature in the view. The view is also potentially experienced by recreational viewers who may be walking in the area. A track continues west into the National Park and connects with an existing walking track along a former railway alignment.</p> <p>Based on the quality of the view and the high degree of importance placed on visual amenity by potential viewers, this viewpoint is regarded as having a local level of significance.</p>
Visual modification	<p>The project will cross from the eastern to the western side of the existing railway line near the southern extent of the visible portion of existing railway. From this point it will generally be located 30-50m to the west of the existing railway up to the southern tunnel portal, which is likely to be just out of view below the crest of the foreground ridgetop.</p> <p>The proximity of the existing and proposed alignments will result in the clearance of most (or possibly all) vegetation between the two, which will create a cleared corridor of 40-130m wide, with the widest clearance also being caused by a large cutting that will be required on the western side of the project.</p> <p>The most visible rail infrastructure elements will be the tracks and electrification masts, which will probably be poles rather than gantries at this location. These elements will be less prominent than the cleared corridor and associated cut batters.</p> <p>The large scale of the cleared corridor and the longitudinal angle of the view suggest that the project will create a large reduction in visual amenity from this viewpoint. Sensitive detailed design and landscape treatment will be important in managing the overall level of visual modification, particularly in relation to batter design and the final treatment of the existing railway line.</p>
Visual impact	Based on the large reduction in the amenity of a view of a local level of sensitivity, the visual impact of the project at this location is considered to be high adverse.

6.5.5 Viewpoint 5 – Rose Road, Landsborough, looking north-east



Distance to project Approximately 180 m to northern tunnel portal.

Visual sensitivity This viewpoint represents the view from an unsealed road that forms the access to several residences located in bushland immediately to the east of Dularcha National Park. The view is of high quality, comprising bushland to the east of Dularcha National Park and the South Mooloolah River valley beyond. At the time the above photograph was taken (August 2008) construction of a major water pipeline was occurring, which had somewhat diminished the quality of the view through vegetation clearance and ground disturbance on the eastern side of the existing railway. The long term effects of the water pipeline will be expected to be less than those occurring during construction.

The view is experienced by a small number of viewers however and generally for short durations (from motor vehicles driving to and from the nearby residences). The existing railway line and associated cleared corridor is a major feature in the view. The view is also potentially experienced by recreational viewers who may be walking in the area. A track continues west into the national park and connects with an existing walking track along a former railway alignment.

Based on the quality of the view and the high degree of importance placed on visual amenity by potential viewers, this viewpoint is regarded as having a local level of significance.

Visual modification At the northern tunnel portal, the project will be approximately 50 m east of the existing one. The existing and proposed lines will run approximately parallel for the extent to which they are both visible in this view. The proximity of the proposed railway to the existing tunnel limits the ability for any vegetation to be retained between the two corridors. A single cleared corridor up to 100 m wide will therefore be likely to result, depending on the ultimate treatment of the existing railway after decommissioning.

The most visible rail infrastructure elements will be the two tracks and electrification masts, which will probably be poles rather than gantries at this location. These elements will be less prominent than the cleared corridor, which is likely to be visible as a break in the tree canopy beyond the visible limit of the railway elements themselves.

The large scale of the cleared corridor and the longitudinal angle of the view suggest that the project will create a large reduction in visual amenity from this viewpoint.

Visual impact Based on the large reduction in the amenity of a view of a local level of sensitivity, the visual impact of the project at this location is considered to be high adverse.

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6.5.6 Viewpoint 6 – Mooloolah Recreation Grounds (pony club), looking south-west



Distance to project	Approximately 90 m to the existing rail corridor.
Visual sensitivity	<p>The view is from the portion of the Mooloolah recreation grounds used by the Mooloolah Pony Club. The recreation grounds are set in a relatively natural setting, generally surrounded by mature eucalypts. The existing railway is however a relatively prominent feature in the westerly views. This is one of the main recreational facilities in Mooloolah, with club being active and frequently using the facility. Visual amenity can be regarded as being of some importance to users of the facility.</p> <p>This viewpoint is regarded as being of a local level of sensitivity due to its focused use as a recreational facility.</p>
Visual modification	<p>The project at this location includes two to three tracks, generally following the existing railway alignment, with a new station (beyond the right hand extent of the above photo). The future fourth track will be located on the eastern side of the project.</p> <p>The expansion of the existing rail corridor will result in the removal of several mature eucalypts at the south-western corner of the recreation grounds. The initial two-tracks will be approximately 20m closer (and virtually at-grade) to the viewpoint than the existing tracks. Overhead masts will be more prominent than those on the existing line due to their closer proximity.</p> <p>It is likely that adequate space will remain between the project and the functioning area of the recreation grounds for screen planting to be established.</p> <p>The proposed new station at Mooloolah will be likely to be screened from this viewpoint because of a stand of larger trees on the western perimeter of the recreation grounds that will not be affected by the proposal.</p> <p>The proposed future grade separation option for Mooloolah Connection Road to Jones Street will however have a significant impact on the visual amenity of this area, with the road overpass structure passing through the western edge of the grounds. Screening planting and proposals for open structures (i.e. not built up on steep embankments) will help to mitigate the visual impact. The overpass is approximately 6m above surface level to the east of the crossing, and approximately two metres on the west.</p> <p>The removal of trees in the south-western corner of the recreation grounds and the increased scale and proximity of the railway infrastructure compared to the existing railway suggests that the project will result in a moderate reduction in visual amenity from this location. With the construction of the proposed grade separation option, this impact is likely to be revised to a large reduction in visual amenity from this location.</p>
Visual impact	Based on the moderate reduction in the amenity of a view of a local level of sensitivity, the visual impact of the project at this location is considered to be moderate adverse. With the proposed future grade separation, the visual impact of the project at this location is considered to be a moderate adverse impact.

6.5.7 Viewpoint 7 – Mooloolah Connection Road, Mooloolah, looking west



Distance to project	Approximately 60 m to the eastern edge of the project area.
Visual sensitivity	<p>This viewpoint represents the views of vehicle users entering the Mooloolah town centre from the east on the Mooloolah Connection Road. It is also experienced by pedestrians entering the town centre, users of adjacent commercial and community facilities, and some residents located on the Mooloolah Connection Road.</p> <p>The nature of the view is indicative of the character of the Mooloolah town centre, comprising small commercial developments with prominent off-street parking constructed in recent decades. The existing railway, particularly the timber pedestrian overbridge and the level crossing are highly prominent features of the townscape.</p> <p>Based on the role of this location a gateway to the Mooloolah town centre and the large numbers of viewers, this viewpoint is regarded as having a local level of sensitivity.</p>
Visual modification	<p>Two scenarios have been considered for this viewpoint- with the proposed grade separation, and without.</p> <p>With the proposed future grade separation, the level crossing will be removed, which will remove some of the existing rail elements from the view. In its place however, there will be likely to be some form of fencing, which may be prominent depending on its design. There is the potential for views to be maintained across the corridor, though fencing requirements for safety may impede views. The road works associated with the grade separation will divert from a new intersection, utilising the area of Way Street, and then divert to the south, out of sight from this view point. Possible land use opportunities identified along the eastern side may also change the nature of views within the town.</p> <p>Without the proposed grade separation, the project will cross the Mooloolah Connection Road/Bray Street at grade.</p> <p>For both scenarios, the project will also involve removal and replacement of the existing pedestrian overbridge, which is a prominent component of this view and of the townscape as a whole. A new railway station will be visible from this viewpoint, the northern section of which will be likely to be prominent.</p> <p>Electrification masts will be prominent features of this new infrastructure.</p> <p>Based on major changes to this view that will result from the new rail infrastructure and road reconfiguration, the proposal would potentially result in a large reduction in visual amenity from this location. In reality however, there is a range of landscape and urban design measures that could be implemented (detailed in Section 6.6 and Chapter 22, Environmental management plans) which would result in a dramatic improvement over the worst case scenario whereby the project could result in an overall improvement in visual amenity.</p>
Visual impact	<p>The ultimate visual impact of the project from this viewpoint will be highly dependent on the nature of landscape and urban design measures that will be implemented as a part of the proposal. Without specific urban and landscape design measures, the project could potentially result in a high adverse visual impact based on a large reduction on visual amenity from a viewpoint of local significance. There is however a potential for impacts to ultimately be beneficial through appropriate design and implementation of landscape and urban design treatments.</p>

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6.5.8 Viewpoint 8 – Jones Street, Mooloolah, looking east



Distance to project	Approximately 50 m to the western side platform.
Visual sensitivity	<p>This viewpoint represents the views experienced by residents living on Jones Street. It will also be experienced by pedestrians and vehicle users on the street. Most pedestrian and vehicle traffic will be expected to be derived from people entering and exiting the residences on the street.</p> <p>The view is currently dominated by the existing railway line. Mooloolah Railway Station is prominent in the view with its small vernacular shelter building being the defining feature. Mature Eucalypts occurring within Mooloolah recreation grounds are also major features of the view.</p> <p>The visual quality of the foreground is diminished somewhat by a large earth drain that crosses the open grassed areas between the road and the railway line.</p> <p>Based on the view being experienced predominantly from a cluster of residences on Jones Street, this viewpoint is regarded as being of a neighbourhood level of significance.</p>
Visual modification	<p>The major change to the view from this location will be a new railway station, which will result in the removal of the existing shelter building and its replacement with larger structures and longer platforms. While most of the new station infrastructure will be slightly further away from this viewpoint than the existing station, it is likely to be more prominent in the view because of its increased scale. Rail infrastructure, particularly electrification masts will be expected to be more prominent in this view after construction of the project than they are currently.</p> <p>Some of the mature trees visible from this viewpoint will also be likely to be removed. As this area has been identified as rail corridor land that is potentially available for reuse, views from this viewpoint have the potential to significantly change. Additionally, should the grade separation of Mooloolah Connection Road and Jones street be constructed, this will introduce a further road infrastructure element to the viewpoint.</p> <p>Based primarily on the scale of the new railway station (and possible future road bridge over rail and land redevelopment) when compared to the existing one, there is potentially a large reduction in visual amenity from this viewpoint. There are however opportunities form landscape and urban design treatments to significantly reduce negative effects on visual amenity, particularly in relation treatment of the open grassed area between Jones Street and the railway. The architectural design of station structures will also be critical. Appropriate treatment could potentially result in an overall improvement in visual amenity from this viewpoint.</p>
Visual impact	<p>The ultimate visual impact of the project from this viewpoint is potentially moderate adverse based on a large reduction of visual amenity from a viewpoint of neighbourhood significance. There is however a potential for impacts to ultimately be beneficial through appropriate design, land use planning and implementation of landscape and urban design treatments recommended in Chapter 21, Special management areas and Chapter 22, Environmental management plans.</p>

6.5.9 Viewpoint 9 – Bray Road, Mooloolah, looking east



Distance to project	Approximately 90 m to the western edge of the project area.
Visual sensitivity	<p>The viewpoint is from the main commercial area of the Mooloolah town centre. The shopping precinct is on the right hand side of the view, while Martin Rungert Park is on the left.</p> <p>This view is experienced by a relatively large number of people, including shoppers, users of Martin Rungert Park and vehicle users travelling east on Bray Road, which runs into the Mooloolah Connection Road (for eastbound vehicles) and connects with Eudlo Road (for northbound vehicles).</p> <p>The view is dominated by Bray Road and the small scale buildings and associated off-street parking areas comprising the main shopping area. The townscape is softened by mature trees in Martin Rungert Park and on the eastern side of the railway line as well as some streetscape planting on Bray Road.</p> <p>Elements of the existing railway are major features in the view, particularly the pedestrian overbridge, and the level crossing.</p> <p>Because this view is heavily experienced and is a focal point of Mooloolah, it is considered to be of a local sensitivity level.</p>
Visual modification	<p>The removal and replacement of the pedestrian overbridge will be a major change to this existing view, while the northern portion of the new station will be likely to be partially visible. Should the grade separation option be constructed, new intersection arrangements for Jones Street/Bray Road/ Neill Road will also influence this view.</p> <p>The project could potentially be regarded as resulting in a large reduction in visual amenity because of the scale of the change in the view. Landscape and urban design treatments however, may significantly reduce any reduction in visual amenity with there being a potential for the overall visual amenity level to be improved.</p>
Visual impact	<p>Without appropriate landscape and urban design treatment, there is the potential for the project to result in a high adverse visual impact, based on a large reduction in visual amenity of a view of a local level of sensitivity. There are however opportunities for the visual impact to be negligible or to be beneficial depending on the specific nature of landscape and urban design treatments. Recommendations can be found in Chapter 21, Special management areas and Chapter 22, Environmental management plans.</p>

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6.5.10 Viewpoint 10 - Neill Road, Mooloolah, looking north



Distance to project	Approximately 60 m to the new rail crossing of the proposed Neill Road alignment.
Visual sensitivity	<p>The viewpoint is primarily representative of the view from vehicle users travelling on Neill Road, which is part of the main route between Mooloolah and the local towns to the north. A cycle path also runs adjacent to the road. There are also several residences on Neill Road, whose occupants will experience this general view. The view includes very limited views of the existing railway, through roadside vegetation. Most other elements in the view are representative of its rural setting, with mature riparian forest lining the Mooloolah River forming much of the horizon.</p> <p>Based on this viewpoint not being heavily experienced, but being potentially important to a cluster of residents and some vehicle users, this viewpoint is considered to be of a neighbourhood level of sensitivity.</p>
Visual modification	<p>The project will involve a two to three track railway bridge that crosses both the realigned Neill Road and the Mooloolah River. The bridge will be a major feature of this view and will result in the removal of some of the trees on the Mooloolah River.</p> <p>The realignment of Neill Road will also change the view, with the realigned portion running immediately to the west of the existing alignment and tying in at approximately the viewpoint position.</p> <p>It is considered that there will be a large reduction in visual amenity from this viewpoint based on the scale of the project in the view and the loss of mature trees on the Mooloolah River.</p>
Visual impact	Based on a large reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be moderate adverse.

6.5.11 Viewpoint 11 – Karanne Drive, Mooloolah, looking south-west



Distance to project	Approximately 150 m to the crossing of the existing Neill Road alignment.
Visual sensitivity	<p>This viewpoint represents the views of residents of Karanne Drive. Some views across the adjacent Mooloolah River Valley and to forested ridgetops to the west occur from many of the properties on Karanne Drive, however these views tend to be restricted to varying degrees by intervening vegetation. The general quality of this viewpoint is high, reflecting the semi-natural setting of this residential development.</p> <p>Based on this view being experienced by a cluster of residents, it is considered to be of a neighbourhood sensitivity level.</p>
Visual modification	<p>It is likely that intervening vegetation, particularly existing roadside vegetation on Neill Road, will largely obscure the nearby rail bridge from this location. The most likely components of the rail infrastructure to be visible are parts of the electrification masts. The rear of properties on the western side of Karanne Drive are most likely to be subject to views of the rail bridge, however it is not anticipated that the bridge will be a prominent feature in any of the views in this locality.</p> <p>The ultimate visibility of this road will largely be dependent on the success of any landscape screening, which has the potential to largely screen the road from any residences on Karanne Drive. From Karanne Drive itself, there may be glimpses of the new road, primarily from the end of the cul-de-sac.</p> <p>Given the limited visibility of the majority of the project from this location, the project will be considered to result in a small reduction in visual amenity from this viewpoint.</p>
Visual impact	Based on a small reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be negligible.

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6.5.12 Viewpoint 12 – Neill Road, Mooloolah Valley, looking north-west



Distance to project	Approximately 50 m to the top of the eastern cut batter.
Visual sensitivity	<p>This viewpoint is located in an area of rural residential development to the north of Mooloolah. It represents views experienced by northbound vehicle users on Neill Road, which at this point is primarily providing access to rural properties in the immediate vicinity and further north and west. It is also representative of the view experienced from the front of several rural residential properties.</p> <p>The view is generally of high quality and typical of the Mooloolah Valley rural landscape, comprising a mosaic of pasture, residences and stands of native and planted trees.</p> <p>Based on the experience of this view by vehicle users and a small number of local residents, this viewpoint is regarded as having a neighbourhood level of significance.</p>
Visual modification	<p>The project will involve an approximately 9m deep cutting as it crosses Neill Road at this location. The cut will necessitate a road bridge to enable the Neill Road crossing.</p> <p>The road bridge is likely to be the most visible element of the project from this location, as much of the railway will be obscured by the cut batters. The upper portion of the western cut face is however likely to be visible. It is envisaged that the road bridge will be a visually light structure when viewed from above, however safety barriers on the sides of the bridge deck will be a prominent feature. Landscape treatments have the potential to screen visible parts of the cut batter from this viewpoint.</p> <p>The project is likely to result in a moderate reduction on visual amenity from this viewpoint due mainly to the potential visibility of portions of the cut batters.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be low adverse.

6.5.13 Viewpoint 13 – Logwoods Road, Eudlo, looking north



Distance to project	Approximately 120 m to the edge of the Logwoods Road underpass.
Visual sensitivity	<p>This viewpoint is located in rural pastureland approximately 700 m south of the Eudlo town centre. It represents lateral views of vehicle users travelling either east or west on Logwoods Road, as well as views from several adjacent rural properties.</p> <p>The view is currently quite scenic and fully reflective of the local rural landscape. It comprises generally flat pastureland, with isolated mature eucalypts, rural houses and other structures, such as sheds and farm fences. Forested ridgetops from the horizon to the north.</p> <p>While this view is of relatively high quality, its level of exposure is relatively low, with Logwoods Road having low traffic volumes, and few residents experiencing the view. This viewpoint is therefore considered to have a neighbourhood level of sensitivity.</p>
Visual modification	<p>The project will involve traversing this view in a straight line to the north. The railway will be elevated on a fill embankment typically 7-8 m above the existing ground level creating a footprint (measured from the toe of the embankments) of approximately 55 m. An underpass will be constructed to allow the continuation of Logwoods Road. North of Logwoods Road, the project continues on structure, varying between 6 and 9m above the natural surface level (surface is undulating)</p> <p>The railway with its associated embankments and electrical infrastructure will be highly prominent elements in this view. The flat terrain and open landscape result in an extensive portion of the project to be visible from Logwoods Road.</p> <p>Because of the prominence of the project in this location and the level of contrast that it will create with the existing landscape, it is considered that the project will result in a large reduction on visual amenity from this viewpoint.</p>
Visual impact	Based on a large reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be moderate adverse.

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6.5.14 Viewpoint 14 - Highlands Road, Eudlo, looking east



Distance to project	Adjacent to the crossing of Highlands Road.
Visual sensitivity	<p>This viewpoint is located in rural pastureland immediately to the west of the Eudlo town centre (and avenue of trees on the western side of the existing railway visually separates the town centre from this viewpoint). It represents lateral views of vehicle users travelling either east or west on Highlands Road, which provides access to rural properties between Eudlo and the foothills of the Blackall Range. The view currently reflects its position on the floodplain of Eudlo Creek, comprising flat pastureland with isolated mature eucalypts. Riparian forest on Eudlo Creek forms the northern horizon, while a dense avenue of trees (currently semi-mature) locally known as Federation Walk has been established on the right hand side of the view.</p> <p>The limited number of viewers experiencing this view limits its sensitivity despite it being of relatively high scenic quality. It is considered to be of a neighbourhood level of sensitivity.</p>
Visual modification	<p>The project at this location will be a continuation of the elevated railway (on structure) discussed in Viewpoint 13. Similarly it will involve the introduction of highly prominent elements into a landscape that contains few built elements. It will also result in the creation of a cleared corridor across Eudlo Creek.</p> <p>A railway station is proposed at this location and will be a central feature in the view. The station will include platforms and a shelter (starting to the north of Highlands Road) which, while prominent, will be likely to be backdropped by the avenue of trees (Federation Walk), although these will need to be thinned for safety and visibility purposes.</p> <p>Because of the prominence of the project in this location and the level of contrast that it will create with the existing landscape, it is considered that the project will result in a large reduction on visual amenity from this viewpoint.</p>
Visual impact	Based on a large reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be moderate adverse.

6.5.15 Viewpoint 15 – Corner of Beech Lane and Eudlo School Road, Eudlo, looking south-west



Distance to project	At edge of eastern cut embankment.
Visual sensitivity	<p>This viewpoint is located within a rural residential development on the northern side of Eudlo. It represents views from the front of these properties on Beech Lane and vehicle users on Beech Lane. Users of Eudlo School Road will also experience similar views, but from a slightly different angle.</p> <p>The current view reflects its rural setting, with stands of native trees partially creating a bushland feel.</p>
Visual modification	<p>The project is proposed to utilise a cut and cover tunnel of approximately 130 m length at this location, although detailed design and geotechnical investigations may identify alternate tunnelling methods suitable for this location. Eudlo School Road will be reinstated as a road bridge across this cut and cover tunnel.</p> <p>The main visual change from this viewpoint will be the removal of prominent trees to create the cutting. It is unlikely that rail infrastructure will be directly visible, however the top portion of the western cut embankment may be prominent.</p> <p>The view will look directly onto the middle of the reinstated road and the length of the proposed cut and cover tunnel provides the opportunity to re-establish vegetation either side of the road.</p> <p>Based primarily on the removal of trees and presence of the Eudlo School Road bridge over the cut and cover tunnel, it is considered that the project will result in a moderate reduction in visual amenity from this viewpoint. After vegetation is re-established, the reduction in visual amenity is expected to be negligible.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be low adverse before the vegetation is re-established and negligible in the long-term.

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6.5.16 Viewpoint 16 – Nicklin Road, Palmwoods, looking south-west



Distance to project	Approximately 100 m to eastern edge of the project
Visual sensitivity	<p>The viewpoint is representative of views experienced from the front of residential properties on Nicklin Road, from the front of Palmwoods bowls club, and from vehicles travelling south-east on Nicklin Road.</p> <p>The existing view is characteristic of the vegetated character of the Palmwoods township, with street trees lining Nicklin Road and mature trees on the eastern side of the existing railway forming a backdrop.</p> <p>The experience of this view by a range of residential, recreational and vehicle based users suggests that is of local sensitivity.</p>
Visual modification	<p>This view is perpendicular to the project, looking towards the northern extremity of the proposed station platforms. Approximately 20m of the platform length will be potentially viewed. The platforms will be elevated approximately 8m above the existing ground level at this location, increasing its potential prominence. Station buildings will be likely to be obscured by intervening vegetation on the left hand side of the view. Overhead masts will also be potentially prominent in the view but will not be likely to be above the existing horizon.</p> <p>Planting on the eastern side of the station, or between the station and this viewpoint has the potential to largely screen the project from this view once trees reach semi-maturity.</p> <p>The level of visual modification from this viewpoint will be considered to result in a moderate reduction in visual amenity from this viewpoint.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be moderate adverse. Screen planting will be expected to gradually reduce this impact with the potential for the longer term visual impact being negligible.

6.5.17 Viewpoint 17 – Kolora Park, Palmwoods, looking west



Distance to project	Approximately 100 m to the eastern edge of the project (bridge structure).
Visual sensitivity	<p>This viewpoint is on the bank of the duck pond at Kolora Park and represents the views of recreational users of walking tracks around the park, as well as views from the rear of Palmwoods bowls club.</p> <p>The lake, while in a somewhat ecologically degraded state that is evident in its appearance (algal blooms in the water and weed infestation on the banks), is an iconic feature of Palmwoods that includes an open grasses reserve at its western end and walking tracks along its banks. Some of the buildings in Palmwoods town centre are partially visible in the background through the trees at the western edge of the lake.</p> <p>Based on Kolora Park's status as a defining feature of Palmwoods, this view is considered to be of a local level of significance.</p>
Visual modification	<p>The project will cross the Kolora Park lake on an elevated structure approximately 11-12 m above the park. Approximately 60 m (in length) of the structure will be visible from this viewpoint, and will therefore be highly prominent.</p> <p>The prominence of the bridge structure and associated electrification masts, and its contrast with the existing character of the view suggests that the project will result in a large reduction in the amenity of the view from this viewpoint.</p>
Visual impact	Based on a large reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be high adverse.

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6.5.18 Viewpoint 18 – Margaret Street, Palmwoods, looking east



Distance to project	Approximately 100 m to the westernmost track.
Visual sensitivity	<p>This viewpoint is located in the northernmost of Palmwoods' three commercial precincts. The existing view is experienced by shoppers and vehicle users travelling on Margaret Street, which is used to access the town centre as well as being part of the main through road between Woombye and Montville.</p> <p>The view is towards the mature trees in Kolora Park across the existing railway. Intervening vegetation largely obscures the railway, however the tracks and conductors are partially visible. The remainder of the view reflects the small scale character of Palmwoods with older vernacular buildings and some relatively compatible newer buildings contributing to the quality of the townscape.</p> <p>This viewpoint is considered to be of a local level of significance on the basis of its focal location in the Palmwoods town centre.</p>
Visual modification	<p>It is assumed that the vegetation on the western edge of Kolora Park could remain after construction of the project. This, along with street trees lining the western side of Chevallum Road may screen elements of the project from this view despite the railway being elevated as it crosses Kolora Park. This is particularly relevant as some of the vegetation in this area has been identified as significant from a heritage perspective, as discussed in Chapter 10, Cultural heritage.</p> <p>It is possible that a portion of the project may be visible on the left side of this view, as it emerges from behind the vegetative screen and crosses the Woombye to Palmwoods Road. This section of the project will be unlikely to be a prominent feature in the view and has the potential to be screened with additional planting on Margaret Street and/or the land between the existing railway line and Chevallum Road.</p> <p>It is considered that the project will result in a small reduction in visual amenity from this viewpoint. The opportunity for reuse of the existing railway land once the existing railway is decommissioned provides scope for future land use planning to consider the integration of this open space area with other areas under the proposed rail structure, and towards Main Street. This is discussed in Chapter 21, Special management areas.</p>
Visual impact	Based on a small reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be low adverse.

6.5.19 Viewpoint 19 – Main Street Palmwoods, looking south-east



Distance to project	Approximately 150 m to the westernmost track.
Visual sensitivity	<p>This viewpoint is located in the small plaza area in the central Palmwoods shopping precinct and as such is a heavily experienced view in the context of the town.</p> <p>The view is dominated by elements of the existing railway as well as related structures such as timber storage sheds, which are consistent with the general character of the town centre. The buildings and landscape in the foreground view are relatively well maintained and contribute to a generally high level of visual amenity.</p> <p>A backdrop is formed by mature dense trees on the eastern side of the existing railway line.</p> <p>The location of this view in the central part of the Palmwoods town centre suggests that it is if a local level of sensitivity.</p>
Visual modification	<p>The project will be located to the east of the existing railway line (by approximately 90 m at the left hand extent of the above photograph). This south-easterly view is directed towards the proposed Palmwoods station. Assuming the existing buildings and vegetation remain, it is unlikely that elements of the station will be visible from this location. The project will however result in the removal of some trees that comprise the existing view, while electrification masts may also be visible in the vicinity of the proposed station.</p> <p>The visibility of the project will reduce towards the north due to it diverging eastwards from the existing railway alignment. The only likely change to the view north of the proposed station will result from the removal of some trees, the tops of which contribute to the existing skyline. Vegetation between the project and this viewpoint is likely to screen electrification masts in the northern portion of the view.</p> <p>Future land use planning, discussed in Chapter 21, Special management areas, has identified that the area between this view point and the new railway could be redeveloped for a variety of purposes. This is likely to result in a significant change to this viewpoint, and will require careful planning and urban design to retain and enhance the existing character of the township.</p> <p>Based on the level of screening provided by existing buildings and vegetation, it is considered that the project will result in a small reduction in visual amenity from this location. Should redevelopment of this area occur after decommissioning of the existing railway, this is likely to result in a significant change.</p> <p>The opportunity for reuse of the existing railway land (central in this viewpoint) once the existing railway is decommissioned provides scope for future land use planning to consider the integration of this open space area with other areas under the proposed rail structure, and towards Main Street.</p>
Visual impact	Based on a small reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be low adverse.

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6.5.20 Viewpoint 20 – Palmwoods Hotel, looking north-east



Distance to project	Approximately 130 m to the western edge of the project.
Visual sensitivity	<p>This viewpoint represents the view from the Palmwoods Hotel and from the street immediately outside. It is also experienced by vehicle users travelling on Main Street. As a social focal point of the town, this view is relatively heavily experienced.</p> <p>The view contains elements of varying quality. It includes Palmwoods station and a range of related railway elements. The area is not well landscaped and is somewhat degraded in appearance. The backdrop is however somewhat more scenic, comprising dense vegetation that is located on the eastern side of the existing railway line.</p> <p>On the basis of the qualities discussed above, the importance of this view in terms of the number and duration of potential views suggests that it is of a local level of sensitivity.</p>
Visual modification	<p>The project will be located on the eastern side of the existing railway line at this location. The view is looking directly to the central part of the proposed station, which will be at a similar level to the existing station but because it is located on lower ground, will require elevation through a likely combination of earthworks and structure. Some tree removal will be required in this area, which will modify the view somewhat, however there is potential for trees between the viewpoint to be retained.</p> <p>The treatment of the area that comprises the existing station and railway yards will be critical to the ultimate amenity of this view, with there being potential because of the size of the land in question, for high quality urban design and landscape treatments to be implemented in a such a way that visual amenity is improved. This is discussed in Chapter 21, Special management areas.</p> <p>Based on a worst case scenario of no treatment of the existing railway area, the project will result in a moderate reduction in visual amenity from this viewpoint due to its partial visibility and the removal of existing mature trees.</p> <p>The opportunity for reuse of the existing railway land (central in this viewpoint) once the existing railway is decommissioned provides significant scope for future land use planning to consider the integration of this open space area with other areas under the proposed rail structure, and towards Main Street.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint with no mitigation undertaken in the existing railway area is considered to be moderate adverse. There is however potential for the ultimate visual impact of the proposal to be beneficial through effective landscape and urban design treatment.

6.5.21 Viewpoint 21 – Dana Court, Palmwoods, looking north-east



Distance to project	Approximately 130 m to the western edge of the project.
Visual sensitivity	<p>This viewpoint is located in a newer residential area on the northern side of Palmwoods. It represents the views from a cluster of residential properties on this street as well as from vehicles travelling in an easterly direction. Vehicle users will largely consist of people accessing the residences on the street as it ends in a cul-de-sac. The viewpoint looks, from an elevated position, towards Paynter Creek, with mature trees on the creek banks forming a dense backdrop to the view and limiting views to the eastern side of the small creek valley. The foreground comprises primarily manicured front yards.</p> <p>Based on the view being experienced by a small residential cluster, this viewpoint is considered to have a neighbourhood level of sensitivity.</p>
Visual modification	<p>The project will involve traversing the Paynter Creek valley on a bridge structure that is between approximately 6 and 13 m above the existing ground level.</p> <p>Despite this elevation, it is unlikely that any of the project, other than potentially the uppermost portions of electrification masts, will be visible above the existing tree line. Where there are gaps in the line of trees between the creek and the viewpoint however, the bridge structure and associated railway elements will be clearly visible. One such gap is present in the existing view which will allow approximately 20 m (in length) of the railway to be visible. This gap could be relatively easily filled with supplementary planting along the creek or within the Jubilee Road reserve.</p> <p>Based on its potential partial visibility (and assuming no supplementary planting), is considered that there will be a moderate reduction in visual amenity from this viewpoint.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint with is considered to be low adverse.

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6.5.22 Viewpoint 22 – Memorial Park, Woombye, looking west



Distance to project	Approximately 150 m to the edge of earthworks.
Visual sensitivity	<p>Memorial Park is a central green space within the Woombye town centre. It is part of the historical fabric of the town and is listed on the SCRC heritage register.</p> <p>The viewpoint represents the views of users of the park. It tends not to be heavily used, having few recreational facilities. It is however the location of the Woombye ANZAC day dawn service.</p> <p>The view from the park is dominated by the large tree at the western end of the park. Beyond this tree, the view includes the existing railway line and station, with the Woombye Showgrounds in the background. The right hand side of the view includes part of Woombye's commercial precinct, of which the Woombye Hotel with its vernacular architecture is the dominant feature.</p> <p>Based on the iconic and historical role of Memorial Park in the context of the town, this viewpoint is considered to have a local level of sensitivity.</p>
Visual modification	<p>The project will pass through Woombye to the west of the existing railway line. A new Woombye station will be constructed slightly to the north west of the existing station, on the existing soccer grounds, (Woombye showgrounds). The tracks and the station will be elevated approximately 4-6 m above the existing ground level as they cross the showgrounds, which will be a similar level to the existing railway line. It will also be likely that the existing rail infrastructure will be removed; however certain elements such as buildings may have potential for adaptive reuse. The proposed road reconfiguration will involve a westerly extension of Blackall Street and a bridge over the proposed railway (south of the station) before tying into Old Palmwoods Road.</p> <p>The project will be partially screened from this viewpoint by intervening vegetation and structures. It will however be clearly visible in parts of the view, with buildings associated with the station, and electrification masts likely to be the most prominent elements. Vegetation along Paynter Creek will form a backdrop to the taller elements of the project, limiting their prominence. The road bridge will also be likely to be clearly visible on the left hand side of the view (beyond the left hand extent of the above photograph).</p> <p>Based on the partial visibility of the proposal and the presence of existing railway elements in this view, it is considered that the project will result in a small reduction in visual amenity at this viewpoint. This is discussed in Chapter 21, Special management areas.</p>
Visual impact	Based on a small reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be low adverse.

6.5.23 Viewpoint 23 - Woombye Pony Club, looking north-east



Distance to project	Approximately 70 m to the western edge of the project (western edge of Station).
Visual sensitivity	<p>This viewpoint represents the view from the Woombye Pony Club section of the Woombye showgrounds. It represents the view experienced by users of the Pony Club facilities and is similar to views experienced by users of the remainder of the showgrounds (primarily sporting participants and spectators). The Woombye showgrounds is the main sporting facility in Woombye and the view is heavily experienced.</p> <p>The view is reflective of the relatively high scenic quality of the showgrounds, with the perimeter of mature trees, particularly the riparian forest along Paynter Creek, contributing to the quality of the view. The timber fencing and small scale of the ancillary buildings are consistent with the semi-rural setting of the showgrounds.</p> <p>Based on its role as a recreational focal point of Woombye, and its scenic qualities, this viewpoint is considered to be of a local level of significance.</p>
Visual modification	<p>The project will traverse the eastern side of the Woombye showgrounds, with a new station being located centrally in this view, generally along the line of the existing buildings. The railway and station will be elevated approximately 4-6 m above the existing ground level on embankment. Immediately to the north of the proposed station the project will cross Paynter Creek on a bridge structure, requiring the creation of a cleared corridor through the riparian forest along the creek. The proposed road bridge over the railway will be immediately behind this viewpoint however, depending on detailed design, fill batters on the northern side of the elevated road may extend into the view.</p> <p>The combined effect of the station, fill embankment, electrification masts, Paynter Creek bridge and cleared corridor through Paynter Creek will create a large change to this landscape. There is considered to be a large reduction in visual amenity from this viewpoint as a result of the project.</p>
Visual impact	Based on a large reduction in visual amenity of a view of a local sensitivity level, the visual impact from this viewpoint is considered to be high adverse.

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Landscape Character and Visual Amenity

6.5.24 Viewpoint 24 – Countryview Street, Woombye, looking south-west



Distance to project	Approximately 80 m to the edge of the project.
Visual sensitivity	<p>This view represents the views from residences on Countryview Street, which is in the newly developed Rangbrook Estate on the northern side of Woombye. The view will also be experienced by vehicle users travelling on Countryview Street. Vehicle users will predominantly be accessing residences on the street as it is not a through road.</p> <p>The nature of the view reflects its position in a suburban/rural transitional area, including elements suburban elements in the foreground such as residential streets with kerb and guttering, and manicured lawns; and more rural elements on the middleground and background, such as the forested ridgetops of the Blackall Range. The existing railway is in a steep cut at this location, with the western cut batter being a prominent feature, as well as a road bridge (Blackall Range Road) over the railway with a distinctive timber superstructure and piers.</p> <p>Based on the view being experienced by a cluster of residences, the viewpoint is regarded as being of a neighbourhood level of sensitivity.</p>
Visual modification	<p>The project will be aligned generally parallel to and approximately 25 m west of the existing railway line at this location. It will be in cut, several metres below the base of the existing cut. Because of the proximity of the existing railway, the result will be a single cut that widens the existing cut to the west. This will require the removal of some semi-mature trees that are growing at or near the top of the existing cut batter. A new road bridge (approximately 50 m long abutment to abutment) will be required over the wider cutting. The tops of electrification masts are the only components of the rail infrastructure that will be likely to be visible.</p> <p>The changes to the view as a result of the project will be readily noticeable, though not totally incompatible with the existing character of the landscape. The detailed design of the bridge, as well as associated landscape treatment to soften the impacts of the enlarged cutting, recommended in Section 6.6 and Chapter 22, Environmental management plans, will be important in managing the impact. A worst case scenario with minimal visual mitigation through sensitive bridge design and landscape treatment is considered to result in a moderate reduction in visual amenity from this viewpoint.</p>
Visual impact	Based on a moderate reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be low adverse.

6.5.25 Viewpoint 25 – Arundell Avenue, Nambour, looking west



Distance to project	Project is on western side of existing rail bridge.
Visual sensitivity	<p>This view is representative of views experienced by vehicle users and pedestrians travelling west on Arundell Avenue, which is a busy through road connecting the western side of Nambour with Currie Street and Lamington Terrace. It is therefore experienced heavily but for brief durations.</p> <p>The existing view includes the 12 m wide paved surface of Arundell Avenue and vegetation in the front yards of adjacent properties. A backdrop is formed by forested ridgetops including those of the Blackall Range.</p> <p>Based on the large number of viewers that experience this view, it is considered to be of a local level of sensitivity.</p>
Visual modification	The project will be elevated as it crosses Arundell Road, requiring a structure of similar height, but greater width than the existing overbridge. From this viewing angle, the project will be located on the western side of the existing Arundell Avenue rail bridge, and therefore it is considered that there will be no perceivable reduction in visual amenity from this viewpoint.
Visual impact	Based on no perceivable reduction in visual amenity of a view of a neighbourhood sensitivity level, the visual impact from this viewpoint is considered to be negligible.

6.6 Mitigation

Appropriate mitigation measures vary greatly due to the wide variety of visual settings that the project will traverse and the range of views. Mitigation will however be focused around the following:

- landscape planting within the railway reserve to screen the project from views, where feasible

This may also assist with slope stabilisation, erosion control and habitat connectivity.

- landscape planting in strategic locations outside the railway reserve to provide additional screening

Opportunities exist to integrate landscaping with noise barriers to reduce the visual impact of noise mitigation barriers.

- sensitive architectural design of bridges, station buildings and other major structures, including consideration of scale, form, material, colour and compatibility with nearby architectural character
- consideration of visual impacts in the choice of electrification mast structures.

Pole structures are generally favoured from a visual point of view over gantry structures.

Chapter 21, *Special management areas*, identifies aims and objectives for planning of future land use activities centred on the reuse of existing railway land (after decommissioning). Visual amenity will be a significant driver in the development of future land use scenarios for both the reuse of railway corridor land, and any associated masterplanning activities occurring for the railway townships.

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Landscape Character and Visual Amenity

6.7 Summary and Conclusions

The likely residual visual impact in terms of the representative viewpoints is summarised in Table 6.6.1. It should be noted however that the full effect of landscape mitigation may take some years to be achieved. The residual impact assumes any planting reaching a semi-mature stage. In some cases, visual mitigation has the potential to dramatically influence the residual impact, while in others there is limited potential for impacts to be reduced.

Table 6.6.1: Residual impact summary

Viewpoint	Visual Modification (level of reduction in visual amenity before mitigation)	Visual Sensitivity	Impact Before Mitigation	Residual Impact After Mitigation
1 – Gympie Street North, Landsborough	large	local	high adverse	moderate adverse
2 – Vidler Park, Landsborough	moderate	neighbourhood	low adverse	negligible
3 – Tiverton Place, Landsborough	moderate	neighbourhood	low adverse	low adverse
4 – Rose Road Landsborough, looking south-west	large	local	high adverse	high adverse
5 – Rose Road, Landsborough, looking north-east	large	local	high adverse	high adverse
6 – Mooloolah Recreation Grounds	moderate	local	moderate adverse	low adverse
7 – Mooloolah Connection Road, Mooloolah	large	local	high adverse	negligible to beneficial
8 – Jones Street, Mooloolah	large	neighbourhood	moderate adverse	negligible to beneficial
9 – Bray Road, Mooloolah	large	local	high adverse	negligible to beneficial
10 – Neill Road, Mooloolah	large	neighbourhood	moderate adverse	low adverse
11 – Karanne Drive, Mooloolah	small	neighbourhood	negligible	negligible
12 – Neill Road, Mooloolah Valley	moderate	neighbourhood	low adverse	low adverse
13 – Logwoods Road, Eudlo	large	neighbourhood	moderate adverse	moderate adverse
14 – Highlands Road, Eudlo	large	neighbourhood	moderate adverse	moderate adverse
15 – Corner of Beech Lane and Eudlo School Road	moderate	neighbourhood	low adverse	low adverse
16 – Nicklin Road, Palmwoods	moderate	local	moderate adverse	negligible
17 – Kolora Park, Palmwoods	large	local	high adverse	moderate adverse
18 – Margaret Street, Palmwoods	small	local	low adverse	negligible to beneficial
19 – Main Street Palmwoods	small	local	low adverse	negligible to beneficial
20 – Palmwoods Hotel	moderate	local	moderate adverse	negligible to beneficial
21 – Dana Court, Palmwoods	moderate	neighbourhood	low adverse	negligible
22 – Memorial Park, Woombye	small	local	low adverse	low adverse
23 – Woombye Pony Club	large	local	high adverse	high adverse
24 – Countryview Street, Woombye	moderate	neighbourhood	low adverse	negligible
25 – Arundell Avenue, Nambour	Not perceivable	neighbourhood	negligible	negligible