Appendix 13-C Viewpoint Assessment

Appendix 13-C: Viewpoint Assessment

Viewpoint 1: Northbound along Moggill Road

DESCRIPTION

Existing Viewing Situation

This viewpoint looks in a northerly direction along Moggill Road, close to the entrance drive to Brisbane Independent Primary, and is typical of the viewpoint obtained travelling northbound along the Moggill Road representative of Viewer Group A. The viewpoint illustrates the existing character of Moggill Road through this area, which has a naturalistic and well-vegetated character arising from the mature trees flanking the road. To the west of the bypass these trees are located in private properties in the vicinity of Pullenvale whilst, to the east, they are located along the edge of the University of Queensland's Moggill Farm at Pinjarra Hills. The existing vegetation frames the view so views are relatively confined. However, where breaks in the vegetation occur, more distant views can be obtained in the direction of the proposals over the grasslands associated with the University Farm which falls down towards Moggill Creek.

The viewpoint is situated approximately 250 metres from where the proposed Kenmore Bypass will join Moggill Road.

Visual Sensitivity

This is a view of ***local visual sensitivity,*** as the view is of positive visual amenity and is typical of the views achieved by people travelling along Moggill Road. This view will be achieved by a relatively high number of people travelling along Moggill Road.

Whilst views from Moggill Road would be filtered by existing vegetation, vegetation removal associated with the proposal has potential to open views further.

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

There would be an ***obvious*** level of visual modification from Moggill Road as the preferred alignment and two Moggill Road connection options would result in the removal of vegetation and the accommodation of the new bypass on embankment crossing the Moggill Creek corridor until the intersection with Moggill Road. The Option A, a T-intersection, would result in marginally less level of modification, whereas option B would result in greater land take. However, when considered individually both options will still result in an obvious level of modification. It is considered that this would result in an **adverse** change in the quality of this view. In addition to the embankment, which would be around 5 metres high in this area (7.5 metres associated with the bridge over Moggill Creek), there would be views of 12 metre high lighting columns associated with the bypass. However, through this section noise walls are not required

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

Substantial new dense planting associated with and adjacent to the embankment would assist in integrating the bypass and junction into the existing landscape character. Once established such planting has potential to reduce the level of visual modification to be slight/noticeable.

	Visual Impacts of Proposal
	Implementation The visual impact from Moggill Road heading northbound is considered to be of moderate adverse significance given the considerable level of modification and the local sensitivity of viewers. *Residual* Over time, with appropriate mitigation there is potential to decrease the significance of the effect to minor adverse.
PHOTO	

Viewpoint 2: South-east from Rafting Ground Reserve Public Open Space

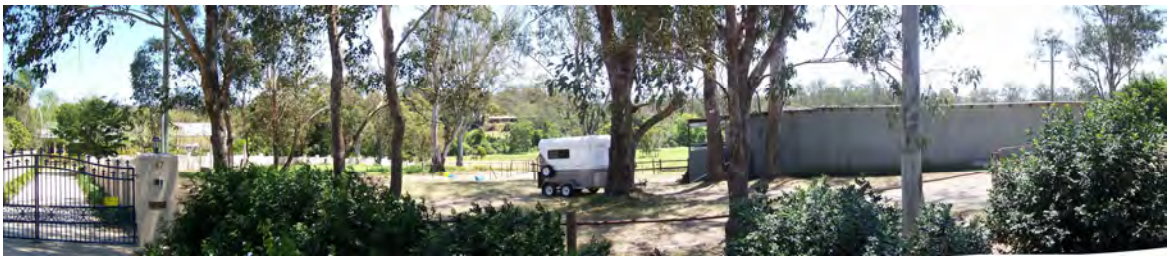
DESCRIPTION	Existing Viewing Situation
	This viewpoint looks in an approximately south-eastwards direction from Rafting Ground Reserve recreational area and is representative of viewer group B. From this vantage point, which is typical of those obtained from the Reserve, there are views across Moggill Creek to properties located on Yarawa Street. The vegetation associated with the creek is visible in the foreground, beyond which open grassy paddocks associated with the private properties is visible. Due to the large plot sizes, which results in a low density of development, and the presence of mature trees associated with the creek corridor and properties, the view has a semi-rural character. However, the highly evident presence of weed species decreases the perception of naturalness. This is also affected by the fact that the building most visible from this location (with the red tile roof) has been burnt out and is surrounded by ramshackle outbuildings. The viewpoint is situated approximately 100 metres from the proposed Kenmore Bypass
	Visual Sensitivity
	This viewpoint is located in a space which is readily accessible to the general public who use it for recreation as there is a barbecue and picnic facilities close by. However, the park is likely to be used only at a local level. Therefore, the view is considered to be of **local sensitivity**.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme The Kenmore Bypass is to be constructed on embankment between Moggill Creek and the properties on Yarawa Street and would become a prominent feature of this view. In this area the embankment accommodating the Bypass would be up to around 8 metres high (7.5 metres where the bridge crosses Moggill Creek) with additional elevation arising due to the requirement to construct noise barriers of approximately 4 metres high along the southern side of the bypass. This would result in an **obvious change** to the view. It is considered that this change would be **adverse**. *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* The land between Moggill Creek and the proposed Bypass is owned by Main Roads, providing opportunities for undertaking extensive planting in this area. A combination of embankment planting and native riparian/bushland planting has potential, when mature to provide considerable screening to the Bypass through this section. This has potential to reduce the modification from considerable to **noticeable**.
	Visual Impacts of Proposal
	Implementation The combination of local sensitivity and a considerable change in the view results in the judgement that the impact on views from the Rafting Ground Reserve would be of **moderate adverse** significance. *Residual* Upon maturity of the proposed mitigation planting there is the potential to decrease the significance of the visual impact to **minor adverse**.

PHOTO

Viewpoint 3: North-west from Yarawa Street

DESCRIPTION	Existing Viewing Situation
	This viewpoint is taken from the end of the cul-de-sac at Yarawa Street looking in a north-west view towards the proposed Bypass. It is representative of Viewer Group C. The existing view has a semi-rural character comprising filtered views between large acreage properties. These include a mixture of 'suburban' style furniture (boundary walls and gates) and rustic/dilapidated outbuildings associated with paddocks, giving a somewhat dissonant character. The mature gum-trees remaining on private land and existing mature vegetation associated with the corridor of Moggill Creek provide a wooded context to the view. The viewpoint is located approximately 100 metres from the proposed Bypass.
	Visual Sensitivity
	This viewpoint is located at the end of a small cul-de-sac so is not accessed by many viewers. As a consequence views from this area are considered to be of **less than local sensitivity** at a macro scale**.** However**,** it is noted that those residents who experience such views would be sensitive to the effects of any change.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme Views from this area would be affected by the construction of the proposed embankment designed to carry the Bypass across the local landform depression associated with Moggill Creek. In this area of the Bypass closest to this vantage point the embankment would be elevated at around 6 metres high, topped by noise walls at around 4 metres high. In part the buildings in the foreground and existing vegetation would assist in integrating the structure into the landscape. However, the extent of visual modification would be **obvious** and **adverse**. *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* There are opportunities for undertaking embankment planting in this area. When mature this would provide considerable screening and assist in integrating the Bypass into the acreage to the Bypass through this section. Although the extent of visual modification would remain **obvious** the quality of the change would be less adverse.
	Visual Impacts of Proposal
	Implementation The combination of a considerable adverse change in the view and a less than local sensitivity results in an effect of **minor adverse** significance. *Residual* An effect of **minor adverse** significance would remain, even with landscape and urban design treatments to the embankment. However, as noted above such treatments would result in a less negative impact on visual quality, which would be of benefit to those few residents most affected by the scheme in this area.

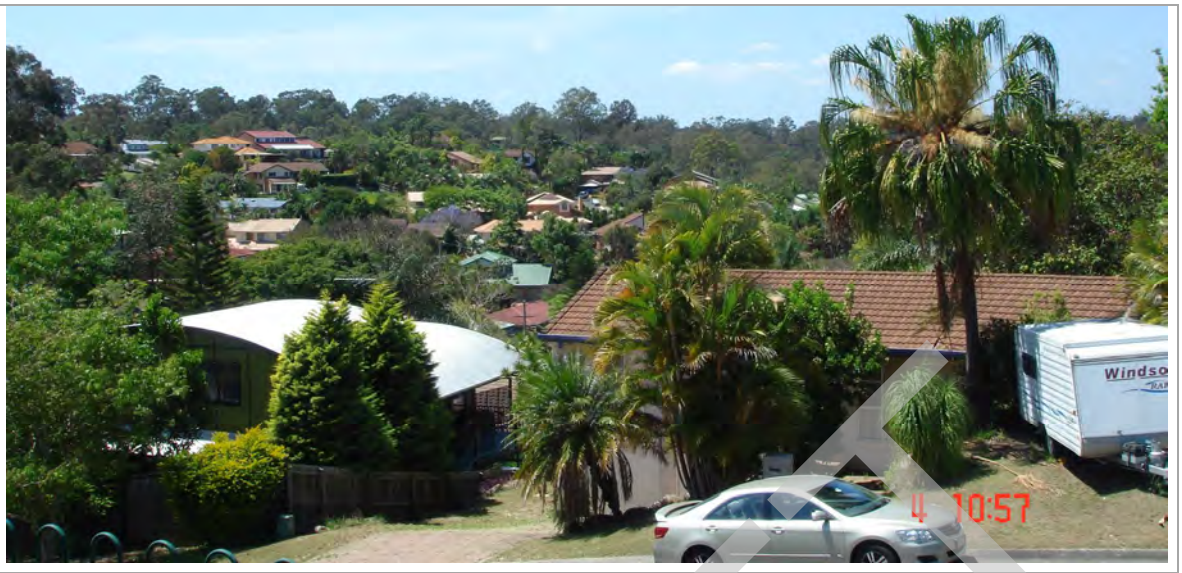
PHOTO



Viewpoint 4: East from Sachs Court

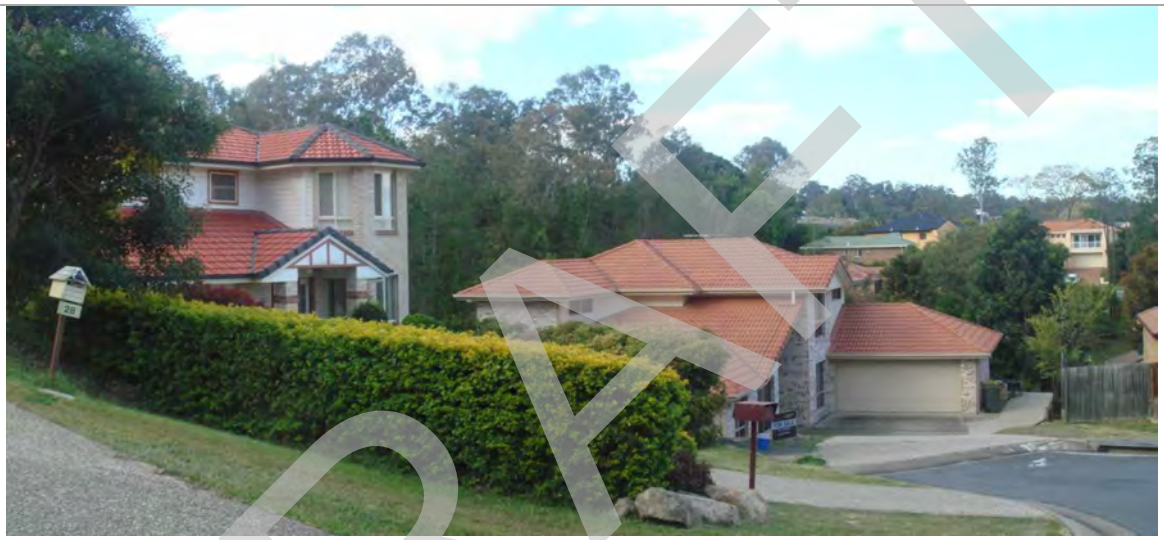
DESCRIPTION	Existing Viewing Situation
	This viewpoint is taken from the small cul-de-sac of Sachs Court, which is located on a locally-elevated area allowing mid-range views across the surrounding residential area. The foreground comprises suburban development - detached houses mostly with tile roofs - set in leafy gardens. From here views can be obtained eastwards broadly parallel to Annabel Street. To the north (left hand side of the photograph) the land rises to a gentle spur, interspersed with housing nestled amongst trees, which provides a sense of wooded enclosure to the view. From this vantage point, looking eastwards in the direction of the proposals, the land dips towards Gem Road before rising again in the vicinity of Rialanna Street. This vantage point is located some 180 metres west of the proposed pedestrian overbridge on Gem Road (option A) and 80 metres north of the Bypass at its closest point.
	Visual Sensitivity
	This viewpoint is located at the end of a small cul-de-sac so is not accessed by many viewers. As a consequence views from this area are considered to be of **less than local sensitivity** at a macro scale**.** However**,** it is noted that those residents who experience changes in the view from this location would be sensitive to any negative effects, in particular those residents located on the south side of Annabel Street and Sachs Court whose properties lie immediately adjacent to the proposed scheme.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme Views from this area have potential to be affected by both the construction of the proposed pedestrian connection to the Bypass located on Gem Road (option A) to the east and the construction of the Bypass to the south and south-east. Between Sachs Court and Gem Road the Bypass would be in cutting of up to around 7 metres deep and would not be directly visible from this area. However, the 4 metre high noise walls bounding the northern side of the bypass would be potentially visible from some private locations, particularly from the properties lying immediately adjacent to the road. It is anticipated that the potential pedestrian overbridge would not be visible from this area since Gem Road is at a lower elevation than Sachs Court and is screened from view by the effects of topography and intervening buildings and vegetation. In conclusion, there would be **none or barely perceptible change** except for those residents whose properties adjoin the proposed noise walls who would experience an **obvious** adverse change. *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* Since the Bypass proposals are unlikely to result in noticeable changes to views from this location, the need for extensive landscape and urban design mitigation tailored to these general public views is not indicated. Whilst it is not possible to entirely prevent the visual effects of the proposed noise barriers on residents directly overlooking the scheme, careful urban design and implementation of the barriers have potential to partially minimize their adverse impacts on visual amenity.
	Visual Impacts of Proposal
	Implementation The combination of no perceived adverse or beneficial change in the view and a less than local sensitivity results in an effect of **negligible** significance on public views. However, views from those residences most affected would experience an overall **minor** adverse impact. *Residual* Since no additional significant mitigation is proposed the significance of the effect remains **negligible** except for those residents directly affected who would continue to experience a **minor** impact.

PHOTO



Viewpoint 5 East from Summerfield Place

DESCRIPTION	Existing Viewing Situation
	This viewpoint is typical of views obtained from the south of the proposed Bypass, west of Gem Road, viewer group E. It is taken from the end of Summerfield Place looking in an easterly direction. Summerfield Place is a relatively new residential development comprising two-storey brick and tile houses. To the north (left hand side of the photograph) the buildings are set against a densely wooded backdrop, which are currently located on the preserved transportation corridor. To the east the land slopes down gently to Parkway Place. This vantage point is located approximately 60 metres from the southernmost part of the proposed Bypass, and within 40 metres of proposed earthworks relating to its construction. It is also located some 250 metres west of the potential Bypass pedestrian overbridge, option A located on Gem Road.
	Visual Sensitivity
	This viewpoint is located at the end of a quiet residential street so is not accessed by many public viewers. As a consequence, views from this area are considered to be of **less than local sensitivity.** However**,** it is noted that those residents who experience changes in the view from this location, particularly those whose properties adjoin the scheme along the northern boundary of their gardens, would be sensitive to any adverse changes due to the permanency of their viewing situation.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme Views from this area are potentially affected by both the construction of the proposed pedestrian connection to the Bypass located on Gem Road (Option A) to the east and the construction of the Bypass to the north and north-east. It is noted that between Summerfield Place and Gem Road the Bypass would be in a cutting of some 7 metres deep and would not be directly visible from this area, although the associated noise walls of up to 4 metres would be potentially visible from some locations. In addition, there is potential for views to be affected by the loss of trees and vegetation which currently provide a wooded backdrop to the north. The extent to which tree loss occurs has direct implications for the visibility of the noise barriers particularly for those residents whose properties adjoin the proposed works. It is anticipated that the potential pedestrian connection would not be visible from this vantage point since Gem Road is at a lower elevation than Summerfield Place and is screened from view by the effects of topography and intervening buildings and vegetation. In conclusion, as a result of vegetation removal and the construction of noise barriers there would be an **obvious adverse change** in this view. Those residents directly overlooking the scheme are likely to consider the change to be a **considerable** adverse change, depending on the extent to which vegetation can be retained (see below). *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* The main mitigation requirements for the visual effects on views and residents in this area are the retention of as much existing vegetation as possible, particularly large trees. Where such vegetation can be retained it will form a visual buffer between the proposals and existing properties/viewers and limit the extent to which direct views of the scheme are accessible. Where existing vegetation would be lost due to construction requirements (as opposed to direct losses relating to the alignment) and sufficient space remains then revegetation works should occur to reinstate a visual buffer between the residential area and the proposals. In locations where this is not possible, for example the western part of Summerfield Place, then careful urban design of the noise walls, such as the use of transparent noise walls in the upper elements of the walls has potential to reduce their negative visual influence on the residential environment. The magnitude of the effect even with mitigation would remain as **obvious adverse change** in this view

	Visual Impacts of Proposal
	Implementation The combination of a noticeable adverse change in the view and a less than local sensitivity results in an effect of **minor adverse** significance. Individual residents most affected by the change may experience this change as considerable and of **moderate adverse** significance overall. *Residual* An effect of **minor adverse** significance would remain, even with tree retention, vegetation replanting and urban design treatments to the proposed noise barriers. However, as noted above, such treatments would result in a less negative impact on visual quality, which would be of particular benefit to those few residents most affected by the scheme who would continue to experience an impact of **moderate** adverse significance.
PHOTO	

Viewpoint 6 East from Gem Road

DESCRIPTION

Existing Viewing Situation

This viewpoint is located close to where Gem Road crosses the preserved road corridor, looking in an easterly direction and is representative of views obtained by viewer group G. From this location long views are experienced eastwards along the route of the proposed Bypass. Currently, despite its long-held status as a preserved road corridor, the land appears as a 'parkland' landscape comprising a gently-sloping subtle 'valley' or 'gully' of mown grass and groups of tall native trees (mostly Eucalypts) with a drainage channel located at the lowest point. The corridor is bounded to the north (left hand side of photograph) and south (right hand side of photograph) by the garden fences of the single or two-storey residential properties located in the adjacent streets. Some of these properties have established gardens with trees, but many have no vegetation lying between the preserved corridor and the fence line. Usually the properties are somewhat elevated in relation to the gully. A local pocket park – Twilight Street Park – lies to the south (right hand side) of the view.

This viewpoint is located within the proposed road corridor and on the same alignment as the potential Gem Road pedestrian overpass (option A).

Visual Sensitivity

This vantage point is representative of the views from Gem Road which is a well-used locally important road. Views from this location are considered to be of **local sensitivity**. The residents of the houses close to the road reserve would also be sensitive to visual modification, particularly those directly overlooking the Bypass proposals.

ASSESSMENT

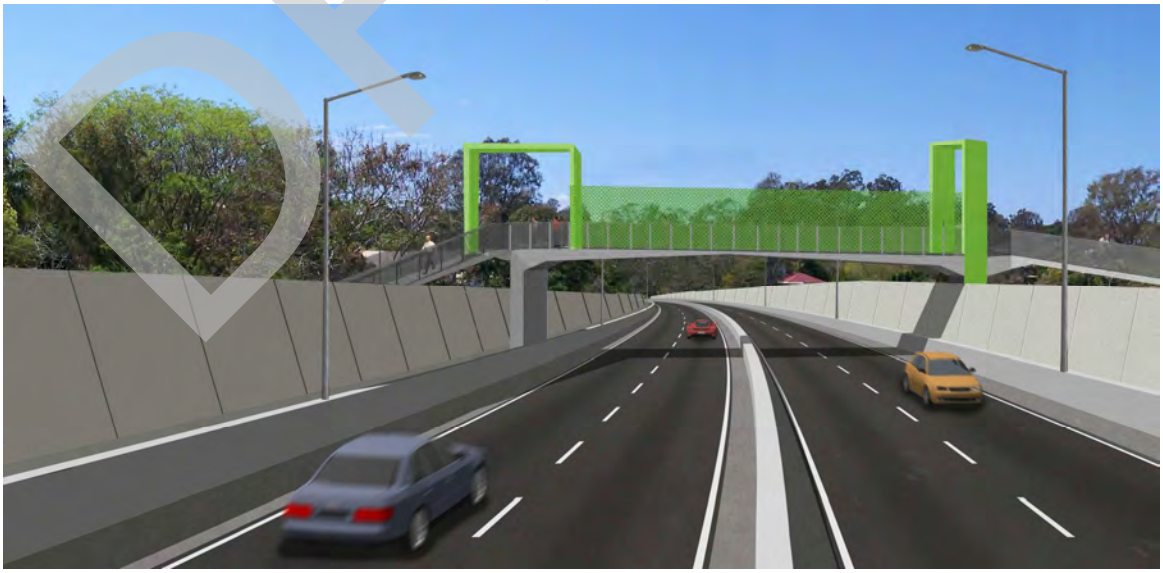
Visual Modification

Assessment of Baseline Scheme

There would be a considerable change of the existing landscape character viewed from this location, as illustrated in the photo simulation. Gem Road would be closed in this area and potentially replaced by a pedestrian overbridge (Option A). Despite being preserved as a road corridor, this area has in practice developed into an informal publicly-accessible green space. In addition to the intrinsic loss of naturalistic open space and trees, the view would also be considerably affected by the introduction of the Bypass and its associated elements. In this location the Bypass is proposed to be accommodated on low embankment of around one metre high, topped by noise barriers of up to four metres high and lighting columns of 12 metres high. These are clearly shown in the photo simulation. In addition, the proposed pedestrian overbridge may be located either above the location from which the viewpoint has been obtained (Option A) or become a prominent element of the view crossing close to the Twilight Street and Marland Street Parks (Options B and C). Pedestrian Bridge, option B is illustrated in the photo simulation. As a result there would be a **considerable adverse** affect on the visual amenity of views experienced from this location. Views from those properties immediately adjoining the corridor would also be considerably affected by the proposals, in particular those located to the south of the Bypass e.g. on Sapphire Court, which may be affected by overshadowing issues as well as direct visual effects. As this corridor has been proposed for some time and was allocated as a preserved corridor before many of these houses were constructed the perception of the extent of change may be less than were this to be a new proposal through allocated parkland of similar character.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

The scope to use landscape or urban design measures to reduce the extent to which the changes are experienced is highly constrained due to the proximity of the houses backing onto the Bypass and the extent to which views would be changed. Mitigation should, therefore, be focussed on taking any opportunities to enhance the corridor landscape so that it is better integrated into the surrounding streetscape and on 'compensation' measures which acknowledge where effects cannot be effectively mitigated. In this location such measures include: ensuring that the pedestrian overpass is the subject of good urban design and users viewers are restricted to the road corridor to avoid overlooking adjacent residential properties and is designed as an attractive gateway feature; considering offering a programme of planting (e.g. climbers, bushy shrubs, trees) within adjoining private properties to reduce the dominance of the proposed noise walls; and potential enhancements to Twilight Street Park (e.g. upgrade of facilities) as compensation. Even with introduction of these measures the magnitude of the change would remain as **considerable adverse**.

	Visual Impacts of Proposal
	The combination of a considerable adverse change in the view and a local sensitivity level, results in an effect of **high adverse** significance. Those individual residents most affected by the change would also experience this change as considerable and of **high adverse significance** overall. *Residual* An effect of **high adverse** significance overall would inevitably remain given the constrained space and limited opportunities to carry out mitigation. Despite this, even small scale mitigation measures have potential to considerably increase the acceptability of the scheme and its ability to assimilate successfully into the suburban environment, even with tree retention, vegetation replanting and urban design treatments to the proposed noise barriers. However, as noted above, such treatments would result in a less negative impact on visual quality, which would be of particular benefit to those few residents most affected by the scheme.
PHOTO	
PHOTO SIMULATION	**This image is an indicative image and illustrates pedestrian bridge, option B.** 

Viewpoint 7: South-west from Marland Street

DESCRIPTION

Existing Viewing Situation

This view is taken from Marland Street close to its intersection with Emerald Court looking in a south-westerly direction towards the proposal and is representative of views obtained by viewer group F. From this elevated vantage point, the landscape is seen to fall away down Marland Street in the foreground to the gully within which the Bypass is proposed. On the southern side of the gully the land is observed to rise upwards to the triangle of vacant land (enclosed in fences) to the east of Gem Road, clearly visible in the centre of the view. Views from this part of Kenmore illustrate a leafy and relatively modern suburban character. The proposed Bypass corridor is visible as a grassy swathe, punctuated by isolated trees, in the right hand side of the view. Gem Road crosses the corridor close to this vantage point as evidenced by the services pole located on this road visible in the centre of the view. However, Gem Road cannot be seen in the view since it is at a lower elevation than the development site and is screened by the effects of topography and intervening trees.

This view is located approximately 200 metres from the Bypass and within 160 metres of one of the potential pedestrian overbridges.

Visual Sensitivity

This vantage point is representative of the views from the elevated spur to the north-east of Gem Road and from Marland Street which is a well-used, locally-important, road. Views from this location are considered to be of **local sensitivity**.

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

The Bypass corridor is fairly prominent in the western (right hand side) of the view. This is illustrated in the photo simulation on the subsequent page. From this vantage point it would be possible to see the proposed road which would be in cutting of approximately four metres, defined by retaining walls to the north of the triangular development site noted above. The retaining walls would also be topped by noise barriers of up to four metres in height and lighting elements would also be visible. Collectively these would introduce considerably more urban character into the local environment. One of the options (option A) for the proposed pedestrian overpass is located in the centre of the view on Gem Road but due to intervening vegetation and land use it is anticipated that only glimpsed views of this structure would be visible from this location. This is illustrated in the photo simulation. The magnitude of the visual effect would be **considerable adverse**.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

As for viewpoint 6 there are limited opportunities to mitigate the effects of the engineering design through landscape and urban design measures. This is because the corridor is fairly constrained in this location by existing private properties and so opportunities for screening measures e.g. planting are highly limited. Measures to assist in the integration of the bypass into its suburban context in this location are limited to appropriate design of the road and its associated infrastructure. Such measures include, for example: relying on natural bedrock or muted natural colour concrete panelling if not possible for the proposed cutting; appropriate design, colour and application of transparent components to the noise barriers; sensitive design and placement of lighting columns and appropriate urban design of the pedestrian bridge (option A) along with gateway planting where possible to soften its effect on the surrounding landscape. Even with appropriate mitigation the magnitude of the change would remain as **considerable adverse**.

PHOTO

Visual Impacts of Proposal

Implementation

The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of **high adverse** significance.

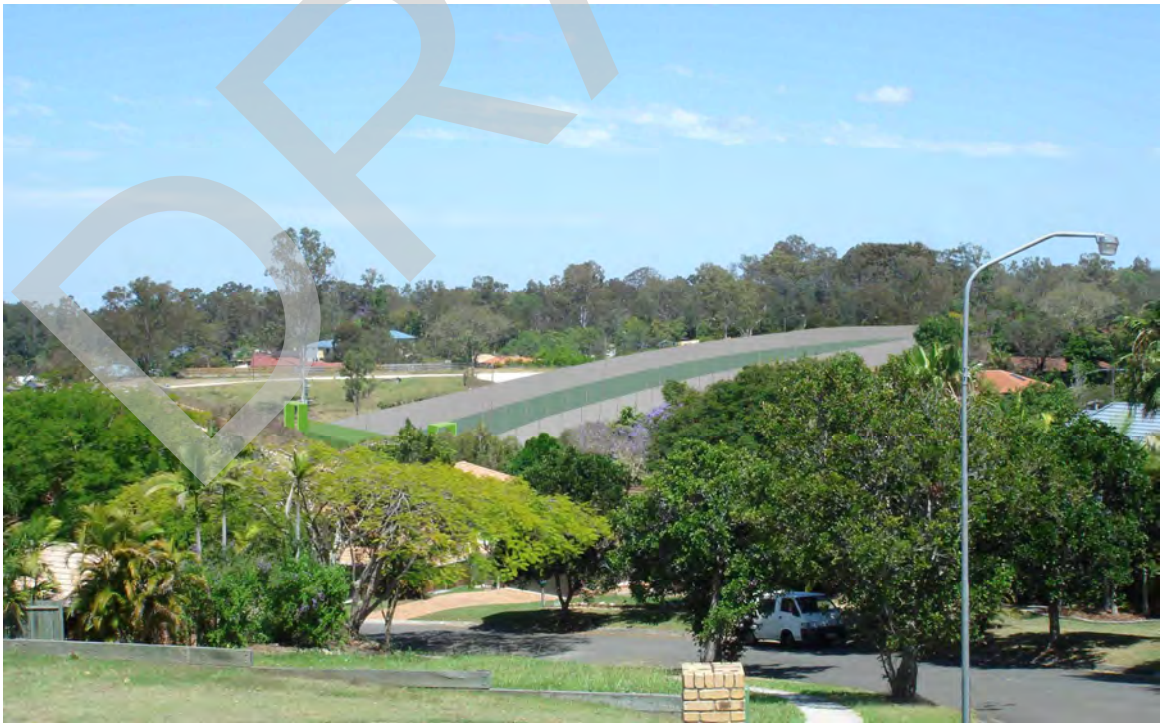
Residual

Even with mitigation the significance of the visual impact remains as **high adverse**, although the introduction of such measures would be of strong benefit to the local residents most affected by the proposed scheme.

PHOTO

PHOTO SIMULATION

This image is an indicative image and illustrates pedestrian bridge, option A.



Viewpoint 8 South from Marland Street

DESCRIPTION	Existing Viewing Situation
	This viewpoint is taken from Marland Street close to its intersection with Rialanna Street looking towards the proposed Bypass and is representative of views obtained by Viewer Group G. From this vantage point there are views across the undeveloped preserved road corridor in the direction of Twilight Street and Kingfisher Parks. The view encompasses Marland Street, a quiet but well-used, residential street and the small area of open space identified as the Marland Street Park. This comprises an area approximately the size of two residential blocks including an area of mown grass and trees (visible in the photograph) beyond which lies the preserved road corridor. This vantage point is located less than 40 metres from the proposed Bypass and immediately adjoins one of the proposed pedestrian overpass options (Option C).
	Visual Sensitivity
	This area is a publically-accessible open space vantage point to the proposal and is considered to be of **local sensitivity** to change.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme From this vantage point it would be possible to see the proposed Bypass, accommodated on a low embankment of up to approximately one and a half metres high topped with noise barriers of up to four metres high. This infrastructure would replace the current open 'parkland' character of the view. This change is considered to be of **considerable** magnitude. If Option C for the pedestrian overpass is used, then in addition to this change, the meandering up ramp leading up to the bridge over the road would considerably erode the amount of usable space remaining in the existing pocket park leading to further loss of openness and trees. This is also considered to be of considerable magnitude. *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* There is little scope for landscape and urban design mitigation in this location. Key elements to consider include: retaining existing adjacent vegetation to the greatest extent possible and supplementing with additional vegetation to maintain a vegetated backdrop and buffer views from Marland Street and Twilight Street Parks and careful design of the noise barriers – in particular with regard to potential for graffiti where they lie adjacent to open space and investigation to accommodate transparent components to reduce the visual mass of the walls. From a visual perspective the pedestrian connection to the overbridge in this location (Option C) is not as favourable as other options but, if it is desirable for this to be constructed, then attractive planting (including tree planting for shade) should be provided to help integrate it into the landscape and provide an attractive user experience. The overbridge should also be appropriately designed to address its parkland setting. Even with mitigation, if Option C is adopted, then the magnitude of the effect will remain as **considerable**.
	Visual Impacts of Proposal
	Implementation The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of **high adverse** significance. *Residual* Even with mitigation the significance of the visual impact remains as **high adverse**, although such measures would be of strong benefit to the local residents most affected by the proposed scheme.

PHOTO

Viewpoint 9: North from Sunset Road Bus Stop

DESCRIPTION

Existing Viewing Situation

This viewpoint is taken from the bus stop located on Sunset Road, close to the intersection with Sapphire Court, looking in a northerly direction across Twilight Street Park towards the proposed Bypass. It is representative of views obtained by viewer group H. From this vantage point the foreground is dominated by the parkland landscape which has a generally open and green character but also includes facilities such as a picnic area and basketball hoop. From here the land slopes down to the drainage ditch, punctuated by vegetation, before rising visibly northwards to the properties located on Marland Street. Houses on Twilight Street to the east and Sapphire Court to the west are also visible. There are numerous large trees located within the grassy area which contribute to the visual amenity and provide a verdant backdrop to of the residential area, in particular to those properties directly overlooking.

This viewpoint is located approximately 80 metres from the proposed Bypass.

Visual Sensitivity

This area is a publically-accessible vantage point to the proposal, located very close to the Twilight Street Park public open space, and is considered to be of **local sensitivity** to change

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

From this vantage point it would be possible to see the proposed Bypass, accommodated on a low embankment of up to approximately one and a half metres high and topped with noise barriers of up to four metres high. This is illustrated in the photo simulation on the subsequent page. It may also be possible to see the proposed pedestrian overbridge (Option A) over Gem Road from this location with associated access ramps. However, both pedestrian bridge options B and C could be viewed from this location. The photo simulation illustrates the impact and relative visibility of option C. This infrastructure would replace the current open 'parkland' character of the view both through the loss of existing open green space in the central part of the view and through the introduction of the new elements, as illustrated in the photo simulation. This change is considered to be of **considerable** magnitude.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

There is scope for landscape and urban design mitigation to address views from this location. Existing vegetation and, in particular, tall trees should be maintained to the greatest extent possible. Other potential measures include additional tree planting and upgrade of Twilight Street Park to assist in buffering the proposed road, design of the proposed overbridge as an attractive landscape element and integration of this into the landscape with planting. In addition careful urban design of the noise barriers particularly in relation to the potential for graffiti where they lie adjacent to open space should be sought and integration of transparent sections to the upper components of the walls to lighten the visual mass of the structure, Consideration should also be given to potential upgrades of the open space to 'compensate' for the loss of visual amenity likely to be experienced by local residents, for example through new facilities such as a playground . Such measures have the opportunity to decrease the magnitude of the visual change to **obvious**.

Visual Impacts of Proposal

Implementation

The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of **high adverse** significance.

Residual

With mitigation the significance of the visual impact could be reduced to **moderate adverse**, as the mitigation measures proposed would assist in enhancing the proposals for the benefit of those local residents most affected by the proposed scheme.

PHOTO

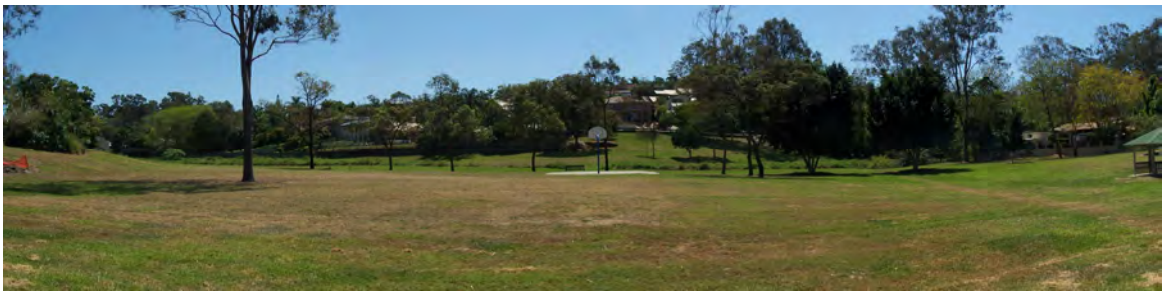


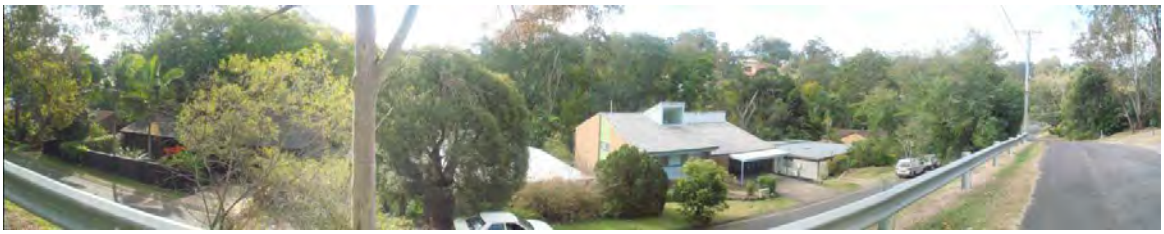
PHOTO SIMULATION

This image is an indicative image and illustrates pedestrian bridge, option C.

Viewpoint 10: North from Twilight Street

DESCRIPTION	Existing Viewing Situation
	This vantage point is taken from Twilight Street between the junctions with Aurora Crescent looking in a northerly direction. It is typical of the views that may be obtained from south of the proposed Bypass in the section between Twilight Street Park and Kenmore Road. This vantage point is elevated and commands views of the preserved road corridor, somewhat similar to those that would be experienced from the upper storey of properties along the route. The preserved corridor appears as a densely vegetated zone characterised by tall native trees. These currently provide a green backdrop to the line of one and two storey properties located on the north side of Twilight Street. This viewpoint is situated approximately 40 metres south of the proposed Kenmore Bypass.
	Visual Sensitivity
	This area is a publically-accessible vantage point to the proposal and is considered to be of **local sensitivity** to change at an absolute level. It is noted, however, that those residents who directly experience such views would be particularly sensitive to the effects of any change.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme From this vantage point it would be possible to see the proposed Bypass, accommodated on a retaining structure of up to approximately two metres high (although this substantially increases moving eastwards) and topped with noise barriers of up to four metres high. This infrastructure would lead to the direct loss of trees and green space, changing the green setting of the residential area. It is anticipated that some trees would remain between the residences and the Bypass. I.e. those trees located in the gardens or, potentially, along the fence line. The view would also be urbanised by the introduction of the Bypass and its associated infrastructure. With increasing elevation, there are potential impacts of overshadowing on the south side of the Bypass. Overall, this change is considered to be of **considerable** visual magnitude. *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* There is limited scope for landscape and urban design mitigation through this section. The main issue will be retaining as many of the existing mature trees on the boundary of the land between the private properties and the Bypass as possible. In addition reducing the visual mass and over shadowing of the noise walls through the investigation of transparent sections into the upper components of the noise walls should be sought. (Refer to the **Landscape and Visual Integration Guideline** document in **Appendix 4**) Other potential measures include opportunities for replanting trees and vegetation along this sensitive boundary and, where this is not possible, considering offering compensatory planting within the property boundaries. Even with mitigation the magnitude of the effect is likely to remain as considerable.
	Visual Impacts of Proposal
	Implementation The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of **high adverse** significance. *Residual* Even with mitigation the significance of the visual impact remains as **high adverse**, although the mitigation measures proposed would assist in enhancing the proposals for the benefit of those local residents most affected by the proposed scheme.

PHOTO



Viewpoint 11 North-west from Sundown Street

DESCRIPTION

Existing Viewing Situation

This vantage point is taken from the elevated prospect of Sundown Street and is representative of views obtained from the western end of Twilight Street looking north/north-west towards the preserved road corridor encompassing viewer group I and G. The character of the view is of leafy suburban gardens with properties constructed around the 1970s and 80s. From this vantage point the land is seen to slope down fairly steeply northwards towards a low point corresponding with the residences located on the northern side of Twilight Street before rising again northwards. Overall the landform has the appearance of a deep and pronounced gully, with the preserved road corridor located at a low point on the valley floor, albeit somewhat above the level of the houses on Twilight Street. Existing tree cover located in this gully includes numerous large gums which create a strongly wooded setting to the residential area.

This viewpoint is situated approximately 140 metres from the proposed Kenmore Bypass.

Visual Sensitivity

Sundown Street is a quiet residential cul-de-sac so, whilst accessible to the general public, relatively few viewers would experience views from this area. The visual sensitivity of this view is considered to be **Less than Local**. However, this view is also illustrative of views from the properties bounding the Bypass, whose visual sensitivity is considered to be important at a **local** level.

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

The incised landform necessitates the raising of levels for the proposed Bypass through this section of around three and a half metres (but of up to 7.6 metres high in the vicinity of Moonlight Street), in addition to which noise walls of up to four metres are proposed. This would result in a **considerable** magnitude of change in the view due to the loss of existing trees and vegetation and the intrusion of urban infrastructure. The most significant elements in the view would be the retaining structure on which the Bypass is raised as well as the noise walls and lighting columns. The retaining walls and noise walls would result in overshadowing of those properties located on the northern side of Twilight Street.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

Due to the narrow extent of the corridor in this location there are limited opportunities to mitigate the visual effects of the proposals. The key aspects requiring consideration are to minimise the loss of existing vegetation located on the boundary of the proposed corridor and to undertake tree planting or other planting at the edge of the proposed Bypass wherever such opportunities arise. In addition reducing the visual mass and over shadowing of the noise walls through the investigation of transparent sections into the upper components of the noise walls should be sought. (Refer to the **Landscape and Visual Integration Guidelines** document in **Appendix 4**) Consideration of options to provide homeowners on Twilight Street with opportunities to undertake additional tree and vegetation planting within their back gardens could also be considered. It is considered that the magnitude of the visual effect would remain as **considerable** even with mitigation.

Visual Impacts of Proposal

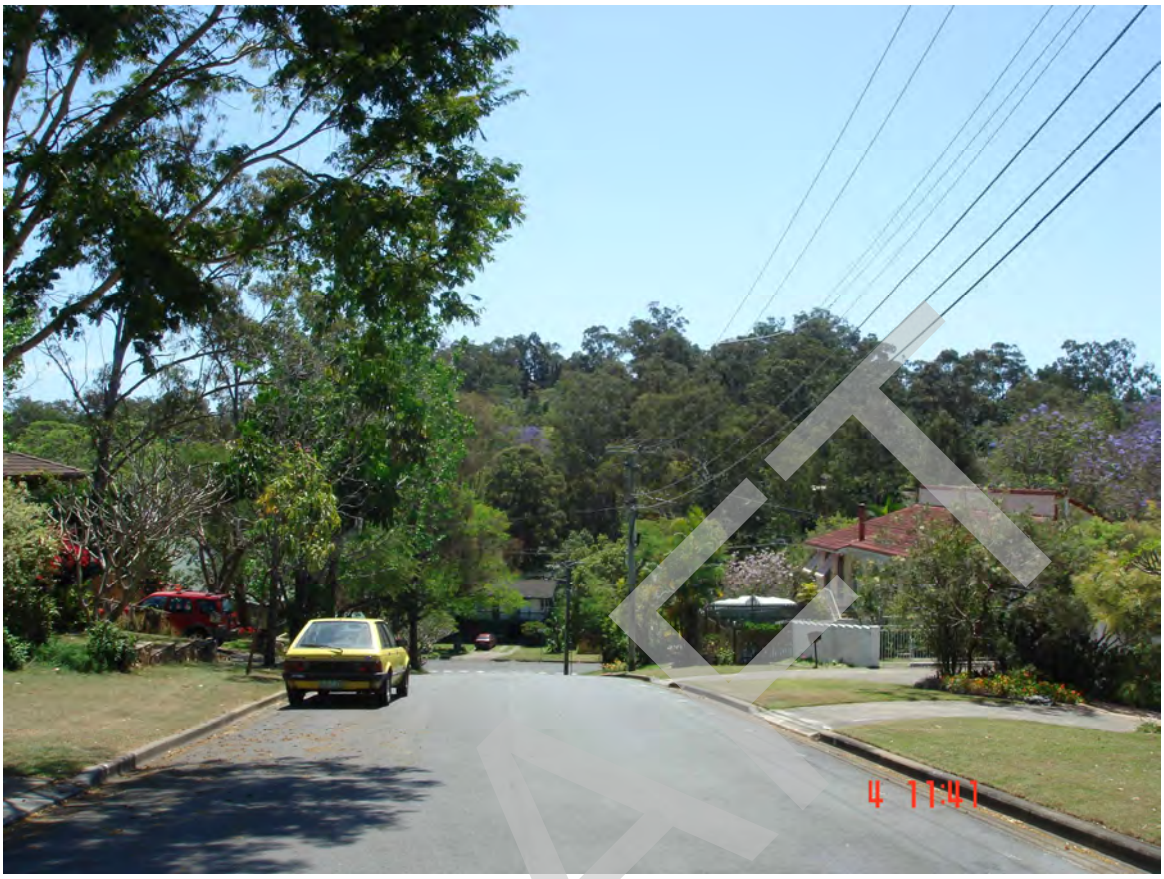
Implementation

The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of up to **high adverse** significance for residents, with **moderate** adverse significance for other viewers.

Residual

Even with mitigation the significance of the visual impact remains as up to **high adverse**, although the mitigation measures proposed may assist in enhancing the proposals for the benefit of those local residents most affected by visual impacts.

PHOTO



Viewpoint 12: West from Kenmore Road crossing

DESCRIPTION

Existing Viewing Situation

This vantage point is taken from Kenmore Road looking west along the route of the preserved road corridor, representative of viewer group G. It is fairly typical of any vantage point located within the corridor through this section. Although not evident from the photograph, this vantage point is taken on an elevated location forming an outlying part of the 'Kenmore Road ridgeline' described previously. From this viewpoint, the tree covered gully (which lies between Kersley Road spur and the Kenmore Road ridgeline') is evident. The view has a strongly wooded 'bushland/parkland' character with tall existing gum trees of over 20 metres high and rough gang-mown grassland and is perceived by the local community as a public open space (evident by the BCC sign in the foreground). There are filtered views through the trees to the existing residences located on Twilight Street/Kenmore Road to the south and Kenmore Road/Marland Street to the north.

This viewpoint is located within the route of the proposed Kenmore Bypass.

Visual Sensitivity

Kenmore Road is a locally important through road, accessible to the general public. The visual sensitivity of this area is considered to be significant at the **local** level.

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

The elevated landform through this section necessitates the lowering of levels for the proposed Bypass of around eight metres in this location. Above this level, noise walls of up to four metres are proposed. The combination of cutting and retaining walls with the elevated noise walls are illustrated in the photo simulation on the subsequent page. This would result in a **considerable** magnitude of change in the view due to the loss of existing trees and vegetation and the intrusion of significant retaining walls and other urban infrastructure. The most significant elements in the view would be the noise walls and steep retaining walls located on the northern and southern sides of the proposed Bypass. These are illustrated in the accompanying photosimulation.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

Through this section there is little scope to mitigate the most significant visual impacts which arise due to the extensive lowering of the landform to accommodate the proposals. The main aspects of the scheme which may be modified to enhance the visual amenity of the scheme are the detailed design of the cutting (which should be natural rock if the substrate is suitable) or retaining walls and noise barriers and consideration of the urban design of the parapet detail of the Kenmore Road bridge where it passes over the Bypass. Refer to the **Landscape and Visual Integration Guidelines** document in **Appendix 4**. Even with high quality urban design treatments the residual impact on the magnitude of change would be **considerable**.

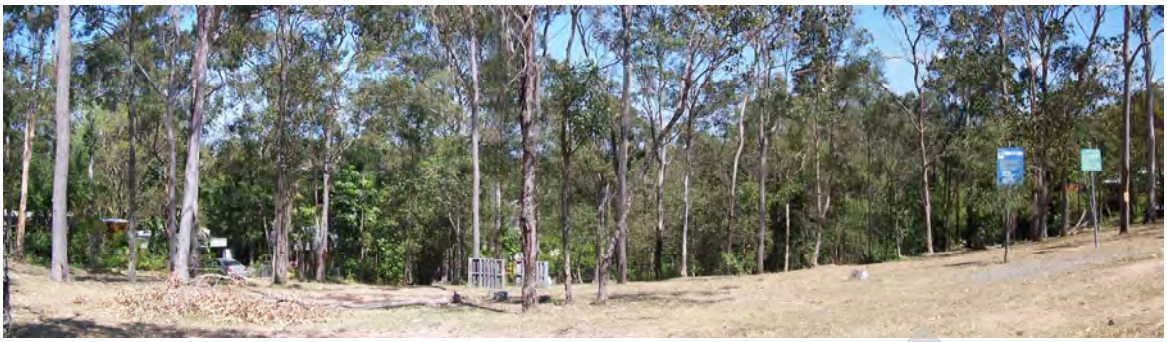
Visual Impacts of Proposal

Implementation

The combination of a considerable adverse change in the view and a local sensitivity to change results in an effect of **high adverse** significance.

Residual

Even with mitigation the significance of the visual impact remains as **high adverse**, although the mitigation measures proposed may assist in enhancing the proposals for the benefit of users of the local road network and those local residents most affected by visual impacts

PHOTO	
PHOTO SIMULATION	

Viewpoint 13 South from Plumeria Close

DESCRIPTION

Existing Viewing Situation

This vantage point is taken from the end of Plumeria Close which is a small cul-de-sac located off Kersley Road on the 'Kersley Road spur' discussed earlier. The view looks over undeveloped land at the south of this road towards the preserved road corridor and is representative of those views obtained by viewer group J. The road is located on a locally-elevated area of land which affords views of the preserved corridor, currently characterised by dense existing tree cover. The properties on Plumeria Close are very modern, with some having been constructed this year.

This viewpoint is located approximately 60 metres from the proposed Kenmore Bypass.

Visual Sensitivity

The visual sensitivity of this vantage point is considered to be of **less than local sensitivity** although those residents affected by changes of the view would consider themselves sensitive to any change.

ASSESSMENT

Visual Modification

Assessment of Baseline Scheme

The elevated landform through this section necessitates the lowering of levels proposed for the Bypass totalling around 4 metres through this section, topped by noise barriers of up to 4 metres high. The proposals would also necessitate the felling of the majority of foreground trees – it can be assumed that only those located within private properties would be assured of being retained. This would result in a **considerable** magnitude of change in the view due to the loss of existing trees and vegetation and the intrusion of significant retaining walls and other urban infrastructure. The most significant elements in the view would be the construction activities of the noise walls on the north side and cutting located on the southern sides of the proposed Bypass and the proposed pedestrian ramp accessing the Bypass. Once operational the pedestrian access ramp and noise walls would remain highly visible.

Assessment Incorporating Proposed Landscape and Urban Design Mitigation

Existing trees should be retained wherever possible to assist in the integration of the proposal into the landscape. Where this is not possible, revegetation works should be undertaken in the space available for such treatments, for example in association with the proposed shared user path, to provide as much screening between the existing houses and the Bypass noise walls as possible. In addition the cuttings should be appropriately treated using natural substrate if at all possible to reduce the introduction of urbanising influences. Even incorporating such measures, the magnitude of the visual effect is likely to remain as **considerable**.

Visual Impacts of Proposal

Implementation

The combination of a considerable adverse change in the view and a less than local sensitivity to change results in an effect of **moderate adverse** significance.

Residual

Even with mitigation the significance of the visual impact remains as **moderate adverse**, although the mitigation measures proposed are likely to contribute to assimilating the proposals into the suburban landscape.

PHOTO

Viewpoint 14: Centenary Motorway heading Southbound

DESCRIPTION	Existing Viewing Situation
	This vantage point is located on the Centenary Motorway heading southbound. From this vantage point the features of the existing motorway – road surface, solid noise walls, w-beam guard rails, jersey kerb and lighting columns – are the dominant elements of the view. The road is set in the context of tall bushland which provides a containing and screening element to the west and east of the view. The viewpoint is situated approximately 140 metres from where the proposed Kenmore Bypass passes over/joins the Centenary Motorway.
	Visual Sensitivity
	The sensitivity of the viewpoint is considered to be **local**. Although this viewpoint is the most heavily experienced in the assessment area, the view is of an existing motorway with no views to attractive features and those experiencing the views are road users travelling at high speed. The proposed Centenary Motorway upgrade would also affect views from the motorway in this location.
ASSESSMENT	Visual Modification
	Assessment of Baseline Scheme From this vantage point the eastern part of the Bypass would be visible, where it connects to the Centenary Motorway and Musgrave Street carried on a bridge approximately 8.5 metres high above the motorway. The bridge is likely to be a concrete structure including concrete parapets. There may be some loss of trees associated with accommodating the overbridge and the associated connector routes. It is considered that the magnitude of the visual modification is **obvious.** *Assessment Incorporating Proposed Landscape and Urban Design Mitigation* The mitigation through this section is restricted to ensuring the design of the overbridge is as simple and elegant as possible so that it does not become a dominant feature in the view. In addition to this, existing trees should be retained wherever possible and, should opportunities arise, additional vegetation and tree planting should be undertaken to help assimilate the proposal into the landscape. Even incorporating such measures the level of visual modification would remain as **obvious**.
	Visual Impacts of Proposal
	Implementation The combination of an obvious adverse change in the view and a local sensitivity to change results in an effect of **moderate adverse** significance. However, it is noted that the future upgrade of the Centenary Motorway is likely to reduce the perceived significance of the effect, given that changes associated with this upgrade are likely to be of a more considerable magnitude. *Residual* Even with mitigation the significance of the visual impact remains as **moderate adverse**,

PHOTO