

# Cross River Rail Albert Street Station and Green Spine Overlay

Prepared for Cross River Rail Delivery Authority

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## Prepared for

Cross River Rail Authority

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PURPOSE

This document overlays the Albert Street Station surface infrastructure relative to the Brisbane City Council Albert Street Vision.

In overlaying the Albert Street Station infrastructure on the Albert Street Vision, consideration has been given to the optimisation of Albert Street Station surface interactions to improve the Albert Street Station interface and public realm performance potential.

For clarity, this document sets out the composition of Albert Street with regard to vehicle, cycle and pedestrian allocations relative to current and projected transit volumes and the design intentions of the Albert Street Vision.

Key to the intended Albert Street Station and Albert Street Vision interaction is the ability to arrange the various station elements to preserve streetscape space and deliver (where required by the RFT) appropriate high amenity pedestrian public realm to support the realisation of the Albert Street “green spine” in accordance with the Brisbane City Council Vision and City Centre Master Plan.

2008

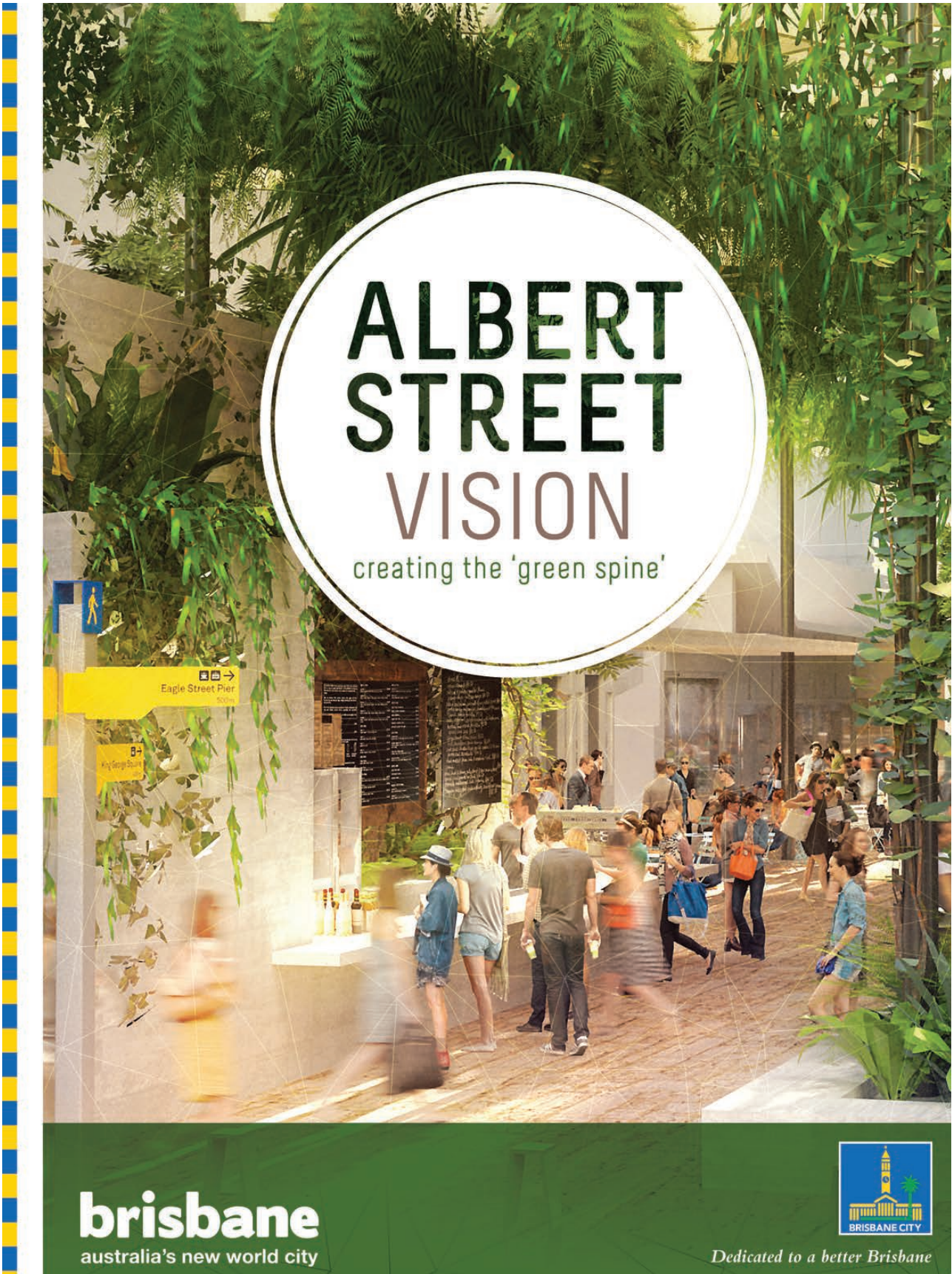


WESTERN TRANSIT NETWORK INVESTIGATION

2013



CITY CENTRE MASTER PLAN





#### BRISBANE CITY COUNCIL VISION

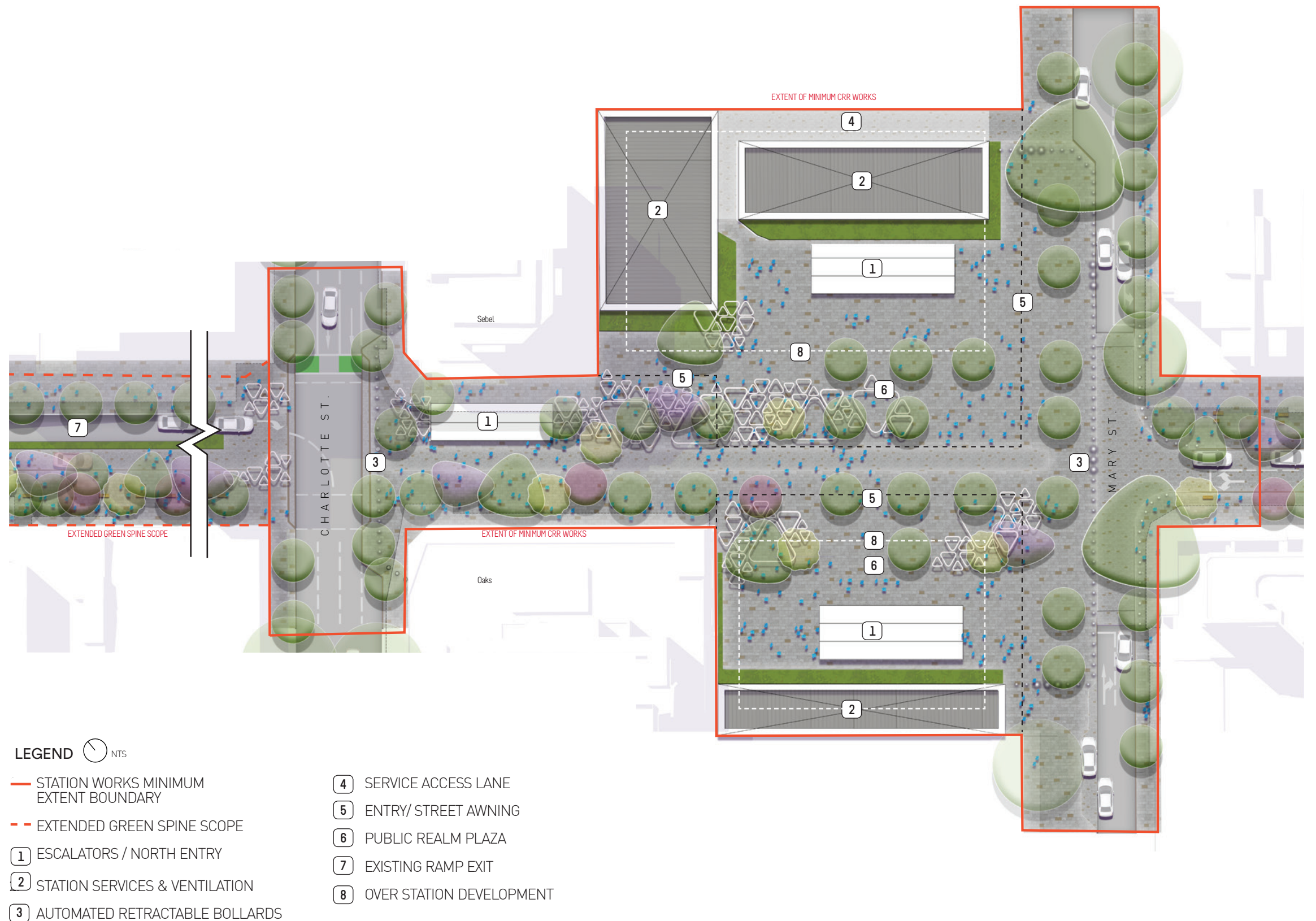
Create a character that establishes the Brisbane City Council vision of a “well-designed, outdoor living city maximising the regions climate and lifestyle attributes”.

#### BRISBANE CITY COUNCIL ALBERT STREET

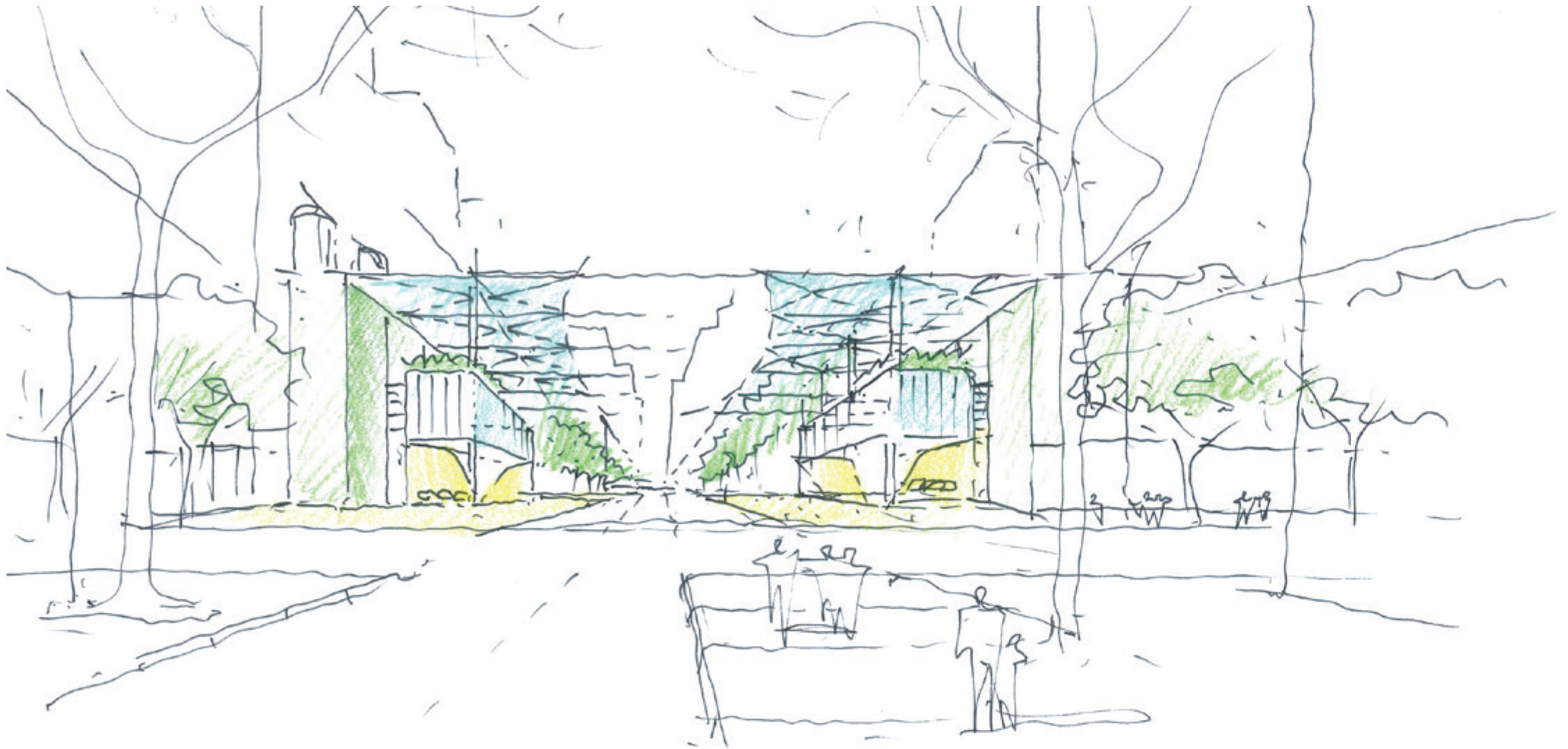
Catalyse the delivery of the Albert Street “Green Spine, embodying our subtropical climate and outdoor lifestyle”.

#### CITY PLAN PROVIDES FOR STATION

Development is designed to take advantage of Brisbane’s subtropical climate, and delivers high-quality, subtropical architecture of outstanding merit. Buildings, public realm and landscape are open, engaging and green, with shaded spaces and opportunities to interact with the street, and contribute to Brisbane’s identity and lifestyle.

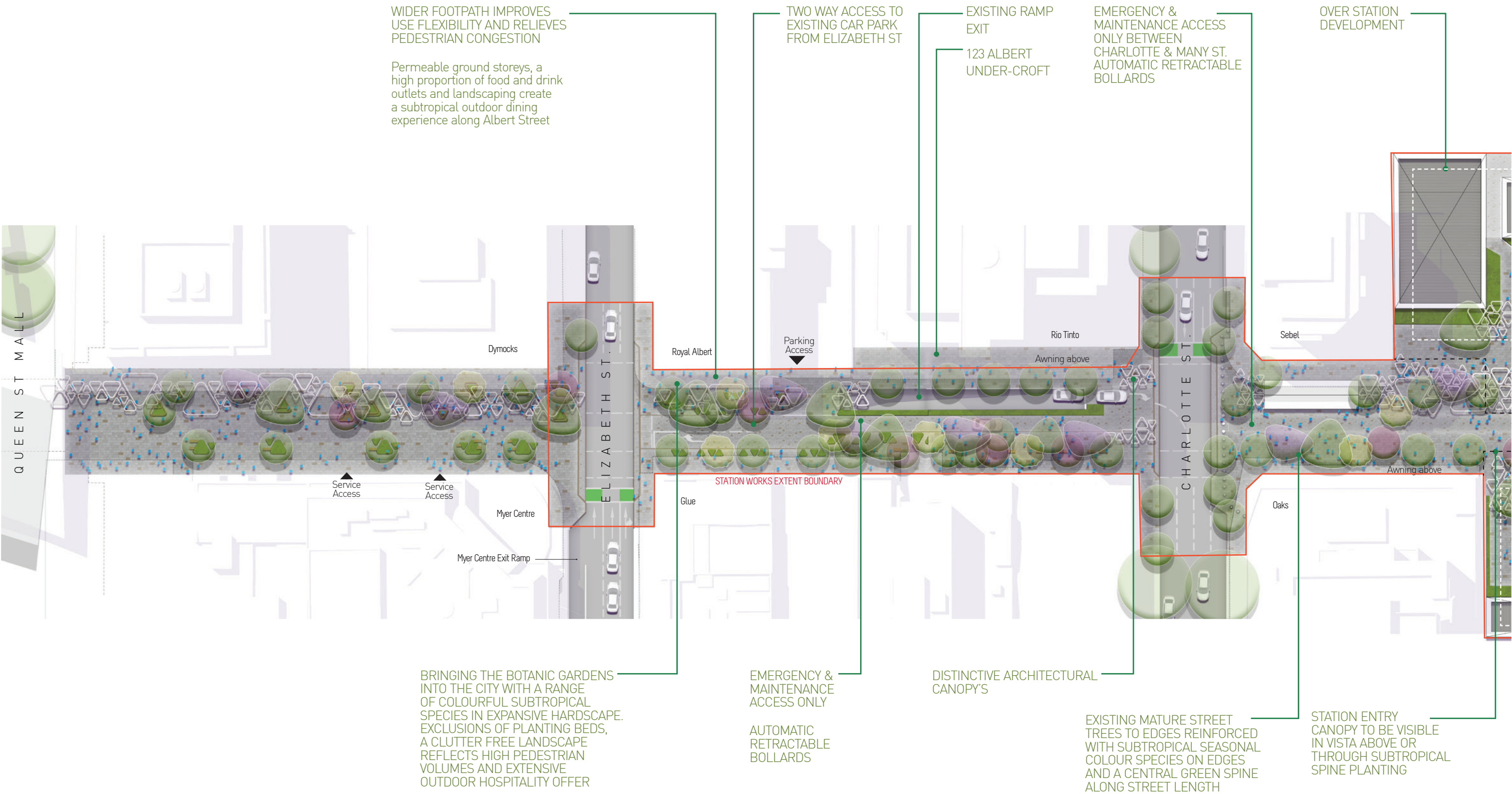






Albert Street Station  
Impression

GREEN SPINE OVERLAY









# MATERIALS

High Quality Urban Finishes should define the Albert Street public realm, station plaza and station interface.

The material selections for Albert Street must create a character aesthetic that speaks the highest quality BCC language whilst establishing an identifiable Albert Street Green Spine “look and feel”.

The BCC Albert Street Green Spine Vision remains a key document that should be considered, however Edward Street from Queen to Mary Streets provides a practical constructed example of the level of quality and consistency that should be provided along Albert Street.

To maintain CBD pavement consistency and the primacy of key streets Queen, Edward and Albert, the predominant use of the Edward Street “cool grey” granite with the incorporation of hi-lights is proposed to stitch Albert Street into the broader CBD and set a high quality benchmark.

The use of stone will provide a sophisticated, enduring ground plane that compliments the honed grey concrete adopted and to be adopted in the intersecting cross streets, whilst providing a subtle yet distinctive green spine street treatment and texture.

In conjunction with the pedestrian pavements, targeted use of threshold pavement inlays should be considered on intersection approaches whilst maintaining the porphyry kerb and traditional bitumen carriageways in between for pedestrian and vehicle legibility.

Lighting is considered to be a key opportunity within the streetscape, but should be largely understated. High quality up-lighting, facade and soffit lighting, tree canopy and linear directional lighting and other feature lighting should be carefully considered within the overall composition of the public realm to ensure clarity of activation, wayfinding, form and function.

A flexible furniture suite should be developed that references the existing range of BCC CBD designs, but is uniquely Albert Street and allows for reprogramming of the street to accommodate events and changes of use.

Canopy and Awning Structures where provided should visually provide clarity of purpose through their form and arrangement whilst avoiding cluttering the street. Structures should embrace subtropical design, allow for and control natural light, and provide for subtropical planting integration and establish an Albert Street vernacular that can guide future private and public awnings and architectural structures adjacent to and within the streetscape.

## URBAN FINISHES



High quality stone pavements with hi-lights



Granite – Edward Street



Delineation of vehicular paths



Edward St - soffit Lighting



Edward St – Drop Off / Loading Zones exemplar

## STRUCTURES



Albert Street Station Entry, 2011 Reference design

## FURNITURE



Complementary furniture suite to Edward St



High quality Bollards



high quality retractable bollards, (To required terrorism standard)





Green Articulated Edges



Low Lush



Vertical Green



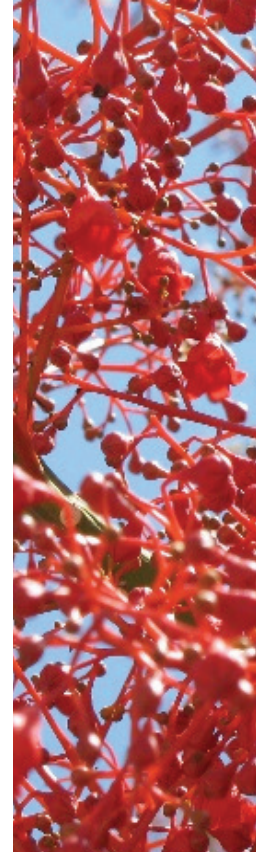
Vertical walls



Climbers



Tall Landmark  
Subtropical Green



Subtropical Botanical Colour



Planting Rhythm + Repetition

A High Quality and Distinctively Subtropical Landscape aesthetic is essential to the delivery of the Albert Street Green Spine and is a key integration ingredient for the Station.

The landscape for Albert Street must carefully create a distinctively Albert Street Character that deliberately and thoughtfully uses a diversity of subtropical tree plantings and low maintenance understorey plantings to achieve a safe, inclusive, visually appealing, and enduring public realm.

The design should adopt and extend the BCC subtropical boulevard planting language evidenced in recent years at SW1, Eden Lane, James Street and Boundary Street, whilst remaining cognisant of CPTED and the high pedestrian volumes.

The use of seasonal subtropical colour that brings the Botanic Gardens into the city should be strongly considered, whilst the Station environment at surface level should seamlessly bring the green spine into the station whilst clearly expressing the station within the streetscape.

Overall the design should provide a high level visual consistency from the Queen Street Mall through to the Botanic Gardens whilst delivering a character that establishes the Brisbane City Council vision of a “well-designed, outdoor living city maximising the region’s climate and lifestyle attributes”.

Specifically, extensive and concerted effort must be made to retain the existing *Waterhousia* & *Flindersia* avenue wherever possible.

Where pavement widening and station plaza opportunity presents, the existing street trees are to be reinforced & invigorate with a range of advanced size subtropical tree plantings in continuous trenches offering a substantial volume of growing media commensurate with rapid, sustained vigorous growth in the CBD environment.

The present street tree canopy coverage of 28.2% road reserve cover should be targeted to be increased to 75% cover within 5 years post construction completion and not less than 50% within 3 years. Alternate proposals for canopy coverage generated by climbing planting on architectural structures are to be considered on merit, as judged by appropriate independent design professionals.

Ultimately, the Albert Street Station is a key opportunity to catalyse the delivery of the Albert Street Vision “Green Spine, embodying our subtropical climate and outdoor lifestyle”.



## Contact us

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