



25 May 2018

Project Team  
Brisbane Metro  
Brisbane City Council  
266 George Street  
Brisbane Qld 4000

**RE: BRISBANE METRO – DRAFT DESIGN REPORT**

Attn: Brisbane Metro Team

The Queensland Chapter of the Australian Institute of Landscape Architects (AILA) welcomes the opportunity to respond to the implementation of Brisbane City Council's Brisbane Metro – draft design report.

**AILA** is the growing national advocacy body representing over 3,000 active and engaged landscape architects, promoting the importance of the profession today and for the future. Committed to designing and creating a better Australia, landscape architects shape the world around us. Landscape Architects conceive, reimagine and transform the outside world from streetscapes to parks and playgrounds, transport solutions to tourism strategies, new suburbs and even cities.

AILA advocates for the design of public transport systems as part of the urban structure, ensuring that they are fully integrated into the network of travel modes to efficiently meet the needs of the community. AILA recommends that landscape architects be part of the policy and planning process to ensure that outcomes:

- meet the social and economic needs of the present without compromising future generations' ability to meet their own needs
- protect the environment, locally and globally in the short and long term
- provide and promote lower carbon transport options
- enable safety and efficiency of the whole journey
- facilitate improved health and well-being through active travel choices.

AILA recommends that landscape architects are part of the team that undertakes transport system design and documentation to resolve issues such as:

- integration of the different transport modes (e.g. walking, cycling) to link with public transport
- provision of safety, functionality and comfort to encourage use of the services
- enrichment of places (place making) with lighting, signage, public art and street furniture

Well designed transport infrastructure can improve user amenity, convenience and safety for private and public transport options, as well as providing economic benefits in the context of a national connected network of a multi-modal system. Intelligent transport infrastructure design can also improve environmental quality, support local community functioning and give expression to cultural identity. The key to achieving such multifunctional outcomes is the appropriate engagement of multidisciplinary design and management teams from the earliest stages of, and throughout the full project development lifecycle. By integrating transport safety, convenience and aesthetics with sensitive response to social, ecological and topographical conditions, good design strategies can provide locally distinctive solutions which offer multifunctional performance benefits.



We would like to highlight some of the following concerns:

**Pacific Motorway upgrade M1/M3/Gateway merge in conjunction with Rochedale Metro Depot:**

- M1/M3/Gateway merge at Eight Mile Plains/Rochedale is planned to be upgraded at roughly the same time as the new depot. What consideration has there been of the overall Urban Design in conjunction with the Metro Depot which adjoins this massive bottleneck intersection?

**Proposed Metro Depot at Rochedale:**

- Clearing of some large native trees with potential to impact the habitat value of the site.

**Queensland Cultural Centre:**

- Indicates trees will be removed during construction from QPAC Green. Will these be replaced after construction?
- Further review of the proposed changes to the QPAC Green and other adjoining areas is required.

**Depot**

- While the existing land use does not present high amenity value, the depot will introduce a large change to the area involving a large amount of hardscape with low amenity value.
- Significant vegetation buffering to the M1 view corridor should be a priority to establish adequate screening of the depot site from the road.

**Griffith University**

- The existing native vegetation linking to adjacent bushland contributes to the distinct visual corridor noted at this location that is defined by the topography, Toohey forest, and Mt Gravatt.
- Removal of vegetation to this location will impact on the M1 view corridor.
- As per chapter 12 of the DDR, The vegetation is classified as being of high ecological significance in the City Plan and significant under NALL.
- Is the bus turnaround required at this station? Can it be located to a location outside of any ecologically significant areas?

**South Brisbane**

- Several existing large Tipuana trees contribute significantly to shade and amenity of the area. The trees provide the only significant vegetation / softening to the location which is dominated by built form.
- Chapter 12 confirms that the trees to QPAC Green will be removed and replaced. Adequate provisions should be made for their replacement with suitable mature trees.
- The proposed new station site to the opposite intersection corner could provide suitable opportunities to incorporate significant trees vegetation where possible.
- The scale of work to the underground station warrants consideration of the numerous visual and physical barriers that form the existing station that have negatively impacted the amenity and permeability of the QPAC precinct. As noted in chapter 17 of the DDR, the busway station is identified as an intrusive element in the QCCMP. It impedes the visual and physical connectivity between QPAC and QM and QAG. This is a good opportunity to resolve the urban design issues in this location.

**Adelaide Street**

- The existing Leopard trees provide a distinctive environment like no other location in the city due to their significant shade attributes and elegant form.



- Chapter 12 confirms that the trees to Adelaide Street will be removed and replaced. The proposed removal of the Leopard trees is a significant impact to the amenity of Adelaide Street. The final outcome should include suitable measures to re-establish the avenue street planting with mature stock. All options to retain these street trees should be investigated.

There is a substantive body of research which suggests that the built environment influences health behaviours and health risks such as physical inactivity. It is well documented that use of public transportation and transit-oriented development with high walkability, and compact, mixed land use can offer many health benefits. These include increased physical activity (reduced BMI), better mental health and social capital, and reduced traffic emissions and traffic-related injuries. AILA commends Brisbane City Council for aiming to improve the public transport offering available in the city.

Landscape architecture plays an important role in developing strategies and route alignments and for urban renewal around stations and along transit routes to ensure the legibility, walkability and desirability of the public realm encourages a less car-dependent lifestyle.

We would welcome the opportunity to discuss these issues above inline with AILA's policy on Public Transport, ensuring cycle and pedestrian connectivity and environmental concerns are well considered. Should you have any queries or wish to discuss, please contact Georgina Scriha, AILA Queensland Chapter Manager on 0417 666 622 or [georgina.scriha@aila.org.au](mailto:georgina.scriha@aila.org.au).

Yours sincerely,

**David Uhlmann**  
AILA Queensland President