CHAPTER 17
Urban and visual amenity
17. Urban and visual amenity

This chapter assesses potential impacts on urban and visual amenity values. It provides an overview of the existing and urban environment near the Brisbane Metro alignment and assesses potential impacts of the infrastructure on these values. Strategies to manage potential impacts are also recommended.

17.1 Assessment methodology

The study area for this assessment is described in Chapter 1. This assessment involved a qualitative review of visual and urban amenity impacts of Brisbane Metro focused on areas of new or modified infrastructure. The assessment considers impacts on urban amenity from the construction and operation of Brisbane Metro. Construction amenity impacts are expected to mainly relate to temporary changes in the urban landscape at key construction worksites.

Visual and urban amenity impacts associated with new infrastructure and operation will have varying degrees of impact, related to the level of proposed change at each location impacted. This assessment has classified proposed works as follows.

- No works – the majority of the busway alignment will have no modifications as a result of the Brisbane Metro.
- Minor works – small scale changes to existing busway stations or busway infrastructure (e.g. minor platform extensions (i.e. up to 10 metres), provision of passenger information and off-board ticketing, changes to existing layover and turnarounds, and upgrades to signage and ticketing at each station). These works are not expected to change the nature or setting of the existing busway or busway stations. Minor works generally result in minor station amenity improvements. Many of the Brisbane Metro upgrades fall within this classification.
- Moderate works – works are those that may result in changes to the existing stations (e.g. platform extensions greater than 10 metres) however do not result in modifications to the urban environment surrounding the station. These interventions may result in changes in customer perceptions of the station or busway amenity. Assessment and mitigations for these changes are described in section 17.6.
- Significant works – where new works are required that are outside of the existing stations or busway corridor there is a potential for impacts to urban amenity in the surrounding area. More detailed assessment of the potential impacts and their mitigation are provided in section 17.6.

17.2 Legislative and policy context

Urban amenity guidance applicable to Brisbane Metro includes Queensland Government and Council government guidance.

*ShapingSEQ* notes that achieving high-quality urban amenity and greater levels of inner city accessibility as key to unlocking the CBD and inner city. High-quality design is central to Goal 5 of *ShapingSEQ*, which recognises the importance of the creation of high quality subtropical urban spaces in improving liveability outcomes within South East Queensland.

City Plan is Council’s principal tool for the management of urban development. Goals of City Plan include the establishment of high quality urban environments and public spaces, which exhibit good urban design, resulting in places and spaces that are highly functional, accessible, attractive and sustainable. City Plan also supports design that maintains and promotes links to the city’s history and heritage places, reinforces opportunities arising from the city’s subtropical climate and promotes safe and comfortable urban amenity.

The City Centre Master Plan outlines Council’s vision for the city centre, including a number of areas influenced by the location of Brisbane Metro. The City Centre Master Plan includes design objectives in relation to Queen and Adelaide Streets.
The *Queensland Cultural Centre Conservation Management Plan*\(^1\) provides conservation objectives and measures for the Queensland Cultural Centre. This includes objectives related to the visual setting of the Cultural Centre when viewed from locations within and surrounding the Cultural Centre.

### 17.3 Existing environment

The majority of the Brisbane Metro corridor is existing busway (South East Busway, Eastern Busway and Inner Northern Busway) and is part of the current visual environment and urban amenity. The South East Busway adjoins the Pacific Motorway providing a strong transport visual presence travelling through built up urban areas into the inner city, apart from Toohey Forest. The Eastern Busway, west of the Pacific Motorway, travels through built up urban areas to open space areas and the Brisbane River at Dutton Park and the University of Queensland. The Inner Northern Busway travels from the built up CBD, through Victoria Park towards the built up areas of Herston.

#### 17.3.1 Rochdale to Upper Mt Gravatt

This section of the study area comprises existing busway stations at Eight Mile Plains and Upper Mt Gravatt. A depot for Brisbane Metro is proposed to be established at School Road, Rochedale, southeast of the junction of the Gateway and Pacific motorways. This area is zoned as ‘emerging community’ in the City Plan and is undergoing a gradual transition from rural uses to more urban uses including low and medium residential development.

Transport infrastructure are key features of this section of the study area, with the existing South East Busway and busway stations located immediately adjacent to the Pacific Motorway. Land uses adjoining the busway to the east are typically transport related or commercial uses. Eight Mile Plains station is located north of the Gateway Motorway and Pacific Motorway merge. It includes a park ‘n’ ride facility to the north between the busway station and Miles Plating Road. Upper Mt Gravatt station is located below ground adjacent to the Garden City Shopping Centre. A surface level plaza is located above the busway that provides pedestrian access and connectivity to local bus services.

#### 17.3.2 Mt Gravatt to Greenslopes.

The busway is located adjacent to the Pacific Motorway in this section of the study area and is generally screened from surrounding residential uses by existing acoustic barriers or the location of the motorway within large sections of cutting. North of Klumpp Road the existing busway passes next to Toohey Forest Park.

Griffith University station is located adjacent to the western edge of the Griffith University Mt Gravatt campus. This part of the university includes a number of car parking areas and sports facilities. The station is generally screened by existing vegetation within the university campus. Views to the station from within the campus are provided along Sports Road and assist in wayfinding. Vegetation adjacent to and within the busway corridor and university campus currently screens the motorway and busway from within the university campus as well as the car parking areas when viewed from the busway and the motorway.

Holland Park and Greenslopes stations are located immediately adjacent to the motorway in transport dominated environments. Proposed changes to these stations will involve minor upgrades.

#### 17.3.3 Woolloongabba to St Lucia

The South East Busway in this section of the study area is located in highly urbanised areas, some of which are undergoing change and new development. In particular, O’Keefe Street between the Pacific Motorway and Logan Road, near the Buranda station, is undergoing rapid change through the development of the Buranda TOD project. Existing stations provide direct links to adjacent major employment, recreation and transport nodes.

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\(^1\) Conrad Gargett (2017) *Queensland Cultural Centre Conservation Management Plan*, prepared for Arts Queensland
17.3.4 South Brisbane

The existing busway through South Brisbane is located in a series of tunnels, deep-cuttings or on elevated structure. The busway alignment in this section of the study area is largely screened by other development.

North of South Bank station, the busway passes under the BCEC before exiting at the Melbourne Street busway portal, beneath the railway bridge. This section of Melbourne Street, between Hope and Grey Streets, contains transport infrastructure including the existing busway portal (refer to Figure 17.1), and currently presents a highly cluttered urban environment. A number of safety fences and barriers are in place that restrict pedestrian movement along and across Melbourne Street. The existing intersection of Melbourne and Grey Streets is dominated by transport elements and has restricted pedestrian access across Melbourne Street, on the eastern side of Grey Street (refer to Figure 17.2).

Figure 17.1: Melbourne Street and the existing busway portal

Figure 17.2: Melbourne and Grey Streets intersection

The existing Cultural Centre station is located on Melbourne Street between QPAC and the Queensland Museum and Queensland Art Gallery. These cultural facilities form part of the State heritage listed Queensland Cultural Centre. The station includes three sets of stairs and lifts connecting with an existing elevated walkway across Melbourne Street (refer to Figure 17.3). The existing busway station and lifts are identified as an intrusive element within the Queensland Cultural Centre Conservation Management Plan. In particular, the
conservation management plan identifies that the busway impedes the visual and physical connectivity between QPAC and the Queensland Museum and Queensland Art Gallery.

QPAC Green is located at the corner of Melbourne and Grey Streets (refer to Figure 17.4). QPAC Green is an open space that includes Tipuana trees fronting Grey and Melbourne Streets, which was originally designed as a ‘shady haven’ for ‘more leisurely activities’\(^2\). QPAC Green includes a café and outdoor seating and temporary stage used for informal performances. It also provides an important access point to QPAC and has become a highly activated space as pedestrian traffic in South Brisbane has increased\(^4\).

**Figure 17.3: Existing Cultural Centre station**

![Figure 17.3: Existing Cultural Centre station](image)

**Figure 17.4: QPAC Green viewed from Melbourne Street**

![Figure 17.4: QPAC Green viewed from Melbourne Street](image)

### 17.3.5 Brisbane CBD

The existing busway crosses Victoria Bridge and enters the QSBS portal at North Quay. Victoria Bridge is currently used by a large numbers of buses using the upstream lanes and general traffic using the downstream lanes. Pedestrian only access is provided on the downstream side of the bridge, with a shared pedestrian and

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2 Conrad Gargett (2017)
3 Conrad Gargett (2017)
4 Conrad Gargett (2017)
cyclist access provided on the upstream side. North Quay between Queen and Adelaide Streets is a heavily used by buses and general traffic. It provides bus access to the QSBS and Adelaide Street bus stops. Pedestrian access is provided across North Quay to Reddacliff Place from the northern and southern sides of Victoria Bridge and along both sides of North Quay. A connection is also provided to the Bicentennial bikeway near the junction of Victoria Bridge and North Quay (refer to Figure 17.5).

The metro alignment travels along North Quay into Adelaide Street. Adelaide Street has a large number of established street trees along the entire length of the street between George Street and Albert Street. Smaller buildings, most with awnings, provide some variation to the pedestrian experience on the southern side, while the northern side is occupied by City Hall and the development at 275 George Street. The street plays an important role in providing access to a large number of bus routes and seating, shelters and signage along both sides of the street.

North of King George Square station, the busway extends underground beneath Ann Street and Turbot Street and onto an elevated structure at Roma Street station. Key uses in this area include the Roma Street railway station and the Brisbane Transit Centre. Parts of this area are proposed to be redeveloped as part of the proposed CRR project.

Figure 17.5: Existing footpath and trees on the west side of North Quay

17.3.6 Kelvin Grove to Herston

In this section of the study area the busway passes adjacent to the Roma Street rail yards and Countess Street before crossing the ICB and passing through the Victoria Park Golf Course. The busway is located in tunnel and deep-cut through the golf course before entering an elevated structure adjacent to the RBWH. The stations in this section of the busway are typically at grade (or in deep-cut) with the exception of RBWH, which is located on an elevated structure.

17.4 Construction impacts

During construction, the majority of the existing busways will not be subject to construction works, so no changes to amenity are anticipated.

Temporary impacts on amenity may occur in those areas near to the major construction sites due to changes in local access, increased noise and dust. Further discussion of these impacts and proposed mitigation measures
is provided in Chapter 6, Chapter 10 and Chapter 11, respectively. Temporary changes in visual amenity may also be experienced at locations near to construction works from the presence of construction infrastructure such as acoustic hoardings, worksite fencing and site offices. While these impacts will result in immediate changes to the urban and visual amenity, they would generally be short-term.

The greatest impacts of construction on urban and visual amenity are likely to occur from construction activities at the Cultural Centre precinct and North Quay and Adelaide Street. This is due to the higher levels of pedestrians in these areas, the existing levels of amenity of surrounding public spaces, and extended periods of construction (i.e. up to three years). Consideration will be given to maintaining a reasonable level of pedestrian amenity adjacent to construction activities in these areas to minimise potential impacts, for example, use of decorative or informative hoardings.

Construction will impact on the streetscape of Adelaide Street between George Street and Albert Street. Construction of the cut-and-cover tunnel will require removal of established street trees between George and Albert Streets, including trees adjacent to City Hall.

Light-spill from night-time construction works and security and safety lighting at construction areas may result in temporary impacts on night-time amenity for properties surrounding worksites. This could impact sensitive surrounding land uses (e.g. residential uses). Locations within the inner city or near major roads are currently well-lit and are likely to be less sensitive to changes in lighting levels. Consideration of sensitive receptors in the placement of construction lighting and use of directionally-controlled, shielded lights to minimise light spill are expected to manage potential impacts on surrounding properties.

17.5 Operational impacts

The majority of the alignment during operation, will reflect the current busway infrastructure and no amenity changes are expected. Where minor works are undertaken to the majority of existing busway stations, minor amenity improvements are anticipated.

Impacts on urban and visual amenity will generally occur in areas of new infrastructure such as the depot, Griffith University station, Cultural Centre precinct, and North Quay and Adelaide Street. These are generally associated with changes to existing streetscapes, removal of vegetation and presence of new infrastructure.

17.5.1 Rochedale to Upper Mt Gravatt

The metro depot will be located in an existing semi-rural area adjacent to the Gateway and Pacific Motorways at Rochedale. As indicated in section 17.3.1, this area is undergoing a gradual transition to more urban uses including low and medium residential development. The metro depot represents a change from the existing rural character and will be visible from residential properties in areas surrounding School Road. The use of screening and landscape plantings will assist in managing potential visual impacts of the metro depot when viewed from adjoining roads and surrounding communities.

When viewed from the Gateway or Pacific Motorways, the metro depot is expected to be consistent with other light industrial and commercial uses adjacent to the motorways and will reflect the transport character of areas immediately surrounding the junction of the motorways. The location of the metro depot next to the motorway would provide a buffer to residential dwellings from motorway noise impacts.

The metro depot will require lighting for safety and security purposes. Based on existing Council bus depots, the lighting is likely to be of a similar scale and intensity to urban street lighting. The lighting has potential to impact on the night-time amenity of existing semi-rural properties surrounding the site, although these impacts are likely to reduce over time as the area transitions to urban uses and the intensity of the depot lighting would be consistent with lighting provided to surrounding urban uses. To minimise potential for depot lighting to impact future residential development within the Rochedale areas, all safety and security lighting for the depot will be designed in accordance with the requirements of Australian Standard AS 4282-1997 Control of the obtrusive effects of outdoor lighting and the City Plan outdoor lighting code.
Changes to the Eight Mile Plains and Upper Mt Gravatt stations are expected to be minor (e.g. platform modifications). Reinstatement and other works at these stations are expected to result in minor enhancements to station amenity outcomes at these locations.

17.5.2 Mt Gravatt to Greenslopes

Holland Park, Griffith University and Greenslopes stations are located immediately adjacent to the motorway in transport dominated environments. Proposed changes to these stations involve minor access and platform upgrades. Reinstatement and other works undertaken are expected to result in minor improvements in station amenity.

A bus turnaround and layover facility is proposed to be located north of Griffith University station. This will require the removal of an existing vegetated ridge adjacent to the existing busway and some vegetation within the busway corridor and Griffith University Mt Gravatt campus. As indicated in section 17.3.2, this currently provides a visual buffer between the motorway and busway and University and provides a visual screen of the motorway from within the University campus. Removal of the vegetation is likely to change views to the motorway from the university. Increased visibility of the motorway corridor from the University may increase perceptions about the impacts of motorway noise. Following construction, areas disturbed by construction will be rehabilitated and revegetated and these impacts are likely to diminish over time as screening vegetation becomes established.

Minimising the extent of vegetation clearing is also expected to minimise the visual impacts in this area.

17.5.3 Woolloongabba to St Lucia

Reinstatement and other works are expected to result in minor improvements in station amenity. As indicated in section 17.3.3, O’Keefe Street is undergoing rapid change through the development of the Buranda TOD. The reinstatement of the station forecourt provides an opportunity to improve integration of the busway station with the existing railway station and adjacent urban development.

17.5.4 South Brisbane

Brisbane Metro will result in significant changes to the public realm within and adjoining the Cultural Centre precinct, including Grey and Melbourne Streets.

As indicated in section 17.3.4, Melbourne Street between Hope and Grey Streets contains transport infrastructure (roads and railway), fences and barriers that restrict pedestrian movement along and across Melbourne Street. Removal of the Melbourne Street safety fencing and barriers and the Melbourne Street busway portal, will improve pedestrian access and allow pedestrian movement to be prioritised along and across Melbourne Street. This is expected to have beneficial impacts on pedestrian amenity and provide opportunities to extend existing streetscape treatments along Melbourne Street, linking West End to Victoria Bridge and the CBD.

The existing intersection of Melbourne and Grey Streets is a strong transport element and has restricted pedestrian access on the eastern arm of the intersection. The new underground Cultural Centre station will facilitate improvements to surface urban amenity at the Cultural Centre precinct, including revitalisation of the area southwest of the Melbourne and Grey Street intersection and converting the intersection of Grey Street and Melbourne Street to a scramble crossing. The scramble crossing will allow pedestrian access across all arms of the intersection and increases in pavement widths, which supports enhanced pedestrian amenity. A new surface level pedestrian crossing beneath the existing Cultural Centre pedestrian bridge will also enhance pedestrian amenity within the precinct.

Access to the new underground station is proposed to be provided from a public plaza with canopy over at the south-west corner of Grey and Melbourne Streets. Surface bus stops for West End bus services will also be installed on Melbourne Street beneath the existing rail overpass, with these integrated into the surrounding public realm. A public plaza at this location will reinforce its importance as a key transportation node, with the plaza and overhead canopy highlighting the location of the stations within the broader landscape and improve the arrival experience of Brisbane Metro and rail customers travelling to and from the Cultural Centre and South
Bank. These improvements are also expected to facilitate better interchange between Brisbane Metro and local bus services with the passenger rail network.

Brisbane Metro will change the existing urban environment in and around the Queensland Cultural Centre. The new Cultural Centre station works will facilitate public realm improvements and reduce transport and pedestrian conflicts. In particular, the proposed relocation of the existing busway station lifts from the footpath will allow increased public realm for pedestrian circulation, while the closure of the Melbourne Street access to the Stanley Street loop will remove this existing conflict point for pedestrians. An enhanced public realm is expected to encourage Cultural Centre buildings to re-engage with the street where possible. Improved access and amenity to and within the precinct will reinforce its importance as a world class cultural and entertainment location.

The alignment of the underground Brisbane Metro station will be partly beneath QPAC Green at the corner of Melbourne and Grey Streets, which will require removal and reinstatement of QPAC Green. The Queensland Cultural Centre Conservation Management Plan identifies this area, external planters and mature trees as important elements to the conservation significance of the Cultural Centre precinct. Brisbane Metro construction will also require the removal of a number of mature Tipuana tipu. The works will facilitate the removal of a number of existing elements within QPAC Green that have been identified within the Conservation Management Plan as intrusive (refer to Figure 17.4). Following construction, QPAC Green will be reinstated for its existing use in consultation with QPAC and other Cultural Centre stakeholders.

Opportunities exist for the reinstatement of QPAC Green to allow a greater degree of visual and physical engagement between QPAC and the street. Council has commenced consultation with QPAC and Cultural Centre stakeholders about Brisbane Metro and will continue to consult with these stakeholders about the reinstatement of QPAC Green.

The gateway to the Cultural Centre precinct from the CBD will be transformed, with the existing congested surface busway station and its limited pedestrian accessibility remade into a boulevard, commensurate with the Cultural Centre’s facilities. The Conservation Management Plan for the Queensland Cultural Centre highlights that the existing busway station and associated lifts and stairs are intrusive elements, impacting the visual and physical connections between QPAC and Queensland Museum and Queensland Art Gallery. Removal of the existing busway shelters, platforms and central lifts and stairs, and relocation of the outer lifts will support improved visual connections to and between cultural facilities either side of Melbourne Street by removing the existing, high level, visual barriers within the road corridor.

The transition structure between Victoria Bridge and the proposed underground station will be located in the area of the existing busway station. The ramped portion of the transition structure will require a barrier extending toward Victoria Bridge. The design of the barriers will be important in facilitating improved visual connections to elements of the Queensland Cultural Centre. Barrier designs should include consideration of a requirement to maintain views to the different elements of the Cultural Centre when viewed from the footpath or approach from Victoria Bridge.

Brisbane Metro will result in a number of changes to Victoria Bridge, including removal of private vehicle traffic, widening of the southern footpath and widening of pavements within the Cultural Centre precinct at the western end of the bridge. The removal of queued traffic, in particular buses, from the bridge is expected to improve pedestrian amenity and facilitate views in both directions for users on both side of the bridge.

17.5.5 Brisbane CBD

The connection between Queen Street and Victoria Bridge is identified within the City Centre Master Plan as an important link in the strategic pedestrian spine linking South Brisbane, Queen Street and New Farm/Fortitude Valley. Maintaining a high level of pedestrian and cyclist connectivity at this location is important to maintaining and enhancing this link. Pedestrian and cycle connectivity across North Quay to Reddacliff Place and the CBD will be maintained from the upstream side of Victoria Bridge. Enhanced pedestrian access between the downstream path of Victoria Bridge and Reddacliff Place will be achieved through the modification of the

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5 Conrad Gargett (2017)
pedestrian crossing at William Street and Queen’s Wharf Road and widening of the downstream path across Victoria Bridge.

Changes to North Quay may result in a small amount of vegetation being removed on the steep embankment on the western side of North Quay to facilitate pavement and footpath widening. Removal of these trees is likely to improve visual access to the river, and across to the Cultural Centre precinct and Walter Taylor Range from this location. An assessment of the ecological significance of vegetation within the study area is provided in Chapter 12.

Adelaide Street is identified as a key retail and transit street within the City Centre Master Plan. Brisbane Metro would be within Adelaide Street between North Quay and Albert Street. As indicated in section 17.3.5, the street in this location is dominated by mature street trees, active retail frontage and a large amount of street furniture associated within public transport stops. Between North Quay and George Street, the existing bus lanes will be replaced within the transition structure to the Adelaide Street tunnel. The transition structure will prevent pedestrians crossing Adelaide Street at North Quay, and incorporate barriers around the transition structure for safety. These barriers are expected to have a minimal impact on the amenity of this section of Adelaide Street. Pedestrian crossing of Adelaide Street will be retained at George Street and these changes represent a small change to the existing character of this section of the street.

Reinstatement works for Adelaide Street provide an opportunity to rationalise and revitalise the existing patterns of street furniture, canopies and awnings in this area to provide a more cohesive pedestrian and transit user experience.

From Adelaide Street onwards, Brisbane Metro will use existing busway infrastructure with minor changes anticipated at each of the stations. Changes proposed at King George Square station will be contained to the existing station and are generally minor in nature. Changes at Roma Street station will require lengthening of the existing platforms. It is acknowledged that changes at this location would be undertaken as a part of more widespread changes to the busway and railway station envisaged as part of the proposed CRR project. Combined, Brisbane Metro and the proposed CRR project provide a significant opportunity to improve the amenity of this important interchange location.

17.5.6 Kelvin Grove to Herston

Within the northern section of the study area, changes at existing stations will generally be minor. Additionally, minor changes are proposed to the bus turnaround at Ernie’s Roundabout, north of the RBWH station. The works undertaken as a part of Brisbane Metro are expected to result in minor improvements in station amenity.

17.6 Mitigation and management

The following mitigation and management measures are identified to mitigate potential visual and urban amenity impacts of Brisbane Metro and to enhance project outcomes.

- Incorporate landscape screening on all frontages of the proposed depot to reduce visual impacts on future residents.
- Depot lighting should be designed in accordance with the requirement of AS 4282-1997 Control of the obtrusive effects of outdoor lighting in accordance with the requirements of City Plan.
- Detailed design of the proposed bus turnaround and layover facility at Griffith University station should minimise the extent of required vegetation clearing and earthworks to minimise the visual impacts of the metro. Areas disturbed by construction will be rehabilitated and revegetated with appropriate native species and in consultation with Griffith University.
- The reinstatement of the surface level plaza at Buranda station should consider opportunities to link to the adjacent Buranda TOD and railway station.
- A streetscape strategy will be developed to inform above ground Brisbane Metro works at the Cultural Centre precinct. The strategy will be prepared in consultation with key stakeholders and address such things as the location of street furniture, plantings, wayfinding and directional signage, key view lines and the design of Brisbane Metro surface infrastructure.
• The design of barriers at the transition structures will take into account the need to maintain views to and within the Queensland Cultural Centre (South Brisbane) and to the Brisbane River (North Quay/Adelaide Street).

• Reinstatement and surface works within Adelaide Street will be undertaken in accordance with a streetscape strategy which meets the intent of the City Centre Master Plan.

During construction, the following mitigations will be applied to minimise visual and urban amenity impacts of proposed works:

• minimise as far as practicable the area required for construction
• minimise clearing footprints associated with clearing north of Griffith University station
• incorporate decorative or informative hoardings in key works areas.

17.7 Summary

Brisbane Metro will predominantly reuse and enhance existing busway infrastructure. Where existing infrastructure is reused, no amenity impacts are anticipated. Limited works at existing stations are expected to have minor station amenity improvements. In a number of locations, new or substantially altered infrastructure is proposed.

For areas where new infrastructure is required, Brisbane Metro is expected to result in the following impacts.

• Construction of the new underground Cultural Centre station will facilitate surface level enhancements at the intersection of Melbourne and Grey Streets, extending towards the existing tunnel entrance onto Melbourne Street. Improvements include improved pedestrian access, street level activation and plaza development linking Brisbane Metro and South Brisbane railway station and removal of pedestrian fences and the busway portal in Melbourne Street.

• Within the Cultural Centre precinct, removal of the existing surface bus station and its replacement with the transition structure and smaller bus stops will support improved amenity of this location. In particular, removing a large amount of visual clutter and bus station infrastructure from Melbourne Street is expected to improve visual connections to and between QPAC, the Queensland Museum and Queensland Art Gallery. These works will also improve pedestrian access through the precinct, by removing obstructions within the pedestrian realm in this area.

• Construction of the new underground Cultural Centre station will result in the loss of a number of existing mature trees within QPAC Green. Ongoing engagement with QPAC and Cultural Centre stakeholders will be undertaken to identify appropriate mitigations in this area.

• The removal of general traffic and the queuing of buses, from Victoria Bridge is expected to improve pedestrian amenity and facilitate views in both directions for users on both side of the bridge.

• Cut-and-cover construction of the Adelaide Street tunnel will result in the loss of some mature street trees between George and Albert Streets. Reinstatement works should consider opportunities to rationalise and revitalise the existing street environment.