

Submission on Kangaroo Point South Neighbourhood Plan

General Comments

I support the objective of the Kangaroo Point South Neighbourhood Plan (KPSNP) to identify areas suitable for increased development so achieving the aims of the South East Queensland Regional Plan for a more compact urban footprint to prevent urban sprawl along the entirety of the South East Queensland seaboard.

The inner southern suburbs provide excellent opportunities for redevelopment of reasonably large sites such as the Go Print site and the motor services businesses in Woolloongabba. The redevelopment of these sites is supported so long as it is appropriate development on appropriate sites.

Strategic Approach

The KPSNP must be seen within the context of the redevelopment of the inner southern suburbs in total. Unfortunately, not one of the adjacent Neighbourhood Plans is considered or referred to in the KPSNP Executive Summary May 2010.

The eastern boundary of the KPSNP area is the SE Freeway. Major roads are real barriers to community cohesion but they should not be used as a barrier when considering transport related redevelopment opportunities. In fact it is illogical to do so. The KPSNP must take into account the major infrastructure in surrounding suburbs beyond the boundaries of the study area.

The West End Woolloongabba Local Plan, the Woolloongabba Centre Neighbourhood Plan, the South Brisbane Riverside Neighbourhood Plan and the Eastern Corridor Neighbourhood Plan have currency when considering the development proposal of the KPSNP.

These Neighbourhood Plans pre-dated the CrossRiver Rail proposal and the significant infrastructure investment this represents for the suburb of Woolloongabba.

Recommendation 1

A review should be undertaken and released as an additional document of the KPSNP to identify the redevelopment opportunities when the inner southern suburbs are considered as a whole. The River City Blue Print planning exercise would be the basis of that review.

The review should maximise the redevelopment of existing land 'isolated' by transport infrastructure along Stanley Street and the southern boundary of the KPSNP.

Reassessment of renewal policy

Melbourne's strategic planning document *Transforming Australian Cities: for a more financially viable and sustainable future* July 2009 refutes the basic tenant of the KPSNP that high rise buildings equate to greater population densities. When sustainable development criteria are considered, the benefits of high rise development are further diminished. The consumption of water and energy per capital in high rise is generally

higher than detached dwellings as is the cost of construction, the financial risk for the developer and the lack of community support for high rise development. These factors should be taken into account when proposing 10 and 20 storey developments in KPSNP and as a consequence lower heights adopted.

Recommendation 2

A review of the population projections should be undertaken to ascertain the projected population for the area of KPSNP if the same area was designated for five – six storey building heights (with a few designated 8 storey heights) with an increased plot ratio of 2 and a higher level of take up of the redevelopment potential.

Protecting of Character Houses

Brisbane residents have consistently supported the protection of the “tin and timber” character houses of our City. The consultation on the KPSNP has reaffirmed strongly this position.

The proposed removal of character houses from the Demolition Control Precinct (DCP) is compounded by the potential demolition of tin and timber dwellings not in the Demolition Control Precinct such as the homes in Baines Street, Woolloongabba. I estimated more than 155 dwellings, considered as character houses by the community, will be lost potentially if the KPSNP proposals are approved. This outcome is not supported.

The Neighbourhood Plan presents the opportunity to increase the protection to character houses by placing in Character Residential Area classification in the Brisbane City Plan the three residential precincts: Raymond Park North, Raymond Park West and Raymond Park South. Further the KPSNP enables Council to strengthen the protection offered by a DCP by removing the two of three character houses requirement and instead protect any house identified as a character house whether a ‘singleton’ or part of a group of houses.

I believe this proposal would be supported by the residents of the three proposed residential precincts. However, the community support for this proposal would need to be tested. It is disappointing that I was not consulted prior to the release of the KPSNP so negating the opportunity to include this proposal in the first instance.

It is evident from the objections from local residents affected by Neighbourhood Plans being undertaken currently across the City that Council has to be more responsive to local issues and local community.

Recommendation 3

That the protection of the character houses should be extended to protection of individual character houses through the provisions of the KPSNP.

There is a precedent for varying the Brisbane City Plan DCP criteria in the KPSNP as the Sherwood Graceville Neighbourhood Plan proposes additional protection of large character dwellings on large sites in the Westside Character Precinct.

Transport Issues

Transport issues are critical to the KPSNP. The area is adversely impacted by the major arterials of Vulture Street, Main Street, Shafston Avenue and Wellington Road and to a lesser extent River Terrace.

There is limited East West access through the study area. The lack of access to the CBD or Brisbane River limits what would normal be ready access to CBD and SouthBank cultural facilities.

The failure of the Gabba Traffic Area to manage the influx of parking during events at The Gabba Cricket Ground should be addressed by the KPSNP. It has been in place for at least a decade, yet it is not understood by residents of our City.

Parking is a major concern for many residents within the Plan area compounded by a number of very narrow streets. The extent of the on street parking is a combination of high level of rental properties in the area and properties with limited off street parking. Residents have a very real concern that high rise development will mean more kerbside parking as this is characteristic behaviour of unit dwellers across the City.

Residents and the business community wish appropriate enforcement of The Gabba Traffic Area two hourly parking restrictions. They reject the need for car parking meters particularly in their residential streets.

Traffic congestion in existing streets is a concern. Residents believe a number of these streets are at capacity. One measure to minimise the number of vehicles associated with new apartments would be to specify the provision of a car pool scheme is required for developments above a certain GFA. The system would be that the Body Corporate or an external car hire company provide vehicles that are stored on site and available for the use of the residents so minimising the need for parking spaces and encouraging judicious use of vehicles.

Recommendation 4

The KPSNP should specify car pooling schemes are provided in development of major development approvals.

The existing bus service along Main Street is limited to half hourly services. In view of the proximity to the CBD and the limited access dictated by topography, the public transport service along Main Street must be improved. There are residents in a number of streets within the Neighbourhood Plan area that can not avail themselves readily of the bus services along Stanley Street or Shafston Avenue. They are essentially in a public transport 'shadow' with high frequency services all around but limited services for their needs.

I am also advised the #227 and #232 bus services along Shafston Avenue are irregular and unreliable. The SPRNP should review the existing bus services and propose additional services where necessary.

The lack of a City Cat ferry service for the Kangaroo Point highlights the limited public transport services to this inner city suburb.

Finally, the lack of pedestrian and bicycle access along the East West axis in the Neighbourhood Plan area needs to be improved. This must extend to the access to the bottom of Kangaroo Cliffs and the Brisbane River. The indicative link in the vicinity of Walmsey Street is supported.

I am advised that the proposed additional traffic light at the Llewellyn Street/Main Street intersection would only be installed if existing traffic lights were removed. This information

has not been given to the public for comment. If the traffic lights at the Baines Street/Main Street intersection are removed it means one designated entry into the Raymond Park South Precinct but three into the Raymond Park North Precinct. I do not support this proposal and suggest no change to the existing traffic lights.

It is possible to provide a direct East West pedestrian access through Raymond Park to the existing lights on the corner of Baines and Main Streets intersections so the need for the traffic lights at the intersection of Sinclair Street for safe pedestrian crossing of Main Street is avoided.

The bicycle routes from North to South in Kangaroo Point are limited to River Terrace and Main Street and both are unsuitable as the kerbside pavement is narrow and traffic speeds high.

My access to the Precinct Plans was much appreciated as they provide additional information. The proposed bicycle access through the Go Print site is an excellent proposal that should be retained as one of the principle design features of the redevelopment.

There are significant transport issues pertaining to every transport mode within the KPSNP.

Recommendation 5

Council undertakes **a strategic review of the transport network for traffic movements from Story Bridge to the South East Freeway should be undertaken in addition to the Traffic and Vehicle Movement strategy in the Executive Summary May 2010. The review should also consider the reversal of the Wellington Road and Elfin Street and Latrobe Terrace couplet.**

Recommendation 6

No additional traffic lights are proposed in the KPSNP.

Recommendation 7

The traffic accessing the South East Freeway traffic via River Terrace and Leopard Street is diverted into an improved Main Street Stanley Street route with priority at traffic signals.

Recommendation 8

Kangaroo Point needs as a matter of urgency a highly access pedestrian and cycling route to the CBD and this should be the proposed pedestrian bridge to CBD in the vicinity of Alice Street.

Community Heart

The community consultation identified the lack of a retail 'heart' for this area. I believe the community wishes are divided on this issue. I am aware from doorknocking on this issue, current patronage of shopping centres is diverse and includes New Farm, Morningside and to a lesser extent Woolloongabba Central and Buranda. This would indicate a need for a community/retail hub. However I have received comments from residents who reject this need.

Two possible 'community heart' areas are proposed at complementary locations 'book ending' Raymond Park. They are at the Main Street/Baines Street intersection and the

Wellington Road/Waterloo Street precinct. However both these locations suffer the same serious limitation of being divided by four to six lanes of heavy traffic. Research shows there will be little effective interaction from one side of the 'community heart' area to the other. This may mean that both areas do not flourish but merely compete with each other. Two additional retail hubs with marginal viability would be the counterproductive especially as there is significant growth proposed for commercial retail uses along Lytton Road.

There is a strong argument for the Main Street 'community heart' to be located closer to the proposed railway station at the GoPrint site. The redevelopment of this site creates the best opportunity for a major "community heart" for the inner south suburbs. At this location it would be in close proximity to rail and bus public transport stations and would become an excellent example of a Transit Orientated Development.

It is doubtful that it is possible to deliver a similar 'community heart' further along Main Street particularly when the reality is that the public transport services along Main Street will always be secondary to the rail and busway services.

Further, there is no evidence that the predicted population growth of 6 000 residents and 14 000 workers can support the three "community hearts" if the redevelopment along Wellington Road is also included.

The KPSNP needs to establish there is a need for a 'community heart' at the Baines/Main Streets intersection, the GoPrint site and the Wellington Road site.

Recommendation 9

Council should release the economic study that guided the extent of the mix used development and the feasibility of the proposed location of the 'community heart' centres giving account to the proposed development of the GoPrint site.

The recommended eight storey development in Main Street between Llewellyn and Walmsey Streets will have a more significant adverse impact on the existing character housing in the side streets. The redevelopment will be associated with overshadowing, blocking of sunlight and prevailing breezes from the North East.

The proposed review of the Traffic and Vehicle Management may lead to the 'uncoupling' of Wellington Road and so making the location of a 'community heart' preferable along Wellington Road.

Recommendation 10

That the "community heart" for Kangaroo Point/East Brisbane is located within five storey development in the Wellington Road/Manilla Street precinct as this location has the best opportunity of an integrated development with less impact on existing residential community. The community hub for Main Street and Walmsey Street intersection should be reduced to a lower order retail centre surrounding the Pineapple Hotel.

Sustainability Strategy

The features of the Sustainability Strategy, in the Executive Strategy document are supported in principle. However, the KPSNP needs to provide the tools for achieving these outcomes.

The KPSNP should prescribe the process for affordable housing and diversity of housing choice. In recent years, the emphasis on the delivery of housing choice has dwindled.

I restate the evidence from *Reinventing Australian Cities* that if economic viability, cultural and social measures are included that high rise development would not be the basis of this Plan.

Recommendation 11

A more comprehensive approach to sustainability should be incorporated into this Neighbourhood Plan.

Another sustainability criteria to my thinking is the practicality of the plan. If the site area to plot ratio nexus does not reflect the existing allotment size or if the sites necessary for maximum development potential are askew with existing land holdings and block sizes then the approved KPSNP is likely to deliver urban decay. It takes some time to aggregate sites of 2 000 sq metres when allotment site are predominately 400 sq metres. This means sites will be left without maintenance for many years. **This is highly undesirable.**

The planning principle that “better outcomes are achieved from larger sites” is the basis of this Plan. However, there are few if any examples where large redevelopments on major roads have achieved high quality pedestrian friendly streets.

A pedestrian friendly street is usually defined by shade, pedestrian facilities **and fine grain retail land uses along the street.** There are few examples where this has been achieved. The Emporium and Woolloongabba Plaza and the western side of Grey Street South Brisbane have failed to do so.

Consequently reducing the minimum lot size for maximum development potential from 2, 000 sq metres is supported along Wellington Road and Main Street. This will achieve smaller developments and so greater diversity of built form and retail activity at the street level. This is one approach to retaining a sense of community.

This parameter conflicts with limiting the number of driveway access onto the major arterial roads. However on balance, high quality built form should be the principle objective. It should be possible to negotiated shared access arrangements for adjoining developments even if they are not undertaken at the same time.

Recommendation 12

The maximum allotment size is reduced along the Main Street and Wellington Road to encourage greater diversity of retail uses and buildings at street level in these streets.

This recommendation has an added benefit as it enables smaller enterprises to participate in the redevelopment of the area. In the main, these developers are exposed to less financial risk, seek fewer variations of Code requirements and have shorter project times. These are all highly desirable features.

Reduction of the maximum site areas along Vulture, Stanley Streets, Lytton Road and Shafston Avenue is not supported. The potential of redevelopments on these sites to tower over the existing one or two storey building is high. The proposed larger sites are appropriate as it provides an opportunity to set back the development from the sensitive boundaries.

Urban Design

The urban amenity is poor along Stanley Street, Main Street, Wellington Road and to a lesser extent Shafston Avenue. The KPSNP provides the opportunity to redress this reality. However this will only happen if design specifications for building facades are detailed. Design criteria for the interface of buildings footpaths (footpath planting more specifically) are contained within the Executive Strategy, Built Form Strategy. However it should be extended to outline the desired size for retail and commercial 'units' with street frontages and well as level of detail of building facade and signage.

The additional Precinct Plans show extensive streetscapes with awnings. The principle this is supported but it conflicts with boulevard treatment unless kerb build outs are proposed as is evident from Boundary Street West End. Certainly awnings are not shown on the Built-Form Strategy's diagrams on Building Interface Types.

Recommendation 13

An urban design guideline should be development for the redevelopment along the main arterial roads within the KPSNP. The design guideline should also address the streetscape issues where redevelopment has a significant frontage on a side street to ensure protection of the residential amenity. The conflicting objectives of boulevard treatment and awnings must be addressed in the guidelines.

Public Realm

The quality of the public realm is critical to the community's, both existing and future, acceptance to the renewal strategy of the KPSNP. The Plan should provide descriptions to differentiate the treatments and design objectives for Land Mark Buildings, Primary and Secondary Frontages. Examples of existing developments demonstrating these treatments should be included in the KPSNP for the community's benefit

The community needs confidence that urban nodes are more than a corner coffee shop and that a visually prominent landmark site is more than giving a development additional GFA. This has been the reality of these planning objectives in the past. .

Green Space Strategy

This strategy is dependent on high quality boulevard planting along the majority of the streets within the KPSNP area. I support this statement in principle but with major concerns about the delivery of this objective.

In 2008-09 Civic Cabinet received several briefings from Council officers advising that it is not possible in existing footpaths to create boulevards - particularly inner city footpath - due to the extent of subterranean infrastructure. Cabinet was told there was not sufficient space for deep planting are sufficiently regular intervals to create boulevards. The conclusion of the boulevard study was that opportunities at intersection, kerb build outs or unused road space were, in reality, the only future sites for any significant street planting. Therefore, the continued inclusion of boulevards within Neighbourhood Plan is misleading especially as they are always represented by solid green lines representing, to me anyway, uniform additional deep rooted street tree planting.

Recommendation 14

The KPSNP should include photographs of existing boulevard treatments in our City to assist to differentiate Shadeways, Subtropical Boulevards and Subtropical

Avenue. It is not possible to visualise the three different Boulevard treatments from the words in the KPSNP Executive Summary.

Housing Choice

The Raymond Park South Precinct provides for the greatest diversity of housing and housing choice within the KPSNP. The diversity of housing providing for a range of incomes has never been recreated through Local Area Plans and Neighbourhood Plans. It could be argued that renewal processes inherently result in more homogeneous areas. This should be prevented at all costs. The existing low cost accommodation offered by the rental properties in this precinct need to be either protected, or replaced.

The proposal for a Brisbane Housing Company development in Vulture Street with a combination of key workers and social housing is supported. This accommodation needs to be reproduced, ideally with smaller scale developments, within the KPSNP.

All of the high density development is proposed where currently there is existing affordable rental accommodation. The KSNP should adopt as a policy a no net loss of GFA of the low cost rental market housing within its boundaries. The delivery of this GFA should be negotiated on a pro rata basis for each development.

Comments on Specific Precincts

Main Street Precinct

The five storey maximum building heights for the North section of the precinct are supported but I have concerns about **the 12 storey development** proposed for the intersection of Baines / Main Streets. These concerns are strengthened by doubts about the economic viability of the 'community heart'. See comments under Community Heart.

Consistent with the *Transforming Australian Cities*, five storeys buildings along Main Street are supported particularly as additional height on the western side of Main Street will have an adverse impact on the adjacent existing character houses.

There must be an improved bus service along Main Street. Currently there is a 30 minute service which is relatively unreliable as it is frequently caught in traffic.

The boulevard proposal for Main Street is supported so long as it is delivered. Local residents and business owners must be given a commitment that the trees will be planted and a completion date nominated.

Wellington Street Precinct

The proposal for the mixed used development along Wellington Road is supported subject to an economic study to establish the viability of the proposed GFA for commercial uses.

A comparison with The Emporium has been used to describe the proposed development at the intersection of Waterloo Street and Wellington Road. I support in principle this proposal but reject it requires building heights of eight storeys.

Further, the KPSNP should demonstrate how it will manage the interface of the proposed eight storey buildings with the existing two storey dwellings along Kennedy Terrace and Geelong Street and if this is unacceptable to local residents this height should be reduced.

The new traffic lights at Mowbray Terrace and Waterloo Street will be a major benefit for the local community. However there is concern that they will impede traffic flow so the sequencing of the lights is imperative.

I am very concerned that residents in Potts Street and Kennedy Terrace, East Brisbane are unaware of the redevelopment potential proposed for this area.

Vulture Street Precinct

The main issue in this precinct is the interface with the heritage listed cottages in Mark Lane, the Russian Orthodox Cathedral of St Nicholas and St Joseph's Primary School and the high rise development proposed along Vulture Street. It is acknowledged that this major arterial road lends to higher development but the heritage significance of these buildings should be respected. This will mean the loss of development potential in this precinct.

The incorporation of an urban node to buffer the interface between redevelopment and the Russian Orthodox Cathedral of St Nicholas should be considered. This would highlight the heritage significance of this building while providing a public urban space.

Alternatively, Lahey Lane could be relocated beside the Heritage Listed church through a land swap with the owner of 324 Vulture Street site so increasing the distance of the redevelopment site from a number of sensitive sites.

The proposed through block linkages between Main Street and Wellington Road are strongly supported. The retention and protection of the canopy space of the fig tree at the corner of Main Street and Vulture Street must be enshrined in the KPSNP and given a NALL protection if it does not already have this listing.

The heritage significance of the German Club should be investigated in view of placing it on the Heritage Site List.

There is general concern in the community about the proposal for 12 and 20 storeys along this corridor. The Telecom building highlights the impact and intrusion of high rise development on the existing community. Once again the principles of *Transforming Australian Cities* should be considered rather than continuing to promote high rise development.

River Terrace Precinct

The role that River Terrace currently plays in the road network is contentious and less than desirable. One side of River Terrace is a major scenic outlook for our City with hundreds of tourists visiting daily while the other is a residential street. As well, River Terrace is the main access to the SE Freeway from the Story Bridge. This is an uncomfortable conflict of uses. The angle parking indicates that River Terrace should be a lower order road than its current traffic volumes illustrate.

Most local residents support the reduction in traffic in River Terrace for the following reasons:

- safety for pedestrians and all users of the Kangaroo Point Cliff outlook
- Kangaroo Point cliffs are heritage listed

- the linear park along the top of the cliffs should be widened to maximise the experience of this citywide tourist venue
- reduced traffic volumes would enable significant boulevard treatment of this street

On balance, I support the reduction of traffic volumes for River Terrace but **only if** the alternative access to the SE Freeway is enhanced through designated turn lanes and direct access from Stanley Street onto the S E Freeway. Currently this turn is banned in peak hour.

The proposed change to the alignment of the intersection of River Terrace and Main Street is opposed by a number of residents.

This proposal has merit and is supported subject to two conditions:

- The 'closed road' is designated as parkland, and
- The redevelopment of the land between the new road and Kangaroo Point Parkland contains a 'convention centre or reception facilities' that can be used in association with St Mary's Kangaroo Point and the parkland itself for weddings, conferences and trade conventions

The improved pedestrian access down the Kangaroo Point cliffs is strongly supported. This project should be implemented as soon as possible and safe pedestrian crossing devices installed along River Terrace.

Raymond Park Precinct

There is widespread support for improvements to Raymond Park including additional BBQs, shelters and tree planting. The increased activity within the park in the hope of reducing undesirable activities is supported. The improvement to stormwater drainage of the area is strongly supported.

The redevelopment of the existing houses edging the park into coffee shops, art galleries and possibly professional offices has little support.

This proposed change to land use is likely to be 'patchy' and protracted **if it occurs at all**. Existing residents appear to have high quality amenity and no intention to move. The transition period to the proposed use is likely to be associated with significant deterioration of amenity for neighbouring residents.

Recommendation 15

The Community: Residential: Community uses for the dwellings edging into Raymond Park are an innovative proposal. It could be limited to one or possibly two clusters of houses rather than all houses edging the Park. This would reduce the impact on existing residents while achieving the objective of have these buildings relate to the park. The retention of residential buildings will maintain the causal surveillance of the park.

The Pubic Realm Strategy, Executive Summary May 2010 proposes "Urban Plaza Space" for the North West corner of the park. This conflicts with the five storeys Landmark building proposed in the Main Street Precinct Plan while the Raymond Park Precinct Plan shows parkland.

A Plaza and a new building would conflict with its current stormwater drainage role. Hard surfaces of a plaza are likely to increase stormwater run off. The stormwater management role of Raymond Park needs to be augmented to relieve local flooding issues in Elliott Street and Rawlings Street.

I am very concerned that residents are not aware that a five storey building is proposed on this site, as I certainly wasn't till I requested the additional precinct plans that stated this site was for 'new development' but on only one of the Precinct Plans. **The loss of any existing parkland for building is not supported.**

Recommendation 16

Open space recreational activities for youth should be investigated for this area of park subject to retention of the existing trees and retention of the stormwater drainage role of this area of the parkland.

The Raymond Park Precinct Plan states that the Village Common area will accommodate the active recreation and community events while the existing area of the City Rovers lease becomes "passive recreation focused space". What does this mean for the lease of the soccer club? Residents have supported the retention of soccer and all the other informal sport uses of this area of the park.

Recommendation 17

The designation of the eastern side of Raymond Park for passive recreation is not supported as there is a demand for land for designated sport activities within this park.

The upgraded pedestrian access through Raymond Park shown on the Precinct Map should not prevent the use of the existing soccer field.

Recommendation 18

The village green proposal for Raymond Park is supported so long as the open space atmosphere is retained and it can accommodate informal cricket and touch football games can still take place.

Raymond Park North Precinct

The stated objective to preserve this existing residential area is strongly supported. The proposal to introduce stronger protection to character housing by including individual houses in the DCP applies to this Precinct.

The second signalised intersection at Pearson Street was installed as part of the Clem 7 project. These two access points disperse the traffic through this Precinct and are strongly supported by the local residents. It is imperative that the sequencing of the lights is optimised but the right hand turns north bound into Main Street are retained at Bell and Pearson Streets.

The most contentious issue for this Precinct relates to the interface between the proposed redevelopment along Shafston Avenue and the existing character houses in this Precinct. Detailed design guidelines prescribing access to the redevelopment along Shafston Avenue and the management of the loss of existing amenity due to higher buildings on the eastern and northern boundaries of existing properties are required so that local resident's concerns are managed.

Local residents are very concerned that traffic will egress the new development via Quinton, Pearson and Connors Street. This concern is based in reality as the KPSNP Executive Summary May 2010 does not address this issue.

Recommendation 19

The KPSNP must specify the parameters for access to redevelopment properties along Shafston Avenue specifically that it is not via the streets in the Raymond Park North Precinct.

The design of character tin and timber houses is that they are built to enable any breeze to cool the house. This design is part of the psyche of people who buy tin and timber houses. The blocking of the prevailing North East breezes means the performance of these character houses is adversely impacted and they become 'hot boxes'.

The regularly stated demand by Council for reduced residential energy consumption means that the prevailing breezes to this precinct need to be protected.

Recommendation 20

The KPSNP must acknowledge the adverse impact of redevelopment along Shafston Avenue on the existing dwellings in this precinct. The Neighbourhood Plan should include specific guidelines to manage the interface of one / two storey buildings with five storey buildings when sun light and breezes to the existing character houses are threatened. The set backs within the new development should be greater than the standard set backs within the Brisbane City Plan.

The inclusion 14 Rosina Street, Woolloongabba within the Shafston Avenue Precinct has been questioned by local residents. This is a wonderful character house with a Rosina Street frontage. While the neighbouring property is a brick house, Rosina Street is a relatively intact streetscape of character houses. If 14 Rosina Street was subject to redevelopment, then the intrusion of apartment buildings could progress some distance into this street. This is not supported by local residents nor is it desirable.

Recommendation 21

14 Rosina Street should be included in the Raymond Park North Precinct.

Residents have advised me of raw sewage in their property 'on several occasions' in the last few years in Pearson Street. The KPSNP must factor in the upgrade to the stormwater and sewer drainage in this precinct.

Raymond Park South Precinct

Without a doubt, the greatest changes to the existing residential community are proposed for this precinct. The KPSNP proposes the loss of all character housing in this precinct in spite of many wonderful examples of workers cottages and more comfortable pre-1946 houses. This proposal is rejected by the community.

A 'behind the wheel' survey of the existing houses in this area revealed 155 tin and timber dwellings. While I acknowledge some of those dwellings may not be pre 1946, I am sure that the local community would have a similar appreciation as to what they consider should be protected as character houses.

The character houses in Grace Street and the eastern end of Princess Street are somewhat removed from the proposed railway station at the Go Print site yet the complete redevelopment of this area is proposed.

Recommendation 22

The proposed building heights and density and the removal of the Demolition Control Precinct for this area are not supported and should be removed from the KPSNP. Further the Demolition Control Precinct should be extended to individual pre 1946 dwellings.

The commercial uses proposed for Baines Street are strongly opposed by local residents. There is significant land designated for mixed use development therefore I do not support this proposal.

Recommendation 23

The definition of commercial uses in the Brisbane City Plan is very broad and includes coffee shops and retail outlets. The proposal of commercial uses along Baines Street threatens the sense of community enjoyed by many Baines Street residents. Commercial uses are not supported.

Consideration may be given to community office based organisations relocating into these dwellings but only if a link is demonstrable with the local community.

Raymond Park West Precinct

The major issue for this precinct is the interface between the existing character dwellings and the proposed eight storey developments along Main Street. The latter will block the morning winter sun and breezes from the character housing in this Precinct.

Residents need detailed urban design guidelines to give assurance that the impact on their dwellings is acknowledged and abated through meaningful set backs. The reduction of the redevelopment along Main Street to five storeys rather than eight storeys is part of that abated strategy.

Shafston Avenue Precinct

There is general support for the five storey development proposed along Shafston Avenue so long as this interfaces with houses within Raymond Park North Precinct.

The inclusion of the character house at 14 Rosina Street was discussed earlier but is restated again. The planning criteria for the inclusion of this dwelling in Shafston Avenue Precinct is not apparent to local residents who request the retention of this property and so its removal from this precinct.

Relevant also to this precinct are the previous comments regarding vehicle access to the redevelopment sites with Shafston Avenue frontages.

Local residents understood that as part of the community consultation relating to the Clem 7 project a park was proposed at the end of Connor Street. The outcome of the land owned by the River City Motorway should be acknowledged in the KPSNP.

The Urban Plaza proposed for the Rawlings / Shafston Avenue intersection is supported. This public space will be significantly noise impacted. As people perceive trees and greenery to ameliorate the impact of noise, it is strongly recommended that the paving, concrete structures are reduced to a minimum. The planting of a fig tree to dominate the space and to create a cooler microclimate at this interface is supported. No King George Square concrete please!

The pedestrian links across Shafston Avenue are supported but again the practicality of a pedestrian link between Rawlings Street and Thorn Street needs to be determined before being included in the KPSNP.

The desire for improved connectivity to Shafston Avenue from Quinton and Connor Streets is supported. However a reality check to establish the likelihood of the Quinton Street access should be undertaken to ensure the community is not misled with respect to the practicality of this proposal.

It is highly desirable to improve the general amenity along all major arterial roads in the KPSNP. Key corner / landmark sites should be designated deep planting sites.

Stadium and GoPrint Precinct

The development of this Precinct is the crux of the KPSNP, in my opinion. It is the ideal area for the high density. It is the appropriate location for the “community heart”. It is the core of the Transit Orientated Development that is the main trigger for this Neighbourhood Plan.

The Community Node proposal for the intersection of Main and Vulture Street was not identified in the Vulture Street Precinct. This is a heavily noise affected site, possibly one of the worst in the KPSNP area. On reflection many of the community nodes are similarly located.

The design of the site should internalise the community space / use area to buffer from the noise while retaining the fig tree. It will be a difficult site especially with the 20 storey Telecommunication Tower immediately behind. In my opinion, the solution is **not another tower but a building that provides a transition** and softens this area.