

TO:

Neighbourhood Planning

City Planning Branch

Brisbane City Council

GPO Box 1434

BRISBANE Q 4001

Submission to Sherwood Graceville Neighbourhood Plan

1 July 2010

From:

Councillor Nicole Johnston LLB BA Hon MPP

Tennyson Ward

28 June 2010

Note – On behalf of the community I would like to publicly thank and acknowledge the tireless contribution of the Walter Taylor South Action Group (WTSAG) to the development and discussion of the Sherwood Graceville Neighbourhood Plan. Over many years, these volunteers have worked closely with local residents in the district with the aim of sharing information, enhancing our district and preserving our area's unique character, charm and amenity.

Executive Summary

Since being elected in March 2008, I have consulted widely with residents as part of Brisbane City Council's process for the Sherwood Graceville Neighbourhood Plan. On a daily basis for more than two years it has been the dominant community issue for discussion. As their local representative, this both formal and informal consultation has enabled me to develop a broad and in depth insight into the community's views. These views and concerns form the basis of this submission.

Consultation with community includes (but not limited to):

- attending various BCC led public consultation meetings and liaising directly with residents between 2008-10;
- attending two large community consultation meetings jointly hosted by the Walter Taylor South Action Group (WTSAG) and Corinda Neighbourhood Watch;
- attending community workshops hosted by the WTSAG;
- attending hundreds of neighbourhood and community meetings to discuss elements of the proposed plan and listen to feedback;
- meeting individually with residents, schools and community groups to discuss aspects of the plan, and
- working with residents as their local Councillor on a daily basis to progress park, traffic, (private and public) transport, development assessment, environmental, safety, school, sporting and social issues among many others.

There remains a high degree of concern and strong objection to some elements of the proposed plan which residents feel does not meet their expectations and desires to preserve the unique character, heritage and lifestyle of the district.

Overwhelmingly, both through the *2026 City Shape* consultation process and the neighbourhood planning process, residents have indicated their strong support to retain current residential housing densities and zoning. If this plan is truly to reflect the community's view about how the area should grow and develop over the next 10 years, Brisbane City Council should respect and incorporate their views, in good faith, into the final document. **There is no statutory, policy or planning impediment to doing so, it is simply a matter of political will by the Lord Mayor.**

The key issues in need of urgent revision include:

- retention of the current LR and LMR zoning for Sherwood and Corinda (no MR zoning);
- greater protection/enforcement of DCP controls and additional character controls consistently applied across the district to prevent the loss of traditional 'tin and timber' homes in predominantly intact character streetscapes;
- retention and zoning of the Allan Fletcher Research Station as low-impact community use and parkland;
- Inadequate road, pedestrian and public transport infrastructure (State and Council) to meet residential growth and mitigate the impact of highly congested road and rail access through the district.

I urge Council to review the plan to address and meet community expectations. While there are many positive aspects to the proposed plan, in its current form there are critical initiatives that do not meet the community's desires and aspirations for the district. These elements of the plan should be urgently reviewed and modified before being finally submitted to Council for approval.

Statutory Plan

Development Principles

The community is generally supportive of the development principles established by the Plan, but remains concerned about the potential gap between the plan's intention (rhetoric) and reality.

For example, despite strong community objections, character homes in DCP areas are currently being lost to development or substantially modified. Even where Council has determined through the development assessment process to retain a tin and timber home, it then fails to support that decision if appealed by the developer.

With many large blocks in the area- with two or three titles often held over one property- residents are concerned about the loss of large homes to small lot modern houses developments and the amenity/streetscape impact on adjoining character homes.

Consequently I suggest:

- development principle 2.1 is amended (or a new principle added) to state in plain english the community's desire to retain existing LR and LMR residential zoning;
- development principle 2.2 is amended to state in plain english the community's desire to see stricter retention and recognition of DCP protections by Council to save character homes from demolition or substantial modification;
- development principle 2.4 should be modified to reflect that the current residential zoning does already allow a mix of housing density, types and sizes and that the current zoning has not yet been fully utilised;
- development principle 2.7 is now redundant as Council ignored the community's wishes to rezone this area to light/future industry when it decided to build the Sherwood Bus Depot. The bus depot is a general industry use and is invasive. This principle does not reflect the current or future use by Council (presumably for many decades) as one of the major land owners for this site and is misleading;
- development principle 2.10 should be amended to ensure cycling and pedestrian enhancements are safer and constructed off-road (ie on shared paths or dedicated cycle ways);
- development principle 2.14 should include a specific requirement for schools, both private and public, to incorporate designated on-site drop-off and parking plans, and on-street traffic management plans as part of any future developments;
- a new development principle is added to ensure that neighbourhood traffic, access and parking requirements are taken into account (not considered to be separate as is currently the case) as part of the development assessment process.

PRECINCTS

Precinct 1 – Westside Character Precinct

Residents overwhelmingly and strongly support the protection of pre-1946 character homes in the area. These homes exist not just on the western side of the Honour Ave (the Westside Precinct) but also in the corridor (between the rail line and Oxley Rd) and the eastern side of Oxley Road.

However, Council has not applied the Westside Character Precinct protections consistently in other areas within the district that retain similar, substantially intact character streetscapes, including sympathetic newer buildings.

Since being advised of the first draft of the plan in late 2008, I have been calling for a review of the character protections to ensure they are consistently applied across the district.

While no means exhaustive, examples of streets that have been overlooked include Kenilworth Street, Sherwood and Hall Street, Corinda to name but two. There are many other streets deserving of consideration and should be urgently revisited by Council.

Council's files indicate that investigation by Rosemary Shields and Susan Laurens for possible character precinct protections for Clara/Nelson/Hall/Martindale/Clewely Streets in Corinda was "a very intact DCP area". Yet none residents have not been surveyed in these streets nor have they been included for consideration in the plan.

Surveys by the Walter Taylor South Action Group over recent months show that 86% of residents support the strengthening of character protections.

There is a strong feeling in the community, reflected in the loss of character home to demolition or block splitting, that character homes are being lost under the current planning approval regime. More needs to be done to ensure the number one priority as stated by both the community and Council in the Neighbourhood Plan – "*protection of the area's traditional character and beautiful streetscapes*" - is met.

Existing DCP classifications should be preserved as far as possible, with changes undertaken only in consultation directly with the affected local residents upon their request.

Consequently, I call on Council to revisit the locations and scope of the proposed Westside Character Protections and to urgently investigate the application of these protections consistently across the planning area to other streets that feature predominantly intact character homes, not just those located to the west of Oxley Road. This should be done in consultation with residents in identified streets.

Precinct 2 - Corinda Centre and Precinct 3 - Sherwood Centre

The most contentious aspect of the proposed Sherwood Graceville Neighbourhood Plan is the proposal to rezone parts other LMR areas in Sherwood and Corinda to MR (five storeys). While there is small percentage of residents who would support limited five storey MR zoning, particularly around the rail stations, the overwhelming majority of residents do not support rezoning to MR.

Consistently since May 2009, following release of the first draft of the neighbourhood plan, upon become aware of the community's very strong opposition to the proposal for five stories, I have both publicly (in the Council Chamber and in the local press) and privately via discussion and letters to the Lord Mayor outlined the community's opposition to the five storey MR (copies attached).

Prior to this time I had been prepared to consider and support the advice of the former Councillor, Jane Prentice, (under whose tenure the neighbourhood plan was initiated and key principles formulated) and who advised me that the CPT had agreed to five storey proposal, and the Lord Mayor's very strong views that five storey's in Sherwood

and Corinda was necessary to meet the State Government's plan to provide for infill housing as part of the SEQ Regional Plan. Having undertaken my own review of the SEQ Regional Plan and discussions with CPT members, I now understand their advice for the reasons noted below is not in keeping with the clear majority opinion of the community which became evident through the subsequent public consultation process in 2009.

These objections have been raised on a number of grounds.

Majority of Community Objects

65% of residents in the area surveyed during the 2026 City Shape consultation process indicated that they did not support higher density and wanted to preserve their suburb as is.

In December 2007, due to the lack of notification to local residents via letters, letterbox dropping or other advertising only **45 residents** (including me as a private citizen) attended a public meeting to discuss the five storey proposal at the Urban Planning workshop. The lack of community participation at this time indicates a very low awareness of the neighbourhood plan in the community and in my view, did not form a solid basis on which to progress the five storey proposal.

In April and July 2009 approximately **350 residents** (combined total) attended community meetings at the Corinda Bowls Club. Votes taken at these meetings demonstrated clear and overwhelming objection to the five storey MR proposal. I attended these meetings and conveyed the high level of community concern back to the Lord Mayor (and all LNP Councillors) both verbally and in writing (copy attached). In addition, hundreds of letters and emails have been sent to the Lord Mayor and to me objecting to the five storey proposal.

In August 2009 almost **600 hundred residents** turned up to a public meeting held by Council to overwhelmingly object to the five storeys MR zoning proposal. Council's own summary of that consultation clearly indicated that it acknowledged that the community did not support the MR rezoning proposal. Instead of amending the proposal to reflect the community feedback, Council increased the MR zoning to additional parts of Sherwood and changed the five storey areas in Corinda, extending it south to Lynne Grove Ave.

A survey by the Walter Taylor South Action Group indicate that more than 90% of residents in the district object to more than the current allowable three storey development zoning.

The weight of numbers clearly and simply objects to the MR zoning proposal.

The community's reasons are varied but include:

- adverse amenity impacts such as shade, noise, breezes and light from the bulk and scale of five story buildings adjacent to houses;
- incongruity of design and streetscape impact of large modern unit blocks interspersed by low density character or traditional homes that would dominate the character of the area;
- loss of backyards, trees and green space to large unit developments;
- additional traffic and parking congestion on already congested local roads and intersections and district roads such as Oxley Rd;
- additional stress on utilities such as water, power and flooding;
- additional stress on community services such as schools;

- the corridor and eastern side of Oxley Rd has been specifically targeted to the exclusion of other areas;
- capacity constraints and congestion along Oxley Rd and Sherwood Rd due to lane alignment, low rail bridges, the bus depot, restricted egress points, the Brisbane River and Oxley Creek and the Walter Taylor Bridge;
- lack of adequate and safe public transport (no regular bus service to the city, overcrowded rail line, no universal access too many rail stations).

Not Initiated by the CPT

After speaking with many members of the Community Planning Team, it is clear that the desire for five storey buildings in the plan area was initially suggested by Council officers to meet the perceived objectives of the SEQ Regional Plan. The proposal for five storeys was not a community led objective that reflected local demand or concern.

Current Zoning not at capacity

At the most recent community consultation session on the proposed plan in June 2010 I was directly advised by Shane Hackett, and indirectly advised by several residents, that the rezoning to five storey's in Sherwood and Corinda would only result in the addition of 124 additional dwellings and 200 people in the area. This project is based on the 'BUG' model and as advised by Mr Hackett assumes a 70% take up of the current allowable LMR zoning and proposed MR zoning.

Council's own figures indicate that more than 90% of homes in the plan area are separate homes, much higher than the Brisbane average of 67%.

The assumption that 70% of the LMR area has been developed to capacity currently has not been substantiated and is highly unlikely to reflect the current housing diversity percentages/capacity that exists now in LMR areas. Consequently, these figures are rubbery at best and misleading at worst, and without detailed and rigorous quantification would not actually reflect the impact of any potential MR rezoning as proposed.

Without significant community or commercial demand to increase zoning from LMR or MR in the Sherwood and Corinda precinct there remains no compelling commercial, social, policy or planning imperative to do so.

Secondly, if Council's assertion that the rezoning to MR will result in only 124 more dwellings and 200 people then there remains no compelling population imperative to rezone to meet Council's housing target under the SEQ Regional Plan in the district.

Five storey apartments do not necessarily facilitate housing choice for the aged

Federal policy on ageing, supported by the findings of Council's Aged Care Taskforce, indicate that overwhelmingly older resident want to age in place, that is, in their own homes and communities.

While the desire to provide older residents with housing choice options is admirable there are a number of physical, financial and social factors that indicate that five storey unit developments do not necessarily offer a viable housing solution.

Discussions with residents of a Sherwood Retirement community indicated that residents do not prefer to live in multi-storey unit developments that either feature stairs or elevators. Stairs are often physically difficult to climb, putting resident's safety and health at risk from a fall, and often the cost of including an elevator and other

community facility through body corporate fees prices many older people on fixed incomes out of large apartment buildings.

Residents have strongly advised me that their preferred housing model, that is aged people living independently outside their own homes, is a single unit ground floor dwelling with design features to support safe and easy mobility close to public transport.

Many residents prefer to remain in their own homes where possible, with family and social support services until they require higher levels of nursing care. With 70% of residents requiring age care now seeking high care (Aged Care Taskforce Report), clearly dedicated and purpose built nursing care needs to be provided. Five storey apartment buildings do not necessarily provide this solution.

No policy imperative in SEQ Regional Plan

The South East Queensland Regional Plan 2009 – 2031 does not specifically establish policy or planning criteria requiring rezoning to MR in Sherwood or Corinda.

While it is acknowledged that the SEQ Regional Plan does recognize the “Indooroopilly rail line” as a growth corridor, this should be interpreted as centre specific given the State Government’s and Council’s broader planning priorities for Indooroopilly.

This includes:

- Primary centre – Brisbane CBD
- Principal centres – Chermside, Indooroopilly, Carindale, Upper Mt Gravatt
- Secondary Centres – Mitchelton, Toowong, Wynnum and Toombul
- Growth corridors – “selected centers” along the Indooroopilly rail line, northern and eastern busways, Darra - Richlands Railway line
- Broadacre sites – Rochedale, Lower Oxley Creek and Fitzgibbon

In addition the SEQ Regional Plan notes that any additional residential opportunities “will require community engagement and support”.

In fact, as recently as January 2010, Council officers continue to indicate that the reasoning behind the five storey proposal for Sherwood and Corinda is:

“to support the SEQ Regional Plan by providing opportunity for increased development in close proximity to Sherwood and Corinda rail stations while preserving locally significant traditional character and streetscapes.” *(Letter from Kerry Doss, Manager BCC Neighbourhood Planning to Minister Stirling Hinchcliffe 25.1.10).*

Since this time the State Government has essentially repudiated the core of its strategy for infill development in Brisbane by promoting the development of three regional satellite cities to the south of Brisbane. This further reduces the pressure to include unwanted and unnecessary infill development in Sherwood and Corinda.

In addition Councillor Amanda Cooper on 18 June 2010, during the Budget debate, made the following speech regarding the SEQ Regional Plan and neighbourhood planning:

In particular, the Regional Plan has a big challenge for us to accommodate 156,000 new homes, with 90 per cent of those being infill. The Regional Plan itself actually talks about the fact that the plan really estimates Brisbane’s

residential and employment growth will be achieved primarily within established areas through renewal, particular in and around the CBD, regional activity centres and growth corridors. So, Madam Chair, our strategic direction is clear.

We, of course, are very much focused on encouraging development in centres and along high density transport corridors. Of course, this is also consistent with the bipartisan work that was done on CityShape 2026 with the vision and with the survey that we conducted with 67 per cent of people supporting development along transport corridors and in major centres. We also see the South-East Queensland Regional Plan identifying centres such as Chermside, Indooroopilly, Carindale, and Upper Mt Gravatt as principal regional activity centres. Toombul, Mitchelton, Wynnum Central and Toowong are also identified as major regional activity centres.

We also note that the Regional Plan identifies locations such as Eastern Corridor, the Northern Busway Corridor, Milton, Albion, Newstead River Park, Woolloongabba, Bowen Hills, South Brisbane and West End as key residential areas for infill growth. So this is not rocket science, Madam Chair; this is very consistent with what we have all been talking about.

Nowhere does Councillor Cooper mention Corinda and Sherwood as part of Council's strategic objectives for City planning.

The SEQ Regional Plan does not provide any policy directive or planning to include five storey MR zoning in Corinda and Sherwood. Nor is rezoning part of Council's strategic policy or planning imperative as outlined by Councillor Cooper above.

Rezoning inconsistently applied by Council across Brisbane

The current neighbourhood planning process, and policy imperatives for rezoning of residential areas, is not being consistently applied across Brisbane by Council. This failure smacks of intervention for political purposes and a lack of transparency given the policy and planning objective that have been publicly agreed by Council and the State Government.

For example, the Mitchelton Neighbourhood Plan specifically recognises the role the area would plan as a secondary activity centre, but providing for increased residential density to 10 storeys. Following resident outcry where only 300 people attended a meeting Council significantly reduced the area proposed for rezoning. Now only a very small portion of this area around the Brookside Shopping Centre is being considered for 10 storeys and other areas have had three storey LMR zoning removed.

Council also committed to an independent review, a courtesy not extended in the Sherwood Graceville Neighbourhood Plan area despite the overwhelming community concern expressed publicly last year by almost 600 residents and hundreds of letters and emails to the Lord Mayor.

Both the SEQ Regional Plan and Council own city planning initiative recognise the role the Mitchelton Plan area. The failure by Council and the State Government to stand by its own policy and planning objectives undermines the credibility, transparency and fairness of Council's commitment to the city wide and neighbourhood planning process.

The Sherwood - Corinda district should not be politically penalised because it is not a LNP marginal seat held by just 0.8%, as is the seat to Enoggera including the Mitchelton area.

In the eastern suburbs, despite being much closer to the city – only 3 to 4 kms – and offering multiple public transport options including buses rail and ferries, the Morningside Neighbourhood Plan area is not being required to rezone to MR in its LMR areas near public transport. The housing character and density in this area is very similar to the Sherwood Graceville Neighbourhood Plan area and deserves the same protection.

Closer to the City, the South Brisbane Riverside Renewal plan, despite being located in an area recognised by both the State Government and Council for high density due to its proximity to employment centres in the CBD, cultural hubs and public transport, has also had major reductions in building heights.

Where Council is reducing the strategic intent of the City Shape policy and SEQ Regional Plan this adds further unnecessary pressure back to primarily low density areas like Sherwood and Corinda to include additional density.

The community deserves to be confident that Council's planning policy and criteria are being applied consistently and in good faith across the neighbourhood planning areas to meet the strategic policy objectives set down by Council and the State Government. Given the disparity between Council's approach in different suburbs, the community may feel this is not occurring.

In all three of these planning areas Council has made changes based on resident feedback. Residents in the Sherwood Graceville Area made their views regarding five storey development very clear in August 2009 at a public meeting and deserve the same courtesy.

Despite almost 600 people attending a public meeting in August 2009 to express their concern Council has actually increased the MR zoning proposal in the Sherwood Graceville neighbourhood plan, but formalising the Sherwood investigation area and extending the MR zoning further south into Corinda. The vast majority of the community supports the retention of the current LR and LMR zoning.

“Good access” to public transport

In communications approved by Councillor Amanda Cooper for release to the public, Council officers have suggested that the area has “four rail stations and good access to bus services”. This fails to recognise the lack of public transport options for people in the area.

Of the four stations mentioned, **three do not provide universal access** for the elderly, people with disabilities or parents with prams, making it extremely difficult for older or infirm people to access very steep stair cases down to the underpasses and up to the platforms.

In addition, the most recent Queensland Rail on-time running surveys indicated that the peak hour AM and PM rail services on the Ipswich line are 20% overcrowded (*Courier Mail* 28.6.10 p 7). This is despite additional services being added to the rail line during peak hour last year.

Council's observation that an increase in public transport is expected from people living in the area fails to recognise the already overcrowded services being provided. Nor does the neighbourhood plan make any recommendations to improve public transport services whether bus or rail. The failure to acknowledge and plan for better support infrastructure is a major reason local residents object to increased density in the plan area.

There are in fact limited bus services in the area – the 104/105/106/108 are all hourly services that provide only limited access for residents and do not run at all after 6.30pm at night. There are only extremely limited Saturday services and no Sunday bus services at all. If you live in Chelmer and Corinda and in most parts of Graceville and Sherwood there is no direct bus to the city, with residents required to interchange at Indooroopilly.

The suggestion that “peak oil is likely to result in changes to travel behaviour” is the kind of non-responsive and unrealistic comment that indicates that Council is not listening or aware of the significant traffic congestion issues residents living in the district face.

The traffic problems in the district will continue to grow, not only as a result of unnecessary rezoning as proposed in the neighbourhood plan, but also because the Walter Taylor Bridge provides cross river access to numerous schools (north and south of the river), the University and Indooroopilly shopping centre among other local services. Residents have suggested a number of options to alleviate congestion at the Walter Taylor Bridge, which I will outline in the enhancement projects section below.

If the neighbourhood plan is truly to reflect the intention and desire of the community for the future of the area, the current LR and LMR residential zoning should be retained.

Consequently, I call on Council to remove the proposed MR zoning, based on the high degree of community objections and concerns, and retain the existing LR and LMR zoning.

The community does strongly support the proposal to improve pedestrian and cyclist safety and connectivity within the Sherwood and Corinda centres and surrounding parklands, schools, rail stations and residential areas. These principles are well supported and welcome.

Specifically this should include off road bikeways and shared pathways, as Oxley Rd and Sherwood Rd are already highly congested and will be increasingly so, given the impact of buses from the Sherwood Bus Depot due to come on line in late 2011. Off road and dedicated paths would provide a safer option for cyclists who commute as well as school students who attend one of the seven schools in the plan area and recreational cyclists.

There does appear to be an inconsistency in the Corinda Precinct that needs urgent and specific clarification. While the Plan states that the MP3 area will not be extended, the supporting maps clearly do show an extension to the MP3 area into Hassall and Nelson Streets between Oxley Rd and the rail line. This is current a residential area, including many free standing homes.

I am concerned that development principles established in 3.2 Precinct 2 – Corinda Centre p20 do not accurately reflect the expansion of the MP3 area represented in Map B on p47.

Without detailed and adequate consultation with residents in this affect area – about a dozen homes and townhouses – this proposal may adversely impact upon them. I urge Council to undertaken urgent and specific consultation to determine affected residents views about the proposed extension of the MP3 area in Corinda.

Precinct 4 – Honour Avenue Centre

The general approach to this center is well supported by local residents who want to preserve the village atmosphere of the Bank Road/Honour Ave group of shops.

The minimisation of parking and access along Honour Avenue as part of the acceptable solution for future developments will however place undue pressure on neighbouring, predominately residential side streets including Bank Road, Rakeeven Street and Wylie Street, Graceville.

Suitable, appropriately located and safe parking for local residents to access the shops and services provided at this village, including along Honour Avenue, should be retained the development assessment criteria.

Precinct 5 – Community Hub Precinct

Thallon Street is well recognised by the local community as a major community destination home to shops, childcare, churches, a neighbourhood centre, respite centre, guides and parkland. It is also home to many residents. It is one of the most diverse and vibrant streets in Sherwood.

The protection and future use of these sites as parkland and for community use is well supported by the local community. The community also recognises the value of co-locating these uses centrally and near public transport.

The description of this precinct however, fails to recognise the complementary nature and importance of the private and public housing located in Thallon Street. The rights of these residents to continue home ownership and the quiet enjoyment of their homes is important. This includes:

- 8 free standing homes (many DCP)
- 14 townhouses (private and public housing)
- 6 units
- 7 community use buildings
- 1 retail

78% of the street is populated for residential use and 22% for community use.

The residential use of Thallon Street is equally important and contributes the character and amenity of the street, and should be specifically recognised in the precinct description and intention.

Consequently I suggest that the precinct description is amended to recognise the social and character contribution that the existing residential dwellings provide to the Thallon St streetscape within the community hub.

There appears to be an inconsistency that requires clarification between the summary document p12 and the development criteria outlined in page 37. I understood that the criteria to require housing developments to include a 50% component of community use on the ground floor had been removed from the draft plan following consultation with Richard Hurl and Susan Laurens in 2009. ***Please confirm this is the case.***

Precinct 6 – St Aidan’s School Precinct

Many residents have expressed their concerns about the St Aidan’s School Precinct, particularly the impact of traffic and parking around the educational campus (Jamboree) and Ambiwerra sporting field (Tennyson) precincts.

The School and parents of students have also spoken with me of their desire to see consistent and fair zoning criteria applied by Council at St Aidan’s in the same way as applied to other schools in the district.

St Aidan's has been educating young women from the district for over 80 years and my experience of the girls, their families and the School administration is a very positive one. The School is a vibrant and important part of the fabric of the district and the quality of education it offers is a significant attraction for many families that live within the plan area.

As part of the neighbourhood plan Council has called on St Aidan's to develop a master plan to show the community how it plans to accommodate growth over the next 10-20 years. This was to give the community some certainty about the School's plans and to ensure any growth happens in a planned and controlled way.

Residents do support an educational precinct that is better planned and defined under the masterplan process and one that provides consultative engagement with local residents in the Schools’ future development plans. This initiative will ensure that there is no ad hoc growth of buildings, loss of heritage and that there is an overall plan that Council would expect St Aidan's to meet in line with community expectations.

Traffic and transport impacts on surrounding streets remains the most significant issue raised with me, both in relation to the educational precinct at St Aidan’s Way and Ambiwerra. It is critical that future development approvals under the master plan include:

- on-site parking for staff and students;
- on-site drop-off and pick up facilities for students;
- a traffic management plan, including active school travel options, to mitigate the impact of school parking on surrounding residential streets.

Consequently, the plan should include updated to include a process for community consultation in the master planning process.

Precinct 7 – Light Industry and Employment Precinct

Rezoning precinct seven to light industry/future industry was a community led proposal from over two years ago designed to lessen the impact of historical heavy/general industry uses on the adjoining residential area and sensitive environmental catchment adjoining Oxley Creek.

With Council’s decision to locate the Bus Depot at Sherwood across a large portion of this site, Council has ignored the wishes of the community during the neighbourhood plan consultation period and the objections of the community to the Bus Depot.

The community objected in their thousands, via letters, emails, petitions, public meetings and street protests to this proposal, which the Lord Mayor determined would proceed despite these objections. Their objections and mine have been made publicly and are also held on Council’s files and are well known.

Council's planning advice that new businesses will be required to meet "different requirements under a new light industry area classification" is not being met by Council's own operational divisions, so it is incongruous that Council is requiring private developers to meet planning standards that Council does not meet itself.

During the consultation period Council has also approved a major brownfield redevelopment of the Pradella Parklands site in this precinct, converting it from industrial to residential use. The Parklands site includes houses, townhouses and units up to five storeys. This demonstrates part of this precinct's suitability (subject to flooding) for residential use.

Consequently, I call on Council to revise the objectives of precinct seven to reflect the actual impact of the Bus Depot and the changing residential uses around the precinct. Consideration should be given to rezoning the area as parkland, particularly along the creek bank, and as residential when the bus depot is decommissioned in future. The Walter Taylor South Action Group and I support the eventual relocation of all industrial uses to the east of Oxley Creek.

Precinct 8 – Alan Fletcher Research Station

The community strongly supports the rezoning of the Alan Fletcher Research Station as parkland and for low impact community use.

The site is a significant piece of land sloping down to the Brisbane River in Sherwood. The site links to the nearby Sherwood Arboretum via its Joseph Street entrance and is a major destination for both local residents and visitors from outside the plan area. The streets surrounding the Research Station, including Magazine Street and Ferry Street are extremely narrow providing limited access for existing residents and visitors.

Many residents have offered suggestions for community facilities on this site including:

- a parkland café;
- a riverfront board walk or walking trails linking through to the Arboretum;
- a low density aged care facility.

The community is strongly opposed to the development of the site for sporting facilities or residential use.

The retention of this land as parkland is also supported by the State Member for Indooroopilly, Mr Scott Emerson.

Consequently, I call on Council and the State Government to protect the majority of this significant piece of waterfront land for community use and parkland and to provide greater connectivity to the Sherwood Arboretum.

Precinct 9 – Sport and Recreation Precinct

The community strongly supports plans to increase protection for parkland and sport and recreational land in the district. The district's open spaces and parklands provide recreational opportunities for families and children encouraging a fit and healthy outdoor lifestyle.

There do appear to be a number of discrepancies between the summary booklet and the Plan itself regarding sporting land within the private schools. This may be misleading and needs to be urgently clarified.

Enhancement Plan

This is the first time full details of the Neighbourhood Enhancement Programme 2009 – 2019 have been released for public consultation or to me for consultation.

Consequently, there has been limited feedback from residents about the proposals. As result the WTSAG would like to remain actively involved in working with Council to support and monitor the development and implementation of the proposed enhancement projects.

Objective One – Supported

Objective Two – Supported but at risk

The Graceville Suburban Centre Improvement Project (SCIP) is currently in consultation with property owners, who to date 28 June 2010 Council have not supported the improvement plan and funding model putting its completion at risk. The SCIP has been publicly promised by the Lord Mayor in the *Westside News* and the Lord Mayor must to honour the commitment he has made to community to upgrade this popular local, but somewhat tired shopping strip.

Plans to upgrade the Corinda Library and Browne Street Park are welcome and supported by the community. Any additional Council buildings in Corinda should include the expansion of the Library to a minimum five or preferable seven day a week service, and include a large public meeting / activity space for Council events and free (or very low cost) community use.

More public waste bins need to be provided in key pedestrian areas around the shopping centres and rail stations. In Corinda, additional bins are also needed along heavily trafficked pedestrian routes to Corinda State High School- for example, at the intersection of Hassall St and Oxley Rd and the Benawarra Reserve and Clara St.

Objective Three – support with amendment/clarification

The community strongly supports the expansion of the local footpath and cycling network. The priority where possible should be the construction of off-road shared pathways to ensure safe passage for pedestrians, many of whom are school children and cyclists.

Footpath priorities for Sherwood (including a map) have been previously identified and supplied to Council via the Sherwood Neighbourhood Watch Group.

Priorities to improve shared pathways include:

- Graceville Linking to Graceville State School and Graceville Memorial Oval;
- Sherwood linking Sherwood State School to adjacent residential areas in Sherwood and Corinda;
- An upgrade of the footpath between the Sherwood Shops and Rocklea markets along Sherwood Rd including dedicated pedestrian bridges, including the installation of a pedestrian refuge at the intersection of Jerrold St and Sherwood Rd, Sherwood;
- Corinda providing better connectivity between the schools, shops and parks.

Clarification as to the best and preferred route to improve connectivity to the Oxley Creek Common, and importantly the Rocklea markets is required. Currently there are three competing routes under consideration.

- Strickland Terrace to Oxley Creek Common Proposed by Council and Cr Jane Prentice in 2009;
- Kennard Street Corinda to Oxley Creek Common, proposed by Council in 2010-11 Budget;
- Sherwood Rd between Sherwood Shops and Rocklea Markets, proposed by Cr Nicole Johnston Budget submissions 2009 and 2010.

Corinda and Sherwood residents are strongly in favour of improving connectivity to the Common and onto the Rocklea Markets. This is a very popular walking and recreational route. When building any new footbridge Council should give consideration to ensuring effective and clear links are made with existing paths to the south in Corinda and north in Sherwood.

In addition to these local links, the longer term objective would be to create an east-west shared pathway connection through Rocklea to the Tarragindi Bikeway.

The pathway proposed from Strickland Terrace to the Oxley Creek Common across the rail line, behind Komatsu and underneath the water main and creek bridge is not supported due to safety, flooding and other concerns. An alternate route is needed. These concerns are on record in Council files.

More public waste bins need to be provided in key pedestrian and cycling areas around the shopping centres and rail stations, particularly at Corinda.

Objective Four - supported with amendment

Despite the overwhelming feedback from local residents about the serious road and traffic congestion Council has agreed to undertake “corridor studies” along Oxley Rd and Sherwood Rd on a medium term basis. This means that any traffic improvements are at least 4-6 years away from investigation and many more years away from design, funding and construction.

An additional imperative to bring forward this initiative is Council’s decision to proceed with the Sherwood Bus, which will put around 180 – 200 bus movements per day into the already congested intersection at Sherwood Rd and Oxley Rd Sherwood.

This study needs to be undertaken urgently as **a short-term priority**, with a focus on improving safety around Sherwood State School and the Sherwood Rd/Oxley Rd intersection and mitigating the impact of additional traffic from Council’s bus operations on local streets.

Specific short-term improvements could include:

- creation of a 40km zone between Dewar Tce and Oxley Rd along Sherwood Rd Sherwood, to ensure low speeds are observed around the open level rail cross and busy Sherwood shopping, social and school precinct;
- creation of a 40km an hour zone along Laurel Avenue Chelmer;
- construction of a safe drop off / pick up point in McCulla Street for Sherwood State School;
- installation of a scatter crossing at the Sherwood Rd / Oxley Rd intersection during peak school times from 8.30am to 9.30am and 2.30pm to 3.30pm;
- investigate and action intersection and safety improvements to the Graceville Five-ways, Sherwood Rd/Oxley Rd, Clewley Rd/ Oxley Rd (budgeted 2010) and Cliveden Ave/Oxley Rd all significant congestion and accidents points along the corridor.

The inclusion of bike lanes along Oxley Road seems incongruous, given the investment Council has made in the parallel route along the rail line from Chelmer through to Corinda. The safety aspect of any proposed bike lane along Oxley Rd need to be carefully considered given the high traffic volumes and multiple lane alignment changes.

All heavy/high vehicles exiting the Brisbane Markets should be directed to the east to Fairfield Rd/Ipswich Rd, other than those entering the district for local or official purposes. This would help to alleviate the high number of large trucks that are regularly stuck under the Oxley Rd rail bridge at Corinda.

Finally, the many low rail bridges in the plan area present a significant bottlenecks and congestion points. The high vehicle detours place unnecessary strain on quiet residential streets in Sherwood, for example Lilly Street, to provide access to high/heavy vehicles.

The State Government urgently needs to work with Council to raise and widen the rail bridge at Oxley Rd Corinda. This improvement would have significant capacity and safety improvements for the local road network.

The State Government has failed to address rail infrastructure in the area and should urgently invest in the improvement of the Oxley Rd rail bridge at Corinda and the Long Street East Rail Bridge at Graceville. As it has with the problem of inadequate funding for open level rail crossings a key stakeholder in the city's road network, Council should take a leadership role in lobbying the State Government to address the inadequacies of these low rail bridges to ensure the road network can operate effectively and safety.

Objective 5 - supported

The community strongly supports additional public transport services, including rail and bus services, particularly on weekends in the plan area.

In many parts of the ward residents can live between 1 and 2 kms from a rail line making it difficult to access rail services without a vehicle. For older residents the lack of universal access at Sherwood, Graceville and Chelmer stations, means that bus services are the only for of public transport for some older people.

Council has funded bus services directly in other areas of Brisbane including West End. In addition, to advocating for improved local services through the State Government's Translink authority Council could:

- fund additional weekend services on a trail basis on popular routes;
- fund a local loop bus service to connect with Corinda, Sherwood Graceville and Chelmer rail stations on a trail basis.

A simple improvement that would provide immediate bus assistance would be to provide additional stops along the 104 route in Graceville Avenue Graceville near the Riverside Shops as requested by community groups and local residents over the past year.

The delivery of more rail services by the State Government, as the primary form of public transport in the plan area, is also strongly supported by the local Community

Objective 6 – supported

The community strongly supports the enhancement of gullies, bushland and parks, as well as the retention of significant vegetation, in the area. This includes trees that may

be deemed weeds under Council and State guidelines, such as Camphor Laurel trees. These trees form a significant part of the social and historical amenity and ambiance of the area and should be retained wherever possible.

Numerous volunteer community and habitat groups work in the area to support key environmental and parkland areas. Their community spirit and hard work makes an outstanding contribution to the local environment as well as the areas social fabric.

Council should continue to support, encourage and fund local groups including;

- the Friends of the Sherwood Arboretum;
- Ceaser's Place Bushcare Group;
- Nosworthy Park Bushcare Group;
- Strickland Terrace Bushcare Group;
- Cliveden Avenue Bushcare Group;
- Friends of Oxley Creek Common; and
- The Oxley Creek Catchment Authority.

Objective 7 – supported with amendment

In principal this objective is supported, but should only be undertaken in consultation with local residents who live in the nominated streets. These are quiet residential streets and it would be critical to ensure that any changes to these road reserve areas (often subject to flooding and storm water discharge) are supported by neighbouring residents.

The major opportunity to improve access to the Brisbane River rests with potential community and parkland access to the Alan Fletcher Research Station.

Improving access to the Brisbane River and Oxley Creek could be undertaken in the short term by support capital works projects at the Pamphlett Sea Scouts Jetty at Simpson's Park Graceville and Oxley Sailing Club Chelmer. These projects have been nominated for funding in Tennyson Ward Budget submissions.

Objective 8 – Supported

The community strongly supports additional activities, events and festivals for residents of all ages in the area.

The Sherwood Street Festival and the districts many outstanding school fetes and church markets and fairs make it one of the most vibrant areas for building community participation and awareness in local activities.

Continuing Council funding for activities at the Sherwood Community Centre, a major hub for community participation and the Sherwood Street Festival is strongly supported.

FINAL NOTE – PROCESS

Following the Public meeting at the Sherwood Services Club in August 2009, I made repeated verbal and written requests to Council officers and Councillor Amanda Cooper, Chairman Neighbourhood Planning and Development Assessment to review the revised (2nd) version of the Sherwood Graceville Neighbourhood Plan. The purpose of this request was to provide comments prior to the revised plan going to the State Government for its second interest check. Councillor Cooper refused to provide me with a copy of the document. The revised plan was provided to me on 9 February 2010, one day prior to it being published on Brisbane City Council's website and several weeks after it was provided to the State Government.

Despite being repeatedly advised by Council officers during the course of 2009, including Richard Hurl and Chris Bain, that I would be provided with copies of the materials published to residents about the plan I was not provided with copies of letters and flyers in 2009 and 2010. After repeatedly asking the Lord Mayor during the course of two separate Council meetings to provide the most recent letter (2010) to residents (after it was not provided upon request to the CEO Ms Jude Munro and Cr Cooper) it was finally provided.

Despite being nominated in the Neighbourhood Plan materials as an information point, the Tennyson Ward office was provided with just eight copies of the marketing document and 50 copies of the actual Neighbourhood plan. These were provided after the consultation period had opened.

As the Local Councillor and Council's representative most closely connected to the area and resident feedback and discussion, Council's failure to work cooperatively and inclusively with me made it very difficult at times to communicate effectively with local residents about the plan. In my view this is a failure of the consultative process carried out by Council and needs to be clarified and improved for any future neighbourhood plans. This is particularly disappointing as the Tennyson Ward office was specifically nominated by Council as the only local permanent point of information and advice on the plan.