# An aerial photo taken along Miles Platting Road of residential development and the Brisbane Technology Park on either side of the road. In the background, there is residential development, ridgelines and natural areas beneath a clear blue sky.

# Eight Mile Plains gateway neighbourhood plan

## Draft strategy

## Summary of feedback – November 2021

This report has been produced by:

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## Abbreviations and acronyms

| Abbreviation | Term |
| --- | --- |
| amendment package | Eight Mile Plains gateway draft neighbourhood plan amendment package |
| BTP | Brisbane Technology Park |
| City Plan | *Brisbane City Plan 2014* |
| draft strategy | Eight Mile Plains gateway neighbourhood plan draft strategy |
| EMPGNP | Eight Mile Plains gateway neighbourhood plan |
| LDR | Low density residential zone |
| LGIP | Local Government Infrastructure Plan |
| LMR | Low-medium density residential zone |
| MDR | Medium density residential zone |
| PDA | Potential development areas precinct |
| SLT | Significant Landscape Tree |
| the Act | *Planning Act 2016* |
| draft plan | Eight Mile Plains gateway draft neighbourhood plan |

## 1.0 Introduction

This document summarises feedback received from the community on the Eight Mile Plains gateway neighbourhood plan draft strategy (the draft strategy). It also outlines how Council has considered feedback in preparing the Eight Mile Plains gateway draft neighbourhood plan (the draft plan).

The report is structured as follows:

* Section 2.0 Background - Details the public consultation events and activities, including the number of people who attended or provided feedback;
* Section 3.0 Process - Sets out the process for considering feedback in developing the draft plan;
* Section 4.0 Summary - Summarises the key issues raised during the consultation period and responses;
* Section 5.0 Feedback and Responses - Details feedback received during the consultation period and provides a response to the issues. Feedback has been arranged into sections that are consistent with the four themes outlined in the draft strategy. A section for feedback on general issues is also included; and
* Section 6.0 - Conclusions and next steps.

It is suggested that this report be read in conjunction with the draft plan, available to download from the Eight Mile Plains gateway neighbourhood plan webpage on Council’s website.

## 2.0 Background

Council commenced the Eight Mile Plains gateway neighbourhood plan project in May 2019 and released a draft strategy for community comment from 18 November to 16 December 2019.

The community has provided feedback via various events and activities since the commencement of this project, including an online survey and feedback form, in person at information kiosks, as part of the Community Planning Team, or by phone and by email.

Key community information events and inputs are identified below.

Table 1 – Community engagement activities

| Event type | Date and location | Number of people |
| --- | --- | --- |
| Online issues survey | May 2019 – June 2019 | 283 responses |
| Interactive mapping | May 2019 – June 2019 | 204 responses |
| Information kiosks | Saturday 30 November 2019 – The Glen Hotel, Gaskell Street, Eight Mile Plains | 8 |
| Thursday 5 December 2019 – Brisbane Technology Park Conference Centre, Eight Mile Plains | 7 |
| Community Planning Team meetings | Wednesday 17 July 2019 – The Glen Hotel, Gaskell Street, Eight Mile Plains | 21 |
| Thursday 8 August 2019 – The Glen Hotel, Gaskell Street, Eight Mile Plains | 14 |
| Wednesday 4 September 2019 – The Glen Hotel, Gaskell Street, Eight Mile Plains | 12 |
| Newsletters | Newsletter 1 13 May 2019  Newsletter 2 18 November 2019 | Sent to 4,384 residents and local businesses.  Distributed at the Eight Mile Plains busway station. |
| Email updates) | E-burst 1: 13 May 2019  E-burst 2: 18 November 2019  E-burst 3: 9 December 2019 | Distributed to residents registered at the time of E-burst. |

During the community feedback period for the draft strategy, two information kiosks were held at venues in the plan area to give the local community opportunity to speak with representatives from Council before finalising their comments. Approximately 15 people attended across the two kiosk events. There were six written submissions were received via letter or email and 59 people provided comments on the draft strategy via an online feedback form. All comments received on the draft strategy were considered in developing the draft plan.

## 3.0 Process

All comments received during the feedback period were analysed. Council carefully considered all the issues raised and, where necessary, undertook further technical investigations to inform the response. Where multiple people provided comments on a similar issue, these comments were summarised and responded to collectively.

Feedback received has been used to inform the draft plan. The draft plan has been submitted to the Queensland Government for review. Once approved for release by the Queensland Government, the draft plan will be open for public consultation for the community to review and provide their comments.

Once adopted by Council, the Eight Mile Plains gateway neighbourhood plan will regulate development as an integrated part of Brisbane's planning scheme, *Brisbane City Plan 2014* (City Plan).

## 4.0 Summary of key issues and responses

The community provided feedback on the draft strategy through written responses and online feedback. This section provides an overview of the issues raised and how this feedback has been used to shape the draft plan.

The following table identifies the main issues raised and how the draft plan proposes to address the issue.

Table 2 – Summary of key issues and the draft neighbourhood plan’s response

| **Key issues raised by community** | **How addressed in the draft amendment package** |
| --- | --- |
| Additional townhouses and higher density residential dwellings, in areas that do not have adequate infrastructure or in areas that have a traditional suburban character, will have a negative impact on the amenity of existing residents. | * The draft plan retains existing low-density housing in established residential areas. * The draft plan proposes a limited amount of townhouses/multiple dwellings up to two storeys in height (Low-medium residential zone) in selected locations throughout the neighbourhood plan area, next to transport and existing multiple dwellings. * The draft plan proposes a small area for apartments and units up to five storeys in height, along Underwood Road near the school, shops and a future public transport node. * Structure planning is required for residential development on larger sites to ensure that adequate infrastructure is provided, and site values and the local residential character are protected. |
| Additional retail and commercial activities are needed throughout the study area. | * The draft plan encourages small shops and cafes within the Brisbane Technology Park and other key locations to service workers, commuters and residents. |
| Concerns raised about on-street car parking in residential areas causing congestion and traffic safety. Additional on-site car parking is required on employment sites. | * The draft plan does not propose any changes to on-site car parking rates for commercial premises, including the Brisbane Technology Park, as car parking requirements are managed by city-wide policy in City Plan. * Council will continue to ensure that new development provides acceptable levels of car parking at rates already identified in City Plan. Improved links to public and active transport will support and promote non-car based modes of transportation for residents and commercial land uses to help reduce the number of cars parking in the local area. |
| Expansion of the Brisbane Technology Park will place additional pressure on local infrastructure, including roads and on-street car parking. | * The Brisbane Technology Park is a valued employment hub and brings a range of employment and economic outcomes to the local area and greater Brisbane. The draft plan proposes increasing the building heights within the Brisbane Technology Park to support the continued growth and evolution of this employment hub. * Car parking rates are determined by existing city-wide policy in City Plan. * The draft plan encourages new development to provide improved pedestrian connections to public transport and the future Brisbane Metro, to help reduce the number of cars parking around the Brisbane Technology Park. |
| Improved walking and cycling infrastructure is required throughout the study area, including pedestrian crossings across Logan Road, Miles Platting Road and over the Pacific Motorway. | * The draft plan proposes a range of improvements to the local streets to make it safer and more comfortable for people to walk and cycle around the area. These changes include widening footpaths and planting shade trees. * These changes are proposed to occur over time as development occurs. |

## 5.0 Feedback and responses

This section of the report provides a summary of the feedback received via the online feedback form and emailed and posted written comments. A detailed table is also provided for each of the four themes to highlight specific feedback and how the draft plan responds to these comments.

### 5.1 Vision

In the online survey, respondents were asked to indicate their level of agreement with the vision presented for the Eight Mile Plains gateway neighbourhood area. Approximately 66% of the 52 respondents who answered this question indicated that they were satisfied with the overall vision presented. This included 10% who were very satisfied, 37% who were satisfied and 19% who were slightly satisfied. Approximately 34% of people who answered the question indicated that they were dissatisfied with the vision.

### 5.2 Theme 1: A network of vibrant places

In the online survey, respondents were asked to indicate their level of agreement with the strategies outlined in Theme 1: A network of vibrant places. A total of 45 participants answered questions relating to this theme. Approximately 76% of respondents agreed with the strategies presented, with 31% of people indicating they strongly agreed with the strategies and equally a further 31% indicated that they moderately agreed. Only 24% of respondents disagreed with the strategies presented. The strategy with the most support was *1.4: Provide the necessary infrastructure to support neighbourhoods and employment clusters*. Nearly 50% of respondents indicated that they strongly agreed with this strategy.

| **Ref.** | **Submission Ref. No.** | **Community Feedback** | **Response** |
| --- | --- | --- | --- |
| **1.1** | **Housing choice and vibrant places** *(Strategy 1.1 Provide greater choice of housing close to vibrant places)* | | |
| 1.1a | EMPGNP011  EMPGNP042  EMPGNP045  EMPGNP046  EMPGNP020 | General support for encouraging the area to grow into a local business and residential hub, and for creating a network of vibrant places for people to live, work, recreate, dine, and socialise.  The creation of these local hubs will support people to live and work in their local area, reducing reliance on cars, travel and helping to create a sense of community. | Support noted. |
| 1.1b | EMPGNP066 | Concerns the cumulative impact of additional development, including large transport infrastructure projects, around the Eight Mile Plains State School may compromise the safe operation of the school. | The draft plan does not include any proposals likely to affect the safe operation of the Eight Mile Plains State School. The draft plan proposes a small area of Medium density residential zoned land (provides for townhouses, villas, and units up to 5 storeys) on the corner of Millers and Underwood Roads. This site is separated from the school by Logan Road with over 35m of roadway and verges. As such it is not expected to cause any impacts such as overlooking or overshadowing. |
| 1.1c | EMPGNP020  EMPGNP064 | General support for Strategy 1.1.3 to provide opportunities for villas and townhouses on Levington Road, on the corner of Millers Road and Underwood Road, near Slobodian Avenue and a portion of Miles Platting Road, when new dwellings are well-designed and include double-glazed windows. | Support noted. |
| 1.1d | EMPGNP049  EMPGNP004  EMPGNP013 | Concern that townhouses and higher density housing types are not consistent with the low-density nature of the neighbourhood plan area. No additional townhouses should be developed in the area.  Stand-alone housing be maintained as the predominate housing type in Eight Mile Plains, particular in the area bordering Kuraby.  In addition, higher density housing should not be located on Miles Platting Road, considering scheduled road widening indicated on Queensland Government mapping. | It’s estimated that by 2041 an extra 390,000 will live in Brisbane. Focusing growth into existing areas rather than sprawling development across Brisbane is the best way to preserve the region’s natural environment, scenic landscapes, and much-loved green spaces. It allows people to take advantage of existing infrastructure and live closer to their jobs.  The neighbourhood plan area already contains a range of residential housing options including conventional detached housing, townhouses, relocatable home parks and new apartments. The draft plan continues to support a range of housing types and encourages greater housing choice around employment clusters, public transport, community facilities and shops.  The draft plan proposes a limited amount of new Low-medium residential zoned land in selected locations throughout the neighbourhood plan area, next to transport and existing townhouses. This includes a small portion of land along Levington Road (2 storey mix); some land along Millers Road (2 or 3 storey mix) and land on Miles Platting Road between Fraser Street and near Buckingham Place (Up to 3 storeys). A small portion of land near the corner of Millers and Underwood Road is also proposed to be included in the Medium density residential zone (5 storeys).  These locations are in proximity to public transport infrastructure, shops, and services. This approach ensures a balanced mix of housing types are available to provide housing choice and meet a range of housing requirements, whilst maintaining the overall low-density nature across most of the plan area. |
| 1.1e | EMPGNP013 | Concern the draft strategy does not encourage or provide for affordable housing. | City Plan includes a wide range of residential zones supporting development of a variety of housing types in response to market supply and consumption demands and to cater for people at all stages of their lives.  The draft plan retains zoning supporting the two existing relocatable home park sites and identifies these sites in a figure for retention. Both sites are well established in the neighbourhood plan area and provide an affordable housing option for the local area. |
| 1.1f | EMPGNP045  EMPGNP046 | Suggestions regarding the preferred maximum building height in the neighbourhood plan area include:   * Mixed commercial and residential buildings to have a maximum height of 4 to 5 storeys; and * Residential buildings to have a maximum building height of 3 storeys to ensure building heights remain below the tree line; and * Limit the maximum building height to 6 storeys for all development within the neighbourhood plan boundary, to protect the suburban character of the neighbourhood plan area. | The draft plan proposes a range of maximum building heights throughout the neighbourhood plan area. Maximum building heights are determined considering a range of factors, including the surrounding neighbourhood character, land uses, adjoining building types and height, setbacks and design elements required for each location, geography of the land, road and other infrastructure capacity. See the information provided in item 1.1d for more information.  A range of building heights is also proposed in Brisbane Technology Park (BTP), Gateway business precinct and Logan Road employment precinct. |
| 1.1g | EMPGNP030  EMPGNP034 | There should be a focus on creating fun, vibrant and walkable areas with cafes, nightlife, cinemas, and entertainment venues. Food and beverage outlets should be provided to create a sense of vibrancy and activation close to public transport nodes. | The draft plan includes several measures aimed at creating vibrant, walkable neighbourhoods, including the continued provision of a range of food and beverage venues throughout the neighbourhood plan area. Mixed uses (offices with some retail and cafes) are encouraged within the BTP in the Commercial and residential sub-precinct (NPP-001a) which fronts Miles Platting Road and the Gateway business precinct (NPP-003) on School Road, Rochedale.  The draft plan provides for a future public plaza at McKechnie Drive in the BTP. This plaza includes a shared space that can be used for food trucks, small public events, and other urban activities. Improvements to the local walking environment are proposed with sections of Miles Platting, School and Millers roads proposed to be designated as a Subtropical boulevard under the Streetscape hierarchy overlay. This means that as development occurs, wider footpaths and shade trees will be provided along these roads. This will make it more pleasant for residents and workers to walk around the local area. |
| 1.1h | EMPGNP052 | Develop 318 Miles Platting Road as a mixed-use landmark destination to exemplify work-life balance and mixed-use living. | The draft plan proposes to rezone 318 Miles Platting Road from Emerging community to Specialised centre (Mixed industry and business zone precinct) and proposes a maximum building height of 6 storeys. This zone provides for a mix of industrial activities, commercial enterprises, and workshops, supported by office activities, set in a business park environment. This could include a wide range of industry and business uses, including clean [low impact industry](http://eplan.brisbane.qld.gov.au/CP/Definitions#LowImp), research and technology facilities, knowledge creation and entrepreneurial activities and service industries that are more compatible with urban areas, as well as some complementary food and drink outlets, community facilities and convenience shops. |
| 1.1i | EMPGNP062 | Request for mixed-use or centre activities and higher density housing to be provided in proximity to the future Rochedale busway station. | The draft plan proposes to rezone land at Millers and Underwood roads to Low-medium density residential to allow for units up to 3 storeys in height. This location is near public transport infrastructure, shops, and services. Land near the corner of Millers and Underwood roads is also proposed to be included in the Medium density residential zone (5 storeys). This approach ensures a balanced mix of housing types are available to provide housing choice and meet a range of housing requirements, whilst maintaining the overall low-density nature across most of the plan area.  The draft plan does not propose shops or centre activities near the future Rochedale busway station (which is outside the neighbourhood plan area, on the corner of School and Underwood roads) as there is an existing neighbourhood centre across the road, on the corner of Logan and Underwood roads. |
| 1.1j | EMPGNP053 | Concern the strategies outlined in the draft strategy will result in more noise, lights, pollutions, and traffic congestion. | Several technical investigations were undertaken to inform the draft plan. These investigations looked at the broader transport network in relation to the Eight Mile Plains gateway area.  Council is continually assessing and managing the impacts of growth and development on the entire transport network. This occurs through the development assessment process, local traffic studies and city-wide network planning.  In addition, City Plan manages the potential traffic noise impacts through the Transport noise corridor overlay. This overlay seeks to manage the intrusion of transport noise at residential dwellings. |
| 1.1k | EMPGNP056 | It is difficult to encourage people to live and work in the same neighbourhood. | The draft plan proposes a range of residential zones supporting development of a variety of housing types in response to market supply and consumption demands and to cater for people at all stages of their lives. See the response provided in Item 1.1d for more information. |
| **1.2** | **High-quality design** *(Strategy 1.3 Encourage high-quality development design to create a series of unique neighbourhoods)* | | |
| 1.2a | EMPGNP021 | Development needs to have better design and variation in design.  New dwellings include only limited green space, trees, landscaping, and the design is unattractive. Development should include more trees and greenery. | The draft plan proposes several measures to improve design outcomes, including provisions relating to built form, subtropical shade trees, increasing building setbacks to support landscaping and reducing building bulk, specifically in the BTP. Development on the significant corner site at the corner of Logan and Underwood roads is also proposed to be required to reinforce the southern gateway and deliver architectural excellence. Structure planning is required for development of sites in the Potential development areas precinct (NPP-005) to ensure existing environmental values and the character of the area are protected.  City Plan does not specify landscaping requirements for dwelling houses. Where significant landscape trees (SLT) are mapped there are requirements to retain and protect vegetation in its existing location. Additionally, Council has also developed several strategies and documents to provide guidance about achieving quality design in Brisbane. Information and documents include Council's overarching framework, *Design-led City - a design strategy for Brisbane* and *Design-led City - Low-to-medium density residential design guide*. For more information, you can review these documents on Council’s webpage. Go to [www.brisbane.qld.gov.au](http://www.brisbane.qld.gov.au) and search ‘design strategy and guidelines’. |
| **1.3** | **Infrastructure provision** *(Strategy 1.4 Provide the necessary infrastructure to support neighbourhoods and employment clusters).* | | |
| 1.3a | EMPGNP004 | Request for more retail opportunities within the neighbourhood plan area. | The draft plan supports the continued provision of a range of food and beverage venues throughout the plan area, including at the BTP and near the Eight Mile Plains busway station. In addition, offices with some retail and cafes are encouraged on Miles Platting Road and within the Gateway business precinct (NPP-003) on Miles Platting Road and School Road, Rochedale.  The plan area is also well supported by a range of established shops and centres outside the neighbourhood plan area, including the Eight Mile Plains Shopping Centre on Warrigal Road, Rochedale Village on Gardner Road, and Westfield Garden City in nearby Upper Mt Gravatt. |
| 1.3b | EMPGNP058 | Request for more commercial activities within the neighbourhood plan area. | There are already a range of commercial uses within the neighbourhood plan area. The draft plan supports the continued growth of the area as a key economic and employment hub in Brisbane.  The draft plan proposes new employment nodes and greater building heights in key locations. Key proposals including increasing the maximum building heights at the BTP and providing commercial opportunities at the Gateway business precinct (NPP-003), on the corner of Miles Platting Road and School Road. See item 1.3a for more information. |
| 1.3c | EMPGNP030  EMPGNP042  EMPGNP053 | Concern there is additional high-density housing proposed and already occurring in the plan area without adequate infrastructure. Request to provide necessary infrastructure before development occurs. | Council delivers infrastructure for Brisbane in many ways including capital works programs, infrastructure contributions and through development. This includes local roads, public transport (except those under Queensland Government control), active transport, stormwater, parks, and community facilities. Drinking water and sewer infrastructure are the responsibility of Urban Utilities.  Council's extensive capital works program is supported through policies in City Plan. The Local Government Infrastructure Plan (LGIP) (Part 4 and Schedule 3 of City Plan) matches Brisbane's future development with the infrastructure needed to support our growing population. The LGIP represents around 1000 future projects worth $2 billion for stormwater, transport, parks, and land for community facilities, to deliver new infrastructure from 2016 to 2026. It provides developers with an indication of likely infrastructure required as part of any proposed developments and helps Council plan for the delivery of infrastructure in our growing city. Council also plans for Brisbane’s future infrastructure beyond 2026, outlined in the Long-term infrastructure plan.  The LGIP already includes several road, intersection, cycling and stormwater upgrades within the plan area, as well as park and waterway improvements. |

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### 5.3 Theme 2: Global business and local jobs

A total of 44 participants responded to questions about the strategies presented in Theme 2: Global business and local jobs. Of those, 80% of respondents agreed with the strategies, including 34% of people who strongly agreed. Approximately 20% of respondents disagreed with the strategies outlined in this theme. The strategy with the most support was 2.1: Provide diversity of employment uses to support global businesses and local jobs. Approximately 60% of respondents indicated that they strongly agreed or agreed with this strategy.

| **Ref.** | **Submission Ref. No.** | **Community Feedback** | **Response** |
| --- | --- | --- | --- |
| **2.1** | **Brisbane Technology Park** *(Strategy 2.1 Encourage the growth of the BTP into a vibrant and unique economic precinct)* | | |
| 2.1a | EMPGNP042  EMPGNP046  EMPGNP049 | General support for Theme 2 Global business and local jobs. | Support noted. |
| 2.1b | EMPGNP046 | The draft strategy outlines positive ways to decentralise employment away from the CBD, especially smart industries such as information technology. | Support noted. |
| 2.1c | EMPGNP010  EMPGNP011  EMPGNP019  EMPGNP049  EMPGNP056 | Concerns that limited parking within the BTP results in workers parking in local streets and on road verges.  More parking spaces should be provided, and BTP workers should not park in local streets. | The draft plan does not propose any changes to on-site car parking rates for commercial premises, including the BTP.  Council manages requirements for on-site car parking on a citywide basis through requirements in City Plan,specifically through the Transport, access, parking and servicing code and associated planning scheme policy. Development of commercial, retail, or residential uses must provide a certain level of car parking. Council will continue to ensure new development provides acceptable levels of car parking. |
| 2.1d | EMPGNP065 | The minimum car parking requirements required by Council limit the potential future development of the BTP. | The draft plan does not propose any changes to on-site car parking rates for commercial premises, including the BTP.  Council is continually assessing and managing the entire transport network regarding on-street parking and kerbside allocations (e.g. clearways and no standing zones).  See the response provided in Item 2.1c for more information. |
| 2.1e | EMPGNP025 | Many people who work in technology industries work from home, making it challenging to develop into a global precinct. | The draft plan encourages localised employment and retail opportunities by attracting and retaining advanced technology and manufacturing industries at key locations. The draft plan also supports the continued growth of the BTP and employment uses along Logan Road including small cafes and shops that would support local residents and workers. |
| 2.1f | EMPGNP010  EMPGNP026 | The BTP should not be extended as it is currently at capacity due to traffic and parking concerns.  Expansion of the BTP is not supported due to concerns with on-street parking in residential streets in the neighbourhood plan area. | The BTP is already an important and unique economic precinct in the plan area. The draft plan seeks to support the growth of this precinct by broadening the mix of land uses, increasing the height across the business park, and improving the public realm and connections to and from the business park.  Any new development at the BTP is required to provide on-site car parking in accordance with the requirements outlined in City Plan. That means that commercial, retail, or residential development must provide a certain level of car parking on-site.  Council is continually assessing and managing the entire transport network regarding on-street parking and kerbside allocations (e.g. clearways and no standing zones). |
| 2.1g | EMPGNP007  EMPGNP054  EMPGNP056 | The BTP currently has a strong economic focus. It does not provide a quality public realm or retail and convenience shopping and is an inactive space after hours.  In addition, the actions listed under Strategy 2.1, including specifying maximum building heights, providing open space, shade trees, public artwork, and improving landscaping footpaths, lighting, and street trees in the BTP should be regulated and enforced. | The draft plan provides for a future public plaza at McKechnie Drive in the BTP. This plaza includes a shared space that can be used for food trucks, small public events, and other urban activities. Improvements to the local walking environment are proposed with sections of Miles Platting, School and Millers roads proposed to be designated as a Subtropical boulevard under the Streetscape hierarchy overlay. This means that as development occurs, wider footpaths and shade trees will be provided along these roads. This will make it more pleasant for residents and workers to walk around the local area.  Development of retail and small-scale food and drink outlets will be encouraged in the BTP to activate the ground floor and public realm. Community uses (up to 1,200m2) are also currently provided for in this zone precinct to support community activities and events in the BTP. The draft plan outlines design outcomes for commercial development in the BTP that encourages high quality built form, landscaping, public realm and public art. |
| **2.2** | **Employment diversity** *(Strategy 2.2 Provide diversity of employment uses to support global businesses and local jobs)* | | |
| 2.2a | EMPGNP049 | Employment uses like those at the BTP, should also be located around the Eight Mile Plains busway station and east of the Gateway Motorway towards Rochedale. | The draft plan seeks to support the continued growth of established employment hubs such as at the existing business parks and RACQ site. The draft plan proposes employment uses east of the Gateway Motorway, in the Gateway business precinct (NPP-003). This precinct envisages mixed industry and business uses up to 6 storeys in height. |
| 2.2b | EMPGNP052 | 318 Miles Platting Road should facilitate a mix of commercial and residential development with a maximum building height of 10 storeys.  Having a mix of residential and employment uses will support the overall outcomes of the draft strategy such as providing diverse housing options in proximity to employment nodes, providing diverse local employment opportunities. This site could function as a satellite city, encouraging people to live, work, and recreate within one neighbourhood. | Refer to item 1.1h for information on this site. |
| 2.2c | EMPGNP049 | Concerns about extending employment uses along Logan Road without upgrading the road network which is already congested during business hours. | Several technical investigations were undertaken to inform the draft plan. These investigations looked at the broader transport network in relation to the plan area.  Council is continually assessing and managing the impacts of growth and development on the entire transport network. This occurs through the development assessment process, local traffic studies and city-wide network planning. |
| **2.3** | **Other items raised** | | |
| 2.3a | EMPGNP064 | The proposals outlined in the draft strategy will create future employment opportunities that will benefit Brisbane and Logan residents.  Economic and social connections between Brisbane and Logan, particularly Springwood, should be identified and delivered, considering the planned Pacific Motorway upgrade and South East busway extension connecting the two areas. | Noted. |

### 5.4 Theme 3: Connecting places and spaces

Participants in the online survey were asked to indicate their support for strategies presented in Theme 3: Connecting places and spaces. A total of 41 respondents answered questions about this theme, with 82% indicating they agreed with the strategies presented, while 18% of respondents disagreed with the strategies presented (including 11% strongly disagreeing with the strategies). The strategy with the most support was 3.3: Enhance the public realm to create walkable neighbourhoods. Over 82% of respondents indicated they agreed with this strategy.

| **Ref.** | **Submission Ref. No.** | **Community Feedback** | **Response** |
| --- | --- | --- | --- |
| **3.1** | **Pedestrian and cycle connections** *(Strategy 3.1 Provide critical pedestrian and cycle connections between employment nodes and public transport)* | | |
| 3.1a | EMPGNP007  EMPGNP020  EMPGNP038 | Pedestrian crossings and connections are required:   * Across Logan Road to Brandl Street at the BTP; and * Along Miles Platting Road and Rochedale town centre; and * Around Liverpool Street. | The focus in the draft plan is to improve pedestrian and cycle access within the area through streetscape upgrades and facilitate the establishment of a wide range of services and facilities within easy walking distance of existing and new residents and employees.  Requests for new pedestrian crossings and other pedestrian safety improvements are managed by Council’s Transport Planning and Operations section (TPO). Suggestions for specific pedestrian safety improvements have been forwarded to TPO for consideration. Requests for footpath upgrades have been forwarded to Council’s Asset Services Branch for consideration.  Parts of Logan Road fall into the jurisdiction of the Queensland Government. Long term planning and the provision of pedestrian crossings in those locations is the responsibility of the Queensland Government. |
| 3.1b | EMPGNP004  EMPGNP013  EMPGNP020  EMPGNP026  EMPGNP041  EMPGNP042  EMPGNP065 | The draft strategy does not clearly identify road upgrades, pedestrian connections or pedestrian overpasses and creating a walkable environment is difficult due to the presence of major road infrastructure.  Improvements are required to support active transport connections between the Eight Mile Plains busway station and the BTP, including upgraded lighting, shading, and prioritising pedestrian movements at crossings.  There are limited safe east-west connections for walking and cycling in the neighbourhood plan area and limited linear north-south pathways along both sides of the freeway. More pedestrian and cycling connections to public open space areas are needed.  Cycle paths should be a mandatory inclusion in new developments and should link to surrounding cycling infrastructure to reduce connectivity barriers. | While transport infrastructure improvements to manage traffic, and changes to road and intersection infrastructure are outside the scope of the neighbourhood planning process, this feedback has been forwarded to the Transport Planning and Operations section (TPO) of Council for further consideration.  The draft plan includes amendments to the Streetscape hierarchy overlay to improve footpath and shade trees in the BTP, which will improve active transport connections. Requests for new pedestrian crossings, and other pedestrian safety improvements and cycle paths are managed by TPO. Suggestions for specific pedestrian safety improvements have been forwarded to TPO for consideration. Refer to item 1.3c for information about the Local government infrastructure plan. |
| 3.1c | EMPGNP017  EMPGNP045  EMPGNP067  EMPGNP065 | Support for a pedestrian overpass to connect the BTP to the Eight Mile Plains busway station to make it easier and safer for pedestrians to cross Miles Platting Road.  A comprehensive analysis and strategic business case need to be completed to secure support and funding for the overpass. A partnership approach with various government and private enterprises will be required to deliver the infrastructure. | Support noted. |
| 3.1d | EMPGNP041  EMPGNP045 | The V1 Veloway should connect with the existing Eight Mile Plains and future Rochedale busway stations. There needs to be safe pedestrian and cycling access over the Gateway Motorway. | Bikeway planning and citywide improvements to the bike network are ongoing. Requests for new pedestrian and cycle crossings and safety improvements are managed by Council’s Transport Planning and Operations section (TPO). These connections are recognised as a future primary and secondary cycle routes respectively on the Bicycle network overlay within City Plan.  The dedication of cycle lanes on existing roads is subject to factors like the design and function of the road and road user safety (drivers and cyclists) and is typically triggered by road upgrades undertaken as part of Council’s capital works program, or where identified in Council’s Active Transport Strategy 2012-2026.  Bicycle infrastructure will also be considered as part of any future road upgrade projects along the corridor. |
| 3.1e | EMPGNP013  EMPGNP065 | Expand electric scooter schemes to the outer suburbs to overcome the "last mile" barrier or identify other ways to connect people from the Eight Mile Plains busway station to work and home, and develop the Eight Mile Plains busway station as a major transport hub which supports major multi-modal journeys between Brisbane City and the BTP. | Council is trialling the use of electric scooters at Eight Mile Plains, Greenslopes and other suburbs along the bus and train lines after extending the existing scooters contracts that are operating in other parts of the city.  The draft plan includes amendments to the Streetscape hierarchy overlay to improve footpath and shade trees in the BTP, which will improve active transport connections to future public transport infrastructure. |
| **3.2** | **Regional connections and infrastructure** *(Strategy 3.2 Preserve and enhance regional connections and infrastructure)* | | |
| 3.2a | EMPGNP007  EMPGNP013  EMPGNP017 | The traffic flow in and out of the BTP needs to be improved.  It is difficult for employees to enter and exit the site during peak hours as there are only two entrance/egress points and only one of those points is controlled by traffic lights. It is difficult to turn right into the BTP from Logan Road.  A roundabout at the intersection of Miles Platting Road and McKechnie Road is needed to improve this traffic flow and to support any expansion of the BTP. | Several technical investigations were undertaken to inform the neighbourhood plan. These investigations looked at the broader transport network in relation to the Eight Mile Plains gateway area.  Council is continually assessing and managing the impacts of growth and development on the entire transport network e.g. through the development assessment process.  Council considers funding for road upgrades/improvements as part of its annual budgetary processes, subject to an assessment of the relative costs/ benefits and priority relative to other, similar citywide proposal. |
| 3.2b | EMPGNP006  EMPGNP011  EMPGNP013  EMPGNP016  EMPGNP016  EMPGNP019  EMPGNP054 | Commuter access to the Eight Mile Plains busway station needs to be improved. The left turn only after leaving the Eight Mile Plains busway station Park ‘n’ Ride makes it difficult for residents to use the facility and causes congestion on Padstow Road.  There is limited capacity at the existing Eight Mile Plains busway station Park 'n' Ride facility. Additional car parks are required at this facility to prevent commuters from parking along Logan Road and in local streets. A multi-storey facility is preferred. | The draft plan does not propose any new park ‘n’ ride locations.  Planning for public transport infrastructure and services, including park ‘n’ rides and bus routes, is conducted by TransLink, part of the Queensland Government. The Queensland Government have recently completed (in late 2019) an upgrade to the Eight Mile Plains busway station Park 'n' Ride providing an additional 340 car parking spaces. |
| 3.2c | EMPGNP013  EMPGNP019  EMPGNP056 | Additional car parking is required at the Garden City Office Park and Freeway Office Park.  All existing and future businesses and commercial development should provide sufficient parking for all workers.  On-site parking requirements should not be relaxed. | Council manages requirements for on-site car parking on a citywide basis through requirements in City Plan, specifically through the Transport, access, parking and servicing code and associated planning scheme policy. Development of commercial, retail, or residential uses must provide a certain level of car parking. Council will continue to ensure new development provides acceptable levels of car parking.  Council is continually assessing and managing the transport network regarding on-street parking and kerbside allocations (e.g. clearways and no standing zones). |
| 3.2d | EMPGNP016  EMPGNP018  EMPGNP020  EMPGNP026  EMPGNP038 | Reducing traffic congestion should be a priority for the area.  Public funds should be prioritised towards road upgrades and services.  Non-residents parking and rat-running through local streets such as London Street, Liverpool Street, and Manchester Street, create on street parking and traffic issues. | Refer to item 3.1b for more information about ongoing traffic management.  Council considers funding for road upgrades/improvements as part of its annual budgetary processes, subject to an assessment of the relative costs/ benefits and priority relative to other, similar citywide proposals.  Council recently completed community consultation regarding local area traffic management devices in Liverpool and London Street and surrounding streets in Eight Mile Plains to address community concerns related to traffic volumes, pedestrian safety, and motorist safety. The aim of the project and proposed traffic calming treatments was to address concerns raised by the community in the feedback Council received regarding pedestrian and motorist safety in the area. |
| 3.2e | EMPGNP006 EMPGNP067 | Improve road connections between Holmead Road and Miles Platting Road.  Upgrade the Logan Road and Miles Platting Road intersection and increase the traffic signal timing during peak hours. | This portion of road is operated by the Queensland Government. This feedback has been passed on to the Queensland Government for consideration. |
| 3.2f | EMPGNP004  EMPGNP010  EMPGNP004  EMPGNP013  EMPGNP065 | Other than the busway, public transport is limited in the neighbourhood plan area. There were several requests for more suburban bus services, including:   * along Miles Platting Road, between Logan Road and Gardner Road and Holmead Road. * a bus route along Gardner Road into Rochedale. * improved suburban bus routes that connect to the Eight Mile Plains busway station. * increased bus services linking the BTP with the Eight Mile Plains busway station and future Brisbane Metro station. * an additional bus stop on Pebble Road providing access to City-bound bus services. | Requests for additional bus stops have been passed onto Council’s Transport for Brisbane Division and TransLink (Queensland Government) for consideration. |
| 3.2g | EMPGNP008 | Request for public transport projects to be prioritised before major road upgrades, and for noise impacts of major road projects to be considered. | Noise levels from motorways and arterial roads are included on the Transport noise corridor overlay map, available online at: [*http://cityplan2014maps.brisbane.qld.gov.au/CityPlan/*](http://cityplan2014maps.brisbane.qld.gov.au/CityPlan/)  Logan Road, Miles Platting Road, Pacific Motorway and Gateway Motorway are included in these maps. This overlay map is used to trigger development requirements to ensure that the intrusion of transport noise on a passive recreation space of a dual occupancy, multiple dwelling, residential care facility, or retirement facility located in a transport noise corridor, is appropriately managed. Development is also required to ensure that each dwelling has access to an outdoor space for passive recreation where transport noise has been minimised.  Council recognises that major road projects can cause some noise impacts and disturbances to local residences. Where possible, Council programs as much work during the day as possible. However, due to the location and nature of some projects, activities are sometimes required to be undertaken at night. Notification is always provided, to the land-owner, in advance of projects works.  Warrigal Road is classified as a suburban road, so it does not meet the classification for inclusion on the map. While not included on the overlay map, council has undertaken traffic counts along Warrigal Road on several occasions. The results indicate that internal levels within residences would generally achieve the maximum levels under the Australian Standard (AS2107). Council does recognise that community response to traffic noise varies from person to person, and that a proportion of the population will still experience some disturbance at these noise levels. Further information about noise control in homes is available online at: [*https://www.yourhome.gov.au/housing/noise-control*](https://www.yourhome.gov.au/housing/noise-control) |
| **3.3** | **Connections from public transport infrastructure** *(Strategy 3.4 Connect Brisbane Metro patrons to jobs and homes)* | | |
| 3.3a | EMPGNP013  EMPGNP065 | Expand electric scooter schemes to the outer suburbs to overcome the "last mile" barrier or identify other ways to connect people from the Eight Mile Plains busway station to work and home, and develop the Eight Mile Plains busway station as a major transport hub which supports major multi-modal journeys between Brisbane City and the BTP. | Council is trialling the use of electric scooters at Eight Mile Plains, Greenslopes and other suburbs along the bus and train lines after extending the existing scooters contracts that are operating in other parts of the city. The draft plan includes amendments to the Streetscape hierarchy overlay to improve footpath and shade trees in the BTP, which will improve active transport connections to future public transport infrastructure. |
| **3.4** | **Other items** | |  |
| 3.4a | EMPGNP036 | General objection to Theme 3 - Connecting spaces and places, as Eight Mile Plains is already a well-connected suburb.  The busway at Eight Mile Plains already provides sufficient public transport access to major destinations. | Noted. |
| 3.4b | EMPGNP007  EMPGNP067 | Request to realign the northbound entrance to the Gateway Motorway on Levington Road.  Request to relocate the Gateway Motorway north entrance from the corner of Logan Road and Levington Road to further north (on the Priestdale Road Park side of the Gateway Motorway), to provide safer merging for the Gateway Motorway and Pacific Motorway. | Motorways and their on-ramps are the jurisdiction of the Queensland Government. Long term planning for the Gateway Motorway and Pacific Motorway is therefore the responsibility of the Queensland Government. |
| 3.4c | EMPGNP014 | Concern that traffic and the number of heavy vehicles has increased on Miles Platting Road, creating more noise for residents. Noise impacts need to be managed to improve liveability for residents. | Please see the response provided for 3.2g.  Requests for heavy vehicle restrictions are outside the scope of the neighbourhood planning process. These requests should be directed to Council by calling (07) 3403 8888 where they will be assessed by the Transport Planning and Operations section on a case by case basis. |

### 5.5 Theme 4: A grid of green

A total of 40 participants provided a response to Theme 4: A grid of green. Of those 40 respondents, 84% indicated they agreed with the strategies outlined in this section of the draft strategy, including 44% who strongly agreed and 23% who moderately agreed. Approximately 16% of participants disagreed with the presented strategies, of which 8% strongly disagreed. Strategy 4.1: Protect and enhance the ecological values and function of the Bulimba Creek corridor received the most support with 87% of respondents agreeing with this strategy.

| **Ref.** | **Submission Ref. No.** | **Community Feedback** | | **Response** |
| --- | --- | --- | --- | --- |
| **4.1** | **Protect and enhance Bulimba Creek corridor** *(Strategy 4.1 Protect and enhance the ecological values and function of the Bulimba Creek corridor)* | | | |
| 4.1a | EMPGNP009  EMPGNP042  EMPGNP054 | Encourage more native wildlife such as koalas, wallabies, and reptiles to the Bulimba Creek corridor with native vegetation.  Concerns about the loss and degradation of habitat and natural environment, particularly the loss of koala habitats in the neighbourhood plan area. | | The Bulimba Creek corridor is recognised as a valuable ecological and social resource for the city with most of this corridor mapped under the Biodiversity areas overlay.  Council is committed to protecting, managing, and enhancing Brisbane's biodiversity values, including protecting native vegetation and wildlife. Council's *Brisbane, Clean, Green, Sustainable 2017-2031* strategy highlights Brisbane's key sustainability achievements and outlines future targets and commitments to achieve a cleaner, greener, and more sustainable city. This includes the target of 40% natural habitat cover on mainland Brisbane by 2031 and to increase shade cover to achieve 50% on footpaths and bikeways in residential areas by 2031.  The draft plan includes amendments to ensure the protection of significant vegetation and retention of mature vegetation within the neighbourhood plan area. Specifically, it is proposed to rezone two existing Open space zoned sites (one adjacent to the BTP and one running to the east of the Gateway Motorway) to the Conservation zone to maintain the integrity of the city's wildlife, habitats and other significant ecological assets and processes. Two other lots are proposed to be rezoned from Emerging community to Environmental management to reflect environmental values in Lilywood Street. |
| 4.1b | EMPGNP020  EMPGNP021  EMPGNP042  EMPGNP046  EMPGNP054 | The Bulimba Creek corridor and other green spaces in the plan area are perceived to be largely unvalued by the community as it has already been fragmented due to development and transport infrastructure pressure, there are not enough spaces for gatherings, and existing spaces are not maintained.  The Bulimba Creek corridor should be maintained and enhanced. | | Planning for new parks and open spaces occurs as part of an integrated land use and infrastructure planning process. See item 1.3c for further information about the LGIP. |
| 4.1c | EMPGNP053 | Objection to development and the proposed community recreation opportunity outlined in the draft strategy, around the Bulimba Creek corridor, with concerns that it will impact on the waterway and drainage functions of this open space area. | | Bulimba Creek corridor provides a significant north south linkage within Brisbane's greater biodiversity network. Corridors such as this provide an essential linkage and ecological services within a highly urban setting. These functions can be facilitated concurrently within other land uses where carefully considered, given this urban setting.  The section of parkland identified as a possible community recreation opportunity, in the draft strategy, is significantly constrained by flooding and a large power line easement, and as such Council does not intend to provide any major, permanent recreational embellishments in this location. |
| **4.2** | **Protect and enhance trees on streets and private property** *(Strategy 4.2 Encourage green streets that contribute to the environmental, character and visual amenity of the locality)* | | | |
| 4.2a | EMPGNP008  EMPGNP023  EMPGNP045  EMPGNP054  EMPGNP065 | Plant additional and maintain existing street trees and trees on public land, to provide a cooler and more comfortable environment, improve liveability and counter the heat island effect.  Trees should be planted along public streets, in new developments, along back streets and on main roads, and trees on private property should be protected in a consistent manner.  Provide more shade for commuters waiting at bus stops on Warrigal Road.  More shade trees are needed to encourage walking and cycling in the neighbourhood plan area  Expand the proposed street tree boulevard to include Clunies Ross Court. | | The draft plan proposes amendments to the Streetscape hierarchy overlay in City Plan. Miles Platting Road, Millers Road and Station Road are proposed to be identified as ‘Boulevards’. Through the development assessment process future development will be required to plant large subtropical street trees to improve pedestrian’s experience.  The draft plan proposes to include 14 sites in the Significant landscape tree overlay to protect their landscape character and visual amenity values.  Council is unable to propose a street tree boulevard at Clunies Ross Court as it is a private road.  If you wish to request a street tree be planted near your home, please complete the form on Council’s website by going to www.brisbane.qld.gov.au and searching ‘request a street tree’. |
| **4.3** | **Open space and parks** *(Strategy 4.3 Provide green spaces to increase amenity for workers and residents)* | | | |
| 4.3a | EMPGNP017  EMPGNP054 | There is already an adequate provision of open space to meet community needs in the neighbourhood plan area.  Some parks are already well provided for and do not require further upgrades or changes.  The focus should be on protecting existing open space areas in the neighbourhood plan area rather than providing more parks using public funds. | Council's LGIP shows the existing trunk park network along with identified sites for new parks and park upgrades to provide sufficient recreation infrastructure for Brisbane's growing population, in accordance with our legislative obligations.  Many parks along waterways such as Bulimba Creek only provide very limited recreational or sporting value, due to waterway, flooding, and other environmental constraints. | |
| 4.3b | EMPGNP020  EMPGNP026  EMPGNP030  EMPGNP046  EMPGNP047  EMPGNP054 | Provide more public open space, green space and parks and upgrade existing parks in the neighbourhood plan area to help create liveable community.  New parks and playgrounds should be provided in public open spaces to activate these areas. | Council has an integrated land use and infrastructure planning process. New parks and existing parks identified for upgrades are represented in Council’s LGIP, which enables Council to require infrastructure contributions through the development assessment process. Council will determine park and public open space improvements as part of the on-going review of the LGIP. | |
| 4.3c | EMPGNP013  EMPGNP019  EMPGNP020  EMPGNP041  EMPGNP049 | Suggestions were received on how to improve local parks and open spaces:   * Parks and open spaces should be more child friendly. * Provide barbeque, picnic spots and facilities in public parks. * Parks in the area should have exercise equipment and places to lock bikes. * Maintain and look after open spaces and facilities. * Public recreational spaces require more car parking provision. | Council’s park planning considers a range of potential facilities (including playgrounds) for Council parkland based on the park’s identified function and the needs of the residents for the area. Comments on this matter have been provided to Council’s Natural Environment Water and Sustainability Branch and Council’s Asset Management Branch. | |
| 4.3d | EMPGNP049 | General support for Theme 4: A grid of green. | Support noted. | |
| 4.3f | EMPGNP054 | If development occurs at the corner of Millers Road and Underwood Road, the suggested park should be the same size or bigger than the development. | See item 4.1a and item 4.3b for more information. | |
| 4.4 | **Other** | | | |
| 4.4a | EMPGNP026 | The draft strategy does not define what the concept ‘grid of green’ means and where the green spaces are. | See item 4.3b for more information. | |
| 4.4b | EMPGNP009 | Encourage more koalas and wallabies around Maisie Dixon Park, Eight Mile Plains. | The Maisie Dixon Park is outside of the neighbourhood plan area. As such, the draft plan does not include any proposals relating to this park. | |
| 4.4c | EMPGNP050 | Farming land and soil is scarce and needs to be protected. | Noted. The draft plan proposes changes to existing rural zoned land already identified for residential or commercial uses. Good quality agricultural land is mapped for South East Queensland and does not include any land within the neighbourhood plan area. | |

### 5.6 Other items raised

| **Ref.** | **Submission Ref. No.** | **Community Feedback** | **Response** |
| --- | --- | --- | --- |
| **5.1** | **Other items** | | |
| 5.1a | EMPGNP049 | Additional growth in the neighbourhood plan area is not supported. Continuous sustainability is needed. | It’s estimated that by 2041 an extra 390,000 will live in Brisbane. Focusing growth into existing areas rather than sprawling development across Brisbane is the best way to preserve the region’s natural environment, scenic landscapes, and much-loved green spaces. It allows people to take advantage of existing infrastructure and live closer to their jobs.  The neighbourhood plan area already contains a range of residential housing options including conventional detached housing, townhouses, relocatable home parks and new apartments. The draft plan continues to support a range of housing types and encourages greater housing choice around employment clusters, public transport, community facilities and shops.  The draft plan proposes a limited amount of new Low-medium residential zoned land in selected locations throughout the neighbourhood plan area, next to transport and existing townhouses. This includes a small portion of land along Levington Road (2 storey mix); some land along Millers Road (2 or 3 storey mix) and land on Miles Platting Road between Fraser Street and near Buckingham Place (Up to 3 storeys). A small portion of land near the corner of Millers and Underwood Road is also proposed to be included in the Medium density residential zone (5 storeys).  These locations are in proximity to public transport infrastructure, shops, and services. This approach ensures a balanced mix of housing types are available to provide housing choice and meet a range of housing requirements, whilst maintaining the overall low-density nature across most of the plan area. |
| 5.1b | EMPGNP056 | Increased people in the area, particularly employees in local business parks, has resulted in increased litter on the ground. | Noted. Council is committed to keeping Brisbane clean. For more information, please go to: <https://www.brisbane.qld.gov.au/clean-and-green/rubbish-tips-and-bins/reducing-litter> |
| 5.1c | EMPGNP004 | Enquiry about the proposed Aldi development planned for Rochedale, outside of the neighbourhood plan boundary. | It is understood the proposed Aldi development referred to in the submission relates to the proposed development at 667 Miles Platting Road, Rochedale. This site is outside of the neighbourhood plan boundary. For more information about that proposal, please go to Brisbane Development.i, on Council’s website, and search for application number A004379222. |
| 5.1d | EMPGNP001  EMPGNP009  EMPGNP055 | There were several requests for the Eight Mile Plains gateway study area to be extended, or for other parts of Brisbane to be considered:   * Wishart Outlook Estate should have been included in the study area. * A neighbourhood plan strategy is required for Durack and Doolandella. * Additional development and planning strategies are required for Rochedale. | Council undertakes strategic planning and suburban renewal projects as part of the Neighbourhood Planning and Urban Renewal Program, to ensure our local neighbourhoods remain great places to live, facilitate economic prosperity and provide the range of infrastructure and facilities required by the community. Neighbourhood plan areas are determined based on several strategic drivers and need. Council is not currently undertaking strategic planning activities in the areas listed. However, we will consider your feedback as part of our city-wide assessment to determine upcoming projects. |
| 5.1e | EMPGNP028 | Concern the feedback process does not influence decision making. | Community feedback is carefully considered at each stage of the project and does influence decision making. Community feedback informed the development of the draft strategy. Feedback provided on the draft strategy helped to shape the draft plan and is outlined in this draft strategy feedback report. This report outlines in Section 4.0 how community comments were considered when preparing the draft plan. The community now has an opportunity to provide feedback on the draft plan. To have your say on the draft plan, go to:  <https://www.brisbane.qld.gov.au/planning-and-building/planning-guidelines-and-tools/neighbourhood-planning-and-urban-renewal/neighbourhood-plans-and-other-local-planning-projects/eight-mile-plains-gateway-neighbourhood-plan> |

## 6.0 Conclusion and next steps

Feedback on the draft strategy, technical studies and other inputs were considered in developing the draft Eight Mile Plains gateway neighbourhood plan.

The draft neighbourhood plan will be available for public consultation following Queensland Government approval.

You will be able to read the draft plan when it is open for public consultation by visiting [www.brisbane.qld.gov.au](http://www.brisbane.qld.gov.au) and searching ‘Eight Mile Plains gateway neighbourhood plan’. The draft plan includes specific proposals such as changes to zones and overlays and will be reviewed by the Queensland Government before it becomes available for public review and feedback.

Feedback on the draft neighbourhood plan will be considered prior to finalising the neighbourhood plan. The neighbourhood plan is expected to be finalised and form part of City Plan in late 2022.