

PLAN7126  
final report

group PG19

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**WEST END REGENERATION PLAN**  
**SUSTAINABLE MEDIUM DENSITY INFILL PROPOSAL**

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# introduction

The suburb of West End is under threat of gentrification. The bohemian character and lifestyle provided by this eclectic neighbourhood is being displaced through large-scale development and the very real potential of the loss of the community spirit at the heart of West End.

The ABS forecast Greater Brisbane's population to grow from 2.4 million in 2017 to between 2.9 million and 3.0 million in 2027 (Australian Bureau of Statistics, 2018). The South Brisbane Riverside Neighbourhood Plan provides planning changes to allow a seven-fold increase from 7000 residents to 50,000 residents in 20 years (Eywood, 2020). The residents of West End are fighting against the changes that this dramatic influx of high-density development and people will create to their neighbourhood.

This regeneration plan proposes a **medium density infill strategy** and undertakes the retention of the built form and social character of West End. Encouraging growth through the nurturing of what makes West End unique is key to this strategy, starting with the community driving the change.

*We respectfully acknowledge the Jagera and Turrbal People, Traditional Custodians of the land on which this study is situated.*

*We pay our respects to Elders past, present and emerging and commit ourselves to the ongoing journey of Reconciliation.*

# CONTEXTUAL ANALYSIS

- ❑ Riverside suburb and walkable neighbourhood
- ❑ Historically known as the bohemian heart of Brisbane
- ❑ Walking distance to the cultural precinct and Southbank
- ❑ Includes traditional and heritage housing, new high-rise residences, and diverse, character commercial buildings on Boundary Street
- ❑ Boundary Street is of historic Indigenous significance
- ❑ The local economy focuses on food, accommodation, science, technology, education and the arts
- ❑ The economy has seen some decline and empty tenancies
- ❑ Incomes are close to the Brisbane average but housing costs are well above
- ❑ New developments are proliferating
- ❑ The site is flood affected
- ❑ The community-led Bunyapa Park is the sole green space
- ❑ The community embraces sustainability



# WHAT THE COMMUNITY HAS TO SAY

The community of West End is passionate about retaining its local heritage, culture and affordable housing, and vocally contests oversized developments such as West Village and the increasing traffic that follows medium and high-density development.

Poor supporting infrastructure – particularly a lack of existing and planned communal open spaces – is high on the list of concerns for West End residents.

News headlines are testament to the voice of the community and their pro-active nature.

*“I was drawn to 4101 [as a young adult] because it was a walkable neighbourhood that’s convenient for cycling, and because it was a hub for live music and creative activism...”*

*I moved into the suburb of East Brisbane in 2014...after rising rents made it more difficult to find affordable share-houses in West End.”* Cr Jonathon Sri

**Residents don superhero costumes and stop traffic in protest over safety at busy intersection.**

**West End residents show their anger.**

“Community anger over another massive development in West End prompted residents to take to the street today with community groups, WoMo 4101 West End Community Association and Kurilpa Futures – Planning for People and supported by Jonathan Sri, Councillor for The Gabba.” (Trott, 2018)

**West End residents take development opposition to the streets.**

**Council data shows Gabba Ward misses out on public greenspace, Councillor Sri.**

“...new facilities such as playgrounds and other recreational spaces are being crowded into existing greenspaces, rather than there being any plans for the provision of new greenspaces in these areas.” (Bowman, 2020)

**Speed, safety and volume: local residents want action on traffic impacts from new developments.**

“...Mr McCallum told the gathering that Kurilpa Futures members recently met with Brisbane City Council traffic planners and were dismayed that Council does not undertake traffic studies on the combined impacts of multiple developments.” (Bowman, 2020)

**Brisbane Development: West End gentrification leads to violent tension on Boundary St.**

**A** West End family moved house because of parking and traffic issues in their street.

“Most of them are commuters who work elsewhere, they decide to [on]-street park because it’s free.” (Caldwell, 2014)



# SW OT



**Boundary St. as the diverse, cultural, retail, entertainment and social heart of West End - destination for visitors**

Streets lined with traditional character/heritage buildings

**Unique character created through fine-grain development fabric**

Engaged multi-cultural community

**Strong social capital and sustainability awareness**

Good liveability and walkability with mix of work, life and play

**Wide primary and secondary streets**

Centrally located suburb with flat topography



New developments are over-scaled and disconnected

**Loss of diversity through a strong swing to night time economy**

Poor active and public transport mobility connections

**Car-centric streets**

**Narrow streets with on-street parking and poor quality footpaths**

Gentrification

Lack of quality transport infrastructure including bike lanes

**Lack of community infrastructure – social housing, greenspaces, shaded streets**

Empty commercial spaces



**Population growth enables economic growth and street vitality**

Potential for medium density infill that retains existing fabric

**Proximity to CBD, Southbank, Cultural Precinct, knowledge corridor**

Potential for bridge and ferry links to St Lucia, Toowong and Milton

**Proximity to major public transport infrastructure and large Musgrave and Davies Parks**

Streets suitable for pedestrianisation to reduce traffic and improve pedestrian experience, safety and sociability



**Housing and living expenses rising, diminishing social diversity and sustainability due to gentrification**

Increasing commercial rents threaten retail diversity and uniqueness, and business creativity and innovation

**Pressure to densify leading to large-scale developments, loss of fine-grain fabric and green space**

Car-centric planning worsening the pedestrian experience

**Climate change threatens lifestyle, livelihoods, and food security**


Loss of heritage character

The background is a faded architectural rendering of a modern urban development. It features multi-story buildings with balconies, a central courtyard with people walking and sitting, and lush greenery. A large, stylized cyan graphic, resembling a double-headed arrow or a diamond shape, is overlaid on the left side of the image. The word "VISION" is written in large, bold, black capital letters on the right side of the image.

# VISION


**The heart** of West End will enable the expression and fulfilment of its community's inclusive, creative and sustainable spirit.

**Streets for the people** will foster a connected, engaged and subtropical lifestyle.



**C**reating an active community through walkable and well-connected spaces

**P**lacing the focus of the urban environment on Streets for People – safe and comfortable




**C**reating natural environments by providing new public realms

**E**ncouraging a sustainable, renewable and sub-tropical built environment




# OBJECTIVES



**F**ostering the inclusive, connected and engaged community that is West End

**E**nsuring the protection of the culture, creativity and liveability that shapes the neighbourhood and its people



**D**eveloping a creative, inclusive and sustainable economy that supports locals and attracts visitors

**C**reating a legible, connected and fine-grain urban environment

# MOBILITY

The mobility plan envisages exceptional life experiences for all people in this unique and diverse place where attractive, accessible and safe spaces are the sanctuary of residents and visitors to walk and cycle.

## OBJECTIVES














- A **well-connected** and leafy place with a unique character that attracts locals and visitors.
- Boundary Street will be the heart of the precinct where people can walk, shop, dine and **breathe** fresh air.
- The focus is on walkable, **shaded streets** and micro-mobility paths.

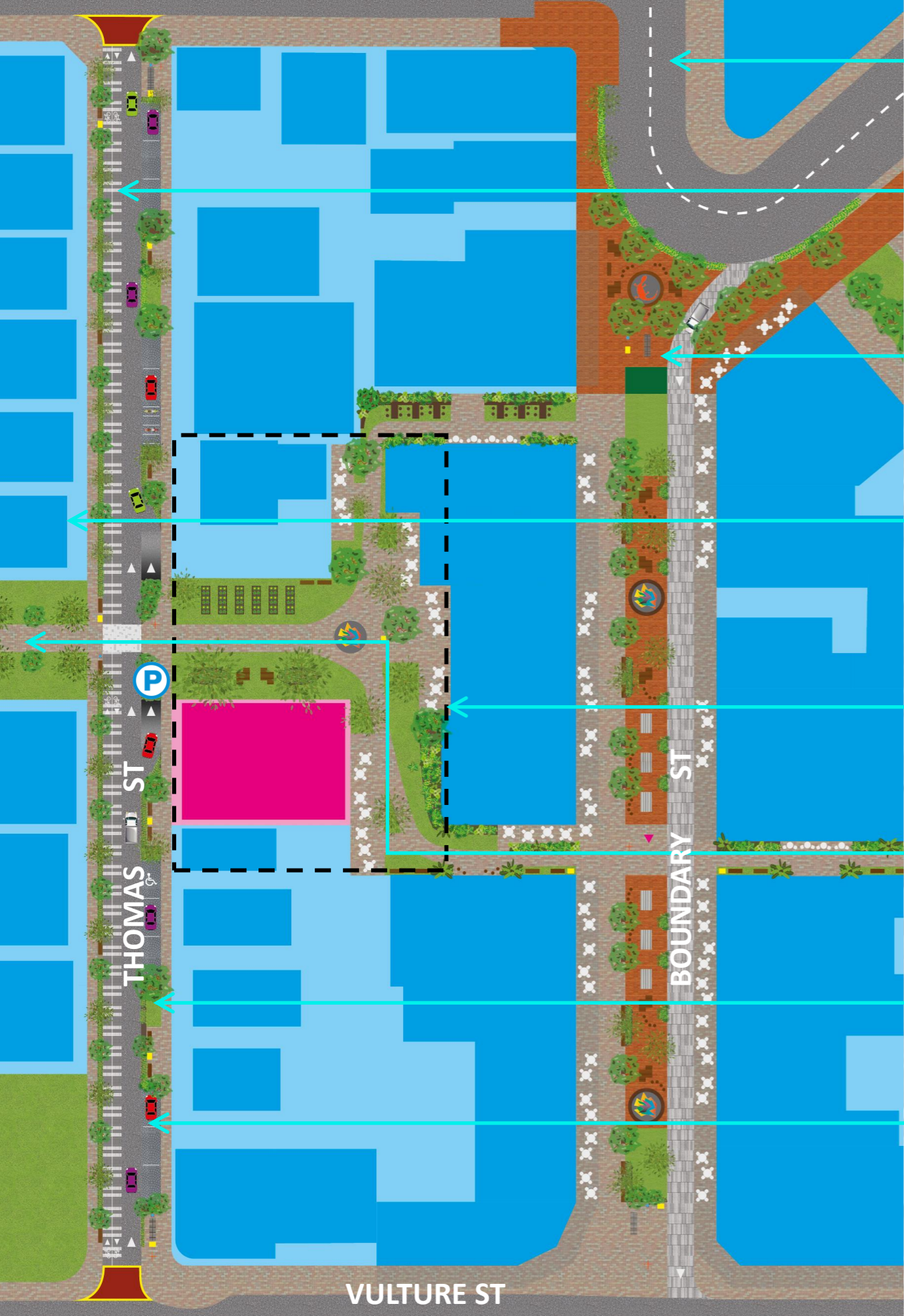
The main **strategies** of the mobility plan are **prioritising and connecting safe pedestrian and cyclist movements**.

- Social cohesion is improved through **new laneways** throughout the entire site, connecting residential developments to greenspaces and retail precincts.
- The plan increases walkability by, creating a **pedestrians' Greenlink** from a new ferry stop at Davies Park through Russell Street, with the continuation to the new Neville Bonner Bridge across to Queens Wharf and the CBD.
- Boundary Street is revitalised to create **safe and walkable** pedestrian spaces, with shade trees, amenities and street furniture.
- Traffic movement is shifted away from the centre of the precinct to the periphery via traffic pacifying street design.
- Segregated dual bicycle paths are provided within and a new "high frequency" loop bus service connecting to South Bank is proposed.
- Streets in the low-density area will be one-way with a **reduced speed limit**, more street trees, and a new greenspace at the end of Bond Street, connecting Exeter and Turin Streets.



## LEGEND

	bus routes		community facility		one-way street		'the verandah'
	segregated bikeway		pedestrian node		green space		underground car park
	pedestrian priority		crossing point		shared space		mixed use car park / urban farm
	priority green link						



Traffic to be diverted away from Boundary St through to Browning St and connecting back into Vulture St.

A shadeway program will be established on all streets. Subtropical street trees are to be planted providing shade and softening of the harsh environment.

Boundary Street will be closed between Russell and Vulture Streets, creating 'The Verandah', a new pedestrianised space, allowing for outdoor dining activities, stalls, social gathering and performance.

The local economy is supported by increasing active frontages along Boundary and Thomas Streets, reinforcing the pedestrian experience at the ground plane.

Thomas Street will have a new underground car park for its residents and tenants accessed via ramps off the street. The roof of the carpark will provide deep soil planting for an Indigenous garden over.

Social cohesion is improved through new laneways throughout the entire site, connecting residential developments to greenspaces and retail precincts.

Buildouts provided to the eastern edge for places for landscaping, seating and bike parking.

Thomas Street on-street parking is reduced to one side of the street and limited to 30 minutes, with flexible use potential. The street is redesigned for one-way traffic flow and a new dual lane bicycle path to the western edge.

# pedestrian scale

## LEGEND

- Pedestrian footpaths
  - Road
  - Flexible, free, 30 min parking spaces
- Raised pedestrian crossing
  - Shared crossing zone
  - Pedestrian zone shared with 10km loading vehicles only between 4am-6am weekdays
- Board with water retention below
  - Grass or green ground cover
  - Commercial properties on ground floor
- Community facilities
  - Bins
  - Community notice board
  - Wayfinding signage
- Benches
  - Social seating
  - Public art
  - Cafe, restaurant, bar seating
- Water bubbler
  - Bike rake
  - Pop-up stall space
  - Stage

# mobility improvements



## THOMAS STREET

- New **underground car park**
- **Parking scheme** to Thomas Street residents and businesses
- Introduction of **30 minutes parking zone**
- Increase **deep planting**
- Increase the width of the footpath
- Introduction of **one-way traffic** movement
- Introduction of a segregated, dual way **bicycle path**
- Introduction of 2 x **car sharing** parking spaces
- Add amenities including **seating, bike racks, lighting, and water bubblers**

## BOUNDARY STREET

- Convert to pedestrian **boardwalk street** – “The Verandah”
- Creating a **shared zone** for 10km/h speed, early morning **delivery access**
- Connecting Boundary Street to Thomas Street via two new **activated, safe laneways**
- Create new **social, pedestrian spaces**
- Increase **footpath widths**
- Introduction of **pedestrians’ nodes**
- Encourage more **outdoor dining**
- Add amenities including **bike racks, lighting, water bubblers, shade trees, grass, social seating, pop-up stalls, and a stage**

# intersection upgrade

JANE AND THOMAS STREETS INTERSECTION

*“If you plan cities for cars and traffic, you get cars and traffic.  
If you plan for people and places, you get people and places.”*  
Fred Kent



before



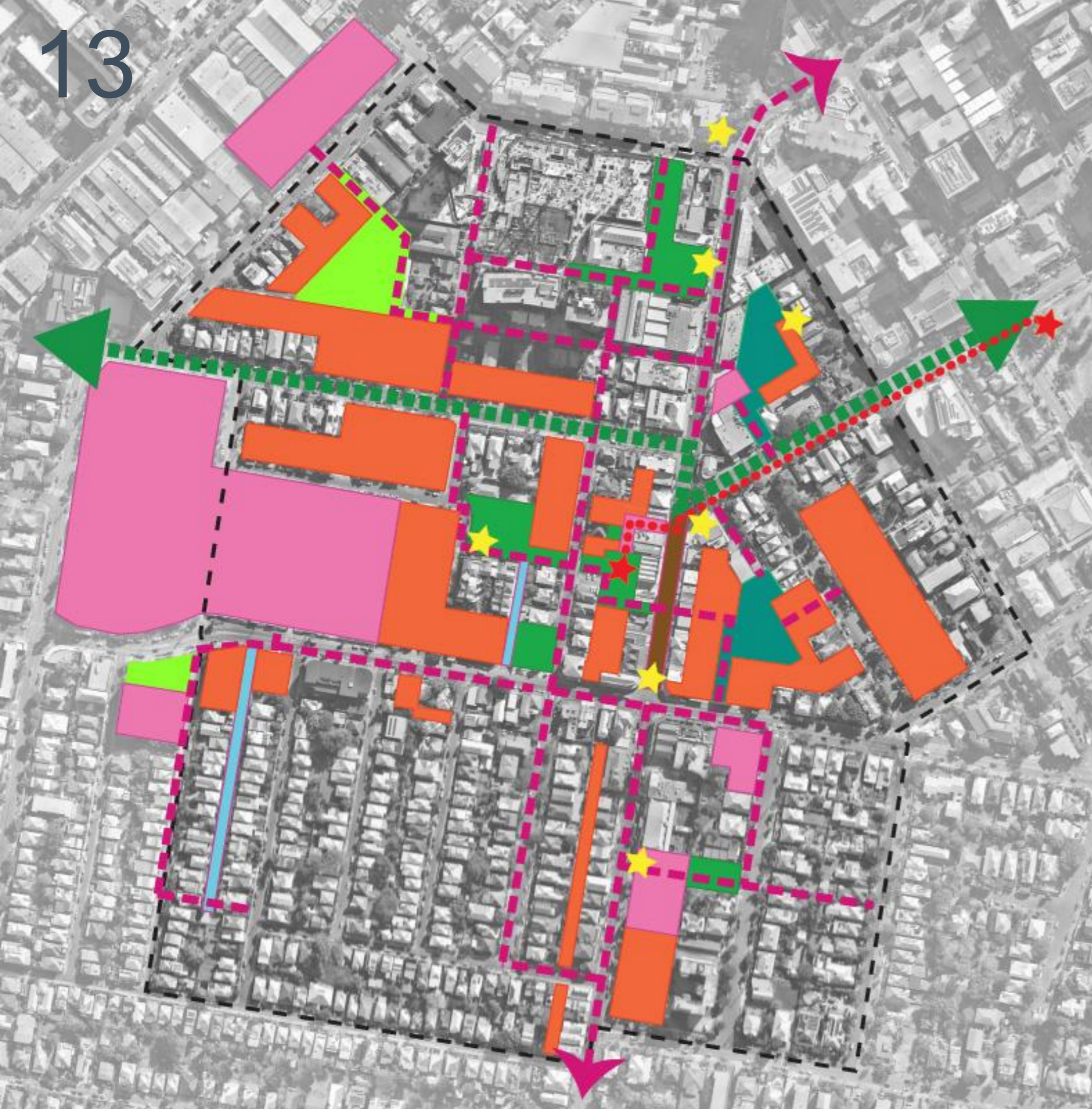
after

## Existing Key Issues:

- Lack of connectivity of cycle paths
- Lack of canopy trees and vegetation
- Lack of street furniture
- Lack of pedestrian and cyclist crossing
- High volume of on-street parking spaces

## Improvements Strategies:

- A new dual cycle path on the north side of Jane Street, which the Thomas Street cycle path can cross Jane Street to connect with to bypass Boundary Street
- Raised pedestrian crossing across Jane Street to slow cyclists and vehicles
- Introduction of more deep-planted canopy trees and vegetation on the footpaths along Jane Street as part of the “Greenlink”, and also Thomas Street
- Parking is reduced to the north side of Jane Street to separate the cycle path from driving vehicles, except at the crossing where the cycle path is next to the driving lane to prevent a pedestrian crossing island
- Parking is interspersed with kerb build outs to allow for seating and planting



# SOCIAL

Infrastructure to support social and cultural life, social amenities, systems for citizen engagement and space for people and places to evolve.

**Objectives:**

**An inclusive West End**

- Culturally connected community – recognition of our First Nations people as original custodians of the area now known as West End
- Equal opportunities to economic growth, education, training and job opportunities
- A socially just and resilient place to live, work, learn, play and grow

**A connected West End**

- Celebrating the diversity that gives West End its vitality and vibrancy
- A community that wants to actively participate in West End life
- Opportunities for all demographics and all ages to belong to a community
- Opportunities for everyone to contribute to a cultural and creative life

**A liveable West End**

- A high quality of life and wellbeing with places and spaces for all ages and abilities
- Vibrant neighbourhood with a full range of services within walking distance
- Well-connected public and active transport networks
- Safety and security
- Everyone lives connected to nature

**An engaged West End**

- Opportunities for all community members to participate in shaping their neighbourhood
- Fostering grassroots communication and decision making in conjunction with local councillors and state members

**A creative West End**

- Reconnect with West End’s roots as a creative hub for entrepreneurs and students
- Celebrate West End as Brisbane’s destination for local creative industries.
- Enable growth in the sector as a dynamic contributor to Brisbane’s prosperity.

**LEGEND**

- |   |  |   |  |
|---|--|---|--|
|  main pedestrian connections |  indigenous cultural connection |  community facility |  community urban farm |
|  priority link               |  community artwork              |  'the veranda'      |  sports/skatepark     |
|   |  affordable housing             |  shared space       |  community greenspace |

# strength in community

*“We can begin by doing small things at the local level, like planting community gardens... That is how change takes place in living systems, not from above but from within, from many local actions occurring simultaneously.”*  
Grace Lee Boggs

## Social Strategies:

- Entrepreneurs are a city’s lifeblood. A lack of affordable housing forces most out. Social housing will be a major focus of development throughout the suburb, mixed with other dwelling types and other uses, to support a vibrant, equitable and safe neighbourhood.
- The First Nations custodians of West End are to be prioritised. Housing opportunities, community facilities, and employment opportunities within the community will be established via community led initiatives. Location: throughout the neighbourhood
- Designing for aging in place – ground floor units designed for accessibility, and connections throughout the neighbourhood are walkable and safe with places to rest.
- Public spaces designed with multiple passive and active uses where people are invited and encouraged to use the space and interact with each other
- Community workshop and reuse facility with membership model, equipment training and workshops by local craftspeople. Location: Bank Street
- Affordable spaces for incubating creative industries enterprise and for enabling arts participation. Location: at street level with active edges adjoining greenspace, laneways and retail streets throughout the neighbourhood
- More community hubs, such as parks, farmers’ markets, community vegetable gardens where pets are welcome – pets bring joy and connect people
- community composting, parks with community gardens, energy-saving initiatives in new builds, and using rooftops for gardens and recreation
- Improving our connection with the natural environment which are essential to our physical and mental wellbeing



*“the verandah...an intermediate space between the outside world & the inner sanctum of the house, a place for entertaining guests, writing letters home, relaxing with a cup of tea...”*

Julian Davison

# the verandah



## Social Strategies:

- Retaining the village environment
- Free wifi for public inclusion
- Places for temporary artwork – local public art program
- Street festivals, markets and pop-up stalls will be supported with the creation of ‘The Verandah’ in Boundary Street and pedestrian link through to greenspaces in both directions
- Activating Boundary Street and the links feeding into the neighbourhood
- Places for people of all ages – walkability, usability, places to rest, places to watch the world go by, connections to community facilities, enabling access to community facilities – opportunities for entertainment in the streets
- Transport connectivity and mobility – well-connected public transport routes, pedestrian pathways and separated bicycle lanes
- People-focused placemaking. Initiatives are encouraged through a community-led program of events connected to the greenspaces and community facilities throughout the neighbourhood.
- Creative industries and local growers/manufacturers will be the point of difference and the drawcard of West End. Location: Banks Street and Thomas St - creative arts; Boundary St - ‘main street’; Russell St - connection to Musgrave Park - fresh food and produce markets

# ENVIRONMENTAL

An outdoor-oriented lifestyle where everyone can access a variety of greenspaces at their doorstep. All West Enders will feel welcome to enjoy and influence the design of their local landscape and to engage with affordable initiatives to improve the sustainability and resilience of their neighbourhood.

## OBJECTIVES

### A walkable West End

- People friendly and small-scale focus
- Well-shaded and walkable streets with increased access to greenspace

### An outdoor-oriented West End

- Streetscapes that attract people outside even on hot subtropical days
- Opportunities for more outdoor sports and recreational activities
- Freedom for everyone to become involved in shaping the natural environment

### A sustainable and resilient West End






- Infrastructure that's adapted to build a sustainable environment
- Encouragement of residents to install sustainable technology, use passive design strategies and increase their energy efficiency
- Community engagement with environmental rehabilitation
- Increased flood resilience

### A connected West End

- Revival and facilitation of First Nations residents' connection to country and environmental stewardship
- Increased education and opportunities for involvement with sustainable initiatives
- Increased connections with nearby Davies and Musgrave Parks



## LEGEND

	Existing Greenspace		Community Gardens		Greenlink
	Proposed Greenspace		Deep planting		Timber Boardwalk (The Verandah)
	Curbside Gardens		Eco-Carpark		Site Boundary

*“For a solution to be truly sustainable and good it must have a positive return to the environment and society...It’s not just about solving for the negative; It’s about creating a positive.”*

Eric Wicks

# regenerative and renewable



## Strategies:

- Deep planting and curbside gardens for increased street shading, floodwater mitigation and reduction of the Urban Heat Island Effect (Centre for Subtropical Design 2010).
- Increased community gardens including a proposed Indigenous-led People’s Park between Thomas and Boundary Streets.
- Policy requirements for new developments to install energy-efficient technology, solar panels, stormwater reuse, and incorporate passive design strategies.
- Financial incentives for developers to include living green walls and urban rooftop farms.
- Financial incentives provided by council for local homeowners and business owners to install solar panels, stormwater recycling infrastructure, rain tanks, native plants and green roofs.
- A proposed waste initiative run by West End Traders. Initial recycling of coffee cups, food containers and clothes could expand into community workshops for furniture refurbishment, reverse garbage and textile recycling.
- Government grants for environmental rehabilitation programs and local school programs to encourage interactive education of sustainable principles and landscape heritage at West End’s community greenspaces and riverside.
- Increased outdoor engagement and greenspace through a proposed **pop-up sports court** on Vulture Street, **outdoor recreation areas** at Skelton Lane to Little Jane Street and **pocket parks** at Exeter to Turin Street, Sussex to Boundary Street, and Amersham to Thomas Street.
- **GREENLINK** is a proposed walkable, green corridor along Jane and Russell Streets that improves pedestrian connectivity to nearby Davies and Musgrave Parks and into the city.
- **THE VERANDAH** enhances Boundary Street’s flood resilience by replacing concrete that often causes rapid run-off of flood water due to its impervious qualities for a permeable boardwalk with water retention below (Centre for Subtropical Design 2010).
- **THE ECO-CARPARK** is a proposed multi-storey carpark between Boundary, Russels and Browning Streets. It will create off-street parking to enable a decrease in on-street parking to allow for improved active transport infrastructure. It will be designed for the eventual conversion to mixed-use and residential space, and will include an urban farm co-op, rooftop garden, bicycle parking and stormwater recycling.

# ECONOMIC

Active, fine-grain precincts centred on a revitalised Boundary Street will sustain the local community, fostering and rewarding their creativity. Visitors will enjoy easy access to the site's subtropical urban environment with diverse, sustainable and artisanal retail, and multi-cultural food and entertainment.

## STRATEGIES

- **Start-up**, creative, sustainable and **Indigenous** businesses
- **24hr economy** with diverse job opportunities
- Public, private and community **partnerships**
- Safe, active, **fine-grain laneways** and greenspaces
- **Diverse**, affordable and flexible spaces
- Improve **walkability and legibility** via urban design, wayfinding and focused precincts around a revitalised Boundary St
- **Preserve and reuse** character buildings and balance scales
- Improve **access** to and from city and suburbs

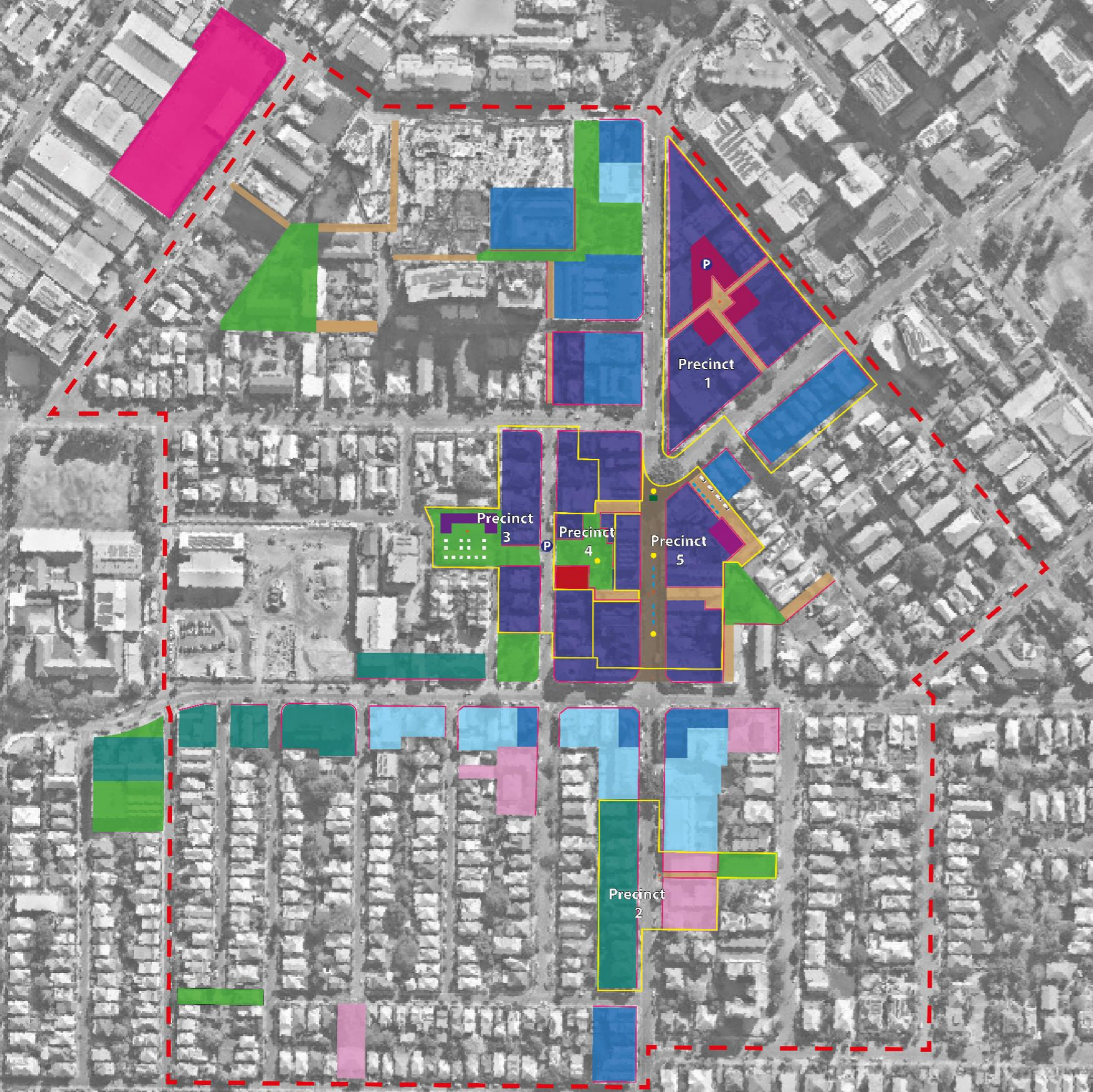
## PRECINCTS

### 1. High Street:

- Vital products, services and employment to residents
- Independent food and groceries, post office, banks, health services etc
- Urban farm co-op market developed via a BCC, West End Traders Association and community partnership selling Brisbane's urban farm produce, and composting and redistributing local food business waste
- Close to high-density residential area for convenience
- Off-street car park within precinct block

### 2. Community & Cultural Hub:

- Upgraded community centre and library including greenspace
- Incentivise relevant businesses including book shops, art galleries and second-hand shops



## LEGEND

Precinct areas 1-5	Mixed use up to 3 storeys	Wandering Cooks (relocated)	Wayfinding
Mixed use: Preserve existing character commercial frontages and redevelop other to character up to 2 storeys with setback for 3-5 storeys residential including % for social housing and commercial tenants	Pedestrianised Boundary Street section	Car park, urban farm co-op and roof garden	Community noticeboard
Existing commercial character to preserve	Active front laneways	Community workshop and re-use centre	Food truck parking
Available for redevelopment for in character commercial to 3 storeys	Co-working craft and design incubator	Active frontage	Monthly craft and design markets
	Green space	Site area	Pop-up stalls for short-term hire
	Indigenous incubator and cafe	Public artwork - permanent and temporary	Off-street car park
	Stage		

# ground up local economy

*“An economy genuinely local and neighbourly offers to localities a measure of security that they cannot derive from a national or global economy controlled by people who, by principle, have no local commitment.”*  
Wendell Berry



## PRECINCTS CONTINUED

### 3. Craft & Design Street

- A craft and design production and retail hub fostered via streetscape regeneration, partnerships, incentives, opportunities and zoning
- (1) Preserve character frontages for retail, and allow consolidation for affordable 4 storey residences and flexible workshop spaces on rear of blocks
- Council, QLD Government & West End Traders Association partnership to manage and fund regeneration
- (2) Coworking incubator space on new greenspace with free rent for first year via application process
- Activated laneways and green space in the middle of block
- Street furniture designed and produced by resident makers in partnership with BCC
- (3) Weekend maker markets in Amersham Street park
- Partnerships with schools and community workshop on Bank Street for residencies and community training workshops
- Council initiative for resident makers to design and produce unique street furniture for precinct

### 4. Indigenous Park and Incubator

- (4) Revive and extend People's Park into a laneway and park
- Managed by new Council and State Government funded Indigenous body
- Indigenous-led native and edible plantings, plus park and Greenlink environmental stewardship program
- (6) Indigenous training and entrepreneurship initiatives at facility building
- (6) artist-in-residence space and public art production

park frontage

- Use Indigenous naming, history and story-telling throughout this area

### 5. Music, Food and Entertainment Street

- Pedestrianise Boundary St section to create restaurant/bar outdoor seating, social seating, green space, public art, pop-up stalls and a flexible stage
- Allow late night live music in venues and subsidise soundproofing
- (8) Retain and reuse two storey character façades with second level balconies and use as new development template
- 4 storey mixed use developments at rear of blocks for offices and residential including short-terms and affordable accommodation and music studios
- (9) Street food market in the existing Russell St car park linked to Boundary via laneway. Market features space for food trucks and also food trucks for hire for cheap through application system to encourage and enable start ups, plus a relocated Wandering Cooks serving via from the Urban Farm Co-op

# LAND USE

Medium density infill will promote missing middle development, preserving the character of the area while providing opportunities to live, work and play for a growing community.

## OBJECTIVES

- A plan for medium density infill to house an increasing population
- Policy changes to ensure a high percentage of affordable housing to mitigate continued urban sprawl
- Preservation of character residential and commercial buildings where streetscapes are strong
- Delivery of a fine-grain, mixed-use development plan to promote economic growth and safe, active spaces and places
- Provision of greenspaces in walking distance of any home in the area
- Repurposing of existing buildings for increased community facilities

## STRATEGIES

- Transition in built form from 20 storey development of West Village down to the lowest timber cottages that predominate the southern edge
- Optimise mixed-use to support a **15-minute neighbourhood**
- **Retain small-scale development footprints**
- **Repurpose** buildings for reuse wherever possible. Community buildings are proposed in a warehouse on Vulture St, the heritage listed police station on Boundary St, and the Kennards storage facility on Banks St.
- **Increase housing density** around active uses such as the existing primary school, retail precincts, and proposed new greenspaces
- Provide **greenspace within 5 mins** of every home and pedestrian links to **connect** each greenspace
- Pedestrian links are a mix of green space links and active frontages for increased economic, social and environmental opportunities



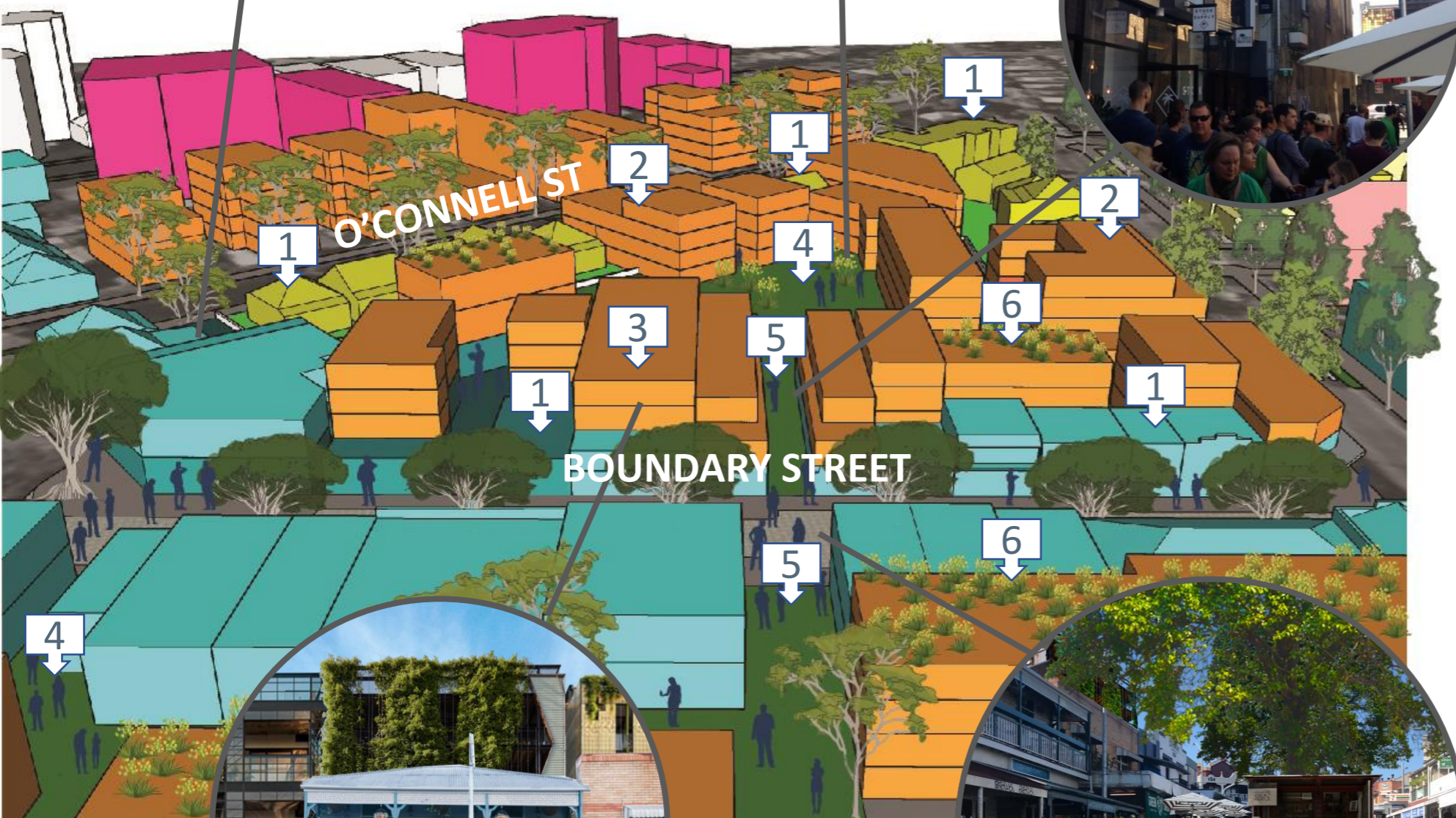
## LEGEND

- low density housing traditional character
- low-medium density traditional character

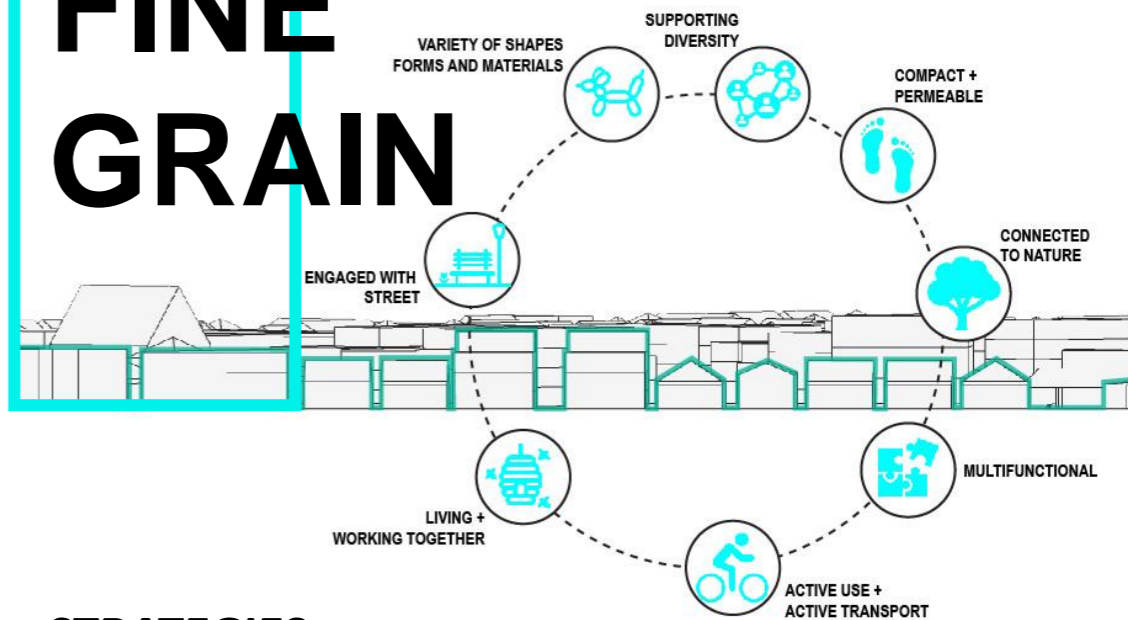
- missing middle infill
- medium density 3-5 storeys
- medium density 5-8 storeys

- high density up to 15 storeys
- high density up to 20 storeys
- community green space

- retail/commercial
- retail/light industry
- community facilities



# FINE GRAIN



## STRATEGIES

Zoning ensures a mix of uses to support an increasing population. Policy will stop large-scale developments, retaining small footprints and variation in form and materiality.

- 1.** Retain character housing and commercial character buildings. Building infill occurs in backyards where appropriate for secondary dwellings
- 2.** 3-5 storey residential developments transition to protect character streetscapes. Small-scale footprints provide visual interest and local economic opportunity. Policy provides for living and working in the same tenancy to support makers. Ground floor tenancies are flexible spaces.
- 3.** Mix of retail/light industrial to provide another layer of economic and social support to makers and creative industries. 4-5 storey walk-up affordable housing above and behind commercial buildings ensuring a 10m setback from existing frontages to retain the existing building scale to the street.
- 4.** Greenspaces located to maximise connection to medium density developments. Open spaces provide passive and active opportunities, interlinked with a mix of green and active laneways. Greenspaces to be community managed.
- 5.** Pedestrian links between greenspaces have active edges
- 6.** Green roofs will be promoted on all new developments.

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# APPENDIX

## BUILT ENVIRONMENT ANALYSIS

### Mix of uses

- Strong traditional residential zone towards the south of the site area, as well as a collection of pre-1911 houses
  - scattered through the site – single dwelling houses
- Multiple dwelling units to the south-east and north-west (up to 8 storeys) of the focus area.
- High street of retail along Boundary Street, Browning St, Vulture St in particular.
- Places of worship
- Kurilpa Library, Senior Citizens Centre, and support centres
- Primary School – West End State School – and some day care centres
- The primary school provides active recreation opportunities – swimming pool, tennis court and oval
- Storage/warehouse buildings to north-east of the focus area
- West Village – 20 storeys of residential in several towers, large format retailers, contrived public parkland
- Commercial character buildings that house retailers that have been part of the West End fabric for a long time –
  - eg. Three Monkeys Cafe
- Some boarding house accommodation – cnr Mollison, Boundary streets
- Hotels, bars, restaurants – night economy
- Public parking lots
- Residential buildings adapted to retail uses
- Services – real estate, solicitors, architects, dentist/doctor, etc, shared office space
- Public parks that support food and meeting place for homeless
- One retirement living block – 7 storeys – in a high section of the focus area that does not support pedestrian mobility
- One social housing development cnr Vulture and Appel St
- City views from this south-eastern corner

### Relationship between buildings and public space

- Older residential areas have an intimate relationship with the street. They open onto the street, have verandahs overlooking the street, with small front gardens and narrow footpaths.
- Retail streets are typically very active, with a small scale footprint providing diversity/variety and visual interest. Many doors, a lot of coming and going, footpath dining provides added vibrancy to the street.
- The newer multiple dwelling developments do not have the same intimate relationship with the street. They address the street, provide windows and balconies overlooking the street, but don't have a direct relationship with the street.

### Character / Sense of Identity

- The traditional / heritage architecture contributes to the character and identity of the area. This is being chipped away by new development on amalgamated blocks destroying the small scale fabric of older developments.



1946 aerial showing historical pattern of development.

# APPENDIX

## HOUSING ANALYSIS

### Functions of area's housing

- Primarily families, professionals and students
- Only 8.7% of the population over 65 years

### Housing choice

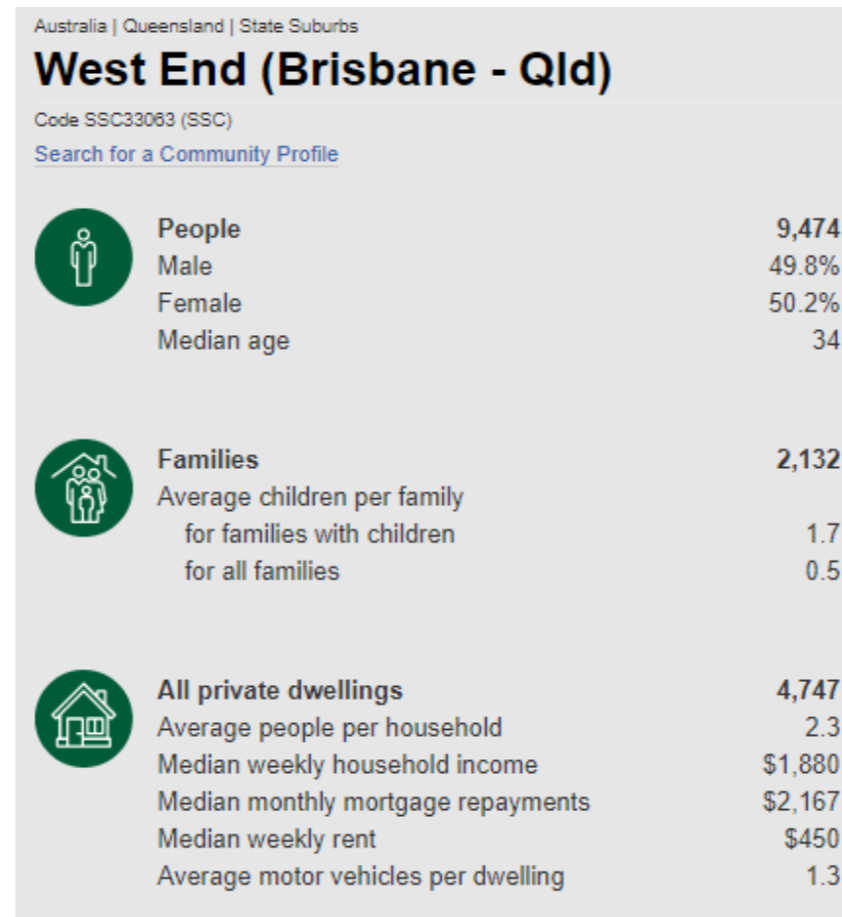
- Aging in place could be easily supported as the basic walkability of the suburb is good, with all services provided, however the housing stock does not support it.
- The quality and width of many of the residential footpaths also makes accessibility difficult for people with decreased mobility.

### Costs of housing

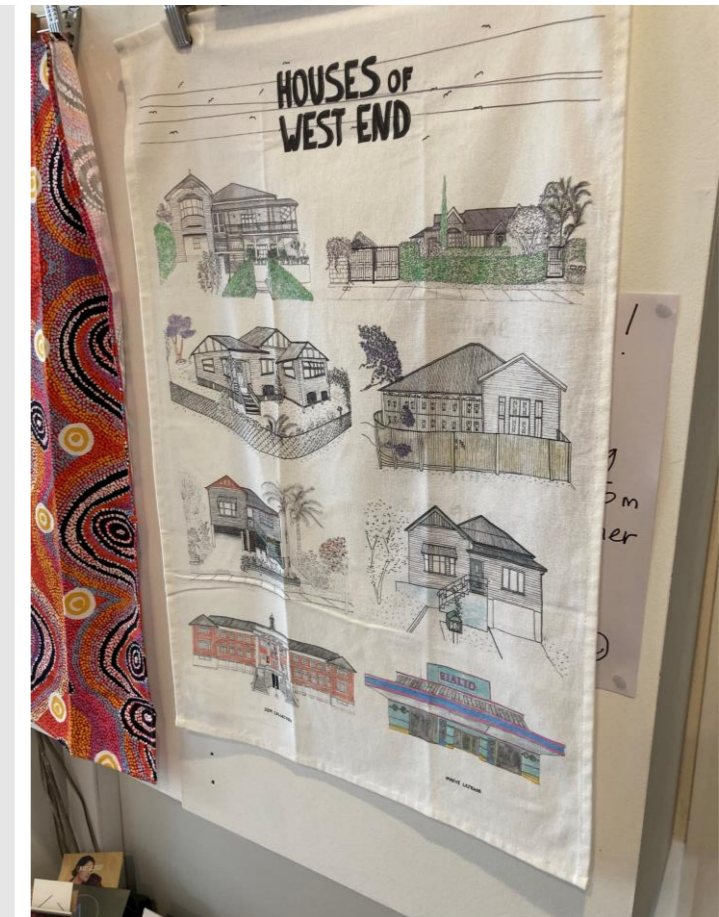
- Average income in Australia in 2019 was \$1659.
- Median house price: \$551,840
- Monthly repayments: \$2,237
- Average household income: \$77,844
- Household income needed to avoid mortgage stress: \$89,475
- Houses in West End are not as affordable as houses in outer-lying suburbs.

### Sites for future housing development

- Bank Street
- Thomas Street
- Amersham Street
- Infill over commercial character buildings of Boundary Street,
- Opportunity for adding density to the missing middle between Browning St and O'Connell St, Vulture Street between Exeter and Turin/Paris St and West End School expansion and Army Street.



(Australian Bureau of Statistics, 2016)



# APPENDIX

## TRANSPORT ANALYSIS

### Walkability

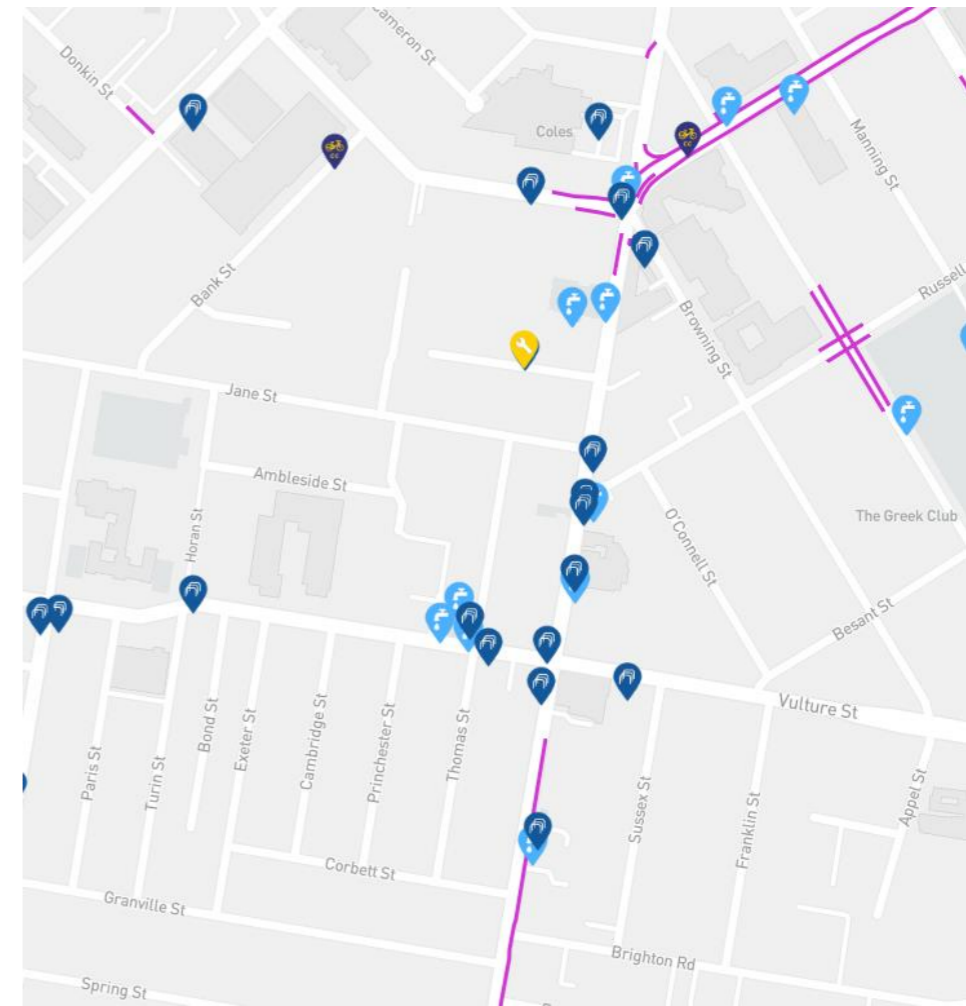
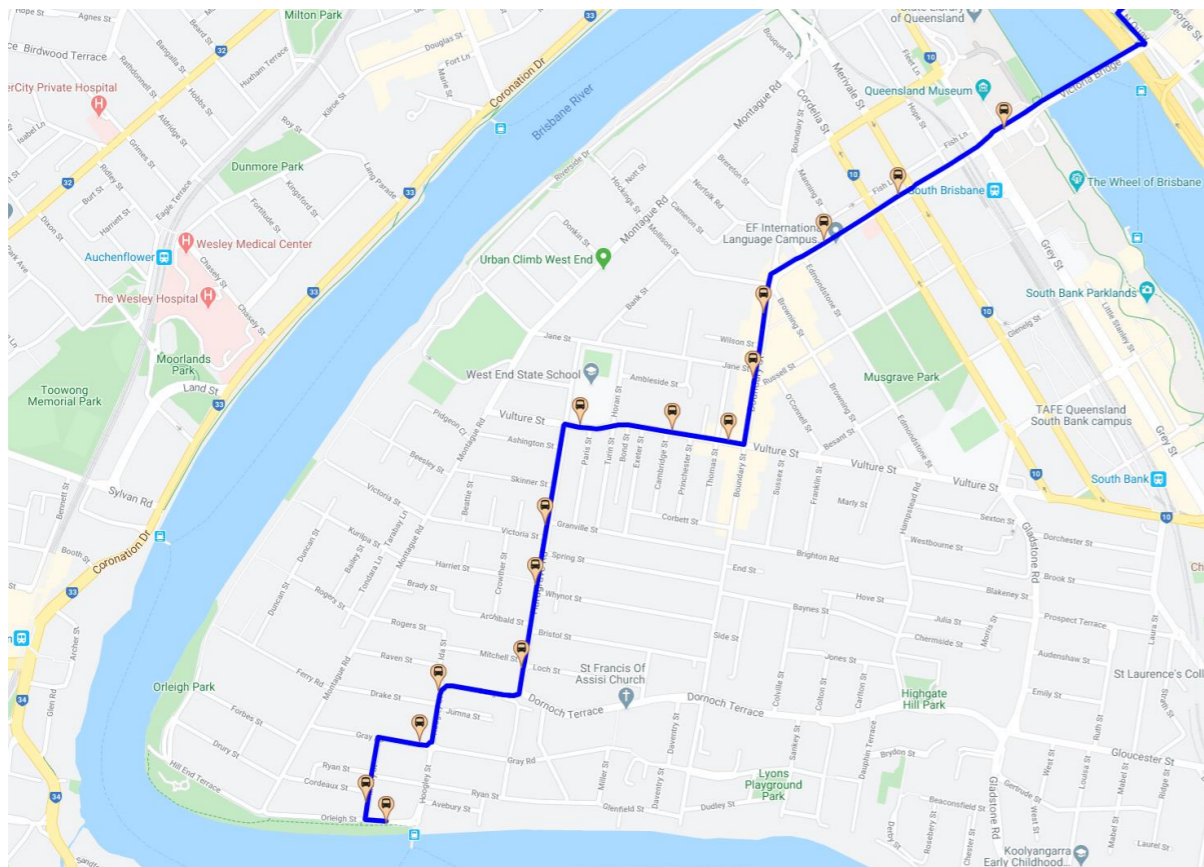
- Comparatively against most suburbs in Brisbane it is walkable because of the variety of services and spaces/places a pedestrian can walk to.
- The mixed use of the area supports walkability.
- The design of the footpaths and connections does not however provide for safety or pedestrian comfort, as the streets are all designed for passage of vehicles over a pleasant pedestrian experience.

### Modes available

- Bus is the only readily available public transport mode
- ferry is not a walkable distance
- some streets have minimal-no footpaths
- City-Cycle bikes at Bunyapa park and in Russell St outside the Backpackers.

### Public transport frequency

- Route 199 – every 10 mins



### Transport Investment in the area

- No investment in stations, similarly the future investment also bypasses this area. Proposal for a 'Kurilpa West' ferry terminal is an essential addition.

### Cycling (pathways, safe separation from pedestrians and other path users)

- Very little investment in cycle ways through this area.
- There are no separated pathways for cyclists
- cycling distance to the city is short,
- huge demand for home service food delivery, which is supported heavily by bicycle delivery in this area.
- Proposal for additional footbridges across to Toowong and St Lucia are a good consideration

### Modal integration (transport systems that complement each other)

- The only opportunity for this is further towards the city at the South Brisbane interchange where the bus intersects with the trainline, and also at the end of the bus route where it connects with the ferry.

# APPENDIX

## PEOPLE, SERVICES AND FACILITIES ANALYSIS

### Population

Last census 2016 – 9620 people  
Expected population – 33,000 people in the South Brisbane Riverside area by 2031, 25,000 people in the West End Highgate Hill area.  
First Nations people – 112 – 1.2% of population

### Age

The median age of people in West End (Statistical Area Level 2) was 33 years. Children aged 0 - 14 years made up 12.8% of the population and people aged 65 years and over made up 8.7% of the population.

### Household types

Mix

### Country of origin

55.3% of people were born in Australia. The most common countries of birth were England 4.1%, New Zealand 2.9%, Vietnam 2.3%, India 1.8% and Greece 1.8%.  
The most common ancestries were English 21.8%, Australian 14.9%, Irish 10.6%, Scottish 7.2% and Chinese 4.8%.

### Language spoken at home

64.5% of people only spoke English at home. Other languages spoken at home included Greek 4.1%, Vietnamese 2.8%, Mandarin 2.7%, Spanish 1.7% and Cantonese 1.6%.

### Employment

The most common occupations in West End (Statistical Area Level 2) included Professionals 42.2%, Managers 14.1%, Clerical and Administrative Workers 11.6%, Community and Personal Service Workers 9.0%, and Technicians and Trades Workers 7.4%.  
Of the employed people in West End (Statistical Area Level 2), 6.6% worked in Higher Education. Other major industries of employment included Hospitals (except Psychiatric Hospitals) 5.4%, Cafes and Restaurants 5.3%, State Government Administration 3.5% and Computer System Design and Related Services 3.2%.

### Income level

Median weekly household income \$1855  
17.4% of households had a weekly household income of less than \$650 and 25.6% of households had a weekly income of more than \$3000.

(Australian Bureau of Statistics, 2016)

### Community spirit

There is and always has been a strong sense of community in West End. They are very proud of their 'individuality' and have continually pushed back on gentrification.

9.1% assisted family members or others due to a disability, long term illness or problems related to old age. In the year before the Census, 24.2% of people did voluntary work through an organisation or a group.

There are a number of community support organisations working in the area

### Local community services and facilities

Library  
Community Info Kiosk  
A Place to Belong  
West End Community House  
Micah Projects Hope on Boundary Café  
Ethnic Communities Council of Housing  
Minimal social housing

### Adequacy of services and facilities

The proportion of social housing in new development needs to be addressed urgently, particularly in inner city suburbs to provide housing opportunities for low socio-economic families near to services and well-connected transport and employment opportunities

The existing facilities are not enough to support the suggested growth of the area.

### Local services directory

[www.mycommunitydirectory.com.au](http://www.mycommunitydirectory.com.au)

West End Community House is a few streets away in South Brisbane (Norfolk St)



# APPENDIX

## ECONOMIC ANALYSIS

### Contribution of the local area to the metropolitan economy (role of the place)

- Boundary Street is listed as one of the favourite shopping streets of Brisbane, 'bohemian'.
- It offers a different kind of shopping to the high end shopping streets of James Street, Latrobe Tce Paddington and Edward St in the City.
- It also offers many bars and restaurants which are extremely popular and contribute significantly to Brisbane's night economy.
- Happy Cabin, Nook and Open House are highly-rated independent stores located in Vulture St and Browning St
- a mix of commercial, retail, industrial, entertainment uses (diverse local economy)
- Economy is 24/7
- Just above average income – wealthy families – 31.6% over \$156K/y
- Unemployment just above average
- Middle income families and professionals
- 45% with bachelor degree level of education (compared to 32% for BCC Area)
- Managers & Professionals – less trade, sales, admin, labourers
- Slightly more small businesses with <20 employees, but above average turnover – better value producing

### Sites available for development of economic activities/businesses

- Browning Street, Jane Street, Vulture Street, Thomas street
- Potential for laneway linkages with active frontages between primary retail streets

**Industries:** Food and accom; Retail below Brisbane average surprisingly; Professional, education, science & tech industries 15% and above average; Education higher; Arts & recreation almost double, but still just 3%

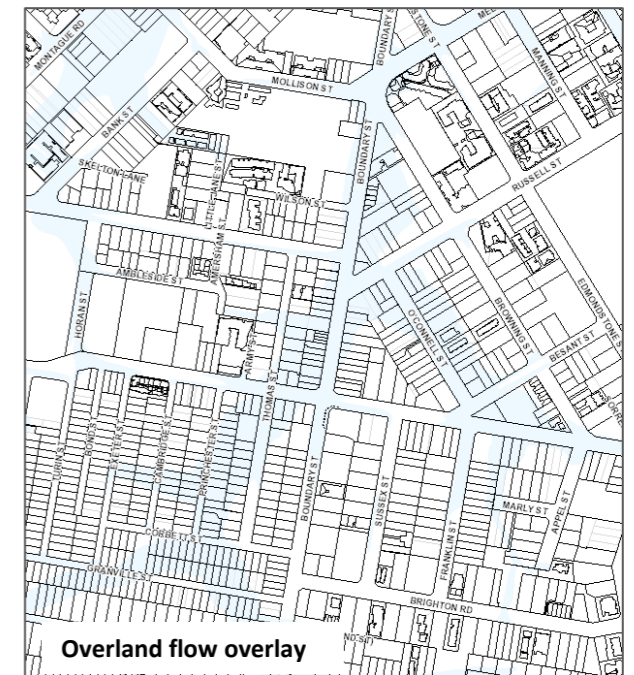
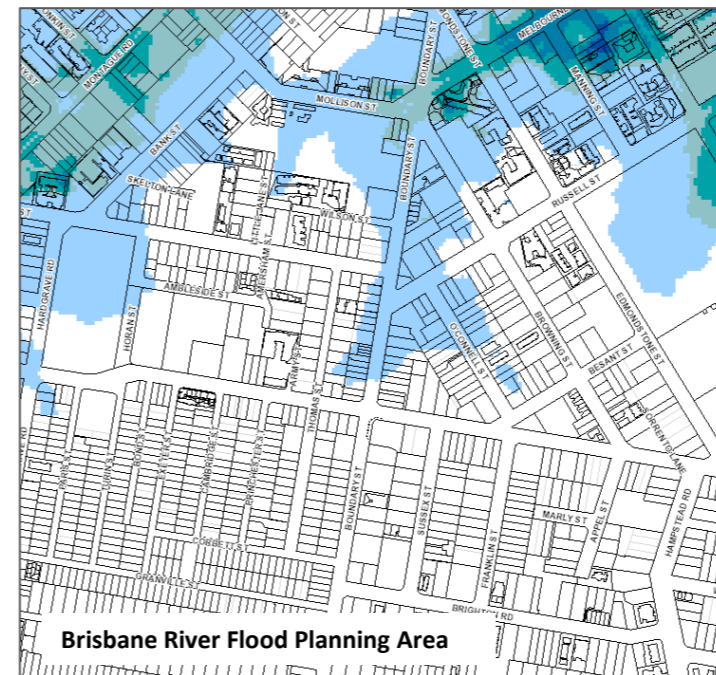
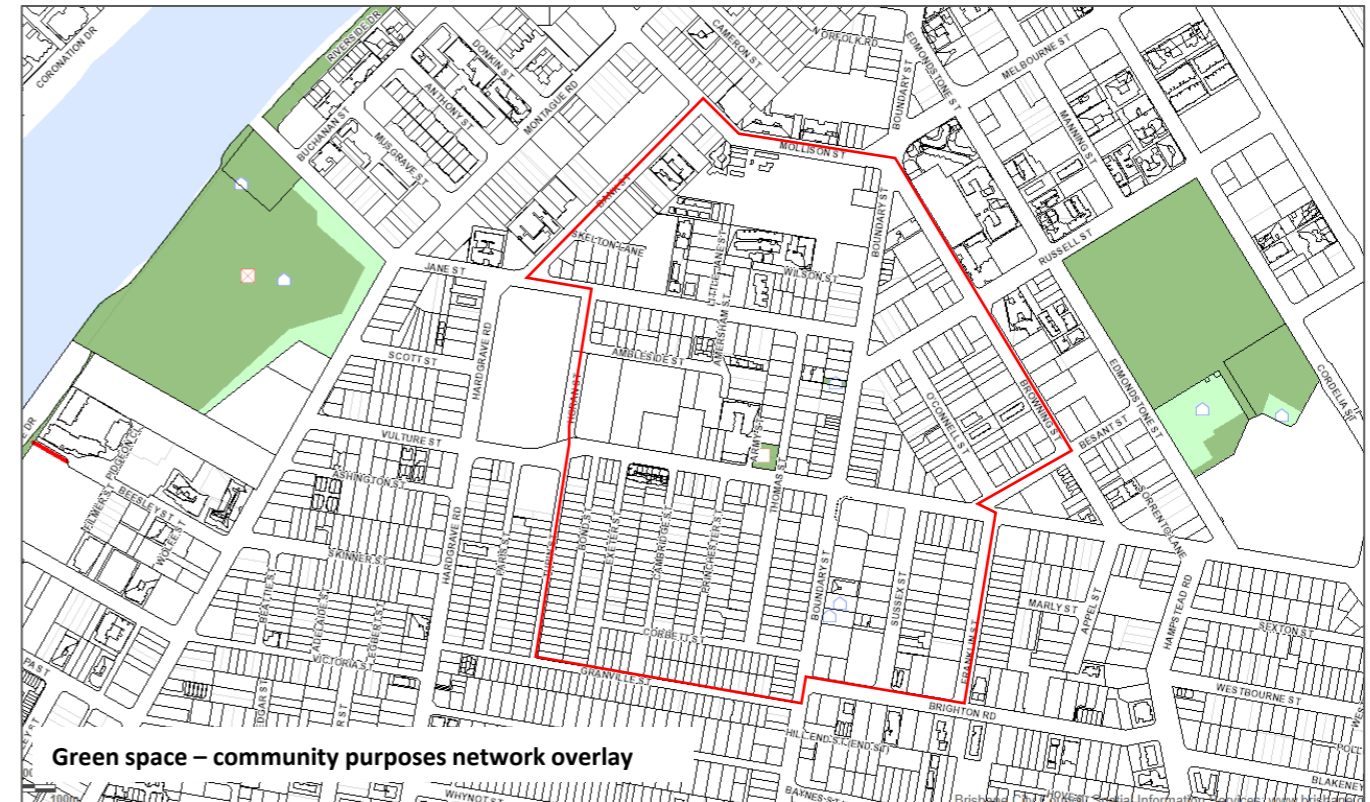
## NATURAL ENVIRONMENT AND OPEN SPACE

### Open space provision -size of parcels, location, access to residents and workers, usability

- Minimal.
- West End Common Bunyapa Park is a community park.
- Peoples Park on Boundary Street
- Musgrave Park is a street away from Browning St
- Davies Park with Jane St Community Garden is at the western end of Jane St

### Quality of open spaces -paths, equipment, facilities

- There is a lovely riverside open space that provides for walking, cycling and exercise, however the pedestrian links through West End to connect to this are poor. There should be much stronger links through from Boundary St as the heart of West End.
- Not a particularly strong tree planting program through this section of West End. Has occurred in areas around eg Melbourne St, however not a lot of shading of impervious surfaces in this neighbourhood – heat sink.



(Brisbane City Council, 2019)

# APPENDIX

## PUBLIC REALM & PUBLIC SPACE ANALYSIS

### Does the public realm contribute to the sense of place, distinct identity of the area?

Yes it does. It is this sense of place that the community are fighting to protect. New development must consider what this identity is and come up with clever methods of preserving it and complementing it, not destroying it.

### Is the public realm 'active' and welcoming? Such as community gardens, public art, comfortable seating, lighting, pet parks?

Again, the public realm that has been provided is welcoming and active. I don't believe any of the areas feel unsafe, there are places for congregation, sitting, spending time.

### Design

**Character- the contribution of the streetscape to the sense of place**

### Legibility

- It is legible, however only when you know your way...if you came in as a visitor the wayfinding of the area is poor once you leave Boundary Street.

### Entrance statements

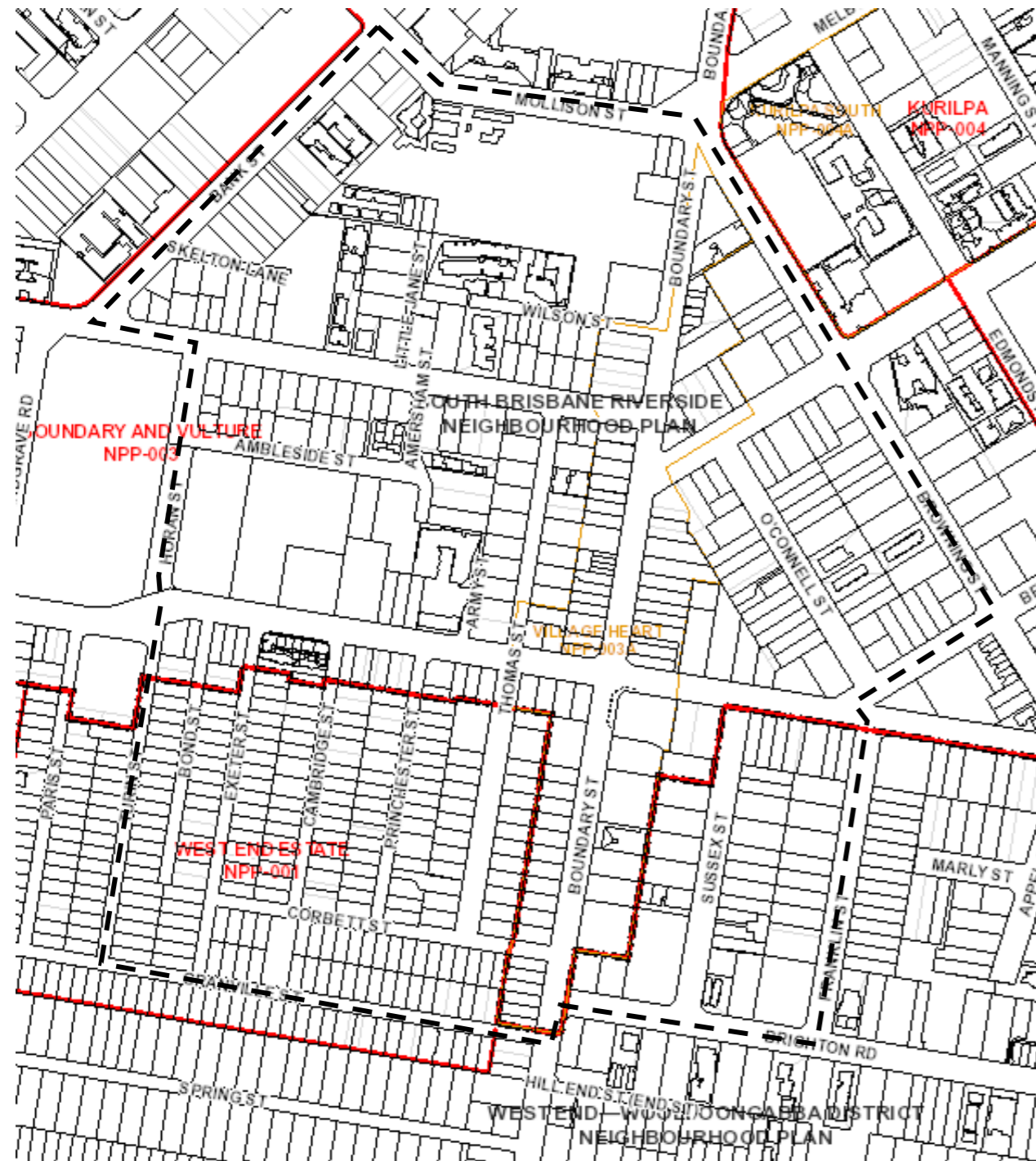
- Does not feel people-centric – definitely feels car-centric.
- The character of the older architecture makes it feel welcoming, but the lack of protection and celebration of these buildings is impacting on the statement they make. The imposing scale of the built form on Mollison St now draws your eye away from the intimate scale of the shopping street.

### Heritage values (use of heritage structures, buildings, places and sites to define the place)

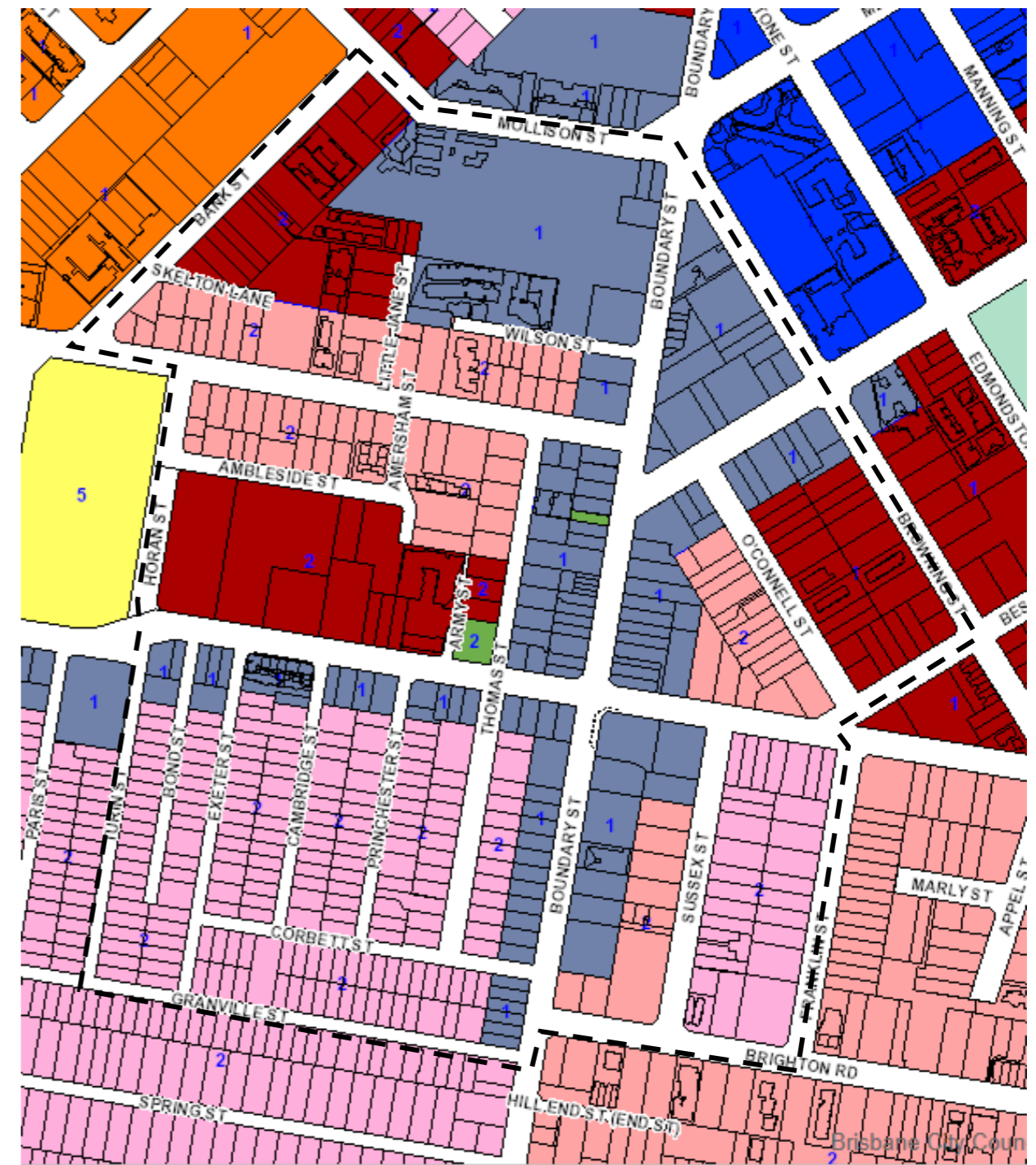
- Although the heritage buildings are being retained, they are not really being celebrated.
- The repurposing of the buildings into large format stores loses the integrity of the buildings, as does the construction of much larger buildings directly adjoining them. These heritage buildings have gone from being the larger scale dominant forms to being completely dwarfed and lost amongst the giants...



# APPENDIX



Extract from City Plan 2014 – Neighbourhood plan boundaries and precincts  
(Brisbane City Council, 2019)



Extract from City Plan 2014 – Current zoning  
(Brisbane City Council, 2019)

# APPENDIX

## BOUNDARY & THOMAS STREETS MOBILITY ANALYSIS

### Key Issues:

- High volume of traffic and car-centric design
- No cycle paths and lack of cyclist safety due to road width and car parks
- High number of on-street and parking spaces, with one poor single level off-street car park on Thomas Street
- Narrow, unmaintained and cluttered footpaths
- Limited shade trees and street furniture along most parts of the streets
- Buses are the sole available mode of public transport
- Driving lanes poorly marked on Thomas Street with a lack of width for two ways
- No mid-block connections between streets
- Driveways conflict with footpaths



SITE PLAN - MOBILITY ISSUES FOR INVESTIGATION

- LEGEND**
- The Precinct boundaries
  - Investigate new pedestrians' walkways
  - Investigate construction of new dual cycle paths
  - Investigate an upgrade to intersections for safety of pedestrians and cyclists
  - ▨ Investigate construction of raised pedestrians and cyclists' crossings
  - ▨ Investigate footpath improvements
  - Investigate new traffic directions

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# APPENDIX

## BOUNDARY & THOMAS STREETS

EXISTING STREET LANDSCAPE PHOTOS – IMPEDING WAYFINDING AND WALKABILITY



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# APPENDIX

## HERITAGE SIGNIFICANT TIMELINE OF THE WEST END AND THE PRECINCT

- 1840s (early to mid)** - South Brisbane peninsula becomes the unrivalled centre for shipping activity in Queensland's South East.
- 1863** - West End Estate consist of 200 allotments which were placed for sale.
- 1864** - the Boundary Hotel in Boundary Street was first licensed.
- 1865** - "Hockings Nursery" was growing and selling local plants and seeds.
- 1870s (early)** – 'West End' and 'Orleigh' housing estates are established.
- 1874** - the opening of a post office.
- 1875** – West End State School was established with only 236 students.
- 1878** - Congregational church in Brighton Road.
- 1880** - West End makes its mark as farming land, with cereal crops, Chinese market gardens and timber.
- 1881** - The dry dock begins operations, servicing private, government and military ships. This dramatically boosts the local economy of the peninsula. The boom in industry attracts a growth in population to the area, consisting of wharf workers, working class families and city workers with convenient transport links to the city.
- 1885** - West End Methodist Church was opened.
- 1889** - Omnibus Service operated in the area by William Winterbottom.
- 1890** - West End Brewery was established.
- 1893** - South Brisbane Town Hall is built. The peninsula is flooded, and the second Victoria Bridge is swept away.
- 1889 to 1968** – Additional industries were developed in the area such as gas works, concrete pipe works, a boot factory, an iron/steel works, a soft drink factory and glass works. During this period, West End was transformed into a thriving suburb, establishing the West End School of Arts was a cultural community hub in the peninsula.
- 1898** - Electric tram service is introduced to the area.
- 1928** - Peter Arctic Delicacy Co (Peter Ice cream) factory was built on western side of Boundary street (north western corner of the West End project area). It provided employment for about 70 years in the area. The workers mostly consisted of migrants from Germany, Poland, Greece and Russia.
- 1929** - The Brisbane City Council builds Brisbane's first purpose-built local library, the Kurilpa Library on Boundary Street. The building is now heritage listed.
- 1938** - The Story Bridge is built, diverting traffic from the Victoria Bridge. This sees a gradual decline in industry for the peninsula, which affects local residents and business.
- 1950** – After World War II A large Greek community settled in the area who worked in the local manufacturing industries situated along Boundary Street and Montague Road. The area was known as "little Athens".
- 1976** - The first annual Paniyiri Greek Festival takes place in South Brisbane. It is now the longest running Greek festival in Australia.
- 1980** - During this period it was estimated that 75 per cent of Brisbane Greek population lived in West End.
- 1980s** - Islamic Mosque / Society was established at 12 Pinchester Street West End
- 1988** - Expo 88 revitalised South Brisbane and West End was revitalised by Expo 88. Nearly 18 million people visit the area over a six-month period.
- 1990** –The project area of West End has transformed into a hub of culture, creativity and activity for families, young people and professionals. Restaurants, cafes, entertainment, markets, artists, bars, parks and public spaces
- 1996** - Peter Arctic Delicacy Co (Peter Ice cream) factory was closed.
- 1990s and beyond** - The project area of West End has transformed into a hub of culture, creativity and activity for families, young people and professionals. Restaurants, cafes, entertainment, markets, artists, bars, parks and public spaces all contribute to a healthy peninsula community.
- 2013** - Peter Arctic Delicacy Co (Peter Ice cream) factory was damaged in a fire.
- 2014 to present day** - many urban renewal developments took place within the Peninsula, such as residential flat buildings and high-rise apartments, hotels.

# APPENDIX

## SWOT Analysis

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>The site is the cultural, retail, entertainment and social heart of the West End suburb and destination for visitors</li> <li>A vibrant and diverse shopping precinct with a focus on entertainment, restaurants, cafes, second-hand &amp; boutiques</li> <li>Areas within the site are available for development or adaptive reuse without impacting residential or commercial character</li> <li>West End Traders Association is a useful body for economic strategies and initiatives</li> <li>A topographically flat, walkable neighbourhood</li> <li>Fine grain scale with active streets</li> <li>A unique, creative character and identity</li> <li>Strong social capital with ability to develop community projects and lobby for better planning and development outcomes</li> <li>Community support for social and environmental sustainability</li> <li>Multi-cultural community, businesses, architecture and history</li> <li>Multi-cultural and successful West End State School</li> <li>Residential streets with traditional character/heritage buildings</li> <li>Character commercial buildings on Boundary st</li> <li>Good liveability with mix of work, life and play in the suburb</li> <li>Community centre and library</li> <li>Good road width on Boundary, Vulture, Mollison and Browning st for cycle paths, footpath improvement, shade trees and more</li> </ul>	<ul style="list-style-type: none"> <li>Large scale developments, especially West Village, and an experience economy to cater them, are gentrifying the area</li> <li>Losing some of its diversity and uniqueness through a shift from a multicultural bohemian to a night entertainment precinct</li> <li>Out of scale developments are impacting the fine grain and low rise character</li> <li>Surrounding river makes connections to other areas difficult, with limited public transport infrastructure and frequency – None of Cross-River rail, train lines, Busways, Metro, ferry are within site</li> <li>High traffic volumes due to poor public transport, lack of off-street parking and limited alternative access to surrounding areas, especially Montague rd</li> <li>Urban design is very car-centric impacts negatively on pedestrians</li> <li>Gentrification and increased density are further increasing cars</li> <li>Limited paths and infrastructure for bikes and scooters</li> <li>Poor walkability and accessibility with unmaintained footpaths and obstacles, and a lack of shade trees, seating and amenities</li> <li>Lack of physical and social connections between large scale development and old character residential areas</li> <li>Narrow streets that are challenging for urban design</li> <li>Lack of green spaces and outdoor activity facilities</li> <li>Unmaintained old housing and building</li> <li>Poor quality social housing</li> </ul>	<ul style="list-style-type: none"> <li>Population growth enables redevelopments, economic growth and street vitality</li> <li>Potential for medium scale infill development that retains existing fabric</li> <li>Proximity to CBD, Southbank, Cultural Precinct, River, Fish Lane, State High School, Mater Hospital &amp; West End Markets</li> <li>Proximity to knowledge corridor – UQ, TRI, Mater &amp; Boggo Rd</li> <li>Walking distance to the large Davies and Musgrave parks</li> <li>Pedestrian, cyclist, car and public transport access to city and Suncorp Stadium via various bridges</li> <li>New Cultural Centre Metro &amp; Boggo Rd Cross-River Rail stations</li> <li>Potential for bridge connections to St Lucia, Toowong and Milton</li> <li>River provides ferry public transport opportunities</li> <li>Potential for micro-mobility options due to close proximity to significant destinations</li> <li>Laneways available for redevelopment and cross block access</li> <li>Potential to develop policies within the City Planning framework for supportive and affordable housing</li> <li>Streets suitable for pedestrianisation to reduce traffic and improve pedestrian experience, safety and sociability</li> </ul>	<ul style="list-style-type: none"> <li>Inner suburban gentrification causing housing and living expenses to rise, pushing out lower socio-economic residents and diminishing social diversity and sustainability</li> <li>Inner suburban gentrification causing commercial rents to increase and pressure to cater to wealthy residents which may reduce retail diversity and uniqueness, and business creativity and innovation</li> <li>Pressure to over-populate and densify due to CBD proximity leading to poor developments and loss of fine grain fabric</li> <li>Increased scale and centralised planning of South Brisbane creeping into the area</li> <li>Loss of sense of community and shared community values</li> <li>Loss of vitality through over-compensating lack of green space with large new parks rather than well-designed pockets that remain in character with the neighbourhood</li> <li>Allowing increase in cars and traffic due to over-development and poor transport planning worsening the pedestrian experience</li> <li>Climate change threatens outdoor lifestyle, food security and flood prone areas</li> <li>Resistance to development pushing investment elsewhere and allowing the site to degrade in terms of maintenance, and social and economic sustainability</li> <li>Poorly planned bridges or transport infrastructure causing increased traffic and worsening the pedestrian experience</li> <li>Increased apartment residency may put strain on public facilities</li> </ul>

## TOWS Strategies

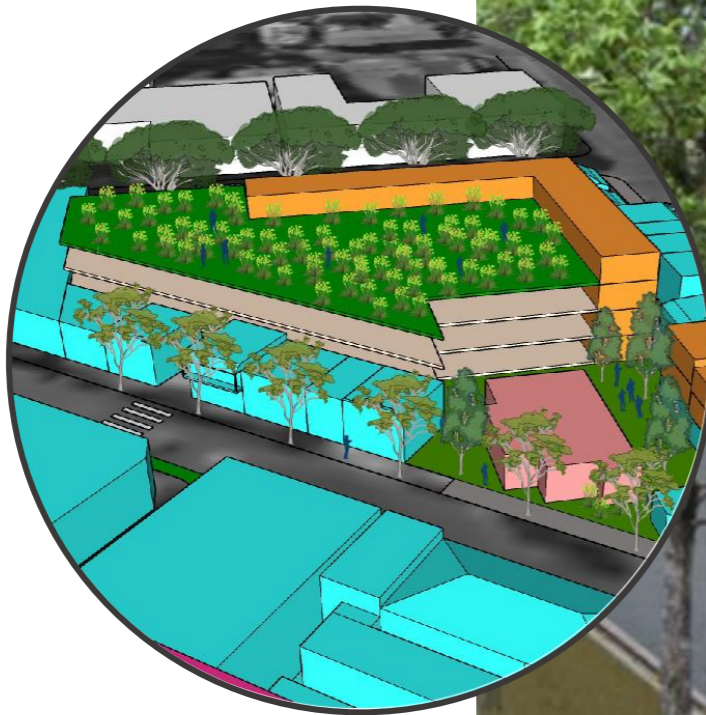
STRENGTHS - OPPORTUNITIES	STRENGTHS - THREATS	WEAKNESSES - THREATS	WEAKNESSES - OPPORTUNITIES
<ul style="list-style-type: none"> <li>Utilise the site's creative community and central location to build a sustainable creative economy</li> <li>Leverage proximity to cultural precinct and CBD to establish site as a cultural hub through community and council partnerships and projects</li> <li>Use infill opportunities within block centres to create and existing character buildings to create adaptive reuse developments and fine-grain, active laneways connecting streets</li> <li>Use social capital to lobby for community agreed public transport infrastructure and services (eg ferry stop) and other projects</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade community centre and library for a larger population and foster a community and cultural precinct</li> <li>Create new permeable footpaths and green space swales and water redistribution to mitigate future floods</li> <li>Harness community environmental concern to drive initiatives to create shaded sub-tropic green spaces and urban farming</li> <li>Preserve existing social and economic diversity through affordability, employment and start-up initiatives</li> <li>Create Indigenous park and centre for Indigenous residents and wider community to celebrate Indigenous culture, food and history, foster employment and entrepreneurship, and maintain social diversity</li> <li>Refocus integration of social housing into new developments in the area to ensure continued mix of households and opportunities for lower socio-economic singles and families within site</li> <li>Taper building heights down from West Village and use existing character building as podiums or frontages for new, setback higher development in select areas</li> <li>Redesign Boundary, Russell and Jane St to slow traffic and improve walkability with added shade and amenities</li> <li>Encourage mixed-use developments that improve walkability, active fine-grain frontages and increase density</li> <li>Use unmaintained character housing and buildings for adaptive reuse and subsidized business tenancies</li> </ul>	<ul style="list-style-type: none"> <li>Connect to nearby major public transport routes via high-frequency buses</li> <li>Create a new ferry stop at Davies Park to improve public transport</li> <li>Build bridges to UQ and Toowong to encourage visitation and non-car connections</li> <li>Utilise nearby Musgrave and Davies parks by creating a green pedestrian link between them running through Boundary st.</li> <li>Pedestrianise a section of Boundary st to reduce traffic, improve walkability and establish a music, food and night economy precinct</li> <li>Create north-south pedestrian connections between West Village and character residential off Granville st to enable social cohesion</li> <li>Incentivise character building restoration by business for adaptive reuse</li> </ul>	<ul style="list-style-type: none"> <li>Create off-street parking facilities in order to remove street parking and enhance streetscapes. Potential for temporary car park building that can be converted to other use.</li> <li>Develop car share initiatives to reduce car volume</li> <li>Replace on-street parking with bike lanes to discourage driving and improve sustainability and micro-mobility</li> <li>Provide micro-mobility facilities such as share scooters to encourage non-car transport</li> <li>Use zoning and regulations to prevent developments that do not consider and integrate with surrounding site</li> <li>Develop a single community-led master plan for West End</li> <li>Turn flood prone areas into green spaces with water absorption and redistribution measures</li> </ul>

# APPENDIX

## ECO-CARPARK

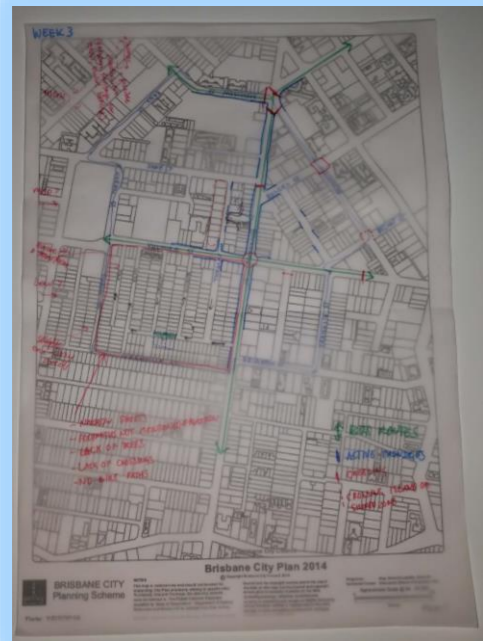
### View from Boundary Street

- Multi-storey off-street carpark
- Pedestrian laneways increasing connections across Boundary Street, Russel Street and Browning Street
- Car access via Browning Street
- Levels designed for future conversion to mixed use
- Urban farm co-op, rooftop garden, bicycle parking and stormwater recycling
- Spaces for large-scale street-art and active frontages along the newly created laneways which access the Eco-Carpark
- Potential for affordable housing to be incorporated as a sleeve to the carparking facing Browning St and Russell St



# APPENDIX

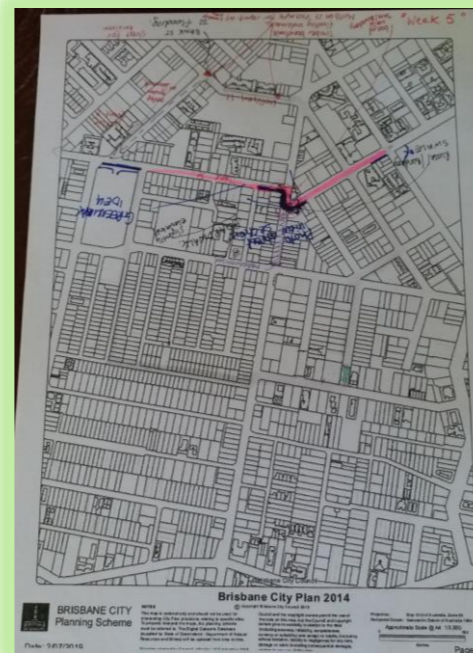
## Group Initial Designs & Ideas



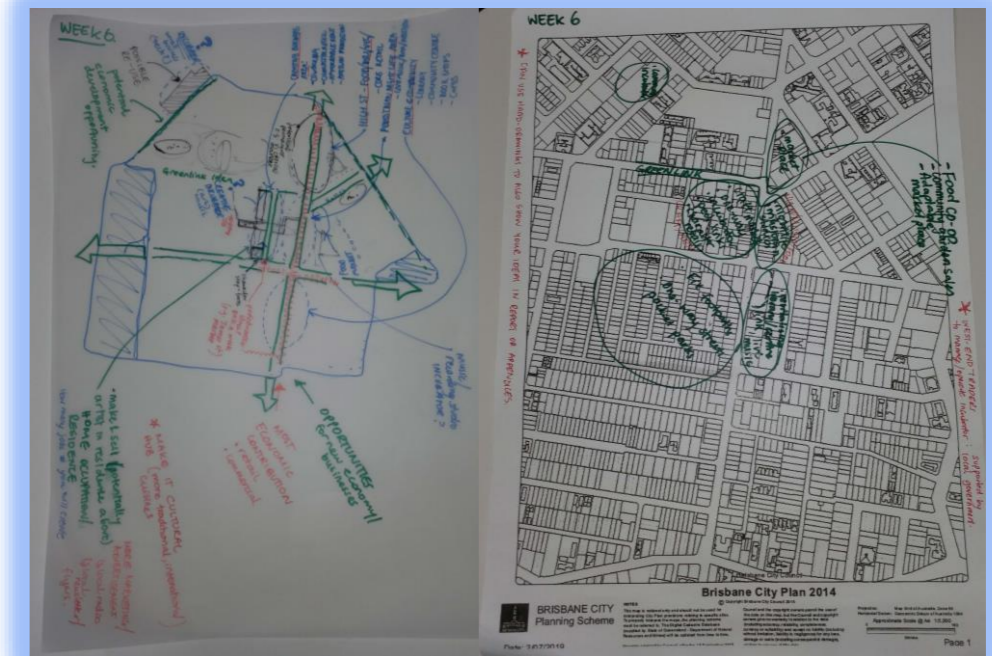
Mobility Plan



Social Plan



Environmental Plan



Economic Plan

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# APPENDIX

## BACKGROUND & APPENDIX REFERENCES

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