

# Preliminary Approval

682/03

**QFCI**

Date:

28/10/11

JM

Exhibit Number:

910



Hon Tony McGrady MP  
Member for Mount Isa

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PD M - for  
urgent attention  
Iphone



Queensland  
Government

27.4

Minister for  
State Development  
and Innovation

2 JUL 2004



Mr Jamie Quinn  
Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

RECEIVED
2 JUL 2004
Doc. No.

G. White  
cc J. Pocock.

Dear Mr Quinn

I refer to the Ministerial Call In made on 3 June 2004 for the development application submitted by Wingate Properties Pty Ltd.

I wish to advise that I have reassessed and re-decided the application by Wingate Properties Pty Ltd. I have decided to approve the application subject to the conditions set out in the Notice.

Enclosed is my Decision Notice, with the conditions now attaching to the Development Approval.

Pursuant to s.3.6.7(1)(e) of the *Integrated Planning Act 1997*, a person may not appeal against the Minister's decision.

If you have any queries in relation to this matter, please contact Mr Noel Thome of the Department of State Development and Innovation on telephone: (07) 3405 5634.

Yours sincerely



**TONY McGRADY**  
**Minister for State Development**  
**and Innovation**

Ref: MN=56879

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**DECISION NOTICE OF MINISTERIAL CALL IN OF DEVELOPMENT  
APPLICATION MADE UNDER THE INTEGRATED PLANNING ACT 1997**

Pursuant to the *Integrated Planning Act 1997*, I hereby give notice regarding the Ministerial call in I exercised on 3 June 2004 to reassess and re-decide the development application by Wingate Properties Pty Ltd ACN 008 297 023. The development application was for a proposed major shopping centre and associated facilities and works which was approved by the Ipswich City Council on 10 December 2003, and for which a negotiated decision notice was given on 2 March 2004.

Details of the development application called in for reassessment and re-decision are set out below.

- Applicant:** Wingate Properties Pty Ltd ACN 008 297 023
- Type of Application:**
- i) Preliminary approval for material change of use of the site to establish a planning framework comprised of several precincts as the catalyst for the re-development of the Ipswich city centre envisaged in the "River Heart" vision. The application seeks to over-ride the Ipswich Planning Scheme;
  - ii) Development permit for material change of use over the Commercial Precinct only, for the development of a Major Shopping Centre, assessable under the Plan of Development attaching to the Preliminary Approval; and
  - iii) Preliminary approval for operational works (earthworks and pedestrian structures including the rail bridge) for the whole of the Riverlink site to prepare the land for development.
- Location:** North Street, Downs Street, Pine Street and The Terrace, North Ipswich and Bremer Street and Ipswich City Mall, Ipswich.
- Proposed Use:**
- (i) Material change of use of the site to establish a planning framework comprised of several precincts as the catalyst for the re-development of the Ipswich city centre envisaged in the "River Heart" vision.
  - (ii) Material change of use (major shopping centre, pedestrian structure including rail bridge, earth works and ancillary facilities).
- Subject Site:** Lot 233 on RP807126, Lot 3 on RP150632, Lot 2 on CPI162226, Lot 2 on RP839256, Lot 215 on SL6743, Lot 151 on SL1126, Lot 1 on RP2122442 and Heiner Road (closure).
- Local Government Area:** Ipswich City Council

I have reassessed and re-decided the development application on 1 July, 2004 and I approve the development application made, subject to the conditions set out in the attached Schedules 1 and 2.

The following provides details of this decision:

- 1. Referral Agency** Pursuant to section 3.6.7(1)(d) of the *Integrated Planning Act 1997* until the Minister gives the decision notice, a concurrence agency is taken to be an advice agency. The following are advice agencies for this development application:
- i) Department of Main Roads, Metropolitan District, PO Box 70, SPRING HILL, QLD, 4004
  - ii) Environmental Protection Agency, Southern Regional Office (Brisbane), GPO Box 2771, BRISBANE QLD 4001

**2. Conditions**

The Assessment Manager's conditions are set out in the attached Schedules 1 and 2.

**3. Approval Type**

Preliminary approval – Making a material change of use of premises (Preliminary approval to override the Planning Scheme section 3.1.6 of the *Integrated Planning Act 1997*)  
Development Permit – Making a material change of use of premises  
Preliminary approval – Carrying out operational work

**4. Properly made submissions (for applications subject to Impact Assessment only)**

There were properly made submissions about the application.

**5. Rights of Appeal**

There is no right of appeal by virtue of section 3.6.7(1)(e) of the *Integrated Planning Act 1997*

**6. Assessment Manager**

Tony McGrady, Minister for State Development and Innovation

[Redacted Signature]

Tony McGrady  
Minister for State Development and Innovation  
1 July 2004

**REASONS FOR DECISION ON DEVELOPMENT APPLICATION CALLED IN ON 3 JUNE 2004 BY THE MINISTER FOR STATE DEVELOPMENT AND INNOVATION UNDER THE *INTEGRATED PLANNING ACT 1997***

**Requirement for statement of reasons**

Pursuant to section 3.6.9(2)(f) of the *Integrated Planning Act 1997* (IPA) I am required to state reasons for the decision by me, on the development application by Wingate Properties Pty Ltd ACN 008 297 023 for a major shopping centre and associated facilities and works which was approved by the Ipswich City Council on 10 December 2003, and for which a negotiated decision notice being was given on 2 March 2004.

**Evidence or other material on which findings on material questions of fact are based**

In forming my decision to approve the development application, subject to conditions, made by Wingate Properties Pty Ltd, I had regard to the following material:

**Documents**

- All material about the application the Ipswich City Council had before the application was called in, and any material received by the Ipswich City Council after the application was called in, as required to be provided pursuant to section 3.6.7(2) of IPA. The material was provided by the Ipswich City Council on 14 June 2004. I had particular regard to:
  1. Development application lodged by Wingate Properties Pty Ltd with the Ipswich City Council on 14 February 2003;
  2. Ipswich City Council Decision Notice issued to Wingate Properties Pty Ltd on 16 December 2003;
  3. Ipswich City Council Negotiated Decision Notice issued to Wingate Properties Pty Ltd on 17 March 2004;
  4. Ipswich City Council Planning Scheme;
  5. Ipswich City Council Safety Code;
  6. Ipswich City Council Landscaping and Fencing Code;
  7. Acoustic Report – Air Noise Environment, August 2003;
  8. Ipswich City Council River Heart Vision;
  9. Planning and Environment Court Notice of Appeal BD1379 of 2004;
  10. Planning and Environment Court Notice of Appeal BD1727 of 2004;

11. Letter dated 18 May 2004, from Barry & Nilsson Lawyers, acting on behalf of Yu Feng Pty Ltd, enclosing by way of service, the Planning and Environment Court Notice of Appeal BD1727 of 2004, to the Department of Local Government and Planning;
12. Notice of Withdrawal of Appeal by Wingate Properties Pty Ltd dated 2 June 2004;
13. SEQ Framework for Growth Management, December 2000;
14. Manual of Uniform Traffic Control Devices, Department of Main Roads;
15. Brisbane City Council Energy Efficiency Code;
16. Gold Coast City Council "Design for Climate" Energy Efficiency Policy;
17. Concurrence Agency responses to Ipswich City Council (Environmental Protection Agency response of 5 December 2003 and Department of Main Roads response of 26 November 2003);
18. Advice Agency response to Ipswich City Council (Queensland Rail response of 26 September 2003);
19. Queensland Rail Expression of Interest Document for the redevelopment of the Ipswich Rail Yards site;
20. A copy of the notice of call in given under s3.6.6 of IPA, dated 3 June 2004.
21. Letter dated 11 June 2004 from Rachel Ward, MP, Member for Ipswich, to the Honourable Tony McGrady, MP, Minister for State Development and Innovation.
22. Letter dated 15 June 2004 from [REDACTED] Property Manager, Woolworth's Limited, to the Honourable Tony McGrady, MP, Minister for State Development and Innovation.
23. Letter dated 23 June 2004 from [REDACTED] Director, National Trust of Queensland, to the Honourable Tony McGrady, MP, Minister for State Development and Innovation;
24. Email correspondence dated 25 June 2004 from [REDACTED] to the Honourable Tony McGrady, MP, Minister for State Development and Innovation;
25. Letter dated 28 June 2004 from the Queensland Heritage Council to the Honourable Tony McGrady, MP, Minister for State Development and Innovation;
26. Analysis of submissions by submitters made about the application in accordance with s3.6.9 of IPA;
27. Legal advice dated 30 June 2004; and

28. Ministerial Briefing Note dated 1 July 2004 from the Director-General, Department of State Development and Innovation to the Honourable Tony McGrady, MP, Minister for State Development and Innovation.

#### Legislation

- *Integrated Planning Act 1997*
- *Acts Interpretation Act 1954*
- *Queensland Heritage Act 1992*
- *Plumbing and Drainage Act 2002*

#### Findings on material questions of fact

From the material I have had regard to, I make the following findings of fact:

- The development application seeks preliminary approval to establish a planning framework for the future development of the North Ipswich Rail Yards and adjoining areas; approval to develop part of the North Ipswich Rail Yards and adjoining land owned by Origin Energy and the Queensland Department of Natural Resources, Mines and Energy as a major shopping centre having a maximum gross floor area of 41,242 square metres; and preliminary approval to carry out operational work for bulk earthworks and the construction of pedestrian structures including the rail bridge.
- The North Ipswich Rail Yards are now largely surplus to Queensland Rail requirements.
- Wingate Properties Pty Ltd has a contract with Queensland Rail for the purchase of parts of the North Ipswich Rail Yards.
- The Ipswich City Council, Queensland Rail and Wingate Properties Pty Ltd have committed considerable resources over the past several years to developing an acceptable land use strategy for the North Ipswich Rail Yards and adjoining areas.
- The development proposed for the site the subject of the development application is designed with a view to providing better environmental outcomes for the use of the site.
- The site the subject of the development application falls wholly within the Ipswich City Council local government area.
- The original assessment manager, the Ipswich City Council, assessed the application having regard to the matters required by legislation and made a report about the application.

- Conditions were formulated by the Ipswich City Council as the original assessment manager consequent upon the assessment and were attached to the original development approval by the Ipswich City Council.
- Wingate Properties Pty Ltd sought a negotiated decision from the original assessment manager, the Ipswich City Council, including the amendment of certain conditions.
- The original assessment manager, the Ipswich City Council, negotiated with Wingate Properties Pty Ltd and a revised set of conditions were attached to a negotiated decision notice.
- The substance of the conditions included in the negotiated decision notice, by the original assessment manager, are appropriate.

### **Reasons**

For the following reasons, I am of the opinion that the development application made should be approved, subject to the conditions included in the Schedules 1 and 2 to the Decision Notice of Ministerial Call In:

- Approval of the development application will provide for the development of a major shopping centre capable of making a significant contribution to the revitalisation of the Ipswich central business district and enhancing the economic prosperity of Ipswich City and the Brisbane Statistical Division region.
- The approval decision of the Ipswich City Council was appealed in two actions to the Planning and Environment Court. One of the appeals had been withdrawn. There was no certainty as to the final outcome of the remaining appeal or the timeframe to achieve such an outcome.
- The development proposed will create additional jobs in Ipswich City and the Brisbane Statistical Division region at both the construction and operational phases.
- The development proposed will contribute to the implementation of the Ipswich City Council's River Heart Vision for the City.
- While the substance of the conditions attached to the negotiated development notice by the Ipswich City Council are appropriate, some of the conditions may not comply with sections 3.5.30 and 6.1.31 of the *Integrated Planning Act 1997* and I have amended those conditions.



Tony McGrady  
Minister for State Development and Innovation  
1 July 2004



## Schedule One

1 July 2004

**INTEGRATED PLANNING ACT 1997**  
**DEVELOPMENT APPLICATION DECISION NOTICE**  
*Application Details*

**Appn No:** Ipswich City Council application no. 682/03

**Real Property Description:** Lot 233 on RP807126; Lot 3 on RP150632; Lot 2 on CPI162226; Lot 2 on RP839256; Lot 215 on SL6743; Lot 151 on SL1126; Lot 1 on RP2122442; Heiner Road (Closure)

**Property Location:** 1B North Street, 2 Downs Street, 1 and 8 The Terrace, 2A Pine Street, North Ipswich; and Bremer Street and 25 Ipswich City Mall, Ipswich

**Names and Addresses  
Of all Referral Agencies:**

District Director  
Department of Main Roads  
Metropolitan District  
PO Box 70  
SPRING HILL QLD 4004

Environmental Protection Agency  
Contaminated Land Unit  
Southern Regional Office (Brisbane)  
GPO Box 2771  
BRISBANE QLD 4001

**Decision Date:** 1 July 2004

**Decision:** Approved subject to the conditions detailed below.

**Decision Authority:** Minister Call in under s3.6 *Integrated Planning Act 1997*.

Wingate Properties Pty Ltd  
C/- Sinclair Knight Merz Pty Ltd  
PO Box 246  
SPRINGHILL QLD 4004

## Approval Details:

Proposal	Development	Decision	Approval Type
Development in accordance with the Riverlink Preliminary Approval Plan, including 4 precincts – Riverlink/CBD Connections Sub-Area, Mixed Use Urban Village Sub-Area, Museum Sub-Area and Education and Business Sub-Area.	Making a material change of use of premises (Preliminary Approval to override the Planning Scheme Section 3.1.6 of the <i>Integrated Planning Act 1997</i> )	Approved	Preliminary Approval
Development of the Commercial Village Precinct for a Major Shopping Centre in accordance with the Riverlink Preliminary Approval Plan	Making a material change of use of premises	Approved	Development Permit
Bulk Earthworks and Pedestrian Structures including the Rail Bridge	Carrying out operational work	Approved	Preliminary Approval

Further Development Permits, as required by the *Integrated Planning Act 1997*, shall be obtained in respect of any Material Change of Use, Reconfiguration of a Lot, Operational Works, Building Works and Plumbing and Drainage Works in relation to this approval before any such works are commenced.

**Conditions**  
**Assessment Manager (Minister for State Development and Innovation)**  
***Conditions applicable to this approval under Integrated Planning Act 1997:***

**Preliminary Approval for Material Change of Use of Premises – Riverlink Preliminary Approval Plan**

1. Site Development

The proposed development of the site shall be undertaken in accordance with the attached Riverlink Preliminary Approval Plan, including Appendices B – T, to these conditions.

2. Self Assessable Development

The developer is required to notify the Ipswich City Council in writing of the commencement of any self-assessable use to be undertaken in accordance with the attached Riverlink Preliminary Approval Plan.

3. Code Assessable Development

Unless otherwise specified in the Riverlink Preliminary Approval Plan, the following are codes which will apply to development which the Riverlink Preliminary Approval Plan identifies as code assessable development;

- The Riverlink PA Plan;
- relevant development codes contained within the Ipswich Planning Scheme; and
- relevant planning scheme policies contained within the Ipswich Planning Scheme.

4. Contributions

The applicant is to contribute in accordance with the relevant Ipswich City Council Policies towards the provision of water, sewerage, roadworks, social amenity and open space (parks) headworks where applicable.

The contributions must be paid at the rates applicable at the time of payment. Payment is required prior to the issuing of a Development Permit for Building Works and/or prior to the issuing of a Development Permit for Reconfiguring a Lot and/or as per conditions of a further Development Permit for a Material Change of Use (Code or Impact).

5. When Preliminary Approval Takes Effect

This preliminary approval takes effect in accordance with the provisions of section 3.5.19 of the *Integrated Planning Act 1997* from the time the decision notice is given.

6. When Preliminary Approval Lapses

(a) This preliminary approval lapses:

- (i) At the end of the currency period, unless the change of use happens before the end of the currency period. The currency period for this approval is 4 years starting the day the approval takes effect; and

- (b) An extended currency period may be agreed upon, pursuant to Section 3.5.22 of the *Integrated Planning Act 1997*, provided a written notice to Ipswich City Council is made before the end of the currency period. Such written notice is to be on Ipswich City Council's approved form, accompanied by the owner's consent and the prescribed fee in Ipswich City Council's Register of General Charges.
- (c) All of the development the subject of this approval shall be completed within the periods stated in Condition (a)(i) above. This approval shall lapse for any part of the development of the site that has not commenced within the currency period stated in Condition 6(a)(i) above.

**Development Permit for Material Change of Use of Premises – Commercial Village Precinct for a Major Shopping Centre in accordance with the Riverlink Preliminary Approval Plan**

1. **Site Development**

The proposed development of the site shall be undertaken generally in accordance with the Riverlink Preliminary Approval Plan and the submitted Development Application and associated plans except as amended by the conditions of this approval.

2. **Basis of Approval**

Subject to these conditions, the facts and circumstances set out in the application and all relevant Ipswich City Council Local Laws and/or Planning Scheme Policies shall be adhered to.

3. **Particular Use**

- (a) This approval is for the particular use stated for the Commercial Precinct of the Riverlink/CBD Connections Sub-Area, and does not imply approval for other similar uses in this or any other Riverlink Sub-Area with the exception of the River Heart Parklands Precinct as referenced in this approval. To this end, the use of any of the proposed structures associated with the Major Shopping Centre (incorporating Discount Department Store, Supermarket, Fast Food Outlets, Bulky Goods Retailing, Specialty Shopping, Brand Direct Outlets, Commercial Premises) inclusive of car parking and any associated outdoor areas on site, are not permitted to be used for any other purpose, unless, in the opinion of the Development Manager, Ipswich City Council such use is ancillary and incidental to the predominant use of the site for a Major Shopping Centre.
- (b) The use of the ground level of the multi-storey car park immediately adjoining the shopping centre is approved for temporary car parking until such time as sections of this car park, focussed upon the edge interface with the River Heart Parklands, are redeveloped to create an active retail frontage within 5 years of the date of this approval.

4. **Site Amalgamation**

- (a) All lots the subject of this approval shall be amalgamated by survey into one prior to the issue of a Development Permit for Building Works.
- (b) Alternatively, the Developer shall submit for the approval of the Development Manager, Ipswich City Council a plan of survey which conforms to (a) above together

with the Solicitor's undertakings, satisfactory to the Development Manager, Ipswich City Council to ensure the lodgement with the Department of Natural Resources and Mines, payment of fees, answering of requisitions and registration of the plan of survey.

5. Urban Design/Landscape Masterplan

- (a) The Developer shall prepare a detailed Urban Design and Landscape Masterplan and amended proposal plan in accordance with Sections 2 and 3 of the Riverlink Preliminary Approval Plan and the relevant Landscaping Condition that addresses the following:

(i) The Commercial Village Precinct with particular attention to the:

- **Commercial Village Main Street / Boulevard-** Opportunities for connectivity shall be provided that enable general connectivity to those areas located in the adjacent Sub-Areas generally to the north of the Riverlink/ CBD Arts Sub-Area. The boulevard/ connection should encompass trees and other structures or awnings which facilitate pedestrian connection and provide shade through the site. This connection is to be generally as depicted in accordance with the Figure 3.14 of Section 3.3.5 of Volume D – Urban Design Volume of the application dated February 2003, and Illustrative Plan 3.1.5 and Figure 2.4 – Pedestrian Network of the Riverlink Preliminary Approval Plan except if it can be demonstrated that sufficient pedestrian connectivity can be achieved by other means to the satisfaction of Council.
- **All major pedestrian routes** in accordance with Section 2 of the Riverlink Preliminary Approval Plan (particularly Figure 2.4 – Pedestrian Network) that conform to the CPTED Principles of Ipswich City Council's Community Safety Code and that softens the interface of the fenced railway yards by creating an attractive and safe place. Pathways, arcades, malls or plazas provided shall allow for free and unobstructed movement of pedestrian traffic;
- **River Plaza and Railway Square** and the active relationship of retailing and public gathering consistent with the amenity and character illustrated by the artists impressions included in Volume D – Urban Design Volume of the application dated February 2003 pages 3-4 to 3-11;
- **Multi-storey carpark edge** which is to accommodate adaptive reuse for future retailing activities as required by Condition 3(b) of this approval;
- **All car parking areas and all internal and external interfaces of the site particularly the area immediately located between the multistorey carpark and the Bremer River.** This plan is required to clearly identify landscape treatments for screening and softening the visual impact of the proposed multistorey carpark and the development generally, indicating a list of key plant species of maturity that will achieve this specific objective.
- **Multi-user area** (West and South-west of the Tarpaulin Shop and Retail Building east of the main Commercial Village Precinct entry) by creating an attractive and safe place at the entry to the Commercial Village Precinct which represents an extension of the heritage style and theme of the Tarpaulin Shop;

(ii) **Riverlink/CBD Connections Sub-Area** by protecting the visual and physical interconnectivity/ access between the Arts Precinct, the Commercial Village Precinct and other Sub-Areas as outlined in the Preliminary Approval. In particular, this interconnectivity should address the fundamental link between the Commercial Village Precinct and the CBD Arts Precinct that encapsulates the two into the Riverlink/CBD Connections Sub-Area and responds to Sections 2 and 3 of the Riverlink/CBD Preliminary Approval Plan and that is generally depicted in Figure 3.7 of Section 3.3 of Volume D – Urban Design Volume of the application dated February 2003. In order to achieve this requirement, the Developer shall pay, prior to the issue of a Development Permit for Building Works, the following contributions to the Ipswich City Council:

- \$2,000,000.00 – towards the linkages, connectivity and interface between the pedestrian bridge / Riverheart parkland development and CBD, thereby enabling the achievement of Council's Riverheart Vision. This contribution will be used in conjunction with Regional Centres Funding to provide a feature structure / pavilion viewing platform area shown immediately adjacent to the southern end of the Railway Bridge on the Riverlink / CBD Connecting Sub Area Illustrative Plan – Figure 3.1.5 and River Heart and Regional Parkland Project and towards works creating a state of the art CBD Interface Park which is to run the length of Ellenborough Street, which is to comprise landscaped gardens, interactive water features, pedestrian spaces, seating and activity areas. The park/interactive space is to be provided in lieu of the site not being developed or utilised for other purposes such as Hotel, Commercial Facilities or Arts/Entertainment Centre;
- \$1,500,000.00 – towards the acquisition and remediation by Ipswich City Council of Lot 1 on RP212242 located on the southern side of the Bremer River and bounded by Ellenborough Street, Bremer Street and Lot 531 on SL12439. The contribution shall cover all rights to use land and air space above the site;
- Up to \$500,000.00 – towards the cost of securing a lease in strata over the Ellenborough Street and Bremer Street road reserves adjacent to Lot 1 on RP212242 and Lot 531 on SL12439 to provide for an extended arts precinct.

The contributions above shall be applicable for a period of twelve months from the date of the development approval, and thereafter shall be reviewed by Ipswich City Council prior to payment being made.

In addition to the above contributions, the Developer shall:

- Undertake and complete works to create the amphitheatre including the relocation and restoration of the Gasometer and creation of the River Plaza prior to the commencement of the use of the Commercial Village Precinct.
- Undertake and complete works to create the Arbour Link between the Rail Bridge and the David Trumpy Bridge prior to the commencement of the use of the Commercial Village Precinct.
- Undertake and complete works to create a five (5) metre wide pedestrian bridge between the CBD and the Commercial Village Precinct adjacent to the Rail Bridge prior to the commencement of the use of the Commercial Village Precinct.
- Enter into a legal agreement with Council prior to the commencement of the use to allow for the provision of lighting and for public displays on the pedestrian bridge are consistent with the River Heart Vision.
- Undertake and complete works associated with the Rail signalisation connecting the Riverlink/ CBD Connections Sub-area and the Museum Sub-Area including a station

within the Commercial Village Precinct prior to the commencement of the use of the Commercial Village Precinct.

- Undertake and complete works associated with the embellishments of the Riverheart Parklands prior to the commencement of the use of the Commercial Village Precinct.
- (iii) **The River Heart Parklands** (for the full frontage of the Commercial Village site) which reflects the character outlined in Section 3.3.7 and Section 5.4 of Volume D – Urban Design Volume of the application dated February 2003 and that promotes an active frontage in accordance with Sections 2 and 3 of the Riverlink Preliminary Approval Plan.
- (iv) **The Pine Street Gateway Entry to the City** with particular attention to the architectural form of the proposed commercial building on this corner which is to be in accordance with Condition 17 – Architectural Form of this approval;
- (v) **The Pedestrian and Rail Links between the Traditional CBD and the Commercial Village Precinct;**
- (vi) **The East-West Pedestrian/ Bicycle Link** between the two existing bridges;
- (vii) **The David Trumpy Bridge Link** as further detailed in the conditions of this approval;
- (viii) Details of incorporation of site heritage items as outlined in the relevant conditions of this approval;
- (ix) **View Corridors** as outlined in Sections 2 and 3 of the Riverlink Preliminary Approval Plan;
- (x) Details of the treatment along the rail corridor traversing the site, that maximises visibility, accessibility, convenience and safety and softens the interface of the fenced railway yards by creating an attractive and safe place; and
- (xi) The revised configuration of the public transport interchange facility that is legible, attractive, promotes safety by applying the principles of CPTED in accordance with Ipswich City Council's Community Safety Code and that allows for the efficient movement of multi-modal public transport.
- (b) The amended plans of development and the Urban Design/Landscape Masterplan are to be consistent with following sections of Ipswich City Council's Community Safety Code:
  - (i) Elements 1.1, 1.2, 1.6, 2.1, and 2.5;
  - (ii) Part 3 – Major Shopping Areas and Centres; and
  - (iii) Pedestrian Cycle Routes and Laneways.
- (c) All spaces within the development are to be designed to inclusively support and encourage cohesive participation between the diverse sectors of the community.
- (d) The amended plans of development and the Urban Design/ Landscape Masterplan shall address how all changes in level with a vertical change of three (3) or more metres can be

achieved with equitable access for all users or as otherwise agreed to by Ipswich City Council.

- (e) Provision shall be made for:
  - (i) Drinking fountains in public areas for the use of the general public in locations to be nominated in the Urban Design / Landscape Masterplan to the satisfaction of the Development Manager, Ipswich city Council; and
  - (ii) Parents rooms for infant care; and
  - (iii) Public toilets in public areas for the use of the general public in locations to be nominated in the amended plans of development and the Urban Design / Landscape Masterplan to the satisfaction of the Development Manager, Ipswich City Council.
- (f) The Developer shall complete urban design embellishments and landscape works in accordance with the amended plans of development and the approved Urban Design / Landscape Masterplan to the satisfaction of Development Manager, Ipswich City Council prior to the commencement of the use of the land unless Ipswich City Council determines otherwise.

6. Vegetation Management Plan

Prior to the commencement of any site works or vegetation disturbance on the subject site, a Vegetation Management Plan for the site shall be submitted to and approved by the Development Manager, Ipswich City Council. Development shall be in accordance with this approved plan. This plan shall include the following information:

- (a) location and description of existing vegetation; and
- (b) identification and detail of the vegetation which is proposed for retention, including that within roadways and allotments; and
- (c) details of how fauna will be managed during vegetation clearing including management strategies to be employed; and
- (d) details of the strategies and methods proposed to protect vegetation identified to be retained and how site works will be managed to ensure the same; and
- (e) details of tree guards / fences to protect trunks of mature trees and/or areas of vegetation from accidental damage; and
- (f) details of methods to be employed for removing, disposing and recycling cleared vegetation.

The Vegetation Management Plan shall be incorporated in the site's Environmental Management Plan.

7. Landscaping Detail

- (a) A detailed Landscape Master Plan prepared by a qualified landscape architect, which conforms to the approved (amended) development plans and Ipswich City Council's Landscaping and Fencing Code, shall be submitted to and approved by the Development



Manager, Ipswich City Council prior to the issue of a development permit for Building Works. Such plan shall include, amongst other necessary items, the following information:

- (i) Proposed landscaping in accordance with the amended plans of development and the Urban Design / Landscape Masterplan required to be prepared by the Developer and approved by Ipswich City Council in accordance with Condition 5 of this approval; and
  - (ii) location and name of existing trees (including botanical names); and
  - (iii) soil types; and
  - (iv) location of drainage, sewerage and other underground services and overhead powerlines and the location of water service in park; and
  - (v) details of landscaping structures, including but not limited to: seating, water fountains, rubbish bins, play structures, shade structures, viewing platforms etc; and
  - (vi) contours and spot levels; and
  - (vii) proposed surface treatments including the treatment of pedestrian footpaths / cycleways and treatment of vehicular access tracks for maintenance / emergency; and
  - (viii) means of drainage; and
  - (ix) fence size and type of material; and
  - (x) schedule of plant species, including size and attributes.
- (b) At least 75% of plant species and 75% of the quantity of plants used in the landscaping shall be primarily plant species that are endemic to the locality of the site.
  - (c) The River Plaza, the Boulevard, the Multistorey Carpark Edge and all street frontages of the site shall include the planting of advanced or mature trees to be depicted on the Landscape Master Plan.
  - (d) The Landscape Master Plan shall incorporate and detail adequate shade trees and structures to the satisfaction of the Development Manager, Ipswich City Council.
  - (e) The Developer shall complete fencing works to the railway corridor in accordance with the approved landscape plans to the satisfaction of Development Manager Ipswich City Council, prior to the commencement of the use of the land unless Ipswich City Council determines otherwise. Such landscaping works shall be maintained in perpetuity to Ipswich City Council's satisfaction by the existing or future owners and occupiers of the property.
8. Carparking - Landscaping

Unless otherwise approved by the Development Manager, Ipswich City Council, the equivalent of one (1) shade tree shall be provided for every eight (8) parking bays or alternatively shade structures erected to provide shade for the car parking areas to the satisfaction of the Development Manager, Ipswich City Council. Such shade trees/ shade

structures are required in addition to the number of car parking bays required under this approval and/or indicated on the approved plan of development.

In the event that shade sails are proposed, these sails will need to maintain the vertical and horizontal continuity of the built features on the site and not detract from those features. Shade structures shall be provided between the built forms and along the esplanade of the carpark in accordance with Figures 2.4 and 2.5 contained in the Riverlink Preliminary Approval Plan. Details to comply with this condition shall be included in the Landscape Master Plan required by this Development Permit.

9. Connection onto the David Trumpy Bridge

- (a) A pedestrian entry platform/connection shall be provided in line with the finished level of the existing pedestrian pathways on the David Trumpy Bridge and shall be incorporated into the development as part of the proposed pedestrian link to the Railway Bridge.
- (b) This connection should provide for public spaces and pathways that are legible and well articulated through smart design features and effective signage.
- (c) In the event that a building is located in the south eastern part of the site adjacent to this connection, the pedestrian entry platform/connection shall be incorporated into the development as part of any proposed building.
- (d) The finished building height of any building in this location is to be a minimum of one storey or 3.5 metres above the finished level of the David Trumpy Bridge. Plans of any building shall detail the relevant levels to demonstrate that this requirement is complied with to the satisfaction of the Development Manager, Ipswich City Council.
- (e) No part of the roof top of any building built in this location is to be seen from the David Trumpy Bridge.
- (f) In the event that a building is incorporated into the development at this location, the details of such are to be submitted to the Development Manager, Ipswich City Council for approval prior to the issue of a Development Permit for Building Works.

10. River Plaza

- (a) The River Plaza is to contain an active mix of tenancies which shall include but not be limited to cafes, restaurants, retail shopping and entertainment uses so as to maintain vitality and interest within this node.
- (b) All development within River Plaza Node is to be oriented to and address the Bremer River and the pedestrian activity areas/ internal streets with the frontage of each building incorporating the principle pedestrian access to each tenancy and the balance of the frontage consisting of shop front display windows.

11. Public Art Plan

- (a) A Public Art Plan shall be submitted, specifying street furniture and art forms to be provided throughout the development, prior to the issue of a Development Permit for Building Works and to the satisfaction of the Development Manager, Ipswich City Council. The street

furniture and art forms shall be related to a theme that reflects the cultural heritage of the area.

- (b) The preferred approach to integrated public art is to include artists in project development teams at the outset of capital works planning and delivery.
- (c) The public art can include the commission of designers to create functional items for internal and external environments that may include, but not be limited to, chairs and seating, desks and tables, lighting, door handles, textiles, signage, and the design and treatment of floors, paving, walls, building facades, windows, doors and fencing. This may include the purchase of existing works to be permanently sited in public places or the provision of community cultural facilities.

## 12. Local Heritage Requirements

The developer is to prepare a Conservation Management Plan in consultation with and to the satisfaction of the Development Manager, Ipswich City Council and the Environmental Protection Agency prior to the lodgement of an application for operational works. The developer is to comply with the Conservation Management Plan. The Conservation Management Plan is to address the following:

- (a) The conservation in situ of and use of :
  - (i) Ipswich Railway Workshops site (L233 RP807126);
  - (ii) Ipswich Railway Workshops War Memorial (L233 RP807126);
  - (iii) Bridge abutments on either side of the Bremer River (from Heiner Road, north to Bremer Street, south) (L 151 SL1126 and L 3 RP150632);
  - (iv) Bremer Road/Railway Bridge (L 151 SL1126 and L 3 RP150632);
  - (v) Railway Store Building (L 3 RP150632); and
  - (vi) Queensland First Railway Memorial (L1 RP150632);
- (b) The delineation through linework, colour scheme, paving or other method acceptable to the Development Manager, Ipswich City Council of the location of the original Wharf Railway / Tram Line through the site;
- (c) The installation of appropriately located and detailed interpretive works and signage describing the history and cultural significance of relevant items located throughout the site;
- (d) The Developer shall commission a suitably competent and experienced person approved by the Development Manager, Ipswich City Council to photograph and document (with measured drawings) in their existing condition, all items which are proposed to be demolished, removed or adaptively reused;
- (e) The report shall contain the following sections:-

- (f) A short history of the site. This step involves gathering readily available information from existing sources, including Queensland Rail records, local and State government offices, libraries and archives (both public and private), as well as from discussions with people who have been associated with the site. The object is to prepare a concise history of the site and a list of references to the material used;
- (i) A survey of the study area for historic material;
  - (ii) Preparation of an inventory of the main features of the site as it exists today and a description of how the original Railway Workshop functioned. The report is to include high-quality black and white photographs concentrating on aspects that may be of importance from a heritage/archaeological point of view; adequate ground plans and cross-sectional drawings of the site with the location and levels of all trial trenches and bore holes clearly indicated;
  - (iii) A strategy for the conservation of any cultural value that the site may have, including addressing the following issues:-
    - location and security of historical features; and
    - site interpretation; and
  - (iv) The strategy for the conservation of the cultural value of the site is to include disposal program for technological items such as building foundations, rail line works, machinery and any discovered artefacts. The site interpretation strategy should include suggestions for incorporating aspects of the past history and heritage of the site in the redevelopment.
- (g) Four copies of a report including the photographs and documentation shall be submitted to the Development Manager, Ipswich City council for approval. Two copies of the report shall be held by the Planning and Development Department, Ipswich City Council with the other copies being forwarded to the Ipswich City Council Library and the John Oxley Library, Brisbane.

### 13. Public Transport

- (a) The Public Transport Node as generally indicated in Figure 2.6 of the Riverlink Preliminary Approval Plan shall be designed in accordance with the amended Plan of Development and the approved Urban Design/ Landscape Masterplan required by Condition 5 of this approval. Particular regard shall be had for the implementation of CPTED principles and Ipswich City Council's Community Safety Code in the detailed design of this space.
- (b) Provision shall be made for state of the art electronic advice notices to advise patrons of the timing of public transport services and should include provision for dedicated phone connections to, local taxi companies, within this node.

### 14. Pedestrian Routes and Cycleways

All pedestrian routes and cycleways shown on the pedestrian network plan Figure 2.4 and as discussed in Section 2.4 of the Riverlink Preliminary Approval Plan shall be open 24 hours a day and be accessible by all members of the public during these hours.

15. Irrigation to footpaths

Irrigation to streetscape works is not permitted on a permanent basis unless they are maintained by the Developer. Temporary irrigation systems used for vegetation establishment may be approved by the Conservation, Parks and Sport Manager, Ipswich City Council subject to their removal prior to the "On Maintenance" inspection. Such irrigation shall include all necessary devices to prevent contamination of the water supply.

16. Advertising/ Signage

- (a) An Advertising/ Signage Plan shall be prepared detailing the nature and type of advertising to be provided on site. Signage should be generally consistent with Section 4.5 - Signage and Graphics of Volume D -- Urban Design Volume dated February 2003 lodged with the application with emphasis placed on:
- (i) visual attractiveness; and
  - (ii) fewer and more easily interpreted signs (single one off signs are not permitted); and
  - (iii) scales and proportions for signage which reflect and reinforce the architectural design of individual buildings or the streetscape in terms of location and dimension; and
  - (iv) compatibility with the scale of development and the amenity of surrounding land uses; and
  - (v) maintaining views to key building features such as pediments and fenestration to ensure that they are not obscured.
- (b) Signage shall be provided in accordance with Ipswich City Council Local Law 50 (Control of Advertising) and its associated local law policy.
- (c) Signage within the car parking areas erected for the purposes of regulating parking shall be provided in accordance with the MUTCD.
- (d) The Advertising/ Signage Plan shall include:
- (i) the size and types of advertising proposed; and
  - (ii) the types of building material to be used; and
  - (iii) the types, size and locations of any "entry statements" including the use of existing vegetation and landscaping; and
  - (iv) the level of illumination; and
  - (v) how the signage integrates with the built form and open space areas on the site.
- (e) The Advertising/ Signage Plan shall be to the satisfaction of the Development Manager, Ipswich City Council and shall be provided to the Council prior to the lodgement of an application for signage under Ipswich City Council Local Law 50.

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17. Architectural Form

- (a) The architectural form of the development shall be consistent with Section 4.3 – Architectural Form of the Volume D – Urban Design Volume dated February 2003 lodged with the application with emphases placed on:
- (i) visual attractiveness; and
  - (ii) scales and proportions of buildings which reflect and reinforce the streetscape and complement individual heritage buildings or other significant buildings in particular the fast food premises adjacent to the “Tarpaulin Shop”. Details shall be submitted to the Development Manager, Ipswich City Council prior to the issue of a Development Permit for Building Works, about the architectural treatment of the fast food premises and other buildings/structures in this area consistent with the requirements of this condition; and
  - (iii) compatibility with the scale of development and the amenity of surrounding land uses; and
  - (iv) maintaining views to key building features such as pediments and fenestration to ensure that they are not obscured.
- (b) Building Articulation
- (i) No buildings shall exceed a maximum length of 40 metres in any one plane without articulation of at least three (3) metres being provided.
  - (ii) The length of any building shall not exceed 80 metres, unless approved by the Development Manager, Ipswich City Council.

18. Energy Efficiency

- (a) The design of buildings over 2,500m<sup>2</sup> gross floor area shall meet the performance criteria of the Brisbane City Council’s City Plan 2000 – Energy Efficiency Code. Design which meets the acceptable solutions of the code shall be deemed to satisfy this condition. Design which does not meet the acceptable solutions of the code, but which otherwise reasonably responds to the performance criteria using the alternative mechanism shall be deemed to satisfy this condition.
- (b) The design of buildings less than 2,500m<sup>2</sup> gross floor area shall meet the performance criteria set out in the “Design for Climate” Energy Efficiency Policy of the Gold Coast Planning Scheme. Design which meets the acceptable solutions of that policy shall be deemed to satisfy this condition. Design which does not meet the acceptable solutions of the policy, but which otherwise reasonably responds to the performance criteria using the alternative mechanism shall be deemed to satisfy this condition.
- (c) The use of lightweight building materials is to be maximised wherever practicable. Thermal mass external walls shall be insulated and/or shaded from direct sunlight. The use of pre-cast concrete slabs is to be minimised where practicable.

19. Awnings and Pedestrian Shelters

- (a) Awnings and pedestrian shelters shall be incorporated into the development in accordance with Section 2.5 and Figure 2.5 of the Riverlink Preliminary Approval Plan and consistent with the architectural form of the buildings and that adds to the overall continuity of the development.
- (b) Awnings shall also be designed and constructed to ensure adequate amounts of shade to pedestrianised areas and that ensure pedestrian safety is maintained.

20. Building Height

The maximum allowable building height above finished ground level is twelve (12) metres unless permitted otherwise by the conditions of this approval. Plans must be submitted to and approved by the Development Manager, Ipswich City Council prior to the issue of a Development Permit for Building or Operational Works approval. The plans must clearly indicate the reduced levels of the finished ground level and all site buildings except where otherwise approved by conditions of this approval.

21. Roof Tops

Roof areas of all buildings are to be designed to conceal and/or disguise rooftop machinery and service equipment including air conditioning plants. Roof areas are to be designed to promote an interesting and diverse form when viewed from all public and private areas.

22. Entry walls or features

The provision of entry walls or features is prohibited on dedicated roads or proposed parkland. Entry walls or features shall be fully contained on private property.

23. Temporary fencing to parkland

Prior to the commencement of any site works associated with the Commercial Village Sub-Area, a temporary (star picket with two strands of plain wire) fence shall be constructed around the proposed parkland area to the requirements and satisfaction of the Conservation, Parks and Sport Manager, Ipswich City Council to protect it from the impact of civil works, building activities and storage of plant and materials.

24. Parkland Dedication

The area of the River Heart Parklands shall be dedicated, free of cost to and compensation by Ipswich City Council and in fee simple at the time of registration of the relevant plan of survey in the Department of Natural Resources and Mines.

25. Access Easement to Park

The Developer shall grant free of cost to or compensation by Ipswich City Council at the time of registration in the Department of Natural Resources, Mines and Energy of the relevant plan of survey, a suitable easement to permit access to the land described in Condition 24 above for the purpose of maintaining that land by Council. The documentation associated with this access easement may be undertaken by either the Ipswich City Council at the Developer's expense or, alternatively, by a private solicitor to Ipswich City Council's

satisfaction, details of which are to be submitted and approved by Ipswich City Council prior to signing the plan of survey.

26. Safety, Security, Accessibility and Amenity

- (a) Public toilets and public telephones should be well illuminated and under casual surveillance.
- (b) Flood lighting should be used to illuminate buildings and areas that may be susceptible to criminal activity and should be designed to avoid "light spill" which would detract from the amenity of nearby development or contribute to hazardous traffic conditions.
- (c) All public spaces are to be designed in accordance with Ipswich City Council's Community Safety Code as required by the amended plans of development and the Urban Design/Landscape Masterplan for the site and the Community Safety Plan required by Condition 27.

27. Community Safety Plan - Crime Prevention Through Environmental Design

The Developer shall prepare a site assessment for community safety which addresses the Commercial Village Precinct in accordance with the Ipswich City Council's Community Safety Code to ensure Crime Prevention Through Environment Design (CPTED) principles are incorporated within the design aimed at increasing public safety. The principles of the Community Safety Code are to be incorporated into the detailed design of the Commercial Village Precinct including those areas within the River Heart Parkland Precinct being designed and incorporated into the amended proposal plans and the Urban Design and Landscape Masterplan in accordance with the relevant condition of this approval.

28. Access for People with a Disability

- (a) The Developer shall provide adequate access for people in wheelchairs by means of an unimpeded continuous path of travel in accordance with the relevant Australian Standards from any adjacent roadway, other public lands and from any car parking bay allocated for use by people with a disability, to all parts of the development which are normally open to the public. It is required to be demonstrated how all changes in level with a vertical change of three (3) or more metres can be achieved with equitable access for all users.
- (b) No pedestrian walkways shall have a grade steeper than 1:14 gradient. Where this cannot be achieved alternative means of grade separation shall be provided to the satisfaction of the Development Manager, Ipswich City Council.
- (c) The Developer shall provide sanitary facilities for people with a disability. Access to them shall be provided in accordance with the provisions of Australian Standard 1428.1 - 1993 (or any standard in substitution thereof).

29. Carparking - Use and Maintenance

- (a) Car parking spaces shall be provided on site for the proposed development at the rates nominated in the Ipswich Planning Scheme Parking Code.
- (b) Unless otherwise indicated on the approved amended proposal plans or approved by the Development Manager, Ipswich City Council parking areas shall not be:



- (i) exclusively used for staff parking at the expense of general public/customer parking; or
  - (ii) exclusively used for general public/customer parking at the expense of staff parking.
- (c) Unless otherwise indicated on the approved amended proposal plans or as mentioned in Condition 3 (b) of this approval or approved by the Development Manager, Ipswich City Council all parking areas shall be:
- (i) kept exclusively for parking;
  - (ii) used exclusively for parking;
  - (iii) accessible to both staff and the general public/customers during any approved hours of operation;
  - (iv) maintained to the satisfaction of the Development Manager, Ipswich City Council; and
  - (v) incorporate CPTED principles in the design in accordance with the Community Safety Plan to be prepared as required by Condition 27 of this approval.

30. Carpark Lighting

- (a) Carparks and pedestrian walkways shall be illuminated where night use parking is anticipated or basement parking is proposed.
- (b) All car park lighting shall comply with the requirements outlined in Australian Standard for Interior Lighting (AS 1680.2 Part 2, 1990) or any Australian Standard in substitution for this standard.

31. Bicycle Parking

Facilities for the parking of bicycles shall be provided in accordance with the Parking Code to the satisfaction of the Development Manager, Ipswich City Council.

32. Engineering Requirements

The following engineering requirements, detailed in Conditions 33 ~ 45, shall be completed to the satisfaction of the Senior Development Engineer, Ipswich City Council.

TERMS

- (a) RPEQ - A Registered Professional Engineer of Queensland, suitably qualified and experienced in the particular area of expertise required. Furthermore, the RPEQ required for the analysis and reporting for mining shall be experienced in the analysis of underground and surface mining within the Ipswich area.
- (b) QUDM - The Queensland Urban Drainage Manual, produced by the Queensland Department of Primary Industries.
- (c) Queensland Streets - The Design Guidelines for Subdivisional Street Works, prepared for the Institute of Municipal Engineers of Australia (QLD).

- (e) DMR - Department of Main Road.
- (f) MUTCD - The Manual of Uniform Traffic Control Devices, published by DMR.
- (g) Ipswich Water - Commercial Business Unit of Ipswich City Council providing water and sewerage services.
- (h) DNRM - Department of Natural Resources and Mines.

33. Roadworks

- (a) All the roads shall be constructed with concrete kerb and channel and asphaltic concrete surfacing, together with associated works for the full length of the property frontages and roadways. Kerb ramps in accordance with Ipswich City Council's Standard Drawing SR.18 shall be provided at all intersections. The alignments of the kerbs are to be generally on the existing alignments of the edge of the roads, to facilitate the pavement layout required to suit the modified traffic conditions generated by this development. A fully dimensioned Traffic Functional Layout plan(s) is to be submitted for the approval of the Senior Development Engineer, Ipswich City Council prior to the issue of and receiving operational works approval for the works required within dedicated roads.
- (b) The Developer shall construct road to Ipswich City Council Standards and requirements at time of construction and register easements in favour of Ipswich City Council to preserve unrestricted public access, as follows:
  - (i) from the intersection of The Terrace and Downs Street for the full length of the entry road;
  - (ii) the portion of the boulevard that traverses the Bulky Goods area to the interface of the bulky goods area and the River Heart Parklands; and
  - (iii) from the point where the boulevard t- intersects with the road that connects to the western end of Lowry Street to the point where it connects with Lowry Street.
- (c) Roadworks shall be designed and constructed in accordance with Ipswich City Council's Standards, Queensland Streets, Austroads Publications, AMCORD, the relevant and appropriate roadworks design standards and guidelines, and any other documentation deemed appropriate by Ipswich City Council. Such design and construction shall ensure that road carriageway widths are consistent with the road function and position in the road hierarchy and are in accordance with the relevant design speed environment.
- (d) The pavement designs shall be in accordance with the Ipswich City Council's Engineering Works Manual, Chapter 5 - Roadworks. All roads shall have two-way crossfalls in accordance with Ipswich City Council's adopted standards.

The minimum dedicated road widths, pavement widths and footpath requirements shall be in accordance with Ipswich City Council's Subdivision Code as set out below:

Road Type	Dedication Width	Pavement Width	Footpath	Path Width
Collector	17.0 m	8.5 m	1 Path	1.5 m
Trunk collector	20.0 m	9.0 m or 2 x 5.0 m	2 Cycleway or 1 Path + 1 Cycleway	2.0 m 1.5 m 2.0 m

- (e) The road pavement widths and geometric layout shall be sufficient to make adequate provision for Ipswich City Council's refuse collection vehicles and public transport movements.
- (f) All traffic signs and delineation shall be installed in accordance with MUTCD.
- (g) The Developer shall re-instate the concrete footpath/cycleway in The Terrace and Downs Street.
- (h) The construction of footpaths/cycleways shall be in accordance with Ipswich City Council's Standard Drawing SR.19. The concrete footpath/cycleway shall be on the same side as the street lights, and the maximum longitudinal grade shall not exceed 1:8.
- (i) Kerb ramps are to be constructed in accordance with Ipswich City Council's Standard Drawing SR.18 at all intersections and at additional locations where required to connect the concrete pathways and cycleways. Generally at "T" intersections, 4 kerb ramps are required.
- (j) Bus stops (including indented bus bays) shall be located on arterial, sub arterial, trunk collector and collector roads, in accordance with Ipswich City Council's Subdivision Code.
- (k) The Developer shall upgrade the intersections of The Terrace and Downs Street, and Downs and Lowry Streets to suit the requirements produced by this development in accordance with the AUSTRROADS Publication "Guide to Traffic Engineering Practice, Part 5, Intersections at Grade". Any requirements of the Department of Main Roads shall be met.
34. Access/Parking
- (a) Design and construction of all access and parking shall be in accordance with the provisions of the Ipswich City Council Parking Code and the Australian Standards (2890 series) (applicable to all vehicles that are designed to use any particular area and/or route). Any routes designed for particular purposes or vehicles are to be clearly signed as such.
- (b) Parking and manoeuvring areas shall accommodate the largest anticipated vehicle to use the site.
- (c) Adequate facilities for servicing the development shall be provided on site to ensure loading and/or unloading activities do not occur on-street.
- (d) Provision shall be made for all vehicles to enter and exit the site in forward gear.
- (e) All parking, access and manoeuvring areas shall be constructed of concrete, bitumen or pavers and shall be line-marked in accordance with the relevant Australian Standard.

- (f) The car park shall be appropriately signposted at all entries to the satisfaction of the Senior Development Engineer, Ipswich City Council (eg. Staff and Customer Parking). The car park shall also be maintained to the satisfaction of the Senior Development Engineer, Ipswich City Council.
- (g) Underground car parking that may be subjected to flood conditions is to be suitably signed to warn all users of the flooding dangers, and the parking areas are to be suitably and safely lit and ventilated under the adverse conditions.
- (h) Heavy vehicles are not to be routed through parking areas designated for shoppers and short-term parking and the Developer shall ensure that the car parking layout for the proposed development prevents conflict between public transport, delivery and service vehicles and visitors cars.

35. Traffic

The Developer shall undertake any works deemed necessary by the Senior Development Engineer, Ipswich City Council to comply with the requirements of the traffic study submitted with the application and prepared by Sinclair Knight Merz. The works to be undertaken are to support the integration of all Sub-Areas of Riverlink in accordance with Sections 2 and 3 of the Riverlink Preliminary Approval Plan.

36. Sewerage

- (a) The Developer shall provide a sewerage reticulation system with appropriate connection branches, designed so as to command the development.
- (b) In the positioning of buildings on the allotment, the Developer shall comply with one of the following:
  - (i) All structures shall be a minimum of 1.2 m clear of the outer edge of existing sewers and/or rising mains; or
  - (ii) Should it be impractical for the structures to be constructed clear of existing sewers and/or rising mains, then the Developer shall either:
    - Relay the sewer(s) and/or rising main(s) around the proposed structures, or
    - Replace the existing sewer(s) and/or rising main(s) in polyethylene wrapped cement lined ductile iron (DICL) pipe for the length to be overbuilt, with access chambers constructed at both ends of the DICL section, unless approved otherwise by Ipswich Water.
- (c) Approval to build over sewers shall be obtained from the Senior Development Engineer, Ipswich City Council. The following requirements are to be met:
  - (i) The part of the sewer to be built over shall be straight for the whole distance under the building;
  - (ii) Access chambers shall be positioned on the sewer outside the building. Access to access chambers shall be provided at all times;

- (iii) Whenever a footing crosses a sewer or is located within 1.2 m of the sewer, the footing shall be designed with a minimum of 450 mm diameter piers each side of the sewer, penetrating to a level of 300 mm below the invert of the sewer. No footing shall impose a load on the sewer; and
- (iv) The existing sewer shall be replaced with polyethylene wrapped cement lined ductile iron pipe, with upstream and downstream access chamber connections to the existing sewer, unless approved otherwise by Ipswich Water.
- (d) The Developer shall submit to Council hydraulic plans that comply with the requirements of the *Plumbing and Drainage Act 2002* for scrutiny by Ipswich City Council.
- (e) The Developer shall pay the full cost for Council to provide a suitable connection into the existing sewerage reticulation system. All works on live sewers are to be carried out by Ipswich City Council at the Developer's expense, unless arranged otherwise with Ipswich Water.

37. Water

- (a) The developer shall pay to ICC the cost for all works on live water mains.
- (b) The Developer shall pay to Ipswich City Council the cost to install and connect a water meter for the proposed development.
- (c) The Developer shall lodge a private works request on the prescribed Ipswich City Council form, for Ipswich City Council to supply a cost estimate to:
  - (i) provide a suitable metered water connection for the proposed development; and
  - (ii) amend the existing connection if necessary; and
  - (iii) seal off any existing water connections if necessary.

The appropriate fees are to be paid prior to Ipswich City Council signing any plan of survey.

- (d) The Developer shall provide a water connection to the proposed development. The connection shall be up to, but excluding, the water meter.

38. Stormwater

- (a) The Developer shall provide all necessary stormwater drainage (both internal and external to the development) and such drainage works (except for roofwater systems) shall be designed and constructed in accordance with QUDM such that the overall drainage system caters for a storm event with an ARI of 100 years.

Overland flow paths shall be suitably designed to cater for the water from a storm event with an ARI of 100 years. In the case where the piped system is carrying part of the flow, the overland flow paths shall be designed to cater for that volume which is represented by the difference between the predicted volume from the storm event with an ARI of 100 years and the capacity of the pipe system, noting the requirements of QUDM.

- (b) All stormwater flows within and adjacent to the development, other than inter-allotment drainage, shall be confined to dedicated roads, drainage reserves, registered drainage easements or within parkland. The registered drainage easements, if related to piped drainage, shall be centrally located over such underground pipe system and shall be not less than 4.0 m wide, except for drainage easements required for side boundaries which may be 3.0 m wide where approved by the Senior Development Engineer, Ipswich City Council. In addition, the easements shall be of suitable width to contain the predicted overland flow from the storm event with an ARI of 100 years in that location.
- (c) No ponding or redirection of stormwater shall occur onto adjoining land unless specifically approved by Ipswich City Council in consultation with the owner of the adjoining land.
- (d) Due consideration shall be given in the design and construction of the development in relation to the effect of the developed catchment flows on the downstream discharge receival areas. Suitable stormwater control devices are to be provided to ensure that there is no increase in flows in watercourses. Such control devices are to be designed so as to integrate the landscaping, recreational, infrastructural and drainage roles of watercourses.
- (e) Stormwater drainage plans are to be submitted and approved by the Senior Development Engineer, Ipswich City Council in conjunction with the submission of an Operational Works application.
- (f) The Developer shall provide a stormwater detention basin (or equivalent) on the subject land, which shall be designed and constructed in accordance with QUDM. The detention basin (or equivalent) shall be constructed to ensure that flows, at any point downstream in the catchment, are not increased by the development for any combination of frequency and duration from the storm event with an ARI of 2 years up to and including the storm event with an ARI of 100 years.
- (g) Appropriate works shall be carried out to ensure that stormwater drainage from the new kerb and channel discharges suitably into the existing drainage system.
- (h) If it is proposed that temporary drainage works will be constructed and such works will not form part of the final drainage system, then the Developer shall contribute on a pro-rata basis towards the cost of the final drainage works. The contribution payable shall be determined by the Development Manager, Ipswich City Council following lodgement of construction details and estimates from the Developer. The construction details and estimates shall be based on the fully developed catchment and all final drainage structures and/or works.
- (i) Development of the property with buildings or other structures below the flood level associated with an ARI of 20 years will not be permitted.
- (j) There shall be no filling or removal of material in the flood area below the flood level associated with an ARI of 100 years without the approval of the Senior Development Engineer, Ipswich City Council. There shall be minimal disturbance to vegetation in the flood area, unless prior written approval is obtained from Ipswich City Council.
- (k) Pollutant control devices shall be installed in the stormwater system. Locations and types of the devices shall be approved by the Senior Development Engineer, Ipswich City Council.

- (l) Stormwater drainage outlets shall be the subject of detailed design in the preparation of plans for each stage of the development.
- (m) A Stormwater Management Plan is required or additional works be required as a result of the formulation of a Stormwater Management Plan, such works shall require the submission of an amended plan.

39. Public Utilities

- (a) Adequate provision shall be made in all proposed dedicated roads and easements to cater for the underground public utility services that would normally serve the development.
- (b) The Developer shall provide appropriate road crossing conduits in accordance with Ipswich City Council's Standard Drawings SR.22 and SR.23. Where concrete footpaths are to be constructed, the conduits shall be extended to the property boundaries.
- (c) Street lighting shall be installed by the Developer in accordance with the Australian Standard 1158.3.1 Table 1.1. All street lighting associated with the development shall be certified by a RPEQ. Street lighting shall be installed on the same side as concrete footpaths (where applicable).

40. Erosion & Silt Management

- (a) The Developer shall be responsible for the installation and maintenance of silt management facilities from the time of commencement of construction until all exposed and disturbed earth has been stabilized against erosion and/or rehabilitated. All silt management facilities are to be in accordance with the document "Soil Erosion and Sediment Control" published by the Institution of Engineers Australia, or equivalent.
- (b) Silt traps shall be sited upstream from any park or reserve area discharge point, preferably on land comprising future development, such that no silt impinges on the park or reserve areas. The silt trap areas may be phased out after the development work is complete and adequate grass cover is obtained.
- (c) Diversion drains and ponds, as necessary, shall be installed on the site before any other work is undertaken on site to ensure that "dirty water" is contained and/or isolated.
- (d) A procedure shall be submitted with the engineering drawings for approval for maintaining the facilities, setting out the frequency of attention, with inspections to be made after each significant rainfall event.
- (e) The Developer shall lodge a \$50 000 siltation and erosion performance bond with Ipswich City Council, prior to the commencement of works, which shall only be released by Ipswich City Council at the termination of the maintenance period. Where Ipswich City Council determines that a draw-down of the bond is required, the Developer shall restore the bond to its full amount within 10 days of a notice from Ipswich City Council to that effect. Such bond shall guarantee adequate performance in the circumstances (i) and (ii) below:
  - (i) In the event that instructions issued to the Consulting Engineer by the Senior Development Engineer, Ipswich City Council for the installation of erosion control measures, are not complied with within 24 hours, Ipswich City Council will call upon the bond to the extent required to carry out the necessary works.

- (ii) If the Senior Development Engineer, Ipswich City Council determines that silt damage has occurred on the site, or the downstream drainage system has become silted, the Developer shall be responsible for restoration. Such restoration shall be completed in the time determined by the Senior Development Engineer, Ipswich City Council.

Should the Developer fail to complete the works determined by the Senior Development Engineer, Ipswich City Council within the specified time, Ipswich City Council shall complete the work and recover all costs from the Developer associated with that work.

41. Operational Works – Municipal Works

(ie Works being handed over to Ipswich City Council)

- (a) Plans relating to all civil engineering works shall be prepared and submitted for review by Ipswich City Council under the cover of Form 1 - Part A (Common details for all applications) and Form 1 - Part E (Planning Scheme Works). The plans shall show full construction details, layout dimensions, and finished surface levels and shall be submitted together with the appropriate fees for Ipswich City Council approval, prior to the commencement of construction on site.
- (b) The Developer shall comply with the requirements of the documents entitled "Engineering Works Manual" and "Standard Drawings".
- (c) All engineering drawings submitted to Ipswich City Council shall be in accordance with Ipswich City Council's Engineering Works Manual and Standard Drawings, and shall include as a minimum the following:
  - (i) engineering drawings shall be marked as confirmation that they have been checked and approved by a RPEQ; and
  - (ii) the drawings shall be submitted as three A3 size sets and one full size set; and
  - (iii) a "Certificate of Design" shall be submitted by a RPEQ, certifying that the design is in accordance with all relevant engineering standards, Council's requirements and standards, relevant development conditions of approval, and sound engineering practice.
- (d) Municipal works shall require a detailed design certified by a RPEQ, the design approved by Ipswich City Council Engineers with appropriate fees payable, a works pre-start meeting on-site and various detailed construction and audit inspections by Ipswich City Council officers. A twelve month maintenance period is applicable for the works as well as the payment of a maintenance security deposit.
- (e) All works shall be supervised by a RPEQ competent in civil works and shall be undertaken by a nominated principal contractor experienced in the construction of municipal works. Ipswich City Council reserves the right to request evidence of the principal contractor's competency. Should it be deemed by the Senior Development Engineer, Ipswich City Council that the contractor does not have the necessary competency or has constructed substandard works for Ipswich City Council in the past, Ipswich City Council reserves the right to reject the nominated contractor.



- (f) "As Constructed" plans for municipal works shall be submitted to Ipswich City Council and approved prior to the formal acceptance of the works "On Maintenance".

On completion of the works a certificate shall be submitted to Ipswich City Council by a RPEQ certifying that the works have been constructed in accordance with Ipswich City Council's construction standards and in compliance with the approved plans and specification. It is expected that the RPEQ will undertake the necessary inspections to make this certification.

- (g) Ipswich City Council reserves the right to require further amendments and/or additions at a later date, should design errors or omissions become apparent in regard to the works relevant to the Operational Works approval.
- (h) Prior to the commencement of any municipal works associated with developments other than the subdivision of land, Ipswich City Council shall require the provision of a bond equivalent to not less than 10% (minimum of \$1,000.00) of the value of the works as security for the performance of the various construction obligations (including the provision of engineering certification and "As Constructed" information). The bond shall be reduced to an amount of not less than 5% of the value of the works upon formal acceptance of the works "On Maintenance" and shall be retained by Ipswich City Council during the maintenance period as security for the performance of the maintenance obligations. The bond shall be returned upon formal acceptance of the works "Off Maintenance".

42. Operational Works – Internal Works  
(ie Works not being handed over to Ipswich City Council)

- (a) Plans relating to all civil engineering works shall be prepared and submitted for review by Ipswich City Council under the cover of Form 1 - Part A (Common details for all applications) and Form 1 - Part E (Planning Scheme Works). The plans shall show full construction details, layout dimensions, and finished surface levels and shall be submitted together with the appropriate fees for Ipswich City Council approval, prior to the commencement of construction on site.
- (b) Engineering drawings shall be marked as confirmation that they have been checked and approved by a RPEQ.
- (c) The drawings shall be submitted as three A3 size sets and one full size set. Where municipal works are also being undertaken, it is usually appropriate to make a combined submission.
- (d) A "Certificate of Design" shall be submitted by a RPEQ, certifying that the design is in accordance with all relevant engineering standards, Ipswich City Council's requirements and standards, relevant development conditions of approval, and sound engineering practice.
- (e) Ipswich City Council reserves the right to require further amendments and/or additions at a later date, should design errors or omissions become apparent.
- (f) A certificate shall be submitted to Ipswich City Council by a RPEQ certifying that the completed works have been constructed in accordance with Ipswich City Council's requirements and standards and in compliance with the approved plans and specification. It is expected that the RPEQ will undertake the necessary inspections to make this certification.

43. Plan of Survey

- (a) The Developer shall grant, free of cost to or compensation payable by Ipswich City Council, minimum 4.0 m wide easements located centrally over any proposed or existing remaining stormwater drains, water mains and sewerage rising mains, where they are located within private property.

The documentation associated with these easements may be prepared by the Developer in a form satisfactory to Ipswich City Council's City Solicitor, or the Developer may submit easement plans, only where Council is party to the easements, to Council for the preparation of easement documents at the Developer's expense.

- (b) Easements required for discharge of stormwater over adjacent land shall be agreed to in writing by the owner of the subject land prior to construction work commencing.
- (c) Easements shall be centrally located over the alignment of stormwater paths and be of a width sufficient to encompass the overland flow from a storm event with an ARI of 100 years.
- (d) Easements shall be of sufficient width to contain any fitting, access chamber etc located on stormwater drains, water mains, and sewerage rising mains.
- (e) All pre-existing easements crossing the site shall be pegged where they cross each property boundary and at every change of direction.
- (f) The Developer shall transfer free of cost to or compensation payable by Ipswich City Council for drainage purposes that part of the site below the level of the storm event with an ARI of 20 years (approximately RL15.00 m AHD).
- (g) The Developer shall grant, free of cost to or compensation payable by Ipswich City Council, a suitable easement to permit access to the land described in the above condition for the purpose of Ipswich City Council maintaining that land.
- (h) Adequate permanent survey marks shall be installed. The Developer shall submit a certificate signed by a licensed surveyor, stating that after the completion of all works associated with the development, permanent survey marks are in their correct position, in accordance with the plan of survey.
- (i) Land required for permanent detention basins or equivalent are to be dedicated as drainage reserve in favour of Ipswich City Council and not included within parkland dedication unless approved as parkland by Ipswich City Council.

## 44. Contributions

- (a) In accordance with the current Ipswich City Council Policies in relation to headworks contributions and based upon the floor areas proposed as outlined in the application, the Developer shall pay, prior to commencement of the use of the development, the following monies to Ipswich City Council:

Contribution Type	Sector/Catchment	Proposal	Calculation
Water	Kholo Water Zone WT-TT1 \$ 795.33/ ep	Major Shopping Centre = 1.25 ep/ 100m <sup>2</sup> (19042m <sup>2</sup> )	\$189,288.00
		Retail Warehouses = 1.25 ep/ 100m <sup>2</sup> (21860m <sup>2</sup> )	\$217,522.00
		Fast Food Premises = 7.5ep/100m <sup>2</sup> (340m <sup>2</sup> )	\$20,280.00
		Deemed Credit = 0 (Credits applied to the development of the Railway Museum)	Sub Total = \$ 427,090.00
Sewerage	Tivoli Catchment SW-RE3 \$ 965.75 / ep	Major Shopping Centre = 1.25 ep/ 100m <sup>2</sup> (19042m <sup>2</sup> )	\$229,848.00
		Retail Warehouses = 1.25 ep/ 100m <sup>2</sup> (21860m <sup>2</sup> )	\$263,891.00
		Fast Food Premises = 7.5ep/100m <sup>2</sup> (340m <sup>2</sup> )	\$24,626.00
		Deemed Credit = 0 (Credits were applied to the development of the railway Museum)	Sub Total = \$ 518,365.00

## (b) Roads

Having regard to the finding of the SKM Traffic Report dated 13 August 2003, the number of vehicular trips likely to be generated and in accordance with the Ipswich City Council policy for roadworks infrastructure, the Developer shall pay, prior to commencement of the use of the development, the following monies to Ipswich City Council.

Contribution Type	Sector/Catchment	Proposal	Calculation
Roads	North Ipswich (Downs Street) \$125.87/trip 44 (A) -	Major Shopping Centre = 0.228571 trips per m <sup>2</sup> (<10,000 m <sup>2</sup> gfa) = 2285.71 trips = 0.177775 trips per m <sup>2</sup> (>10,000 m <sup>2</sup> gfa) = 1607.44 trips	\$490,030.78

		<b>Retail Warehouses</b> 0.16 trips per m <sup>2</sup> (21860m <sup>2</sup> ) = 3497.6 trips	<b>\$440,242.91</b>
		<b>Fast Food Premises</b> 0.40 trips per m <sup>2</sup> (340m <sup>2</sup> ) = 136 trips	<b>\$17,118.32</b>
		Deemed Credit = 0 (Vacant land use)	<b>Sub Total = \$947,392.00</b>
<b>Total</b>			<b>\$1,892,642.00</b>

Calculations of headworks and contributions are based on the infrastructure contribution rates applicable at the date the development application was lodged with Ipswich City Council. The contributions above shall be applicable for a period of twelve months from the date of the development approval, and thereafter shall be based on the infrastructure contribution rates applicable at the date when payment is made. Should the floor areas change as a result of any modification to the approval these headworks contributions will be required to be re-calculated. These headworks are based on a GFA of 41,242m<sup>2</sup>. Should the floor areas change as a result of any modification to this approval, these headworks contributions will be required to be recalculated based upon the revised floor areas.

45. General

- (a) All disturbed verge areas and allotments shall be graded, grassed and left in a mowable condition. The grass cover shall be obtained as early as possible during the development and an acceptable grass cover shall be achieved before the development can be accepted "Off Maintenance".
- (b) Street name signs shall be manufactured to Ipswich City Council specifications and shall be erected in accordance with Ipswich City Council's Standard Drawing SR.26 at each intersection.
- (c) With reference to any works, on land under other private ownership, written permission for the works shall be obtained and forwarded to Ipswich City Council. Similarly, written clearances shall be obtained after the works are completed, unless otherwise accepted by the Senior Development Engineer, Ipswich City Council.
- (d) All works required for this development shall take due regard of any and all existing services and, if considered necessary by the relevant authority or the Senior Development Engineer, Ipswich City Council such works shall be altered at the cost of the Developer.

- (e) Any allotment filling for a greater depth than 800 mm to provide for building platforms shall be conducted in accordance with Australian Standard 3798. Test results as required by Australian Standard 3798, and a certificate of quality and uniformity of fill shall be provided by a RPEQ. The level of responsibility shall be Level 1.
- (f) A certificate from a RPEQ shall be issued to Ipswich City Council certifying that any retaining wall greater than 800 mm in height is structurally sound and capable of withstanding any likely surcharge loads. Retaining walls greater than 1.0 m in height are to be provided with railings or other barriers to provide pedestrian safety.
- (g) Retaining walls shall be designed so that there are no imposed loads placed upon Ipswich City Council's underground services. This may include extending the footing to a level 300 mm below the invert of the pipe.
- (h) Filling of gully areas if permitted shall be carried out strictly in accordance with Australian Standard 3798. Test results as required by Australian Standard 3798 and a certificate of quality and uniformity of fill, shall be provided by the Supervising RPEQ for all filled areas.
- (i) All imported and exported materials shall be transported only on routes approved by the Senior Development Engineer, Ipswich City Council.
- (j) For batters resulting from cutting and filling of the site and producing slopes greater than 1:6, Ipswich City Council requires a RPEQ to certify that they are stable and properly drained.
- (k) Approval of the Senior Development Engineer, Ipswich City Council is required for any fill intended to be placed over Ipswich City Council's underground services.
- (l) If, after the preparation of detailed design plans for the various roads, it is found necessary to provide any additional dedicated road area, or modify the proposed dedicated roads to enable the full requirements of Ipswich City Council's standards, Queensland Streets, AMCORD and Austroads documents to be incorporated in any way (but particularly in the production of the required speed environment or because of longitudinal and cross sectional constraints) then the amended proposal plans shall be altered accordingly.
- (m) The Developer shall construct 3 m wide emergency/maintenance accessways in parkland for the full length of the parkland corridors. The accessways shall have a minimum depth of 150 mm of approved gravel, compacted to 95% Modified Maximum Dry Density (MMDD).
- (n) Stick raking of the development is not a Ipswich City Council requirement for acceptance of the work "On Maintenance". Should the Developer wish to have the development stick raked on completion of the works, then stick raking shall be carried out in conjunction with watering, prior to and during the stick raking operation, so that no dust is produced.  
  
Stick raking shall cease immediately if there is dust evident and/or if ordered to cease by the Senior Development Engineer, Ipswich City Council. Stick raking shall not recommence until such time as the area has been adequately watered and is considered acceptable by the Senior Development Engineer, Ipswich City Council for commencement.
- (o) The Developer shall submit to Council hydraulic plans that comply with the requirements of the *Plumbing and Drainage Act 2002* for scrutiny by Ipswich City Council.

- (p) Scrutiny fees in accordance with the Ipswich City Council's Schedule of Fees and Charges shall be paid at the time of lodgement of plans. No work on the plumbing and drainage shall commence prior to the approval of the plan and the issuing of a permit, by this Council, to a Licensed Plumber/Drainer.
- (q) Tests and inspections shall be arranged with the Building Section, Ipswich City Council upon payment of the appropriate current fee.
- (r) The intersection designs submitted are only proposed designs and have not addressed all the requirements of an intersection design eg sight distance, property access etc. When the intersection design is submitted at design review stage, it will need to meet the requirements of Queensland Streets, AMCORD, Austroads and Ipswich City Council Standards.

46. Hours of Construction

Unless otherwise approved in writing by the Development Manager, Ipswich City Council hours of construction shall be:

Monday to Saturday 6.30 a.m. to 6.30 p.m.

Work or business shall not be conducted from or on the premises outside the above hours or on Sundays or public holidays.

47. Trade Materials, Products and Plant

- (a) All trade materials, products and plant shall be kept within the confines of the building and/or approved storage areas.
- (b) All service equipment, mechanical ventilation and refrigeration units associated with the development shall be installed and located to the satisfaction of the Development Manager, Ipswich City Council so as not to cause nuisance or disturbance to persons outside the curtilage of the subject site.
- (c) The storage of machinery, materials or vehicles particularly those associated with loading docks, shall be screened so as not to be visible from any road to which the site has frontage, to the satisfaction of the Development Manager, Ipswich City Council.

48. Trade Waste Application

The use shall not commence until such time as a trade waste application, as necessary, has been submitted to and approved by Ipswich City Council's Trade Waste Officer.

49. Health and Environmental Protection Requirements

Conditions 50 – 55, unless otherwise stated, shall be completed to the satisfaction of the Chief Environmental Health Officer, Ipswich City Council.

50. Incineration

No incineration of waste, including cleared vegetation, is permitted.

## 51. Noise Impact

- (a) Prior to the commencement of each of the uses, the Developer shall submit to the Health and Environmental Protection Manager, Ipswich City Council, certification from an independent and appropriately qualified acoustic consultant that demonstrates that the following acoustic treatments have been incorporated into the development:
  - (i) Noise from the supermarket plant deck must not exceed a source (L<sub>w</sub>) of 86 dB(A) for all plant combined.
  - (ii) Noise from individual fixed plant must not exceed the source noise levels (L<sub>w</sub>) specified in Section 4.2.4 (as amended on 15/9/03) of the acoustic report (N:\808 Harmony Property\Report\808\_Final.doc), compiled by Air Noise Environment and dated August 2003, for all plant combined.
- (b) The fast food restaurant, situated in the north-eastern corner of the site, as shown on Figure 2 of the acoustic report (N:\808 Harmony Property\Report\808\_Final.doc), compiled by Air Noise Environment and dated August 2003, must be designed such that:
  - (i) Mechanical plant and equipment, including but not limited to, air conditioning/refrigeration plant and ventilation exhausts/extracts shall be located on the southern and/or western side of the fast food restaurant building.
  - (ii) Outside dining areas shall be located on the southern and/or western side of the fast food restaurant.
- (c) All mechanical plant and equipment, including but not limited to, air conditioning/refrigeration plant and ventilation exhausts/extracts shall be screened/shielded.
- (d) The carpark ventilation system must be located in the position shown on Figure 2 of the acoustic report (N:\808 Harmony Property\Report\808\_Final.doc), compiled by Air Noise Environment and dated August 2003.
- (e) No loud speakers, radios, amplified telephone bells are permitted in the loading docks.
- (f) No outdoor public address system shall be permitted on site, unless specific written authorisation is received from the Health and Environmental Protection Manager, Ipswich City Council.
- (g) Waste collection vehicle movements to and from the site, shall be limited to 7am to 8pm Monday-Saturday.
- (h) Service vehicle movements (excluding waste collection vehicles) to and from the site, shall be limited to 7am to 10pm Monday-Saturday and 9am-10pm Sunday.
- (i) All loading and unloading activities are to be conducted entirely within the dedicated loading bays. No external movement of forklifts is permitted on site.
- (j) All stormwater grates shall be acoustically dampened.

## 52. Waste Storage & Collection

- (a) All refuse storage is to be located in dedicated waste storage areas. These waste storage areas must be able to be accessed by refuse collection vehicles and shall be screened, level, concreted and constructed in conjunction with the driveway surface with no intervening step, ledge, kerb or other obstruction.
- (b) Provision shall be made for the storage and disposal of recyclable refuse for all tenants.
- (c) An adequate refuse collection service shall be provided to the premises.
- (d) Access to the waste storage and collection areas shall allow forward motion entry to the waste containers by the waste collection vehicle and forward motion entry and exit to and from the site. The following dimensions are given as a minimum of front loading truck dimensions for a guide to design for the adequate emptying of the bin and manoeuvring of the truck:

	<i>Front/Load</i>
<i>Length overall</i>	<i>10.9 m</i>
<i>Length when loading</i>	<i>12.6 m</i>
<i>Travelling overhead clearance required</i>	<i>4.0 m</i>
<i>Loading overhead clearance required</i>	<i>6.5m x 10m*</i>
<i>Access width required</i>	<i>3.8 m</i>
<i>Turning radius</i>	<i>14 m</i>
<i>Gross vehicle mass (GVM)</i>	<i>28 tonne</i>

*\*from the back of the bin*

- (e) Three (3) covered bin washdown facilities shall be provided. One shall be dedicated for the Supermarket. One shall be dedicated for the Food Court and one shall be dedicated for the Fast Food Restaurant. The facilities shall be located adjacent to these areas and be designed such that all wash down waters are appropriately treated and discharged to sewer subject to Trade Waste approval. No washdown waters are permitted to flow to a roadway, gutter, stormwater drain or natural waterway.

#### 53. Contaminated Land Matters – Parkland

The developer shall ensure all land to be dedicated as parkland is not listed on either the Contaminated Land Register or the Environmental Management Register prior to the land being dedicated to Ipswich City Council and prior to the signing of the survey plan unless otherwise agreed to by Ipswich City Council. In this regard the developer shall be responsible for all works associated with the removal of any land to be dedicated as parkland from these registers. The developer shall provide details to Ipswich City Council demonstrating that the requirements of this condition have been met prior to the signing of the survey plan unless otherwise agreed to by Ipswich City Council.

#### 54. Stormwater

- (a) Prior to earthworks commencing, the applicant must prepare a Conceptual Design Stormwater Quality Management Plan (SQMP) for the Commercial Village Precinct. The plan is to be submitted to and approved by the Health and Environmental Protection Manager, Ipswich City Council and must be prepared by a suitably qualified and experienced professional. The plan must be in accordance with the approved Master Stormwater Quality Management Plan and must demonstrate, through appropriate pollutant



export modelling (eg AQUALM or MUSIC), that the pollutant levels in the stormwater discharged from the site comply with the pollutant levels identified in Table 1 below.

**TABLE 1**

Indicator	Modified ecosystem, wildlife, cultural heritage, secondary & visual recreation, industry, stock and irrigation
Total Phosphorus <sup>(1)</sup>	70 ug/L
Total Nitrogen <sup>(1)</sup>	650 ug/L
Suspended solids	15mg/L for combined wet and dry periods <sup>(1)</sup> 90% ≤ < 100mg/L for wet weather periods <sup>(2)</sup>
Oils and grease <sup>(3)</sup>	no visible films or odour
Litter/gross pollutants	No anthropogenic (man-made) material greater than 5mm in any dimension
Riparian vegetation & habitat	Protect & restore consistent with Council policy and plans
Cultural heritage	Protect & restore consistent with Council policy and plans

Levels are upper limits for median values or ranges in which medians should lie, unless otherwise stated.

If a parameter relevant to a particular activity is not given in the above table please refer to the latest Australian Water Quality Guidelines for Fresh and Marine Waters (ANZECC).

\* Dependencies on hardness iron and chromium shown in brackets are difficult to quantify. They may be ignored initially but subsequently considered if the pollutant level range is exceeded. For more information refer to the latest Australian Water Quality Guidelines for Fresh and Marine Waters (ANZECC).

NR: No pollutant level can be recommended at this stage.

1. Derived from the Draft Queensland Water Quality Guidelines (EPA, 1998)
2. Derived from local and interstate information. A wet weather period is defined as "any period where stormwater runoff leaves the site".
3. Taken from Australian Water Quality Guidelines for Fresh and Marine Waters (ANZECC, 1992).

- (b) Prior to site works commencing, implement and then continue to maintain the approved Detailed Design Stormwater Quality Management Plan to prevent or minimise the contamination of stormwater and the release of contaminated stormwater.
- (c) Throughout the entire construction and operation of the development, update the Detailed Design Stormwater Quality Management Plan as required to reflect current standards, best practices, plant modifications, etc, however, any modifications with the potential to result in increased environmental impacts must be submitted to Ipswich City Council for approval.

#### 55. Lighting

The provision of advertising, security and flood lighting shall be designed, constructed, located and maintained to the satisfaction of the Development Manager, Ipswich City Council so as not to cause disturbance to the occupants of nearby properties or passing traffic. To this end, the following requirements shall apply to the Commercial Village Precinct:

- (a) Glare and light spill, onto residential areas shall be minimised to reduce any adverse intrusion. To achieve this, the following measures shall be implemented:
- (i) illumination levels parallel to and at a distance of 1.5 m outside the boundary of the allotment shall not exceed 8 lux in either the vertical or horizontal plane for a height of 10 m above ground level.
  - (ii) lighting shall not be directed onto the street or adjoining properties, but shall be downward directed and appropriately shielded at its source.
  - (iii) vegetation and landscaping shall be used to minimise light spill onto nearby residential properties.
  - (iv) illumination of buildings shall be by wall mounted light fittings and/or ground mounted uplights of hidden source.
- (b) Lighting shall be provided to vehicular and pedestrian movement areas, including roads, paths and carparks, in order to provide visibility and safety at night.
- (c) Illumination shall be provided for entry ways, and include point-to-point lighting for pedestrian walkways.
- (d) A lighting plan indicating the above items (a)-(c) shall be submitted for approval by the Development Manager, Ipswich City Council.
- (e) Any advertising, security and flood lighting shall be erected and maintained in accordance with the approved plan referred to in (d) above.

Note: The nature and level of that lighting is required to be adequate and appropriate in managing perceptions and fear of crime. Lighting within the Commercial Village Precinct requires careful planning and design taking into account landscaping, walkways, entertainment precincts, carpark entrances and carparks. All lighting needs illumination to be standard across the entire development so as not to isolate a particular space with less or more lighting.

#### 56. Locality References

- (a) Any place name or estate name used by the developer (excluding a reference to a building, structure or the like and excluding minor, subsidiary signage within a development) shall make reference to the relevant, approved place name under the *Place Names Act 1994*.
- (b) Any reference to the regional location of the site or the development shall not refer to the place or estate as being located in Brisbane or a Brisbane suburb or in the metropolitan area or in the western suburbs (excluding the western suburbs of Ipswich as determined by Council in writing from time to time).

#### 57. Minor Alterations

Notwithstanding the requirements detailed in this approval, any other minor alterations and/or modifications acceptable to the Development Manager, Ipswich City Council will suffice.

58. **Compliance with Conditions**

- (a) Unless otherwise stated, all other conditions shall be completed prior to the commencement of the proposed change of use of the site or as determined by the Development Manager, Ipswich City Council.
- (b) All conditions shall be completed to the satisfaction of the Development Manager, Ipswich City Council.

59. **When Approval Takes Effect**

This approval takes effect in accordance with the provisions of section 3.5.19 of the *Integrated Planning Act 1997* from the time the decision notice is given.

60. **When Approval Lapses**

- (a) This approval lapses:
  - (i) At the end of the currency period, unless the change of use happens before the end of the currency period. The currency period for this approval is 4 years starting the day the approval takes effect; and
  - (b) An extended currency period may be agreed upon, pursuant to Section 3.5.22 of the *Integrated Planning Act 1997*, provided a written notice to Ipswich City Council is made before the end of the currency period. Such written notice is to be on Ipswich City Council's approved form, accompanied by the owner's consent and the prescribed fee in Ipswich City Council's Register of General Charges.
- (c) All of the development the subject of this approval shall be completed within the periods stated in Condition (a)(i) above. This approval shall lapse for any part of the development of the site that has not commenced within the currency period stated in Condition (a)(i) above.

**D. Preliminary Operational Works (Bulk Earthworks) Approval**

1. **Application for Development Permit for Operational Works**

An Operational Works (Bulk Earthworks) application is to be submitted for approval providing complete details of the proposed earthworks in plan and in cross-sections, showing all existing and proposed surfaces, features and services in horizontal and vertical location. No preliminary work can occur on-site in anticipation of any approval for Operational Works for Bulk Earthworks being granted.

2. **Monitoring**

All earthworks below the Q20 (approximately RL 15.0 m AHD) level are to be closely monitored and compared with the current weather predictions. The amount of exposed earth is to be limited to that which can be stabilised against erosion prior to the arrival of a storm and/or flood event in the Bremer River.

3. Stormwater Quality

A Detailed Design Stormwater Quality Management Plan is to be submitted for approval prior to the issue of a Development Permit for Drainage Works. The plan is to be in accordance with the approved Master and Conceptual Stormwater Quality Management Plans.

4. Utilities

Any services that require relocation/termination are to be managed through the relevant authorities (eg Ipswich Water) with sufficient notice for the works to be assessed, paid for and completed without interruption to the earthworks and undue erosion exposure.

5. Access

- (a) Provision shall be made for all vehicles to enter and exit the site in forward gear.
- (b) The Developer shall demonstrate that a safe ingress and egress point can be provided for development, in accordance with Australian Standard AS2890.1, and the Austroads Publication "Guide to Traffic Engineering Practice, Part 5, Intersections at Grade".

6. Environmental Requirements

At the time of lodging an application for a Development Permit for Operational Works the applicant must submit and receive approval from the Health and Environmental Protection Manager, Ipswich City Council:

- (a) An Environmental Protection Agency approved Remedial Action Plan demonstrating that all land to be dedicated to Ipswich City Council as an asset (eg. Roads, Park, Easements) must be removed from the Contaminated Land Register and Environmental Management Register or as otherwise agreed by the Development Manager, Ipswich City Council prior to the land being dedicated to Ipswich City Council.
- (b) A Construction Phase Environmental Management Plan (the "Construction EMP) that addresses the following:
  - (i) the submission of an erosion and sediment control plan; and
  - (ii) dust management ; and
  - (iii) noise Management ; and
  - (iv) dangerous goods storage and handling; and
  - (v) integration with the Remedial Action Plan.

7. General

- (a) Any and all works on live water and sewer mains are to be carried out by Ipswich City Council in accordance with Ipswich City Council's policy, and at the Developer's expense.

- (b) Adequate facilities for servicing the development shall be provided on site to ensure loading and/or unloading activities do not occur on-street.
- (c) No earthworks are commence without the above applications being approved and the approval of the Senior Development Engineer, Ipswich City Council.

8. When Preliminary Approval Takes Effect

This preliminary approval takes effect in accordance with the provisions of section 3.5.19 of the *Integrated Planning Act 1997* from the time the decision notice is given.

9. When Preliminary Approval Lapses

- (a) This preliminary approval lapses:
  - (i) At the end of the currency period. . The currency period for this approval is 4 years starting the day the approval takes effect; and
  - (b) An extended currency period may be agreed upon, pursuant to Section 3.5.22 of the *Integrated Planning Act 1997*, provided a written notice to Ipswich City Council is made before the end of the currency period. Such written notice is to be on Ipswich City Council's approved form, accompanied by the owner's consent and the prescribed fee in Ipswich City Council's Register of General Charges.
- (c) All of the development the subject of this approval shall be completed within the periods stated in Condition (a)(i) above. This approval shall lapse for any part of the development of the site that has not commenced within the currency period stated in Condition (a)(i) above.

### **Advice Agency Conditions**

The following advice agency conditions apply to this approval:

#### **Environmental Protection Agency**

At all times while the use continues and the subject land is on the Environmental Management Register (EMR) the applicant must comply with the approved Site Management Plans (SMP) dated 5 December 2003 (copies attached) and the approved Remediation Action Plan (RAP) dated 5 December 2003 for Lot 2 on RP839256, Lot 2 on I16226 and Lot 3 on RP150632 issued under the *Environmental Protection Act 1994* by the Environmental Protection Agency (Contaminated Land Unit).

#### **Department of Main Roads**

1. Prior to the issue of Certificate of classification by Ipswich City Council or prior to commencement of use, external works on the Ipswich – Warrego Highway Connection Road (The Terrace and Downs Street) are to be constructed generally in accordance with Sinclair Knight Merz Pty Ltd Drawings Numbered C100339.321-339-T-005, 006, 007 and 008 dated 04-05.01, 18-05.01, 18-05.01, 18-5.01 resp. These works are to include installation of traffic signals at the intersection of:
  - (a) The Terrace, Downs Street and Riverlink Gateway
  - (b) Lowry Street and Downs Street
  - (c) Fitzgibbon Street and Downs Street (note this work will also incorporate the existing pedestrian traffic signals in Downs Street near Fitzgibbon Street)
  - (d) Delacy Street and Downs Street
2. Prior to start of construction of external roadworks, the applicant shall undertake a process of media advertising and distribution of public notices to all businesses and owners/residents of properties affected by the proposed construction of the median in The Terrace.
3. Detailed engineering drawings in accordance with the Main Roads' standards are to be submitted to Main Roads for approval at least six (6) weeks prior to the proposed commencement of construction. Where appropriate, these details shall include, but not necessarily be limited to:
  - Street lighting
  - Traffic signal installation and coordination
  - Provision for pedestrians, cyclists and disabled access
  - Public transport requirements
  - Line marking and traffic signalling
  - Drainage
  - Relocation of services (if required) at the developers expense including any Main Roads services
  - Sufficient detail of the internal roads adjacent to Heiner Road and Riverlink Gateway accesses showing proposed parking aisles etc. to demonstrate that queuing onto The Terrace is not likely to occur.

#### **Queensland Rail**

1. The applicant must enter into a public utility easement under the *Land Title Act 1994* with QR for an easement for a right of way over land described as Lot 233 on RP807126; Lot 3 on RP150632;

Lot 2 on CPI162226; Lot 2 on RP839256; Lot 215 on SL6743; Lot 151 on SL1126; Lot 1 on RP2122442,

2. The easement referred to in Condition one must contain a provision for QR to access and use the easement land, with any necessary equipment, for the construction, installation, maintenance and emergency maintenance of all necessary items for the operation of the railway.
3. QR will require proper drainage to a standard approved by QR, which the applicant must provide at its cost.
4. Placement of crossovers over the railway line located on land described as Lot 233 on RP807126; Lot 3 on RP150632; Lot 2 on CPI162226; Lot 2 on RP839256; Lot 215 on SL6743; Lot 151 on SL1126; Lot 1 on RP2122442; for which the applicant will be responsible for constructing and maintaining, including:
  - signs at the crossing
  - warning signals at the crossing; and
  - boom gates at the crossing.
5. A boundary fence is to be constructed along the easement by the applicant, which must be constructed to QR requirements, inspected, and if necessary, upgraded to QR's standards at the applicant's expense.
6. The applicant's employees must not enter the easement land without first obtaining QR's consent and must comply with QR's requirements.
7. The applicant must enter into an indemnity agreement with QR against claim arising from:
  - A breach by the applicant of its obligations under any easement; or
  - Any entry by it or a person permitted, authorised or claiming through it upon the easement land.
8. The applicant must not take any action which may prevent, alter or restrict QR's use or access to the easement land.
9. The applicant must prepare a operational risk assessment to the satisfaction of QR to:
  - identify the operational risks inherent in the proposal
  - create and provide for controls to manage identified risks
  - identify responsible parties for all operational risks; and
  - prepare an operational risk plan to coordinate and provide for the items set out above.

The applicant must comply with the operational risk assessment.

10. The applicant must prepare an assessment relating to the use of the rail bridge connecting Lot 215 on SL6743 to Lot 151 on SL1126 as a transport link allowing railway, pedestrian and motor vehicles and prepare a report to the satisfaction of QR.

The assessment must include:

- the technical feasibility of combining rail and road usage on the bridge;
- transport planning, taking into account the railway through the site;
- the engineering performance of the bridge to accommodate the proposed uses;
- any safety issues relating to the multiple uses of the bridge. Specifically QR note the necessity for the inclusion of appropriate signalling to ensure operational safety;

- The effect of the proposed development on QR's potential use of the bridge.

The applicant is responsible for all maintenance of the bridge at its own costs.

### **Queensland Heritage Council**

#### **General**

The applicant shall facilitate any access sought to the site of the works by representatives of the Queensland Heritage Council and authorised persons of the Environmental Protection Agency, at times mutually agreeable to both parties.

#### **Special conditions for the Heiner Road Bridge abutments 602467:**

The lower part of the bridge abutments, nominally four stone courses above existing corridor level, is to be preserved *in situ* as an archaeological site. The archaeological site includes the stone walls and footings, the ground level of the corridor between the abutments and any archaeological deposits relating to the wharf line corridor.

Design details of the structure encapsulating the abutments are to be submitted to the Heritage Council for approval. Details should include the structure spanning over the stone walls and wharf line corridor designed to cause minimal impact on the remains of the abutments and archaeological remains, the control of groundwater and the specifications for backfilling considering the long term preservation of the remains.

A Risk Management Plan is to be submitted to the Heritage Council detailing how the existing significant structures and elements (the Heiner Road abutments, the Gas Holder and the railway bridge abutments) will be protected from damage during the building works and what action will be taken to inform the Environmental Protection Agency in the case of damage.

The Heiner Road Bridge, including the timber bridge structure, the concrete walls and the stonework, is to be photographically recorded and described, measured drawings prepared and records archived in accordance with the Environmental Protection Agency's current guidelines, before works to the bridge commence.

Stones in the upper courses of the abutments approved for relocation are to be carefully removed in a methodical way to retain the blocks of stone whole and to allow re-erection in their original configuration within the development site as part of the development's interpretive display.

#### **Gas Holder**

The Gas Holder, being the tower within the former gasworks at the corner of Pine Street and The Terrace, may be relocated within the development site.

Before any relocation works occur, all of the existing structures of the gasworks, including the Gas Holder and the valve house (also known as the stores and work shop) are to be photographically recorded and described, measured drawings prepared and records archived in accordance with the Environmental Protection Agency's current guidelines.

If relocated, the history and significance of the Gas Holder is to be interpreted as part of the development's interpretive displays.

**END OF CONDITIONS**



**Advice**

*The following advices are offered for your information only  
and should not be viewed as mandatory conditions of this approval.*

**Assessment Manager (Minister for State Development and Innovation)**

1. **Food and Hygiene**

Where a premises used for the sale or preparation, packing, storing, handling, serving or, supplying of food or drink takes up tenancy at the site, Food Hygiene Licence and Registration must be obtained under the provisions of the Food Hygiene Regulation 1989. For further advice on this matter, please contact Ipswich City Council's Health and Environmental Protection Department on (07) 3810 6822.

2. **Fire Ants**

In accordance with the *Plant Protection Act 1989* and the Plant Protection Regulation 1990, a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species *Solenopsis invicta*) and to eradicate it from the State.

It is the legal obligation of the land owner or any consultant or contractor employed by the land owner to report the presence or suspicion of Fire Ants to the Queensland Department of Primary Industries on 132523 within 24 hours of becoming aware of the presence or suspicion, and to advise in writing within seven days to:

Director General  
Department of Primary Industries  
GPO Box 46, Brisbane QLD 4001

It should be noted that the movement of Fire Ants is prohibited, unless under the conditions of a Department of Primary Industries Inspectors Approval. More information can be obtained from the Queensland Department of Primary Industries website [www.dpi.qld.gov.au](http://www.dpi.qld.gov.au).

The development approved herein, by its very nature, includes activities considered to be "high risk" in respect of controlling the spread of Fire Ants. The following lists show high risk activities and some precautions should be considered for implementation.

- (a) High risk activities can include:
- (i) Earthworks of a minor or major scale;
  - (ii) Revegetation or rehabilitation;
  - (iii) Import of fill onto a site;
  - (iv) Export of fill or other materials such as soils, gravel, mulch and plants; and
  - (v) Export off or import on to a site of construction and demolition waste and materials or green waste.

- (b) Precautions for implementation
  - (i) Checking for ants regularly;
  - (ii) Checking all soil, fill and waste materials (construction and green waste) for ants;
  - (iii) Asking questions about the quality and source of soil, fill and waste materials (construction and green waste);
  - (iv) Keeping records of all movements of soil, fill and waste materials (construction and green waste);
  - (v) Cleaning of all earthmoving or other soiled vehicles prior to exit from the site; and
  - (vi) Informing staff and contractors about these precautions.

3. Portable Long Service Leave

From 1 January 2001, the Building and Construction Industry (Portable Long Service Leave) Levy must be paid prior to the issue of a development permit where one is required for the 'Building and Construction Industry'. This applies to Building Works, Operational Works and Plumbing and Drainage Works applications, as defined under the *Integrated Planning Act 1997*, where the works are \$80 000 or more and matching the definition of 'Building and Construction Industry' under the *Building and Construction Industry (Portable Long Service Leave) Act 1991*.

Council will not be able to issue a decision notice without receipt of details that the levy has been paid. Should you require clarification in regard to the amendments to the *Building and Construction Industry (Portable Long Service Leave) Act 1991*, you should contact QLeave on 1800 803 481 (free call) or (07) 3212 6855.

05 December 2003

Site ID: 19078  
File Number: 901343  
Enquiries to: Contaminated Land Unit  
Telephone: (07) 322 58487

The Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

#### CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

Lot: 2 Plan: RP839256  
IPSWICH CITY COUNCIL

67 THE TERRACE  
NORTH IPSWICH 4305

#### Section 417 of the *EP Act* states -

A local government must not, under an approval or other authority under the *Integrated Planning Act 1997* or any other Act, allow the use or development of, or an activity to be carried out on, land in a way that contravenes a site management plan for the land.

For further information regarding this notice please contact the Contaminated Land Unit, EPA on telephone (07) 322 58487.



Delegate of Administering Authority  
Environmental Protection Act 1994



Level 16, 288 Edward St • Brisbane, Queensland • GPO Box 2771 • QLD 4001 • AUSTRALIA  
Telephone (07) 32231827 • Facsimile (07) 3247 3278 • www.env.qld.gov.au/environment/business/contaminated

## SUITABILITY STATEMENT

DATE PRINTED: 05/12/2003

OWNER

copy

ORIGIN ENERGY ASSET MANAGEMENT  
ATT: MR MICHAEL LEHNER  
GPO BOX 484  
BRISBANE  
QLD 4001

DATE OF ISSUE : 05/12/2003

### PROPERTY DESCRIPTION

LOT : 2      PLAN : RP839256  
67 THE TERRACE  
NORTH IPSWICH 4305

IPSWICH CITY COUNCIL  
EMR Site ID: 19078 FILE REFERENCE: 901343

### STUDIES UNDERTAKEN BY APPLICANT OR REQUESTED BY DIRECTOR

lineProposal for Site Remediation Consultancy Services, Former Gasworks Sites at Sandgate and Ipswich, prepared by Dames & Moore Pty Ltd dated 7 September 1995.

Work Plan - Preliminary Site Investigation, Sandgate & Ipswich Gasworks, Queensland, prepared by Dames & Moore Pty Ltd dated 27 October 1995.

North Ipswich Rail Yards, Contaminated Land Assessment - Stage 1, prepared by Groundwater Technology Pty Ltd dated July 1995

Stage 1 Report, Preliminary Site Investigation Ipswich Gasworks Site, Volume 1 of 1, prepared by Dames & Moore Pty Ltd dated 6 February 1996.

Ipswich Gasworks Volume Calculations, prepared by Dames & Moore Pty Ltd dated 12 February 1996.

Stage 2 Site Contamination Assessment - North Ipswich Rail Yards and Workshops: Volumes 1, 2 and 3, prepared by GHD Pty Ltd dated May 1996.

North Ipswich Rail Yards and Workshops, Preliminary Draft Remediation Management Plan, prepared by GHD Pty Ltd dated November 1997.

Ipswich Former Gasworks - Stage 2 Investigation, prepared by Woodward-Clyde dated May 1997.

Ipswich Gasholder - Water Sampling Results, prepared by Woodward-Clyde dated 10 September 1997.

Review of Development Constraints - North Ipswich Rail Yards, prepared by GHD Pty Ltd, letter dated 2 December 1998.

Ipswich Gasholder Sludge Sampling Results, prepared by Woodward-Clyde dated 6 January 1998.

Draft Site History Assessment, Rail Yard - Ellenborough Street, Ipswich, prepared by GHD Pty Ltd dated September 1999.

Draft Environmental Assessment, Riverside Park Area North Ipswich Rail Yards, prepared by GHD Pty Ltd dated September 1999.

Remediation of Former Gasworks Site Currently Owned by Boral, prepared by GHD Pty Ltd dated 28 October 1999.

Ipswich Rail Workshops Redevelopment, prepared by GHD Pty Ltd, dated 30 May, 2000.

Former Tarpaulin Store, Southern Yards, Ipswich, Additional Site Contamination Assessment, prepared by GHD Pty Ltd dated March 2000.

Ipswich Riverlink Development Application, Incorporating Riverheart, prepared by Sinclair Knight Merz Pty Ltd dated February 2003

Ipswich Riverlink Commercial Precinct Development Summary Contamination Report, prepared by Earth Tech Engineering Pty Ltd dated May 2003.

#### **STATEMENT OF SUITABILITY**

On the basis of the information supplied to this Department, the subject site is suitable for the following use(s) providing the site is used and managed as per the Site Management Plan attached as Annexure 1.

Parks, recreational open space and playing fields; includes secondary schools.

Suitable for industrial/commercial use including premises such as shops, offices and industrial buildings (but excluding uses where regular soil access by children is possible).

Other specific uses may be suitable for the site, please contact this Department for further advice. The suitability statement provides information on appropriate land uses at the date of effect. Subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

#### **ENVIRONMENTAL MANAGEMENT REGISTER**

LOT : 2 PLAN : RP839256 is recorded on the Environmental Management Register with a Site Management Plan. A copy of the Site Management Plan is attached as Annexure 1.

Delegate of Administering Authority  
Environmental Protection Act 1994

## ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 2      PLAN : RP839256      FILE REF : 901343      PRINTED: 05/12/2003

DATE OF EFFECT : 05/12/2003

This Site Management Plan (SMP) has been compiled for environmental management of the remedial and post remedial works at the Commercial Precinct of the Ipswich Riverlink site. The Ipswich Riverlink Commercial Precinct Development comprises several parcels of land situated on the northeast bank of the Bremer River opposite the Ipswich Central Business District, including Lot 2 on RP 839256, Lot 2 on I 16226, Part of Lot 215 on SL6743, Part of Lot 3 on RP 150632 and Lot 151 SL1126.

### 1.0 SUMMARY OF CONTAMINATION

The current owners of the lands, Origin Energy Asset Management (formerly Boral) and Queensland Rail (QR), originally entered into an agreement with Wingate Properties Pty Ltd for the purchase of the Commercial Precinct site and additional Queensland Rail land to the north. Wingate Properties have on sold the development rights to Leda, who will manage the development of the site. The proposed development for the commercial precinct is predominantly commercial, with open space / parkland adjacent to the Bremer River.

Historical practices at the site have resulted in soil and groundwater contamination, which warrants remediation or management prior to development for the nominated land uses. Prior to and during development, contamination issues need to be addressed and various areas remediated and/or managed to a standard sufficient for the intended use. Three of the five lots are currently listed on the EPA's Environmental Management Register; two for the notifiable activity of 'coal gasworks' and one for the notifiable activity of 'railway yards.'

### 1.1 SUMMARY OF SOIL CONTAMINATION

Polycyclic aromatic hydrocarbons (PAHs) and total petroleum hydrocarbons are present in the fill at the former gasworks site at concentrations exceeding health based criteria for commercial / industrial landuse. Lead and arsenic are present in the fill at the railyard site at concentrations exceeding health based criteria for commercial / industrial landuse. No exceedances of the health based criteria for open space landuse have been recorded for soil samples collected from the proposed open space area.

### 1.2 SUMMARY OF GROUNDWATER CONTAMINATION

Concentrations of PAHs, Total Petroleum Hydrocarbons, benzene, toluene, ethyl benzene and xylenes, phenols, heavy metals (Cadmium, Copper and Nickel) and cyanides elevated above relevant ANZECC 2000 and other regulatory guidelines are present within the perched groundwater encountered on the former gasworks site.

The impact within the perched groundwater aquifer is likely to be a result of the exposure of surface water infiltration to contaminants within the loose fill material. It should also be noted that tars and tarry water have been sighted on the interface of the natural clay and overlying fill at some locations on the gasworks site. In these areas of the site, it is not uncommon for the perched groundwater to be black, and with hydrocarbon sheen and to have a strong gasworks odour.

Elevated concentrations of cyanide, ammonia and heavy metals (arsenic, cadmium, copper, nickel and

zinc) have been detected in the deeper aquifer downgradient to the gasworks site. Slight elevations of heavy metals (chromium, copper, lead and zinc) have been detected in the deep aquifer downgradient to the railyard site.

### 1.3 GENERAL STRATEGY FOR MANAGEMENT OF CONTAMINATION

The overall strategy associated with the site remediation works incorporates the following:

- Excavation of tar from the former gasworks site, stabilisation and offsite disposal to a licensed landfill;
- Excavation of all fill material from the former gasworks site as part of earthworks and placement of all material exceeding NEPM Level F Health Investigation Levels for commercial use into an onsite containment cell;
- Contaminated soil that does not require excavation as part of the earthworks at the site will remain in-situ and be capped with concrete slabs and asphaltic pavement as part of the redevelopment of the site.

Attached Figure 1 shows the site boundary and the proposed location of the containment cell.

### 2.0 OBJECTIVE OF PLAN

The objective of the SMP is to manage site contamination in a manner that protects human health and the environment during remediation. A new SMP will be prepared for the management of the site after remediation.

### 3.0 ACHIEVEMENT AND MANAGEMENT OF OBJECTIVES

The objectives outlined above will be achieved through the application of various controls during the remediation works. A summary of the management controls is presented below.

**3.1 Responsibility.** The owner of the land (as defined in the Environmental Protection Act 1994) is to ensure that this SMP and any variations approved or required by the administering authority are complied with. The obligations and conditions set out in this SMP bind the owner, from time to time, of the land.

**3.2 Remediation.** The attached Remediation Action Plan (RAP), Earth Tech, November 2003 forms part of this SMP and outlines the approach to the proposed remediation works.

**3.3 Site Use.** Prior to the commencement of the land use approved for specific land parcels (i.e. predominantly commercial, with open space / parkland adjacent to the Bremer River), the attached RAP must be implemented and a validation report acceptable to the EPA must be prepared and submitted under Section 390 for specific land parcels. The validation report must be accompanied by a cover report by a Third Party Reviewer (TPR) accepted by the EPA and operating under the EPA's Terms of Reference for use of a TPR as amended August 2003.

**3.4 Provision of SMP to appropriate persons.** The owner must provide all persons involved with building design and planning and all contractors conducting building and/or excavation works with a copy of the SMP prior to the commencement of works. All persons occupying or working on the site must comply with the requirements of the SMP.

**3.5 Surface Capping and protective barriers.** The proposed on-site containment cell shown in the attached Figure 1 will be maintained in sound condition at all times. Similarly, the pavement in areas where contaminated fill remains on site will be maintained in sound condition.

**3.6 Soil Excavation and Removal.** Any soil excavated on the site must be assessed for contaminants of concern to determine if the material is contaminated and to identify appropriate management and

disposal/re-use options. Representative sampling and analysis of soil from excavations in contaminated areas must be managed by a suitably qualified and experienced person in accordance with Section 381 and Section 395 of the Environmental Protection Act 1994 (EP Act). Contaminated soil must not be removed off-site without a disposal permit in accordance with Section 424 of the EP Act.

**3.7 Unexpected Contamination.** If during any site earthworks or excavation, previously unreported offensive or noxious odours and/or evidence of gross contamination not previously detected is observed, site works are to cease in that area and action taken to immediately abate the environmental harm. The administering authority and the TPR are to be notified in writing within two (2) business days of detection and advised of appropriate remedial action. Any remedial action is to be undertaken in accordance with the RAP.

**3.8 General Environmental Protection.** All earthworks are to be undertaken in accordance with general environmental protection measures to avoid any unwanted migration and deposition of soil or exacerbation of groundwater contamination. These measures include the control of dust, odours, noise, stormwater runoff, sediment erosion, spillage from haulage trucks and odour releases during the handling and movement of contaminated material.

**3.9 Workplace Health and Safety.** A Workplace Health and Safety Plan (WH&S Plan) which conforms to the requirements of the Workplace Health and Safety Act 1995 is to be developed for any site excavation works or other relevant activities in contaminated areas. The WH&S Plan must specifically address contaminants of concern.

#### **4.0 MONITORING AND REPORTING REQUIREMENTS**

On completion of the remediation works, a summary report detailing the remedial works and validation testing must be prepared and submitted to the TPR and EPA in accordance with the *Environmental Protection Act 1994* and the EPA's *Draft Guidelines for the Assessment & Management of Contaminated Land in Queensland May 1998*.

Site inspections are to be undertaken biannually to ensure that capping and protective barriers remain in sound condition, as outlined in Section 3.5.

Records are to be kept of all inspections, any soil excavation works, disposal permits, other regulatory approvals relating to the works, environmental incidents and SMP compliance for review by the administering authority from time to time.

**4.1 Groundwater.** During remediation, perched water in the fill layers will be abstracted and assessed and/or disposed as outlined in the RAP. Any groundwater pumped from the site during and after remediation must be sampled for organic compounds and relevant approvals for discharge obtained from Ipswich City Council or EPA prior to discharge. Records of the analytical results, and Ipswich City Council and EPA approvals must be kept, as well as the volumes of water discharged.

Five additional groundwater wells will also be installed as part of the remedial works. The proposed locations for the monitoring wells and the proposed analytical test schedule are outlined in the RAP.

**4.2 Surface Water.** Surface water quality will not be affected by the contaminated soil following completion of the remedial works. All surface water drainage will pass through designated surface water drainage systems, prior to final discharge.

**NOTE:** This Site Management Plan has been developed to manage site contamination identified as present at the issue date using site investigation data listed in the RAP. Subsequent uses of the site may result in the need to review the SMP.



This SMP makes reference to the RAP. This plan is available from the Administering Authority if required.

REV. NO.	DATE	DESCRIPTION

**Legend**

Overall Site Boundary

Precinct Development Boundary

Total Precinct Area: 16.455ha

Scale: 1:2000 (M.A.S.)

**EARTHTECH**

Environmental Services  
Dubuque - Ph: 3251 2000

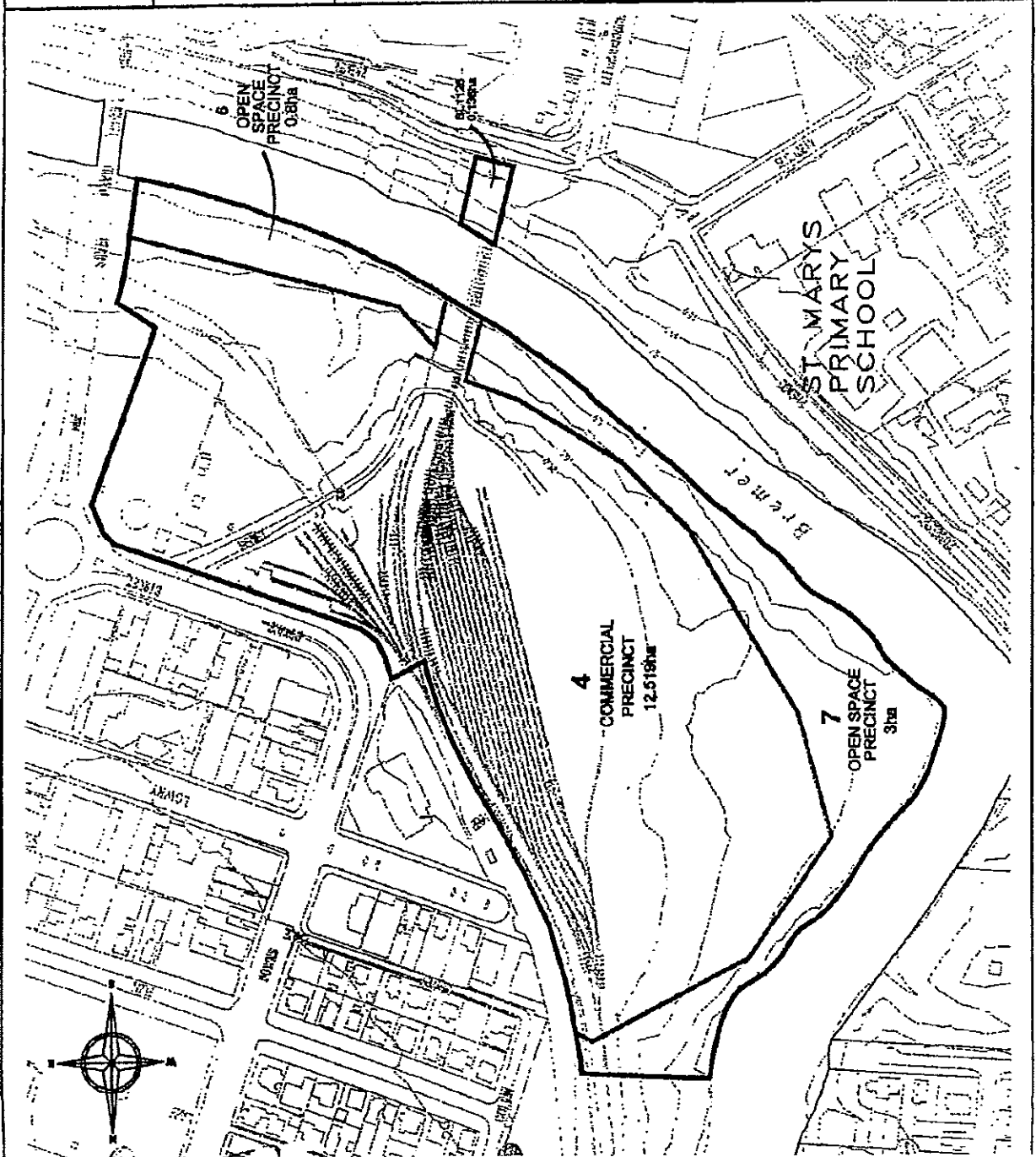
Designed:	EC	Nov. 2000
Drawn:	R.	Nov. 2000
Checked:	J.	Nov. 2000
Approved:		

**IPSWICH RIVERLINK**  
COMMERCIAL PRECINCT BOUNDARY

Drawing No. **Figure 2** Blwy

Sheet No. 1 of 1 2000-04-000-007-001-Pkg.dwg

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Level 16, 288 Edward St • Brisbane, Queensland • GPO Box 2771 • QLD 4001 • AUSTRALIA  
Telephone (07) 32231827 • Facsimile (07) 3247 3278 • [www.env.qld.gov.au/environment/business/contaminated](http://www.env.qld.gov.au/environment/business/contaminated)

05 December 2003

Site ID: 5877  
File Number: 901343  
Enquiries to: Contaminated Land Unit  
Telephone: (07) 322 58487

The Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

#### CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

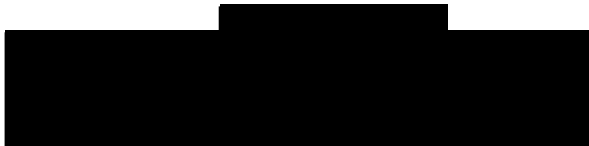
Lot: 3 Plan: RP150632  
IPSWICH CITY COUNCIL

2 DOWNS ST  
NORTH IPSWICH 4305

Section 417 of the *EP Act* states -

A local government must not, under an approval or other authority under the *Integrated Planning Act 1997* or any other Act, allow the use or development of, or an activity to be carried out on, land in a way that contravenes a site management plan for the land.

For further information regarding this notice please contact the Contaminated Land Unit, EPA on telephone (07) 322 58487.



Delegate of Administering Authority  
Environmental Protection Act 1994

## ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 3      PLAN : RP150632      FILE REF : 901343      PRINTED: 05/12/2003

DATE OF EFFECT : 05/12/2003

This Site Management Plan (SMP) has been compiled for environmental management of the remedial and post remedial works at the Commercial Precinct of the Ipswich Riverlink site. The Ipswich Riverlink Commercial Precinct Development comprises several parcels of land situated on the northeast bank of the Bremer River opposite the Ipswich Central Business District, including Lot 2 on RP 839256, Lot 2 on I 16226, Part of Lot 215 on SL6743, Part of Lot 3 on RP 150632 and Lot 151 SL1126.

### 1.0 SUMMARY OF CONTAMINATION

The current owners of the lands, Origin Energy Asset Management (formerly Boral) and Queensland Rail (QR), originally entered into an agreement with Wingate Properties Pty Ltd for the purchase of the Commercial Precinct site and additional Queensland Rail land to the north. Wingate Properties have onsold the development rights to Leda, who will manage the development of the site. The proposed development for the commercial precinct is predominantly commercial, with open space / parkland adjacent to the Bremer River.

Historical practices at the site have resulted in soil and groundwater contamination, which warrants remediation or management prior to development for the nominated land uses. Prior to and during development, contamination issues need to be addressed and various areas remediated and/or managed to a standard sufficient for the intended use. Three of the five lots are currently listed on the EPA's Environmental Management Register; two for the notifiable activity of 'coal gasworks' and one for the notifiable activity of 'railway yards.'

### 1.1 SUMMARY OF SOIL CONTAMINATION

Polycyclic aromatic hydrocarbons (PAHs) and total petroleum hydrocarbons are present in the fill at the former gasworks site at concentrations exceeding health based criteria for commercial / industrial landuse. Lead and arsenic are present in the fill at the railyard site at concentrations exceeding health based criteria for commercial / industrial landuse. No exceedances of the health based criteria for open space landuse have been recorded for soil samples collected from the proposed open space area.

### 1.2 SUMMARY OF GROUNDWATER CONTAMINATION

Concentrations of PAHs, Total Petroleum Hydrocarbons, benzene, toluene, ethyl benzene and xylenes, phenols, heavy metals (Cadmium, Copper and Nickel) and cyanides elevated above relevant ANZECC 2000 and other regulatory guidelines are present within the perched groundwater encountered on the former gasworks site.

The impact within the perched groundwater aquifer is likely to be a result of the exposure of surface water infiltration to contaminants within the loose fill material. It should also be noted that tars and tarry water have been sighted on the interface of the natural clay and overlying fill at some locations on the gasworks site. In these areas of the site, it is not uncommon for the perched groundwater to be black, and with hydrocarbon sheen and to have a strong gasworks odour.

Elevated concentrations of cyanide, ammonia and heavy metals (arsenic, cadmium, copper, nickel and

zinc) have been detected in the deeper aquifer downgradient to the gasworks site. Slight elevations of heavy metals (chromium, copper, lead and zinc) have been detected in the deep aquifer downgradient to the railyard site.

### **1.3 GENERAL STRATEGY FOR MANAGEMENT OF CONTAMINATION**

The overall strategy associated with the site remediation works incorporates the following:

- Excavation of tar from the former gasworks site, stabilisation and offsite disposal to a licensed landfill;
- Excavation of all fill material from the former gasworks site as part of earthworks and placement of all material exceeding NEPM Level F Health Investigation Levels for commercial use into an onsite containment cell;
- Contaminated soil that does not require excavation as part of the earthworks at the site will remain in-situ and be capped with concrete slabs and asphaltic pavement as part of the redevelopment of the site.

Attached Figure 1 shows the site boundary and the proposed location of the containment cell.

### **2.0 OBJECTIVE OF PLAN**

The objective of the SMP is to manage site contamination in a manner that protects human health and the environment during remediation. A new SMP will be prepared for the management of the site after remediation.

### **3.0 ACHIEVEMENT AND MANAGEMENT OF OBJECTIVES**

The objectives outlined above will be achieved through the application of various controls during the remediation works. A summary of the management controls is presented below.

**3.1 Responsibility.** The owner of the land (as defined in the Environmental Protection Act 1994) is to ensure that this SMP and any variations approved or required by the administering authority are complied with. The obligations and conditions set out in this SMP bind the owner, from time to time, of the land.

**3.2 Remediation.** The attached Remediation Action Plan (RAP), Earth Tech, November 2003 forms part of this SMP and outlines the approach to the proposed remediation works.

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**3.4 Provision of SMP to appropriate persons.** The owner must provide all persons involved with building design and planning and all contractors conducting building and/or excavation works with a copy of the SMP prior to the commencement of works. All persons occupying or working on the site must comply with the requirements of the SMP.

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**3.6 Soil Excavation and Removal.** Any soil excavated on the site must be assessed for contaminants of concern to determine if the material is contaminated and to identify appropriate management and

disposal/re-use options. Representative sampling and analysis of soil from excavations in contaminated areas must be managed by a suitably qualified and experienced person in accordance with Section 381 and Section 395 of the Environmental Protection Act 1994 (EP Act). Contaminated soil must not be removed off-site without a disposal permit in accordance with Section 424 of the EP Act.

**3.7 Unexpected Contamination.** If during any site earthworks or excavation, previously unreported offensive or noxious odours and/or evidence of gross contamination not previously detected is observed, site works are to cease in that area and action taken to immediately abate the environmental harm. The administering authority and the TPR are to be notified in writing within two (2) business days of detection and advised of appropriate remedial action. Any remedial action is to be undertaken in accordance with the RAP.

**3.8 General Environmental Protection.** All earthworks are to be undertaken in accordance with general environmental protection measures to avoid any unwanted migration and deposition of soil or exacerbation of groundwater contamination. These measures include the control of dust, odours, noise, stormwater runoff, sediment erosion, spillage from haulage trucks and odour releases during the handling and movement of contaminated material.

**3.9 Workplace Health and Safety.** A Workplace Health and Safety Plan (WH&S Plan) which conforms to the requirements of the Workplace Health and Safety Act 1995 is to be developed for any site excavation works or other relevant activities in contaminated areas. The WH&S Plan must specifically address contaminants of concern.

#### **4.0 MONITORING AND REPORTING REQUIREMENTS**

On completion of the remediation works, a summary report detailing the remedial works and validation testing must be prepared and submitted to the TPR and EPA in accordance with the *Environmental Protection Act 1994* and the EPA's *Draft Guidelines for the Assessment & Management of Contaminated Land in Queensland May 1998*.

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Records are to be kept of all inspections, any soil excavation works, disposal permits, other regulatory approvals relating to the works, environmental incidents and SMP compliance for review by the administering authority from time to time.




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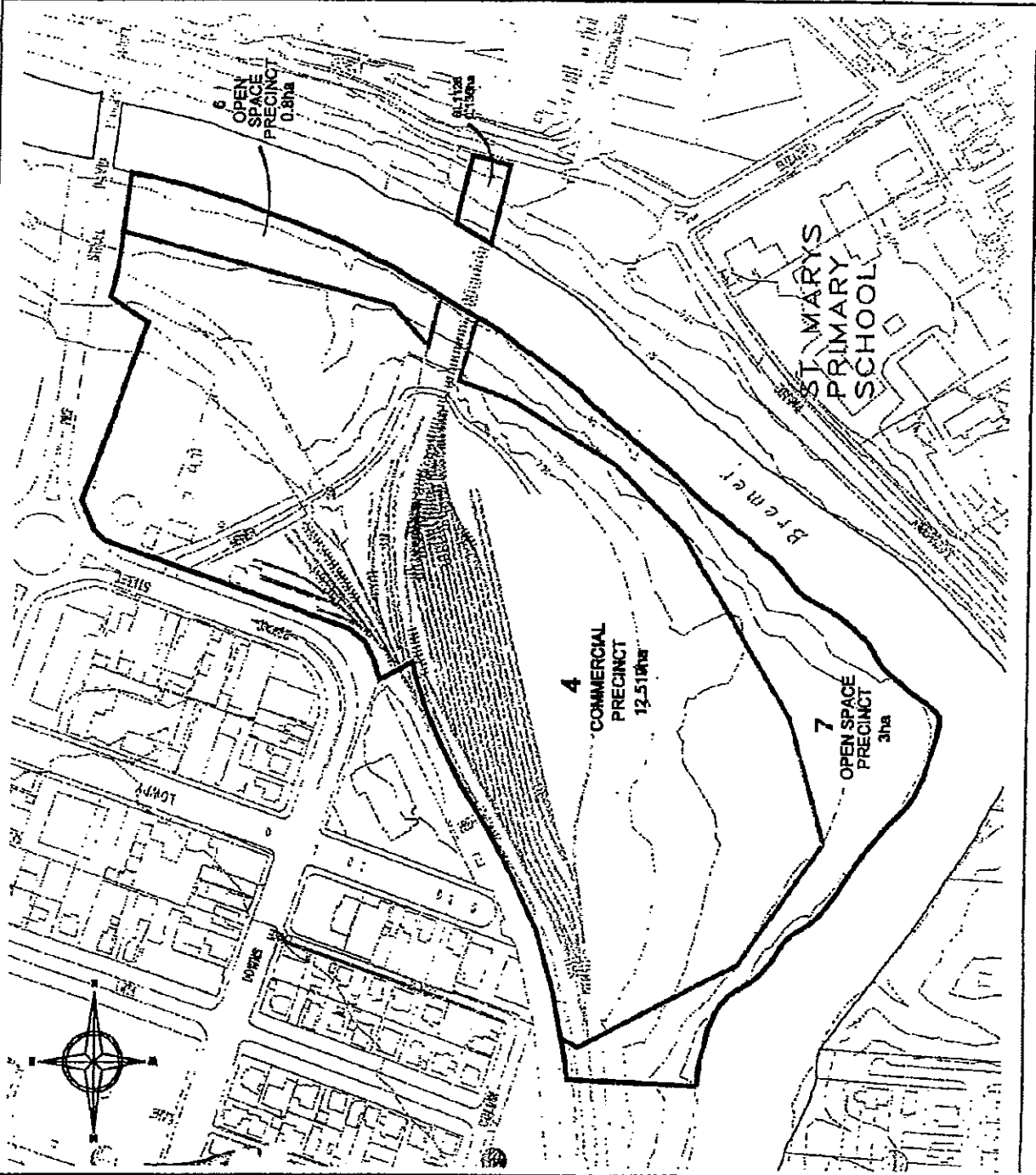
Five additional groundwater wells will also be installed as part of the remedial works. The proposed locations for the monitoring wells and the proposed analytical test schedule are outlined in the RAP.

**4.2 Surface Water.** Surface water quality will not be affected by the contaminated soil following completion of the remedial works. All surface water drainage will pass through designated surface water drainage systems, prior to final discharge.

**NOTE:** This Site Management Plan has been developed to manage site contamination identified as present at the issue date using site investigation data listed in the RAP. Subsequent uses of the site may result in the need to review the SMP.

This SMP makes reference to the RAP. This plan is available from the Administering Authority required.

 Scale: 1:2500 (MVD)	<b>Legend</b>  Overall Site Boundary  Precinct Development Boundary Total Precinct Area: 18.455ha	<b>EARTH TONE</b> Environmental Services Brisbane - Ph: 5281 2888	<b>IPSWICH RIVERLINK</b> COMMERCIAL PRECINCT BOUNDARY	Drawing No. <b>Figurs 2</b> Sheet No. <b>1 of 1</b> © Earth Tone Services Ltd 2008	Designer: <b>ET</b> Date: <b>Nov 2007</b> Checked: <b>PL</b> Date: <b>Nov 2007</b> Approved: <b>JS</b> Date: <b>Nov 2007</b>	Drawing No. <b>Figurs 2</b> Sheet No. <b>1 of 1</b> © Earth Tone Services Ltd 2008	<b>Raw</b> 2008-04-000-06-001-102-046







Level 16, 288 Edward St • Brisbane, Queensland • GPO Box 2771 • QLD 4001 • AUSTRALIA  
Telephone (07) 32251827 • Facsimile (07) 3247 3278 • [www.env.qld.gov.au/environment/business/contaminated](http://www.env.qld.gov.au/environment/business/contaminated)

05 December 2003

Site ID: 5935  
File Number: 901343  
Enquiries to: Contaminated Land Unit  
Telephone: (07) 322 58487

The Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

#### CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

Lot: 2 Plan: I16226  
IPSWICH CITY COUNCIL

67 THE TERRACE  
NORTH IPSWICH 4305

Section 417 of the *EP Act* states -

A local government must not, under an approval or other authority under the *Integrated Planning Act 1997* or any other Act, allow the use or development of, or an activity to be carried out on, land in a way that contravenes a site management plan for the land.

For further information regarding this notice please contact the Contaminated Land Unit, EPA on telephone (07) 322 58487.

  
Delegate of Administering Authority  
Environmental Protection Act 1994



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## SUITABILITY STATEMENT

DATE PRINTED: 05/12/2003

### OWNER

ORIGIN ENERGY ASSET MANAGEMENT

ATT: [REDACTED]  
GPO BOX 484  
BRISBANE  
QLD 4001

DATE OF ISSUE : 05/12/2003

### PROPERTY DESCRIPTION

LOT : 2      PLAN : I16226  
67 THE TERRACE  
NORTH IPSWICH 4305

IPSWICH CITY COUNCIL  
EMR Site ID: 5935    FILE REFERENCE: 901343

### STUDIES UNDERTAKEN BY APPLICANT OR REQUESTED BY DIRECTOR

lineProposal for Site Remediation Consultancy Services, Former Gasworks Sites at Sandgate and Ipswich, prepared by Dames & Moore Pty Ltd dated 7 September 1995.

Work Plan - Preliminary Site Investigation, Sandgate & Ipswich Gasworks, Queensland, prepared by Dames & Moore Pty Ltd dated 27 October 1995.

North Ipswich Rail Yards, Contaminated Land Assessment - Stage 1, prepared by Groundwater Technology Pty Ltd dated July 1995

Stage 1 Report, Preliminary Site Investigation Ipswich Gasworks Site, Volume 1 of 1, prepared by Dames & Moore Pty Ltd dated 6 February 1996.

Ipswich Gasworks Volume Calculations, prepared by Dames & Moore Pty Ltd dated 12 February 1996.

Stage 2 Site Contamination Assessment - North Ipswich Rail Yards and Workshops: Volumes 1, 2 and 3, prepared by GHD Pty Ltd dated May 1996.

North Ipswich Rail Yards and Workshops, Preliminary Draft Remediation Management Plan, prepared by GHD Pty Ltd dated November 1997.

Ipswich Former Gasworks - Stage 2 Investigation, prepared by Woodward-Clyde dated May 1997.

Ipswich Gasholder - Water Sampling Results, prepared by Woodward-Clyde dated 10 September 1997.

Review of Development Constraints - North Ipswich Rail Yards, prepared by GHD Pty Ltd, letter dated 2 December 1998.

Ipswich Gasholder Sludge Sampling Results, prepared by Woodward-Clyde dated 6 January 1998.

Draft Site History Assessment, Rail Yard - Ellenborough Street, Ipswich, prepared by GHD Pty Ltd dated September 1999.

Draft Environmental Assessment, Riverside Park Area North Ipswich Rail Yards, prepared by GHD Pty Ltd dated September 1999.

Remediation of Former Gasworks Site Currently Owned by Boral, prepared by GHD Pty Ltd dated 28 October 1999.

Ipswich Rail Workshops Redevelopment, prepared by GHD Pty Ltd, dated 30 May, 2000.

Former Tarpaulin Store, Southern Yards, Ipswich, Additional Site Contamination Assessment, prepared by GHD Pty Ltd dated March 2000.

Ipswich Riverlink Development Application, Incorporating Riverheart, prepared by Sinclair Knight Merz Pty Ltd dated February 2003

Ipswich Riverlink Commercial Precinct Development Summary Contamination Report, prepared by Earth Tech Engineering Pty Ltd dated May 2003.

#### **STATEMENT OF SUITABILITY**

On the basis of the information supplied to this Department, the subject site is suitable for the following use(s) providing the site is used and managed as per the Site Management Plan attached as Annexure 1.

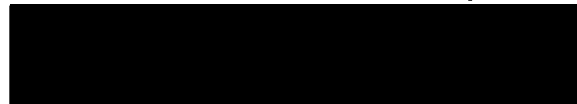
Parks, recreational open space and playing fields; includes secondary schools.

Suitable for industrial/commercial use including premises such as shops, offices and industrial buildings (but excluding uses where regular soil access by children is possible).

Other specific uses may be suitable for the site, please contact this Department for further advice. The suitability statement provides information on appropriate land uses at the date of effect. Subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

#### **ENVIRONMENTAL MANAGEMENT REGISTER**

LOT : 2 PLAN : I16226 is recorded on the Environmental Management Register with a Site Management Plan. A copy of the Site Management Plan is attached as Annexure 1.

  
Delegate of Administering Authority  
Environmental Protection Act 1994

## ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 2      PLAN : I16226      FILE REF : 901343      PRINTED: 05/12/2003

DATE OF EFFECT : 05/12/2003

This Site Management Plan (SMP) has been compiled for environmental management of the remedial and post remedial works at the Commercial Precinct of the Ipswich Riverlink site. The Ipswich Riverlink Commercial Precinct Development comprises several parcels of land situated on the northeast bank of the Bremer River opposite the Ipswich Central Business District, including Lot 2 on RP 839256, Lot 2 on I 16226, Part of Lot 215 on SL6743, Part of Lot 3 on RP 150632 and Lot 151 SL1126.

### 1.0 SUMMARY OF CONTAMINATION

The current owners of the lands, Origin Energy Asset Management (formerly Boral) and Queensland Rail (QR), originally entered into an agreement with Wingate Properties Pty Ltd for the purchase of the Commercial Precinct site and additional Queensland Rail land to the north. Wingate Properties have onsold the development rights to Leda, who will manage the development of the site. The proposed development for the commercial precinct is predominantly commercial, with open space / parkland adjacent to the Bremer River.

Historical practices at the site have resulted in soil and groundwater contamination, which warrants remediation or management prior to development for the nominated land uses. Prior to and during development, contamination issues need to be addressed and various areas remediated and/or managed to a standard sufficient for the intended use. Three of the five lots are currently listed on the EPA's Environmental Management Register; two for the notifiable activity of 'coal gasworks' and one for the notifiable activity of 'railway yards.'

### 1.1 SUMMARY OF SOIL CONTAMINATION

Polycyclic aromatic hydrocarbons (PAHs) and total petroleum hydrocarbons are present in the fill at the former gasworks site at concentrations exceeding health based criteria for commercial / industrial landuse. Lead and arsenic are present in the fill at the railyard site at concentrations exceeding health based criteria for commercial / industrial landuse. No exceedances of the health based criteria for open space landuse have been recorded for soil samples collected from the proposed open space area.

### 1.2 SUMMARY OF GROUNDWATER CONTAMINATION

Concentrations of PAHs, Total Petroleum Hydrocarbons, benzene, toluene, ethyl benzene and xylenes, phenols, heavy metals (Cadmium, Copper and Nickel) and cyanides elevated above relevant ANZECC 2000 and other regulatory guidelines are present within the perched groundwater encountered on the former gasworks site.

The impact within the perched groundwater aquifer is likely to be a result of the exposure of surface water infiltration to contaminants within the loose fill material. It should also be noted that tars and tarry water have been sighted on the interface of the natural clay and overlying fill at some locations on the gasworks site. In these areas of the site, it is not uncommon for the perched groundwater to be black, and with hydrocarbon sheen and to have a strong gasworks odour.

Elevated concentrations of cyanide, ammonia and heavy metals (arsenic, cadmium, copper, nickel and

zinc) have been detected in the deeper aquifer downgradient to the gasworks site. Slight elevations of heavy metals (chromium, copper, lead and zinc) have been detected in the deep aquifer downgradient to the railyard site.

### 1.3 GENERAL STRATEGY FOR MANAGEMENT OF CONTAMINATION

The overall strategy associated with the site remediation works incorporates the following:

- Excavation of tar from the former gasworks site, stabilisation and offsite disposal to a licensed landfill;
- Excavation of all fill material from the former gasworks site as part of earthworks and placement of all material exceeding NEPM Level F Health Investigation Levels for commercial use into an onsite containment cell;
- Contaminated soil that does not require excavation as part of the earthworks at the site will remain in-situ and be capped with concrete slabs and asphaltic pavement as part of the redevelopment of the site.

Attached Figure 1 shows the site boundary and the proposed location of the containment cell.

### 2.0 OBJECTIVE OF PLAN

The objective of the SMP is to manage site contamination in a manner that protects human health and the environment during remediation. A new SMP will be prepared for the management of the site after remediation.

### 3.0 ACHIEVEMENT AND MANAGEMENT OF OBJECTIVES

The objectives outlined above will be achieved through the application of various controls during the remediation works. A summary of the management controls is presented below.

**3.1 Responsibility.** The owner of the land (as defined in the Environmental Protection Act 1994) is to ensure that this SMP and any variations approved or required by the administering authority are complied with. The obligations and conditions set out in this SMP bind the owner, from time to time, of the land.

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Five additional groundwater wells will also be installed as part of the remedial works. The proposed locations for the monitoring wells and the proposed analytical test schedule are outlined in the RAP.

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**This SMP makes reference to the RAP. This plan is available from the Administering Authority if required.**

PRECINCT	DATE

**Legend**

- Overall Site Boundary
- Precinct Development Boundary

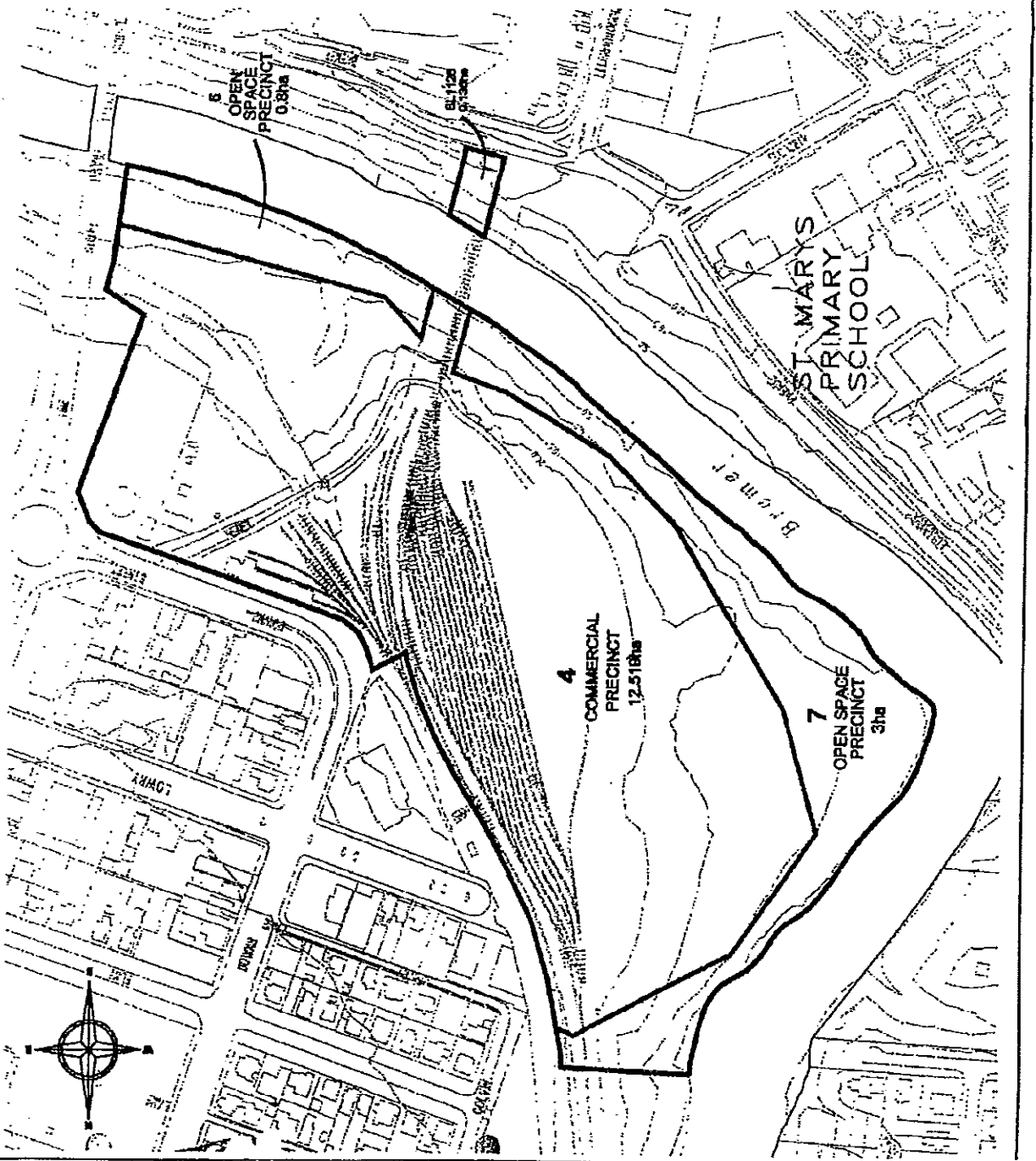
Total Precinct Area: 16.455ha

**EARTH TONE**  
 Environmental Services  
 Brisbane - PH 3251 2888

Designed: KT Nov. 2003  
 Checked: PL Nov. 2003  
 Approved: JS Nov. 2003

**IPSWICH RIVERLINK**  
 COMMERCIAL PRECINCT BOUNDARY

Drawing No. Figure 2 EBR  
 Sheet No. 1 of 1 2006-04-03-161031702.dwg  
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# RIVERLINK PRELIMINARY APPROVAL PLAN

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- A. River Heart Vision

## 1 Introduction

### 1.1 The Riverlink Plan Area

The Riverlink Plan Area is defined on the map in Figure 1.1.

The area includes the land included in the Application for Preliminary Approval lodged with the Ipswich City Council in February 2003 by Wingate Properties. Specifically this is described as –

Proposal: Material Change of Use (Preliminary Approval and Development Permit)  
Property Location: 2 WM Hughes Street, North Ipswich  
Applicant: Wingate Properties Pty Ltd

#### 1.1.1 Division of the Riverlink Plan Area into Sub-Areas

For the purposes of this Preliminary Approval Plan, the Sub-Areas cover all those parts of the Riverlink Area Plan –

- bordered by a heavy solid black line in Figure 1.1
- containing a Sub-Area reference in Figure 1.1.1, and
- listed by that Sub-Area reference and name in Table 1.1.1.

TABLE 1.1.1 – SUB-AREA NAMES

SUB-AREA NAME	REFERENCE
Riverlink / CBD Connections Sub-Area	R/CBD
Mixed Use Urban Village Sub-Area	MUUV
Museum Sub-Area	M
Education and Business Sub-Area	EB

Note: Open space areas are included in the Sub-Areas as Precincts.

## **1.2 Key Components of the Riverlink Preliminary Approval**

The cornerstone of the 'Riverlink' concept is the notion of a seamless extension of the Ipswich CBD to the north bank of the Bremer River with the Bremer River becoming a focal point for a transformed CBD in both a physical and functional sense. The timing, provision, type and mix of land uses, physical elements and connections are crucial for the success of elements proposed in Riverlink – and the short, medium and long term vitality of the existing CBD and adjacent areas. Addressing the issues will be fundamental in avoiding an outcome which sees the existing CBD separate to Riverlink.

The key components of the Riverlink Preliminary Approval are –

### **1.2.1 Riverlink / CBD Connections Sub-Area**

Refer to Figure 1.2.1.

Incorporating –

- A major shopping centre in a Commercial Village Precinct on the north banks of the Bremer River centered around the Bremer River Railway Bridge
- An Arts Precinct on vacant land between the Ipswich City Square shopping centre complex and Ellenborough Street on the southern side of the river, and
- The River Heart Parklands on both banks of the River, west of the David Trumpy Bridge.

The transformation of the Ipswich CBD is largely dependant upon achieving the outcomes envisaged within this Riverlink/ CBD Connections Sub-Area.

### **1.2.2 Mixed Use Urban Village Sub-Area**

The Mixed Use Urban Village Precinct is located to the north of the Commercial Village Sub-Precinct and may accommodate a range of park and business or accommodation uses.

### **1.2.3 Museum Sub-Area**

The development outcome sought for the Museum Precinct is to promote the integration of a proposed international standard rail museum and a railway interpretative centre on the site of the existing Railway Museum. The Museum Precinct is to be well integrated with other development in the Riverlink development.

### **1.2.4 Education and Business Sub-Area**

It is proposed that the area north of the railway museum could be utilised for education with a strong relationship with the adjoining museum. This could include the joint use of some of the heritage buildings and development of education and training opportunities in the museum by the school. Access to the school could utilise the railway from the Ipswich CBD and may include a future pedestrian link to the parklands on the western side of the Bremer River. The precinct may also be developed with a range of supporting business activities which relate to activities elsewhere in the site and the CBD.

### **1.2.5 Riverlink Illustrative Plan**

The Illustrative Plan for the Riverlink Area is in Figure 1.2.6. This Illustrative Plan shows the overriding intent for the integration of the Riverlink Area with the CBD. This integration and cohesive connectivity is an essential component of the Riverlink Preliminary Approval, and is further explained and specified in this Approval Plan.

### 1.2.6 Alternative Outcomes

Should the anchor developments and/or integrated development outcomes implied by the Illustrative Plan (and the Application for Preliminary Approval which has precipitated this Preliminary Approval Plan) not eventuate, the preferred outcomes for alternative development scenarios include one or more of the following, subject to the provisions of the Planning Scheme.

Of prime importance is a vibrant and dynamic mix of land uses and activities which strengthen the overall role of the Ipswich City Centre as a key regional centre, complement uses within the existing CBD, provide strong, multi-modal, and integrated links between the Workshops Rail Museum and the CBD. This may include uses and activities such as -

- higher order comparison retailing, particularly bulky goods retailing;
- convenience retailing; and
- tourism and entertainment related uses and activities, such as hotels and mini breweries, night clubs and food and beverage outlets (both indoor and outdoor).

Depending upon a detailed assessment, particularly in terms of amenity impacts, the following uses may also be suitable for the Riverlink Area -

- service station and service trades uses; and
- a mixed density residential "urban village".

Buildings, roadways, pedestrian footpaths and cycle ways are to be designed and located to so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor, by
  - (a) taking advantage of river views,
  - (b) orientating building frontages to the river; and
  - (c) providing pedestrian and cycle connectivity to the riverside parklands;
- address the existing road frontages to Downs Street and The Terrace;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value; and
- conserve view corridors throughout the Area.

It is not intended that the Riverlink area be allowed to develop as a significant office precinct which would constitute a rival to the CBD Primary Commercial Zone.

### 1.3 Status of This Plan

This plan expresses the intent for development and prescribes a planning framework to facilitate an integrated and coordinated approach to development and further requirements to be met in achieving the necessary development permits for use(s) of land within the area known as the Riverlink Area. Each Sub-Area and/or Precinct will have a distinctive character, reinforced through this Preliminary Approval plan.

The implementation and approval requirements relevant to and associated with the individual sub areas must be satisfied prior to a development permit for a material change of use being determined by Council for that sub area.

The intents, objectives, and Tables of Zones of the Planning Scheme apply in the Riverlink Area, unless otherwise set out in this Preliminary Approval Plan.

## 2 Riverlink Plan

### 2.1 Overall Outcomes for the Riverlink Plan Area

#### 2.1.1 The Plan Works to Implement the River Heart Vision

One of the primary aims of the plan is to implement the relevant aspects of the River Heart Vision by integrating development on the northern side of the Bremer River with the existing CBD of Ipswich on the southern side of the river. The plan aims to ensure the Bremer River becomes a focal point for community life and not a physical barrier creating a separate centre to the CBD on the northern side of the River.

#### 2.1.2 The Ipswich River Heart Vision

The Ipswich River Heart vision focuses on the Bremer River as the centre and playground of the CBD. The intent is to create a mixture of diverse uses and destination points that will be heavily utilised by residents of the Ipswich region and tourists alike. Opportunities ignited through the River Heart vision are intended to generate substantial social, economic and environmental benefits for the City. A copy of the River Heart Vision is attached in Appendix A for reference.

The River Heart Vision promotes an expanded core of the Ipswich CBD, in particular, the relationship between the Bremer River, the Ipswich City Mall and the Riverlink Plan Area.

A key element of the River Heart Vision is the revitalisation and integration of the Ipswich CBD and the Riverlink Plan Area through the combination of retail, hospitality, entertainment and recreational facilities in both areas, together with functional and vibrant connections between the development on the north and south banks of the Bremer River. The cross-river links, together with additional attributes such as views decks and promenades, are intended to also provide outstanding views of the river and parkland activities, as well as offer vantage points for the enjoyment of events such as water and light display spectacles at night.

Other elements of the River Heart Vision are embodied in the detail of this Preliminary Approval.

#### 2.1.3 Objectives for the Riverlink Area

- To facilitate an integrated extension of the Ipswich CBD which provides increased capacity and reinforces the role of the Ipswich City Centre as the key centre for the west Moreton Region.
- To provide direct physical and functional links between the existing CBD and the Riverlink Area, utilising the land and infrastructure included in the Riverlink / CBD Connections Sub-Area and high quality pedestrian access via the bridges over the Bremer River.
- To provide for direct physical, functional, and multi-modal links between the Sub-Areas of the Riverlink Area.
- To establish a strong focus on the Bremer River and riparian open spaces.
- To generate multiple opportunities for diverse civic activities, such as dining (particularly outdoor), street entertainment, riverside recreation (walking and cycle paths, picnicking, viewing platforms and outdoor seating spaces) and tourism (Railway Museum, steam train services by QR or others connecting the CBD with the Railway Museum).
- To integrate established CBD businesses with major activity "drivers" such as retail and commercial elements, railway-based tourism elements, the entertainment and leisure elements, and the recreation and open space elements.



#### **2.1.4 Precincts Included in the Riverlink / CBD Connections Sub-Area**

The Sub-Area includes the Commercial Village and Arts Precincts, along with the relevant sections of riverbank. Development in these sub areas will need to be considered either concurrently or provisions put in place to create a functional linkage between the existing CBD and the commercial village prior to a use commencing.

For the notion of an expanded CBD to be upheld, land either side of the key pedestrian bridge links must be integrated with both the pedestrian bridge links and the uses and activities either side of those links. If this synergy were not achieved there would be immediate conflict with the fundamental proposition put forward in the River Heart Vision. The basis for considering the Riverlink Application for Preliminary Approval lies in the achievement of an expanded and cohesive CBD generally focused on the River.

#### **2.1.5 Key Design Outcomes for the Riverlink/CBD Connections Sub-Area**

To this end key design outcomes for the Riverlink/CBD Connections Sub-Area include, but are not limited to, -

- Opening up the Bromer River corridor to more active and frequent community use through the inclusion of built elements such as walking promenades and activity spaces, viewing and picnic platforms, seating spaces and specialised water treatments.
- Achieving a built form facing the river which is striking and attractive and which facilitates community activity on the river and its banks.
- Creating the infrastructure for direct, unencumbered and equitable pedestrian movement and activity between the CBD and the Riverlink Area and through the Sub-Areas via existing and new pedestrian bridges and walkways.
- Creating public viewing areas to observe the buildings and landmarks of historic Ipswich from vantage points along the River from within the Riverlink Area and from the existing and new pedestrian bridges and walkways.
- Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.
- Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.
- Achieving a mix of built form, textures and landscape design which meets world class standards.

## 2.2 View Corridors

Figure 2.2 illustrates view corridors which cross the Riverlink Area, and which are important short and intermediate views within and nearby the Riverlink Area.

New development should be designed in a manner which:

- reinforces important view corridors, where possible; and
- avoids obstructing views to significant landmark features.

### 2.2.1 Long Views

The Area is highly significant in a townscape context as it:

- is situated in a prominent position, particularly when viewed from Denmark Hill, the Woodend Road ridgeline and the elevated areas to the north along Pine Mountain Road;
- straddles or adjoins significant view corridors, along the traverser, both towards and away from the summit and northern slopes of Denmark Hill, towards the City Centre, along the river and along Pine and Downs Streets;
- adjoins the main northern approach route to the City Centre and an inner gateway along Downs Street, The Terrace and Pine Street; and
- contains a number of landmark buildings, particularly the former stores building, the gatehouse, the powerhouse and the historic water towers.

Views towards major historic landmark buildings - such as the power house, water towers, gatehouse, the former railways store building - and along the traverser and along Downs Street, across the river to Denmark Hill should not be obscured through inappropriate placement of new buildings.

Specific view corridors are -

- View south along Downs Street to summit of Denmark Hill and Water Reservoirs;
- Views east and west along the Traverser, North Ipswich Rail yards;
- Views along City Centre reach of Bremer River and extending north to confluence with Mihi Creek.

### 2.2.2 Short and Intermediate Views

These include -

- Views along the reaches of the Bremer River.
- Views between the Cathedral and schools to the west of Timothy Maloney Park and the Commercial Village Precinct.
- Views between the southern ends of both/either Bremer River Railway Bridge and the David Trumpy Bridge, and the Riverlink Area.

## 2.3 Landmark Features, Approach Routes and Gateways

Figure 2.3 sets out a number important landmark features, approach routes and gateways.

The design of new development should:

- avoid obstructing views to existing landmark features, and
- where possible, enhance opportunities to view existing landmark features, and
- contribute to the creation and maintenance of the Inner Gateways as and when the Sub-Areas are developed.

New development involving a potential landmark sites should maximise the opportunity to create a new, attractive landmark structure which reinforces the preferred character of the locality and the landmark.

The Riverlink Area includes important Gateway sites to the Ipswich City Centre along the alignment of the Bremer River Railway Bridge and the David Trumpy Bridge.

Development adjoining these and other Gateway Areas and the main approach routes should enhance the "sense of arrival" to the City Centre.

### 2.3.1 Major City Landmarks

- Bremer River Railway Bridge
- David Trumpy Bridge
- Railway Workshops Museum

### 2.3.2 Local Landmarks

- Cinema Complex, Ipswich Square Shopping Centre
- Timothy Moloney Park
- Roundabout at The Terrace and Pine Streets
- Gasometer
- Gatehouse - North Ipswich Railway Workshops;
- Power House Building - North Ipswich Railway Workshops;
- Historic Water Towers - North Ipswich Railway Workshops;
- Former Railway's Store Building - The Terrace, North Ipswich.

### 2.3.3 Potential Landmarks

- Potential Hotel and Cultural Centre, Ellenborough Street
- Potential 'Outlook' at south end of Bremer River Railway Bridge
- River Heart Parkland development on the southern banks of the Bremer River
- DDS and Supermarket shopping centre, The Terrace
- Potential signature buildings at the northern end the Bremer River Railway Bridge, and at the eastern end of the shopping centre adjacent to the David Trumpy Bridge
- Potential occasional Railway Stations, one in the Commercial Village Precinct, and the other in the Mixed Use Urban Village Sub-Area
- Potential Major Square, reuse of gasometer adjacent the Bremer River and the Railway Bridge
- Bulky goods and factory seconds shopping centre in the Commercial Village Precinct
- Ipswich Square Shopping Centre Site
- Bus Interchange Site
- Potential new pedestrian bridges over the Bremer River at River Heart (between the existing bridges) and at Pantou Street at the north western end of Commercial Village Precinct
- Potential urban plaza focus to the Mixed Use Urban Village Sub-Area.
- The Terrace - corner Pine Street, North Ipswich;

- Site at western end of The Terrace, North Ipswich - closing vista to south along Downs Street, North Ipswich;
- Site on corner of Ellenborough Street and Bremer Street.

#### **2.3.4 Prominent Hillsides**

At the northern end of the Education and Business Sub-Area

#### **2.3.5 Main Approach Routes**

- East Street / David Trumpy Bridge / Pine Street
- Bremer Street
- Ellenborough Street
- Downs Street/ Pine Mountain Road
- Delacy Street and WM Hughes/Wyndham Street
- The Railway to the Museum

#### **2.3.6 Inner Gateways**

- The approaches to the David Trumpy Bridge
- Brisbane Street to The Terrace via Ellenborough Street, the Bremer River Railway Bridge, and the railway plaza through the Commercial Village Precinct
- The approaches to the potential pedestrian bridge over the river at Pantou Street
- The urban plaza and railway platform at the Mixed Use Urban Village Sub-Area
- The two approach roads to the Museum

## 2.4 Pedestrian Network

Figure 2.4 sets out the pedestrian network for the Riverlink Area.

The pedestrian network is comprised of walkways and cycleways which link the CBD and the Sub-Areas and Precincts in the Riverlink Area.

These links are to be achieved by having the network --

- travelling along roads and the interface between the proposed development and parking areas;
- crossing the roads; and
- passing through a proposed development.

The Council may require or approve a segment of the pedestrian network at an alternative location than that shown on maps included in this plan and may require it to be designed to be safe, continuous, at-grade, lit at night, landscaped, protected from sun and rain, and/or designed to provide equitable access.

A streetscape plan is to be prepared as part of any subsequent development application focussing on the design of the streetscape and areas around a proposed development to be used by the public incorporating -

- A risk assessment safety audit;
- Security strategies for vulnerable people;
- Street furniture and movement spaces appropriate to the size and use of the proposed development
- Footpath activities such as cafes and seating external to the development;
- Clear signposting of the location of public facilities including telephones, baby change facilities, public toilets available to the public in public and private establishment; and
- The location of activities and movement routes to promote casual surveillance.

The plan is to demonstrate how --

- The shopping and commercial centre buildings and premises address the surrounding streets and incorporate them into the overall design. This may include approval for temporary/ limited use of key pedestrian network segments for car parking whilst ensuring the future activation of major components of the pedestrian network.
- Opportunities are created for outdoor cafes, late trading stores, cinemas, and other retail and recreation facilities to be located on external walls of centres overlooking community spaces and car parks.
- In the Riverlink/CBD Connections Sub Area, sites for youth activities and for recreation and leisure facilities for young people and families are provided in an integrated manner close to the retail anchor stores, public transport and pedestrian routes.
- Car parks in the Riverlink/CBD Connections Sub Area are designed with:
  - Good clear signage so that users can locate their cars quickly;
  - Separate car parks into well defined areas;
  - Emergency telephones
  - Monitoring of car parks by mechanical and/or organised surveillance; and
  - A network of designated, well lit and signposted pedestrian routes throughout car parks linking users to the main entrances of the development; and
- In accordance with Council Car Parking Code.
- Bus stops are located near the entrance of retail centres rather than on the edge of car parks
- Street front buildings are generally built up to a continuous setback line, avoid the incorporation of concealment areas and incorporate opportunities for casual street surveillance.

#### **2.4.1 Major On-Road Pedestrian Links**

- David Trumpy Bridge
- The Terraces
- Ellenborough Street (south of the Railway)

#### **2.4.2 Major Off-Road Pedestrian Links**

- Ellenborough Street along Bottle Alley into the Ipswich City Square shopping centre, and north to the Railway Bridge, the Railway Bridge, north to The Terrace
- From the southern abutment of the Railway Bridge to the top of the River bank and to the bottom of the river bank
- Along the river edge on the northern bank of the River for the full length of the Riverlink Area
- West from the David Trumpy Bridge along the south edge of the shopping centre site, initially to function as a car park, and along the boulevard of the western part of the Commercial Village Precinct
- From the River, east through the Mixed Use Urban Village to Fitzgibbon Street
- From the River, east through the Museum Sub-area to DeLacy Street
- West from DeLacy Street to the River

#### **2.4.3 Other On-Road Pedestrian Links**

- Musgrave Street
- WM Hughes Street
- North Street
- Delacey Street
- Fitzgibbon Street

#### **2.4.4 Other Off-Road Pedestrian Links**

- Internal and external arcade links through the shopping centre in the Commercial Village Precinct
- Secondary connections along local internal roads in the Mixed Use Urban Village
- Secondary connections along internal roads/paths in the Museum

## 2.5 Street Awnings

Figure 2.5 illustrates the schematic location of preferred street awnings, either attached to buildings or free standing. These reflect the Illustrative Plan built elements.

These also reflect the location of active edges along the spines of the pedestrian network and the importance of shade.

### 2.5.1 Direct Visual and Functional Access

The traditional Ipswich CBD streetscape has been strongly influenced by the way shops and businesses have been built so that they are concentrated on both sides of the CBD streets, and at significant intersections.

Figure 2.5.1 illustrates how development in the Riverlink area can have direct visual and functional access to customers and users on the pedestrian network.

### 2.5.2 Solid and Natural Shade

For the purposes of this plan -

- Solid shade is achieved when a shadow to the sun that is cast onto the ground or onto a specified surface between the hours of 9.00am and 3.00pm contains less than 2.5% ultra violet radiation.
- Natural shade is achieved when a shadow to the sun that is cast onto the ground or onto a specified surface by a tree or plant between the hours of 9.00am and 3.00pm and from 1 September to 31 May contains less than 2.5% ultra violet radiation.

Proposed development in the Riverlink Area should deliver the following outcomes in public spaces and in spaces that the public frequents -

- For public structures that would be normally used to provide solid shade, an area of at least half of that of the lateral dimensions of the roof.
- For pedestrian walkways or cycle ways between David Trumpy Bridge and the Railway Bridge, coverage of a 2 metre width along the entire length of the path.
- For carparks on grade (excluding suspended deck car parks) which are open to the sky, one shade tree for every 8 spaces, or the car parking shall be designed to be covered by shade structures which complement the walkway between the bridges.
- For open spaces, commercial plazas, pedestrian corridors and forecourts, outdoor meeting areas and areas where it is more likely that people will gather, for whatever reason,
  - Solid/ natural shade of all seating and eating areas.
  - 5m<sup>2</sup> of solid and/or natural shade per person, or in the absence of reliable knowledge of the number of persons to be accommodated, for every 300 m<sup>2</sup> (or part thereof) of the space between the buildings or of the formal edges of the area, whichever is the greater.
- For parks, solid shade for all play equipment and public structures.
- For public transport facilities, business core bus stops and taxi ranks, at least 10 m<sup>2</sup> of solid shade over any one area is designated for seating and/or waiting, and natural cover over 70% of all patron waiting areas.

## 2.6 Transport Infrastructure

### 2.6.1 Public Transport

Development in the Riverlink Area includes train station platforms, a bus interchange and taxi facilities as generally indicated in Figure 2.6.

There are a number of important design considerations that need to be investigated and resolved for public transport facilities, including -

- Compliance with statutory or/ and adopted integrated transport plans.
- Maximising the visibility, accessibility, convenience and safety of facilities.
- Stacking bays and manoeuvring of the desired number of rolling stock, busses, taxis and service vehicles.
- Interchange platforms of sufficient length to cater for passenger loads.
- Co-located bus, taxi, kiss'n'ride and station set-down and pick up points.
- Adequate lighting and bus/rail protection devices.
- Application of CPTED principles to landscaping.
- Minimum number of changes of grades for transferring between transport modes.
- Layout, design and finished providing equitable access.
- Sufficient capabilities and numbers of amenities and furniture.

### 2.6.2 Road Network

Further detailed traffic impact assessments are to be undertaken for any significant development proposed in each of the Sub Areas.

Such assessments are to consider:-

- the likely impact of the development on the existing road network;
- recommended changes to the road network to accommodate the proposed development; and
- whether adequate provision has been made for the manoeuvring, parking, loading and unloading of vehicles.



### **3 Effects of Development in Sub-Areas**

#### **3.1 Riverlink/CBD Connections Sub-Area**

The Riverlink/CBD Connections Sub-Area comprises of three Sub-Precincts being -

- Commercial Village Precinct;
- Arts Precinct; and
- River Heart Parklands Precinct.

These are illustrated in Figure 1.2.1.

Development in the Riverlink/CBD Connections Sub-Area will be an extension of the existing CBD and will not detract from the CBD's overall vitality.

##### **3.1.1 Urban Design Elements**

Figures 3.1.2, 3.1.3 and 3.1.4 illustrate the urban design elements that will form the basis of the integration of the Sub-Area Precincts across the Bremer River.

The urban design elements have been derived from the Figures referenced in sections 1 and 2 of this Plan, and are intended to illustrate a refinement of those figures and the content thereof.

The urban design elements are -

(a) **Dominant Land Use/Activity Areas (Figure 3.1.2)**

These are to be designed and operated so as to be integrated with each other, and which complement and extend the CBD dominant land use/activity areas

(b) **Pedestrian Network, Activity Nodes and Focal Points (Figure 3.1.3)**

These are to be designed and operated so as to ensure that movement across the river and throughout the Sub-Area is as convenient and functionally efficient as that which would be experienced in the CBD

(c) **Public Transport and Vehicular Access (Figure 3.1.4)**

These are to be designed and operated so as to place a high priority on public transport accessibility and functions over the private motor vehicle but which also enables private vehicles to get to/from the Sub-Area via convenient and direct routes and car parking

##### **3.1.2 Dominant Land Use/Activity Areas**

As indicated on Figure 3.1.2, these include (subject to the provision of this Plan) -

- Shops and car parking associated with same, comprising a Discount Department Store based shopping centre on the eastern portion of the Commercial Village Precinct.
- Retail warehouses and associated car parking, comprising retail warehouse tenancies on the western portion of the Commercial Village Precinct.
- Cultural Centre/Hotel on the Arts Precinct on the southern side of the River.
- Transit Centre between the Shops and Retail Warehouses, comprising an occasional railway station, bus station/interchange, and taxi rank.
- The Railway Bridge linking the Commercial Village Precinct and the Arts Precinct.
- Awnings/shade as per sections 1 and 2.

##### **3.1.3 Pedestrian Network, Activity Nodes and Focal Points**

As indicated on Figure 3.1.3, these include -

- major Pedestrian Network segments which travel along roads, across the Sub-Area, and through development;

- secondary Pedestrian Network segments which link key Pedestrian Activity Nodes and Focal Points within and external to the Sub-Area; and
- Pedestrian Boulevards which extend generally northwards from the northern abutment of the Railway Bridge, through the Retail Warehouses, and into the northern Sub-Areas of the Riverlink Area.

### 3.1.4 Public Transport and Vehicular Access

As indicated on Figure 3.1.4, these include –

- the railway travelling through the Sub-Area, with occasional stations in the Arts Precinct and in the Transit Centre;
- the Bus Station in the Transit Centre, catering for the interchange of passengers between commuter and City-wide bus services, and serving as a northern bus interchange for the CBD;
- the taxi rank located adjacent to the Bus Station; and
- vehicular access points and routes within and external to the Sub-Area, leading customers, visitors, and employees to/from car parking spaces associated with the attractors and ancillary facilities in the Sub-Area.

### 3.1.5 Riverlink/CBD Connections Sub-Area Illustrative Plan

Figure 3.1.5 illustrates how Figure 3.1.1 could be interpreted, and is intended to complement the Illustrative Plan in Figure 1.2.6.

### 3.1.6 Preferred River Bank Design Responses

Figure 3.1.6 illustrates preferred responses to the design of development which fronts the River.

A key feature of the River Heart Vision is the desire to ensure that all development addresses the river, rather than turning its back on the river, or placing activities adjacent to the river which do not intrinsically encourage people to enjoy the a variety of positive experiences that are afforded by having close visual and functional proximity to the River.

The preferred design responses specifically target –

- The setting back, screening by masking, or removal and repositioning of vehicle use of the river bank, particularly where this would occur in favour (or at the expense) of pedestrian movement
- The activation of built edges along the River bank to increase the range of activities that occur during the day and night, thus increasing the potential for people to enjoy the river
- Where buildings or structures are to be built at or near the edge at the top of the River Bank – detailed attention is to be given to the application of innovative, sophisticated, and robust façade treatments, screens, masks, embellishments and vertical changes in pedestrian routes and levels. These challenges must be addressed and overcome, and significantly add to the experience pedestrians can have of the River, the River bank, and the heightened elevation created by the podiums and related structural elements of development fronting the River.

### 3.1.7 The Commercial Village Precinct

The Commercial Village Precinct will provide for a range of commercial 'people attractors' such as a range of high order commercial and retail facilities and services that compliment those found in the existing CBD, including (but not limited to):

- Major shopping centres;
- Commercial premises;
- Hotels;
- Retail warehouses;
- Shops;
- Transit Centres; and
- Higher density residential development.

Residential development (which would be part of an integrated mixed-use outcome in this precinct) may be appropriate along the river edge of this precinct where appropriate design and layout measures are introduced to address privacy, access, public access to the riverbank, and controlled access between the residential and commercial/retail components of the precinct.

A broad range of developments can occur in this precinct subject to assessment against the relevant Planning Scheme Codes. The range of developments is set out in Table 3.1.7, along with those, which will require impact assessment. Any proposed development must include (and/or make appropriate contributions towards) the works required to build the urban design elements illustrated in Figures 3.1.2, 3.1.3 and 3.1.4, the overall outcomes for the Riverlink Plan Area set out and referenced in section 2 of this Plan, and the specific outcomes in this section.

### **3.1.8 Arts Precinct**

The intended development outcome for the Arts Precinct is the establishment of a range of high-order cultural, civic and community activities such as galleries, entertainment centres, auditoriums and libraries.

Community meeting and resource facilities may also be provided to support the 'River Heart' vision and forge a strong physical and functional link between the existing CBD and the Commercial Village Precinct.

The functional connection between the Arts and the Museum Precincts is important for the cultural and community development of the City. Opportunities for movement between the Riverlink Area, precincts, and existing CBD will be achieved by a combination of paths, links, and visual connections.

Alternatively, the site could be used for the development of the range of uses provided for by the Commercial Village Precinct and/or high density residential development. A broad range of developments can occur in this precinct subject to assessment against the relevant Planning Scheme Codes. The range of developments is set out in Table 3.1.8, along with those, which will require impact assessment.

### 3.1.9 River Heart Parklands Precinct

Figure 3.1.6 illustrates preferred outcomes for the inter-relationship of buildings fronting the riverbank – both north and south of the river. The range of developments is set out in Table 3.1.9, along with those which will require impact assessment.

This precinct contains the main riverfront recreational areas close to the CBD and includes all land between the waters edge and the Q100 inundation line, plus any land above this line which is between the buildings which rise above this line.

The land should be incorporated into an integrated open space system to form part of a continuous green belt, which extends along the river through the City Centre. Consideration should be given to:

- developing a trail network beside the river with picnic facilities, seating and lookouts at appropriate vantage points and direct access to the river where possible;
- developing a board walk in sections along the riverfront;
- developing off-street car parking areas in appropriate locations close to major recreation foci;
- public safety enhancements; and
- a trail network which caters for both pedestrians and bicycles.

The Parkland Precinct is intended to be developed as a regional recreation resource that will link and integrate the Ipswich CBD with the other precincts in the Riverlink project. The parkland is intended to be used for a range of passive and active activities incorporating both land and water based recreational facilities.

### 3.1.10 Building Form, Height and Setbacks

#### - Specific Outcomes

The new structures should be of appropriate scale, bulk and composition, architectural elements, design features, building materials, colours and landscaping.

#### - Probable Solutions

New buildings should address the street and provide awnings to provide shade to footpath areas and create a sense of connection with the street, as per section 2.

Building setbacks are to allow for landscaping, maneuvering areas, adequate site drainage and access to utility services. There is sufficient space on the site for the required car parking.

Buildings are set back from the street an equal or greater distance to the heritage buildings located in this Sub-Area. Buildings are a maximum height of four storeys, unless it can be demonstrated that a taller building will not have a detrimental effect on the character and amenity of the area and the overall townscape.

The frontages of development within the Precinct are to be well articulated, particularly around the periphery of the 'big box' structures. Wherever possible, big box structures are to be 'sleeved' behind active articulated retail frontages. Facades should present an image that is appropriate to the urban character and sense of place of Ipswich. Texturing, colouring and large expanses of signage details alone on large masses of tilt-up concrete walls are not considered adequate in most instances. Retail warehouses and retail anchor stores shall be designed with facade treatments and embellishments which reinforce the historical connections of the site with the railways, and carry such treatments through into the structural elements of the articulated facades.

Given the site's location on a major gateway to the City Central area and the Bremer River, and the high visibility of the site from various nearby and distant vantage points within the City the following design considerations are to be adhered to:

- Facades are not to be blank or 'bland', rather they should convey an appropriate sense of interest, rhythm and variety.
- Roof tops and lines should not be flat and unarticulated, instead they should have a form that is appropriate to Ipswich's Historic Character.
- Multi-storey car park's are to be shielded from prominent view points. Generally car parks should not be located or designed so as to create an imposing and unattractive interface at gateway points to Riverlink/ CBD Connections Sub-Area and CBD.
- A high priority should be given to creating shaded promenades and other pedestrian movement areas and public places appropriate for the climate of Ipswich.
- The visual impact of the development should be reduced by sensitive composition, massing and articulation of building forms and appropriate architectural elements, design features, building materials, colours and landscaping.

In order to effectively assess the frontage, articulation and design of a proposal, a site plan is to be provided showing where each elevation drawing provided is located or from where each artist's impression is viewed.

- To take proper account of the physical character of the site and its surrounds.
- To maintain a scale and height of development commensurate with the intent of the zone or precinct in which the development is located and which is generally compatible with surrounding development.
- To retain any special local character in the area in which the development is proposed.
- To conserve places of Cultural Heritage Significance.
- The siting of the buildings within the Precinct has taken into consideration the locality. It is not expected that the proposed development will detract from the ability of nearby users to enjoy good access to views and natural light. The structures will be adequately setback and landscaping treatments will be provided on site.

### 3.1.11 Building Plot Ratio

#### - Specific Outcomes

The scale and bulk of new buildings facilitate –

- (a) walkability within a compact core area focussed on a 'Main Street' environment; and
- (b) 'drive to' uses on the periphery of the Commercial Village Precinct.

The new complex of buildings and outdoor spaces will be designed and built so as to have an intensity and complexity more akin to that of a CBD than that typically experienced in a suburban shopping centre location. To this end, the arrangement of buildings and spaces is to take precedence over the nature of the use within them, so that an expectation of change of uses over time can occur within a built form which is robust and long lasting.

#### - Probable Solution

The urban design elements set out in **Figure 3.1.11** also include, and make allowance for, a discrete range of shopping and retail warehousing areas within the Commercial Village Precinct. The specific boundaries between these areas are shown on **Figure 3.1.11**.

Any variation of these boundaries will only be considered where it can be demonstrated to the satisfaction of the Council that the development within the precinct does not qualify (for the purposes of calculating car parking requirements and/or contributions) as a major shopping centre.

The retail warehouse component of the precinct will be limited to tenancies with a minimum size of 300m<sup>2</sup>. Any increase in the number of tenancies and/or any tenancy which has a floor area less than 300m<sup>2</sup> will trigger a car parking requirement for shops.

Building plot ratio in the Commercial Village Precinct will be based upon the maximum GFA described in **Table 3.1.11**, with proportions of specified uses as shown.

The GFA in the Commercial Village Precinct shall not exceed 60,000m<sup>2</sup> as detailed in **Table 3.1.11** below.

**Table 3.1.11 Maximum GFA In the Commercial Village Precinct**

Commercial Village Precinct Components	Maximum Gross Floor Area (GFA) m <sup>2</sup>
<b>Commercial Village West</b>	
Bulky Goods, Specialty Stores and Brand Direct	40,000
<b>Sub Total GFA</b>	<b>40,000</b>
<b>Commercial Village East</b>	
Discount department store, Supermarket, Mini-major, Commercial, Retail/specialty, Fast Food	20,000
<b>Sub Total GFA</b>	<b>20,000</b>
<b>TOTAL GFA</b>	<b>60,000</b>

### 3.1.12 Streetscape and Visual/Aesthetic Considerations

#### - Specific Outcomes

Development in the Riverlink/CBD Connections Sub-Area should maintain the significant townscape context in regard to protecting the area's:

- prominent position, particularly when viewed from Denmark Hill, the Woodend Road ridgeline and the elevated areas to the north along Pine Mountain Road
- significant view corridors, both towards and away from the summit and northern slopes of Denmark Hill, towards the City Centre, along the river and along Pine and Downs Streets;
- the main northern approach route to the City Centre and an inner gateway along Downs Street, The Terrace and Pine Street; and
- landmark buildings, particularly the former stores building.

Considerable care and attention is given to the design and placement of new buildings in order to create a 'Main Street' setting which incorporates an operating passenger rail line link between the existing CBD and the Workshops Rail Museum.

The form and bulk of buildings do not detract from the visual significance of existing heritage places.

New buildings take advantage of river front locations and river views, and provide enhanced connectivity to the 'River Heart' recreational corridor.

New users or works take advantage of the excellent opportunities to provide interesting courtyard spaces around heritage buildings.

#### New uses and works --

- (a) strengthen corner focal points through appropriate treatments; and
- (b) in particular, provide a much stronger visual focus on the corner of Downs Street and The Terrace and the corner of Pine Street and The Terrace.

The development of the Commercial Village Precinct has taken into consideration that the area will become a landmark for the City of Ipswich. As such, developments should be designed to the urban character and sense of place of the locality as well as clearly indicate the purpose of the building or space and facilitate convenient and safe access.

#### Probable Solutions

The design of the Sub-Area should encapsulate the following -

- Outward looking rather than solely insular design.
- Provision of public spaces that can be used for a variety of uses by different groups within the community.
- A high level of pedestrian connectivity.
- Provision of shade.
- Provision of vegetation that is sympathetic to place and climate.
- Rich detailing of spaces that is sympathetic to place and climate.
- High quality landscape treatments, which aesthetically complement the buildings and structures on the site.
- Uses that address public spaces.

### In the Commercial Village Precinct

The Streetscape of the proposal should conform to the positive streetscape elements of the main streets in the existing CBD. Further to this the Commercial Village 'Main Street' should provide the following features:

- Roadways - that incorporate street tree planting, kerb side parking and kerb build outs to facilitate an appropriate amenity, pedestrian safety and pedestrian scale for the proposal.
- Footpaths - of a generous width and be finished with materials that are attractive and have low levels of heat and light reflectance. Vegetation should be provided along appropriate sections of footpaths. Vegetation should provide shade as well as contribute toward the richness of the streetscape. Adequate bins, seating, and lighting should be provided.
- Cycle ways - of an appropriate width, and located so as to provide a safe riding environment.

The main landscape elements to be provided include:

- Civic square and amphitheatre.
- Shade structures within car parks.
- High quality street furniture to include seating benches, water fountains, and lighting (column and bollard).
- Public art installations focussing on railway and river themes unique to Ipswich.
- Interactive water feature.
- High quality urban pavements (pre-cast concrete units with honed finishes).
- Directional signage.

The Pine Street roundabout corner is a major gateway to the City Central area and requires the provision of landmark structures in a landmark setting. The 'landmark setting' is to be created through the following contextual design considerations:

- Rear loading areas are to be screened; neither the loading area or the screening device/ structure is to detract from the visual amenity of the area.
- The building form in the area is to be well articulated and should not present a 'boxy' or bland unarticulated façade as an interface to this gateway area.
- The design elements of structures in the vicinity shall give due cognisance to the adjoining State Heritage Listed Tarpaulin Shop, with particular attention to the complementary use and application of colours, textures, materials, embellishments, filigree, cladding and built form.
- The walls of the large retail structures are to utilize interesting and innovative design treatments.
- Fast Food Premises and Drive-Through facilities are not to impose a negative visual presence on this landmark corner. Such a use should be incorporated into the structures located along this frontage.

The area to the west and south west of the former Tarpaulin Shop should create an active multi-user landscaped area. The following details are to be provided to demonstrate such an area is to be created -

- the railway station/line location;
- treatment to building facades;
- urban art;
- lighting;
- public amenity location;
- seating;
- paving;
- pedestrian movement and vehicular pathways; and
- links to adjacent uses and other activity areas.



### Pedestrian and Rail Link between the Traditional CBD and the Commercial Village

The operation of the pedestrian/rail link between the mall in the traditional CBD and the Commercial Village (CV) Precinct is critical to the achievement of the River Heart Vision and the integration of the Commercial Village with the existing City Centre. All activities and uses proposed on both sides of the River need to demonstrate workability and an operational relationship. This link is to be clearly stated in the proposals for the Commercial Village Sub-Precinct.

Applications concerning the Commercial Village Sub-Precinct are to include plans (site layout and elevations) of the proposed works to be carried out to provide a pedestrian link to the southern side of the Bremer River. This shall provide for connection to land (Arts Precinct) and for future connections to other parts of the CBD and Mall.

Proposals are to provide evidence that an agreement is in place to ensure that the pedestrian/rail link will be operational between the traditional CBD and the Commercial Village Precinct at the time of commencement of use of the Commercial Village or as otherwise agreed to by Council. This agreement is to be between the relevant parties (say QR, the Commercial Village Developer and other relevant landowners on the southern side of the River) to allow the pedestrian/rail link and the connection to the existing CBD Mall area. Such works would include the provision and operation of the stations and the rail line, the pedestrian/cycle link, the viewing platforms and other elements proposed on the rail bridge and physical and functional linkages into the existing CBD mall area.

Proposals shall include details of the viewing platform areas proposed along the Rail Bridge. The finishing and architectural treatment of works on the North Ipswich Railway Bridge is to extend the 'Main Street' configuration into the CBD North - Secondary Business Zone. Specific design strategies may include, but are not limited to:

- Continuity of ground plane treatments.
- Continuity of planting themes.
- Continuity of railing themes.
- Extension of the rail bridge design themes and geometric patterning into the streetscape design of the CBD North - Secondary Business Zone.

In essence, the design treatments associated with the rail bridge should establish a main street finger extending outwards from the proposal that reaches into the existing CBD. Continuity of style should be established, while at the same time respecting the essential character and heritage attributes of the Railway Bridge and its abutments.

Proposals within the Precinct are to provide details of proposed interface treatments between the rail, pedestrian and other areas that adjoin the rail in both the Commercial Village Precinct and on the south side of the Bremer River.

The Commercial Village Precinct should display a 'transition' of landscape character from the higher order commercial areas down through civic and community spaces to the riverbank parkland. The main landscape elements are:

- Provision of a formal continuous riverside promenade at a high level adjacent to (Future commercial/shops) and short term car parking areas to provide safe and visible access along the Bremer River Corridor, to the David Trumpy Bridge and the pedestrian / rail bridge.
- Creation of a series of urban plazas east and west of the Railway Bridge landing including a large community amphitheatre to the west and elevated linkage to the west.
- Joint use of the new commercial car parks to provide parking for open space areas and weekend use as a markets area.

- Reinforcement of the Railway Bridge linkage to Downs Street through an active 'main street' urban environment including a railway station and multiple/active shop frontages.
- Provision of dominant vertical built 'markers' integrated into new structures and decking along the riverside promenade to provide rhythm, visual interest, and reference.
- Development of a 'diagonal' pedestrian/visual axis through the car park and central plaza areas linking the riverside promenade.
- Covered pedestrian linkages and extensive street tree planting in car park areas.
- Provision of strong pedestrian and visual linkages perpendicular to the river from the new retail and commercial areas.
- Visual buffering/screening of service and 'back of house' areas to new commercial development.
- The conservation "in situ" of the Bridge abutments on either side of the Bremer River and the actual bridge structures and pylons, the Railway Stores Building and the Queensland First Railway Memorial.
- Reinterpretation of historic rail lines (including wharf line and Heiner Road).
- The retention on site and adaptive re-use of the Gasometer and the Heiner Street bridge abutments for the former tramway.

#### River Heart Parkland Precinct

Proposals shall include the details of works at the interface Commercial Village and River Heart Parkland Precincts. Details shall be provided to outline the works that spill into the parkland and riverside areas that will create both active and passive recreational opportunities and that will integrate the two precincts as a functional unit.

Where car parks are located at the interface, the function and visual appearance of the structures are to make a positive visual and functional contribution to the area. Blank, bland and unarticulated facades and rooflines are not considered an acceptable solution.

The visual presentation of car parking structures when viewed from the David Trumpy Bridge, the Rail Bridge, the CBD and other vantage points and the interface between structures within the Commercial Village Precinct and the River Heart Parkland Precinct is critical to achieving the River Heart Vision. Structures are to create an acceptable interface that is active, vibrant and a 'people place'.

An active façade should be achieved between the two bridges. The active façade is to be created by a promenade along the upper level of any structure that connects the two bridges and the major spines of the pedestrian network. Interspersed nodes of activity such as viewing areas, cafes/retail areas etc are also to be used to activate the edge. This promenade should connect down to the parkland at appropriate points through features such as terracing and ramps.

Design details of the interface between the parkland and any part of the multi-storey car park, or other proposed structures, including activity nodes and the ground level parking and other structures proposed along the riverbank area are to be provided with proposals. Treatments should provide a pleasing and, as appropriate, a functional visual screen to the bulk and mass of the structures and the expanse of the car parking/building areas proposed. Design treatments should also ensure that areas in conflict with CPTED principles are not created.

Proposals shall include details of lift/s to be provided within any car park structure and where they are to link into and how it is to be integrated into the retail area above.

Views towards major historic landmark buildings (such as the former railways store building), along Downs Street and from the river to Denmark Hill should not be obscured through inappropriate placement of new buildings.

Vantage points along the interface of the Commercial Village Precinct with the Bremer River Heart Parkland and at along the rail bridge should provide unobstructed views along the

Bremer River City Reach View Corridor. New structures should be designed in a manner that protects or enhances this view corridor.

Sensitive composition, massing and articulation of building forms and appropriate architectural elements, design features, building materials, colours and landscaping should reduce the visual impact of development.

The main landscape elements to be provided in the River Heart Parkland Precinct include:

- Picnic and general shelter structures.
- BBQ's and tables/seats.
- General parkland seating (metal framed with timber slatting).
- Water fountains, litter and recycling bins.
- Play equipment themed on the river and rail.
- Fitness circuits.
- Continuous hardstand pavement.
- Column lighting.
- Jetties to river edge.
- Functional, directional and interpretive signage.
- Public art trail along the river.

Planting and landscaping will be undertaken throughout the Parklands Sub Precinct which will restore riparian vegetation and develop a landscape linkage with the CBD. In particular, retention of existing trees and the planting/installation of new mature trees shall be designed to have an immediate and demonstrable effect on the screening of the dominant built form edges when viewed from the southern bank of the River, the existing CBD and the southern parts of the railway bridge and the David Trumpy Bridge.

### 3.1.13 Operation of Road Network and Access

#### - Specific Outcomes

Roadways are to be designed and located to so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle links
- address the 'River Heart' recreational corridor, by taking advantage of river views and providing pedestrian and cycle connectivity to the riverside parklands;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;
- conserve view corridors throughout the Riverlink Area.

Roads should provide for direct physical, functional, and multi-modal links between other Sub-Areas of the Riverlink Area.

#### - Probable Solution

An internal main street should provide opportunities for circulation from the existing CBD across the Bremer Railway Bridge and through the Commercial Village and connecting with Downs Street.

Applications should include an analysis of The Terrace - Pine Street intersection (roundabout) including pedestrian mobility and safety

The provision of a rail connection between the CBD and the Frailway museum is to be maintained.

Separation of main vehicular access and retention of the centralised rail corridor is achieved, linking the whole of River Heart as an integral transport, heritage, and tourism feature with a unique character.

The proposed development should accommodate a public transport interchange. The location and function of the interchange is to accommodate a proposed major public transport link across the David Trumpy Bridge to the existing CBD. The interchange should accommodate a variety of modes including taxi, train and bus. The design of the interchange is subject to negotiation with the various public transport providers.

### 3.1.14 Carparking

#### - Specific Outcomes

Establish off-street parking areas, loading and unloading facilities and associated access for development within the City, as per provisions in the Parking Code

#### - Probable Solution

The Parking Code designates the number of spaces required for a Major Shopping Centre development as 3 spaces per 50m<sup>2</sup> of gross floor area unless otherwise agreed to by Council following submission and approval by Council of a suitable traffic report. Provision must also be made for on-site bus and taxi parking, bicycle parking facilities and service vehicle parking and loading/unloading to the requirements of Council.

### 3.1.15 Pedestrian and Cycle Network

#### -- Specific Outcomes

Pedestrian spaces should be finished with high quality landscaping and surface treatments. Built structures and/or vegetation should provide a level of shading and amenity that is suited to Ipswich's climate. The purpose of works along pedestrian routes and within pedestrian spaces is to create comfortable and attractive environments that encourage pedestrian movement.

Proposed developments should possess design features that improve accessibility for pedestrians and cyclists. Important features include appropriate network coverage, path location, path width, path design, and appropriate safety-enhancing features such as lighting and active uses along routes.

The River Parkland Sub-Precinct will include a number of movement corridors for pedestrians and cyclists as well as the tourist railway. These will be designed to facilitate both ease of movement between the Ipswich CBD and the different precincts as well as taking advantage of the recreational opportunities that a large, linear, riverfront piece of land provides.

Connection between activities in the Commercial Village Precinct and the River Heart Parklands Precinct should be facilitated by appropriate links between the upper escarpment and lower riverbanks. Such links are important to ensuring that the river corridor provides a diverse range of affordable, accessible and equitable open space, recreation, and leisure opportunities.

Issues requiring consideration include:

- Non-discriminatory access i.e. lifts where the vertical change of grade exceeds 3m, and appropriately graded access ramps of an appropriate length without an excessive amount of switchback cross grade linking.
- Provision of safe places.
- Attractive links.

High priority shall be given to creating shaded promenades and other pedestrian movement areas and public places appropriate for the climate of Ipswich.

Pedestrian and cycle links within the Riverlink/ CBD Connections Sub-Area are to link nodal points establishing a fine grain pedestrian and cycle network. The design of this network should present the user with an optimal number of route options between origin and destination points.

#### -- Probable Solutions

Pedestrian safety should be provided through the application of CPTED principles. Detailed design should give consideration to the following issues-

- uses within the Commercial Village Precinct should encourage greater after hours use, retail activity and other active land uses should directly front main pedestrian routes in order to reduce isolation and to increase casual observation;
- avoidance of pathways passing blank sections of wall;
- installation of security cameras;
- avoid the creation of concealed entrances to buildings and car parks;

- providing adequate lighting;
- landscaped treatments should avoid the creation of concealed spaces; and
- provide adequate directional signage, public telephones and other public amenities.

The pedestrian network within the Commercial Village Precinct should connect into pedestrian networks in the surrounding area, including the CBD, River Corridor and surrounding areas of North Ipswich.

Applications concerning the Commercial Village Sub-Precinct are to include plans (site layout and elevations) of the proposed works to be carried out on the existing CBD side of the River from the rail/pedestrian bridge to the point where connections can occur either within the Arts Precinct site or to other points in the CBD. The plans are to demonstrate how the linking of the two sides of the River will be achieved .

Proposals are to provide evidence that an agreement is in place to ensure that the pedestrian/rail link will be operational between the southern side of the Bremer River and the Commercial Village Precinct at the time of commencement of use of Precinct. This agreement is to be between the relevant parties to allow the pedestrian/rail link and the connection to the existing CBD. Such works would include the provision and operation of the stations and the rail line, the pedestrian/cycle link, the viewing platforms and other elements proposed on the rail bridge.

Provision shall be made to ensure that pedestrian access along the major pedestrian network segments (refer to Figures 2.4 and 3.1.3) remains free and unencumbered to the extent that would otherwise apply if the segment were a pedestrian footpath in the existing CBD.

Proposals shall include details of the viewing platform areas proposed along the Rail Bridge. The finishing and architectural treatment of works on the Railway Bridge is to extend the 'Main Street' configuration into the Commercial Village Precinct. Specific design strategies may include, but are not limited to:

- continuity of ground plain treatments;
- continuity of planting themes;
- continuity of railway themes;
- extension of the rail bridge design themes and geometric patterning into the streetscape design of the Precinct.

In essence, the design treatments associated with the rail bridge should establish a main street finger extending outwards from the proposal that reaches into the existing CBD. Continuity of style should be established, while at the same time respecting the essential character and heritage attributes of the Railway Bridge and its abutments.

Development proposals concerned with the Commercial Village Precinct are to address the following connectivity issues --

- Operation of the pedestrian/rail link.
- The establishment of the link and relationship of the proposal to the link is to be clearly stated in proposal documentation.
- Viewing platforms and other elements are to be provided on the Rail Bridge.
- The Rail Bridge/Pedestrian Bridge connection is to provide for future physical and functional linkages into the existing CBD.

Pedestrian and cycle networks should link meaningful origin and destination points both within and external to the Commercial Village Precinct to become integrated with the existing CBD. Links will need to be established to the Ipswich Mall, Top of Town, CBD Arts Precinct, Ipswich Railway Station and the Ipswich City Square, through utilising the David Trumpy Bridge and a pedestrian/bicycle connection constructed on the North Ipswich Railway Bridge, the adjoining open space to the west and south; and the land on the opposite side of Pine Street, adjoining The Terrace to the east.

In order to establish a high level of integration between the existing CBD and the Commercial Village Precinct the following design guidelines should be used:

- Consistency of landscapes treatments along pathways linking the proposal to the CBD and other nodes. Such paths should penetrate into the fabric of the development, CBD, and other nodes to ensure a high level of integration.
- Paths should be attractive, comfortable and pleasant to use, thus encouraging high volumes of pedestrian flows.
- The paths should be designed in a way that is accessible; especially for less mobile members of the community i.e. elderly, children and people that require movement assistance (eg. walking frames and wheel chairs).

Links should be established to overcome grade separations between paths and at nodal points where pathways intersect. Particular emphasis should be placed on connecting the Bremer River Corridor paths that run east/west with the links between the proposed development and the CBD running north/south. Shade and rain protection for 100% of the length of the upper river bank promenade along the Commercial Village Precinct interface with the River Heart Parkland Precinct west of the Railway Bridge shall be achieved using combinations of solid and natural shade.

Proposals for the Commercial Village Precinct are to include provision for cyclists. Plans should indicate:

- access arrangement for cyclists utilising the development (including provision for on-road bicycle lanes leading to the development) and
- provision for on-site bicycle parking; and
- on-road bicycle lanes or bicycle friendly zones on the street network leading to the development;

#### Rail Bridge Link

Intent: The Railway Bridge will become a critical artery for pedestrian movement between the existing CBD, the Arts Precinct, and the Commercial Village Precinct, provide alternative access routes for pedestrians and cyclists travelling between North Ipswich and the CBD and other uses beyond and will provide other opportunities for viewing the Bremer River, scenic corridor. The existing Bremer River Railway Bridge will be upgraded to provide a high quality link and to provide a protected shared pedestrian / bicycle spine linking the proposed development site with the "Bremer Outlook" pedestrian plaza.

**Minimum requirements:**

- 5m wide pedestrian lit bridge built on existing pylons.
- Minimum of 2 nodes along the length of the bridge to provide shaded over-viewing opportunities to the river.
- Shade and rain protection for 100% of the length of the bridge span.
- Open handrails and framing to maximise views to the river.
- Design grade approximately RL 21.5 (+/- 0.3) to match with existing rail line level.

**"The Bremer Outlook"**

Intent: to provide a major, activated pedestrian node linking the rail bridge link to the top of town link at grade and providing vertical circulation links to council riverfront parklands (both east and west of the existing Railway Bridge), and to the east on Bremer Street.

**Minimum requirements:**

- External Urban Lift and pedestrian stair connecting RL 21.5 (Plaza) to RL 14.5 (Riverfront Parklands) on the west
- External Urban lift with minimum 50% of vertical faces transparent, illuminated at night, air-conditioned for safety and CPTED reasons.
- A second pedestrian stair linking the Plaza level RL 21.5 to Bremer Street level approx 16.0 (+/- 0.5m) and connecting to a proposed Bremer Street footpath.
- Structured Plaza spanning Bremer Street and providing linkage across Bremer street with a minimum clearance of 5m.
- Automated pedestrian gates at plaza level, synchronised with train arrival / departures north and south along the existing railway line. Including necessary signage, warning signs, fencing, and the like.

**Arts Precinct**

Intent: to provide a clear, visual and equally accessible link between Top of Town Plaza (defined as the intersection of Ellenborough Street Bridge and the extension of Bottle Alley) and the Bremer Street Outlook, whilst maintaining open visual access to the Commercial Village Precinct.

**Minimum requirements:**

- Unimpeded, direct visual link between Brisbane Street and the Bremer Street Outlook.
- Equitable access between the Top of Town Plaza and the Hotel Development site with active frontage on Ellenborough Street and the Top of Town Plaza.
- Joint Council/Wingate Development site for Cultural facilities connecting directly spanning the functional link, addressing Ellenborough Street and connecting to the Bremer Outlook at RL 21.5.
- Provision of an at grade rail station and plaza addressing Ellenborough Street.

**Railway line**

Intent: to reduce visual impact of the rail lines area and provide safe access and interpretive nodes complementing the historical rail museum experience.



**Minimum requirements:**

- Extensive buffer planting, minimum 10m wide to providing screening of adjacent car parking structures.
- Provision of integrated art at the station vicinity to screen the adjacent development's car park.
- Integration of the existing switching station and turntable into a public event/interpretive node.

Top of Town Plaza

Intent: to extend provide a pedestrian plaza linking the CBD to the Arts Precinct via Bottle Alley and Ellenborough Street.

**Minimum requirements:**

- A structured deck at Ellenborough street level (nominally RL 27.1) providing a minimum 30% shade and rain protection along its edge.
- Glass or similar viewing panels to provide balustrade and security to the rail line.
- Integration of hotel floor levels with plaza edge.

Northern Riverbank

Intent: to provide safe, unimpeded access along and activated day and night use to the upper riverbank edge (approximate RL 21.0) providing connection to the Railway Bridge, the David Trumpy Bridge and lower level riverbank pathways (nominally RL 5.0 – 10.0).

**Minimum requirements:**

- 5m wide pedestrian path with open views to the river and surveillance from adjacent retail.
- Minimum 10m deep tenancies to provide activated edges to the riverbank pedestrian link for at least 75% of the development site edge opposite the CBD at approximate RL of 21.0.
- Minimum of 2 enlarged nodal points along the pedestrian path aligning with the extension the mall centre line and Bell Street centre line, providing over viewing opportunities to the river and visual linkage back to the city grid.
- A maximum grade separation of 0.5m between activated retail edge and the pedestrian path along the upper riverbank shall be achieved.
- Conservation "in situ" of the bridge abutments on either side of the Bremer River and the actual bridge structures and pylons, and the Queensland First Railway Memorial.

David Trumpy Link

Intent: to link the northern river bank and development site to the CBD via an external urban lift and pedestrian link along the David Trumpy bridge.

**Minimum requirements:**

- 5m wide pedestrian path along the western edge of the existing David Trumpy Bridge using the existing footpath, plus additional structural extensions required to achieve a 5m connection.
- Minimum 50% shade cover / rain protection to the pedestrian connection.
- The path shall originate from the south eastern corner of the proposed development site at RL 21.0 and provide an equal access vertical connection to adjacent bridge level

(approx 25.0) via an external urban lift operational to match day and night trading hours. Flamps connecting greater than 3 vertical metres in height are unacceptable.

- The pedestrian path shall extend to the southern abutment of the David Trumpy Bridge and connect to the existing footpath at an approximate RL of 25.0.

### **3.1.16 Consistent and inconsistent uses, use classes and other development**

All activities and uses proposed on both sides of the River need to demonstrate workability and an operational relationship. This link is to be clearly stated in the proposals for the Commercial Village Precinct. Consideration of the subject application is dependent upon these functional and physical linkages, operations and relationships being achievable through demonstrated design solutions.

3.1.17 Table 3.1.7 Assessment Categories for the Riverlink/ CBD Connections Sub-Area – Commercial Village Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Auction Depot Broadcasting Station Carpark Car Wash Caretakers Residence Catering Shop Child Care Centre Club Commercial Premises Community Building Display Home Display Housing Village Earth Works Educational Establishment Environmental Facility Fast Food Premises Garden Centre General Store Home Occupation Hotel Indoor Entertainment Indoor Recreation Late Night Store Licensed Club Medical Centre Motel Place of Worship Produce/ Craft Market Public Building Research and Associated Technology Activities Retail Warehouse Shop Transit Centre Veterinary Clinic  Any Other Use which complies with the permitted uses and maximum GFA outlined in Table 3.1.11 of the Riverlink Preliminary Approval Plan, and subject to compliance with provision of the preliminary approval plan	Bulk Store Emergency Services Depot Helipad Home Industry Hospital Landscape Supply Outlet Light Industry Major Shopping Centre Mini Storage Complex Night Club Night Court Outdoor Entertainment Outdoor Recreation Plant Sales and Hire Yard Produce Store Public Utility Reception and Function Residence Repair Station Retirement Community Service Station Special Use Sports Complex Tourist Facility Veterinary Hospital Vehicle Sales Premises Warehouse Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Detached House Dual Occupancy Dwelling Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Freight Depot Funeral Premises General Industry Heavy Vehicle Parking Heliport Horse Training Establishment Host Farm Institutional Residence Landscape Supply Depot Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Storage Yard Truck Depot Turf Farm

3.1.18 Table 3.1.8 Assessment Categories for the Riverlink/ CBD Connections Sub-Area –Arts Precinct .

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Environmental Facility Home Occupation Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Broadcasting Station Building Caretakers Residence Carpark Catering Shop Child Care Centre Club Commercial Premises Community Building Display Home Display Housing Village Earth Works Educational Establishment Family Day Care Fast Food Premises General Store Hotel Indoor Entertainment Indoor Recreation Late Night Store Licensed Club Local Shopping Centre Major Shopping Centre Medical Centre Motel Neighborhood Shopping Centre Outdoor Entertainment Outdoor Recreation Place of Worship Produce/ Craft Market Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Retail Warehouse Shop Temporary Sales Office Tourist Facility Transit Centre Veterinary Clinic	Auction Depot Bulk Store Car Wash Detached House Dual Occupancy Dwelling Farm Supply Outlet Garden Centre Heavy Vehicle Parking Helipad Home Industry Hospital Light Industry Mini Storage Complex Night Club Night Court Produce Store Repair Station Retirement Community Service Station Special Use Sports Complex Vehicle Sales Premises Veterinary Hospital Warehouse Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive Industry - Minor Forestry Freight Depot Fuel Depot Funeral Premises General Industry Heliport Horse Training Establishment Host Farm Institutional Residence Landscape Supply Depot Landscape Supply Outlet Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Plant Sales and Hire Yard Recycling Premises Riding School Roadside Sta Rural Industry Special Industry Stable Stock Sales Yard Storage Yard Truck Depot Turf Farm

3.1.19 Table 3.1.9 Assessment Categories for the Riverlink/ CBD Connections Sub-Area – River Heart Parklands Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Major Shopping Centre Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

## **3.2 Mixed Use Urban Village Sub- Area**

The Mixed Use Urban Village Sub-Area consists of two Precincts; the Mixed Use Urban Village Precinct and the Mixed Use Urban Village Parkland Precinct – refer to Figure 3.2.

### **3.2.1 Mixed Use Urban Village Precinct**

The Sub-Precinct will provide an attractive and functional link between Riverlink/CBD Connections Sub-Area to the south, and the Museum and Education and Business Park Sub-Areas to the north.

It is preferred that the precinct accommodates a range of park and business or accommodation uses.

Business uses may include a range of:

- research and technology based activities,
- warehousing to support other uses in the Sub-Area;
- light manufacturing;
- a business/technology/innovation centre catering for specialist research, multi-media and information technology and telecommunications businesses;
- art and craft markets, community arts centre, cottage industries, studio apartments and other home-based businesses; and
- some public buildings.

Office uses located in this Sub-Area should have a direct link with the uses set out above and should not comprise government departments, financial institutions or professional offices, which are more appropriately located within the Ipswich CBD. The Sub-Area is not to be developed as a rival office or retail location to the CBD.

The precinct also may accommodate:

- a major convention/recreation/entertainment/sport and leisure complex, with indoor and outdoor facilities (perhaps including a sporting hall of fame, a sports academy and an aquatic centre);
- an arts complex (perhaps including a film studio, a film and multi-media training centre, and a community arts centre).

### **3.2.2 Mixed Use Urban Village Parkland Precinct**

The Mixed Use Urban Village Parkland Precinct is intended to be developed as a regional recreational resource that will integrate the Mixed Use Urban Village Precinct with the other Riverlink Sub-Areas. Pedestrian and cycle links shall permeate throughout the precinct linking into the Mixed Use Urban Village Precinct, other Riverheart Parkland Precincts and to the existing CBD.

### **3.2.3 Specific outcomes**

The layout of the Sub-Area and architecture of the buildings will be consistent with an inner city medium density apartment setting, focussed onto both the river and an urban square which is aligned on an axis from the railway station.

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development –

- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly,
- View corridors
- Landmarks and gateways (existing and potential)
- The design of public open spaces

- High levels of pedestrian connectivity
- Arrangements of land uses and activities which complement and support the riverbank
- Streetscape treatments, footpaths and cycle-ways
- Shade (solid and natural)
- An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
- Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.

#### 3.2.4 Probable Solutions

Buildings are to be designed and located to so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value; and
- conserve view corridors throughout the Area.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The layout of the original roundhouse is interpreted in the redevelopment of the site, potentially by way of special landscaping or car parking surface treatment.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill

Achieving a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks.

Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.

Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community,

Whilst no building plot ratio is specified the net density of the residential components should be at least 50 dwelling unit per hectare, distributed across a wide range of dwelling types with ancillary retail, commercial and community facilities.



3.2.5 Table 3.2.5 Assessment Categories for the Mixed Use Urban Village Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Club Family Day Care Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Carotakers Residence Carpark Catering Shop Child Care Centre Commercial Premises Community Building Detached House Display Home Display Housing Village Dual Occupancy Dwelling Earth Works Educational Establishment Environmental Facility Garden Centre General Store Heavy Vehicle Parking Helipad Home Industry Home Occupation Indoor Entertainment Indoor Recreation Medical Centre Motel Outdoor Entertainment Outdoor Recreation Place of Worship Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Retirement Community Temporary Sales Office Transit Centre Warehouse	Auction Depot Broadcasting Station Bulk Store Car Wash Emergency Services Depot Farm Supply Outlet Fast Food Premises Freight Depot Funeral Premises General Industry Hospital Hotel Late Night Store Licensed Club Light Industry Local Shopping Centre Mini Storage Complex Neighbourhood Shopping Centre Night Club Plant Sales and Hire Yard Produce/Craft Market Produce Store Repair Station Retail Warehouse Service Station Shop Special Use Sports Complex Storage Yard Tourist Facility Truck Depot Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry - Minor Forestry Fuel Depot Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Major Shopping Centre Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Turf Farm

3.2.6 Table 3.2.6 Assessment Categories for the Mixed Use Urban Village Parkland Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Carakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Major Shopping Centre Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stables Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

### 3.3 Museum Sub- Area

The Museum Sub-Area consists of two precincts; the Museum Precinct and the Museum Parklands Precinct, see Figure 3.3.

#### 3.3.1 Museum Precinct

The Museum Sub-Area incorporates the historic Ipswich Rail Yards into a world class Railway Museum and railway interpretive centre. Pedestrian/ cycle paths and roadways facilitate a high level of integration with surrounding areas.

#### 3.3.2 Museum Parklands Precinct

The Museum Parklands Precinct consists of the open space situated between the Museum Precinct and the Bremer River. The Parklands are to have a direct relationship with the Museum Precinct as well as other Parklands Precincts along the northern bank of the Bremer river fronting the Riverlink area.

#### 3.3.3 Specific outcomes

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development -

- Ensures that the design and location of new structures in the Museum Precinct respects the height mass and style of the historic Railways buildings and infrastructure;
- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly -
  - View corridors
  - Landmarks and gateways (existing and potential)
  - The design of public open spaces
  - High levels of pedestrian connectivity
  - Arrangements of land uses and activities which complement and support the riverbank
  - Streetscape treatments, footpaths and cycle-ways
  - Shade (solid and natural)
  - An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
  - Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.
  - Reinforces the Railway Workshops Museum as a landmark site

#### 3.3.4 Probable Solutions

Where practicable the existing buildings should be adaptively reused as a basis for the establishment of the railway museum and interpretive centre. Where existing fabric must be removed due consideration should be given the reuse of such material in other locations in the site.

Development along the Interface between the Museum Precinct and the Museum Parklands Precinct should seek to open up the Bremer River corridor to more active and frequent community use.

Pedestrian and cycle links from other Riverlink Sub-Areas leading to the Museum Sub-Area should seek to establish a sense of continuity throughout the area.

Buildings, are to be designed and located to so as to -

- create vibrant and attractive pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;

- conserve view corridors throughout the Area.

Development should -

- achieve a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks;
- ensure that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring; and
- ensure that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill.

New buildings are setback from the street an equal or greater distance to the heritage buildings located in this Sub-Area.

Uses and works maintain the important view corridors along the traverser axis.

All places of cultural significance or streetscape value are conserved, with such places adaptively reused.

New uses are sympathetic and respectful to places of cultural heritage significance and maximise opportunities to create interesting courtyard spaces between buildings.

New buildings minimise the extent of blank walls, particularly in situations where such walls are visually prominent.

Infill development between heritage buildings is consistent with the height and roof form of heritage buildings.

Mature trees are conserved, particularly the large fig trees near the administration buildings in the railyards.

Uses and works in the vicinity of the western end of WM Hughes Street, adjoining the Bremer River, protect a possible future transport corridor link across the river.

Development within the Sub-Area is integrated with -

- (a) Woodend Park to the west; and
- (b) the adjoining open space to the west and south.

3.3.5 Table 3.3.5 Assessment Categories for the Museum Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Family Day Care Local Utility Park	Advertisement Art and Craft Establishment Caretakers Residence Carpark Catering Shop Child Care Centre Club Community Building Earth Works Educational Establishment Environmental Facility Hotel Indoor Entertainment Indoor Recreation Licensed Club Light Industry Medical Centre Motel Place of Worship Produce/ Craft Market Public Building Public Utility Public Utility Research and Associated Technology Activities Shop Tourist Facility	Accommodation Building Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Car Wash Commercial Premises Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Farm Supply Outlet Freight Depot Garden Centre General Industry General Store Heavy Vehicle Parking Helipad Home Industry Home Occupation Hospital Late Night Store Mini Storage Complex Night Club Outdoor Entertainment Outdoor Recreation Plant Sales and Hire Yard Produce Store Reception and Function Residence Repair Station Retail Warehouse Retirement Community Service Station Special Use Sports Complex Storage Yard Temporary Sales Office Transit Centre Truck Depot Veterinary Clinic Veterinary Hospital Wine Making Warehouse Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Equestrian and Coursing Sports Extractive Industry Extractive industry - Minor Farm Supply Outlet Forestry Fuel Depot Funeral Premises Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Local Shopping Centre Major Shopping Centre Motor Sports Complex Neighbourhood Shopping Centre Night Court Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Turf Farm Vehicle Sales Premises

3.3.6 Table 3.3.6 Assessment Categories for the Museum Parklands Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry - Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre Major Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making



### **3.4 Education and Business Sub-Area**

The Education and Business Sub-Area consists of two precincts; the Education and Business Precinct and the Education and Business Parklands Precinct, see Figure 3.4.

#### **3.4.1 Education and Business Precinct**

The area north of the railway museum can be utilised for education facilities with a strong relationship with the adjoining museum. This can include the joint use of some of the heritage buildings and development of education and training opportunities in the museum by a school. Access to such a school could utilise the railway from the Ipswich CBD and may include a future pedestrian link to the parklands on the western side of the Bremer River. The precinct may also be developed with a range of supporting business activities which relate to activities elsewhere in the site and the CBD.

#### **3.4.2 Education and Business Parklands Precinct**

The Education and Business Parklands Precinct consists of the open space situated between the Education and Business Precinct and the Bremer River. The Parklands is to have a direct relationship with the Education and Business Precinct as well as other Parklands Precincts along the northern bank of the Bremer river fronting the Riverlink area.

#### **3.4.3 Specific outcomes**

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development --

- Ensures that the design and location of new structures in the Education and Business Precinct respects the height mass and style of the historic Railways buildings and infrastructure in the neighbouring Museum Precinct.
- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly --
  - View corridors
  - Landmarks and gateways(existing and potential)
  - The design of public open spaces
  - High levels of pedestrian connectivity
  - Arrangements of land uses and activities which complement and support the riverbank
  - Streetscape treatments, footpaths and cycle-ways
  - Shade (solid and natural)
  - An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
  - Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.
  - Reinforces the relationship between the Business and Education Precinct with the Railway Workshops Museum consolidating its role as a landmark site.
  - Ensures that appropriate buffering of development to the Energex Sub-station takes account of the appropriate siting of elements which may be sensitive to the sub-station (such as vegetation, outdoor play/activity areas, and noise sensitive uses).

#### **3.4.4 Probable Solutions**

Development along the Interface between the Education and Business Precinct and the Education and Business Parklands Precinct should seek to open up the Bremer River corridor to more active and frequent community use.

Pedestrian and cycle links from other Riverlink Sub-Areas leading to the Education and Business Sub-Area should seek to establish a sense of continuity throughout the area.

There should be strong visual and functional links between the Business and Education Precinct and the Museum Precinct. Consideration should be given to the shared use of facilities between these sub areas so as to create a high level of integration between these two precincts.

Buildings, are to be designed and located so as to -

- create vibrant and attractive pedestrian, cycle, and vehicle linkages between the Education and Business sub-Precinct, Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;
- conserve view corridors throughout the Area.

Achieving a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks.

Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.

Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill.

New buildings are setback from the street an equal or greater distance to the heritage buildings located in this Sub-Area.

All places of cultural significance or streetscape value are conserved, with such places adaptively reused.

New uses are sympathetic and respectful to places of cultural heritage significance and maximise opportunities to create interesting courtyard spaces between buildings.

New buildings minimise the extent of blank walls, particularly in situations where such walls are visually prominent.

Infill development between heritage buildings is consistent with the height and roof form of heritage buildings.

Mature trees are conserved, particularly the large fig trees near the administration buildings in the railyards.

Uses and works in the vicinity of the western end of WM Hughes Street, adjoining the Bremer River, protect a possible future transport corridor link across the river.

Development within the Sub-Area is integrated with -

- (a) Woodend Park to the west; and
- (b) the adjoining open space to the west and south.

Adequate buffers are provided to the adjoining electricity substation site, particularly where the adjoining development involves residential or educational uses.

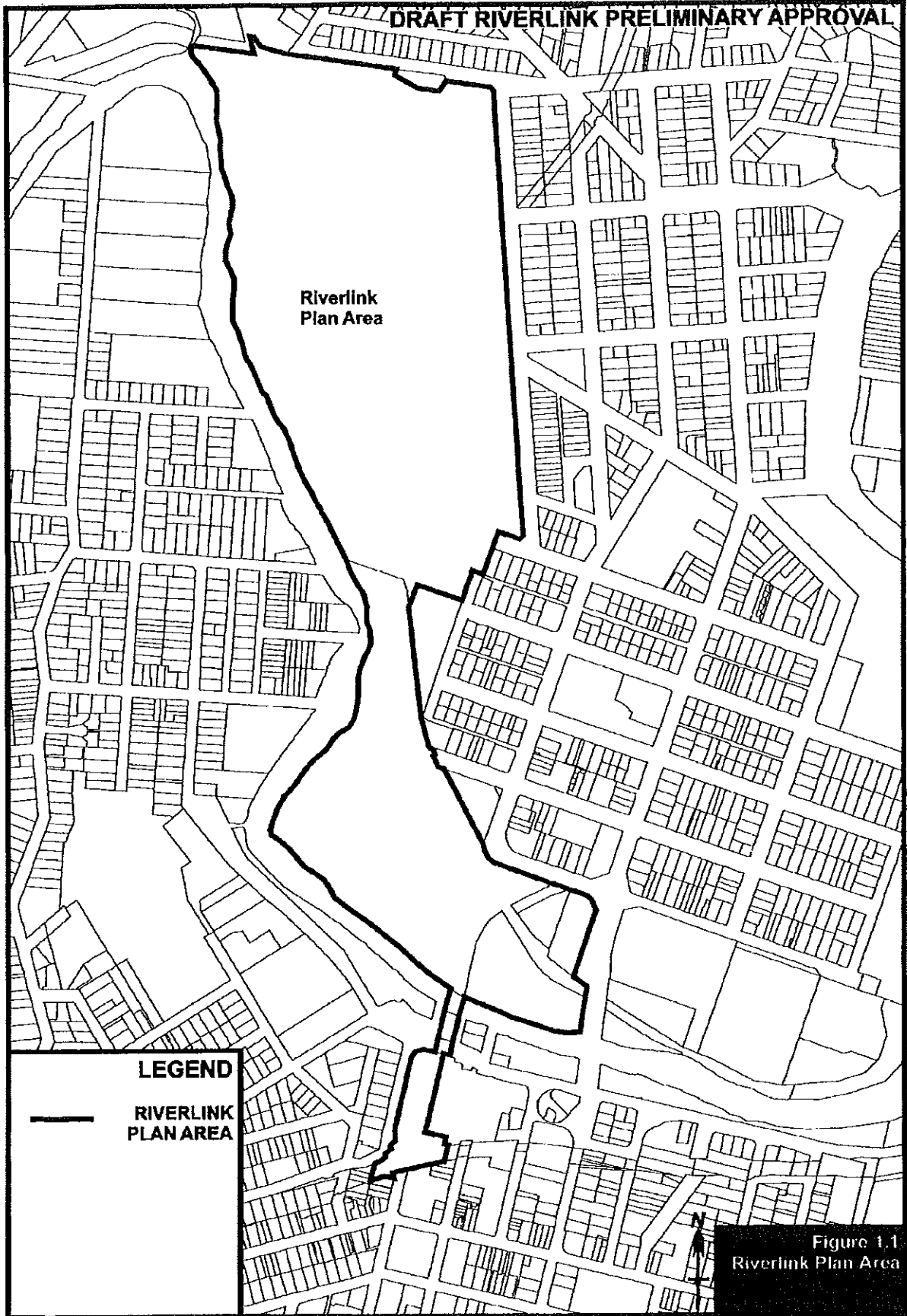
3.4.5 Table 3.4.5 Assessment Categories for the Education and Business Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Club Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Carpark Catering Shop Child Care Centre Community Building Detached House Display Home Display Housing Village Dual Occupancy Dwelling Earth Works Educational Establishment Environmental Facility Home Occupation Indoor Entertainment Indoor Recreation Motel Night Court Outdoor Entertainment Outdoor Recreation Place of Worship Product Craft Market Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Sports Complex Temporary Sales Office Transit Centre Warehouse	Accommodation Building Apartment Building Attached Housing Auction Depot Bulk Store Car Wash Commercial Premises Emergency Services Depot Environmental Impact Designated Development Fast Food Premises Freight Depot Garden Centre General Industry General Store Heavy Vehicle Parking Helipad Home Industry Hospital Hotel Late Night Store Light Industry Medical Centre Mini Storage Complex Night Club Retirement Community Shop Special Use Storage Yard Tourist Facility Truck Depot Veterinary Clinic Veterinary Hospital Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Fuel Depot Funeral Premises Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Local Shopping Centre Licensed Club Major Shopping Centre Motor Sports Complex Neighbourhood Shopping Centre Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Recycling Premises Repair Station Retail Warehouse Riding School Roadside Stall Rural Industry Service Station Special Industry Stable Stock Sales Yard Turf Farm Vehicle Sales Premises

3.4.6 Table 3.4.6 Assessment Categories for the Education and Business Parklands Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry - Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre Major Shopping Centre Medical Centre Mini Storage Complex Motel

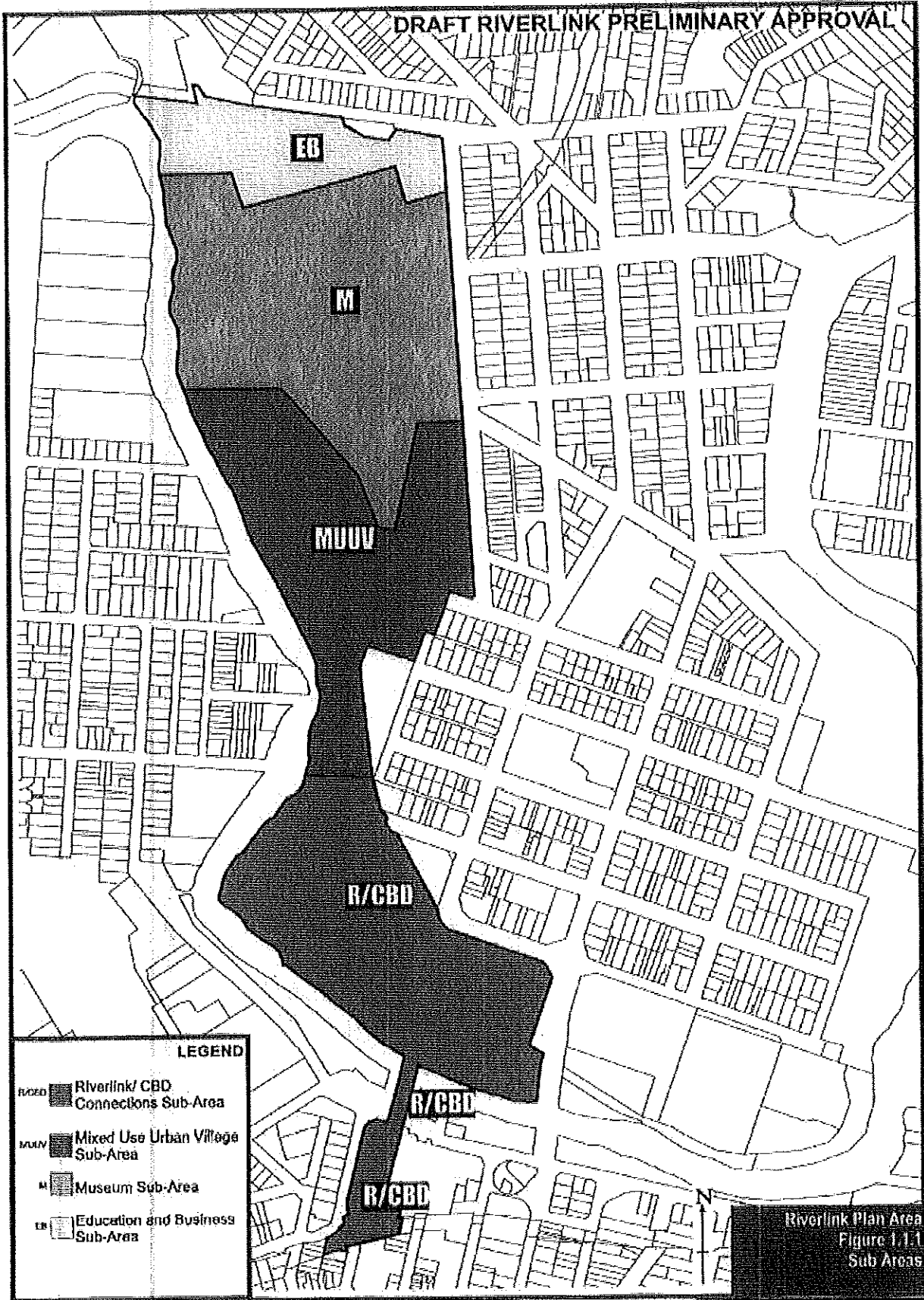
Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making







(I:\Planning\Current JOBS\703015-20 Connectors Conditions\Riverlink Preliminary Approval Plan\Figures\1.1\Riverlink Plan Area

**APPENDIX B**

DRAFT RIVERLINK PRELIMINARY APPROVAL



**LEGEND**

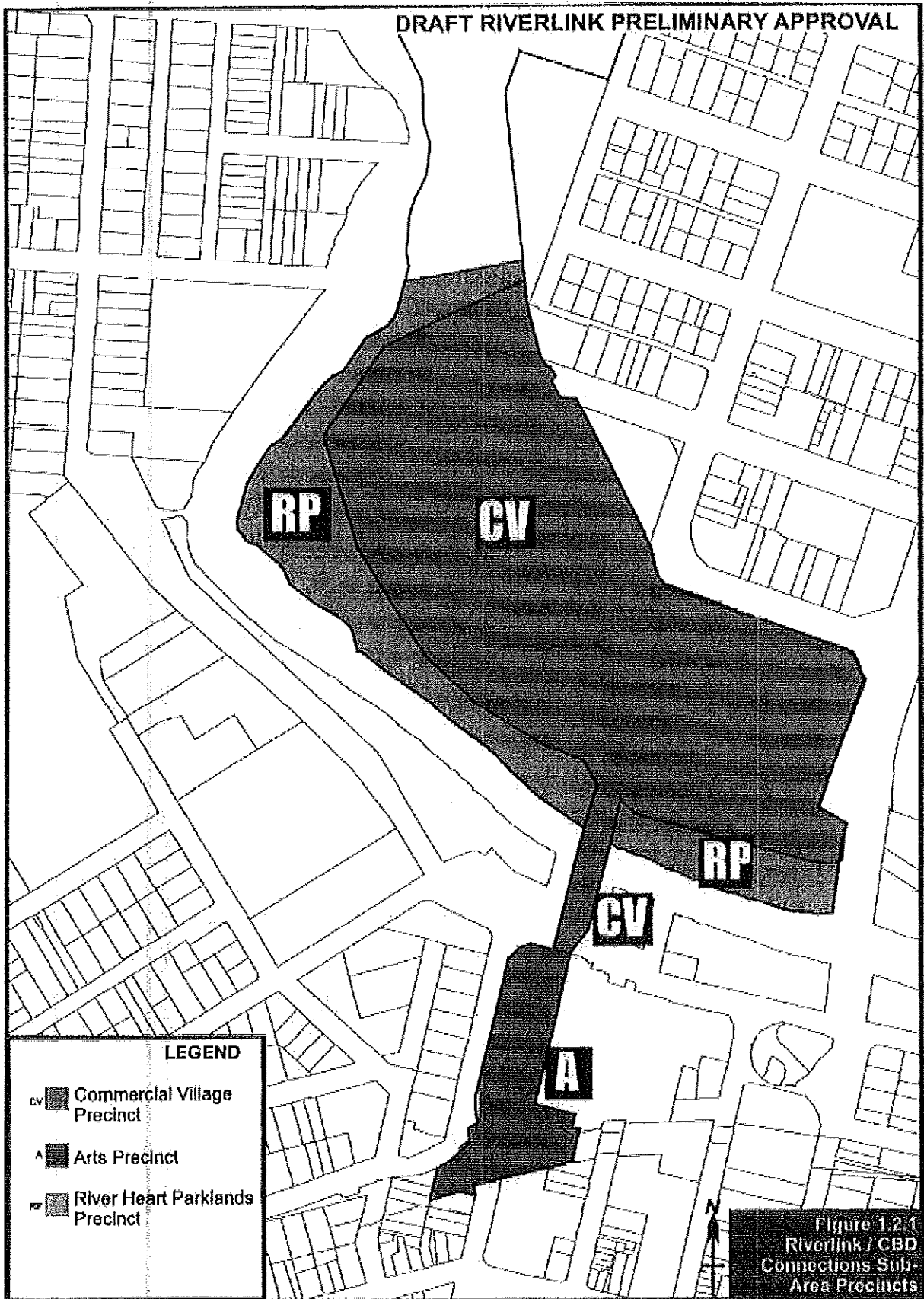
-  Riverlink/ CBD Connections Sub-Area
-  Mixed Use Urban Village Sub-Area
-  Museum Sub-Area
-  Education and Business Sub-Area

Riverlink Plan Area  
Figure 1.1.1  
Sub Areas

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APPENDIX C

DRAFT RIVERLINK PRELIMINARY APPROVAL



**LEGEND**

- CV Commercial Village Precinct
- A Arts Precinct
- RP River Heart Parklands Precinct

Figure 1.2.1  
Riverlink / CBD  
Connections Sub-  
Area Precincts

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APPENDIX D



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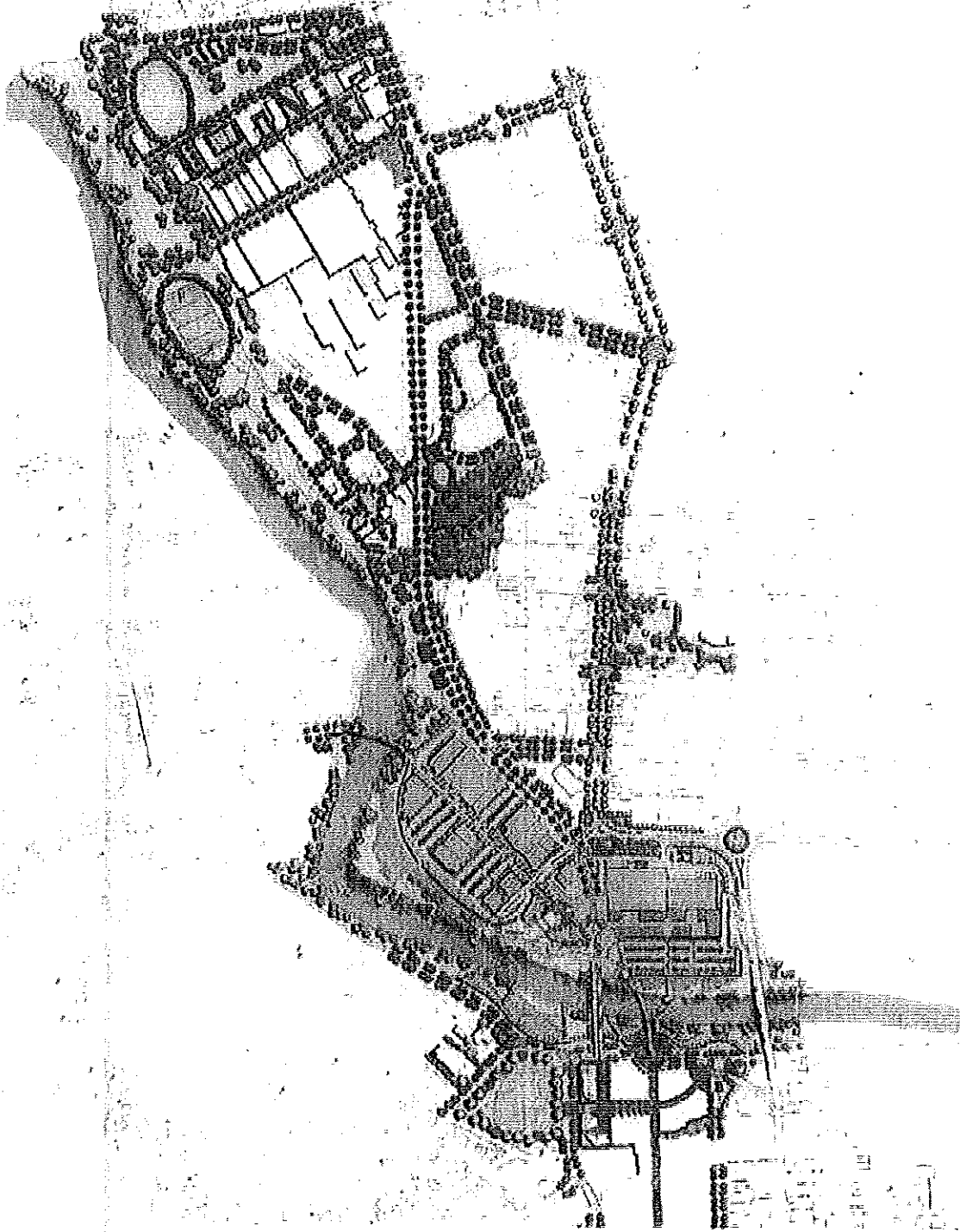


Figure 1.2.6  
Riverlink  
Illustrative Plan

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APPENDIX E

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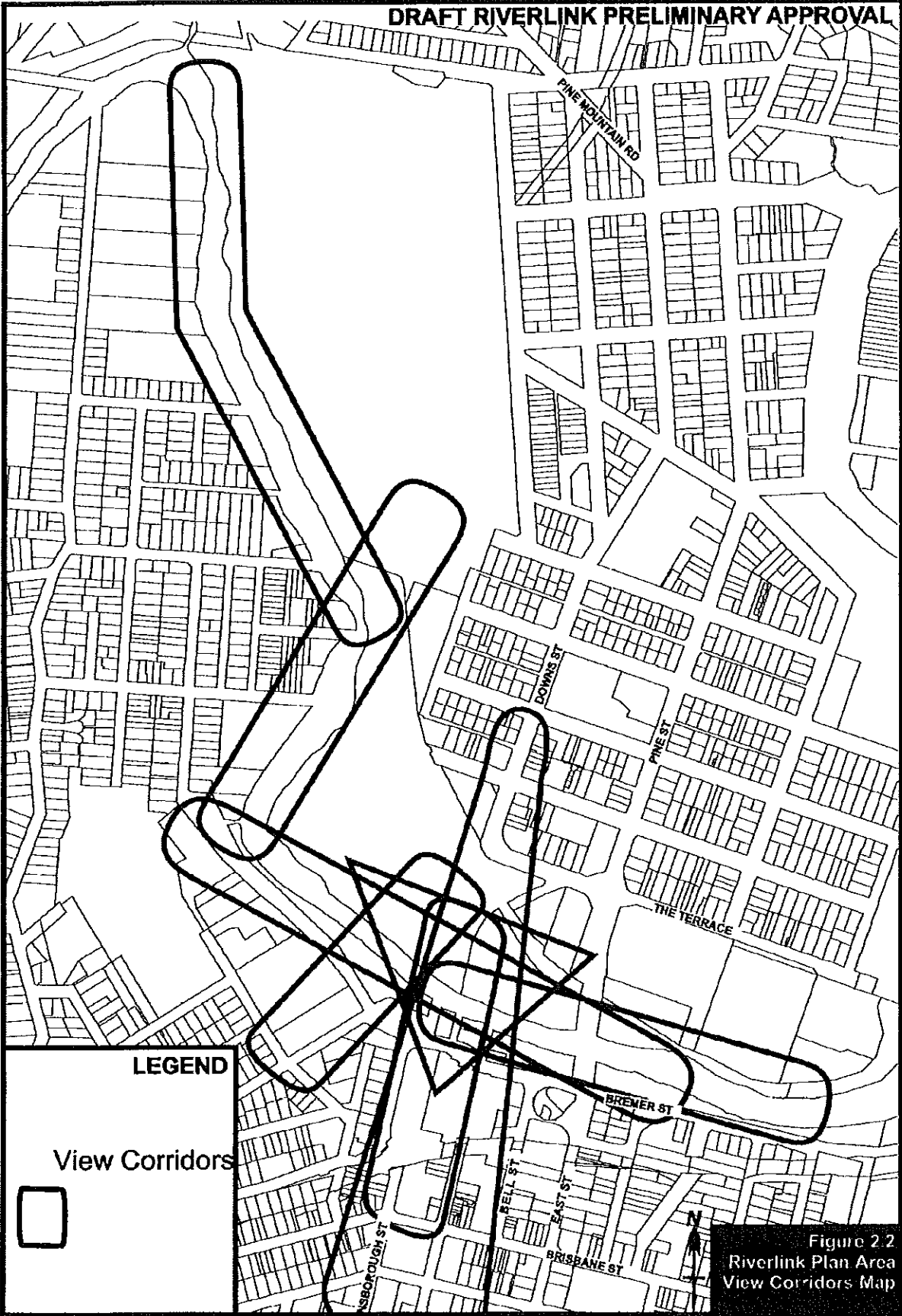
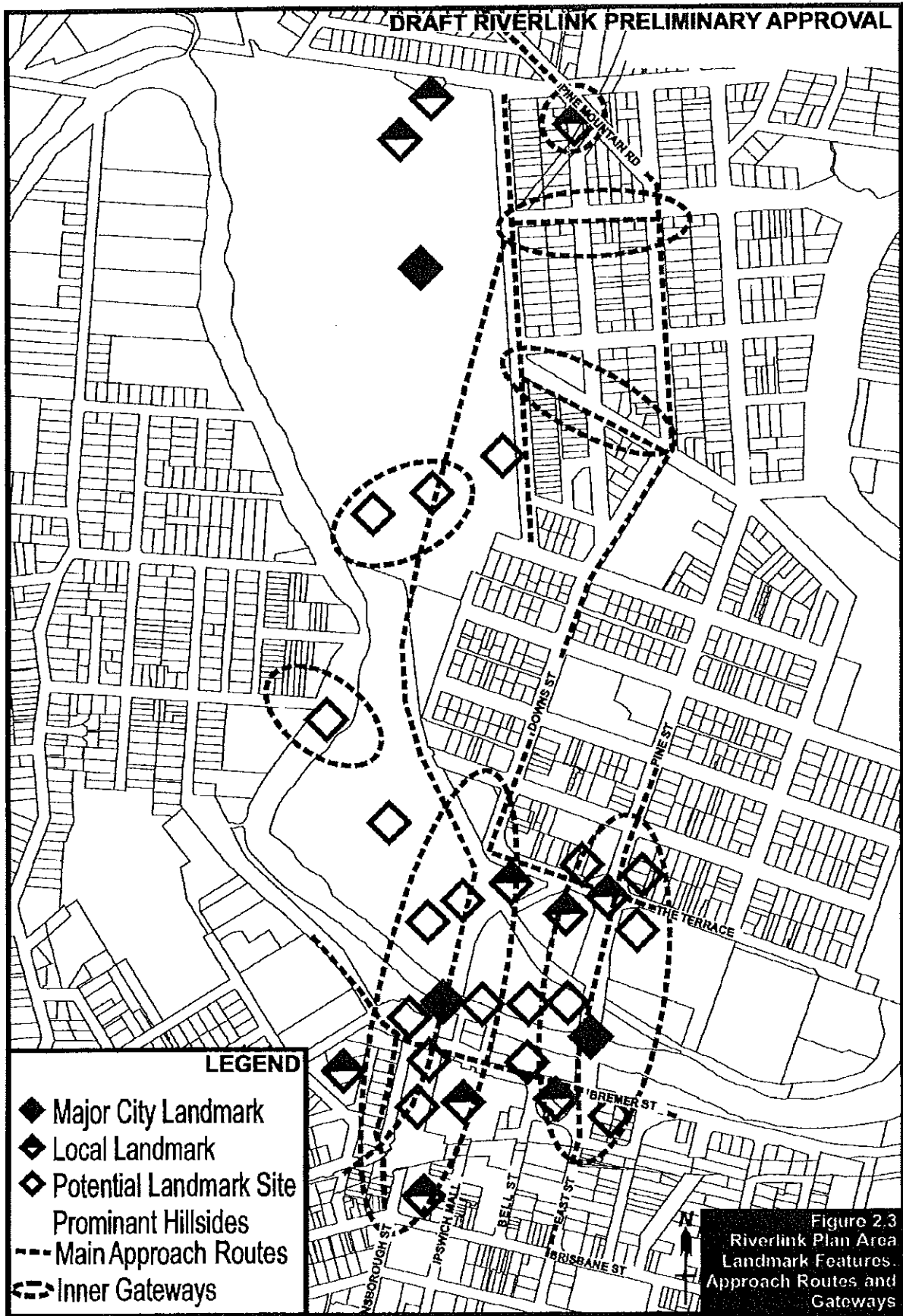


Figure 2.2  
Riverlink Plan Area  
View Corridors Map

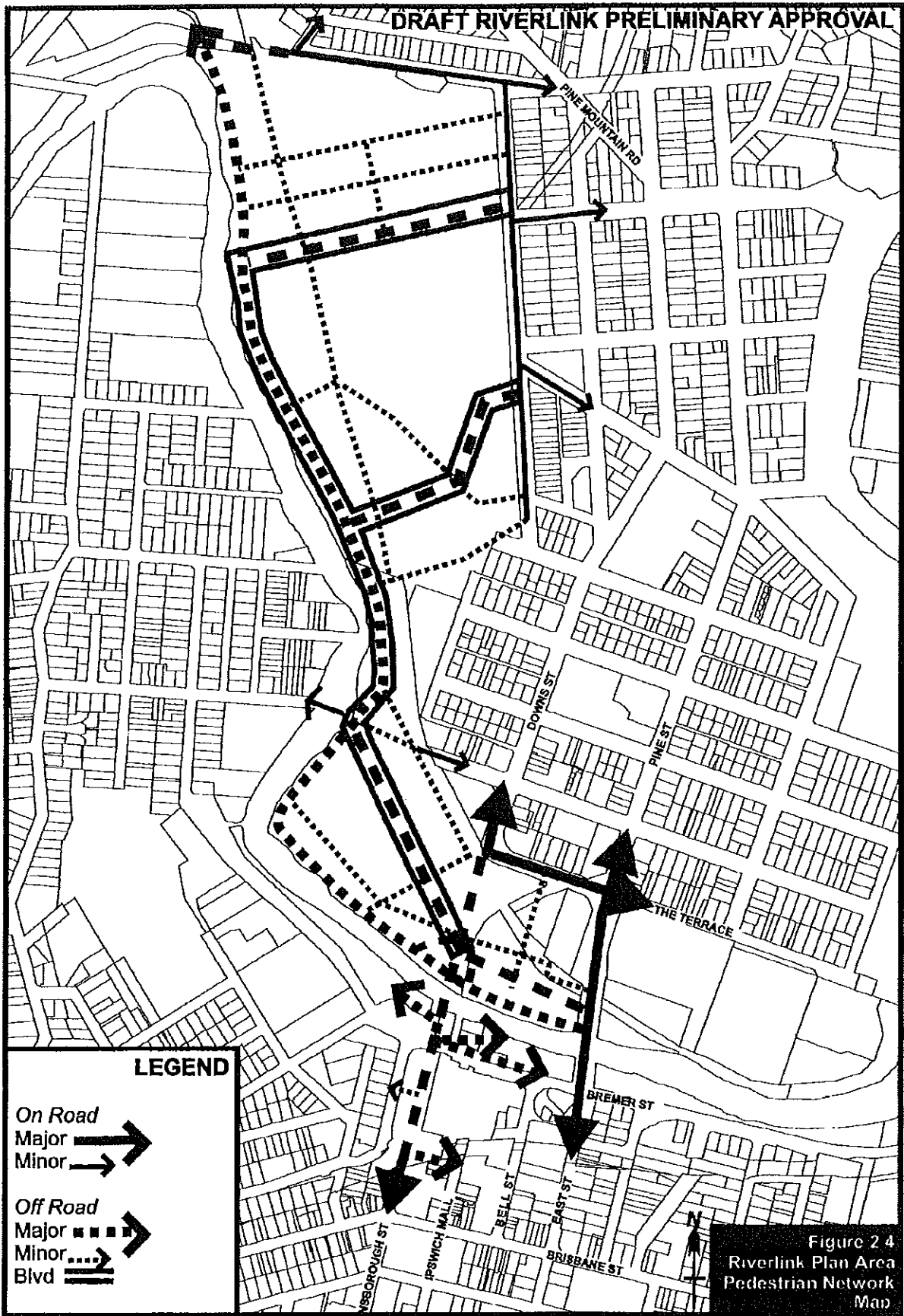
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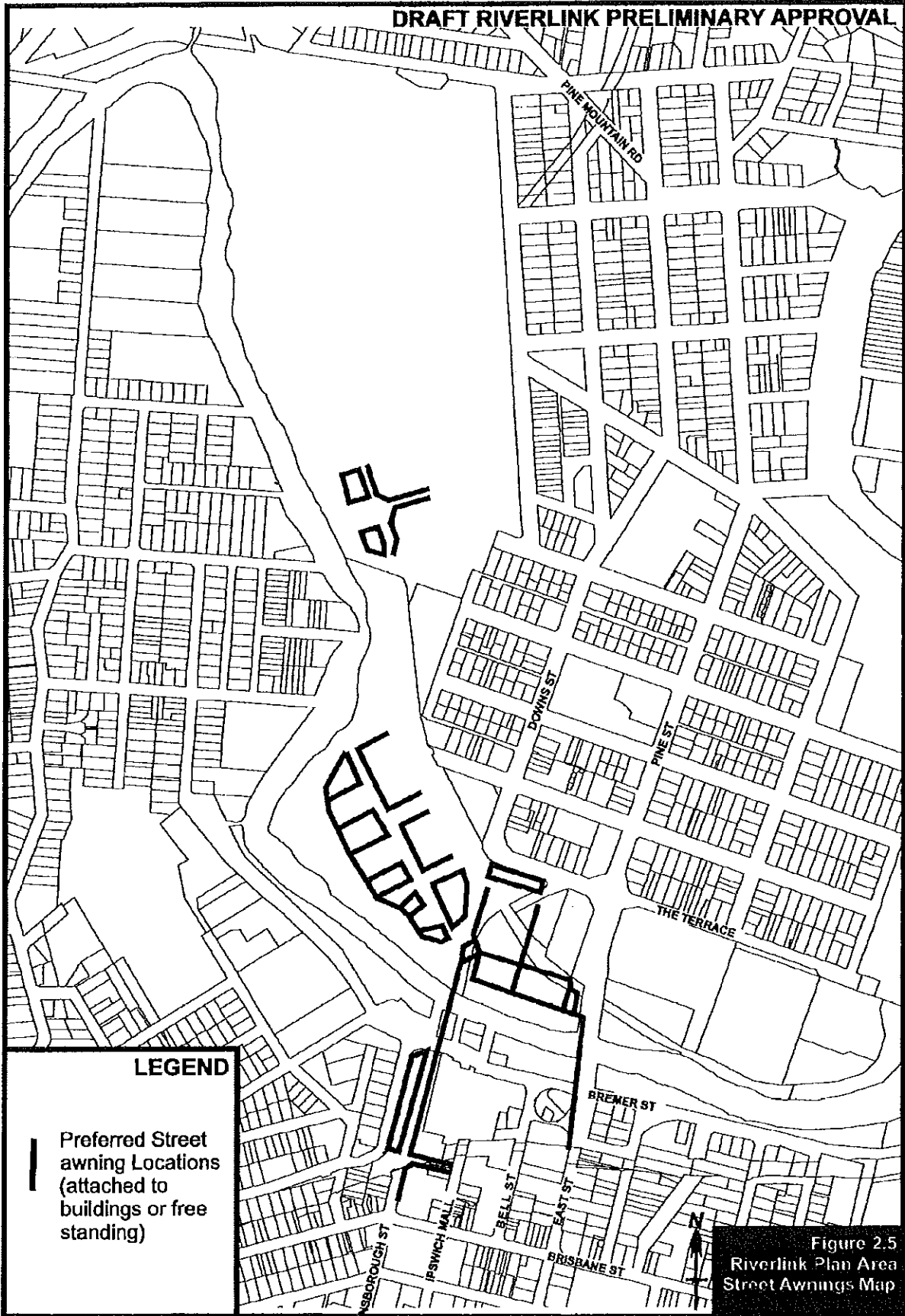
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LEGEND

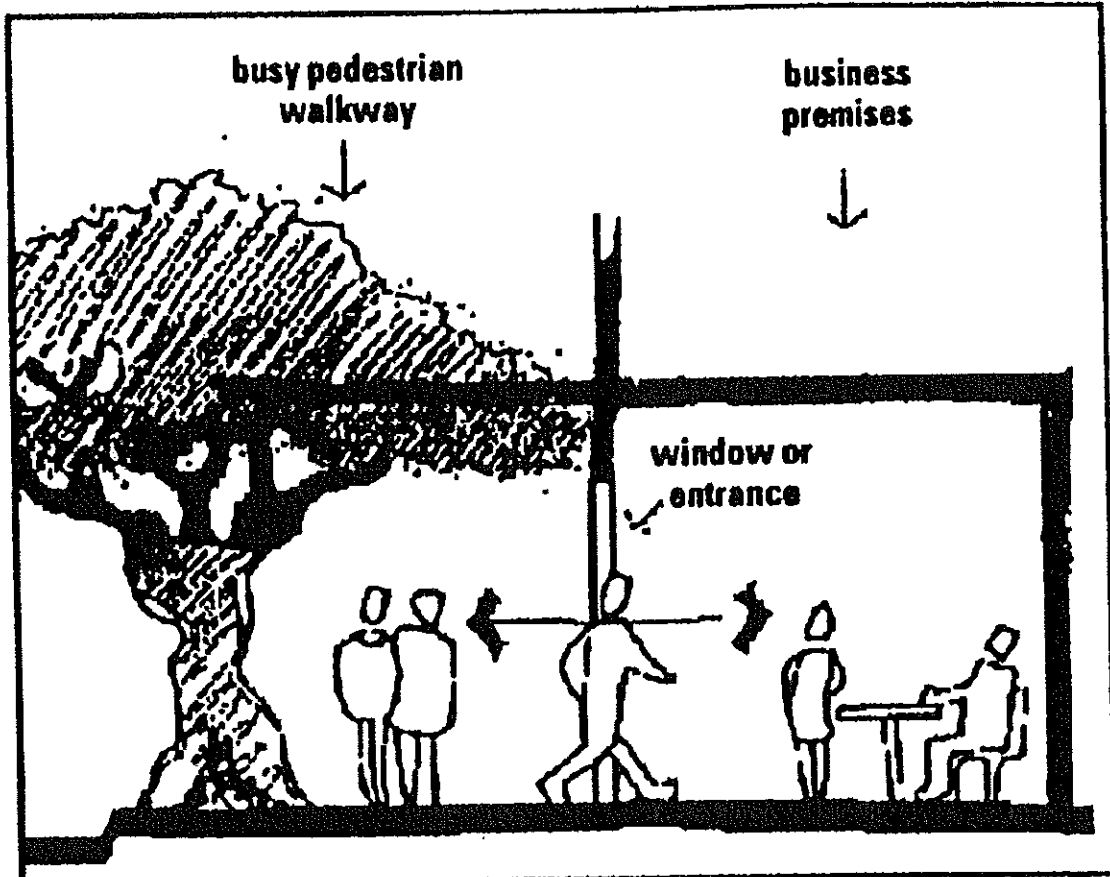
— Preferred Street awning Locations (attached to buildings or free standing)

Figure 2.5 Riverlink Plan Area Street Awnings Map

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APPENDIX I

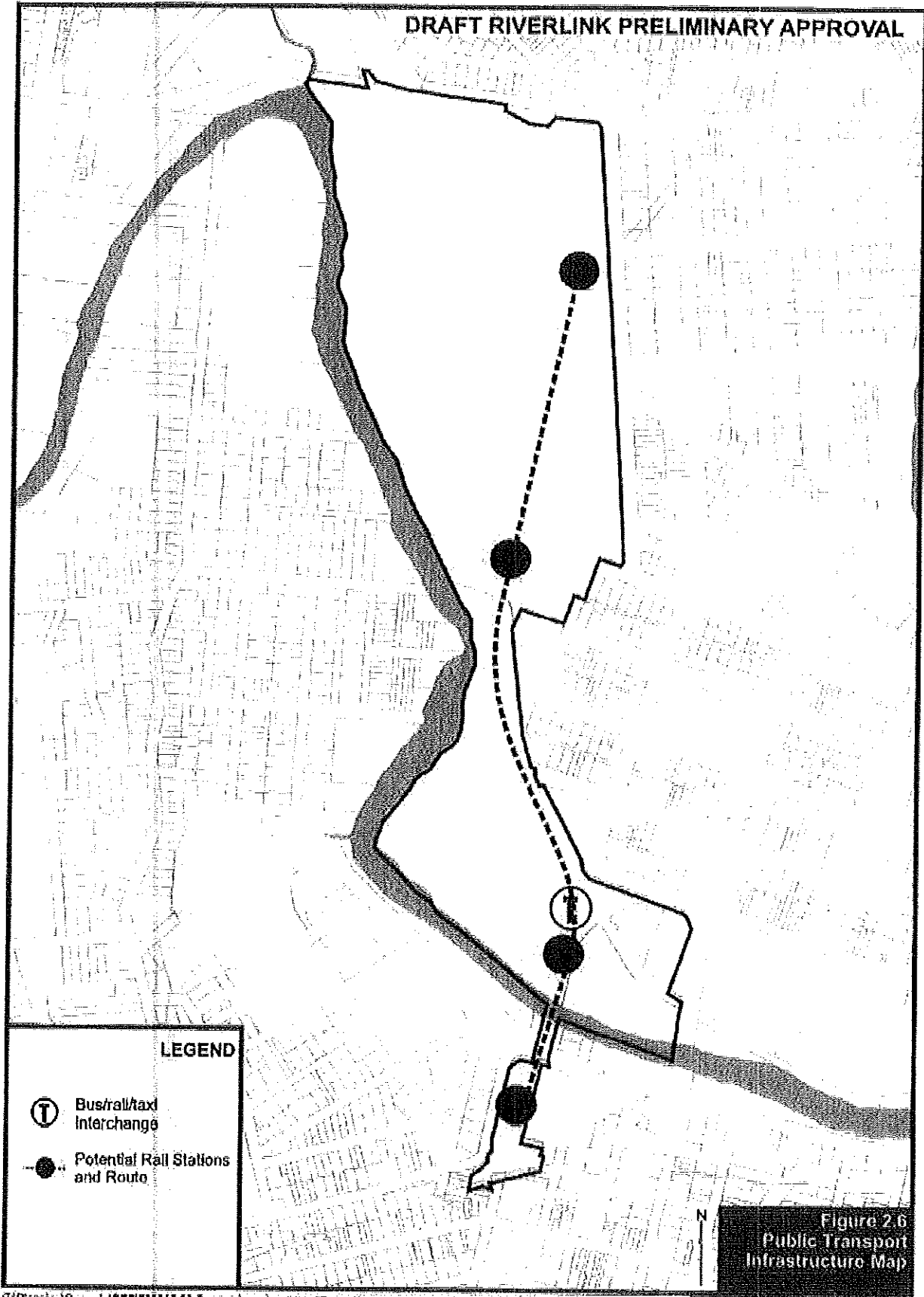
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Not to scale

Figure 2.5.1  
Direct Visual and  
Functional Access

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APPENDIX K

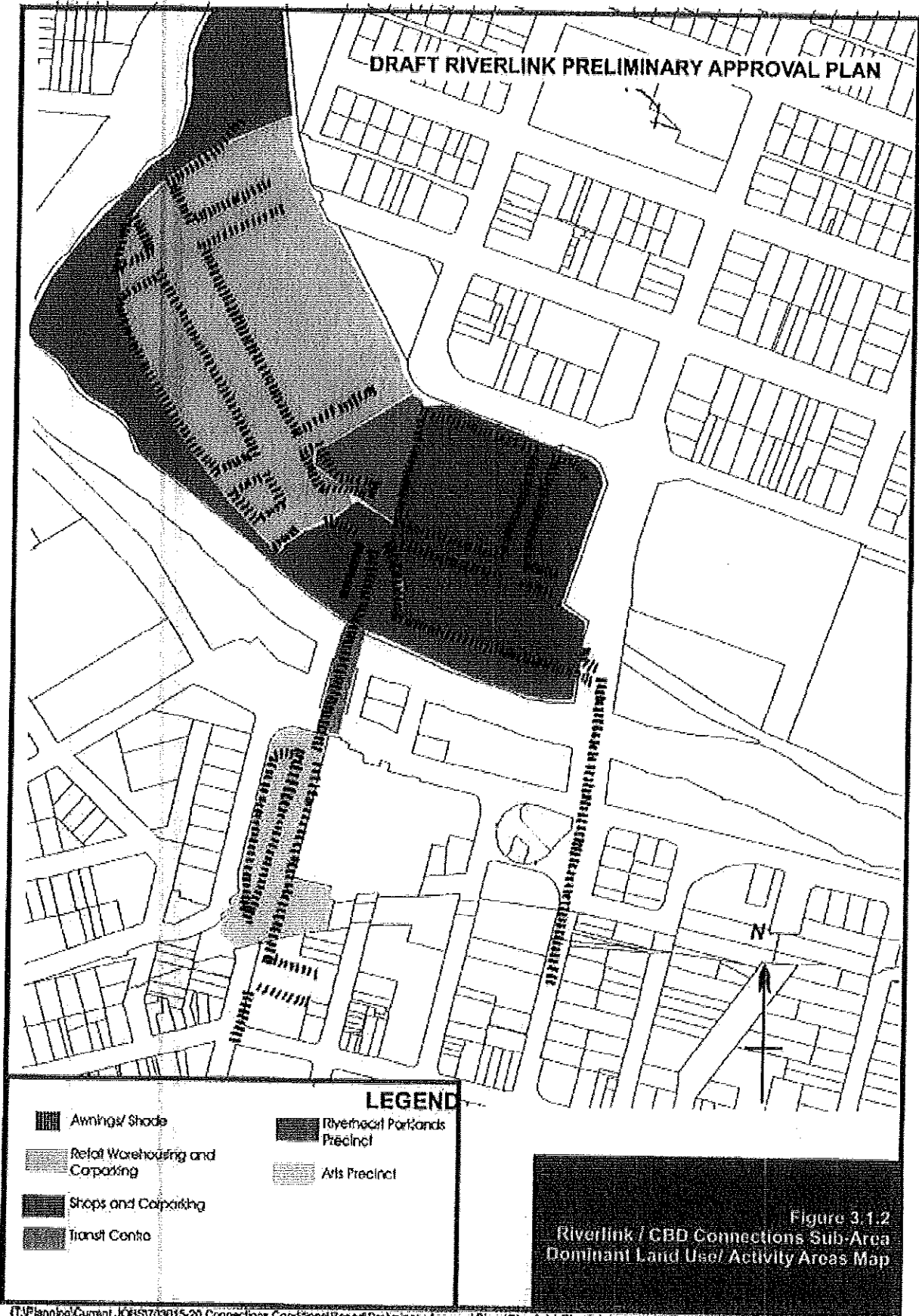
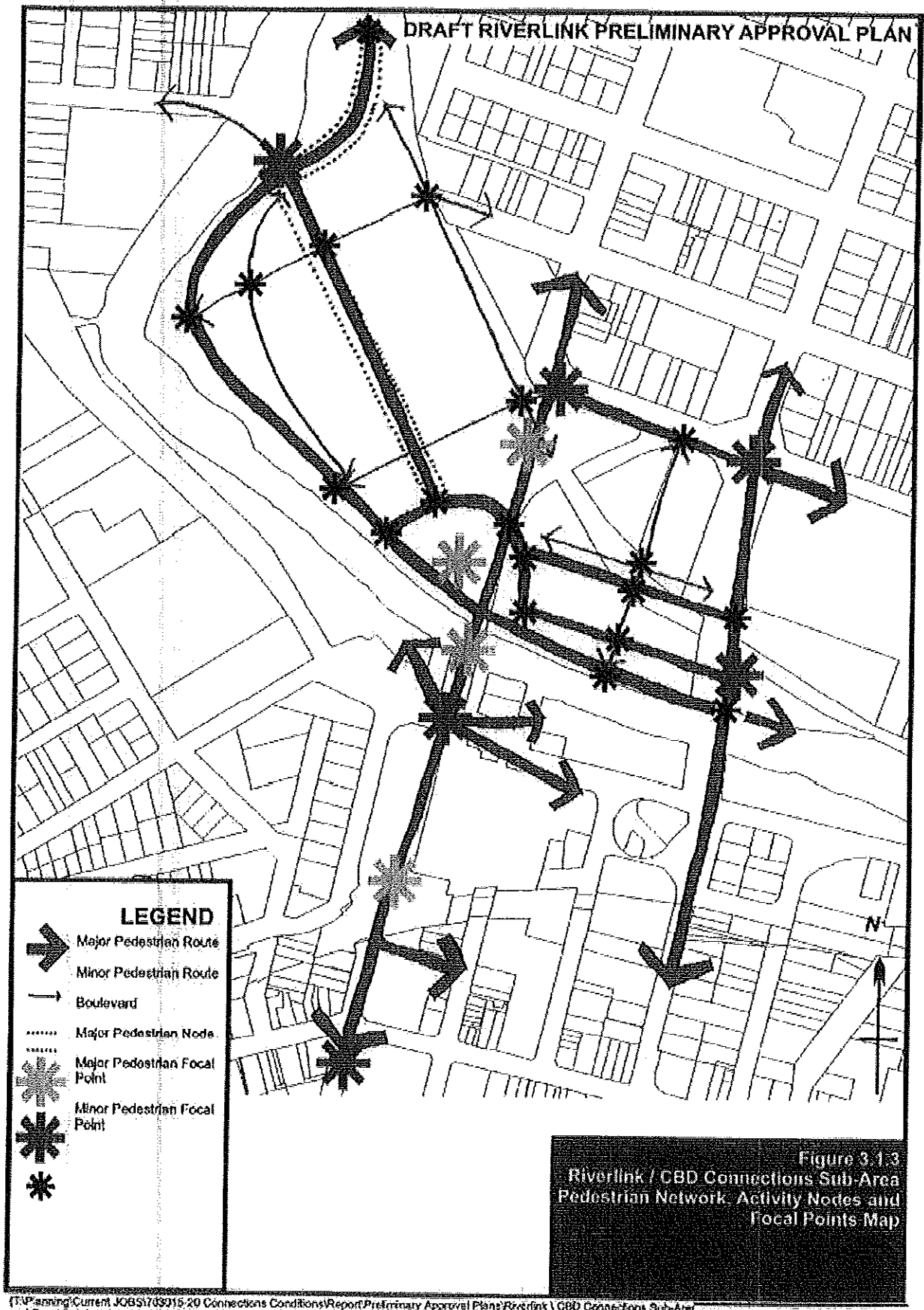


Figure 3.1.2  
Riverlink / CBD Connections Sub-Area  
Dominant Land Use/ Activity Areas Map

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Dominant Land Use/Activity Areas Map 3.1.2\_25\_11\_03.odr

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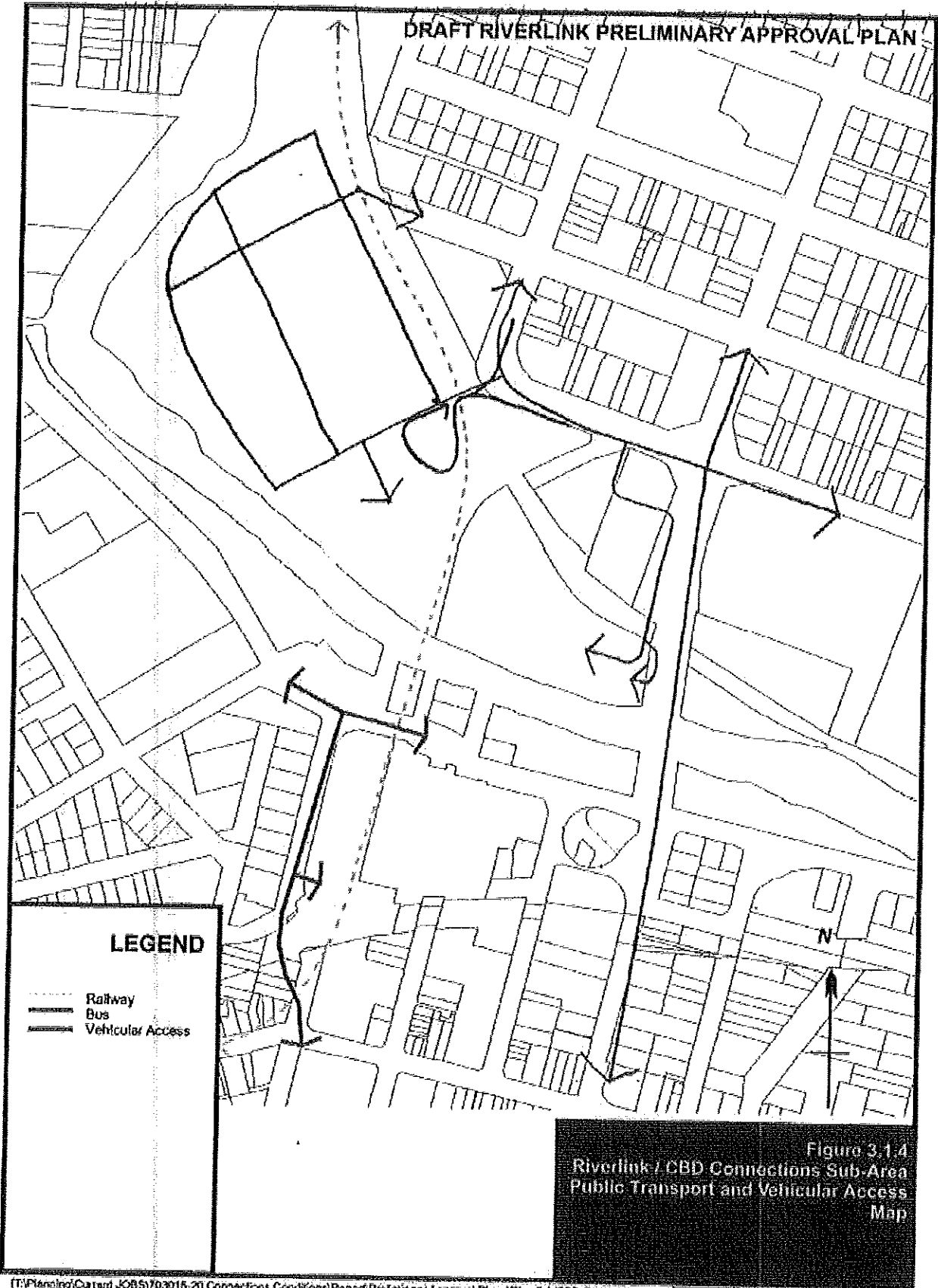




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**APPENDIX M**

DRAFT RIVERLINK PRELIMINARY APPROVAL PLAN



**LEGEND**


-  Railway
-  Bus
-  Vehicular Access

Figure 3.1.4  
Riverlink / CBD Connections Sub-Area  
Public Transport and Vehicular Access  
Map

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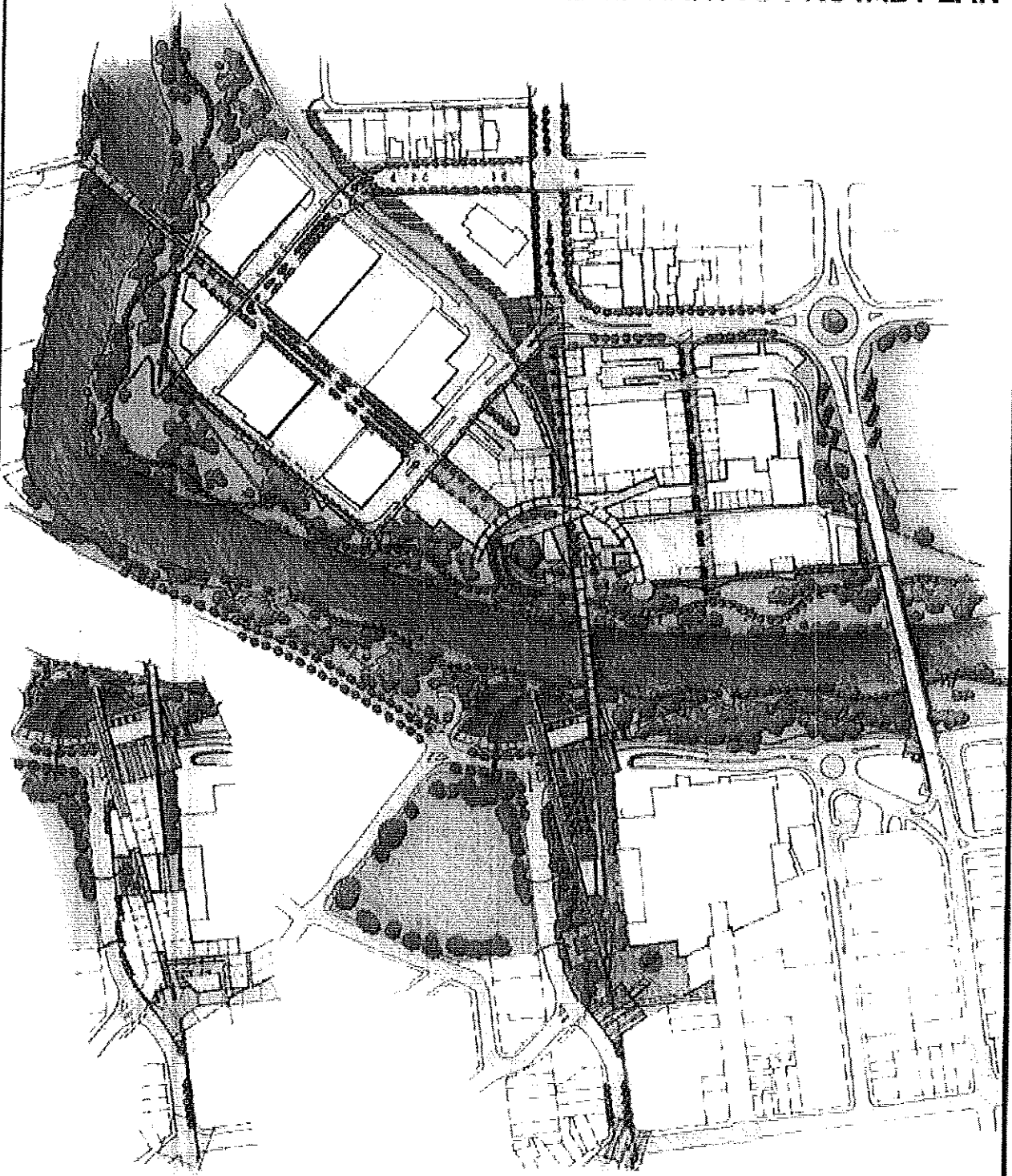
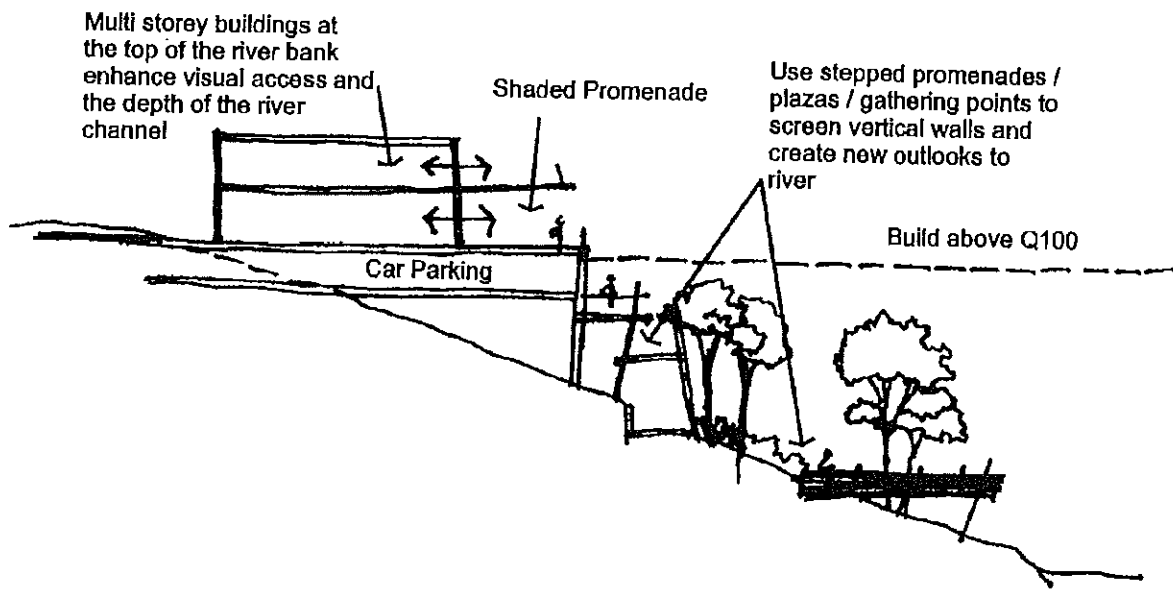
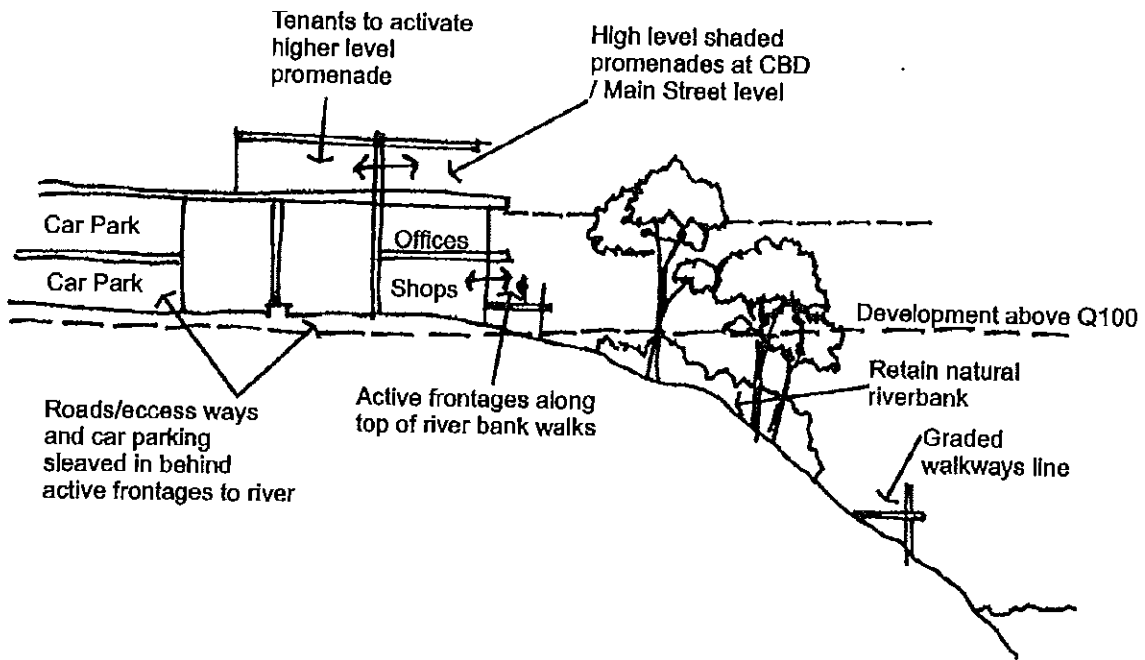


Figure 3.1.5  
Riverlink / CBD Connections  
Sub-Area  
Illustrative Plan

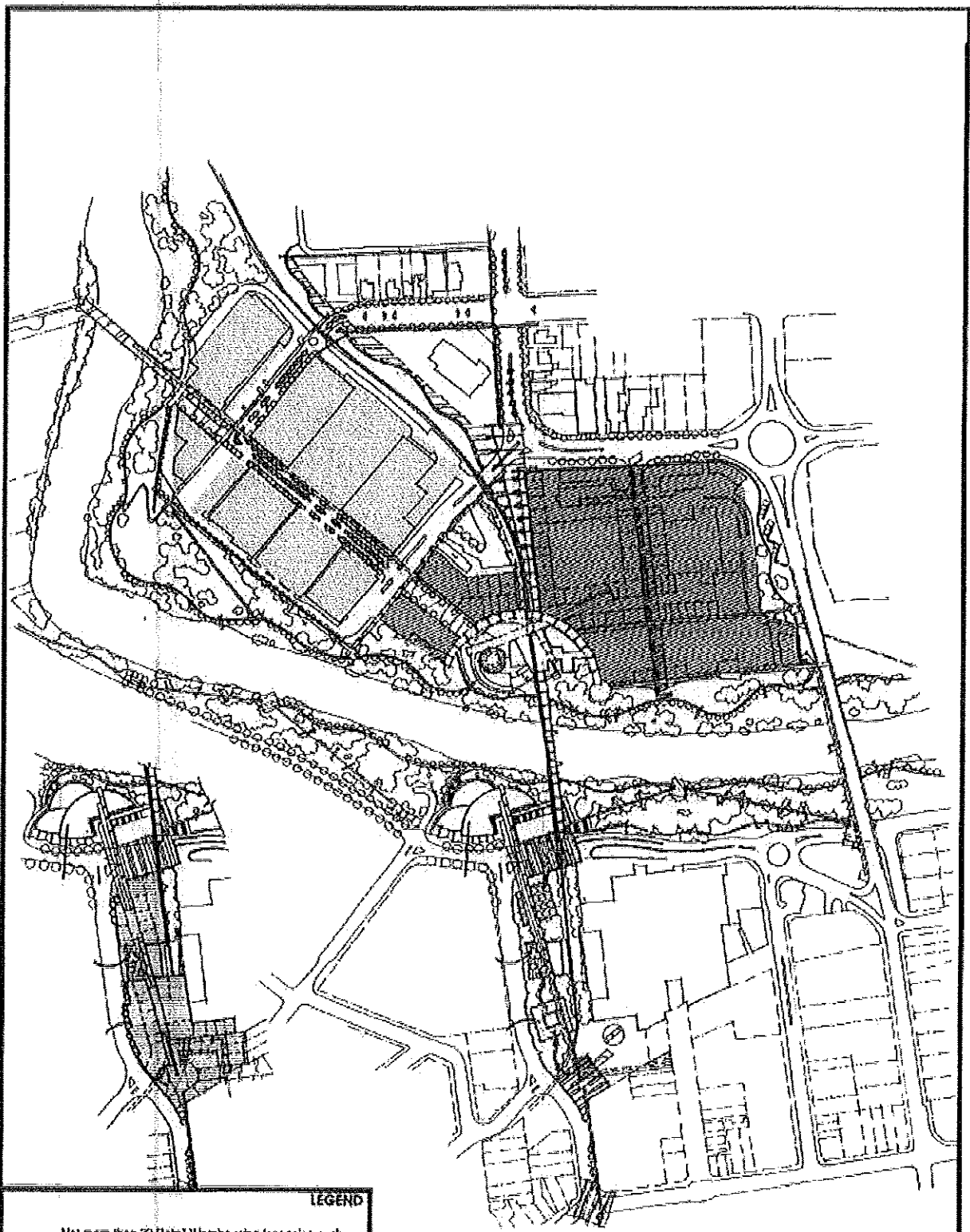
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Riverlink / CBD Connections Sub-Area Illustrative Plan 3.1.5\_25\_11\_03.cdr

APPENDIX O




**DRAFT RIVERLINK PRELIMINARY APPROVAL**



**Figure 3.1.6  
Riverlink / CBD  
Connections Sub-Area  
Preferred Riverbank  
Design Response**



**LEGEND**

-  Not more than 22 Retail Warehousing tenancies each with greater than 330 m<sup>2</sup> gfa and associated car parking @ 1.50 m<sup>2</sup> / Space
-  Shops and associated car parking @ 3.50 m<sup>2</sup> / Space
-  Cultural Centre/Hotel integrated with pedestrian connections and associated car parking



**Figure 3.1.11**  
**Riverlink/CBD**  
**Connections Sub-Area**  
**Building Plot Ratio**

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**APPENDIX Q**

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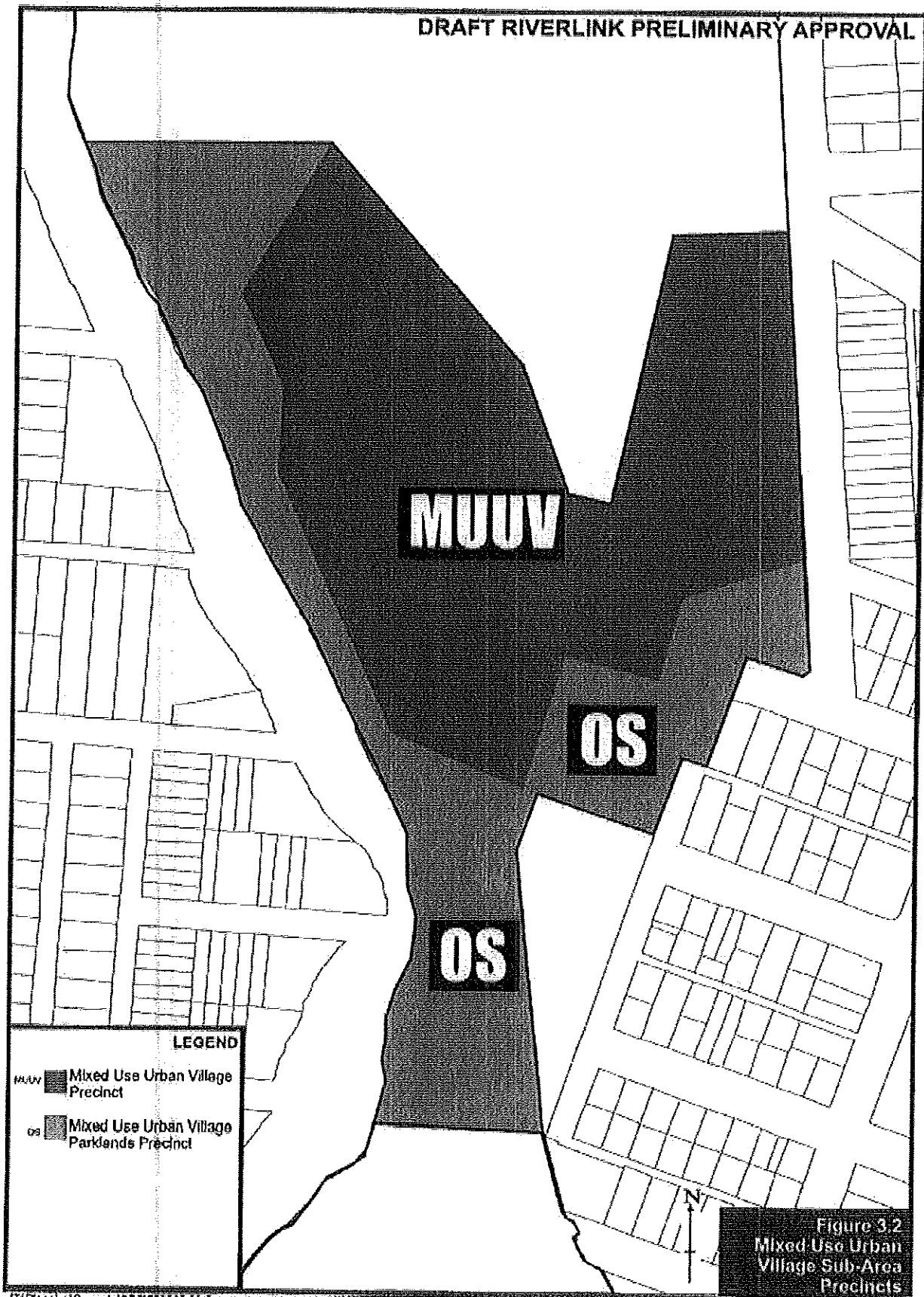


Figure 3.2  
Mixed Use Urban  
Village Sub-Area  
Precincts

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Mixed Use Urban Village Sub-Area Precincts 25-11-03.cdr

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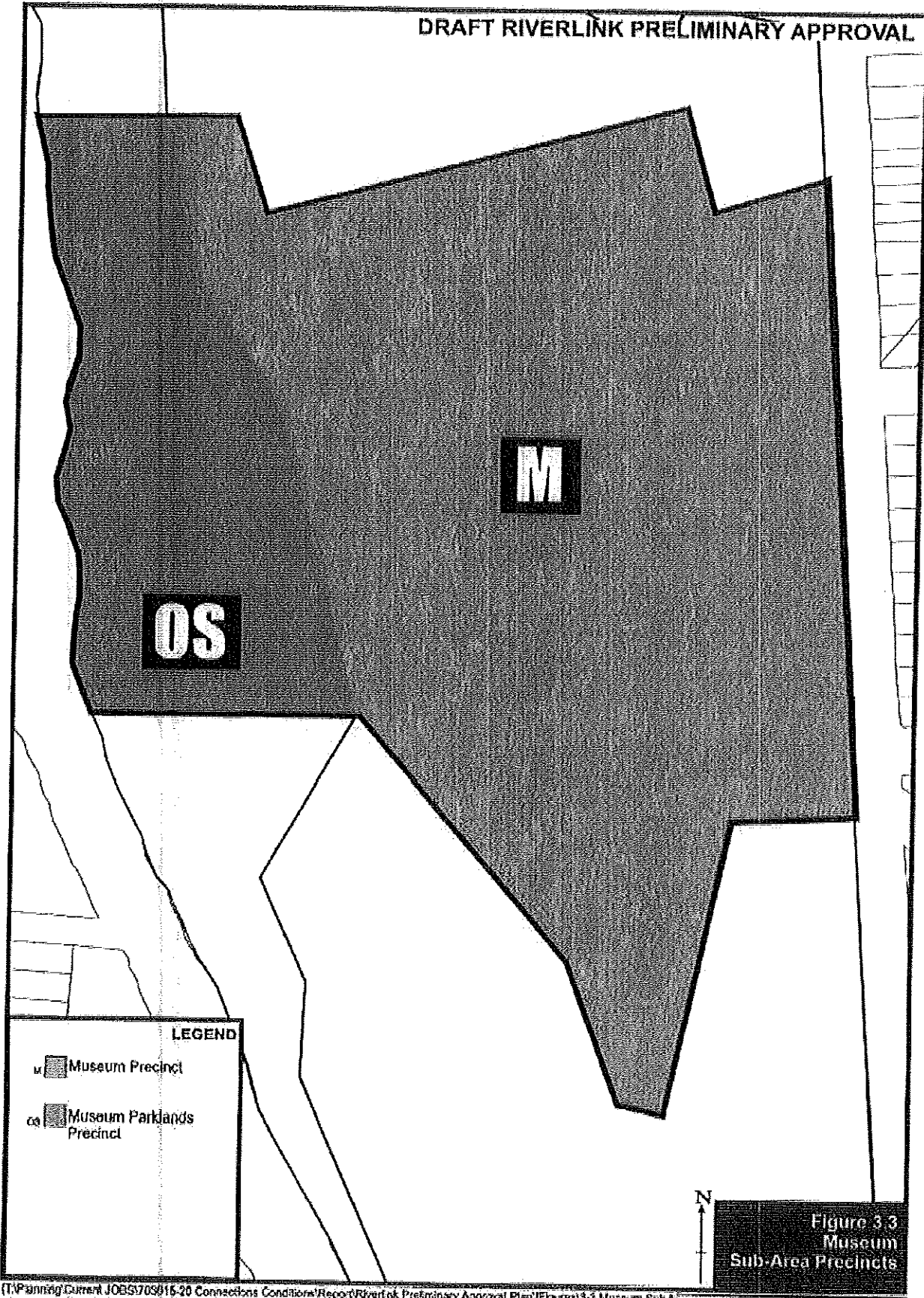
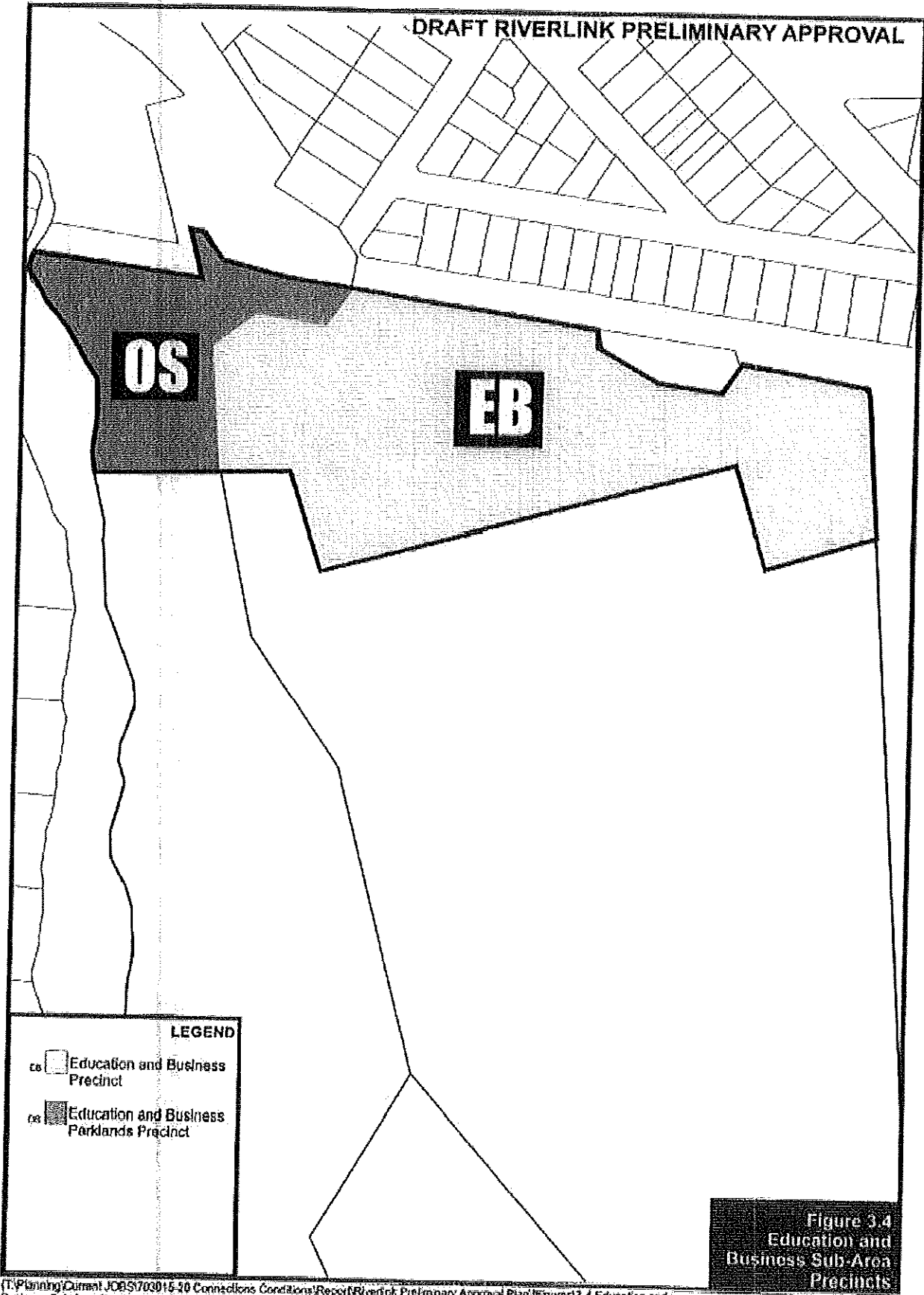


Figure 3.3  
Museum  
Sub-Area Precincts

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APPENDIX S

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Figure 3.4  
Education and  
Business Sub-Area  
Precincts

APPENDIX T



#### 4 APPENDIX A - RIVER HEART VISION

As written circa 2002.

### RIVER HEART – TRANSFORMING QUEENSLAND'S 2<sup>ND</sup> CITY

#### 4.1 Introduction

Ipswich City Council currently has before it a major development application for commercial, shopping and business uses and bulk warehouse retail facilities. The application as submitted does not properly relate to the unique riverside location or take the opportunity to link back into the existing CBD via an historical railway bridge.

The built form of the current CBD has ignored the river. In fact, the current CBD clearly focuses away from the river and appears to physically create barriers and discourage any relationship to this unique natural artery – an artery which physically and historically links the city to other parts of itself and beyond. There is clearly a need to re-profile the Central Business District, reconnect the city to its historic riverfront and, in doing so, bring economic stimulation and tourism (including intra regional visitation) to the city.

The River Heart location has been ignored for too long as a major potential asset for the city.

The key to Ipswich's success could well be in the significant Railway Museum investment and how this, together with the commercial component of the abovementioned development application before Council, can be:-

- > opened up to new ideas and flexibility;
- > adapted to focus onto the river;
- > connect to the existing CBD; and,
- > link to the history of Ipswich and the new Railway Museum.

The engine room for economic success could come about and be created through a plan which reclaims the 'River Heart' (which could serve as a catalyst for new development, generate jobs, connect to residential areas and create a 'living room' for the entire city) together with the creation of a 30 kilometre greenway along the Bremer River. The implications of the CBD being the 'living room' are clear in creating something which belongs to all Ipswich residents – some place which is legitimate to and valued by all. River Heart can go further – re-profiling the perception of the entire city, bringing broader social and economic benefits. River Heart also offers considerable environmental benefits in river restoration and bikeway/walk connections between the CBD and the suburbs as part of a longer term riverway project.

#### 4.2 Purposes Of This Paper

The purpose of this Discussion Paper is to see if a vision can be created for rediscovering the City's river and raise its attractiveness with social, economic and environmental benefits.

The vision that will be presented is only the start and part of the process. It will, however, serve to illustrate the opportunities which could be taken from the development application 'Riverlink' currently before Council, the creation of a relationship to the new Railway Museum, the river, an existing historical railway bridge and utilising these to connect to the existing CBD which has ignored the river.

#### 4.3 Issues

- The existing CBD can be improved – more can be done by everybody to better promote and present the CBD and its river.

- There is an opportunity to focus on the CBD reaches of the Bremer River as 'River Heart'. An expanded CBD with greater opportunities which is unique and proudly promoted by Ipswich residents, businesses and civic leaders and remembered and discussed by outsiders and visitors, and which thereby extends and diversifies the catchment area and drawing power of the CBD.
- Riverlink presents an opportunity to expand the CBD – normally the river would be a barrier. The existence of the historical railway bridge presents an opportunity, if correctly addressed, both in association with how the Riverlink application is presented concurrent with a plan to reform the existing CBD and revitalise the status of the Bremer River.
- The opening of the new Railway Museum is a unique opportunity which must be linked to River Heart and the special development potential of a commercial precinct.
- Ipswich has been waiting/wanting a significant private investment project in/near its CBD for decades. Riverlink, together with the abovementioned Museum, is a significant opportunity.
- It is questionable and probably doubtful that the railway land on the northbank of the Bremer River rail bridge could ignite interest without a major commercial facility as a catalyst.
- However, it is the case that the Riverlink development application, in particular the commercial development area, does not in its current form sufficiently link, create or contribute to the notion of a River Heart. This is evident both in the layout of the commercial facilities and relationship with the river and the CBD.

#### 4.4 Questions

- Can a vision be created which would enable a significant change opportunity in conjunction with the investment being proposed as part of Riverlink?
- Can an incentive be created to utilise the Riverlink commercial proposal in association with the Railway Museum to strengthen the CBD to be even more effective?
- Can the significant expenditure (escaped) be focussed back towards the centre of Ipswich by a River Heart concept?
- Can residents proudly talk about the CBD – River Heart and the new direction it can take us?
- Can the notion of the past, the history and tradition of the City, its rail heritage and the River become the foundations for the future?
- What sort of incentives and opportunities can we develop in terms of a vision and what drivers might we use? The incentives and opportunities can be the drivers of the vision of 'River Heart'.

#### 4.5 What is 'River Heart' and What can it be?

'River Heart' is a vision for what the Ipswich CBD might be, rediscovering its river and its past. The notion of a great CBD which uses the concept of River Heart will not just happen. River Heart is a vision – which can be a catalyst for the Ipswich CBD utilising a development application and the new Railway Museum as drivers for change. It will need to be followed up by focussed energy of all elements which long term will contribute the creation of a River Heart.

#### 4.6 Overview Vision for the Ipswich CBD of Tomorrow

##### Note

It is important to describe a vision in terms of arriving at the River Heart of tomorrow. Walking and experiencing this destination we arrive at in the future.

The following vision has been prepared in this context and is a descriptive scenario of 'where we want to be'.

The Ipswich River Heart is acknowledged Australia-wide as a vibrant destination sought by residents and visitors alike. The people of Ipswich are proud to discuss their centrepiece, proud history and heritage.

#### 4.7 Vision Support Statement

- This is a vision of a river which has been opened up to the City and adjacent areas, a river which is both a backdrop and a community playground.
- The river has become the focus of a vibrant City – River Heart. A constant stream of people move to and fro across the pedestrian promenade which connects north and south banks – some are gathering at one of the many meeting places along the bridge. Night brings a constant change of colour and activity across the cathedral, trees, bridges, river and buildings – as light combinations change and people relax to enjoy the facilities offered by way of entertainment, dining, shopping and other recreational and cultural pursuits.
- Steam train movements bring in wheels of the past for restoration at the Museum passing an excited group of visitors – stopping traffic and pedestrian movement. This flavour of the past is echoed down and through the buildings on this unique main street Riverlink.
- Visitors sitting in one of the cafes at Cathedral Outlook discuss their visit to the Railway Museum and their pending walk/promenade across Railway Bridge. The views downriver, the many facilities along the way and the cathedral backdrop are the subject of conversation. Discussing where else a train is so uniquely part of Main Street.
- Music can be heard from both cafes and from the band practising for the upcoming festival of 'time' in the river amphitheatre. The festival brings 'past' and 'present' visitors and guests – old and young to celebrate – old city making good new city.
- A young visitor is heard laughing and sharing a story with a senior resident as they recall the magnificent past and its contribution to this special place.
- Walking down the Mall and Bell Street one is drawn to the River Heart by the kites which cut backwards and forwards – strings leading down towards a cultural group using River Park to celebrate their reunion.
- Two children strain to reach the plaque which commemorates the nationally recognised and award winning Bremer River restoration program – splashing and laughter signal a group playing and jumping in the city reach swimming area. The fountain sprays announcing another cycle of water dance.

Having arrived at this future, what might be done to immediately start the process. It is important that an action program be considered to deal with the development item before Council as well as moving across a broader frame of actions which will bring about 'River Heart'.

#### **4.8 Where to From Here ('How do we get there?')**

1. Prepare some discussion plans which respond to the core vision and vision support statements.
2. Approach the proponents of the Riverlink development, particularly that part of the application which is situated immediately adjacent to the northern part of the Railway Bridge, with a view to seeking a response to the vision as presented.
3. Utilise the draft scenarios for discussion purposes.
4. Develop a strategy to review broader CBD planning utilising the elements developed under the concept 'River Heart'.
5. Give consideration to the development of River Park connecting the CBD to Ipswich and beyond as part of a longer term strategy.
6. Have full consultation with all relevant stakeholders to progress the River Heart concept.

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- A. River Heart Vision



## **1 Introduction**

### **1.1 The Riverlink Plan Area**

The Riverlink Plan Area is defined on the map in Figure 1.1.

The area includes the land included in the Application for Preliminary Approval lodged with the Ipswich City Council in February 2003 by Wingate Properties. Specifically this is described as --

Proposal: Material Change of Use (Preliminary Approval and Development Permit)  
Property Location: 2 WM Hughes Street, North Ipswich  
Applicant: Wingate Properties Pty Ltd

#### **1.1.1 Division of the Riverlink Plan Area into Sub-Areas**

For the purposes of this Preliminary Approval Plan, the Sub-Areas cover all those parts of the Riverlink Area Plan -

- bordered by a heavy solid black line in Figure 1.1
- containing a Sub-Area reference in Figure 1.1.1, and
- listed by that Sub-Area reference and name in Table 1.1.1.

**TABLE 1.1.1 -- SUB-AREA NAMES**

<b>SUB-AREA NAME</b>	<b>REFERENCE</b>
Riverlink / CBD Connections Sub-Area	R/CBD
Mixed Use Urban Village Sub-Area	MUUV
Museum Sub-Area	M
Education and Business Sub-Area	EB

**Note:** Open space areas are included in the Sub-Areas as Precincts.

## **1.2 Key Components of the Riverlink Preliminary Approval**

The cornerstone of the 'Riverlink' concept is the notion of a seamless extension of the Ipswich CBD to the north bank of the Bremer River with the Bremer River becoming a focal point for a transformed CBD in both a physical and functional sense. The timing, provision, type and mix of land uses, physical elements and connections are crucial for the success of elements proposed in Riverlink – and the short, medium and long term vitality of the existing CBD and adjacent areas. Addressing the issues will be fundamental in avoiding an outcome which sees the existing CBD separate to Riverlink.

The key components of the Riverlink Preliminary Approval are –

### **1.2.1 Riverlink / CBD Connections Sub-Area**

Refer to Figure 1.2.1.

Incorporating --

- A major shopping centre in a Commercial Village Precinct on the north banks of the Bremer River centered around the Bremer River Railway Bridge
- An Arts Precinct on vacant land between the Ipswich City Square shopping centre complex and Ellenborough Street on the southern side of the river, and
- The River Heart Parklands on both banks of the River, west of the David Trumpy Bridge.

The transformation of the Ipswich CBD is largely dependant upon achieving the outcomes envisaged within this Riverlink/ CBD Connections Sub-Area.

### **1.2.2 Mixed Use Urban Village Sub-Area**

The Mixed Use Urban Village Precinct is located to the north of the Commercial Village Sub-Precinct and may accommodate a range of park and business or accommodation uses.

### **1.2.3 Museum Sub-Area**

The development outcome sought for the Museum Precinct is to promote the integration of a proposed international standard rail museum and a railway interpretative centre on the site of the existing Railway Museum. The Museum Precinct is to be well integrated with other development in the Riverlink development.

### **1.2.4 Education and Business Sub-Area**

It is proposed that the area north of the railway museum could be utilised for education with a strong relationship with the adjoining museum. This could include the joint use of some of the heritage buildings and development of education and training opportunities in the museum by the school. Access to the school could utilise the railway from the Ipswich CBD and may include a future pedestrian link to the parklands on the western side of the Bremer River. The precinct may also be developed with a range of supporting business activities which relate to activities elsewhere in the site and the CBD.

### **1.2.5 Riverlink Illustrative Plan**

The Illustrative Plan for the Riverlink Area is in Figure 1.2.6. This Illustrative Plan shows the overriding intent for the integration of the Riverlink Area with the CBD. This integration and cohesive connectivity is an essential component of the Riverlink Preliminary Approval, and is further explained and specified in this Approval Plan.

### **1.2.6 Alternative Outcomes**

Should the anchor developments and/or integrated development outcomes implied by the Illustrative Plan (and the Application for Preliminary Approval which has precipitated this Preliminary Approval Plan) not eventuate, the preferred outcomes for alternative development scenarios include one or more of the following, subject to the provisions of the Planning Scheme.

Of prime importance is a vibrant and dynamic mix of land uses and activities which strengthen the overall role of the Ipswich City Centre as a key regional centre, complement uses within the existing CBD, provide strong, multi-modal, and integrated links between the Workshops Rail Museum and the CBD. This may include uses and activities such as -

- higher order comparison retailing, particularly bulky goods retailing;
- convenience retailing; and
- tourism and entertainment related uses and activities, such as hotels and mini breweries, night clubs and food and beverage outlets (both indoor and outdoor).

Depending upon a detailed assessment, particularly in terms of amenity impacts, the following uses may also be suitable for the Riverlink Area -

- service station and service trades uses; and
- a mixed density residential "urban village".

Buildings, roadways, pedestrian footpaths and cycle ways are to be designed and located to so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor, by
  - (a) taking advantage of river views,
  - (b) orientating building frontages to the river; and
  - (c) providing pedestrian and cycle connectivity to the riverside parklands;
- address the existing road frontages to Downs Street and The Terrace;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value; and
- conserve view corridors throughout the Area.

It is not intended that the Riverlink area be allowed to develop as a significant office precinct which would constitute a rival to the CBD Primary Commercial Zone.

### **1.3 Status of This Plan**

This plan expresses the intent for development and prescribes a planning framework to facilitate an integrated and coordinated approach to development and further requirements to be met in achieving the necessary development permits for use(s) of land within the area known as the Riverlink Area. Each Sub-Area and/or Precinct will have a distinctive character, reinforced through this Preliminary Approval plan.

The implementation and approval requirements relevant to and associated with the individual sub areas must be satisfied prior to a development permit for a material change of use being determined by Council for that sub area.

The intents, objectives, and Tables of Zones of the Planning Scheme apply in the Riverlink Area, unless otherwise set out in this Preliminary Approval Plan.

## **2 Riverlink Plan**

### **2.1 Overall Outcomes for the Riverlink Plan Area**

#### **2.1.1 The Plan Works to Implement the River Heart Vision**

One of the primary aims of the plan is to implement the relevant aspects of the River Heart Vision by integrating development on the northern side of the Bremer River with the existing CBD of Ipswich on the southern side of the river. The plan aims to ensure the Bremer River becomes a focal point for community life and not a physical barrier creating a separate centre to the CBD on the northern side of the River.

#### **2.1.2 The Ipswich River Heart Vision**

The Ipswich River Heart vision focuses on the Bremer River as the centre and playground of the CBD. The intent is to create a mixture of diverse uses and destination points that will be heavily utilised by residents of the Ipswich region and tourists alike. Opportunities ignited through the River Heart vision are intended to generate substantial social, economic and environmental benefits for the City. A copy of the River Heart Vision is attached in Appendix A for reference.

The River Heart Vision promotes an expanded core of the Ipswich CBD, in particular, the relationship between the Bremer River, the Ipswich City Mall and the Riverlink Plan Area.

A key element of the River Heart Vision is the revitalisation and integration of the Ipswich CBD and the Riverlink Plan Area through the combination of retail, hospitality, entertainment and recreational facilities in both areas, together with functional and vibrant connections between the development on the north and south banks of the Bremer River. The cross-river links, together with additional attributes such as views decks and promenades, are intended to also provide outstanding views of the river and parkland activities, as well as offer vantage points for the enjoyment of events such as water and light display spectaculars at night.

Other elements of the River Heart Vision are embodied in the detail of this Preliminary Approval.

#### **2.1.3 Objectives for the Riverlink Area**

- To facilitate an integrated extension of the Ipswich CBD which provides increased capacity and reinforces the role of the Ipswich City Centre as the key centre for the west Moreton Region.
- To provide direct physical and functional links between the existing CBD and the Riverlink Area, utilising the land and infrastructure included in the Riverlink / CBD Connections Sub-Area and high quality pedestrian access via the bridges over the Bremer River.
- To provide for direct physical, functional, and multi-modal links between the Sub-Areas of the Riverlink Area.
- To establish a strong focus on the Bremer River and riparian open spaces.
- To generate multiple opportunities for diverse civic activities, such as dining (particularly outdoor), street entertainment, riverside recreation (walking and cycle paths, picnicking, viewing platforms and outdoor seating spaces) and tourism (Railway Museum, steam train services by QR or others connecting the CBD with the Railway Museum).
- To integrate established CBD businesses with major activity "drivers" such as retail and commercial elements, railway-based tourism elements, the entertainment and leisure elements, and the recreation and open space elements.

#### **2.1.4 Precincts Included in the Riverlink / CBD Connections Sub-Area**

The Sub-Area includes the Commercial Village and Arts Precincts, along with the relevant sections of riverbank. Development in these sub areas will need to be considered either concurrently or provisions put in place to create a functional linkage between the existing CBD and the commercial village prior to a use commencing.

For the notion of an expanded CBD to be upheld, land either side of the key pedestrian bridge links must be integrated with both the pedestrian bridge links and the uses and activities either side of those links. If this synergy were not achieved there would be immediate conflict with the fundamental proposition put forward in the River Heart Vision. The basis for considering the Riverlink Application for Preliminary Approval lies in the achievement of an expanded and cohesive CBD generally focused on the River.

#### **2.1.5 Key Design Outcomes for the Riverlink/CBD Connections Sub-Area**

To this end key design outcomes for the Riverlink/CBD Connections Sub-Area include, but are not limited to, -

- Opening up the Bremer River corridor to more active and frequent community use through the inclusion of built elements such as walking promenades and activity spaces, viewing and picnic platforms, seating spaces and specialised water treatments.
- Achieving a built form facing the river which is striking and attractive and which facilitates community activity on the river and its banks.
- Creating the infrastructure for direct, unencumbered and equitable pedestrian movement and activity between the CBD and the Riverlink Area and through the Sub-Areas via existing and new pedestrian bridges and walkways.
- Creating public viewing areas to observe the buildings and landmarks of historic Ipswich from vantage points along the River from within the Riverlink Area and from the existing and new pedestrian bridges and walkways.
- Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.
- Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.
- Achieving a mix of built form, textures and landscape design which meets world class standards.

## 2.2 View Corridors

Figure 2.2 illustrates view corridors which cross the Riverlink Area, and which are important short and intermediate views within and nearby the Riverlink Area.

New development should be designed in a manner which:

- reinforces important view corridors, where possible; and
- avoids obstructing views to significant landmark features.

### 2.2.1 Long Views

The Area is highly significant in a townscape context as it:

- is situated in a prominent position, particularly when viewed from Denmark Hill, the Woodend Road ridgeline and the elevated areas to the north along Pine Mountain Road;
- straddles or adjoins significant view corridors, along the traverser, both towards and away from the summit and northern slopes of Denmark Hill, towards the City Centre, along the river and along Pine and Downs Streets;
- adjoins the main northern approach route to the City Centre and an inner gateway along Downs Street, The Terrace and Pine Street; and
- contains a number of landmark buildings, particularly the former stores building, the gatehouse, the powerhouse and the historic water towers.

Views towards major historic landmark buildings - such as the power house, water towers, gatehouse, the former railways store building - and along the traverser and along Downs Street, across the river to Denmark Hill should not be obscured through inappropriate placement of new buildings.

Specific view corridors are -

- View south along Downs Street to summit of Denmark Hill and Water Reservoirs;
- Views east and west along the Traverser, North Ipswich Rail yards;
- Views along City Centre reach of Bremer River and extending north to confluence with Mihi Creek.

### 2.2.2 Short and Intermediate Views

These include -

- Views along the reaches of the Bremer River.
- Views between the Cathedral and schools to the west of Timothy Maloney Park and the Commercial Village Precinct.
- Views between the southern ends of both/either Bremer River Railway Bridge and the David Trumpy Bridge, and the Riverlink Area.

## **2.3 Landmark Features, Approach Routes and Gateways**

Figure 2.3 sets out a number of important landmark features, approach routes and gateways.

The design of new development should:

- avoid obstructing views to existing landmark features, and
- where possible, enhance opportunities to view existing landmark features, and
- contribute to the creation and maintenance of the Inner Gateways as and when the Sub-Areas are developed.

New development involving a potential landmark site should maximise the opportunity to create a new, attractive landmark structure which reinforces the preferred character of the locality and the landmark.

The Riverlink Area includes important Gateway sites to the Ipswich City Centre along the alignment of the Bremer River Railway Bridge and the David Trumpy Bridge.

Development adjoining these and other Gateway Areas and the main approach routes should enhance the "sense of arrival" to the City Centre.

### **2.3.1 Major City Landmarks**

- Bremer River Railway Bridge
- David Trumpy Bridge
- Railway Workshops Museum

### **2.3.2 Local Landmarks**

- Cinema Complex, Ipswich Square Shopping Centre
- Timothy Moloney Park
- Roundabout at The Terrace and Pine Streets
- Gasometer
- Gatehouse - North Ipswich Railway Workshops;
- Power House Building - North Ipswich Railway Workshops;
- Historic Water Towers - North Ipswich Railway Workshops;
- Former Railway's Store Building - The Terrace, North Ipswich.

### **2.3.3 Potential Landmarks**

- Potential Hotel and Cultural Centre, Ellenborough Street
- Potential 'Outlook' at south end of Bremer River Railway Bridge
- River Heart Parkland development on the southern banks of the Bremer River
- DDS and Supermarket shopping centre, The Terrace
- Potential signature buildings at the northern end of the Bremer River Railway Bridge, and at the eastern end of the shopping centre adjacent to the David Trumpy Bridge
- Potential occasional Railway Stations, one in the Commercial Village Precinct, and the other in the Mixed Use Urban Village Sub-Area
- Potential Major Square, reuse of gasometer adjacent to the Bremer River and the Railway Bridge
- Bulky goods and factory seconds shopping centre in the Commercial Village Precinct
- Ipswich Square Shopping Centre Site
- Bus Interchange Site
- Potential new pedestrian bridges over the Bremer River at River Heart (between the existing bridges) and at Pantou Street at the north western end of Commercial Village Precinct
- Potential urban plaza focus to the Mixed Use Urban Village Sub-Area.
- The Terrace - corner Pine Street, North Ipswich;

- Site at western end of The Terrace, North Ipswich - closing vista to south along Downs Street, North Ipswich;
- Site on corner of Ellenborough Street and Bremer Street.

#### **2.3.4 Prominent Hillside**

At the northern end of the Education and Business Sub-Area

#### **2.3.5 Main Approach Routes**

- East Street / David Trumpy Bridge / Pine Street
- Bremer Street
- Ellenborough Street
- Downs Street/ Pine Mountain Road
- Delacy Street and WM Hughes/Wyndham Street
- The Railway to the Museum

#### **2.3.6 Inner Gateways**

- The approaches to the David Trumpy Bridge
- Brisbane Street to The Terrace via Ellenborough Street, the Bremer River Railway Bridge, and the railway plaza through the Commercial Village Precinct
- The approaches to the potential pedestrian bridge over the river at Panton Street
- The urban plaza and railway platform at the Mixed Use Urban Village Sub-Area
- The two approach roads to the Museum



## 2.4 Pedestrian Network

Figure 2.4 sets out the pedestrian network for the Riverlink Area.

The pedestrian network is comprised of walkways and cycleways which link the CBD and the Sub-Areas and Precincts in the Riverlink Area.

These links are to be achieved by having the network –

- travelling along roads and the interface between the proposed development and parking areas;
- crossing the roads; and
- passing through a proposed development.

The Council may require or approve a segment of the pedestrian network at an alternative location than that shown on maps included in this plan and may require it to be designed to be safe, continuous, at-grade, lit at night, landscaped, protected from sun and rain, and/or designed to provide equitable access.

A streetscape plan is to be prepared as part of any subsequent development application focussing on the design of the streetscape and areas around a proposed development to be used by the public incorporating -

- A risk assessment safety audit;
- Security strategies for vulnerable people;
- Street furniture and movement spaces appropriate to the size and use of the proposed development
- Footpath activities such as cafes and seating external to the development;
- Clear signposting of the location of public facilities including telephones, baby change facilities, public toilets available to the public in public and private establishment; and
- The location of activities and movement routes to promote casual surveillance.

The plan is to demonstrate how –

- The shopping and commercial centre buildings and premises address the surrounding streets and incorporate them into the overall design. This may include approval for temporary/ limited use of key pedestrian network segments for car parking whilst ensuring the future activation of major components of the pedestrian network.
- Opportunities are created for outdoor cafes, late trading stores, cinemas, and other retail and recreation facilities to be located on external walls of centres overlooking community spaces and car parks.
- In the Riverlink/CBD Connections Sub Area, sites for youth activities and for recreation and leisure facilities for young people and families are provided in an integrated manner close to the retail anchor stores, public transport and pedestrian routes.
- Car parks in the Riverlink/CBD Connections Sub Area are designed with:
  - Good clear signage so that users can locate their cars quickly;
  - Separate car parks into well defined areas;
  - Emergency telephones
  - Monitoring of car parks by mechanical and/or organised surveillance; and
  - A network of designated, well lit and signposted pedestrian routes throughout car parks linking users to the main entrances of the development; and
- In accordance with Council Car Parking Code.
- Bus stops are located near the entrance of retail centres rather than on the edge of car parks
- Street front buildings are generally built up to a continuous setback line, avoid the incorporation of concealment areas and incorporate opportunities for casual street surveillance.

#### **2.4.1 Major On-Road Pedestrian Links**

- David Trumpy Bridge
- The Terraces
- Ellenborough Street (south of the Railway)

#### **2.4.2 Major Off-Road Pedestrian Links**

- Ellenborough Street along Bottle Alley into the Ipswich City Square shopping centre, and north to the Railway Bridge, the Railway Bridge, north to The Terrace
- From the southern abutment of the Railway Bridge to the top of the River bank and to the bottom of the river bank
- Along the river edge on the northern bank of the River for the full length of the Riverlink Area
- West from the David Trumpy Bridge along the south edge of the shopping centre site, initially to function as a car park, and along the boulevard of the western part of the Commercial Village Precinct
- From the River, east through the Mixed Use Urban Village to Fitzgibbon Street
- From the River, east through the Museum Sub-area to DeLacy Street
- West from DeLacy Street to the River

#### **2.4.3 Other On-Road Pedestrian Links**

- Musgrave Street
- WM Hughes Street
- North Street
- Delacey Street
- Fitzgibbon Street

#### **2.4.4 Other Off-Road Pedestrian Links**

- Internal and external arcade links through the shopping centre in the Commercial Village Precinct
- Secondary connections along local internal roads in the Mixed Use Urban Village
- Secondary connections along internal roads/paths in the Museum

## 2.5 Street Awnings

Figure 2.5 illustrates the schematic location of preferred street awnings, either attached to buildings or free standing. These reflect the Illustrative Plan built elements.

These also reflect the location of active edges along the spines of the pedestrian network and the importance of shade.

### 2.5.1 Direct Visual and Functional Access

The traditional Ipswich CBD streetscape has been strongly influenced by the way shops and businesses have been built so that they are concentrated on both sides of the CBD streets, and at significant intersections.

Figure 2.5.1 illustrates how development in the Riverlink area can have direct visual and functional access to customers and users on the pedestrian network.

### 2.5.2 Solid and Natural Shade

For the purposes of this plan -

- Solid shade is achieved when a shadow to the sun that is cast onto the ground or onto a specified surface between the hours of 9.00am and 3.00pm contains less than 2.5% ultra violet radiation.
- Natural shade is achieved when a shadow to the sun that is cast onto the ground or onto a specified surface by a tree or plant between the hours of 9.00am and 3.00pm and from 1 September to 31 May contains less than 2.5% ultra violet radiation.

Proposed development in the Riverlink Area should deliver the following outcomes in public spaces and in spaces that the public frequents -

- For public structures that would be normally used to provide solid shade, an area of at least half of that of the lateral dimensions of the roof.
- For pedestrian walkways or cycle ways between David Trumpy Bridge and the Railway Bridge, coverage of a 2 metre width along the entire length of the path.
- For carparks on grade (excluding suspended deck car parks) which are open to the sky, one shade tree for every 8 spaces, or the car parking shall be designed to be covered by shade structures which complement the walkway between the bridges.
- For open spaces, commercial plazas, pedestrian corridors and forecourts, outdoor meeting areas and areas where it is more likely that people will gather, for whatever reason,
  - Solid/ natural shade of all seating and eating areas.
  - 5m<sup>2</sup> of solid and/or natural shade per person, or in the absence of reliable knowledge of the number of persons to be accommodated, for every 300 m<sup>2</sup> (or part thereof) of the space between the buildings or of the formal edges of the area, whichever is the greater.
- For parks, solid shade for all play equipment and public structures.
- For public transport facilities, business core bus stops and taxi ranks, at least 10 m<sup>2</sup> of solid shade over any one area is designated for seating and/or waiting, and natural cover over 70% of all patron waiting areas.

## **2.6 Transport Infrastructure**

### **2.6.1 Public Transport**

Development in the Riverlink Area includes train station platforms, a bus interchange and taxi facilities as generally indicated in Figure 2.6.

There are a number of important design considerations that need to be investigated and resolved for public transport facilities, including -

- Compliance with statutory or/ and adopted integrated transport plans.
- Maximising the visibility, accessibility, convenience and safety of facilities.
- Stacking bays and manoeuvring of the desired number of rolling stock, busses, taxis and service vehicles.
- Interchange platforms of sufficient length to cater for passenger loads.
- Co-located bus, taxi, kiss'n'ride and station set-down and pick up points.
- Adequate lighting and bus/rail protection devices.
- Application of CPTED principles to landscaping.
- Minimum number of changes of grades for transferring between transport modes.
- Layout, design and finished providing equitable access.
- Sufficient capabilities and numbers of amenities and furniture.

### **2.6.2 Road Network**

Further detailed traffic impact assessments are to be undertaken for any significant development proposed in each of the Sub Areas.

Such assessments are to consider-

- the likely impact of the development on the existing road network;
- recommended changes to the road network to accommodate the proposed development; and
- whether adequate provision has been made for the manoeuvring, parking, loading and unloading of vehicles.

### **3 Effects of Development in Sub-Areas**

#### **3.1 Riverlink/CBD Connections Sub-Area**

The Riverlink/CBD Connections Sub-Area comprises of three Sub-Precincts being -

- Commercial Village Precinct;
- Arts Precinct; and
- River Heart Parklands Precinct.

These are illustrated in **Figure 1.2.1**.

Development in the Riverlink/CBD Connections Sub-Area will be an extension of the existing CBD and will not detract from the CBD's overall vitality.

##### **3.1.1 Urban Design Elements**

**Figures 3.1.2, 3.1.3 and 3.1.4** illustrate the urban design elements that will form the basis of the integration of the Sub-Area Precincts across the Bremer River.

The urban design elements have been derived from the Figures referenced in sections 1 and 2 of this Plan, and are intended to illustrate a refinement of those figures and the content thereof.

The urban design elements are -

(a) **Dominant Land Use/Activity Areas (Figure 3.1.2)**

These are to be designed and operated so as to be integrated with each other, and which complement and extend the CBD dominant land use/activity areas

(b) **Pedestrian Network, Activity Nodes and Focal Points (Figure 3.1.3)**

These are to be designed and operated so as to ensure that movement across the river and throughout the Sub-Area is as convenient and functionally efficient as that which would be experienced in the CBD

(c) **Public Transport and Vehicular Access (Figure 3.1.4)**

These are to be designed and operated so as to place a high priority on public transport accessibility and functions over the private motor vehicle but which also enables private vehicles to get to/from the Sub-Area via convenient and direct routes and car parking

##### **3.1.2 Dominant Land Use/Activity Areas**

As indicated on **Figure 3.1.2**, these include (subject to the provision of this Plan) -

- Shops and car parking associated with same, comprising a Discount Department Store based shopping centre on the eastern portion of the Commercial Village Precinct.
- Retail warehouses and associated car parking, comprising retail warehouse tenancies on the western portion of the Commercial Village Precinct.
- Cultural Centre/Hotel on the Arts Precinct on the southern side of the River.
- Transit Centre between the Shops and Retail Warehouses, comprising an occasional railway station, bus station/interchange, and taxi rank.
- The Railway Bridge linking the Commercial Village Precinct and the Arts Precinct.
- Awnings/shade as per sections 1 and 2.

##### **3.1.3 Pedestrian Network, Activity Nodes and Focal Points**

As indicated on **Figure 3.1.3**, these include -

- major Pedestrian Network segments which travel along roads, across the Sub-Area, and through development;

- secondary Pedestrian Network segments which link key Pedestrian Activity Nodes and Focal Points within and external to the Sub-Area; and
- Pedestrian Boulevards which extend generally northwards from the northern abutment of the Railway Bridge, through the Retail Warehouses, and into the northern Sub-Areas of the Riverlink Area.

### 3.1.4 Public Transport and Vehicular Access

As indicated on Figure 3.1.4, these include –

- the railway travelling through the Sub-Area, with occasional stations in the Arts Precinct and in the Transit Centre;
- the Bus Station in the Transit Centre, catering for the interchange of passengers between commuter and City-wide bus services, and serving as a northern bus interchange for the CBD;
- the taxi rank located adjacent to the Bus Station; and
- vehicular access points and routes within and external to the Sub-Area, leading customers, visitors, and employees to/from car parking spaces associated with the attractors and ancillary facilities in the Sub-Area.

### 3.1.5 Riverlink/CBD Connections Sub-Area Illustrative Plan

Figure 3.1.5 illustrates how Figure 3.1.1 could be interpreted, and is intended to complement the Illustrative Plan in Figure 1.2.6.

### 3.1.6 Preferred River Bank Design Responses

Figure 3.1.6 illustrates preferred responses to the design of development which fronts the River.

A key feature of the River Heart Vision is the desire to ensure that all development addresses the river, rather than turning its back on the river, or placing activities adjacent to the river which do not intrinsically encourage people to enjoy the a variety of positive experiences that are afforded by having close visual and functional proximity to the River.

The preferred design responses specifically target –

- The setting back, screening by masking, or removal and repositioning of vehicle use of the river bank, particularly where this would occur in favour (or at the expense) of pedestrian movement
- The activation of built edges along the River bank to increase the range of activities that occur during the day and night, thus increasing the potential for people to enjoy the river
- Where buildings or structures are to be built at or near the edge at the top of the River Bank – detailed attention is to be given to the application of innovative, sophisticated, and robust façade treatments, screens, masks, embellishments and vertical changes in pedestrian routes and levels. These challenges must be addressed and overcome, and significantly add to the experience pedestrians can have of the River, the River bank, and the heightened elevation created by the podiums and related structural elements of development fronting the River.

### 3.1.7 The Commercial Village Precinct

The Commercial Village Precinct will provide for a range of commercial ‘people attractors’ such as a range of high order commercial and retail facilities and services that compliment those found in the existing CBD, including (but not limited to):

- Major shopping centres;
- Commercial premises;
- Hotels;
- Retail warehouses;
- Shops;
- Transit Centres; and
- Higher density residential development.

Residential development (which would be part of an integrated mixed-use outcome in this precinct) may be appropriate along the river edge of this precinct where appropriate design and layout measures are introduced to address privacy, access, public access to the riverbank, and controlled access between the residential and commercial/retail components of the precinct.

A broad range of developments can occur in this precinct subject to assessment against the relevant Planning Scheme Codes. The range of developments is set out in Table 3.1.7, along with those, which will require impact assessment. Any proposed development must include (and/or make appropriate contributions towards) the works required to build the urban design elements illustrated in Figures 3.1.2, 3.1.3 and 3.1.4, the overall outcomes for the Riverlink Plan Area set out and referenced in section 2 of this Plan, and the specific outcomes in this section.

### **3.1.8 Arts Precinct**

The intended development outcome for the Arts Precinct is the establishment of a range of high-order cultural, civic and community activities such as galleries, entertainment centres, auditoriums and libraries.

Community meeting and resource facilities may also be provided to support the 'River Heart' vision and forge a strong physical and functional link between the existing CBD and the Commercial Village Precinct.

The functional connection between the Arts and the Museum Precincts is important for the cultural and community development of the City. Opportunities for movement between the Riverlink Area, precincts, and existing CBD will be achieved by a combination of paths, links, and visual connections.

Alternatively, the site could be used for the development of the range of uses provided for by the Commercial Village Precinct and/or high density residential development. A broad range of developments can occur in this precinct subject to assessment against the relevant Planning Scheme Codes. The range of developments is set out in Table 3.1.8, along with those, which will require impact assessment.

### 3.1.9 River Heart Parklands Precinct

Figure 3.1.6 illustrates preferred outcomes for the inter-relationship of buildings fronting the riverbank – both north and south of the river. The range of developments is set out in Table 3.1.9, along with those which will require impact assessment.

This precinct contains the main riverfront recreational areas close to the CBD and includes all land between the waters edge and the Q100 inundation line, plus any land above this line which is between the buildings which rise above this line.

The land should be incorporated into an integrated open space system to form part of a continuous green belt, which extends along the river through the City Centre. Consideration should be given to:

- developing a trail network beside the river with picnic facilities, seating and lookouts at appropriate vantage points and direct access to the river where possible;
- developing a board walk in sections along the riverfront;
- developing off-street car parking areas in appropriate locations close to major recreation foci;
- public safety enhancements; and
- a trail network which caters for both pedestrians and bicycles.

The Parkland Precinct is intended to be developed as a regional recreation resource that will link and integrate the Ipswich CBD with the other precincts in the Riverlink project. The parkland is intended to be used for a range of passive and active activities incorporating both land and water based recreational facilities.

### 3.1.10 Building Form, Height and Setbacks

#### - Specific Outcomes

The new structures should be of appropriate scale, bulk and composition, architectural elements, design features, building materials, colours and landscaping.

#### - Probable Solutions

New buildings should address the street and provide awnings to provide shade to footpath areas and create a sense of connection with the street, as per section 2.

Building setbacks are to allow for landscaping, maneuvering areas, adequate site drainage and access to utility services. There is sufficient space on the site for the required car parking.

Buildings are set back from the street an equal or greater distance to the heritage buildings located in this Sub-Area. Buildings are a maximum height of four storeys, unless it can be demonstrated that a taller building will not have a detrimental effect on the character and amenity of the area and the overall townscape.

The frontages of development within the Precinct are to be well articulated, particularly around the periphery of the 'big box' structures. Wherever possible, big box structures are to be 'sleeved' behind active articulated retail frontages. Facades should present an image that is appropriate to the urban character and sense of place of Ipswich. Texturing, colouring and large expanses of signage details alone on large masses of tilt-up concrete walls are not considered adequate in most instances. Retail warehouses and retail anchor stores shall be designed with facade treatments and embellishments which reinforce the historical connections of the site with the railways, and carry such treatments through into the structural elements of the articulated facades.



Given the site's location on a major gateway to the City Central area and the Bremer River, and the high visibility of the site from various nearby and distant vantage points within the City the following design considerations are to be adhered to:

- Facades are not to be blank or 'bland', rather they should convey an appropriate sense of interest, rhythm and variety.
- Roof tops and lines should not be flat and unarticulated, instead they should have a form that is appropriate to Ipswich's Historic Character.
- Multi-storey car park's are to be shielded from prominent view points. Generally car parks should not be located or designed so as to create an imposing and unattractive interface at gateway points to Riverlink/ CBD Connections Sub-Area and CBD.
- A high priority should be given to creating shaded promenades and other pedestrian movement areas and public places appropriate for the climate of Ipswich.
- The visual impact of the development should be reduced by sensitive composition, massing and articulation of building forms and appropriate architectural elements, design features, building materials, colours and landscaping.

In order to effectively assess the frontage, articulation and design of a proposal, a site plan is to be provided showing where each elevation drawing provided is located or from where each artist's impression is viewed.

- To take proper account of the physical character of the site and its surrounds.
- To maintain a scale and height of development commensurate with the intent of the zone or precinct in which the development is located and which is generally compatible with surrounding development.
- To retain any special local character in the area in which the development is proposed.
- To conserve places of Cultural Heritage Significance.
- The siting of the buildings within the Precinct has taken into consideration the locality. It is not expected that the proposed development will detract from the ability of nearby uses to enjoy good access to views and natural light. The structures will be adequately setback and landscaping treatments will be provided on site.

### 3.1.11 Building Plot Ratio

#### – Specific Outcomes

The scale and bulk of new buildings facilitate –

- (a) walkability within a compact core area focussed on a 'Main Street' environment; and
- (b) 'drive to' uses on the periphery of the Commercial Village Precinct.

The new complex of buildings and outdoor spaces will be designed and built so as to have an intensity and complexity more akin to that of a CBD than that typically experienced in a suburban shopping centre location. To this end, the arrangement of buildings and spaces is to take precedence over the nature of the use within them, so that an expectation of change of uses over time can occur within a built form which is robust and long lasting.

#### – Probable Solution

The urban design elements set out in Figure 3.1.11 also include, and make allowance for, a discrete range of shopping and retail warehousing areas within the Commercial Village Precinct. The specific boundaries between these areas are shown on Figure 3.1.11.

Any variation of these boundaries will only be considered where it can be demonstrated to the satisfaction of the Council that the development within the precinct does not qualify (for the purposes of calculating car parking requirements and/or contributions) as a major shopping centre.

The retail warehouse component of the precinct will be limited to tenancies with a minimum size of 300m<sup>2</sup>. Any increase in the number of tenancies and/or any tenancy which has a floor area less than 300m<sup>2</sup> will trigger a car parking requirement for shops.

Building plot ratio in the Commercial Village Precinct will be based upon the maximum GFA described in Table 3.1.11, with proportions of specified uses as shown.

The GFA in the Commercial Village Precinct shall not exceed 60,000m<sup>2</sup> as detailed in Table 3.1.11 below.

**Table 3.1.11 Maximum GFA in the Commercial Village Precinct**

Commercial Village Precinct Components	Maximum Gross Floor Area (GFA) m <sup>2</sup>
<b>Commercial Village West</b>	
Bulky Goods, Specialty Stores and Brand Direct	40,000
<b>Sub Total GFA</b>	<b>40,000</b>
<b>Commercial Village East</b>	
Discount department store, Supermarket, Mini-major, Commercial, Retail/specialty, Fast Food	20,000
<b>Sub Total GFA</b>	<b>20,000</b>
<b>TOTAL GFA</b>	<b>60,000</b>

### **3.1.12 Streetscape and Visual/Aesthetic Considerations**

#### **– Specific Outcomes**

Development in the Riverlink/CBD Connections Sub-Area should maintain the significant townscape context in regard to protecting the area's:

- prominent position, particularly when viewed from Denmark Hill, the Woodend Road ridgeline and the elevated areas to the north along Pine Mountain Road
- significant view corridors, both towards and away from the summit and northern slopes of Denmark Hill, towards the City Centre, along the river and along Pine and Downs Streets;
- the main northern approach route to the City Centre and an inner gateway along Downs Street, The Terrace and Pine Street; and
- landmark buildings, particularly the former stores building.

Considerable care and attention is given to the design and placement of new buildings in order to create a 'Main Street' setting which incorporates an operating passenger rail line link between the existing CBD and the Workshops Rail Museum.

The form and bulk of buildings do not detract from the visual significance of existing heritage places.

New buildings take advantage of river front locations and river views, and provide enhanced connectivity to the 'River Heart' recreational corridor.

New users or works take advantage of the excellent opportunities to provide interesting courtyard spaces around heritage buildings.

New uses and works –

- (a) strengthen corner focal points through appropriate treatments; and
- (b) in particular, provide a much stronger visual focus on the corner of Downs Street and The Terrace and the corner of Pine Street and The Terrace.

The development of the Commercial Village Precinct has taken into consideration that the area will become a landmark for the City of Ipswich. As such, developments should be designed to the urban character and sense of place of the locality as well as clearly indicate the purpose of the building or space and facilitate convenient and safe access.

#### **Probable Solutions**

The design of the Sub-Area should encapsulate the following -

- Outward looking rather than solely insular design.
- Provision of public spaces that can be used for a variety of uses by different groups within the community.
- A high level of pedestrian connectivity.
- Provision of shade.
- Provision of vegetation that is sympathetic to place and climate.
- Rich detailing of spaces that is sympathetic to place and climate.
- High quality landscape treatments, which aesthetically complement the buildings and structures on the site.
- Uses that address public spaces.

### **In the Commercial Village Precinct**

The Streetscape of the proposal should conform to the positive streetscape elements of the main streets in the existing CBD. Further to this the Commercial Village 'Main Street' should provide the following features:

- Roadways - that incorporate street tree planting, kerb side parking and kerb build outs to facilitate an appropriate amenity, pedestrian safety and pedestrian scale for the proposal.
- Footpaths - of a generous width and be finished with materials that are attractive and have low levels of heat and light reflectance. Vegetation should be provided along appropriate sections of footpaths. Vegetation should provide shade as well as contribute toward the richness of the streetscape. Adequate bins, seating, and lighting should be provided.
- Cycle ways - of an appropriate width, and located so as to provide a safe riding environment.

The main landscape elements to be provided include:

- Civic square and amphitheatre.
- Shade structures within car parks.
- High quality street furniture to include seating benches, water fountains, and lighting (column and bollard).
- Public art installations focussing on railway and river themes unique to Ipswich.
- Interactive water feature.
- High quality urban pavements (pre-cast concrete units with honed finishes).
- Directional signage.

The Pine Street roundabout corner is a major gateway to the City Central area and requires the provision of landmark structures in a landmark setting. The 'land mark setting' is to be created through the following contextual design considerations.

- Rear loading areas are to be screened; neither the loading area or the screening device/ structure is to detract from the visual amenity of the area.
- The building form in the area is to be well articulated and should not present a 'boxy' or bland unarticulated façade as an interface to this gateway area.
- The design elements of structures in the vicinity shall give due cognisance to the adjoining State Heritage Listed Tarpaulin Shop, with particular attention to the complementary use and application of colours, textures, materials, embellishments, filigree, cladding and built form.
- The walls of the large retail structures are to utilize interesting and innovative design treatments.
- Fast Food Premises and Drive-Through facilities are not to impose a negative visual presence on this landmark corner. Such a use should be incorporated into the structures located along this frontage.

The area to the west and south west of the former Tarpaulin Shop should create an active multi-user landscaped area. The following details are to be provided to demonstrate such an area is to be created -

- the railway station/line location;
- treatment to building facades;
- urban art;
- lighting;
- public amenity location;
- seating;
- paving;
- pedestrian movement and vehicular pathways; and
- links to adjacent uses and other activity areas.

### Pedestrian and Rail Link between the Traditional CBD and the Commercial Village

The operation of the pedestrian/rail link between the mall in the traditional CBD and the Commercial Village (CV) Precinct is critical to the achievement of the River Heart Vision and the integration of the Commercial Village with the existing City Centre. All activities and uses proposed on both sides of the River need to demonstrate workability and an operational relationship. This link is to be clearly stated in the proposals for the Commercial Village Sub-Precinct.

Applications concerning the Commercial Village Sub-Precinct are to include plans (site layout and elevations) of the proposed works to be carried out to provide a pedestrian link to the southern side of the Bremer River. This shall provide for connection to land (Arts Precinct) and for future connections to other parts of the CBD and Mall.

Proposals are to provide evidence that an agreement is in place to ensure that the pedestrian/rail link will be operational between the traditional CBD and the Commercial Village Precinct at the time of commencement of use of the Commercial Village or as otherwise agreed to by Council. This agreement is to be between the relevant parties (say QR, the Commercial Village Developer and other relevant landowners on the southern side of the River) to allow the pedestrian/rail link and the connection to the existing CBD Mall area. Such works would include the provision and operation of the stations and the rail line, the pedestrian/cycle link, the viewing platforms and other elements proposed on the rail bridge and physical and functional linkages into the existing CBD mall area.

Proposals shall include details of the viewing platform areas proposed along the Rail Bridge. The finishing and architectural treatment of works on the North Ipswich Railway Bridge is to extend the 'Main Street' configuration into the CBD North – Secondary Business Zone. Specific design strategies may include, but are not limited to:

- Continuity of ground plain treatments.
- Continuity of planting themes.
- Continuity of railing themes.
- Extension of the rail bridge design themes and geometric patterning into the streetscape design of the CBD North – Secondary Business Zone.

In essence, the design treatments associated with the rail bridge should establish a main street finger extending outwards from the proposal that reaches into the existing CBD. Continuity of style should be established, while at the same time respecting the essential character and heritage attributes of the Railway Bridge and its abutments.

Proposals within the Precinct are to provide details of proposed interface treatments between the rail, pedestrian and other areas that adjoin the rail in both the Commercial Village Precinct and on the south side of the Bremer River.

The Commercial Village Precinct should display a 'transition' of landscape character from the higher order commercial areas down through civic and community spaces to the riverbank parkland. The main landscape elements are:

- Provision of a formal continuous riverside promenade at a high level adjacent to (Future commercial/shops) and short term car parking areas to provide safe and visible access along the Bremer River Corridor, to the David Trumpy Bridge and the pedestrian / rail bridge.
- Creation of a series of urban plazas east and west of the Railway Bridge landing including a large community amphitheatre to the west and elevated linkage to the west.
- Joint use of the new commercial car parks to provide parking for open space areas and weekend use as a markets area.

- Reinforcement of the Railway Bridge linkage to Downs Street through an active 'main street' urban environment including a railway station and multiple/active shop frontages.
- Provision of dominant vertical built 'markers' integrated into new structures and decking along the riverside promenade to provide rhythm, visual interest, and reference.
- Development of a 'diagonal' pedestrian/visual axis through the car park and central plaza areas linking the riverside promenade.
- Covered pedestrian linkages and extensive street tree planting in car park areas.
- Provision of strong pedestrian and visual linkages perpendicular to the river from the new retail and commercial areas.
- Visual buffering/screening of service and 'back of house' areas to new commercial development.
- The conservation "in situ" of the Bridge abutments on either side of the Bremer River and the actual bridge structures and pylons, the Railway Stores Building and the Queensland First Railway Memorial.
- Reinterpretation of historic rail lines (including wharf line and Heiner Road).
- The retention on site and adaptive re-use of the Gasometer and the Heiner Street bridge abutments for the former tramway.

#### River Heart Parkland Precinct

Proposals shall include the details of works at the interface Commercial Village and River Heart Parkland Precincts. Details shall be provided to outline the works that spill into the parkland and riverside areas that will create both active and passive recreational opportunities and that will integrate the two precincts as a functional unit.

Where car parks are located at the interface, the function and visual appearance of the structures are to make a positive visual and functional contribution to the area. Blank, bland and unarticulated facades and rooflines are not considered an acceptable solution.

The visual presentation of car parking structures when viewed from the David Trumpy Bridge, the Rail Bridge, the CBD and other vantage points and the interface between structures within the Commercial Village Precinct and the River Heart Parkland Precinct is critical to achieving the River Heart Vision. Structures are to create an acceptable interface that is active, vibrant and a 'people place'.

An active façade should be achieved between the two bridges. The active façade is to be created by a promenade along the upper level of any structure that connects the two bridges and the major spines of the pedestrian network. Interspersed nodes of activity such as viewing areas, cafes/retail areas etc are also to be used to activate the edge. This promenade should connect down to the parkland at appropriate points through features such as terracing and ramps.

Design details of the interface between the parkland and any part of the multi-storey car park, or other proposed structures, including activity nodes and the ground level parking and other structures proposed along the riverbank area are to be provided with proposals. Treatments should provide a pleasing and, as appropriate, a functional visual screen to the bulk and mass of the structures and the expanse of the car parking/building areas proposed. Design treatments should also ensure that areas in conflict with CPTED principles are not created.

Proposals shall include details of lift/s to be provided within any car park structure and where they are to link into and how it is to be integrated into the retail area above.

Views towards major historic landmark buildings (such as the former railways store building), along Downs Street and from the river to Denmark Hill should not be obscured through inappropriate placement of new buildings.

Vantage points along the interface of the Commercial Village Precinct with the Bremer River Heart Parkland and at along the rail bridge should provide unobstructed views along the

Bremer River City Reach View Corridor. New structures should be designed in a manner that protects or enhances this view corridor.

Sensitive composition, massing and articulation of building forms and appropriate architectural elements, design features, building materials, colours and landscaping should reduce the visual impact of development.

The main landscape elements to be provided in the River Heart Parkland Precinct include:

- Picnic and general shelter structures.
- BBQ's and tables/seats.
- General parkland seating (metal framed with timber slatting).
- Water fountains, litter and recycling bins.
- Play equipment themed on the river and rail.
- Fitness circuits.
- Continuous hardstand pavement.
- Column lighting.
- Jetties to river edge.
- Functional, directional and interpretive signage.
- Public art trail along the river.

Planting and landscaping will be undertaken throughout the Parklands Sub Precinct which will restore riparian vegetation and develop a landscape linkage with the CBD. In particular, retention of existing trees and the planting/installation of new mature trees shall be designed to have an immediate and demonstrable effect on the screening of the dominant built form edges when viewed from the southern bank of the River, the existing CBD and the southern parts of the railway bridge and the David Trumpy Bridge.

### **3.1.13 Operation of Road Network and Access**

#### **- Specific Outcomes**

Roadways are to be designed and located to so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle links
- address the 'River Heart' recreational corridor, by taking advantage of river views and providing pedestrian and cycle connectivity to the riverside parklands;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;
- conserve view corridors throughout the Riverlink Area.

Roads should provide for direct physical, functional, and multi-modal links between other Sub-Areas of the Riverlink Area.

#### **- Probable Solution**

An internal main street should provide opportunities for circulation from the existing CBD across the Bremer Railway Bridge and through the Commercial Village and connecting with Downs Street.

Applications should include an analysis of The Terrace - Pine Street intersection (roundabout) including pedestrian mobility and safety

The provision of a rail connection between the CBD and the Railway museum is to be maintained.

Separation of main vehicular access and retention of the centralised rail corridor is achieved, linking the whole of River Heart as an integral transport, heritage, and tourism feature with a unique character.

The proposed development should accommodate a public transport interchange. The location and function of the interchange is to accommodate a proposed major public transport link across the David Trumpy Bridge to the existing CBD. The interchange should accommodate a variety of modes including taxi, train and bus. The design of the interchange is subject to negotiation with the various public transport providers.

### **3.1.14 Carparking**

#### **- Specific Outcomes**

Establish off-street parking areas, loading and unloading facilities and associated access for development within the City, as per provisions in the Parking Code

#### **- Probable Solution**

The Parking Code designates the number of spaces required for a Major Shopping Centre development as 3 spaces per 50m<sup>2</sup> of gross floor area unless otherwise agreed to by Council following submission and approval by Council of a suitable traffic report. Provision must also be made for on-site bus and taxi parking, bicycle parking facilities and service vehicle parking and loading/unloading to the requirements of Council.



### **3.1.15 Pedestrian and Cycle Network**

#### **-- Specific Outcomes**

Pedestrian spaces should be finished with high quality landscaping and surface treatments. Built structures and/or vegetation should provide a level of shading and amenity that is suited to Ipswich's climate. The purpose of works along pedestrian routes and within pedestrian spaces is to create comfortable and attractive environments that encourage pedestrian movement.

Proposed developments should possess design features that improve accessibility for pedestrians and cyclists. Important features include appropriate network coverage, path location, path width, path design, and appropriate safety-enhancing features such as lighting and active uses along routes.

The River Parkland Sub-Precinct will include a number of movement corridors for pedestrians and cyclists as well as the tourist railway. These will be designed to facilitate both ease of movement between the Ipswich CBD and the different precincts as well as taking advantage of the recreational opportunities that a large, linear, riverfront piece of land provides.

Connection between activities in the Commercial Village Precinct and the River Heart Parklands Precinct should be facilitated by appropriate links between the upper escarpment and lower riverbanks. Such links are important to ensuring that the river corridor provides a diverse range of affordable, accessible and equitable open space, recreation, and leisure opportunities.

Issues requiring consideration include:

- Non-discriminatory access i.e. lifts where the vertical change of grade exceeds 3m, and appropriately graded access ramps of an appropriate length without an excessive amount of switchback cross grade linking.
- Provision of safe places.
- Attractive links.

High priority shall be given to creating shaded promenades and other pedestrian movement areas and public places appropriate for the climate of Ipswich.

Pedestrian and cycle links within the Riverlink/ CBD Connections Sub-Area are to link nodal points establishing a fine grain pedestrian and cycle network. The design of this network should present the user with an optimal number of route options between origin and destination points.

#### **-- Probable Solutions**

Pedestrian safety should be provided through the application of CPTED principles. Detailed design should give consideration to the following issues-

- uses within the Commercial Village Precinct should encourage greater after hours use, retail activity and other active land uses should directly front main pedestrian routes in order to reduce isolation and to increase casual observation;
- avoidance of pathways passing blank sections of wall;
- installation of security cameras;
- avoid the creation of concealed entrances to buildings and car parks;

- providing adequate lighting;
- landscaped treatments should avoid the creation of concealed spaces; and
- provide adequate directional signage, public telephones and other public amenities.

The pedestrian network within the Commercial Village Precinct should connect into pedestrian networks in the surrounding area, including the CBD, River Corridor and surrounding areas of North Ipswich.

Applications concerning the Commercial Village Sub-Precinct are to include plans (site layout and elevations) of the proposed works to be carried out on the existing CBD side of the River from the rail/pedestrian bridge to the point where connections can occur either within the Arts Precinct site or to other points in the CBD. The plans are to demonstrate how the linking of the two sides of the River will be achieved .

Proposals are to provide evidence that an agreement is in place to ensure that the pedestrian/rail link will be operational between the southern side of the Bremer River and the Commercial Village Precinct at the time of commencement of use of Precinct. This agreement is to be between the relevant parties to allow the pedestrian/rail link and the connection to the existing CBD. Such works would include the provision and operation of the stations and the rail line, the pedestrian/cycle link, the viewing platforms and other elements proposed on the rail bridge.

Provision shall be made to ensure that pedestrian access along the major pedestrian network segments (refer to Figures 2.4 and 3.1.3) remains free and unencumbered to the extent that would otherwise apply if the segment were a pedestrian footpath in the existing CBD.

Proposals shall include details of the viewing platform areas proposed along the Rail Bridge. The finishing and architectural treatment of works on the Railway Bridge is to extend the 'Main Street' configuration into the Commercial Village Precinct. Specific design strategies may include, but are not limited to:

- continuity of ground plain treatments;
- continuity of planting themes;
- continuity of railway themes;
- extension of the rail bridge design themes and geometric patterning into the streetscape design of the Precinct.

In essence, the design treatments associated with the rail bridge should establish a main street finger extending outwards from the proposal that reaches into the existing CBD. Continuity of style should be established, while at the same time respecting the essential character and heritage attributes of the Railway Bridge and its abutments.

Development proposals concerned with the Commercial Village Precinct are to address the following connectivity issues –

- Operation of the pedestrian/rail link.
- The establishment of the link and relationship of the proposal to the link is to be clearly stated in proposal documentation.
- Viewing platforms and other elements are to be provided on the Rail Bridge.
- The Rail Bridge/Pedestrian Bridge connection is to provide for future physical and functional linkages into the existing CBD.

Pedestrian and cycle networks should link meaningful origin and destination points both within and external to the Commercial Village Precinct to become integrated with the existing CBD. Links will need to be established to the Ipswich Mall, Top of Town, CBD Arts Precinct, Ipswich Railway Station and the Ipswich City Square, through utilising the David Trumpy Bridge and a pedestrian/bicycle connection constructed on the North Ipswich Railway Bridge, the adjoining open space to the west and south; and the land on the opposite side of Pine Street, adjoining The Terrace to the east.

In order to establish a high level of integration between the existing CBD and the Commercial Village Precinct the following design guidelines should be used:

- Consistency of landscapes treatments along pathways linking the proposal to the CBD and other nodes. Such paths should penetrate into the fabric of the development, CBD, and other nodes to ensure a high level of integration.
- Paths should be attractive, comfortable and pleasant to use, thus encouraging high volumes of pedestrian flows.
- The paths should be designed in a way that is accessible; especially for less mobile members of the community i.e. elderly, children and people that require movement assistance (eg. walking frames and wheel chairs).

Links should be established to overcome grade separations between paths and at nodal points where pathways intersect. Particular emphasis should be placed on connecting the Bremer River Corridor paths that run east/west with the links between the proposed development and the CBD running north/south. Shade and rain protection for 100% of the length of the upper river bank promenade along the Commercial Village Precinct interface with the River Heart Parkland Precinct west of the Railway Bridge shall be achieved using combinations of solid and natural shade.

Proposals for the Commercial Village Precinct are to include provision for cyclists. Plans should indicate:

- access arrangement for cyclists utilising the development (including provision for on-road bicycle lanes leading to the development) and
- provision for on-site bicycle parking; and
- on-road bicycle lanes or bicycle friendly zones on the street network leading to the development;

#### Rail Bridge Link

Intent: The Railway Bridge will become a critical artery for pedestrian movement between the existing CBD, the Arts Precinct, and the Commercial Village Precinct, provide alternative access routes for pedestrians and cyclists travelling between North Ipswich and the CBD and other uses beyond and will provide other opportunities for viewing the Bremer River, scenic corridor. The existing Bremer River Railway Bridge will be upgraded to provide a high quality link and to provide a protected shared pedestrian / bicycle spine linking the proposed development site with the "Bremer Outlook" pedestrian plaza.

**Minimum requirements:**

- 5m wide pedestrian lit bridge built on existing pylons.
- Minimum of 2 nodes along the length of the bridge to provide shaded over-viewing opportunities to the river.
- Shade and rain protection for 100% of the length of the bridge span.
- Open handrails and framing to maximise views to the river.
- Design grade approximately RL 21.5 (+/- 0.3) to match with existing rail line level.

**"The Bremer Outlook"**

Intent: to provide a major, activated pedestrian node linking the rail bridge link to the top of town link at grade and providing vertical circulation links to council riverfront parklands (both east and west of the existing Railway Bridge), and to the east on Bremer Street.

**Minimum requirements:**

- External Urban Lift and pedestrian stair connecting RL 21.5 (Plaza) to RL 14.5 (Riverfront Parklands) on the west
- External Urban lift with minimum 50% of vertical faces transparent, illuminated at night, air-conditioned for safety and CPTED reasons.
- A second pedestrian stair linking the Plaza level RL 21.5 to Bremer Street level approx 16.0 (+/- 0.5m) and connecting to a proposed Bremer Street footpath.
- Structured Plaza spanning Bremer Street and providing linkage across Bremer street with a minimum clearance of 5m.
- Automated pedestrian gates at plaza level, synchronised with train arrival / departures north and south along the existing railway line. Including necessary signage, warning signals fencing, and the like.

**Arts Precinct**

Intent: to provide a clear, visual and equally accessible link between Top of Town Plaza (defined as the intersection of Ellenborough Street Bridge and the extension of Bottle Alley) and the Bremer Street Outlook, whilst maintaining open visual access to the Commercial Village Precinct.

**Minimum requirements:**

- Unimpeded, direct visual link between Brisbane Street and the Bremer Street Outlook.
- Equitable access between the Top of Town Plaza and the Hotel Development site with active frontage on Ellenborough Street and the Top of Town Plaza.
- Joint Council/Wingate Development site for Cultural facilities connecting directly spanning the functional link, addressing Ellenborough Street and connecting to the Bremer Outlook at RL 21.5.
- Provision of an at grade rail station and plaza addressing Ellenborough Street.

**Railway line**

Intent: to reduce visual impact of the rail lines area and provide safe access and interpretive nodes complimenting the historical rail museum experience.

**Minimum requirements:**

- Extensive buffer planting, minimum 10m wide to providing screening of adjacent car parking structures.
- Provision of integrated art at the station vicinity to screen the adjacent development's car park.
- Integration of the existing switching station and turntable into a public event/interpretive node.

**Top of Town Plaza**

**Intent:** to extend provide a pedestrian plaza linking the CBD to the Arts Precinct via Bottle Alley and Ellenborough Street.

**Minimum requirements:**

- A structured deck at Ellenborough street level (nominally RL 27.1) providing a minimum 30% shade and rain protection along its edge.
- Glass or similar viewing panels to provide balustrade and security to the rail line.
- Integration of hotel floor levels with plaza edge.

**Northern Riverbank**

**Intent:** to provide safe, unimpeded access along and activated day and night use to the upper riverbank edge (approximate RL 21.0) providing connection to the Railway Bridge, the David Trumpy Bridge and lower level riverbank pathways (nominally RL 5.0 – 10.0).

**Minimum requirements:**

- 5m wide pedestrian path with open views to the river and surveillance from adjacent retail.
- Minimum 10m deep tenancies to provide activated edges to the riverbank pedestrian link for at least 75% of the development site edge opposite the CBD at approximate RL of 21.0.
- Minimum of 2 enlarged nodal points along the pedestrian path aligning with the extension the mall centre line and Bell Street centre line, providing over viewing opportunities to the river and visual linkage back to the city grid.
- A maximum grade separation of 0.5m between activated retail edge and the pedestrian path along the upper riverbank shall be achieved.
- Conservation "in situ" of the bridge abutments on either side of the Bremer River and the actual bridge structures and pylons, and the Queensland First Railway Memorial.

**David Trumpy Link**

**Intent:** to link the northern river bank and development site to the CBD via an external urban lift and pedestrian link along the David Trumpy bridge.

**Minimum requirements:**

- 5m wide pedestrian path along the western edge of the existing David Trumpy Bridge using the existing footpath, plus additional structural extensions required to achieve a 5m connection.
- Minimum 50% shade cover / rain protection to the pedestrian connection.
- The path shall originate from the south eastern corner of the proposed development site at RL 21.0 and provide an equal access vertical connection to adjacent bridge level

(approx 25.0) via an external urban lift operational to match day and night trading hours. Ramps connecting greater than 3 vertical metres in height are unacceptable.

- The pedestrian path shall extend to the southern abutment of the David Trumpy Bridge and connect to the existing footpath at an approximate RL of 25.0.

### **3.1.16 Consistent and inconsistent uses, use classes and other development**

All activities and uses proposed on both sides of the River need to demonstrate workability and an operational relationship. This link is to be clearly stated in the proposals for the Commercial Village Precinct. Consideration of the subject application is dependent upon these functional and physical linkages, operations and relationships being achievable through demonstrated design solutions.

3.1.17 Table 3.1.7 Assessment Categories for the Riverlink/ CBD Connections Sub-Area – Commercial Village Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Auction Depot Broadcasting Station Carpark Car Wash Caretakers Residence Catering Shop Child Care Centre Club Commercial Premises Community Building Display Home Display Housing Village Earth Works Educational Establishment Environmental Facility Fast Food Premises Garden Centre General Store Home Occupation Hotel Indoor Entertainment Indoor Recreation Lato Night Store Licensed Club Medical Centre Motel Place of Worship Produce/ Craft Market Public Building Research and Associated Technology Activities Retail Warehouse Shop Transit Centre Veterinary Clinic  Any Other Use which complies with the permitted uses and maximum GFA outlined in Table 3.1.11 of the Riverlink Preliminary Approval Plan, and subject to compliance with provision of the preliminary approval plan	Bulk Store Emergency Services Depot Helipad Home Industry Hospital Landscape Supply Outlet Light Industry Major Shopping Centre Mini Storage Complex Night Club Night Court Outdoor Entertainment Outdoor Recreation Plant Sales and Hire Yard Produce Store Public Utility Reception and Function Residence Repair Station Retirement Community Service Station Special Use Sports Complex Tourist Facility Veterinary Hospital Vehicle Sales Premises Warehouse Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Detached House Dual Occupancy Dwelling Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive Industry – Minor Farm Supply Outlet Forestry Freight Depot General Premises General Industry Heavy Vehicle Parking Heliport Horse Training Establishment Host Farm Institutional Residence Landscape Supply Depot Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Storage Yard Truck Depot Turf Farm

3.1.18 Table 3.1.8 Assessment Categories for the Riverlink/ CBD Connections Sub-Area –Arts Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Environmental Facility Home Occupation Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Broadcasting Station Building Caretakers Residence Carpark Catering Shop Child Care Centre Club Commercial Premises Community Building Display Home Display Housing Village Earth Works Educational Establishment Family Day Care Fast Food Premises General Store Hotel Indoor Entertainment Indoor Recreation Late Night Store Licensed Club Local Shopping Centre Major Shopping Centre Medical Centre Motel Neighborhood Shopping Centre Outdoor Entertainment Outdoor Recreation Place of Worship Produce/ Craft Market Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Retail Warehouse Shop Temporary Sales Office Tourist Facility Transit Centre Veterinary Clinic	Auction Depot Bulk Store Car Wash Detached House Dual Occupancy Dwelling Farm Supply Outlet Garden Centre Heavy Vehicle Parking Helipad Home Industry Hospital Light Industry Mini Storage Complex Night Club Night Court Produce Store Repair Station Retirement Community Service Station Special Use Sports Complex Vehicle Sales Premises Veterinary Hospital Warehouse Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Forestry Freight Depot Fuel Depot Funeral Premises General Industry Heliport Horse Training Establishment Host Farm Institutional Residence Landscape Supply Depot Landscape Supply Outlet Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Plant Sales and Hire Yard Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Storage Yard Truck Depot Turf Farm



**3.1.19 Table 3.1.9 Assessment Categories for the Riverlink/ CBD Connections Sub-Area – River Heart Parklands Precinct**

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Major Shopping Centre Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

### **3.2 Mixed Use Urban Village Sub- Area**

The Mixed Use Urban Village Sub-Area consists of two Precincts; the Mixed Use Urban Village Precinct and the Mixed Use Urban Village Parkland Precinct – refer to **Figure 3.2**.

#### **3.2.1 Mixed Use Urban Village Precinct**

The Sub-Precinct will provide an attractive and functional link between Riverlink/CBD Connections Sub-Area to the south, and the Museum and Education and Business Park Sub-Areas to the north.

It is preferred that the precinct accommodates a range of park and business or accommodation uses.

Business uses may include a range of:

- research and technology based activities,
- warehousing to support other uses in the Sub-Area;
- light manufacturing;
- a business/technology/innovation centre catering for specialist research, multi-media and information technology and telecommunications businesses;
- art and craft markets, community arts centre, cottage industries, studio apartments and other home-based businesses; and
- some public buildings.

Office uses located in this Sub-Area should have a direct link with the uses set out above and should not comprise government departments, financial institutions or professional offices, which are more appropriately located within the Ipswich CBD. The Sub-Area is not to be developed as a rival office or retail location to the CBD.

The precinct also may accommodate:

- a major convention/recreation/entertainment/sport and leisure complex, with indoor and outdoor facilities (perhaps including a sporting hall of fame, a sports academy and an aquatic centre);
- an arts complex (perhaps including a film studio, a film and multi-media training centre, and a community arts centre).

#### **3.2.2 Mixed Use Urban Village Parkland Precinct**

The Mixed Use Urban Village Parkland Precinct is intended to be developed as a regional recreational resource that will integrate the Mixed Use Urban Village Precinct with the other Riverlink Sub-Areas. Pedestrian and cycle links shall permeate throughout the precinct linking into the Mixed Use Urban Village Precinct, other Riverheart Parkland Precincts and to the existing CBD.

#### **3.2.3 Specific outcomes**

The layout of the Sub-Area and architecture of the buildings will be consistent with an inner city medium density apartment setting, focussed onto both the river and an urban square which is aligned on an axis from the railway station.

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development –

- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly,
- View corridors
- Landmarks and gateways (existing and potential)
- The design of public open spaces

- High levels of pedestrian connectivity
- Arrangements of land uses and activities which complement and support the riverbank
- Streetscape treatments, footpaths and cycle-ways
- Shade (solid and natural)
- An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
- Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.

### 3.2.4 Probable Solutions

Buildings are to be designed and located so as to -

- create a vibrant, attractive 'Main Street' setting which is capable of accommodating pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value; and
- conserve view corridors throughout the Area.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The layout of the original roundhouse is interpreted in the redevelopment of the site, potentially by way of special landscaping or car parking surface treatment.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill.

Achieving a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks.

Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.

Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community,

Whilst no building plot ratio is specified the net density of the residential components should be at least 50 dwelling unit per hectare, distributed across a wide range of dwelling types with ancillary retail, commercial and community facilities.

3.2.5 Table 3.2.5 Assessment Categories for the Mixed Use Urban Village Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Club Family Day Care Local Utility Minor Building Work Park	Accommodation Building Advertisement Apartment Building Art and Craft Establishment Attached Housing Caretakers Residence Carpark Catering Shop Child Care Centre Commercial Premises Community Building Detached House Display Home Display Housing Village Dual Occupancy Dwelling Earth Works Educational Establishment Environmental Facility Garden Centre General Store Heavy Vehicle Parking Helipad Home Industry Home Occupation Indoor Entertainment Indoor Recreation Medical Centre Motel Outdoor Entertainment Outdoor Recreation Place of Worship Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Retirement Community Temporary Sales Office Transit Centre Warehouse	Auction Depot Broadcasting Station Bulk Store Car Wash Emergency Services Depot Farm Supply Outlet Fast Food Premises Freight Depot Funeral Premises General Industry Hospital Hotel Late Night Store Licensed Club Light Industry Local Shopping Centre Mini Storage Complex Neighbourhood Shopping Centre Night Club Plant Sales and Hire Yard Produce/Craft Market Produce Store Repair Station Retail Warehouse Service Station Shop Special Use Sports Complex Storage Yard Tourist Facility Truck Depot Vehicle Sales Promises Veterinary Clinic Veterinary Hospital Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Forestry Fuel Depot Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Major Shopping Centre Motor Sports Complex Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Turf Farm

3.2.6 Table 3.2.6 Assessment Categories for the Mixed Use Urban Village Parkland Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Major Shopping Centre Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

### **3.3 Museum Sub- Area**

The Museum Sub-Area consists of two precincts; the Museum Precinct and the Museum Parklands Precinct, see **Figure 3.3**.

#### **3.3.1 Museum Precinct**

The Museum Sub-Area incorporates the historic Ipswich Rail Yards into a world class Railway Museum and railway interpretive centre. Pedestrian/ cycle paths and roadways facilitate a high level of integration with surrounding areas.

#### **3.3.2 Museum Parklands Precinct**

The Museum Parklands Precinct consists of the open space situated between the Museum Precinct and the Bremer River. The Parklands are to have a direct relationship with the Museum Precinct as well as other Parklands Precincts along the northern bank of the Bremer river fronting the Riverlink area.

#### **3.3.3 Specific outcomes**

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development –

- Ensures that the design and location of new structures in the Museum Precinct respects the height mass and style of the historic Railways buildings and infrastructure.
- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly –
  - View corridors
  - Landmarks and gateways(existing and potential)
  - The design of public open spaces
  - High levels of pedestrian connectivity
  - Arrangements of land uses and activities which complement and support the riverbank
  - Streetscape treatments, footpaths and cycle-ways
  - Shade (solid and natural)
  - An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
  - Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.
  - Reinforces the Railway Workshops Museum as a landmark site

#### **3.3.4 Probable Solutions**

Where practicable the existing buildings should be adaptively reused as a basis for the establishment of the railway museum and interpretive centre. Where existing fabric must be removed due consideration should be given the reuse of such material in other locations in the site.

Development along the interface between the Museum Precinct and the Museum Parklands Precinct should seek to open up the Bremer River corridor to more active and frequent community use.

Pedestrian and cycle links from other Riverlink Sub-Areas leading to the Museum Sub-Area should seek to establish a sense of continuity throughout the area.

Buildings, are to be designed and located to so as to -

- create vibrant and attractive pedestrian, cycle, vehicle and rail links (particularly for tourist trains) between the Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor;
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;



- conserve view corridors throughout the Area.

Development should -

- achieve a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks;
- ensure that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring; and
- ensure that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill.

New buildings are setback from the street an equal or greater distance to the heritage buildings located in this Sub-Area.

Uses and works maintain the important view corridors along the traverser axis.

All places of cultural significance or streetscape value are conserved, with such places adaptively reused.

New uses are sympathetic and respectful to places of cultural heritage significance and maximise opportunities to create interesting courtyard spaces between buildings.

New buildings minimise the extent of blank walls, particularly in situations where such walls are visually prominent.

Infill development between heritage buildings is consistent with the height and roof form of heritage buildings.

Mature trees are conserved, particularly the large fig trees near the administration buildings in the railyards.

Uses and works in the vicinity of the western end of WM Hughes Street, adjoining the Bremer River, protect a possible future transport corridor link across the river.

Development within the Sub-Area is integrated with –

- (a) Woodend Park to the west; and
- (b) the adjoining open space to the west and south.

3.3.5 Table 3.3.5 Assessment Categories for the Museum Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Family Day Care Local Utility Park	Advertisement Art and Craft Establishment Caretakers Residence Carpark Catering Shop Child Care Centre Club Community Building Earth Works Educational Establishment Environmental Facility Hotel Indoor Entertainment Indoor Recreation Licensed Club Light Industry Medical Centre Motel Place of Worship Produce/ Craft Market Public Building Public Utility Research and Associated Technology Activities Shop Tourist Facility	Accommodation Building Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Car Wash Commercial Premises Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Farm Supply Outlet Freight Depot Garden Centre General Industry General Store Heavy Vehicle Parking Helipad Home Industry Home Occupation Hospital Late Night Store Mini Storage Complex Night Club Outdoor Entertainment Outdoor Recreation Plant Sales and Hire Yard Produce Store Reception and Function Residence Repair Station Retail Warehouse Retirement Community Service Station Special Use Sports Complex Storage Yard Temporary Sales Office Transit Centre Truck Depot Veterinary Clinic Veterinary Hospital Wine Making Warehouse Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemeley Concrete Batching Plant Correctional Centre Crematorium Equestrian and Coursing Sports Extractive Industry Extractive Industry – Minor Farm Supply Outlet Forestry Fuel Depot Funeral Premises Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Local Shopping Centre Major Shopping Centre Motor Sports Complex Neighbourhood Shopping Centre Night Court Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Recycling Premises Riding School Roadside Stall Rural Industry Special Industry Stable Stock Sales Yard Turf Farm Vehicle Sales Premises

3.3.6 Table 3.3.6 Assessment Categories for the Museum Parklands Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive Industry – Minor Farm Supply Outlet Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre Major Shopping Centre

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Medical Centre Mini Storage Complex Motel Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

### **3.4 Education and Business Sub-Area**

The Education and Business Sub-Area consists of two precincts; the Education and Business Precinct and the Education and Business Parklands Precinct, see **Figure 3.4**.

#### **3.4.1 Education and Business Precinct**

The area north of the railway museum can be utilised for education facilities with a strong relationship with the adjoining museum. This can include the joint use of some of the heritage buildings and development of education and training opportunities in the museum by a school. Access to such a school could utilise the railway from the Ipswich CBD and may include a future pedestrian link to the parklands on the western side of the Bremer River. The precinct may also be developed with a range of supporting business activities which relate to activities elsewhere in the site and the CBD.

#### **3.4.2 Education and Business Parklands Precinct**

The Education and Business Parklands Precinct consists of the open space situated between the Education and Business Precinct and the Bremer River. The Parklands is to have a direct relationship with the Education and Business Precinct as well as other Parklands Precincts along the northern bank of the Bremer river fronting the Riverlink area.

#### **3.4.3 Specific outcomes**

Any development in this sub-area will need to be the subject of a detailed application which addresses the extent to which a proposed development --

- Ensures that the design and location of new structures in the Education and Business Precinct respects the height mass and style of the historic Railways buildings and infrastructure in the neighbouring Museum Precinct.
- Refines and implements the overall outcomes for the Riverlink area set out in section 2 of this Plan and particularly --
  - View corridors
  - Landmarks and gateways(existing and potential)
  - The design of public open spaces
  - High levels of pedestrian connectivity
  - Arrangements of land uses and activities which complement and support the riverbank
  - Streetscape treatments, footpaths and cycle-ways
  - Shade (solid and natural)
  - An urban parkland along the riverbank, inclusive of public viewing areas, access to the River, and event and recreation spaces
  - Incorporation of boulevard, linear park and like elements which reinforce the links between the CBD and Sub-Areas to the north.
  - Reinforces the relationship between the Business and Education Precinct with the Railway Workshops Museum consolidating its role as a landmark site.
  - Ensures that appropriate buffering of development to the Energex Sub-station takes account of the appropriate siting of elements which may be sensitive to the sub-station (such as vegetation, outdoor play/activity areas, and noise sensitive uses).

#### **3.4.4 Probable Solutions**

Development along the Interface between the Education and Business Precinct and the Education and Business Parklands Precinct should seek to open up the Bremer River corridor to more active and frequent community use.

Pedestrian and cycle links from other Riverlink Sub-Areas leading to the Education and Business Sub-Area should seek to establish a sense of continuity throughout the area.

There should be strong visual and functional links between the Business and Education Precinct and the Museum Precinct. Consideration should be given to the shared use of facilities between these sub areas so as to create a high level of integration between these two precincts.

Buildings, are to be designed and located so as to -

- create vibrant and attractive pedestrian, cycle, and vehicle linkages between the Education and Business sub-Precinct, Workshops Rail Museum and the existing CBD;
- address the 'River Heart' recreational corridor
- support the conservation and appropriate adaptive reuse of identified places of cultural significance or streetscape value;
- conserve view corridors throughout the Area.

Achieving a built form facing the river which is striking and attractive, and which facilitates community activity on the river and its banks.

Ensuring that spaces frequented by the public are designed and managed so as to minimise the likelihood of criminal or threatening behaviour occurring.

Ensuring that spaces frequented by the public are designed and managed to be clean, attractive, convenient to use, and equally accessible for all members of the community.

All buildings and structures are below RL48m AHD (i.e. below the roofline of the North Ipswich Primary School) which is the dominant landmark in the area.

New buildings are generally limited to a maximum height of four storeys where they are located outside the heritage areas.

The placement of buildings maintains views towards major historic landmark buildings such as the powerhouse, water towers and gatehouse, and along the traverser, along Downs Street, and across the river to Denmark Hill.

New buildings are setback from the street an equal or greater distance to the heritage buildings located in this Sub-Area.

All places of cultural significance or streetscape value are conserved, with such places adaptively reused.

New uses are sympathetic and respectful to places of cultural heritage significance and maximise opportunities to create interesting courtyard spaces between buildings.

New buildings minimise the extent of blank walls, particularly in situations where such walls are visually prominent.

Infill development between heritage buildings is consistent with the height and roof form of heritage buildings.

Mature trees are conserved, particularly the large fig trees near the administration buildings in the railyards.

Uses and works in the vicinity of the western end of WM Hughes Street, adjoining the Bremer River, protect a possible future transport corridor link across the river.

Development within the Sub-Area is integrated with -

- (a) Woodend Park to the west; and
- (b) the adjoining open space to the west and south.

Adequate buffers are provided to the adjoining electricity substation site, particularly where the adjoining development involves residential or educational uses.

3.4.5 Table 3.4.5 Assessment Categories for the Education and Business Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Clearing of Vegetation Club Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Carpark Catering Shop Child Care Centre Community Building Detached House Display Home Display Housing Village Dual Occupancy Dwelling Earth Works Educational Establishment Environmental Facility Home Occupation Indoor Entertainment Indoor Recreation Motel Night Court Outdoor Entertainment Outdoor Recreation Place of Worship Produce/ Craft Market Public Building Public Utility Reception and Function Residence Research and Associated Technology Activities Sports Complex Temporary Sales Office Transit Centre Warehouse	Accommodation Building Apartment Building Attached Housing Auction Depot Bulk Store Car Wash Commercial Premises Emergency Services Depot Environmental Impact Designated Development Fast Food Premises Freight Depot Garden Centre General Industry General Store Heavy Vehicle Parking Helipad Home Industry Hospital Hotel Late Night Store Light Industry Medical Centre Mini Storage Complex Night Club Retirement Community Shop Special Use Storage Yard Tourist Facility Truck Depot Veterinary Clinic Veterinary Hospital Wine Making Any Other Use	Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Camping Ground Caravan Park Cemetery Concrete Batching Plant Correctional Centre Crematorium Equestrian and Coursing Sports Extractive Industry Extractive industry - Minor Farm Supply Outlet Forestry Fuel Depot Funeral Premises Heliport Horse Training Establishment Host Farm Accommodation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Local Shopping Centre Licensed Club Major Shopping Centre Motor Sports Complex Neighbourhood Shopping Centre Nuclear Industry Pastoral Production Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Recycling Premises Repair Station Retail Warehouse Riding School Roadside Stall Rural Industry Service Station Special Industry Stable Stock Sales Yard Turf Farm Vehicle Sales Premises

3.4.6 Table 3.4.6 Assessment Categories for the Education and Business Parklands Precinct

Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
Carpark Clearing of Vegetation Family Day Care Local Utility Minor Building Work Park	Advertisement Art and Craft Establishment Caretakers Residence Catering Shop Club Community Building Earth Works Environmental Facility Outdoor Entertainment Outdoor Recreation Produce/Craft Market	Child Care Centre Educational Establishment Fast Food Premises Helipad Night Court Public Building Public Utility Shop Special Use Any Other Use	Accommodation Building Aerodrome Agriculture Air Sports Animal Establishment Animal Husbandry Apartment Building Attached Housing Auction Depot Broadcasting Station Bulk Store Camping Ground Caravan Park Car Wash Cemetery Commercial Premises Concrete Batching Plant Correctional Centre Crematorium Detached House Display Home Display Housing Village Dual Occupancy Dwelling Emergency Services Depot Environmental Impact Designated Development Equestrian and Coursing Sports Extractive Industry Extractive industry – Minor Farm Supply Outlot Forestry Freight Depot Fuel Depot Funeral Premises Garden Centre General Industry General Store Heavy Vehicle Parking Heliport Home Industry Home Occupation Horse Training Establishment Hospital Host Farm Accommodation Hotel Indoor Entertainment Indoor Recreation Institutional Residence Landscape Supply Depot Landscape Supply Outlet Late Night Store Licensed Club Light Industry Local Shopping Centre Major Shopping Centre Medical Centre Mini Storage Complex Motel



Self assessable development	Development to follow the code assessment process	Development to follow the impact assessable process (type A)	Development to follow the impact assessment process (type B)
			Motor Sports Complex Neighbourhood Shopping Centre Night Club Nuclear Industry Pastoral Production Place of Worship Plant Nursery (Wholesale) Plant Sales and Hire Yard Produce Store Reception and Function Residence Recycling Premises Repair Station Research and Associated Technology Activities Retail Warehouse Retirement Community Riding School Roadside Stall Rural Industry Service Station Special Industry Sports Complex Stable Stock Sales Yard Storage Yard Temporary Sales Office Tourist Facility Transit Centre Truck Depot Turf Farm Vehicle Sales Premises Veterinary Clinic Veterinary Hospital Warehouse Wine Making

## 4 APPENDIX A - RIVER HEART VISION

As written circa 2002.

### RIVER HEART – TRANSFORMING QUEENSLAND'S 2<sup>ND</sup> CITY

#### 4.1 Introduction

Ipswich City Council currently has before it a major development application for commercial, shopping and business uses and bulk warehouse retail facilities. The application as submitted does not properly relate to the unique riverside location or take the opportunity to link back into the existing CBD via an historical railway bridge.

The built form of the current CBD has ignored the river. In fact, the current CBD clearly focuses away from the river and appears to physically create barriers and discourage any relationship to this unique natural artery – an artery which physically and historically links the city to other parts of itself and beyond. There is clearly a need to re-profile the Central Business District, reconnect the city to its historic riverfront and, in doing so, bring economic stimulation and tourism (including intra regional visitation) to the city.

The River Heart location has been ignored for too long as a major potential asset for the city.

The key to Ipswich's success could well be in the significant Railway Museum investment and how this, together with the commercial component of the abovementioned development application before Council, can be:-

- opened up to new ideas and flexibility;
- adapted to focus onto the river;
- connect to the existing CBD; and,
- link to the history of Ipswich and the new Railway Museum.

The engine room for economic success could come about and be created through a plan which reclaims the 'River Heart' (which could serve as a catalyst for new development, generate jobs, connect to residential areas and create a 'living room' for the entire city) together with the creation of a 30 kilometre greenway along the Bremer River. The implications of the CBD being the 'living room' are clear in creating something which belongs to all Ipswich residents – some place which is legitimate to and valued by all. River Heart can go further – re-profiling the perception of the entire city, bringing broader social and economic benefits. River Heart also offers considerable environmental benefits in river restoration and bikeway/walk connections between the CBD and the suburbs as part of a longer term riverway project.

#### 4.2 Purposes Of This Paper

The purpose of this Discussion Paper is to see if a vision can be created for rediscovering the City's river and raise its attractiveness with social, economic and environmental benefits.

The vision that will be presented is only the start and part of the process. It will, however, serve to illustrate the opportunities which could be taken from the development application 'Riverlink' currently before Council, the creation of a relationship to the new Railway Museum, the river, an existing historical railway bridge and utilising these to connect to the existing CBD which has ignored the river.

#### 4.3 Issues

- The existing CBD can be improved – more can be done by everybody to better promote and present the CBD and its river.

- There is an opportunity to focus on the CBD reaches of the Bremer River as 'River Heart'. An expanded CBD with greater opportunities which is unique and proudly promoted by Ipswich residents, businesses and civic leaders and remembered and discussed by outsiders and visitors, and which thereby extends and diversifies the catchment area and drawing power of the CBD.
- Riverlink presents an opportunity to expand the CBD – normally the river would be a barrier. The existence of the historical railway bridge presents an opportunity, if correctly addressed, both in association with how the Riverlink application is presented concurrent with a plan to reform the existing CBD and revitalise the status of the Bremer River.
- The opening of the new Railway Museum is a unique opportunity which must be linked to River Heart and the special development potential of a commercial precinct.
- Ipswich has been waiting/wanting a significant private investment project in/near its CBD for decades. Riverlink, together with the abovementioned Museum, is a significant opportunity.
- It is questionable and probably doubtful that the railway land on the northbank of the Bremer River rail bridge could ignite interest without a major commercial facility as a catalyst.
- However, it is the case that the Riverlink development application, in particular the commercial development area, does not in its current form sufficiently link, create or contribute to the notion of a River Heart. This is evident both in the layout of the commercial facilities and relationship with the river and the CBD.

#### 4.4 Questions

- Can a vision be created which would enable a significant change opportunity in conjunction with the investment being proposed as part of Riverlink?
- Can an incentive be created to utilise the Riverlink commercial proposal in association with the Railway Museum to strengthen the CBD to be even more effective?
- Can the significant expenditure (escaped) be focussed back towards the centre of Ipswich by a River Heart concept?
- Can residents proudly talk about the CBD – River Heart and the new direction it can take us?
- Can the notion of the past, the history and tradition of the City, its rail heritage and the River become the foundations for the future?
- What sort of incentives and opportunities can we develop in terms of a vision and what drivers might we use? The incentives and opportunities can be the drivers of the vision of 'River Heart'.

#### 4.5 What is 'River Heart' and What can it be?

'River Heart' is a vision for what the Ipswich CBD might be, rediscovering its river and its past. The notion of a great CBD which uses the concept of River Heart will not just happen. River Heart is a vision – which can be a catalyst for the Ipswich CBD utilising a development application and the new Railway Museum as drivers for change. It will need to be followed up by focussed energy of all elements which long term will contribute the creation of a River Heart.

#### 4.6 Overview Vision for the Ipswich CBD of Tomorrow

##### Note

It is important to describe a vision in terms of arriving at the River Heart of tomorrow. Walking and experiencing this destination we arrive at in the future.

The following vision has been prepared in this context and is a descriptive scenario of 'where we want to be'.

The Ipswich River Heart is acknowledged Australia-wide as a vibrant destination sought by residents and visitors alike. The people of Ipswich are proud to discuss their centrepiece, proud history and heritage.

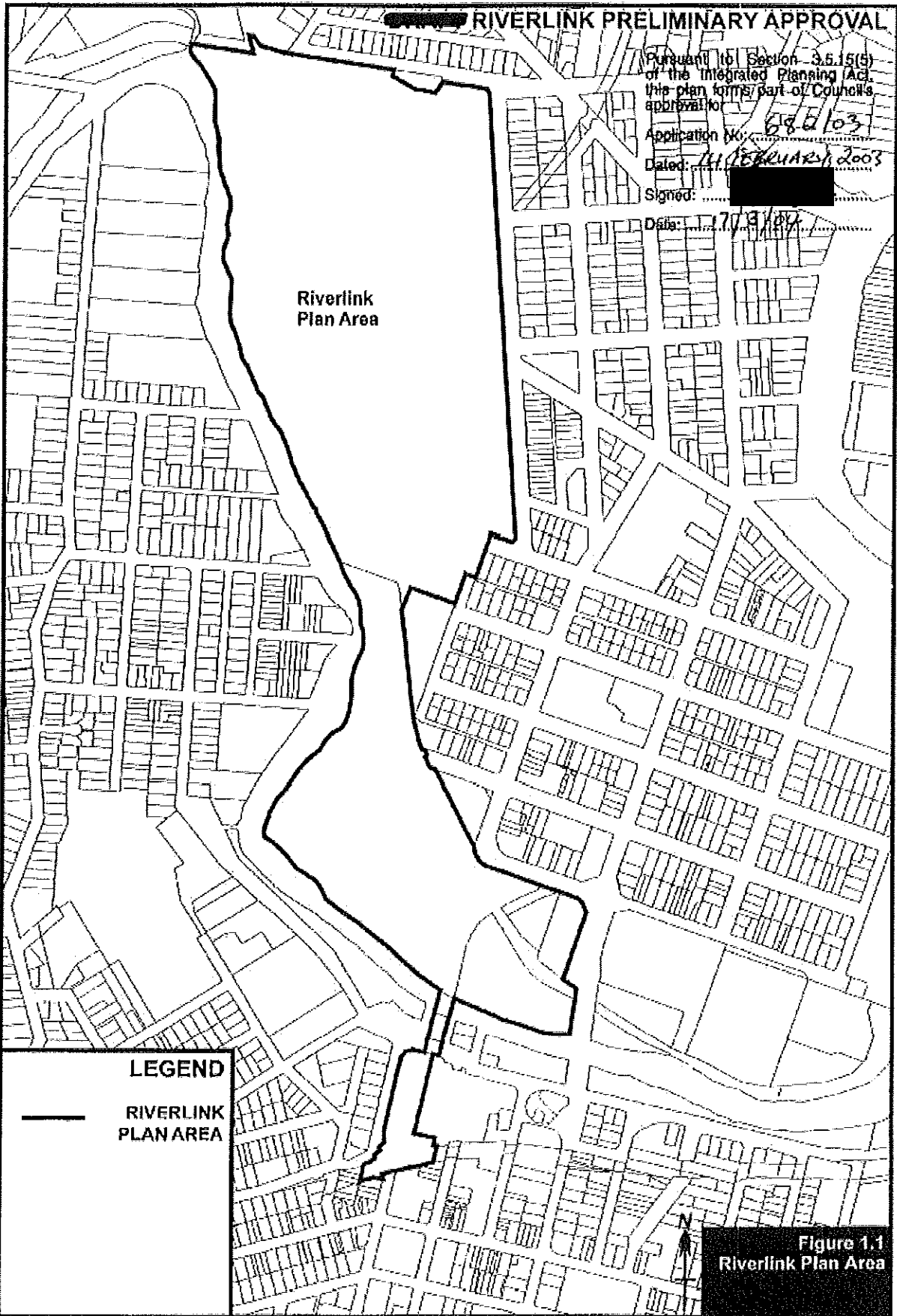
#### 4.7 Vision Support Statement

- This is a vision of a river which has been opened up to the City and adjacent areas, a river which is both a backdrop and a community playground.
- The river has become the focus of a vibrant City -- River Heart. A constant stream of people move to and fro across the pedestrian promenade which connects north and south banks -- some are gathering at one of the many meeting places along the bridge. Night brings a constant change of colour and activity across the cathedral, trees, bridges, river and buildings -- as light combinations change and people relax to enjoy the facilities offered by way of entertainment, dining, shopping and other recreational and cultural pursuits.
- Steam train movements bring in wheels of the past for restoration at the Museum passing an excited group of visitors -- stopping traffic and pedestrian movement. This flavour of the past is echoed down and through the buildings on this unique main street Riverlink.
- Visitors sitting in one of the cafes at Cathedral Outlook discuss their visit to the Railway Museum and their pending walk/promenade across Railway Bridge. The views downriver, the many facilities along the way and the cathedral backdrop are the subject of conversation. Discussing where else a train is so uniquely part of Main Street.
- Music can be heard from both cafes and from the band practising for the upcoming festival of 'time' in the river amphitheatre. The festival brings 'past' and 'present' visitors and guests -- old and young to celebrate -- old city making good new city.
- A young visitor is heard laughing and sharing a story with a senior resident as they recall the magnificent past and its contribution to this special place.
- Walking down the Mall and Bell Street one is drawn to the River Heart by the kites which cut backwards and forwards -- strings leading down towards a cultural group using River Park to celebrate their reunion.
- Two children strain to reach the plaque which commemorates the nationally recognised and award winning Bremer River restoration program -- splashing and laughter signal a group playing and jumping in the city reach swimming area. The fountain sprays announcing another cycle of water dance.

Having arrived at this future, what might be done to immediately start the process. It is important that an action program be considered to deal with the development item before Council as well as moving across a broader frame of actions which will bring about 'River Heart'.

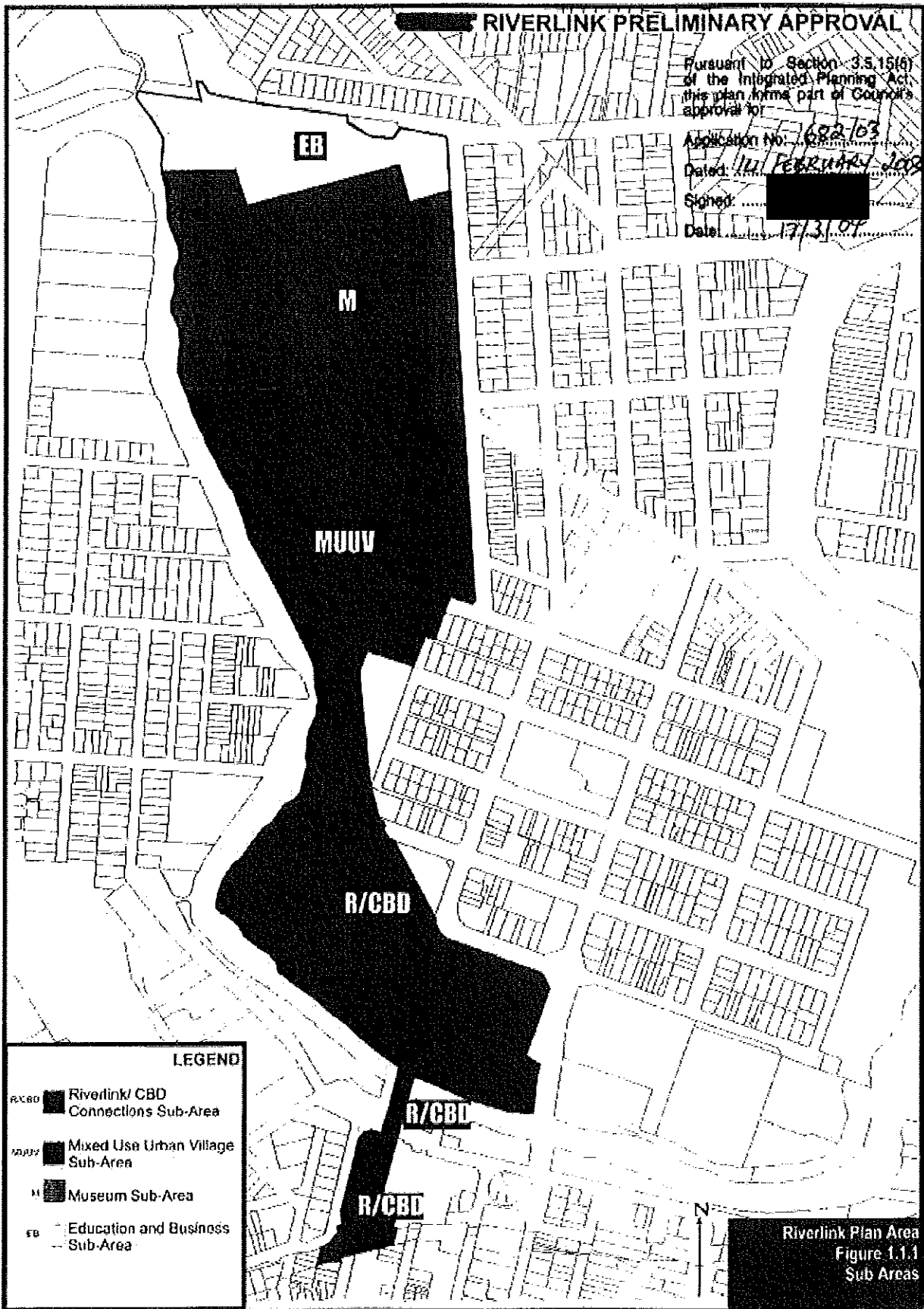
#### **4.8 Where to From Here ('How do we get there?')**

1. Prepare some discussion plans which respond to the core vision and vision support statements.
2. Approach the proponents of the Riverlink development, particularly that part of the application which is situated immediately adjacent to the northern part of the Railway Bridge, with a view to seeking a response to the vision as presented.
3. Utilise the draft scenarios for discussion purposes.
4. Develop a strategy to review broader CBD planning utilising the elements developed under the concept 'River Heart'.
5. Give consideration to the development of River Park connecting the CBD to Ipswich and beyond as part of a longer term strategy.
6. Have full consultation with all relevant stakeholders to progress the River Heart concept.



(E:\Planning\Current JOBS\703015-20 Connections Conditions\Riverlink Preliminary Approval Plan\Figures\1.1 Riverlink Plan Area 25-11-03.cdw

**APPENDIX 'B'**



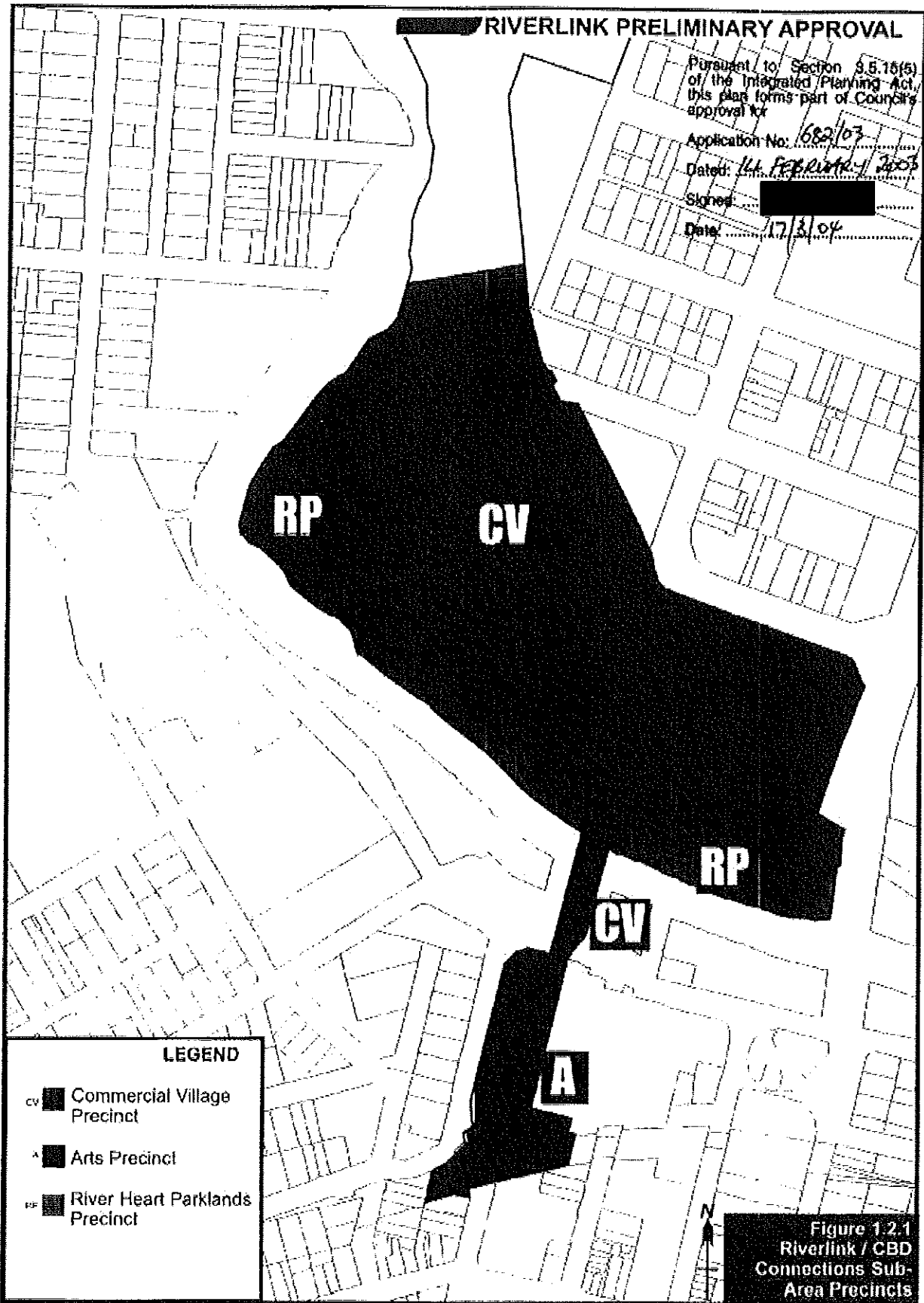
[T:\Planning\Current JOB\5703015.20 Connections Conditions\Report\Riverlink Preliminary Approval Plans\Figures\1-1.1 Sub Areas 25-11-03.cdr

# APPENDIX 'C'

**RIVERLINK PRELIMINARY APPROVAL**

Pursuant to Section 3.8.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: 682/03  
 Dated: 14 FEBRUARY 2003  
 Signed: [Redacted]  
 Date: 17/3/04



**LEGEND**

- CV ■ Commercial Village Precinct
- A ■ Arts Precinct
- RP ■ River Heart Parklands Precinct

Figure 1.2.1  
 Riverlink / CBD  
 Connections Sub-  
 Area Precincts

[T:\Planning\Current\JOBS\1763015-20\Connections\_Conditions\Report\Riverlink Preliminary Approval Plan\Figure 1.2 (Riverfront) CBD Connections Sub-Area Precincts 25-11-03.cdr

**APPENDIX 'D'**



**RIVERLINK PRELIMINARY APPROVAL**

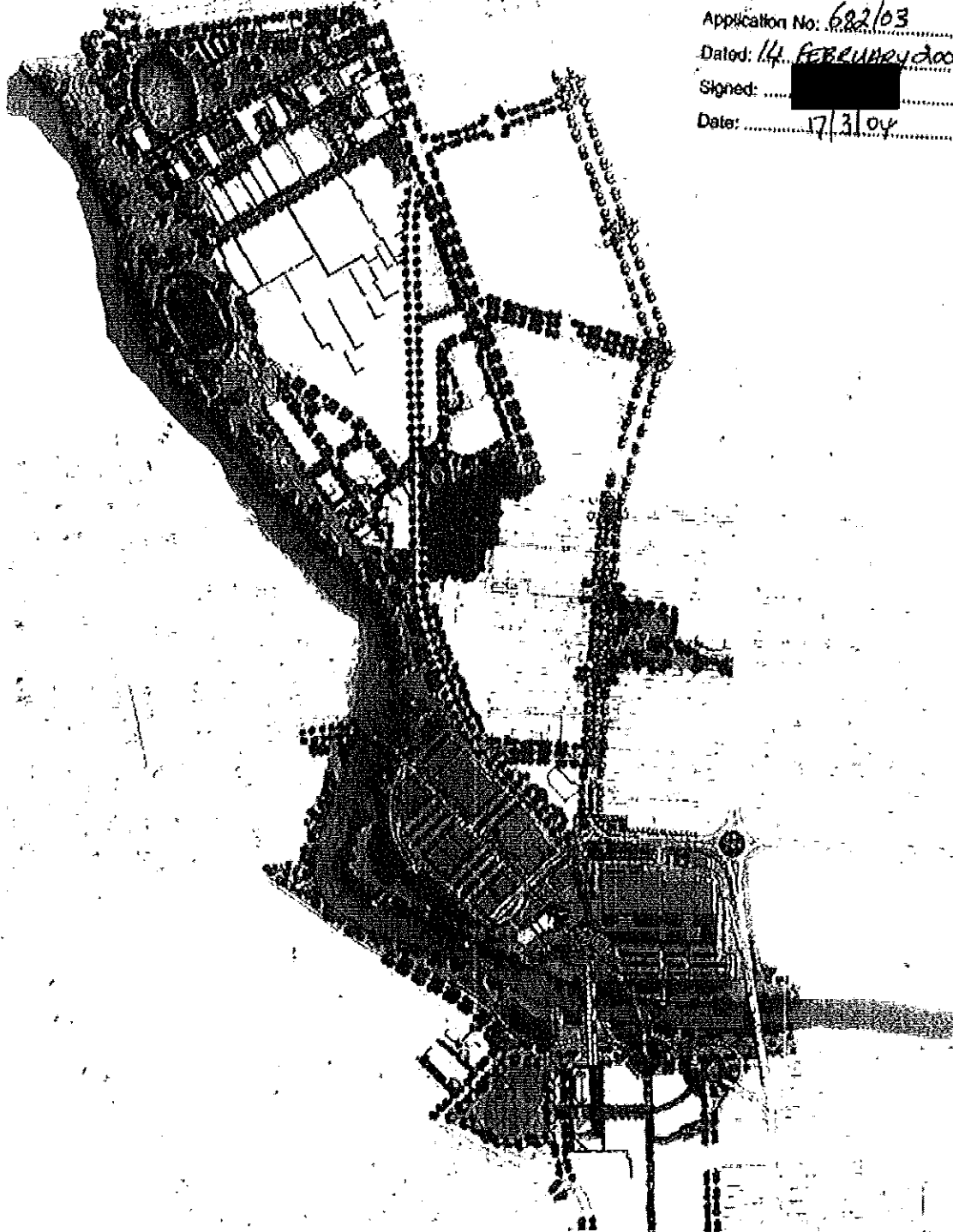
Pursuant to Section 3.6.15(5)  
of the Integrated Planning Act,  
this plan forms part of Council's  
approval for

Application No: 682/03

Dated: 14 FEBRUARY 2003

Signed: \_\_\_\_\_

Date: 17/3/04

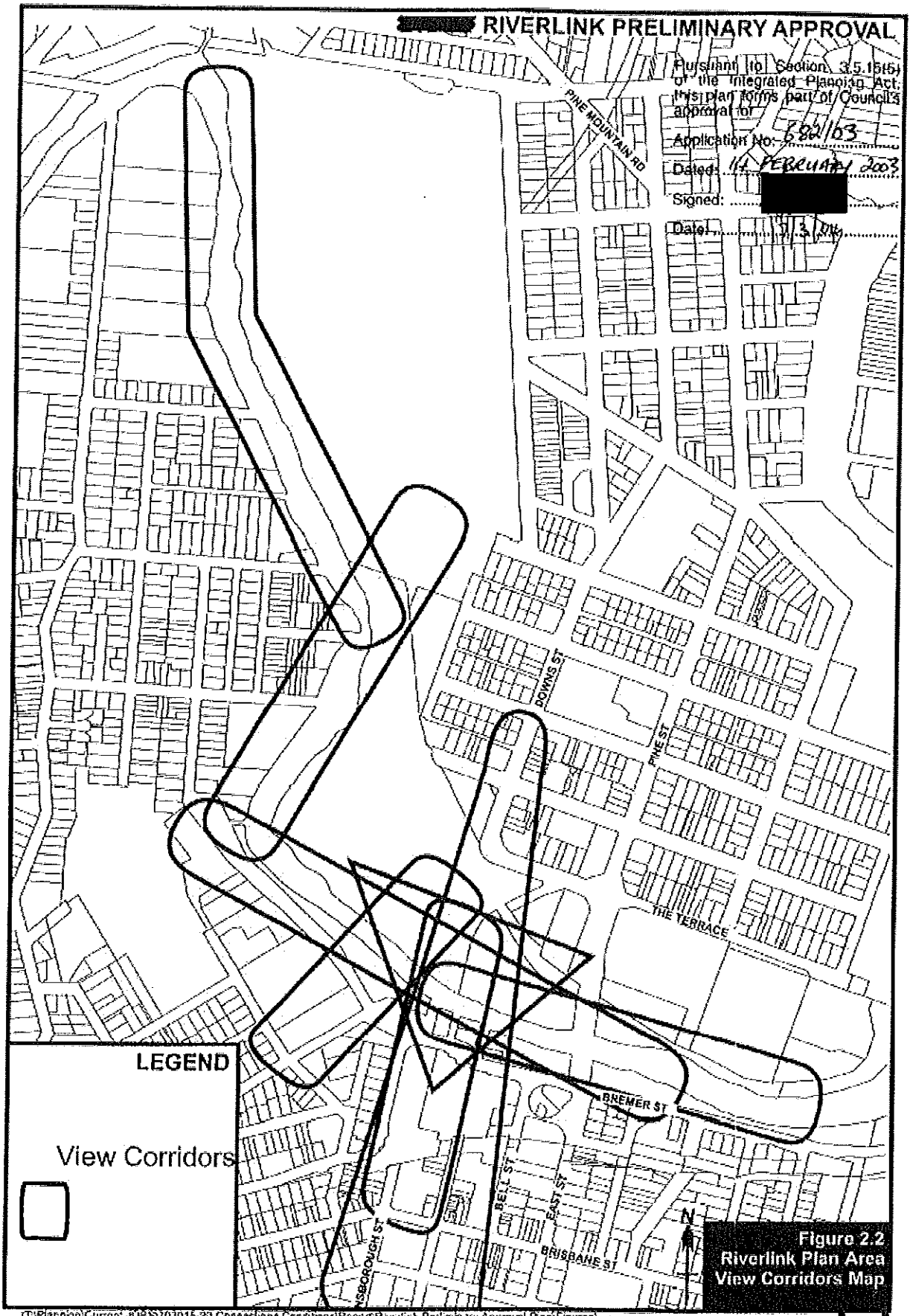


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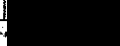
Figure 1.2.6  
Riverlink  
Illustrative Plan

(T:\Planning\Current\JOBS\703015-20 Connections Conditions\Report\Riverlink Preliminary Approval Plan\Figures\1.2.6 Riverlink Illustrative Plan 25-11-03.odr)

**APPENDIX 'E'**




**RIVERLINK PRELIMINARY APPROVAL**

Pursuant to Section 3.5.1(15)  
of the Integrated Planning Act,  
this plan forms part of Council's  
approval for  
Application No: 682/03  
Dated: 11 FEBRUARY 2003  
Signed:   
Date: 11.3.03

**LEGEND**

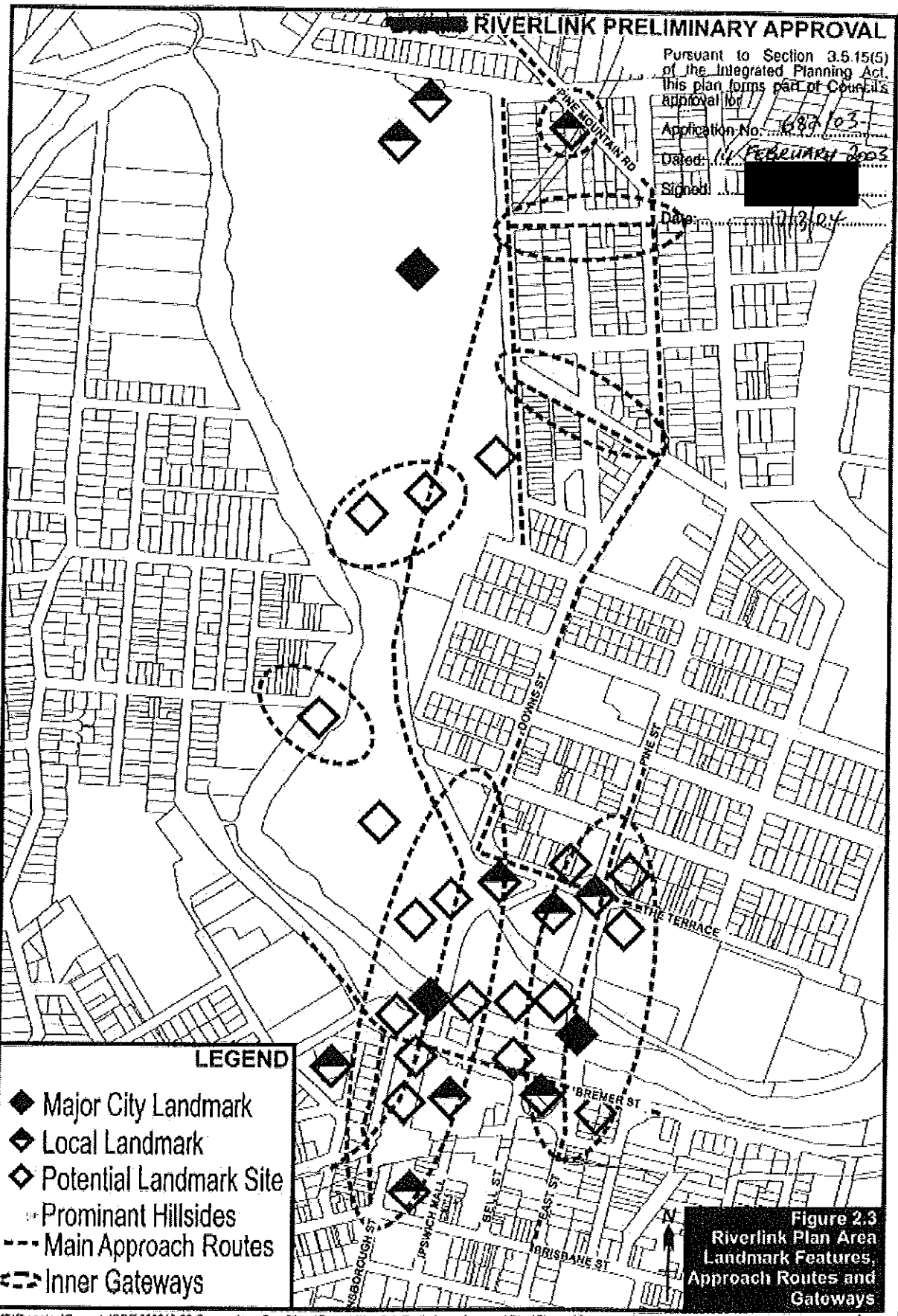
View Corridors



**Figure 2.2**  
**Riverlink Plan Area**  
**View Corridors Map**

T:\Planning\Current\2086\703015-20 Connections Conditions Report\Riverlink Preliminary Approval Print\Figures\Riverlink Plan Area View Corridors Map 25-11-03.cdr

**APPENDIX F**



(T:\Planning\Current\JOBS\703015-20\Connections\Conditions\Report\Riverlink Preliminary Approval Plan\Figures\Riverlink Plan Area Landmarks Map 25-11-03.cdr

**APPENDIX G**

**RIVERLINK PRELIMINARY APPROVAL**

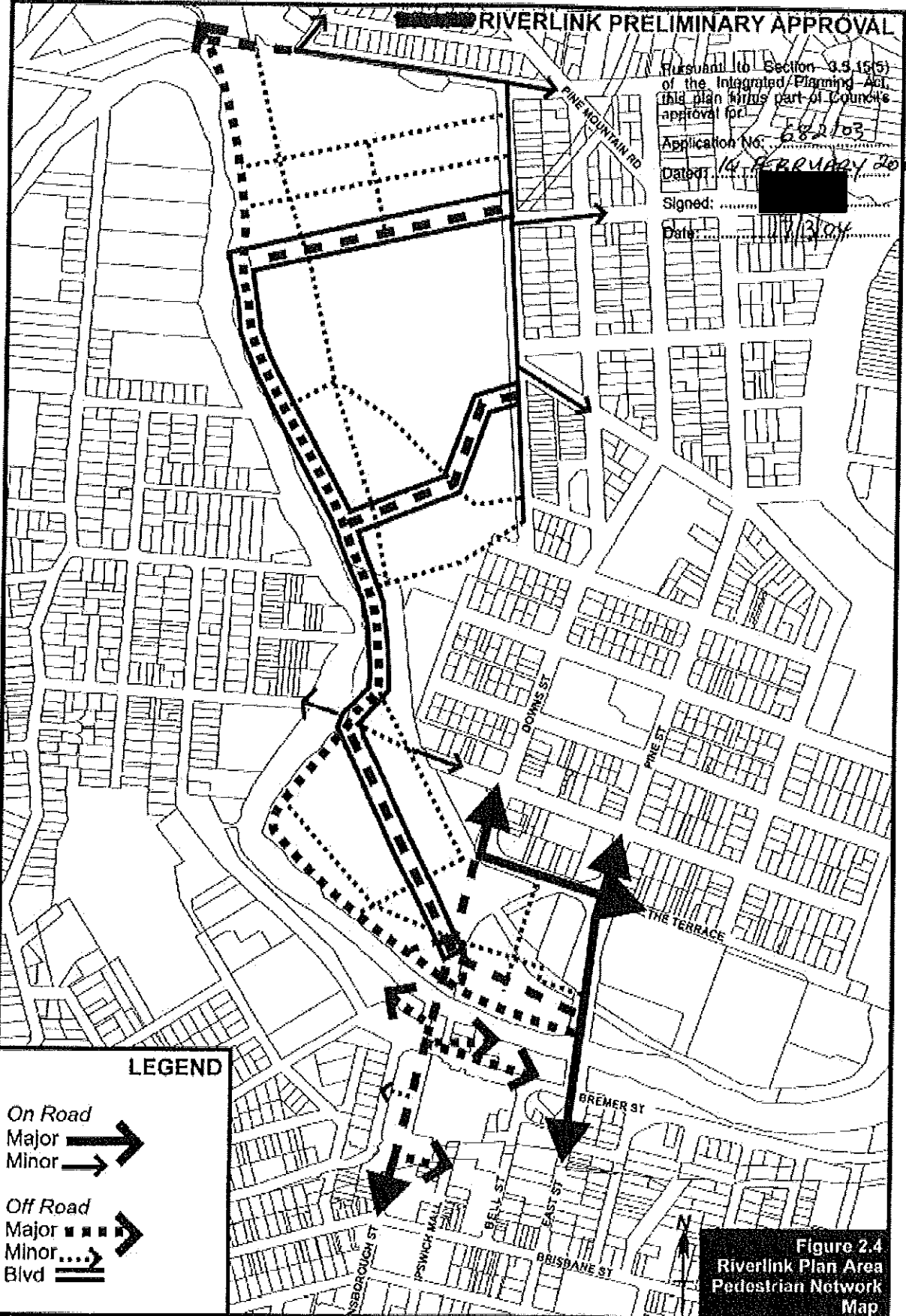
Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for:

Application No: 682/03

Date: 14 FEBRUARY 2003

Signed: [Redacted]

Date: 17/3/04



**LEGEND**

- On Road
  - Major
  - Minor
- Off Road
  - Major
  - Minor
  - Blvd

**Figure 2.4**  
Riverlink Plan Area  
Pedestrian Network  
Map

(I:\Planning\Current\JOB51703015-20 Connectors Conditions Report\Riverlink Preliminary Approval Plan\Figures\Riverlink Plan Area Pedestrian Network 25 11 03.cdr

**APPENDIX 'H'**

**RIVERLINK PRELIMINARY APPROVAL**

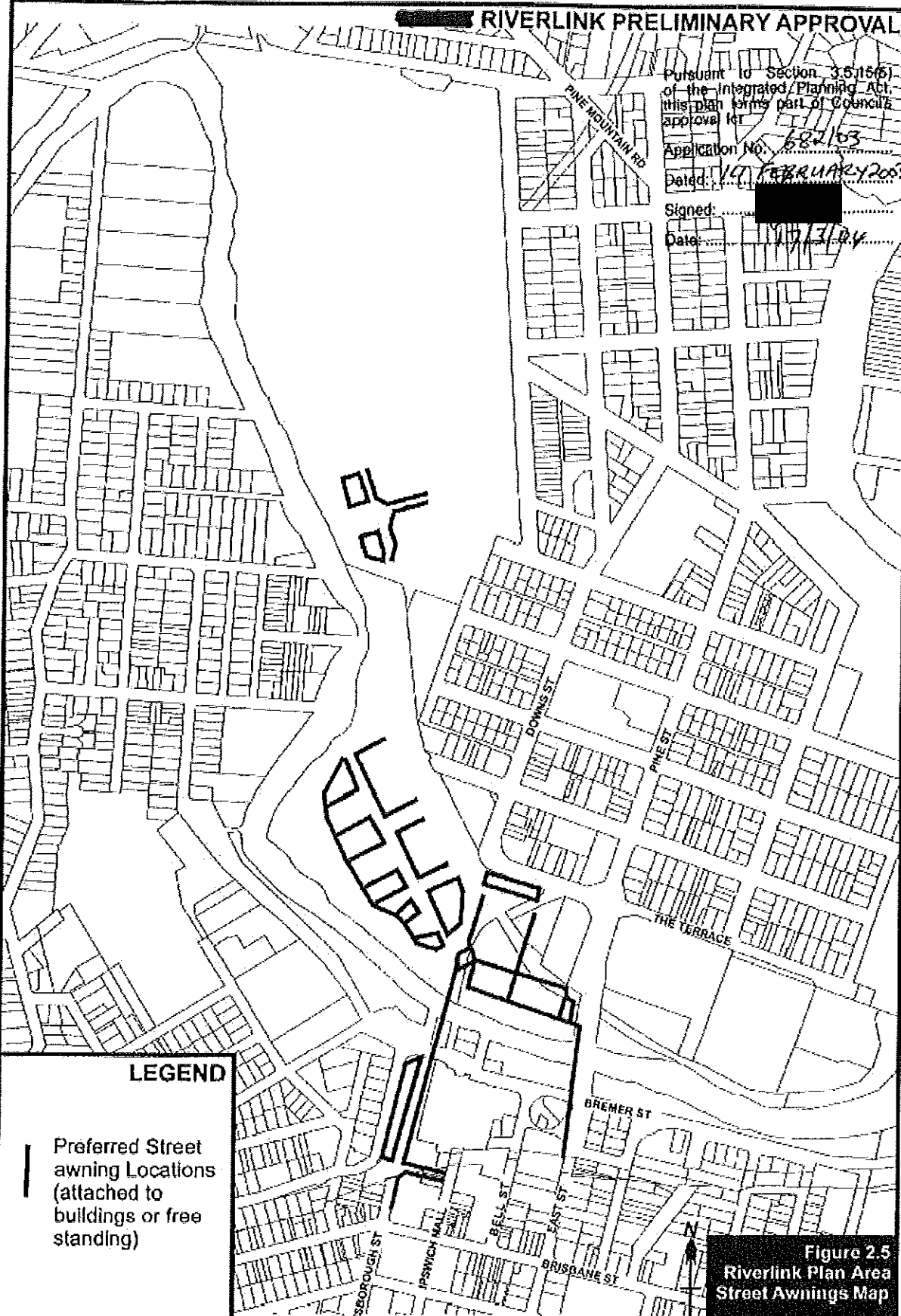
Pursuant to Section 3.5(15b) of the Integrated Planning Act, this plan forms part of Council's approval letter

Application No. 682/03

Dated: 17 FEBRUARY 2003

Signed: [Redacted]

Date: 17/3/04



**LEGEND**

Preferred Street awning Locations (attached to buildings or free standing)

**Figure 2.5  
Riverlink Plan Area  
Street Awnings Map**

(T:\Planning\Current JOBS\703\15-20 Connections Cond\ansi\Report\Riverlink Preliminary Approval Plan\Figures\ 2.5 Street Awnings Map 25-11-03.cdr

**APPENDIX 'I'**

**RIVERLINK PRELIMINARY APPROVAL**

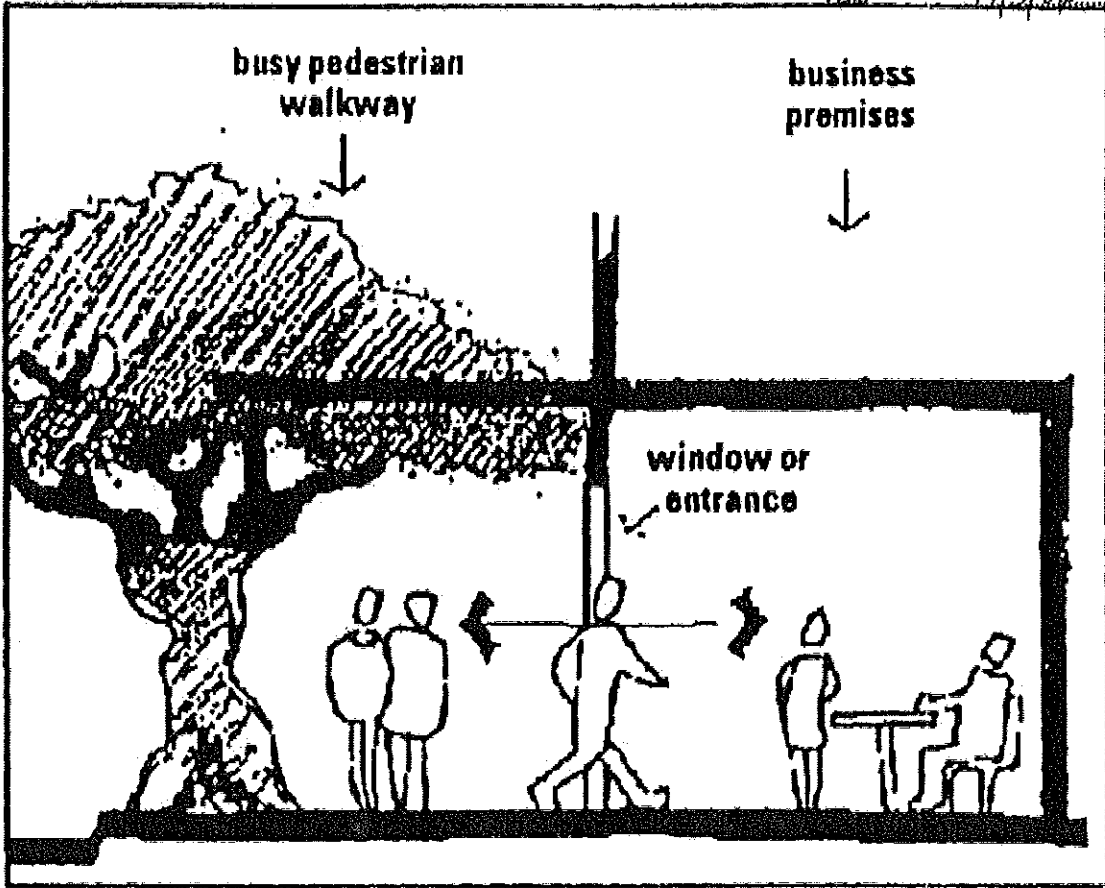
Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: 682/03

Dated: 14 FEBRUARY 2003

Signed: [Redacted]

Date: 17/3/06



Not to scale

**Figure 2.5.1  
Direct Visual and  
Functional Access**

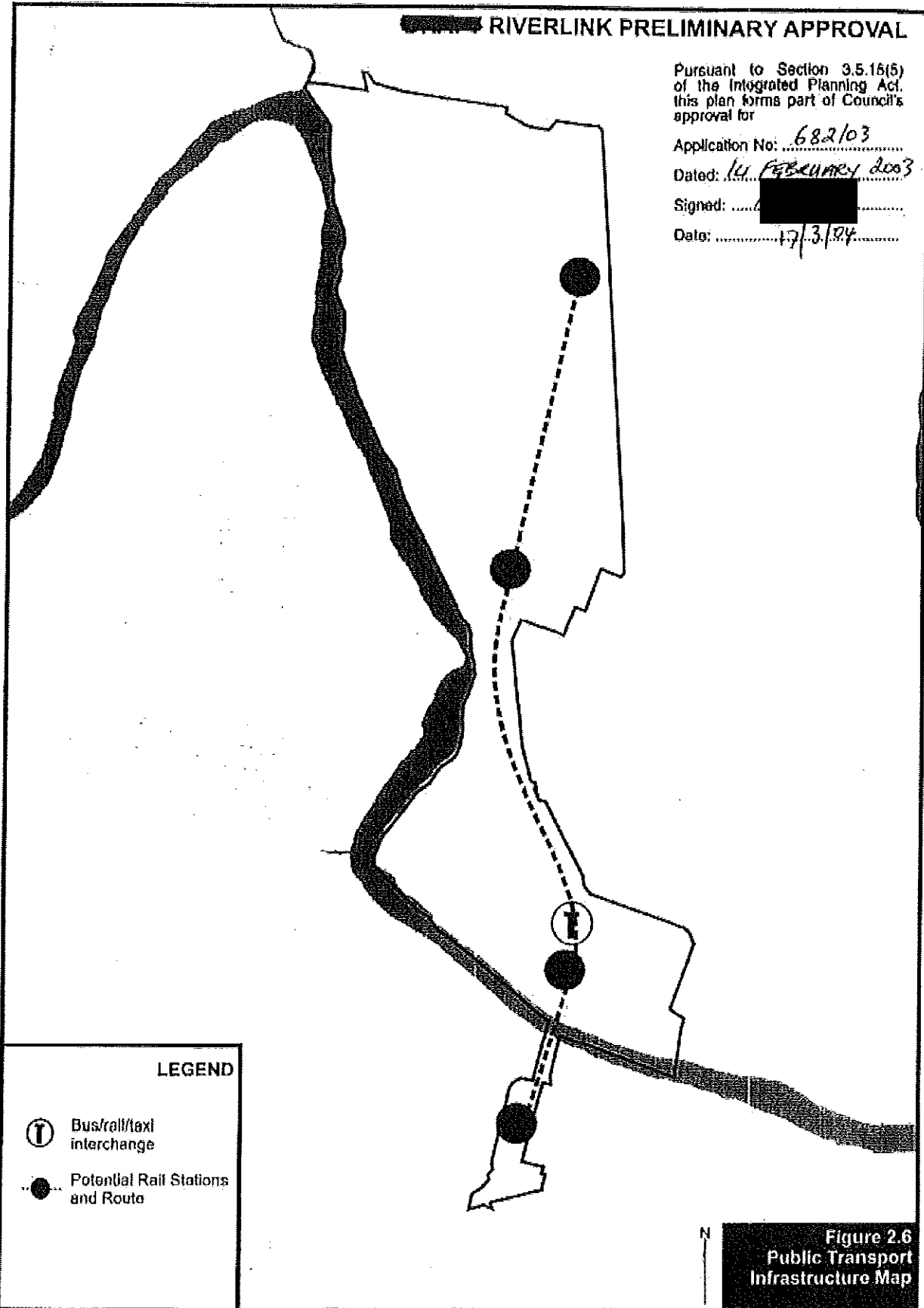
(T:\Planning\Current\_JOBS\7030\5-20 Connections Conditions Report\Riverlink Preliminary Approval\Figure 2.5.1 Direct Visual and Functional Access 25-11-03.cdr

**APPENDIX 'J'**

**RIVERLINK PRELIMINARY APPROVAL**

Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: 682/03  
 Dated: 14 FEBRUARY 2003  
 Signed: [Redacted]  
 Date: 17/3/04



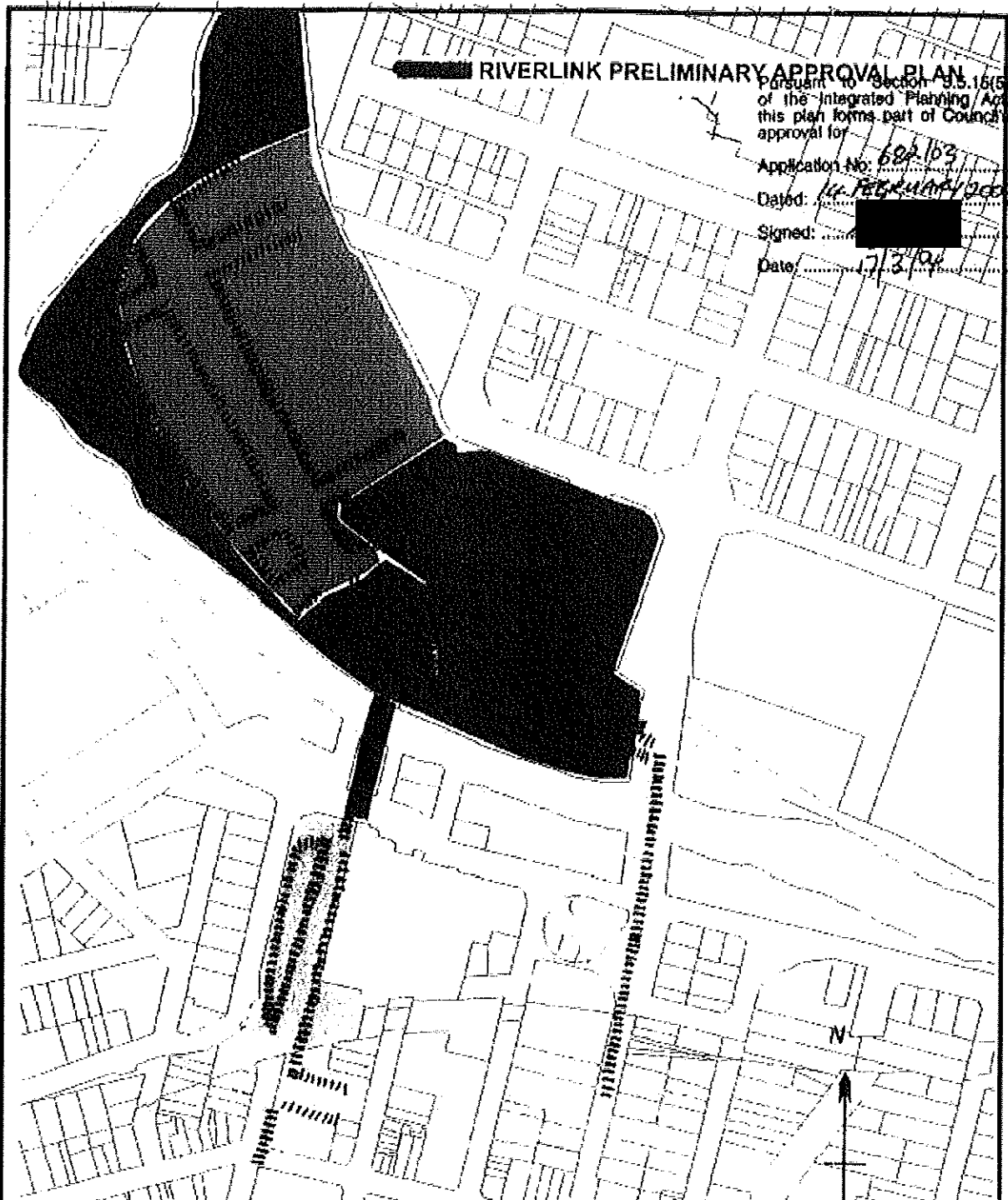
**LEGEND**

- Bus/rail/taxi interchange
- Potential Rail Stations and Route

**Figure 2.6  
Public Transport  
Infrastructure Map**

IT:\Planning\Current JOBS\703915-20 Connectors Conditions\Report\Riverlink Preliminary Approval Plan\Figures\2.6 Riverlink Plan Area Public Transport Infrastructure Map 25-11-03.cdr

**APPENDIX 'K'**



**RIVERLINK PRELIMINARY APPROVAL PLAN**  
 Pursuant to Section 9.5.16(5) of the Integrated Planning Act this plan forms part of Council's approval for  
 Application No: 622/03  
 Dated: 14 FEBRUARY 2003  
 Signed: [Redacted]  
 Date: 17/3/04

**LEGEND**

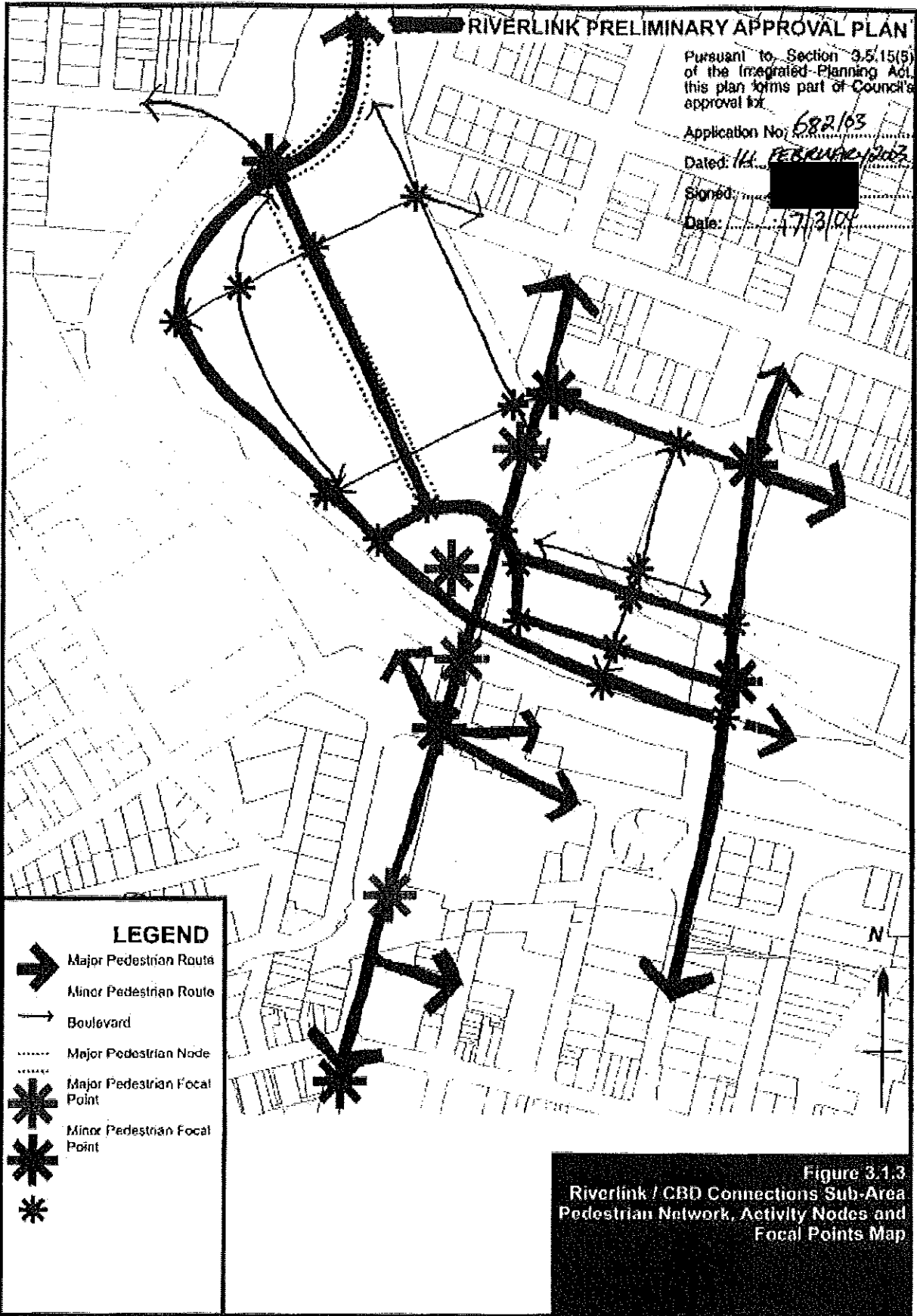
Awnings/Shade	Riverlink Parklands Precinct
Retail Warehousing and Carparking	Arts Precinct
Shops and Carparking	
Transit Centre	

**Figure 3.1.2**  
 Riverlink / CBD Connections Sub-Area  
 Dominant Land Use / Activity Areas Map

[T:\Planning\Current\JOBS\703015-20\Connections\Conditions\Report\Preliminary Approval Plans\Riverlink\Riverlink / CBD Connections Sub-Area Dominant Land Use/Activity Areas Map 3.1.2\_25\_11\_03.rct

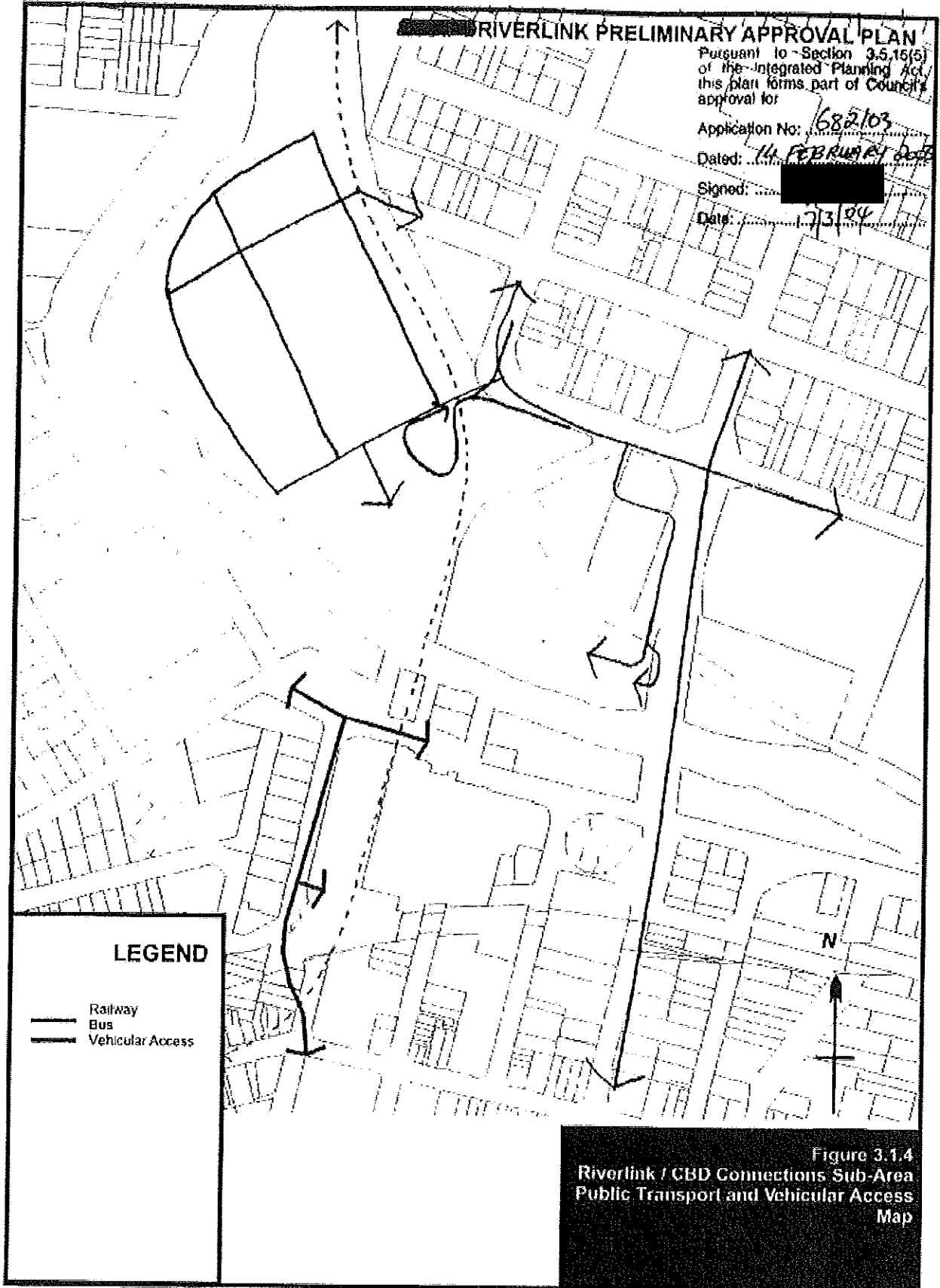
**APPENDIX 'L'**





{:\Planning\Current JOBS\703015-20 Connections Conditions\Report\Preliminary Approval Plans\Riverlink 1 CBD Connections Sub-Area Pedestrian Network, Activity Nodes and Focal Points 3.1.3\_25\_11\_03.cdr

# APPENDIX 'M'



[I:\Planning\Current JOBS\703315-20 Connections Conditions\Report\Preliminary Approval Plans\Riverlink\CBD Connections Sub-Area Public transport and Vehicular Access Map 3.1.4\_25\_11\_03.cdr

# APPENDIX 'N'

# RIVERLINK PRELIMINARY APPROVAL PLAN

Pursuant to Section 3.5.15(5)  
of the Integrated Planning Act,  
this plan forms part of Council's  
approval for

Application No: 682/03

Dated: 14 FEBRUARY 2003

Signed: \_\_\_\_\_

Date: 17/3/04

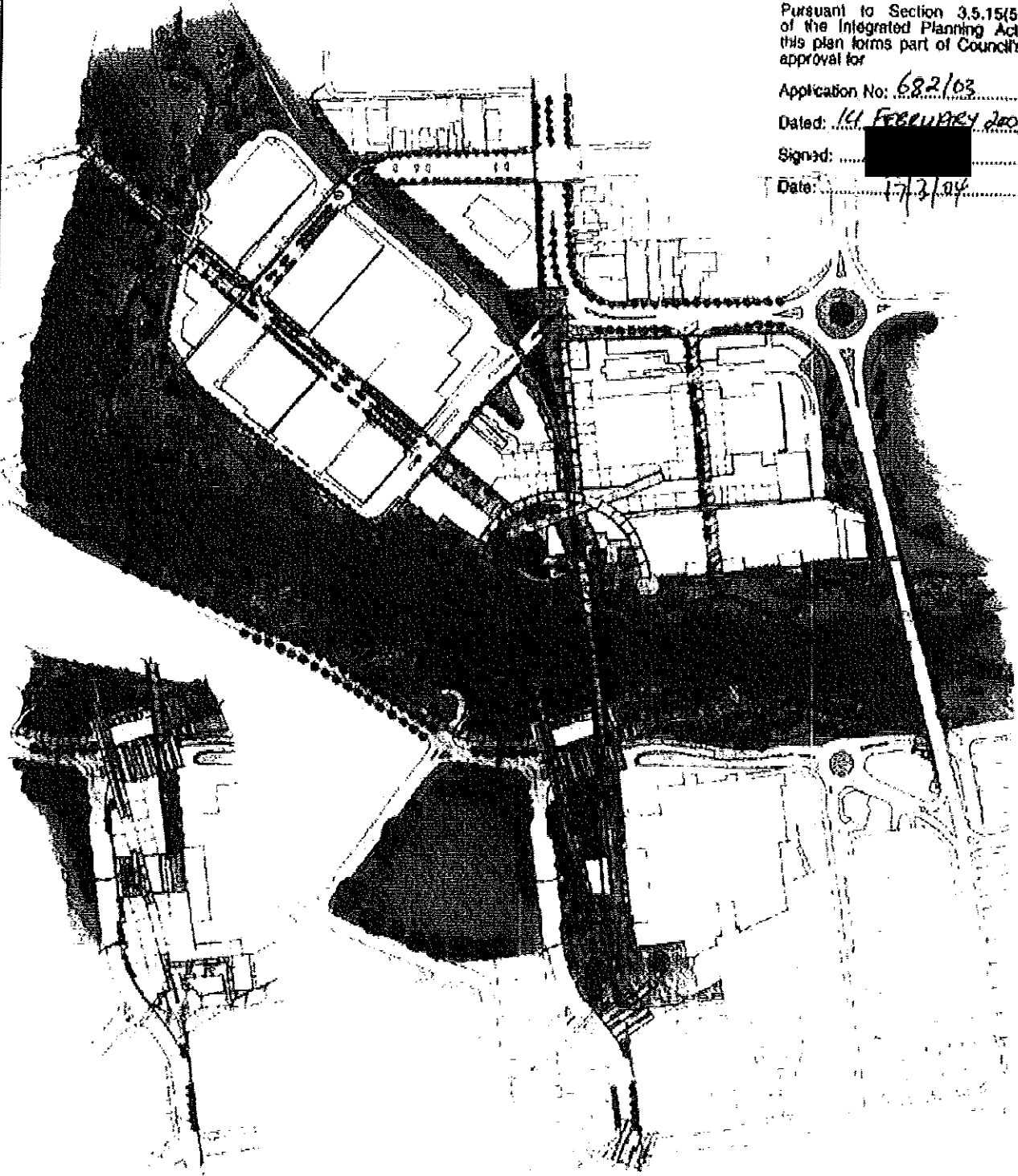


Figure 3.1.5  
Riverlink / CBD Connections  
Sub-Area  
Illustrative Plan

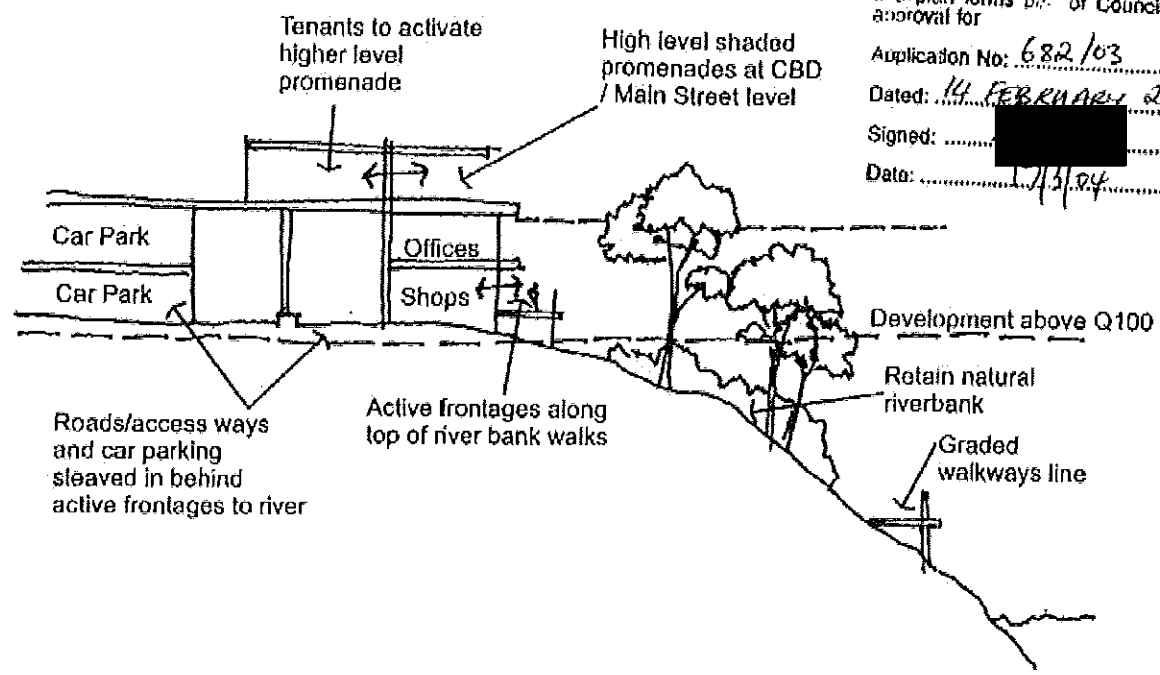
[T:\Planning\Current JOBS\703015-20 Connections Conditions\Report\Preliminary Approval Plans\ Riverlink / CBD Connections Sub-Area Illustrative Plan 3.1.5\_25\_11\_03 .cdr

## APPENDIX 'O'

**RIVERLINK PRELIMINARY APPROVAL**

Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

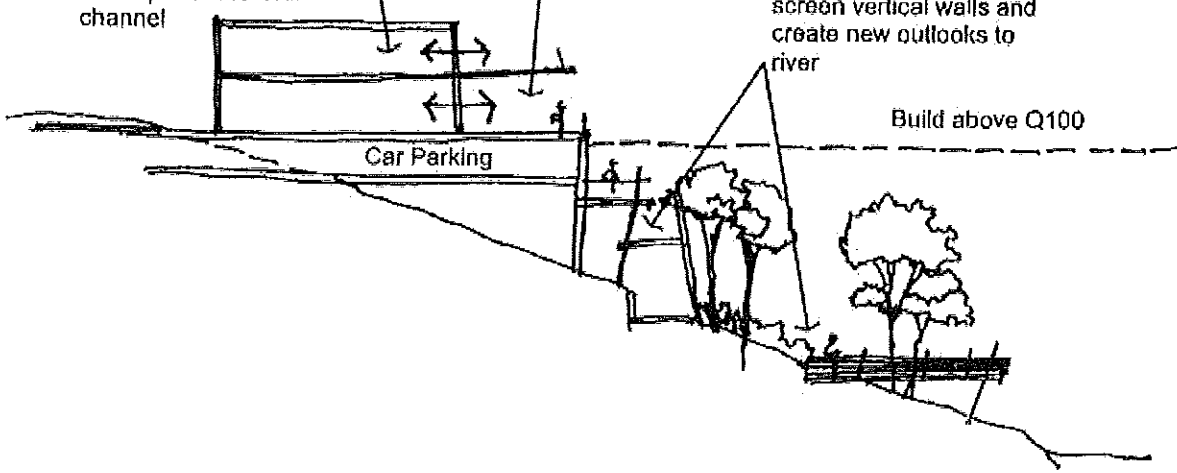
Application No: 682/03  
 Dated: 14 FEBRUARY 2003  
 Signed: [Redacted]  
 Date: 13/04



Multi storey buildings at the top of the river bank enhance visual access and the depth of the river channel

Shaded Promenade

Use stepped promenades / plazas / gathering points to screen vertical walls and create new outlooks to river



Build above Q100

**Figure 3.1.6  
 Riverlink / CBD  
 Connections Sub-Area  
 Preferred Riverbank  
 Design Response**

(T:\Planning\Current JOBS\703015-20 Connections Conditions\Report\Riverlink Preliminary Approval Plan\Figures\3.1.6 Riverlink\CBD Connections Sub-Area Preferred Riverbank Design Response 25-11-03.cdr

**APPENDIX 'P'**

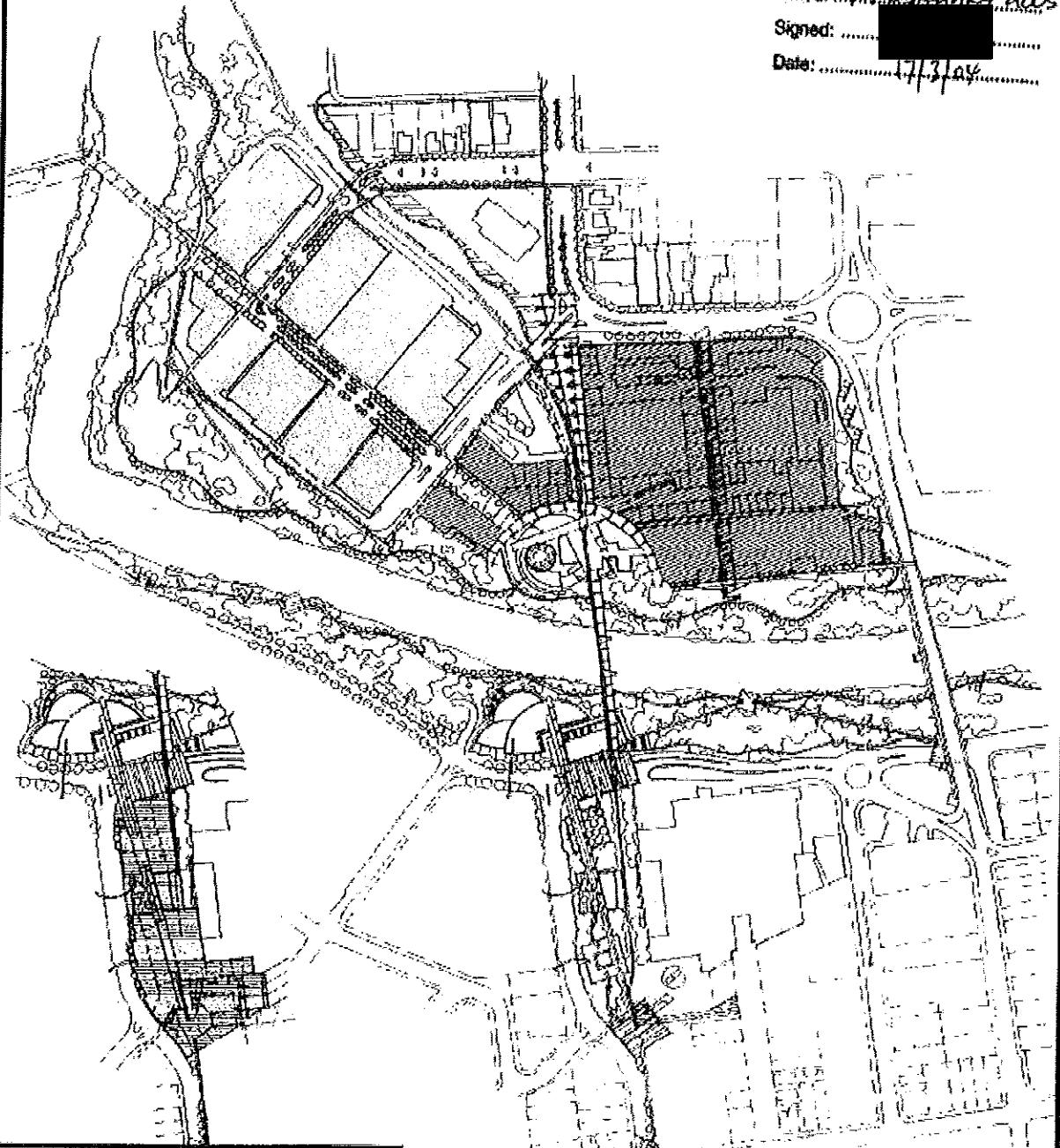
Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: 682/03




Dated: 11 FEBRUARY 2003

Signed: [Redacted]

Date: 17/3/04



**LEGEND**

-  Not more than 22 Retail/Warehousing tenancies each with greater than 330m<sup>2</sup> gfa and associated car parking @ 1.60 m<sup>2</sup> Space
-  Shops and associated car parking @ 3.50 m<sup>2</sup> Space
-  Cultural Centre/Hotel integrated with pedestrian connections and associated car parking

N

**Figure 3.1.11**  
Riverlink/CBD  
Connections Sub-Area  
Building Plot Ratio

[P:\Planning\Current JOBS\1703015-20 Connections Coord\Instr\Report\Riverlink Preliminary Approval Plan\Figures\3.1.11 Riverlink/CBD Connections Sub-Area Illustrative Plan 25-11-03.cdr]

# APPENDIX 'Q'

**RIVERLINK PRELIMINARY APPROVAL**

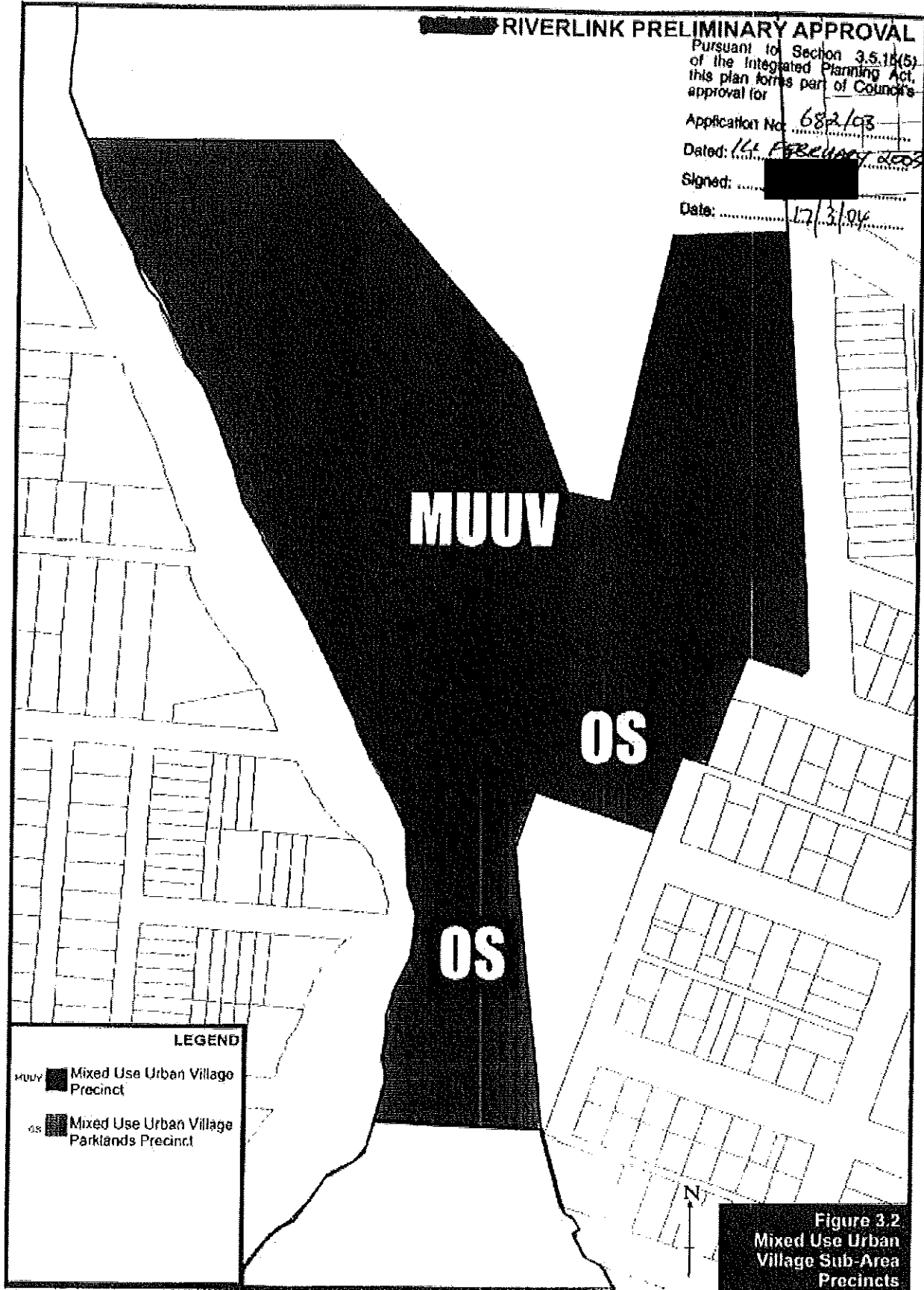
Pursuant to Section 3.5.14(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: 682/03

Dated: 14 FEBRUARY 2003

Signed: [Redacted]

Date: 17/3/04



**LEGEND**  
MUUV Mixed Use Urban Village Precinct  
OS Mixed Use Urban Village Parklands Precinct

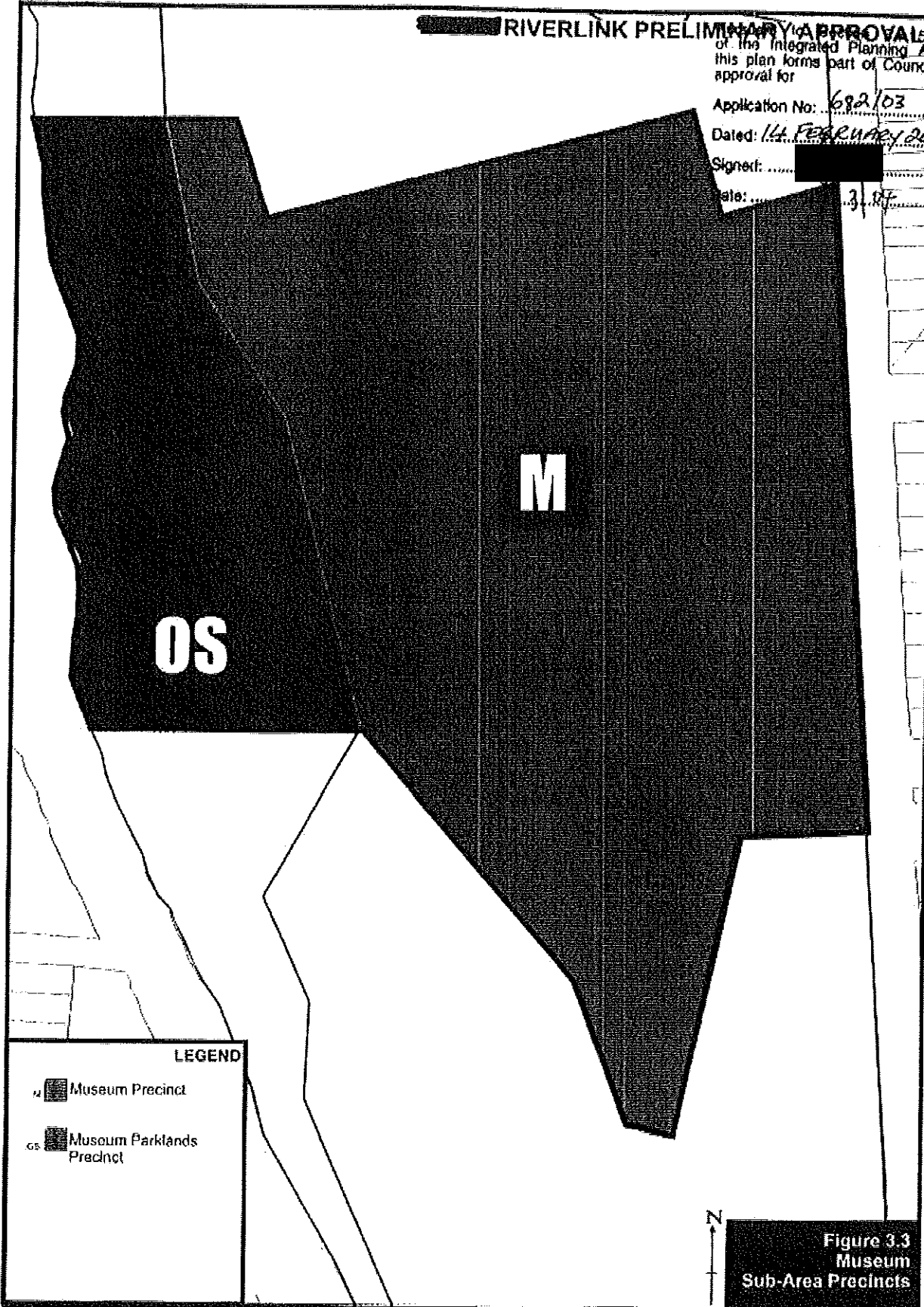
Figure 3.2  
Mixed Use Urban  
Village Sub-Area  
Precincts

(E:\Planning\Current\JOBS\703016-20 Connections Conditions Report\Riverlink Preliminary Approval Plan\Figures\3-2 Mixed Use Urban Village Sub Area Precincts 25-11-03.cdr

# APPENDIX 'R'

**RIVERLINK PRELIMINARY APPROVAL**  
 of the Integrated Planning Act,  
 this plan forms part of Council's  
 approval for

Application No: 682/03  
 Dated: 14 February 2003  
 Signed: .....  
 Date: 3/07



**LEGEND**

- OS Museum Parklands Precinct
- M Museum Precinct



**Figure 3.3**  
**Museum**  
**Sub-Area Precincts**

[T:\Planning\Current JOBS\703016-20 Connections Conditions\Report\Riverlink Preliminary Approval Plan\Figures\3-3 Museum Sub Area Precincts 25-11-03.cdr]

# APPENDIX 'S'

**RIVERLINK PRELIMINARY APPROVAL**

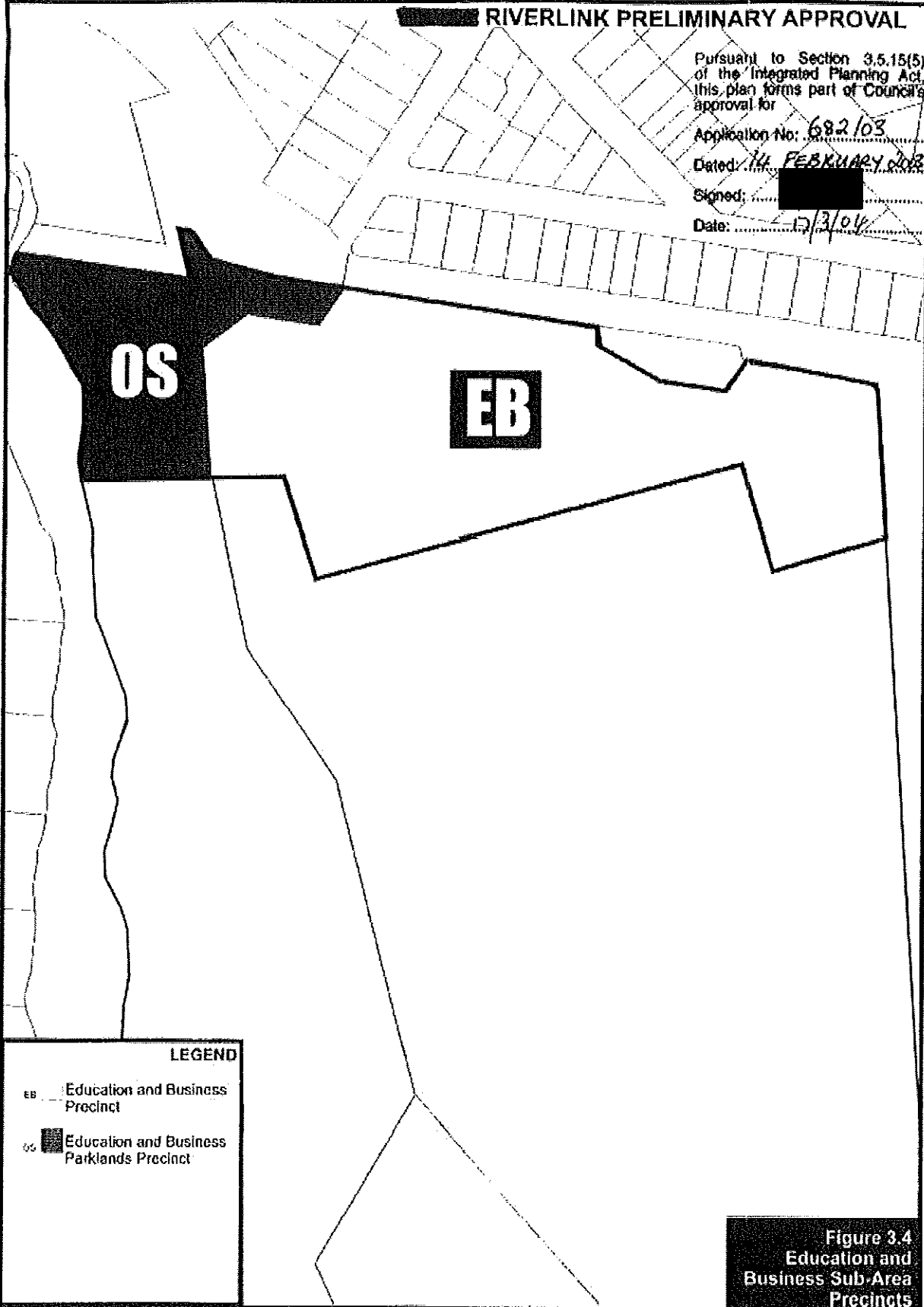
Pursuant to Section 3.5.15(5) of the Integrated Planning Act, this plan forms part of Council's approval for

Application No: **682/03**

Dated: **14 FEBRUARY 2003**

Signed: [Redacted]

Date: **17/3/04**



**LEGEND**

EB Education and Business Precinct

OS Education and Business Parklands Precinct

**Figure 3.4  
Education and  
Business Sub-Area  
Precincts**

(T:\Planning\Current\JOBS\703015-20 Connections Conditions\Report\Riverlink Preliminary Approval Plan\Figures\3-4 Education and Business Sub Area Precincts 25-11-03.cdr)

# APPENDIX 'T'



PLANNING COMMUNICATIONS PROJECTS - 24.05.1.2008	
Code	Description
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002	2000
003	3000
004	4000
005	5000
006	6000
007	7000
008	8000
009	9000
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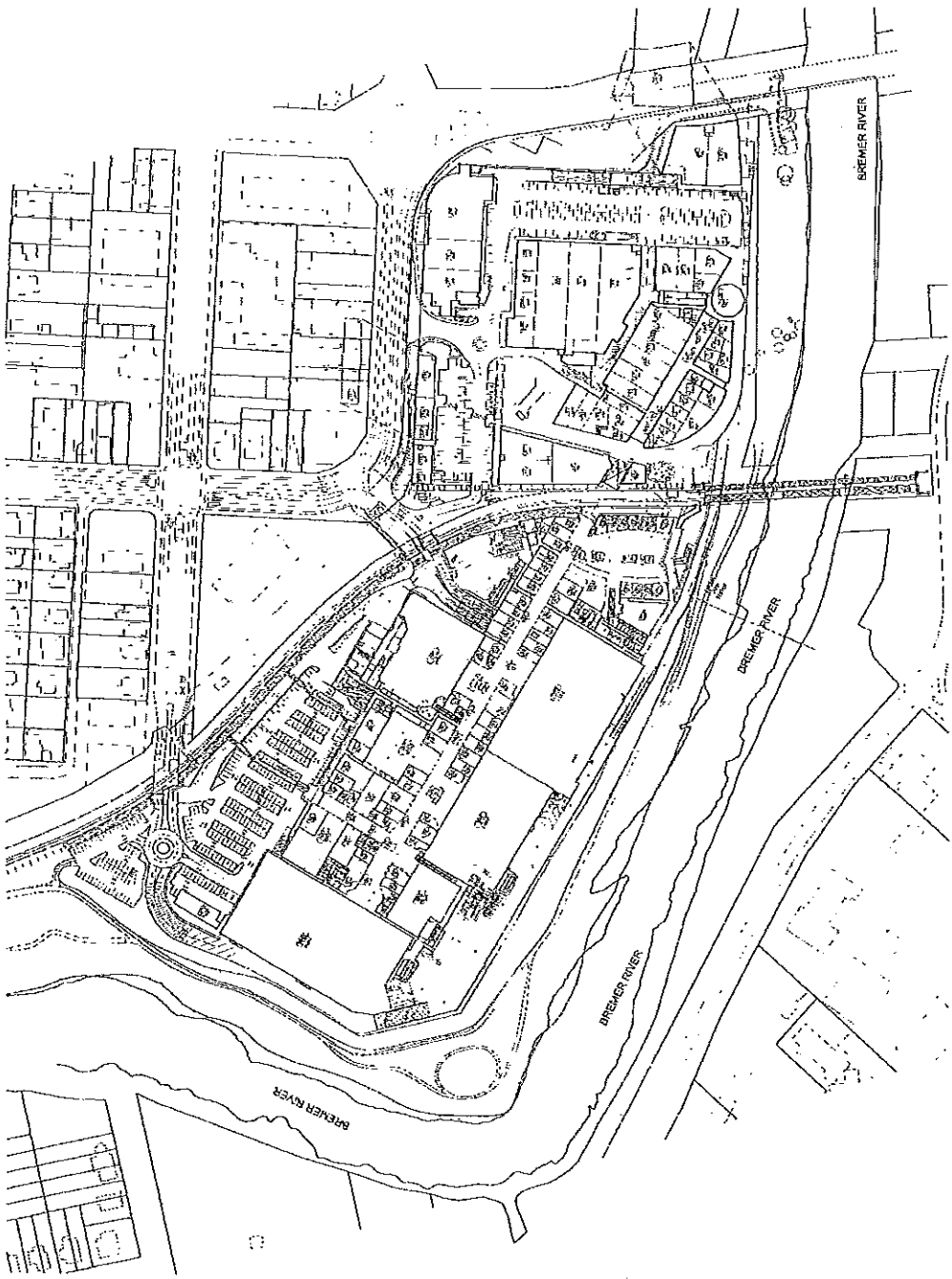
Pursuant to Section 3.5.18(6) of the Integrated Planning Act, this plan forms part of Council's approval for:

Application No: **682/05**

Dated: **14 February 2005**

Signed: **[Signature]**

Date: **22 February 2005**



SITE LEASE PLAN - GROUND LEVEL

**IPSWICH RIVERLINK**  
for **IIDA**  
Ipswich Infrastructure Development Authority

**IPSWICH RIVERLINK**  
for **IIDA**  
Ipswich Infrastructure Development Authority

**PRECINCTS**

**BUCHANAN**

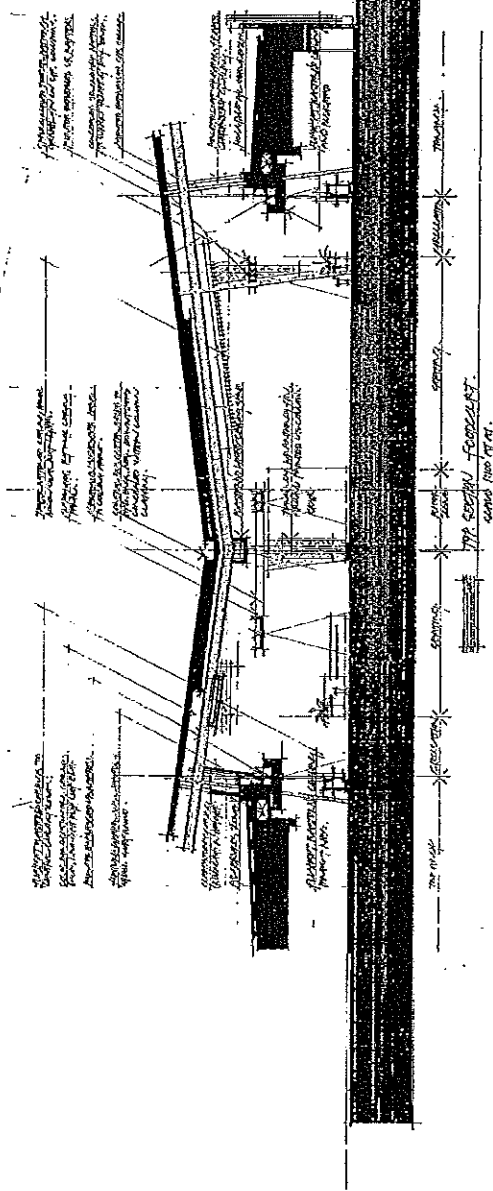
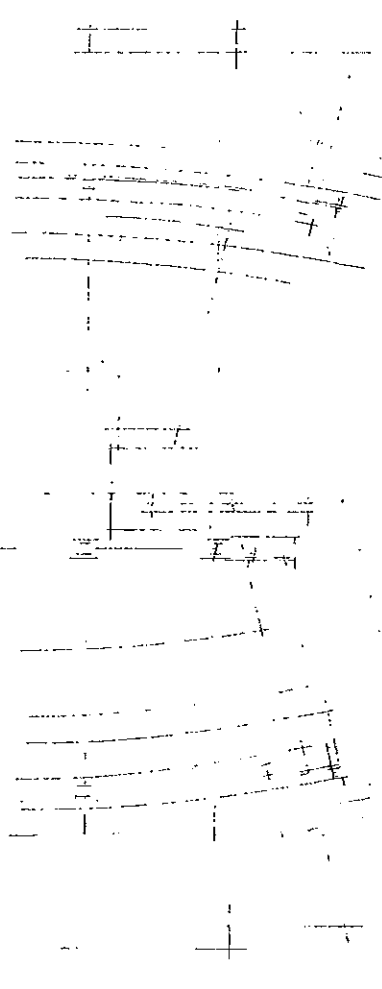
14

ADD-800

14







**RIVERLINK COMMERCIAL VILLAGE, IPSWICH**  
 PROPOSED RETAIL DEVELOPMENT FOR LEA HOLDINGS PTY LTD

**IPSWICH RIVERLINK**  
 ARCHITECTS  
 100 RIVERLINK DRIVE  
 IPSWICH QLD 4701  
 AUSTRALIA  
 PHONE: 07 552 2222  
 FAX: 07 552 2223  
 WWW: WWW.IPSWICHRIVERLINK.COM.AU

**RIVERLINK COMMERCIAL VILLAGE, IPSWICH**  
 PROPOSED RETAIL DEVELOPMENT FOR LEA HOLDINGS PTY LTD

*100% ready to go*  
*top class - 7/10 star rating*

APPROVED FOR APPROVAL  
 DATE: 14 FEBRUARY 2008  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 PROJECT NO: 100  
 SHEET NO: 1  
 OF 1  
 SCALE: 1:100  
 DATE: 14 FEBRUARY 2008

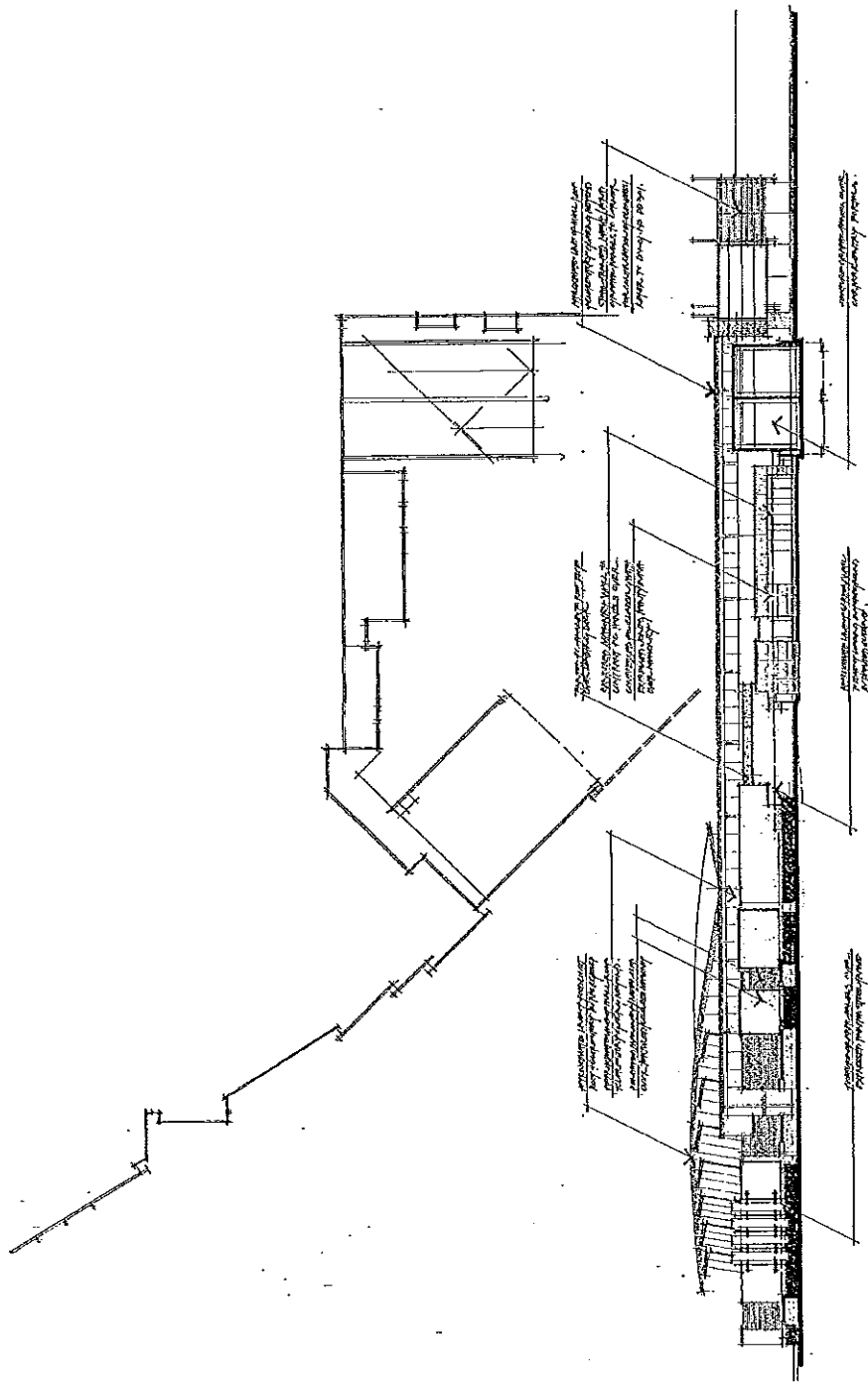
**BUCHANAN**

Pursuant to Section 3.5.15(5)  
 of the Integrated Planning Act,  
 this plan forms part of Council's  
 approval for  
 Application No: 682/03  
 Dated: 14 February 2008  
 Signed: [Signature]  
 Date: 20 March 2006



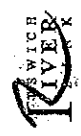






View North - Along Street

Revised to Section 3.1.15(1)  
 of the Integrated Planning Act  
 by Planning Committee of Council  
 Resolution No. 682/03  
 Passed 14 February 2005  
 Signed: [Redacted]  
 Date: 20 March 2005



IPSWICH RIVER  
 ARCHITECTS  
 100-110 RIVER STREET  
 IPSWICH, QUEENSLAND 4700  
 PHONE: (07) 5522 1111  
 FAX: (07) 5522 1112  
 WWW: WWW.IPSWICHRIVER.COM.AU

RIVERLINK COMMERCIAL VILLAGE, IPSWICH  
 PROPOSED RETAIL DEVELOPMENT FOR LEDA HOLDINGS PTY LTD

Walter Petcher  
 ARCHITECT

PROJECT NO.	1000000000
DATE	20/03/05
SCALE	1:100
BY	[Redacted]
CHECKED BY	[Redacted]
DATE	20/03/05

NO.	1
DATE	20/03/05
BY	[Redacted]
CHECKED BY	[Redacted]
DATE	20/03/05









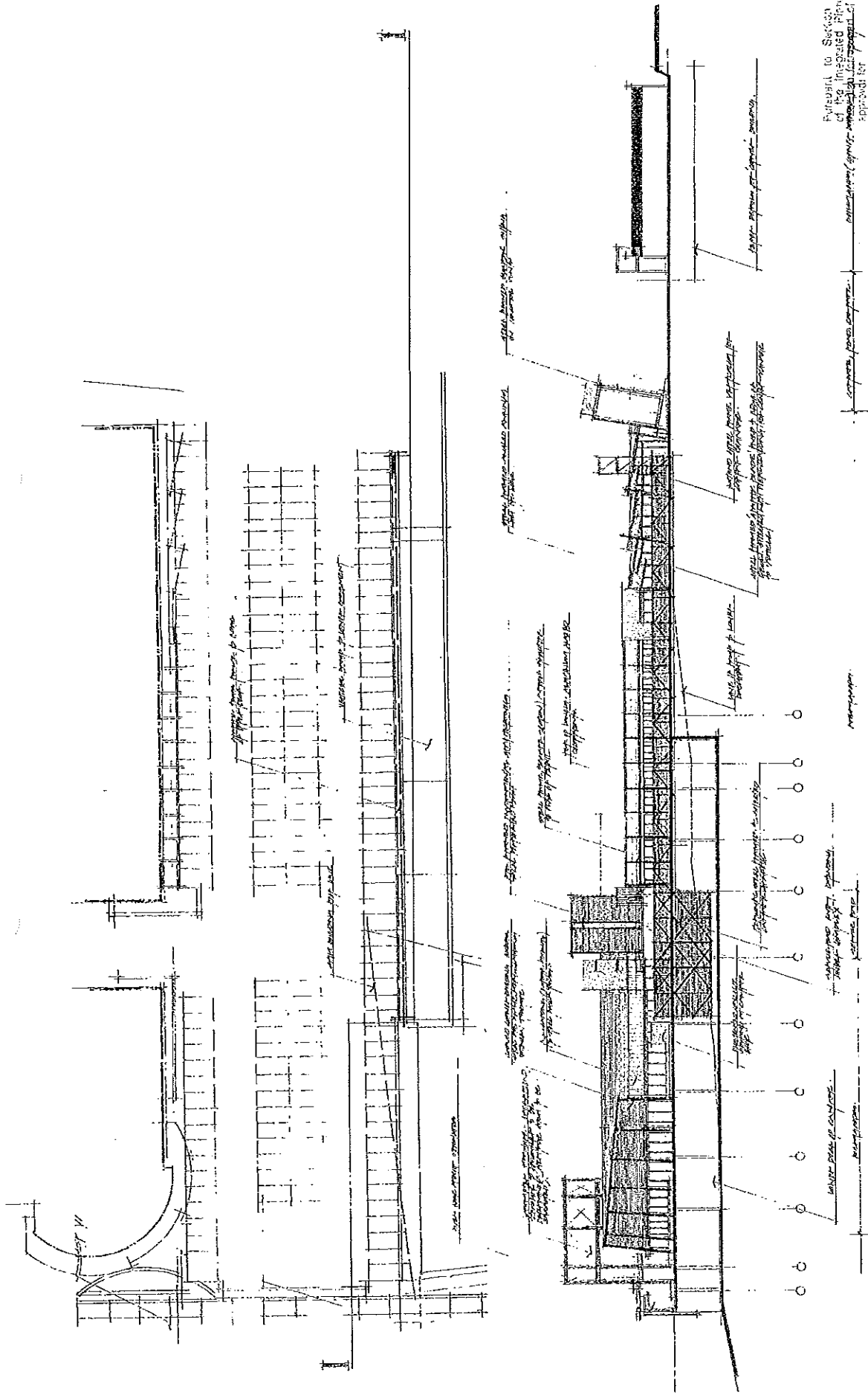












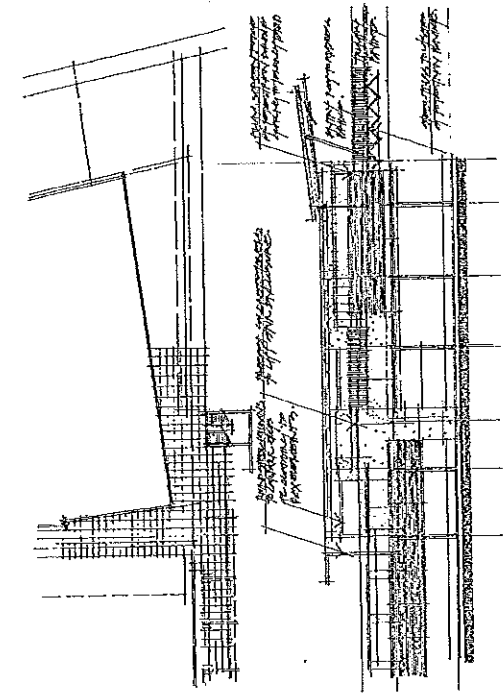
Submitted to Section 9.5.1(10)  
of the Integrated Planning Act  
for approval of the Council of the City of  
Brisbane  
Application No. 682.103  
Date: 20. March 2006  
Project: RIVERLINK COMMERCIAL VILLAGE 2003  
Signed: [Signature]  
Date: 20. March 2006

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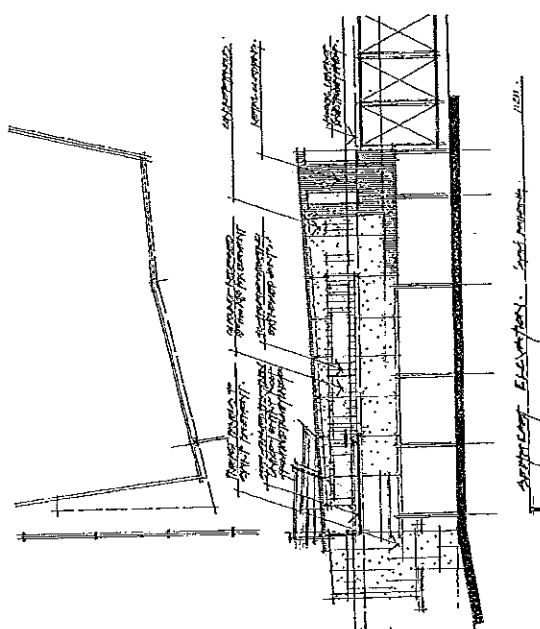
RIVERLINK COMMERCIAL VILLAGE, IPSWICH  
PROPOSED RETAIL DEVELOPMENT FOR LEDA HOLDINGS PTY LTD

IPS WICH  
RIVER  
COMMERCIAL VILLAGE  
IPSWICH  
QLD 4300

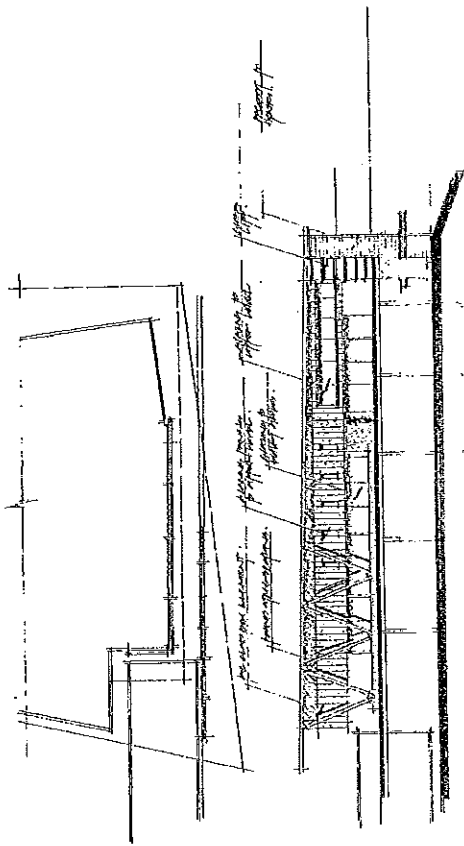




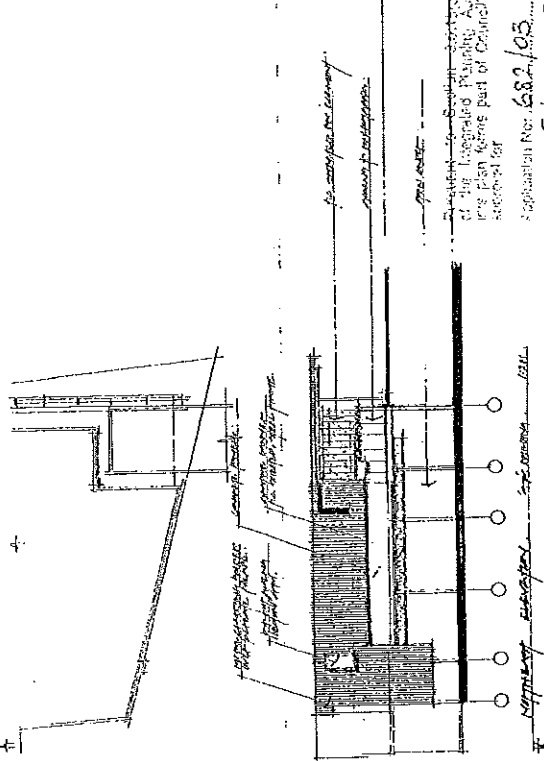
SECTION ELEVATION: East elevation. 1/200.



SECTION ELEVATION: East elevation. 1/200.



SECTION ELEVATION: East elevation. 1/200.



SECTION ELEVATION: East elevation. 1/200.

Prepared for: [Redacted]  
 Prepared by: [Redacted]  
 Date: 20 March 2006

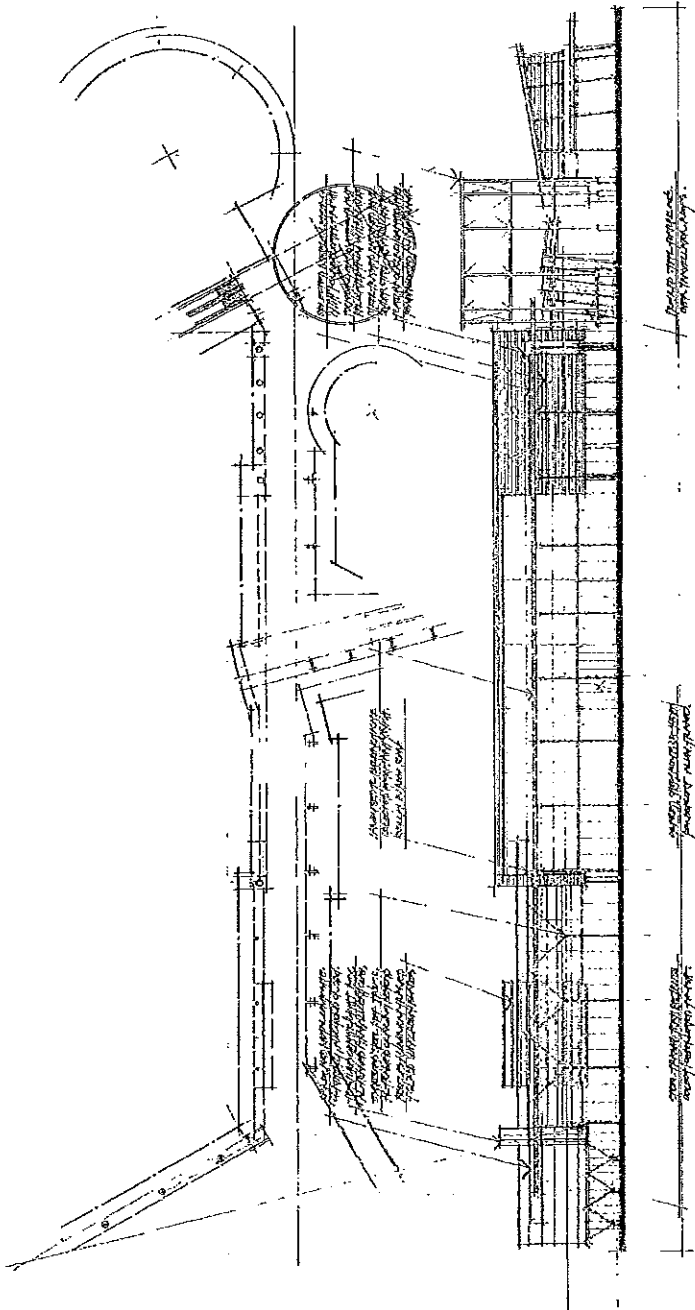


RIVERLINK COMMERCIAL VILLAGE, IPSWICH  
 PROPOSED RETAIL DEVELOPMENT FOR LECA HOLDINGS PTY LTD

BUCHANAN  
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 100 RIVER STREET  
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1/200





SEE WEST ELEVATION FOR DETAILS OF FACADE MATERIALS

Compliance to Swedish Building Act  
 1.1 The registered Planning Act  
 1.2 The Local Council's Plan of Council's  
 Application No: 682/02  
 Date: 15 February 2003  
 Signed: [Redacted]  
 Date: 20 March 2006

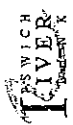


NO	DATE	BY	REVISION
01	20/03/06	[Redacted]	Final

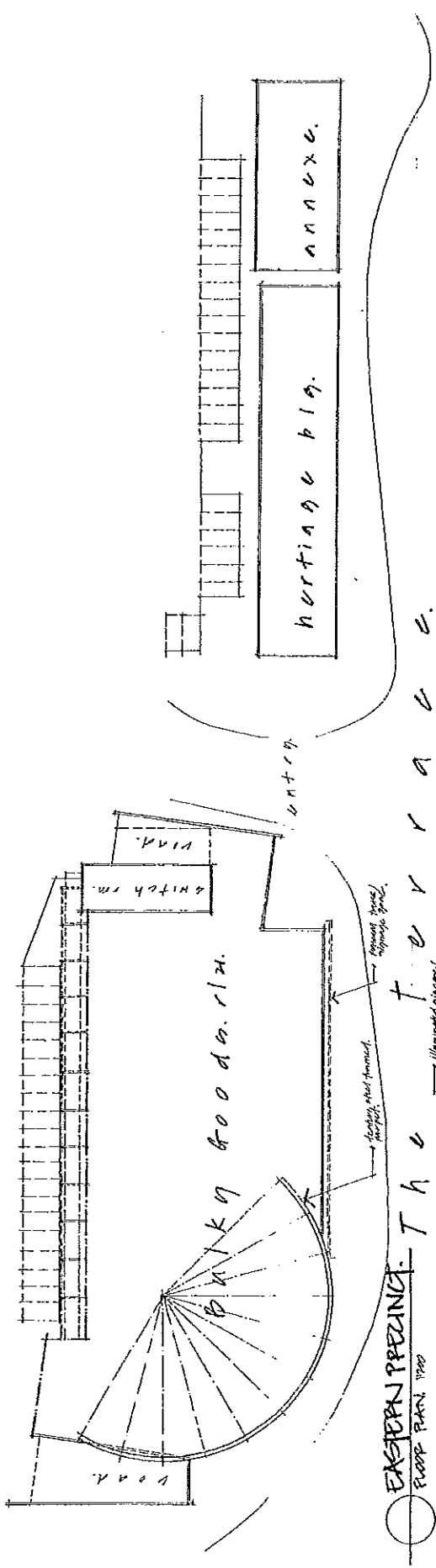
FOR APPROVAL  
 DATE: 20/03/06  
 BY: [Redacted]  
 FOR APPROVAL

FOR APPROVAL  
 DATE: 20/03/06  
 BY: [Redacted]  
 FOR APPROVAL

RIVERLINK COMMERCIAL VILLAGE IPSWICH  
 PROPOSED RETAIL DEVELOPMENT FOR LEAN HOLDINGS PTY LTD

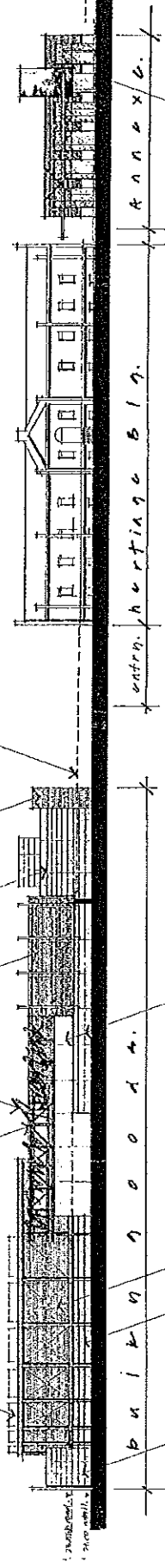


IPSWICH RIVER  
 100% LOCAL  
 100% LOCAL  
 100% LOCAL  
 100% LOCAL



**EASTERN PRECINCT**  
FLOOR PLAN 1900

**TERRACE**



**EASTERN PRECINCT**  
NORTH EAST AVENUE. 1900.

**Heritage Bldg.**  
**ANNEXE**

Transmitted to Section 24.3.101  
of the Metropolitan Planning Act  
and placed on the part of Council's  
agenda for  
Application No. 682/03  
Date: 14 February 2005  
Signed: [Signature]  
Date: 20 March 2006

FOR OFFICIAL USE ONLY  
 UNIT NO. 25 07  
 DATE 20/03/06  
 BY [Signature]  
 FOR THE DIRECTOR  
 20/03/06

Public Growth and  
Development

**RIVERLINK COMMERCIAL VILLAGE, IPSWICH**  
PROPOSED RETAIL DEVELOPMENT FOR LEA HOLDINGS PTY LTD

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