



# North Ipswich Open Space Master Plan

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City of  
Ipswich

## DISCLAIMER

This draft concept masterplan report is a visionary plan to service future development and growth within the City Centre. The content of this report has been developed by consultants in collaboration with Council and informed by, and to align with, pre-existing planning documents, strategic master planning previously undertaken by Council, and site analysis of the open space included in the scope of this study.

The ideas, proposals and recommendations in this report are conceptual only and may require further analysis, due diligence and detailed feasibility assessment. As detailed in this report, further geomorphology and hydraulic assessment will be fundamental to the feasibility and constructability of the concepts proposed in this report.

This report also makes conceptual suggestions for development on land which council does not own and is purely for illustrative purposes.



## document register

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# Executive Summary

## North Ipswich Open Space Master Plan

### VISION

The North Ipswich Open Space Master Plan is a consolidation of various individual studies and specialist, technical input concerning the planning and design of the Open Space network on the north banks of the Bremer River.

The North Ipswich Open Space Master Plan (NIOSMP) will set strategic direction for the future sustainable development of the Open Space network on the banks of the Bremer River, with consideration to the opportunities for key sites such as the Woollen Mill, Boral Hancock Site (former), Ipswich Rail Yards and Sports Precinct.

Over a number of years Ipswich City Council (ICC) has been securing key sites along both sides of the Bremer, to realise a greater vision of opening the city back up to the Bremer River and establishing a vibrant public linear open space network. There are a number of key objectives that have guided the NIOSMP focussed around the following key areas:

- » Connected linear Open Space Network;
- » Integrated Pedestrian & Cycle Network;
- » Unlocking Key Community Development Sites;
- » Integration of a signature Sports Precinct;
- » Public Transport;
- » Vehicle Connectivity; and
- » Protecting and enhancing the banks of the Bremer River.

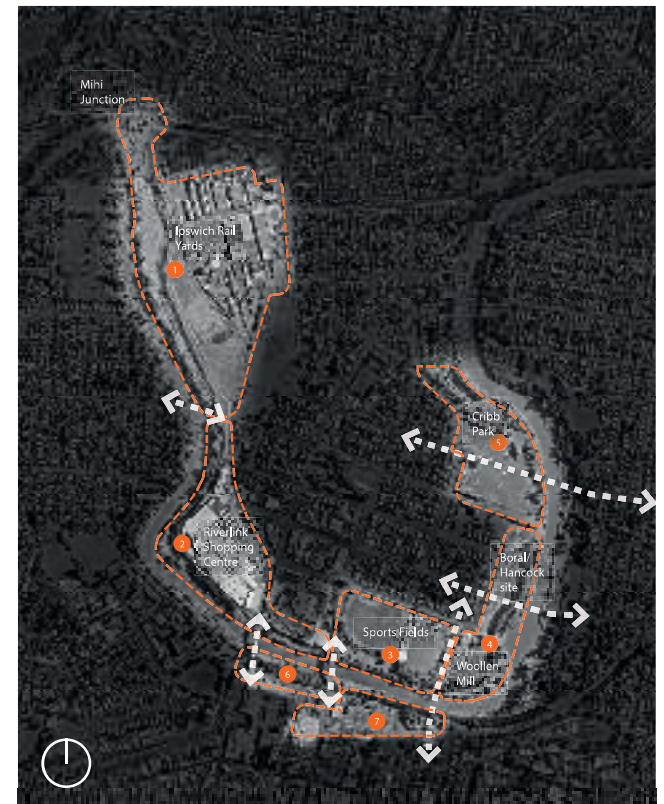
The study area extends from Mihi Junction to Cribb Park, but also considers important links back to Ipswich Central on the south side of Bremer River.

### PRECINCTS

The Master Plan has been developed with consideration to seven distinct character use precincts

- 1 RAIL YARDS PRECINCT
- 2 RIVERLINK
- 3 SPORTS PRECINCT
- 4 WOOLLEN MILL
- 5 CRIBB PARK
- 6 BREMER STREET
- 7 KING EDWARD PARADE (WEST)

Each precinct has been considered with its individual recreation opportunities as part of one continuous connected open space network.



# North Ipswich Open Space Master Plan

## MASTER PLAN

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future design and development of key open space along the Bremer River. This conceptual master plan excludes the Ipswich Rail Yard site, however consideration has been given to future uses of this land, and other adjacent sites, to ensure alignment and integration opportunities are considered.

This concept achieves an uninterrupted open space network adjacent to the Bremer River, supplemented by a continuous pedestrian and cycle network which will connect to the existing Brassall Bikeway.

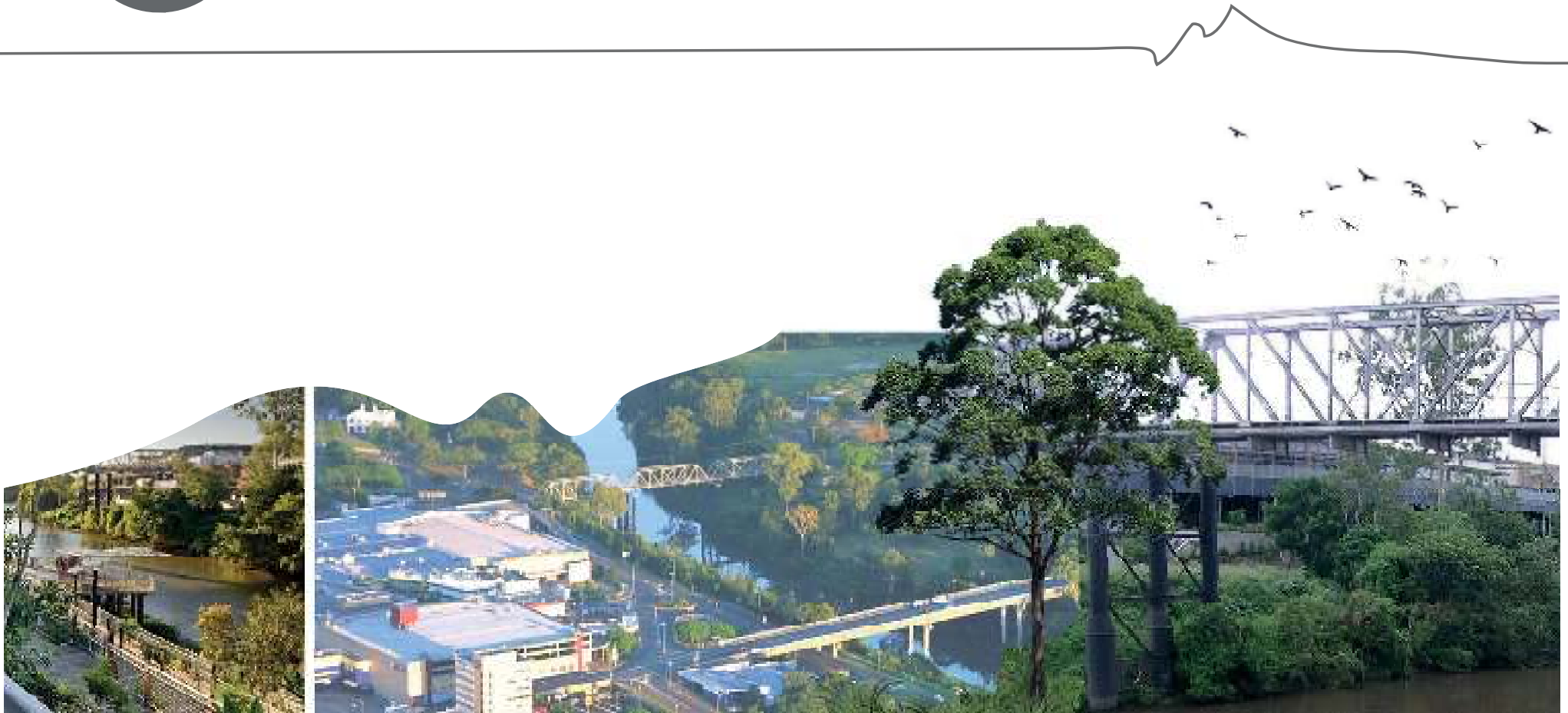
Key elements of the Master plan include:

- |                                                                   |                                                 |
|-------------------------------------------------------------------|-------------------------------------------------|
| 1 RETAINED WORKSHOPS RAIL MUSEUM                                  | 8 PROPOSED STADIUM                              |
| 2 BIKEWAY                                                         | 9 CRIBB PARK                                    |
| 3 RIVERLINK SHOPPING CENTRE                                       | 10 IPSWICH TRAIN STATION (OUT OF SCOPE)         |
| 4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE) | 11 BELL STREET BUS INTERCHANGE (OUT OF SCOPE)   |
| 5 COMMUNITY AND SPORTING GROUNDS                                  | 12 BROWNS PARK (OUT OF SCOPE)                   |
| 6 WOOLLEN MILL                                                    | 13 PROPOSED NORMAN STREET BRIDGE (OUT OF SCOPE) |
| 7 YOUTH FACILITIES AND PARKLANDS                                  | 14 TRANSPORT HUB (OUT OF SCOPE)                 |





# 1.0 Issues and Considerations



# 1.1

## Purpose of the Master Plan

### PURPOSE

The NIOSMP sets the strategic direction for the future sustainable development of the Open Space network on the north banks of the Bremer River, with consideration to the opportunities for key sites such as the Woollen Mill, Boral Hancock Site, Ipswich Rail Yards and Northern Sports Fields.

The North Ipswich Open Space Master Plan is a consolidation of various individual studies and specialist, technical input concerning the planning and design of the Open Space network on the north banks of the Bremer River.

### KEY INPUTS

In preparing the North Ipswich Open Space Master Plan, close consultation was undertaken with key stakeholders from within Ipswich City Council including:

- » Works, Parks and Recreation (all open space and stormwater / flooding).
- » Infrastructure Services (traffic and transport / active transport).
- » Planning and Development (strategic planning development, architecture and heritage).

### PUBLIC DISPLAY & CONSULTATION

The background documentation and planning which has been incorporated into this project includes:

- » Ipswich Regional Centre Strategy (2008)
- » Business Plan – North Ipswich Reserve Stadium (2009)
- » Major Regional Outdoor Sports Stadium (2004)
- » Ipswich Riverlink: pedestrian access and mobility site plan (2014)
- » Woollen Mills North Terrace Revitalisation Concept Design (24 March 2016)

The Draft NIOSMP was presented to the residents of Ipswich via a dedicated web page on Council's website for a four week period over March-April, 2018.

The feedback and results from the public display period, established that residents were positive towards and supportive of the draft masterplan. Therefore, no major changes or review are required to the draft NIOSMP.

Below is a summary of the survey responses and feedback:

1. *"Do you believe the North Ipswich Open Space Masterplan achieves the purpose of expanding and improving the river side parkland and connecting residents with the Bremer River in the heart of the City Centre? "*

80% of respondents were supportive of the masterplan.

2. *What features of the masterplan are you most likely to use?*

Top three responses were:

- » Walking paths for pedestrians
- » Pedestrian bridges over the Bremer River
- » Sports precinct / stadium

3. *Choose one key feature you would like Council to prioritise in the masterplan?*

Top two responses were:

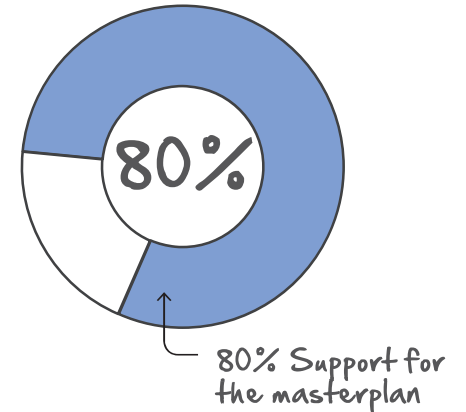
- » Sports precinct / stadium
- » Walking paths

4. *What key element do you think is missing from the masterplan?*

- » More opportunities to get from upper bank down to river edge.

The survey responses reinforce the planning and design principles applied to this masterplan. In addition, in subsequent site analysis, due diligence and prioritisation of the masterplan delivery, focus should be given to:

- » Walking paths and connecting people to the river.
- » Pedestrian Bridges over the Bremer River.
- » Sports precinct / Stadium.



- ✓ More walking paths
- ✓ Pedestrian Bridges over the Bremer River
- ✓ Sports precinct / Stadium



## 1.2

# Study Objectives



### VISION

Over a number of years Ipswich City Council (ICC) has been securing key sites along both sides of the Bremer, to realise a greater vision of opening the city back up to the Bremer River and establishing a vibrant public linear open space network.

Over the past fifteen years various project works have been completed along the southern bank of the Bremer River to achieve this vision. It is now time to realise this vision on the northern banks of the Bremer River, from Mihi Junction to Cribb Park.

The North Ipswich Open Space Master Plan will scrutinise and test the possible uses, interfaces, connections and programming for the project site through the master planning process. There are a number of key objectives that will guide the development of the master plan.

#### LINEAR OPEN SPACE NETWORK

- » establish a continuous network of open space, linking key public features and attractions along the Bremer River.
- » reinforce a unified character and identity that pays homage to the new Ipswich CBD and celebrates the history and heritage of the site.
- » understand and maximise the opportunities presented by the change in topography.
- » integrate and respond to flooding from the Bremer River.

#### INTEGRATED PEDESTRIAN & CYCLE NETWORK

- » promote a legible and safe pedestrian and cycle link along the entire open space corridor.
- » provide an easy and integrated DDA-compliant circulation network that sits seamlessly in the landscape and topography.
- » connects to all major attractions, including links to the CBD.
- » Integrate with the active transportation network. This network has State (Principle Cycle Network) and Council (iGo Active Transport Action Plan) Approval.

#### UNLOCK KEY COMMUNITY DEVELOPMENT SITES

- » explore opportunities for reuse of the Woollen Mill and QR Rail Yards in keeping with an appropriate recreational program and alternative revenue generation.

#### INTEGRATION OF SPORTS PRECINCT

- » promote the seamless integration of the existing sports ground and proposed stadium into the open space network.

#### PUBLIC TRANSPORT

- » explore opportunities to improve public transport accessibility to the major attractors within the North Ipswich Open Space network.
- » identify ways to make public transport more attractive and convenient to site visitors, particularly during large event days.

#### VEHICLE CONNECTION

- » Integrate with the planned major transport network to ensure appropriate vehicle circulation and accessibility to the North Ipswich Open Space Network.

#### PROTECT AND ENHANCE THE BANKS OF THE BREMER RIVER.

- » acknowledge that the river is an asset for the community and future generations to cherish and engage with.
- » promote the Bremer River corridor is an invaluable asset as it provides amenity, retreat and comfort, unique experiences and enjoyment for diverse user groups and adjacent land uses.
- » accept that the river is a natural and powerful system.
- » acknowledge that infrastructure on the river banks (particularly lower bank and river edge) causes erosion, instability and loss of bank and inappropriate infrastructure on lower banks causes instability and erosion and eventual loss of bank and assets.
- » the geomorphic conditions of the river banks need to inform the detailed siting and design of infrastructure.
- » acknowledge that the optimal treatment of the banks of a waterway is a natural approach: the stabilisation of the bank; and protection and revegetation of endemic species. However, it must be accepted that in a civic landscape, like the City's CBD and its premier river side parklands, infrastructure is needed at the lower bank level to support and encourage interest, understanding and interaction with the waterway. This is also invaluable in promoting awareness and community ownership over the river. As such, suitable investment is needed to construct permanent, robust and resilient assets in a landscape exposed to inundation, flooding, high velocity flows while providing an attractive experience with minimal or unnecessary up front or maintenance costs for Council.

## 1.3 Study Precincts

The NIOSMP encompasses all riverfront land on the North Bank of the Bremer River, extending from Mihi Creek Reserve through to Cribb Park. Consideration has also been given to important linkages to the southern side of the Bremer River and linkages to the Ipswich CBD and Riverheart Parklands.

To assist in the development of the master plan the North Ipswich Open Space study area can be divided into a number of distinct broad precincts, defined by both geographic boundaries and character:

- 1 **RAIL YARDS**
  - » including the existing Railway Museum, open space between the rail yards and the Bremer River, links to existing Brassal Bikeway (a principal active transport corridor and the parcel of land currently owned by private developer).
- 2 **RIVERLINK**
  - » including pedestrian and cycle links to both the northern and southern sides of the Riverlink Shopping Centre, plus connection to the Bradfield Bridge linking to the new Ipswich Central (CBD) precinct.
- 3 **SPORTS PRECINCT**
  - » including the existing sports fields serviced off The Terrace and the "Pine Street Reserve" and other open space on the northern banks of the Bremer River.
- 4 **WOOLLEN MILL**
  - » including the existing Woollen Mill building, adjacent open space on the banks of the Bremer, adjacent privately owner parcel of land (south of the Woollen Mill) and the old Boral site.
- 5 **CRIBB PARK**
  - » including the "North Tigers" Rugby League Football Club and fields, Cribb Park recreation park and proposed Norman Street Bridge
- 6 **BREMER STREET**
  - » including the treatment of the Bremer Street and greater connections between River Heart Parklands, Bradfield Bridge and the CBD.
- 7 **KING EDWARD PARADE (WEST)**
  - » exploring future opportunities for pedestrian movement between the Rail Station, Bell Street and River Heart Parklands.

It is acknowledged that through the future development and implementation of the master plan, precinct boundaries may shift and precincts may be divided or changed. Precinct boundaries are not intended to be hard lines, rather blurred, and will be influenced by connections to adjacent areas on both sides of the river.





## 2.0 Overall Master Plan



## 2.1

# Master Plan Alternatives

## ALTRNATIVES

In developing the NIOSMP, all key development sites were considered in order to explore the ultimate recreational open space opportunities for the city. Two development sites not currently owned by Ipswich City Council have been included as part of the NIOS Master Plan, these include:

- 1 The historic North Ipswich Railyard Workshops, located to the north-west of the city; and
- 2 the small parcel of land between the Wollen Mill and the Bremer River.

The open space and recreation opportunities that these two sites offer is significant. In the case of the North Ipswich Railyards, the northern precinct of the NIOS Master Plan takes on a completely different use and level of intensity when this site is included.

However, due to the lack of certainty or time line around the future procurement of this land from Queensland Rail (QR), the NIOS Master Plan has considered two options for this precinct.

- » The "Preferred" Master Plan option will exclude the QR land exploring opportunities as a linear open space corridor, while
- » The "ultimate" Master Plan option explores the inclusion of the QR land and the development of this site in conjunction with the Bremer interface open space as a destinational cultural precinct.





## 2.2

# Preferred Master Plan

## Overview

### MASTER PLAN

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future design and development of key open space along the Bremer River. This conceptual master plan excludes the Ipswich Rail Yard site, however consideration has been given to future uses of this land, and other adjacent sites, to ensure alignment and integration opportunities are considered.

This concept achieves an uninterrupted open space network adjacent to the Bremer River, supplemented by a continuous pedestrian and cycle network which will connect to the existing Brassall Bikeway.

Key elements of the Master plan include:

- |                                                                   |                                  |
|-------------------------------------------------------------------|----------------------------------|
| 1 RETAINED WORKSHOPS RAIL MUSEUM                                  | 8 PROPOSED STADIUM               |
| 2 BIKEWAY                                                         | 9 CRIBB PARK                     |
| 3 RIVERLINK SHOPPING CENTRE                                       | 10 IPSWICH TRAIN STATION         |
| 4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE) | 11 BELL STREET BUS INTERCHANGE   |
| 5 COMMUNITY AND SPORTING GROUNDS                                  | 12 BROWNS PARK                   |
| 6 WOOLLEN MILL                                                    | 13 PROPOSED NORMAN STREET BRIDGE |
| 7 YOUTH FACILITIES AND PARKLANDS                                  | 14 TRANSPORT HUB (OUT OF SCOPE)  |



## Primary Circulation



### NORTH IPSWICH CIRCULATION SPINE

- » Pedestrian and Bicycle Network
- » Pathway network following the Northern Bremer edge and connects both the higher and lower levels of the river bank.
- » Linking the major recreation attractions of the North Ipswich Open Space network, but also connecting with back to Ipswich Central CBD.



### SECONDARY PEDESTRIAN CIRCULATION

- » Alternative pedestrian access to and through Precincts.
- 1 The active transport Bridge connecting HUME ST and CANNING ST will not accommodate direct pedestrian/ cycle access across the rail tracks to Canning Street due to QR restrictions on additional crossings. Without a direct access across the rail line, pedestrians and cyclists travelling east-west would be required travel an additional 800m.



### KEY ACTIVE TRANSPORT RIVER CROSSINGS

- » Critical Links established from the Southern Bank, CBD, East Ipswich, Basin Pocket and Woodend.



### VEHICLE MOVEMENT

- » Improved vehicle circulation.
- » Norman Street Bridge connection through Cribb Park.



### CAR PARKING

- » Additional Car parking provided to support the increased patronage of each precinct.
- » WOOLLEN MILL: approximately 650 on Street and in Cribb Park Car Park

### PUBLIC TRANSPORT NETWORK

- » To ensure that these Precincts are successful, Improved Public Transport is essential



#### EXISTING BUS STOPS



#### EXISTING TRAIN STATION

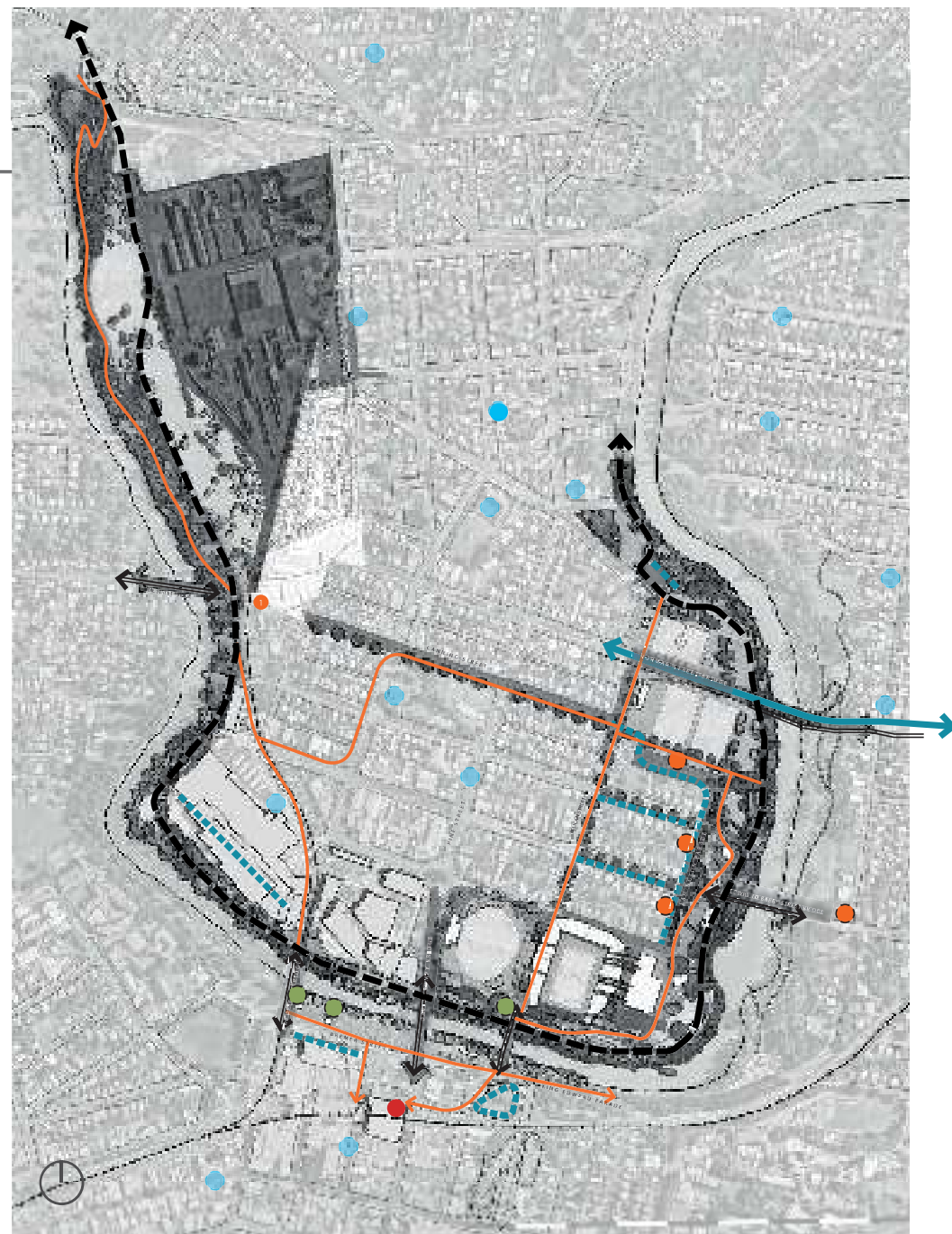


#### PROPOSED BUS STOPS

- » Bus stop locations are suggested along Lamington parade and the opposite side of the LOWRY TO BARRY Active Transport Bridge.
- » Locations are chosen to service the Stadium and other recreational assets on the Northern Bank.
- » The location of "drop off" zones & car parking along Lamington Parade will alleviate vehicle congestion during stadium events.
- » Player drop off zones will be integrated into the service entry for the stadium.



#### PROPOSED LIFT COLUMNS



## 2.3

# Ultimate Master Plan

## Overview

### MASTER PLAN

This ultimate master plan is a visionary plan which illustrates the potential extents of the park land and adjacent opportunistic development.

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future detailed development of key open space along the Bremer River. Both existing and key future open space development sites have been explored as part of the Master Plan.

Offering uninterrupted open space infrastructure to the Bremer River, supplemented by a pedestrian and cycle network, The North Ipswich Circulation Spine will become significant community asset for Ipswich.

Key elements of the Master plan include:

- |                                                                   |                                  |
|-------------------------------------------------------------------|----------------------------------|
| 1 RETAINED WORKSHOPS RAIL MUSEUM                                  | 8 PROPOSED STADIUM               |
| 2 BIKEWAY                                                         | 9 CRIBB PARK                     |
| 3 RIVERLINK SHOPPING CENTRE                                       | 10 IPSWICH TRAIN STATION         |
| 4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE) | 11 BELL STREET BUS INTERCHANGE   |
| 5 COMMUNITY AND SPORTING GROUNDS                                  | 12 BROWNS PARK                   |
| 6 WOOLLEN MILL                                                    | 13 PROPOSED NORMAN STREET BRIDGE |
| 7 YOUTH FACILITIES AND PARKLANDS                                  | 14 TRANSPORT HUB (OUT OF SCOPE)  |





## Character Use Precincts

### 1 RAIL YARD PRECINCT (ultimate)

- » This area offers unique cultural experiences showcasing this historic community, and will attract locals and visitors day and night.
- » Sculpted river terraces and river steps connect this space with the iconic Bremer River
- » Ipswich Billabong offering highly anticipated swimming lagoon and water play activities.
- » The Rail Yard Promenade retains and reuses railway tracks, revealing layers of Ipswich's history and celebrating its unique identity.
- » Museums, creative arts studios, bars and restaurants, a sculpture plaza, outdoor performance plazas establish this area as a cultural and recreational hub.
- » Walking trails through a Botanical arboretum and along the riparian river zone offer visitors opportunities to benefit from the restorative effects of nature.
- » The post-industrial steam-punk theme playground offers all-inclusive play facilities and plenty of shaded seating and tables for friends to gather, play and relax.
- » Connecting to and facilitating movement corridors through the precinct so visitors to this space will have easy access to all other precincts by foot, bicycle and public transport, including a connection to the existing Brassall Bikeway and continuation of this movement corridor via the 'North Ipswich Circulation Spine'.

### 2 RIVERLINK

- » Visitors will flow into this commercial zone through enhanced pedestrian and bicycle connections via the North Ipswich Circulation Spine and the Bradfield Bridge Connector Ramp.
- » The revitalised river's edge provides more recreational linear space and access to the water whilst preventing the already extensive erosion

### 3 SPORTS PRECINCT

- » Featuring a new iconic stadium cantilevered over the natural reserve below, this precinct will activate the whole Ipswich Central on event days, attracting visitors and bringing the community together.
- » Community Space and practice fields adjacent the stadium.

- » To further activate economic drivers and recreational assets, create increased accessibility to the precinct via improved cross-river connections to the CBD, high quality public transport infrastructure at the stadium and the continuation of the 'North Ipswich Circulation Spine'.

### 4 WOOLLEN MILL

- » A multifunctional youth zone where young people can connect.
- » Street skating, a skate bowl, rock climbing, gym activities and "chill" spaces offer opportunities to learn and test new skills in urban sports.
- » Soccer, basketball and tennis facilities nurture opportunities for young people to keep fit while benefiting from the psychological and social benefits of team sports, with the community rallying behind them on game days.

### 5 CRIBB PARK

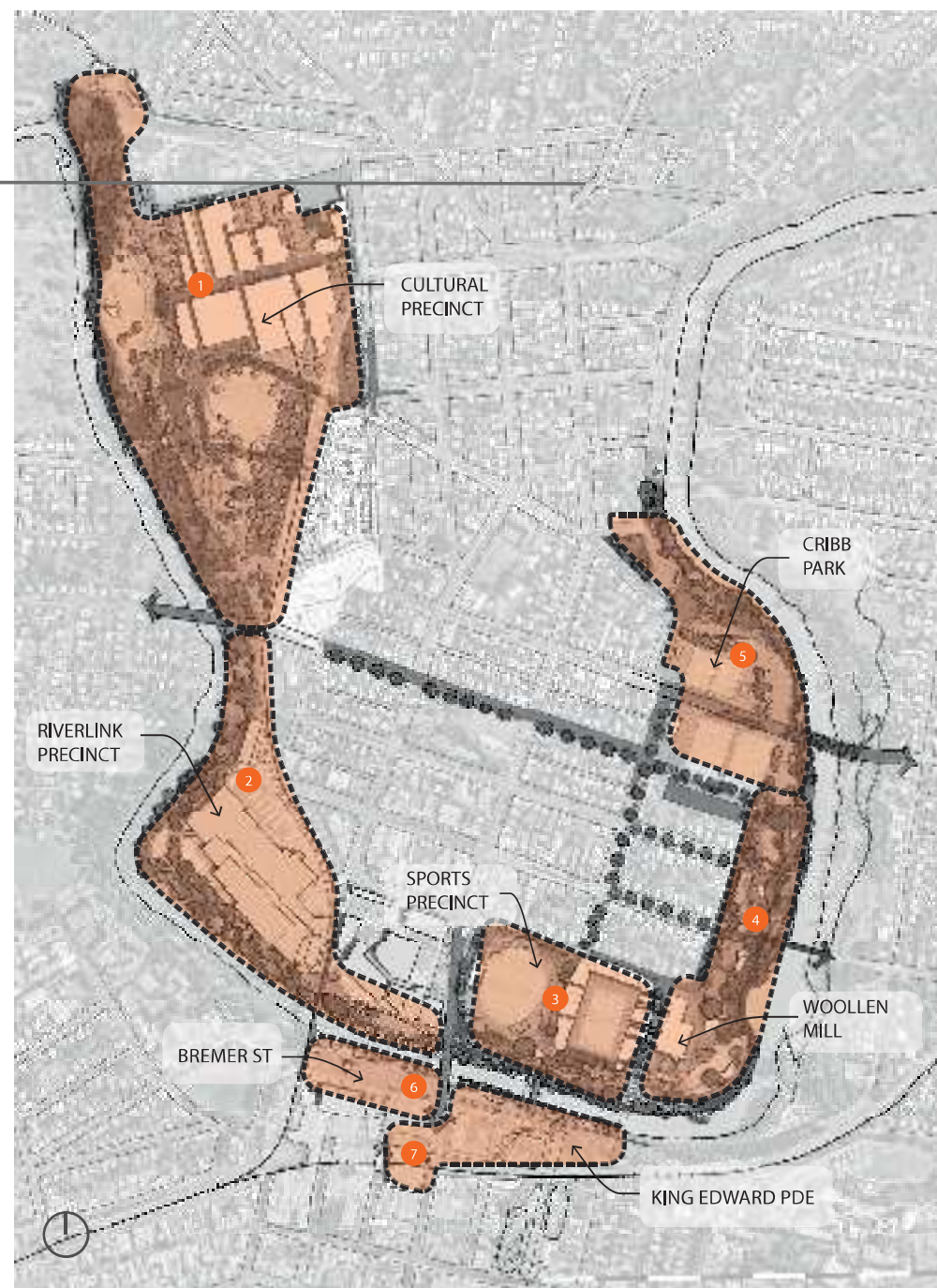
- » Enhanced connections to movement corridors via the Norman St Bridge and North Ipswich Circulation Spine connection.
- » A boat ramp will enable visitors to access the river and engage in fishing and boating activities, activating the riparian zone.
- » Existing sporting fields and playgrounds maintain those activity spaces for families to gather, connect and play.
- » Formalise the current activity of fishing by provide further infrastructure for this recreational past time.

### 6 BREMER STREET

- » including the treatment of the Bremer Street and greater connections between River Heart Parklands, Bradfield Bridge and the CBD.

### 7 KING EDWARD PARADE (WEST)

- » exploring future opportunities for pedestrian movement between the Rail Station, Bell Street and River Heart Parklands to the Northern Bank.



## Primary Circulation



### NORTH IPSWICH CIRCULATION SPINE

- » Pedestrian and Bicycle Network
- » Pathway network following the Northern Bremer edge and connects both the higher and lower levels of the river bank.
- » Linking the major recreation attractions of the North Ipswich Open Space network, but also connecting with back to Ipswich Central CBD.



### SECONDARY PEDESTRIAN CIRCULATION

- » Alternative pedestrian access to and through Precincts.



### KEY ACTIVE TRANSPORT RIVER CROSSINGS

- » Critical Links established from the Southern Bank, CBD, East Ipswich, Basin Pocket and Woodend.



### VEHICLE MOVEMENT

- » Improved vehicle circulation.
- » Norman Street Bridge connection through Cribb Park.
- » Internal road access to the Rail Yards precinct for car parking and servicing the precinct.



### CAR PARKING

- » Additional Car parking provided to support the increased patronage of each precinct.
- » RAIL YARDS: approximately 540 + 215 Existing
- » WOOLLEN MILL: approximately 650 on Street and in Cribb Park Car Park



### PUBLIC TRANSPORT NETWORK

- » To ensure that these Precincts are successful, Improved Public Transport is essential
- » utilise exist QR corridor as light rail link between Ipswich Central and the Rial Yard precinct



### EXISTING BUS STOPS



### EXISTING TRAIN STATION

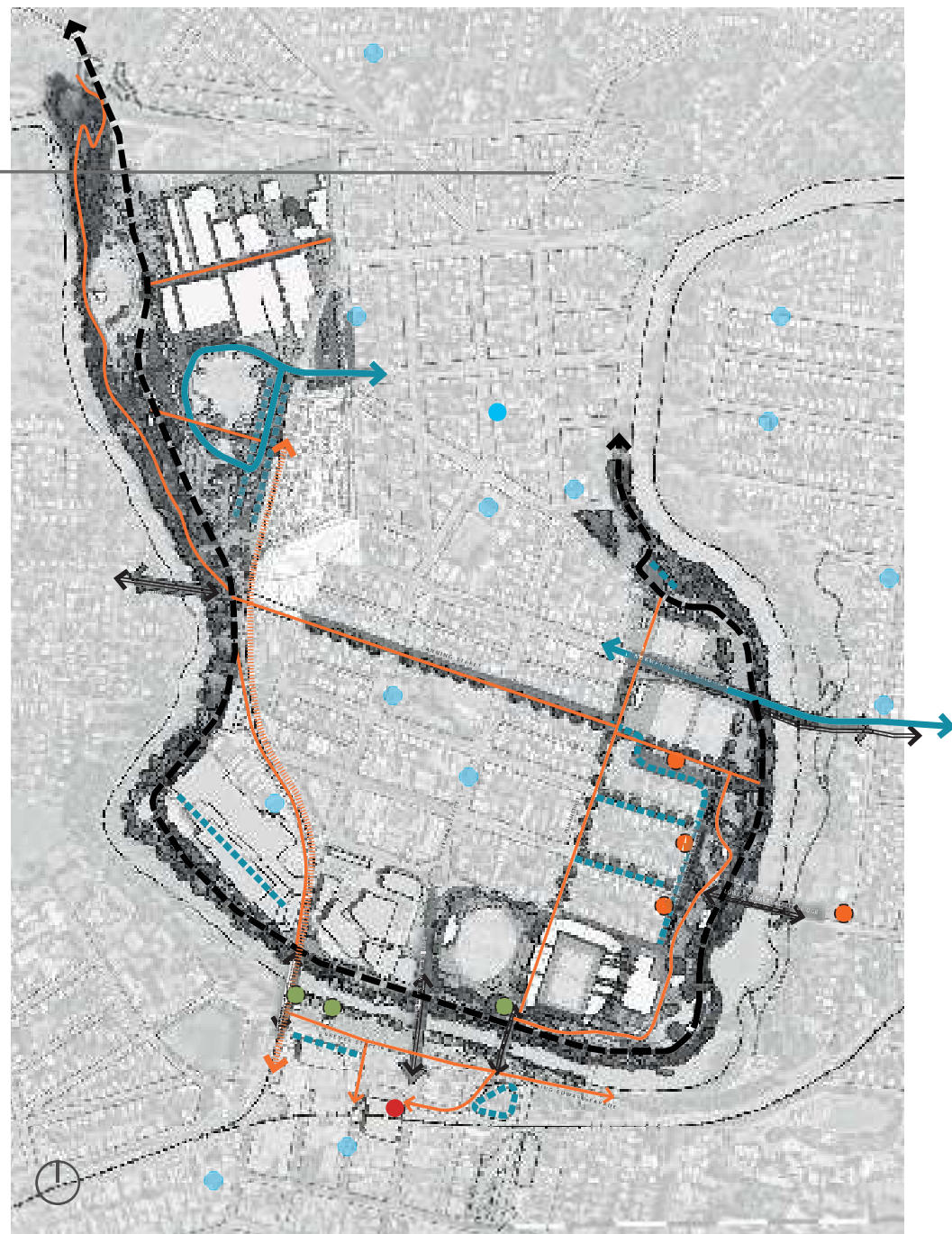


### PROPOSED BUS STOPS

- » Bus stop locations are suggested along Lamington parade and the opposite side of the LOWRY TO BARRY Active Transport Bridge.
- » Locations are chosen to service the Stadium and other recreational assets on the Northern Bank.
- » The location of "drop off" zones & car parking along Lamington Parade will alleviate vehicle congestion during stadium events.
- » Player drop off zones will be integrated into the service entry for the stadium.



### PROPOSED LIFT COLUMNS



## Nodes & Gateways



### NODES

- » The integration of Art Markers will be used at critical nodes throughout both Ipswich North and the corresponding parklands on the opposite bank, these visual beacons will serve as wayfinding devices which are integrated along both the pedestrian and vehicle networks.



### GATEWAYS

- » Portals or entry ways are utilised to give a sense of arrival to each precinct or are, with each gateway reinforcing the unique identity of each new precinct or zone.



### MAJOR LANDSCAPE FEATURES/LANDMARKS

- » Landmarks will become recognised beacons in the landscape giving reference to key locations throughout the open space network. The use of major Landscape Feature & Landmarks shall be considered at the terminus of long vista and views.





## Nodes



### NODES

The integration of Art Markers will be used at critical nodes throughout both Ipswich North and the corresponding parklands on the opposite bank, these visual beacons will serve as wayfinding devices which are integrated along both the pedestrian and vehicle networks.

These artist Indicators will function as visual and informational amenity adding and prescribing to the character of Ipswich. The placement of these pieces will utilise the unique undulating terrain of the area and work with the existing vistas of the site, this placement will open visual access to each other, granting decision points and route information to pedestrians.

#### THESE MARKERS WILL:

- » signify key locations and Changes in direction
- » meeting and gathering spaces
- » areas to seek shelter or refuge
- » The convergence of green transport modes (pedestrian/cycle)

## Gateways & Landmarks



### GATEWAYS

Portals or gateways are utilised to give a sense of arrival to a precinct or key area, each gateway statement expressing the unique identity of the precinct. The use of Gateway Statements shall be located:

- » to signify key locations and Change in direction;
- » when entering and exiting a new Precinct;
- » as part of a Pedestrian (Active Transport) Bridge; and
- » along the North Ipswich Circulation Spine.



### MAJOR LANDSCAPE FEATURES/LANDMARKS

Landmarks will become recognised beacons in the landscape giving reference to key locations throughout the open space network. The use of major Landscape Feature & Landmarks shall be considered at the terminus of long vista and views. Key locations include:

- » Workshop Rail Museum
- » Riverlink
- » Skybridge
- » Stadium
- » Bob Gamble/ River Heart Stage 2 (existing)
- » Norman Street Bridge



## 2.4

# Bremer River

## Ipswich Central River Corridor Treatment Plan

The NIOSMP includes the existing and future open space adjacent the Bremer River from Mihi Junction to Cribb Park. Current and future land uses and future projects have been considered in the NIOSMP. As such, this section establishes an aligned and consistent position and a basis for river bank treatment upon which the vision and objectives of the Master Plan can be developed.

Ipswich City Council's Works, Parks and Recreation Department have prepared the following information to outline Council's position on the treatment and protection of the Bremer River's banks to accommodate and support planned infrastructure within Ipswich Central.

### KEY CONSIDERATIONS

Key considerations associated with the planning, design and delivery of River Heart Parklands and works which impact the Bremer River within Ipswich Central are:

1. To acknowledge that the river is an asset for the community and future generations to cherish and engage with.
2. In the context of Ipswich Central, the Bremer River corridor is an invaluable asset as it provides amenity, retreat and comfort, unique experiences and enjoyment for diverse user groups and adjacent land uses.
3. To accept that the river is a natural and powerful system.
4. Provision of infrastructure on the river banks (particularly lower bank and river edge) causes erosion, instability and loss of bank.
5. The geomorphic conditions of the river banks need to inform the siting and design of infrastructure.
6. To acknowledge that the optimal treatment to the banks of a waterway is a natural approach: the stabilisation of the bank; and protection and revegetation of endemic species. However, it must be accepted that in a civic landscape, like the city's CBD and its premier river side parklands, infrastructure is needed at the lower bank level to support and encourage interest, understanding and interaction with the waterway. This is also invaluable in promoting awareness and community ownership over the river. As such, suitable investment is needed to construct permanent, robust and resilient assets in a landscape exposed to inundation, flooding and high velocity flows, while providing an attractive experience with minimal up front or maintenance costs for Council.
7. Provision of inappropriate infrastructure on lower banks causes instability and erosion and eventual loss of bank and assets.





# Ipswich Central River Corridor Treatment Plan

## CURRENT PLANNING PROJECTS

Given the scale, sequencing and complexity of the Bremer River and River Heart Parklands within Ipswich Central, there are numerous projects and studies which share interdependencies and synergies and therefore can't be developed in isolation of each other.

Currently, there are five key interconnected projects relevant to Ipswich Central:

1. North Ipswich Open Space Master plan
2. North Ipswich Stadium Master plan
3. Greater River Heart and Bremer River Geomorphology Study
4. Bremer River Flood Study
5. Mall Redevelopment

## SEQUENCING OF KEY PROJECTS

|                                                            | 2017 |   |   |   |   | 2018 |   |   |   |   |   |   |   |   |   |   |   | 2019 |   |   |
|------------------------------------------------------------|------|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|
|                                                            | A    | S | O | N | D | J    | F | M | A | M | J | J | A | S | O | N | D | J    | F | M |
| North Ipswich Open Space Masterplan                        |      |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |
| North Ipswich Stadium Masterplan                           |      |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |
| Greater River Heart and Bremer River Geomorphic Assessment |      |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |
| Bremer River Flood Study                                   |      |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |
| Mall Redevelopment (works associated with parklands)       |      |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |

Table 1: The above table illustrates the sequencing of each project over the next two years. It is important to note that upon completion of the geomorphic assessment and Bremer River Flood Study, that design and delivery elements of all projects will require review to incorporate findings and outcomes of these projects.

## 1. NORTH IPSWICH OPEN SPACE MASTER PLAN (DELIVERED)

The NIOSMP is a visionary master plan which illustrates the ultimate plan for River Heart Parklands from Mihi Junction to Cribb Park.

## 2. NORTH IPSWICH STADIUM MASTER PLAN (CURRENT 17/18 & 18/19 PROJECT)

The North Ipswich Stadium Master plan will develop a concept master plan for the development of Ipswich's premiere sport and entertainment stadium, for approximately 15,000 people, in the heart of the City.

## 3. GREATER RIVER HEART AND BREMER RIVER GEOMORPHOLOGY STUDY

This project includes a detailed geomorphic assessment of the Bremer River corridor associated (may require broader investigation) to the North Ipswich Open Space Master plan. This body of work will provide Council with a detailed strategy and implementation plan to stabilise, protect and regenerate the river banks to allow the development of infrastructure adjacent the waterway while protecting and enhancing the waterway health, banks and amenity.

The outcomes of this project are fundamental to the planning, design and construction of future projects. Therefore, when completed, the project will provide the basis for delivery of infrastructure in this corridor.

## 4. BREMER RIVER FLOOD STUDY

The Bremer River Flood Study project will investigate the flood behaviour and characteristics of the Bremer River catchment and its major tributaries in detail with the latest guidance, technology and industry techniques. The study will aim to link the recently completed regional Brisbane River Catchment Flood Study and also investigate integrated catchment management across the area within its outcomes.

## 5. MALL REDEVELOPMENT

While physically disconnected to the riverine corridor, the mall redevelopment aims to transform and 'awaken' the potential for how the City Centre engages with and connects people to the River. Key projects like Bremer Street streetscaping, ramps, lookouts and other interfacing infrastructure relate heavily to the aesthetics, views and vistas and connections to and from the existing and future stages of River Heart Parklands. As such, there are numerous considerations and interdependencies which require careful consideration in scope and sequencing.

# Ipswich Central River Corridor Treatment Plan

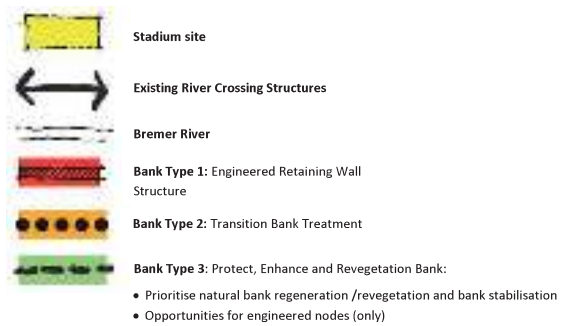
## PRIORITY ACTION PLAN

| Action | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Priority | Start         | Responsibility                  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------------------|
| 1      | <b>Bremer River Geomorphic Assessment</b><br><br>Undertake a detailed geomorphic assessment of the Bremer River Corridor extents which is included in the North Ipswich Open Space Masterplan. This body of work will provide Council with a detailed strategy and implementation plan to stabilise and protect the river banks to allow the development of infrastructure adjacent the waterway while protecting and enhancing the waterway health, banks and amenity of the City's primary waterway.                                                                                       | HIGH     | 17/18 & 18/19 | ICC<br>WPR – Strategy Team      |
| 2      | <b>North Ipswich Stadium</b><br><br>Based on the North Ipswich open Space Masterplan (NIOSMP) and the various findings and recommendations, develop a concept Masterplan for the development of the North Ipswich Reserve Stadium. This concept Masterplan will further test and refine the preferred stadium options into an overarching delivery plan which includes:<br>A. A feasibility assessment of the site<br>B. Concept Masterplan and visualisations<br>C. Cross river pedestrian connection (consider railway station access)<br>D. Staged development plan<br>E. Cost estimates. | HIGH     | 17/18 & 18/19 | WPR – SPA Team                  |
| 3      | <b>Bremer River Flood Study</b><br><br>The Bremer River Flood Study project will investigate the flood behaviour and characteristics of the Bremer River catchment and its major tributaries in detail with the latest guidance, technology and industry techniques. The study will aim to link the recently completed regional Brisbane River Catchment Flood Study and also investigate integrated catchment management across the area within its outcomes.                                                                                                                               | HIGH     | 17/18 & 18/19 | ICC: WPR – Strategy<br>External |

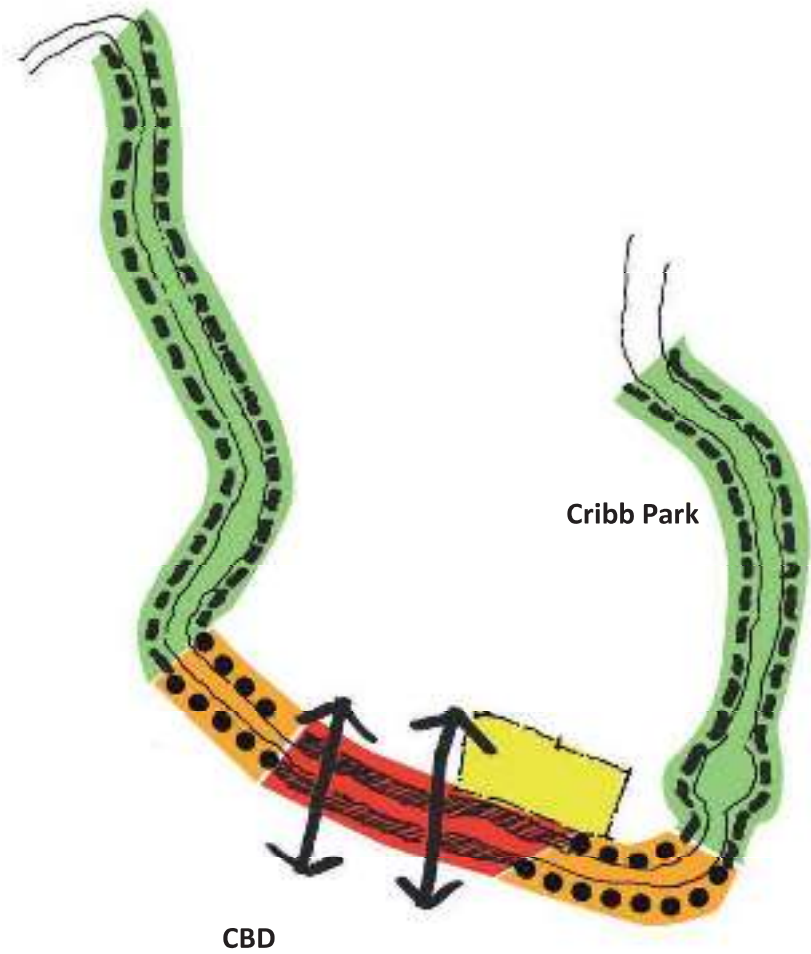
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                  |                    |                           |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------|---------------------------|
| 4 | <b>Bremer Street &amp; King Edward Parade Streetscape Design</b><br><br>Develop streetscape design packages for works relating to:<br>A. Pedestrian & cyclist movement along Bremer Street and King Edward Parade<br>B. Pedestrian & cyclist connection between Bremer Street, Mall redevelopment, Bradfield Bridge and River Heart Parklands.                                                                                                    | HIGH             | 17/18 & 18/19      | ICC<br>WPR<br>IPD + Teams |
| 5 | <b>North Ipswich Open Space Masterplan Detailed Design &amp; Staged Development Plan</b><br><br>Further to the NIOSMP, develop a detailed design which includes a cost estimate and staged development plan which prioritises the following:<br>A. City Centre River Edge retaining walls<br>B. Transition Areas and high priority unstable areas<br>C. <i>(Potential to include bridge design in project to optimise scope, time and budget)</i> | HIGH             | 18/19              | ICC<br>WPR – IPD Team     |
| 6 | <b>Bridge Design &amp; Construction</b><br><br>A. Detail Design of Barry to Lowry Street Pedestrian Bridge<br>B. Bridge Construction                                                                                                                                                                                                                                                                                                              | MEDIUM<br>MEDIUM | 18 / 19<br>19 / 20 | ICC<br>WPR – IPD Team     |

# Ipswich Central River Corridor Treatment Plan

## BREMER RIVER BANK TREATMENT




## Mihi Junction





# Ipswich Central River Corridor Treatment Plan

## BREMER RIVER BANK APPLICATION

| Bank Type Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Examples                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <p><b>Bank Type 1</b></p> <p>This type of bank treatment is required in the vicinity of the Bradfield and David Trumpy bridges. Public open space in these areas needs to celebrate the Bremer River and facilitate access to the waters edge without compromising the river banks.</p> <p>To ensure that the bank and assets are protected and robust to withstand the natural forces of the river, this edge treatment provides a permanent, retaining structure at the waters edge with minimal risk of erosion or subsidence which is currently and frequently experienced in River Heart.</p> <p>As per most city river edge landscapes, this type of structure also provides high amenity appropriate in the City Centre.</p> |  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <p><b>Bank Type 2</b></p> <p>This type of bank treatment is a transitional landscape edge. This allows infrastructure to transition from lower bank to upper bank.</p> <p>This design and treatment is also necessary to protect the banks at the edges of Bank Type 1 to minimise eddies and erosion caused by infrastructure and assets.</p> <p>It also support opportunistic infrastructure at key locations where boardwalks or lookouts may be appropriate to capitalise on views or vistas within the corridor.</p> |   |
| <p><b>Bank Type 3</b></p> <p>Bank type 3 prioritise preserves the natural bank profile and vegetation wherever possible or practival. It aims to restore the natural bank through regeneration and revegetation of endemic species.</p> <p>Infrastructure is provided at the upper bank to maximise opportunities for natural bank restoration and minimise construction in the banks.</p>                                                                                                                                |  |





3.0

## Precinct Master Plans





# 3.1

## North Ipswich Rail Yards

### Precinct Overview

#### VISION

The precinct of Open Space to the north of the study area adjoins the historic North Ipswich Railyards, currently under ownership of Queensland Rail and Queensland Museums. The corridor of open space is land locked between the Bremer River to the west and the Railyards to the east. The majority of land is low lying and subject to flooding.

As well as the historic North Ipswich Railway Workshops the precinct includes the alignment of the historic Mihi Rail Line. While very few remnants of the historic line remain (for example the historic stormwater crossing), opportunities exist to formalise a pedestrian/ cycle way along the original alignment of the rail corridor.

It is acknowledged that great opportunities exist if Council were able to negotiate the purchase or lease of the historic North Ipswich Railyards owned by Queensland Rail.

This sections explores two scenarios for the North Ipswich Railway Precinct

1. without the inclusion of the North Ipswich Railway Workshops, and
2. with the inclusion of the North Ipswich Railyards Workshops

#### ISSUES & CONSIDERATIONS

- » land on the banks of the Bremer River subject to flooding.
- » strong cultural and heritage character throughout precinct, similar in potential use to Woollen Mill precinct, point of difference to be considered.
- » possible contamination issues with post-industrial site.
- » vehicle and pedestrian access into the site is limited by adjacent land ownership and rail corridor.
- » Rail Yards still under the ownership of Queensland Rail.
- » any negotiations with Queensland Rail over the rail corridor are long and arduous
- » the buildings and much of the infrastructure are heritage listed.



## Existing Features

- 1 **WORKSHOPS RAIL MUSEUM:**
  - » currently receiving good patronage, but would benefit from the area being developed as a cultural and heritage precinct.
  - » under control of the Queensland Museum, plans for an upgrade to part of the exhibition are being considered by the Queensland Museum Board.
- 2 **QUEENSLAND RAIL YARDS WORKSHOPS:**
  - » buildings date back to late 1800's and are predominately left unused.
  - » maintenance and upkeep has become expensive and difficult for QR.
- 3 **RIVERFRONT OPEN SPACE:**
  - » relatively flat zone on the lower bank of the Bremer River
  - » area subject to flooding
- 4 **PRIVATE LAND PARCEL:**
  - » flat land on the upper bank of the Bremer River
  - » currently owned by private developer
  - » area subject to flooding
- 5 **PEDESTRIAN/ CYCLE LINK:**
  - » Connection to existing Brassell Bikeway (commuter and Pedestrian and cycle corridor) to the north, which extends to Brassall, Wulkuraka and Pine Mountain. Planned extension of a pedestrian and cycle link through the precinct and to the CBD.
- 6 **RAILWAY CORRIDOR:**
  - » non-electronic line used in-frequently with limited opportunities for crossing .
- 7 **PRIVATE LAND PARCEL:**
  - » future development site, DA approved
- 8 **HISTORICAL MIHI RAIL LINE:**
  - » Part of the first railway line in Queensland and is State Heritage listed.
- 9 **PROPERTY BOUNDARY:**
  - » to the east is owned by Queensland Rail and the west by the Local Council.
- 10 **REMNANT CROSSING:**
  - » approximate location of existing historical stormwater outlet crossing.



# Ipswich Rail Yards

## Preferred Precinct Master Plan (without the North Ipswich Rail Workshops)

### VISION

With the Ipswich Railway Workshops remaining as existing the eastern edge of the open space corridor is bounded by existing fencing, while the western edge is confined by the Bremer River and riparian vegetation. Without activation of the corridors eastern and western edges, the greatest opportunity exists to formalise the shared pedestrian/ cycle way with a 4 metre wide concrete pathway following the alignment of the historic Mihi Rail line.

Opportunities also exist to incorporate:

- » Historical and environmental interpretive signage;
- » small seating spots at strategic vantage points along the pathway; and
- » artworks at strategic locations to identify gateways and discovery moments.

### ISSUES & CONSIDERATIONS

- » Land on the banks of the Bremer River is low lying, difficult to get to and subject to flooding.
- » Strong cultural and heritage character throughout the corridor with strongest reference to the Mihi Rail Line.
- » Possible CPTED issues due to limited access from the north and south only.
- » Lack of passive surveillance leading to undesirable behaviours.
- » Possible need for lighting and CCTV infrastructure.

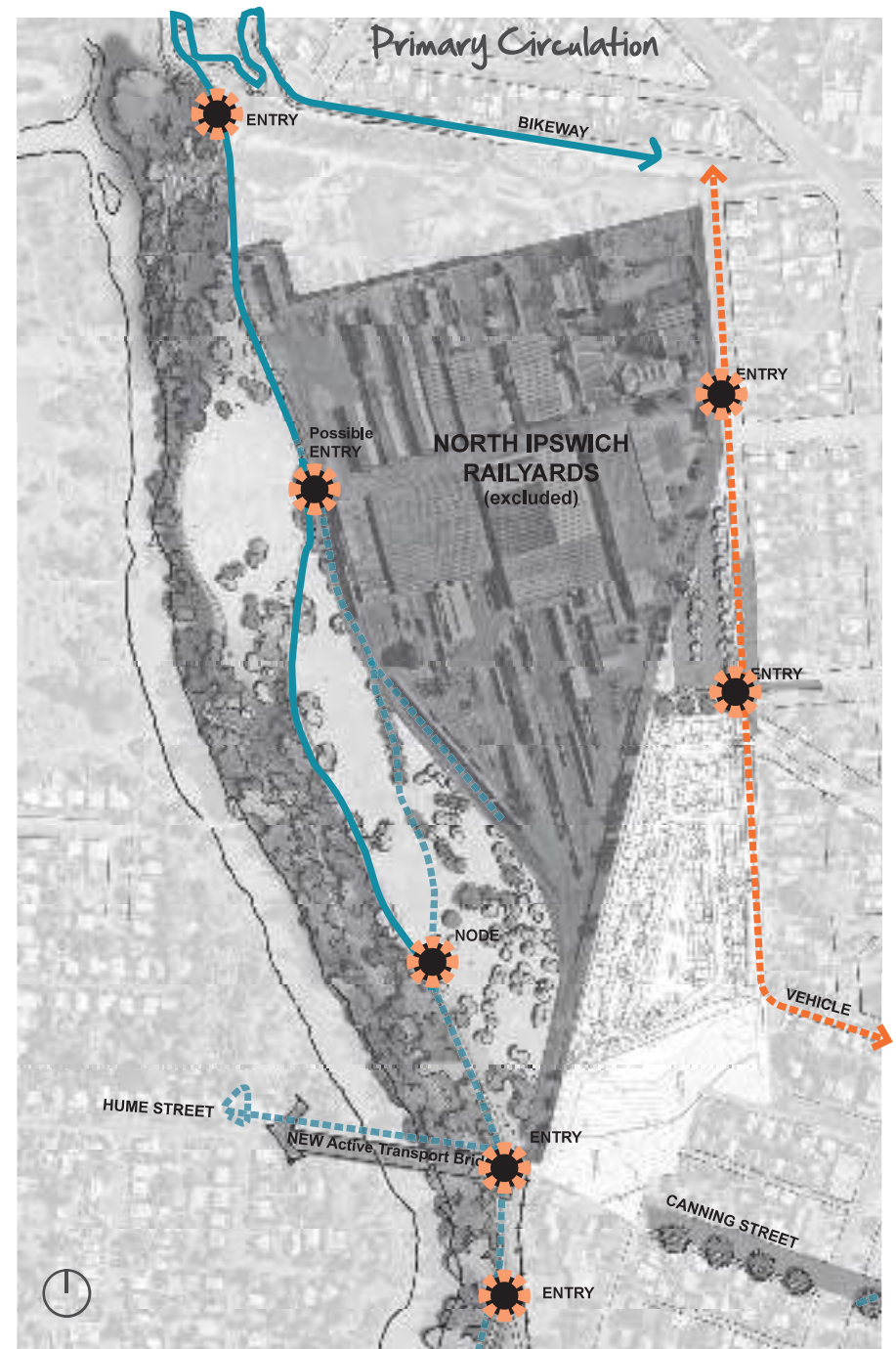
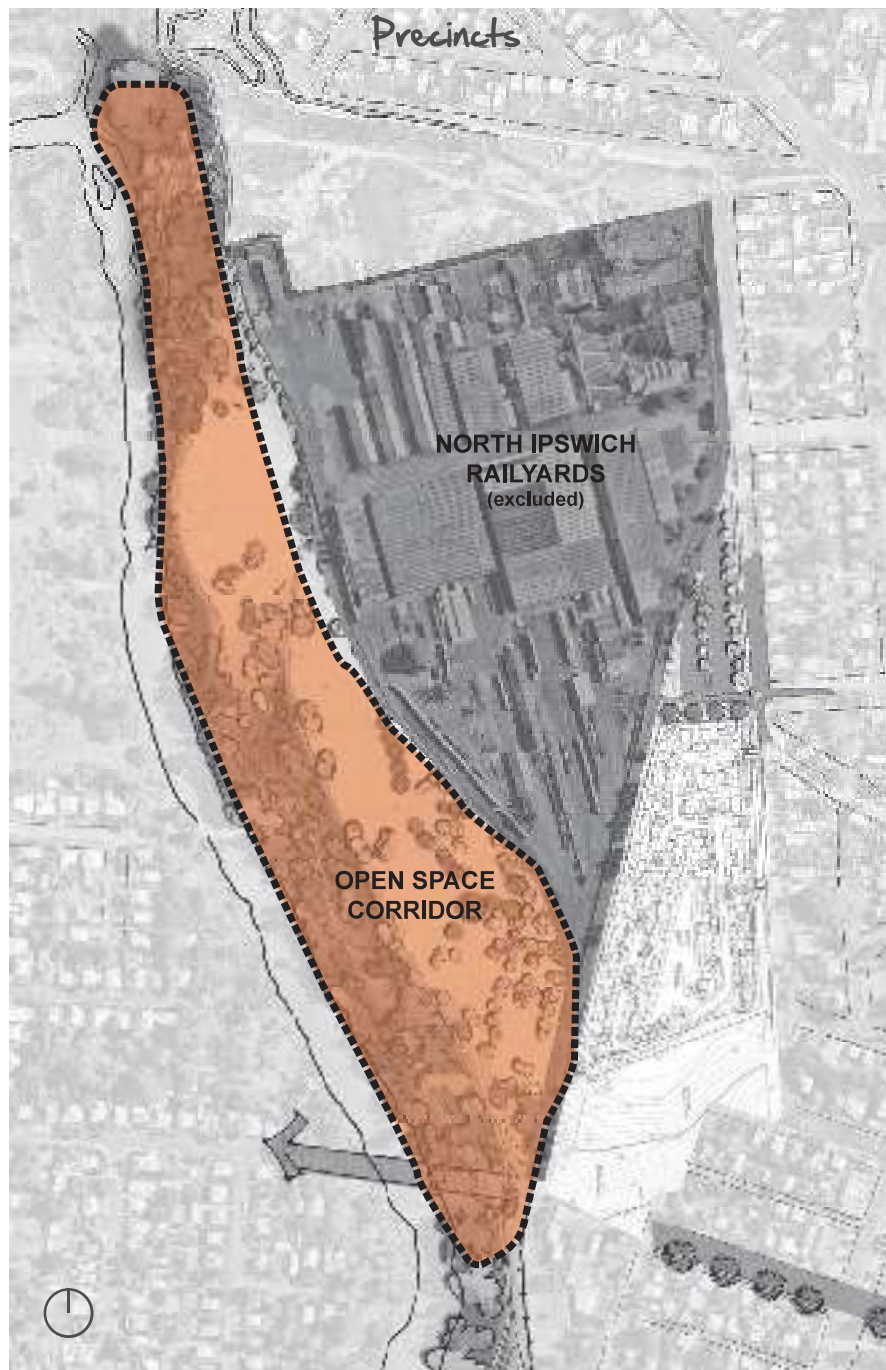




## Preferred Precinct Master Plan (without the North Ipswich Rail Workshops)

- 1 **BIKEWAY**
  - » Formalised active function commuter cycle-way
  - » follow alignment of historic Mihi Rail line
  - » connect into existing formal network to the north
- 2 **HISTORIC STORMWATER OUTFALL**
  - » signage to reference historic remnant
- 3 **BREMER RIVER VEGETATION**
  - » retain and enhance the existing riparian vegetation along the Bremer River
- 4 **BREMER RIVER WALK**
  - » opportunity for future walkway at lower level of the open space corridor
  - » simple robust path network capable of enduring regular flood inundation
  - » interpretive signage & small seating opportunities
  - » regular connections back to main path
- 5 **GATEWAY MARKERS**
  - » opportunity for art elements to mark the gateways into the precinct
  - » artwork to be robust and positioned with good visual surveillance from adjacent roadways
- 6 **OPEN GRASS AREA**
  - » possible open passive recreation areas with simple picnic facilities to encourage some day time use
- 7 **PEDESTRIAN RAIL CROSSING**
  - » possible relocation of existing rail level crossing to align with Canning Street and new Active Transport Bridge to Hume Street
- 8 **NORTH IPSWICH RAILYARDS**
  - » existing Historic North Ipswich Railyard Workshops excluded from the master plan
  - » assume no connections or integration with the open space corridor
- 9 **ENTRY FORECOURT & SPINE**
  - » existing entry courtyard to Railway Museum
  - » does not connect to the open space corridor, however could be key entry point to the open space corridor if public easement could be negotiated
- 10 **RAILWAY MUSEUM**
  - » existing museum operated by Queensland Museum
  - » does not connect to the open space corridor
- 11 **FUTURE DEVELOPMENT SITES**
  - » Approved DA townhouses with no facings to Rail Yards
- 12 **EXISTING CAR PARK**
  - » to service Railway Museum and North Ipswich Railyard Workshops







# North Ipswich Rail Yards

## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### VISION

Opportunities exist for redevelopment of the North Ipswich Railyards into a regionally significant community destination offering a variety of tourism, heritage, cultural, civic, commercial and recreational attractions. The precinct will be unique to South East Queensland and will draw visitors and locals.

Utilising the existing rail corridor, public transport links directly to Ipswich Central CBD is easily achieved. Regional facilities could include museums, showgrounds, exhibition halls, performing arts, playgrounds, picnic lawns and a swimming lagoon.

### ISSUES & CONSIDERATIONS

- » The precinct would become a major destination for visitors from outside the region.
- » North Ipswich Railyards is currently owned by Queensland Rail (QR) and negotiations with QR would be required to secure rights to develop the site.
- » Historical buildings would be a feature of the precinct with the ability to show case to the public.
- » Numerous opportunities exist for revenue generation to off-set the capital expenditure and cost of ongoing maintenance and operations.
- » The proposed uses would compliment the exiting Rail Museum and proposed Open Space corridor.



Character images taken from other locations



## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

- 1 ENTRY FORECOURT**
  - » utilise existing entry courtyard with signature elements
- 2 RAILWAY MUSEUM**
  - » existing museum operated by Queensland Rail to be retained
- 3 MOTOR VEHICLE & AIRCRAFT MUSEUM**
  - » retain and restore existing railway buildings
  - » refurbish to house new museum displays
- 4 EXISTING LANDSCAPE COURTYARD**
  - » enhance to provide connections to performing arts precinct
- 5 CREATIVE ARTS STUDIOS**
  - » retain and restore existing railway buildings
  - » refurbish to accommodate:
    - » art galleries
    - » art studios with artists in residence
    - » dance and performing arts studios and performance spaces
    - » studios and incubator spaces for creative industries, professionals and startups
    - » creative co-working spaces
- 6 BARS & RESTAURANTS**
  - » retain and restore existing railway buildings
  - » refurbish to accommodate high end restaurants and bars
  - » open up to outdoor dining and plazas
- 7 SCULPTURE PLAZA**
  - » paved and turf area with permanent and temporary art displays
  - » overlay grid of trees with botanical references to connect to adjacent proposed botanical arboretum
- 8 OUTDOOR PERFORMANCE PLAZAS**
  - » area for outdoor performances and art galleries as an extension of the creative arts studios
- 9 EXISTING CAR PARK**
  - » accommodates approximately 215 car spaces
- 10 VEHICLE ENTRY & EXIT**
  - » crossing point for vehicles and pedestrians entering the Railyard precinct
- 11 LIGHT RAIL NETWORK**
  - » utilising existing rail corridor and infrastructure provides new public light rail transport link between the Railyards and the CBD
- 12 CAR PARK**
  - » new proposed car park to accommodate approximately 470 car spaces
- 13 INTERNAL ACCESS ROAD**
  - » low speed vehicle road
  - » proposed one way network
  - » parallel car parking along road accommodating approximately 70 car parks
  - » incorporates feature threshold paving at entries and exits, key junctions and pedestrian crossing points
- 14 RAILYARD PROMENADE**
  - » 4-5m wide pedestrian promenade
  - » feature paving with avenue of signature Hoop Pines
- 15 EVENTS & SHOW GROUNDS**
  - » open flexible oval areas suitable for a variety of events
  - » easy access for bump-in stage or exhibition
  - » surrounded by picnic shelters to encourage passive recreation use outside formal events
- 16 EXHIBITION HALL & PLAZA**
  - » retain and restore existing railway buildings
  - » refurbish as an Exhibition Hall to accommodate a variety of events from large machinery exhibitions to conferences
  - » Exhibition Plaza
  - » spill out plaza from the Exhibition Hall to accommodate outdoor seating, dining or displays
- 17 BIKEWAY**
  - » Active function commuter cycle-way along historic Mihi Train line alignment
  - » opportunity for seating nodes and interpretive signage
- THE IPSWICH BILLABONG**
  - » large naturalistic public swimming lagoon
  - » large graded depth beach entry (no sand)
  - » maximum 1.5m pool depth
  - » children's water play elements
  - » pedestrian circulation to all edges
  - » ample shade
- SUN BATHING LAWNS**
  - » terraced open lawn areas (possible artificial turf) to encourage gathering and lounging
  - » shade through shelters, umbrellas and trees
- SCULPTURAL TERRACE LAWN**
  - » open terraced lawns stepping down to river's edge and amphitheatre
  - » display of iconic permanent and temporary public art sculptures
- SCULPTURAL WATER TERRACES**
  - » stepping water feature linking to the lagoon pool
  - » display of iconic permanent water sculptures
- CULTURAL WALK**
  - » primary pedestrian promenade linking the various museums and cultural facilities
  - » proposed artistic harbour and vertical markers
  - » iconic ribbon seating to add interest, opportunities for pockets of planting and seating
- RIVER STEPS**
  - » wide pedestrian steps linking to the Bremer River
- BOTANICAL ARBORETUM**
  - » opportunity to display a variety of endemic and exotic tree species in a contemporary grid layout
  - » walking trails through existing and planted trees
- RIVERSIDE WALK**
  - » low boardwalk within the riparian river zone
  - » interpretive signage and iconic shade shelters
- REGIONAL POST-INDUSTRIAL ADVENTURE PLAYGROUND**
  - » iconic playground of city-wide significance
  - » all inclusive play facilities catering for all ages and abilities
  - » sufficient natural and structured shade
  - » picnic facilities within and adjacent
- PASSIVE RECREATION LAWNS**
  - » open picnic lawns
  - » picnic shelters and barbeque facilities
- FUTURE DEVELOPMENT SITES**
  - » approved DDA townhouses with no facings to Rail Yards
- RAIL STATION**
  - » possible location of new platform to align with primary pedestrian link into the precinct
- BUS STOP SET DOWN**
  - » Existing bus and coach set down for public bus stops and private coach set down
- OR RAIL WORKSHOP**
  - » accommodate small Queensland Rail workshop
  - » co-located with existing rail museum



## Exemplars THE GROUNDS OF ALEXANDRIA

HUNTLEY ST, ALEXANDRIA NSW



### POST- INDUSTRIAL PAST

- » A former warehouse and pie factory in the heart of the industrial area.
- » Remaining true to the sites heritage of organic industries, which originally included tanneries, wool washing factories and market gardens, The Grounds provides a wholesome, produce-driven menu.

### ABOUT

- » The site spans approximately an acre within the inner west city fringe suburb of Alexandria
- » The initial concept of The Grounds was to turn the then industrial concrete car park into a thriving urban sanctuary.
- » One of the Sydney's most popular spaces since it opened its doors in April 2012, with 15,000 people coming through the door every week.

### PROGRAMMING

- » FARMER'S MARKET- Both Saturday and Sunday
- » Florist
- » Atrium
- » Sustainable gardens
- » 3 food venues (a cafe - Indoors; The Potting Shed Bar - a place to eat, drink, relax and chat with an abundance of hanging plants, terracotta pots and timber beams meet brass, brick and iron; and The Garden - opening into a courtyard festooned with grapevines and greenery, garden beds of florals, vegetables and herbs and Farm yard animals)





## Exemplars CARRIAGEWORKS

WILSON ST, EVELEIGH REDFERN NSW

### POST- INDUSTRIAL PAST

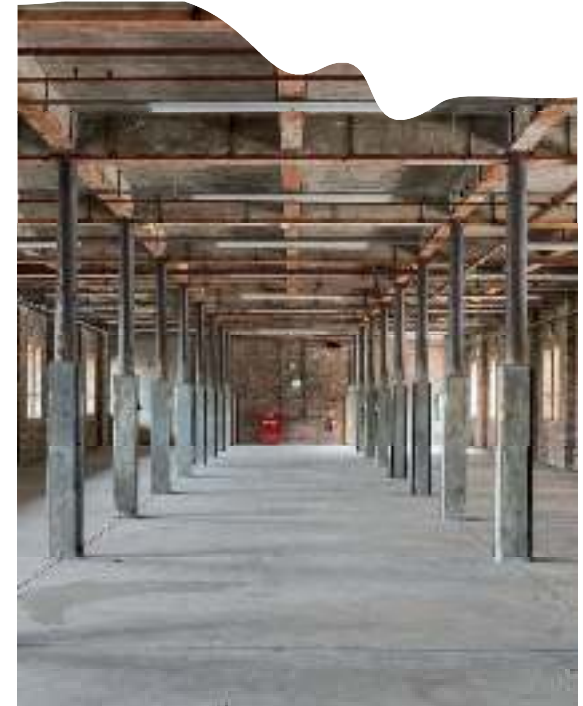
- » The Eveleigh Rail Yards were built on the site between 1880 and 1889, including the now heritage listed Carriageworks site. The distinctive nineteenth century industrial atmosphere of the former railway carriage and blacksmith workshops have been retained, with many heritage iron and brick details featured in the regeneration of the building.
- » Train carriages for Sydney's expanding rail network were built from scratch and maintained within the building. Carriages built here include the Royal Carriages constructed specifically for the Governor General and visiting Royalty, the very first electric carriage, and the first air-conditioned train in Australia.

### ABOUT

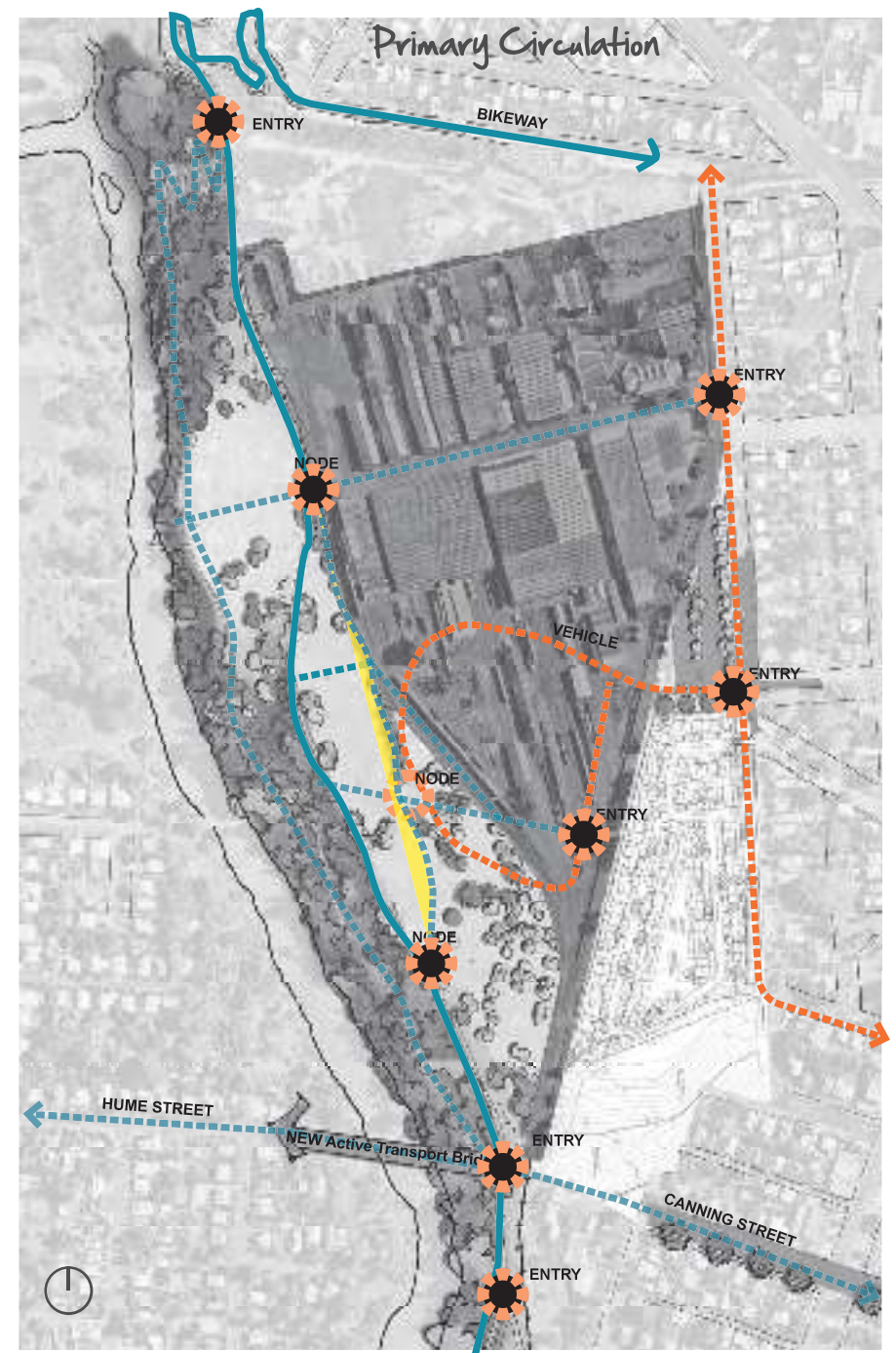
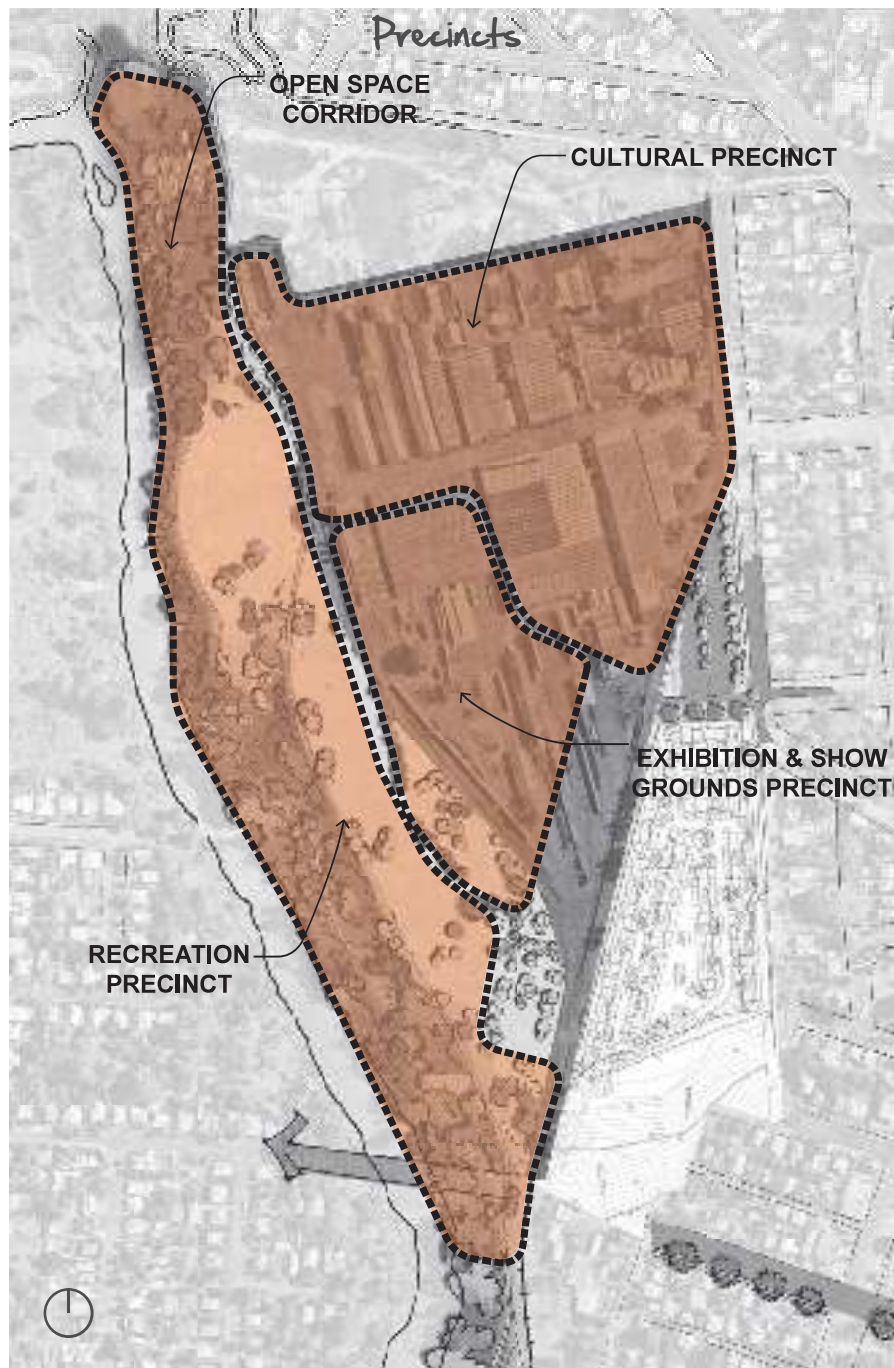
- » Carriageworks is the largest and most significant contemporary multi-arts centre of its kind in Australia.
- » Adaptive reuse of the workshop site began in 2003 with the housing of numerous contemporary arts practitioners, and Carriageworks officially opened in 2007.

### PROGRAMMING

- » Farmer's market- all stalls focusing on seasonal produce including organic and biodynamic foods from farmers and artisan producer
- » Art installations and gallery spaces
- » Room for functions and weddings
- » Music concerts
- » Public speaking venues
- » Mercades-benz fashion week
- » The national 2017: new Australian art festival
- » Night food markets
- » Vivid Sydney - a program of music, food and cultural events
- » Sydney table - a series of bespoke dining experiences
- » Masterclass and workshops - for a range of creative processes
- » Artist studios- artists in residence







## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### OVERALL RAILYARD SITE CHARACTER

- » The design will Utilise the site's current unique identity and work towards expanding this throughout the entire Landscape.
- » The identity of Ipswich is unique in the way that it has large scale dreams and desires but wholesome attitudes. The character of this district is rural and friendly, a highly lush and vegetated township which reflects its beginnings. The town subtly reveals the proud layers of history that it has as Queensland's oldest provincial city, holding dear these links to the past whilst reaching towards the future.
- » The design will Retain to the significance remnant cultural artefacts in order to demonstrate the importance of the processes that once took place here and the role it played within the broader story of Ipswich. Ipswich having the first train station in Queensland, this landscape of legacy will repurpose these Importance historical links, primarily the transit corridors of the site. These movement corridors will retain their use but be re-positioned towards pedestrian flow.





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### MATERIALITY

Continuing the site's existing charm by using materials which match with the current post-industrial palate, coppers, metal, brick and stone. The vegetation palette will keep with the Australian native planting mix that currently exists in Ipswich and the sites unique exotic planting of fruit trees and other such interesting species. This planting aesthetic will work in with the structural materials and have a controlled overgrown appearance. The sites quality at the moment, being a neglected and overgrown postindustrial mix mash of history, will be interpreted and refined. This current and enchanting language will be expanded along the space.





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 6 OPPORTUNITIES FOR BARS, RESTAURANTS & RETAIL

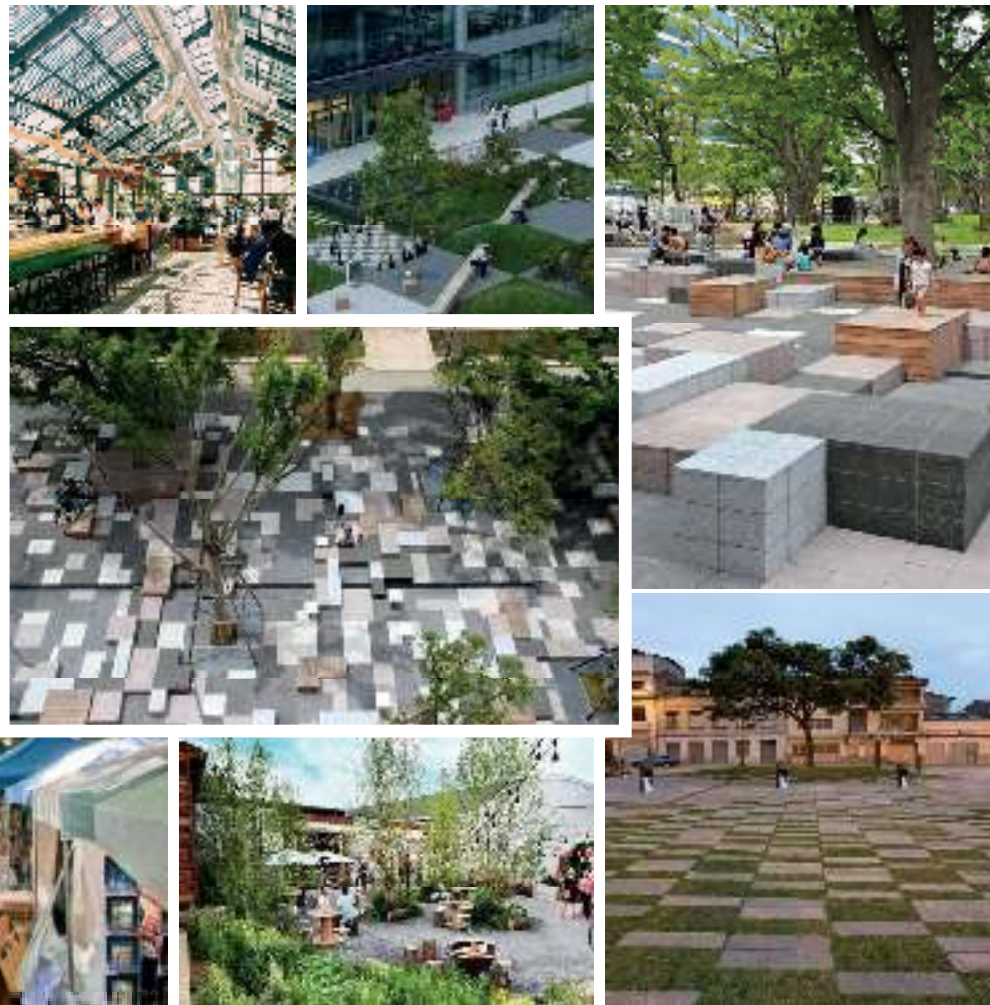
Opportunities exist to establish this precinct as an active vibrant place both day and night, not only through the variety of facilities and attractions, but through the careful inclusion of appropriate food and beverage offerings.



## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 8 PROGRAMMABLE PLAZAS

A mix of different plazas spaces will be scattered throughout the inner centre of the Rail yards. Each Plaza space can be assigned to a corresponding building programmed events to flow from inside to out. These courtyard spaces will work as free passive space when not needed.





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 14 RAILYARD PROMENADE

The re-purposing of old Rail tracks will be used to highlight the major Rail Yard Promenade which connects the Carpark and to the Ipswich Billabong and integrates into the pedestrian network. This pathway visually reference the past of the Site through the use of industrial and highly textualized materials. This pathway will consist of a patchwork of slices of texture. The train tracks will be reflected and represented on the horizontal plane through multiple surfaces and native vegetation planting and in the vertical through an industrial arbour.

- » 4-5m wide pedestrian promenade
- » Feature native planting and pavement to be referenced through the entire works.





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 15 SHOWGROUNDS & EXHIBITION PLAZA

16 This exhibition plaza space will be designed to accommodate large groups of people to spill from the Exhibition Hall. This space will consist primarily of interesting earthy pavements and a grid of fruit trees. This vegetation choice will make a link back to the Plants that once grew in this space in the past, planted by the Railyard staff. These productive gardens will also connect to the spaces current use in the agricultural exhibitions that will be conducted here.

The Exhibition Plaza extends to the flexible Showgrounds lawn, to be used for major events or as passive open space when not being utilised for programmed activities.



## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 17 BIKEWAY & HISTORIC MIHI WAY

The alignment of the bikeway pathway will follow the Mihi historical train line in parts, this being the first track in the entirety of Queensland. The significance of this historic cultural asset will be revealed through the use of interpretative signage and pavement. These elements will be representational of both the past of Ipswich and of the Rail industry in the area.

- » 4-5m wide pedestrian/cycle promenade
- » opportunities for signature artwork, furniture and signage to be integrated as part of the journey along the promenade





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 18 SWIMMING LAGOON

A feature attraction of this precinct, the "Ipswich Billabong" is a public swimming lagoon similar to Southbank Parklands Lagoon and the Orion Swimming Lagoon at Springfield. It will offer a different feel and character to Orion Swimming Lagoon by embracing a naturalistic and rustic theme characterised by informal edges, surrounded trees and vegetation (where practical) drawing upon its natural riverine and post industrial location.

The lagoon will drive the identity of the precinct and will become an asset for the entire community, creating huge economic opportunities for the area. Break away small rock pools for zero depth play and educational play with a central pool edging in boulders for large collective groups will support the different look and feel of the facility.

- » large public swimming lagoon with ample shade
- » large graded depth beach entry (no sand) maximum 1.5m pool depth
- » childrens' water play elements
- » pedestrian circulation to all edges





## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 20 SCULPTURAL TERRACE LAWN AND GARDENS

- » open terraced lawns stepping down to river's edge
- » display of iconic permanent and temporary public art sculptures
- » in flood plains so designed to be resistant

### 24 BOTANICAL ARBORETUM

- » opportunity to display a variety of endemic and exotic tree species in a contemporary grid layout
- » walking trails through existing and planted trees



## Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

### 26 ICONIC REGIONAL PLAYGROUND

Themed adventure playground, based on a post industrial character including multiple levels and areas for all ages and abilities. The playground will be iconic and will draw families from outside the local region.





## 3.2

# Riverlink Precinct

## Precinct Overview

### VISION

- » Reinforce the safe and equitable movement of pedestrians and cyclists through and around the Riverlink shopping precinct, as part of a regional pathway network, with opportunities for pause and rest points along the journey.
- » Providing pedestrian and cyclists safe and equitable access to the CBD via the Bradfield Bridge and seamless connection into the Riverlink shopping Centre.

### ISSUES & CONSIDERATIONS

- » land on the banks of the Bremer River subject to flooding.
- » CPTED issues with pathway between river and shopping centre
- » DDA compliant ramp from path to Bradfield Bridge is expensive and visually intrusive
- » any negotiations with Queensland Rail over the rail corridor are long and complex
- » northern bank subject to erosion





## Existing Features

- 1 **RIVERFRONT BIKEWAY:**
  - » shared pedestrian and cycle pathway link adjacent the Bremer River
- 2 **SERVICE ACCESS PATHWAY:**
  - » existing connection from shared bike path to bus and shopping centre
- 3 **BRADFIELD BRIDGE:**
  - » provides pedestrian and cycle movement across the Bremer River
  - » bridge level is approximately 11-12 metres above the river front pathway
- 4 **RAIL CORRIDOR:**
  - » nonelectric line used in-frequently
  - » designated pedestrian crossing point through the shopping centre and at Lowry St and the Riverlink Driveway (existing pedestrian mazes)
- 5 **OPEN FLAT AREA:**
  - » open flat lawn area adjacent the Bremer River (subject to flooding)
  - » opportunity to provide small recreation node
- 6 **DAVID TRUMPY BRIDGE:**
  - » has reached its 50 year design life but is likely to continue to function for many years, without significant upgrade
  - » structurally unsuitable for any Active Transport Bridge widening
- 7 **VEHICLE ACCESS:**
  - » current service vehicle access to Pine Street reserve under David Trumpy Bridge



## Precinct Master Plan

### 1 BIKEWAY

- » Enhanced connections from the Rail Yards all the way to Cribb Park
- » Connections to all major public space assets and attractors.
- » Way finding devices along route showing the distance to certain attractions eg, Rail Yards, Ipswich Billabong and the Woollen Mill, CBD, Brassall and East Ipswich

### 2 RE VEGETATION

- » Existing planting of trees to be retained
- » Extensive planting of riparian vegetation which help with containing soil from erosion (suggestion of Species made in ISSUES AND CONSIDERATIONS)
- » low grass re-vegetation for immediate edge relief and stability

### 3 BRADFELD BRIDGE RAMP CONNECTION

- » Ramp not designed as DDA route, alternative access currently exists
- » Ramp design to add to the current character of the bridge and serve as a way finding device, operating as a vertical beacon through the use of interesting lighting and creative architecture.

### 4 EXISTING RIVERSIDE GREEN

- » Enhance this area with re vegetation around the edges and adding of a Focal Art Piece.

### 5 WAYFINDING VERTICAL ART PIECES

- » Way finding device which references others along the Rivers Edge, these structures visually relating to the Character of Ipswich.
- » Each piece varying slightly to dictate the Precincts own individual identity.
- » Art pieces will be at Nodes where Paths intersect and the entry to new Precincts

### 6 EXISTING AMPHITHEATRE

- » Hardening of the edge to prevent any further erosion on this already degraded edge.

### 7 HUME ST BRIDGE

- » New Active Transport Bridge at the around the 20m height connecting Hume Street and the new Major Pedestrian through fare of Canning Street.



## Bradfield Bridge Connector Ramp

### VISION

#### Linear Open Space Network

- » establish a continuous network of open space, linking key public features and attractions along the Bremer River.
- » reinforce a unified character and identity that pays homage to the new Ipswich CBD and celebrates the history and heritage of the site.
- » integrate and respond to flooding from the Bremer River.

#### Integrated Pedestrian & Cycle Network

- » promote a legible and safe pedestrian and cycle link along the entire open space corridor.
- » provide an easy and integrated DDA-compliant circulation network that sits seamlessly in the landscape and topography.
- » connects to all major attractions, including links to the CBD.
- » Integrate with the planning citywide active transportation network. Network has State (Principal Cycle Network) and Council (iGo Active Transport Action Plan) Approval.

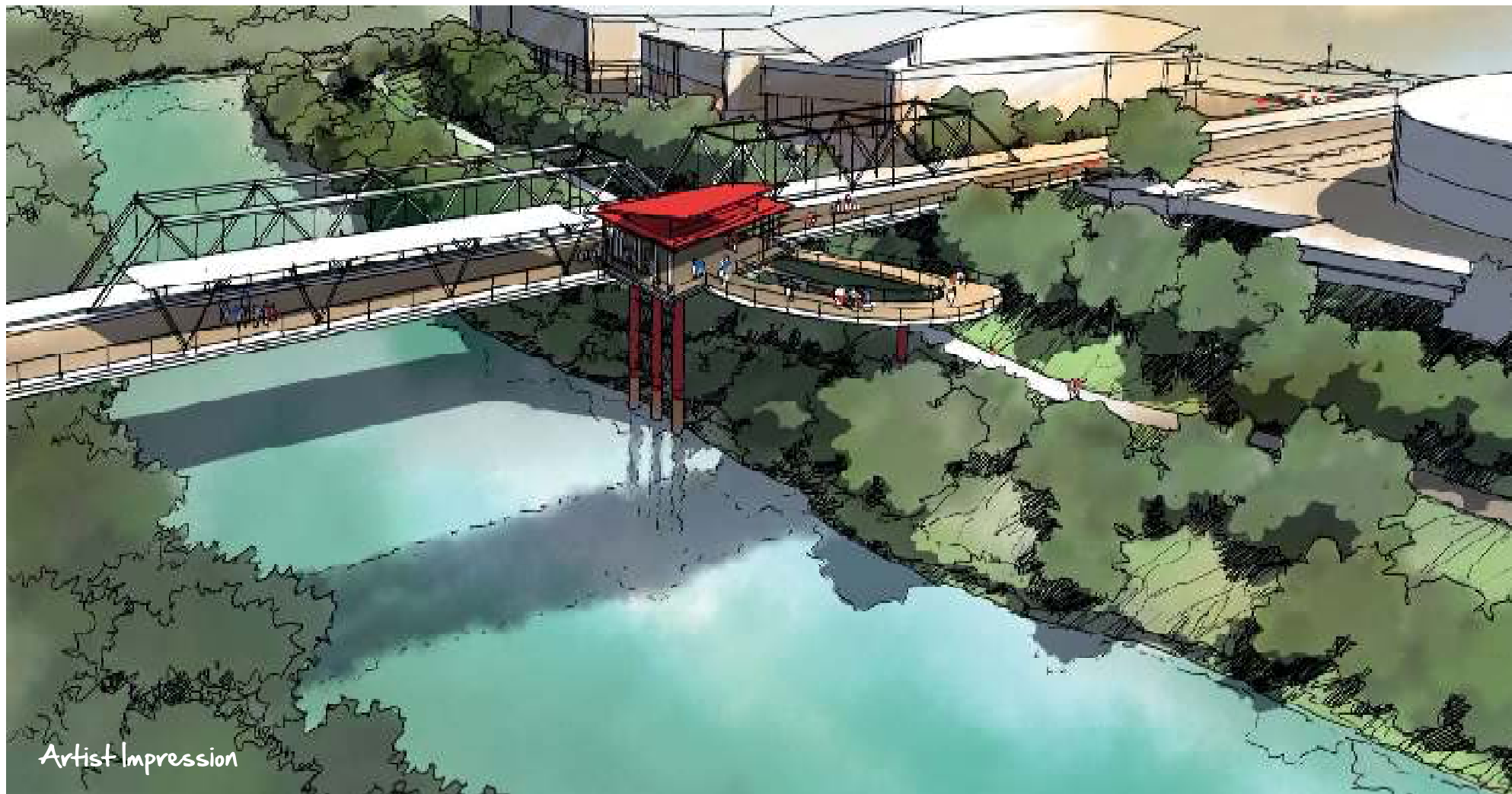
### ISSUES & CONSIDERATIONS

- » Existing historical bridge abutment to be retained and protected from structures
- » Steep grades and tight corridors of open space offer limited options for alignment of ramp
- » Ramp structure to incorporate sculptural elements which are softly integrated into the existing network and park below.
- » Possible continuation of sculptural elements onto bridge to promote the celebration of arrival, add shade and make the experience of the journey more comfortable for pedestrian and bicycle traffic.
- » Ramp to assist the structural integrity of the northern bank to reduce erosion where practicable.
- » Utilisation of interesting lighting to promote this junction as a central landmark of Ipswich's pedestrian and bicycle network
- » incorporate CPTED principals.





## Bradfield Bridge Connector Ramp PERSPECTIVE VIEW



## Bradfield Bridge Connector Ramp

### 1 BIKEWAY

- » Existing 4m wide Brassall Bikeway, bikeway to convert to board walk at node where Bradfield Bridge ramp begins.

### 2 BOARDWALK AND VIEWING PLATFORMS

- » 3m wide Boardwalk for pedestrians and Cyclists, slightly meandering to slow movement.
- » Viewing platforms with seating
- » pier system to help in bank stabilisation
- » Platform directly beneath the Bridge pillars to create a unique experience and node with the already distinctive "visual trademark" of Ipswich.
- » Boardwalk to intergrade back into the existing network on the Eastern side, walkway crossing directly beneath ramp structure creating an unusual and intriguing gateway.

### 3 RETAINING WALLS

- » Implementation of ramp to include Gabion terracing at the higher level of the river, proposed to start at the 4m + level to minimise erosion from edge.

### 4 CONCRETED HARD EDGE

- » Hard concreted or steel walls to river edge, included within the scope of the ramp and extent in both directions to resolve the exceedingly slumped and scoured river profile.

### 5 RE VEGETATION

- » Existing planting of trees to be retained
- » Extensive planting of riparian trees which help with containing soil and preventing erosion (suggestion of Species made in MASTER PLAN ISSUES AND CONSIDERATIONS)
- » Ornamental and productive vegetation between boardwalk and ramp, creating a lush treetop walk experience and minimising the perception of separation from the Bridge and Mall level.

### 6 BRADFIELD BRIDGE PEDESTRIAN RAMP

- » Ramp to be graded at 5% longitude until underneath Bradfield Bridge. 10% longitude grade from Bradfield Bridge

### 7 WAYFINDING VERTICAL ART PIECES

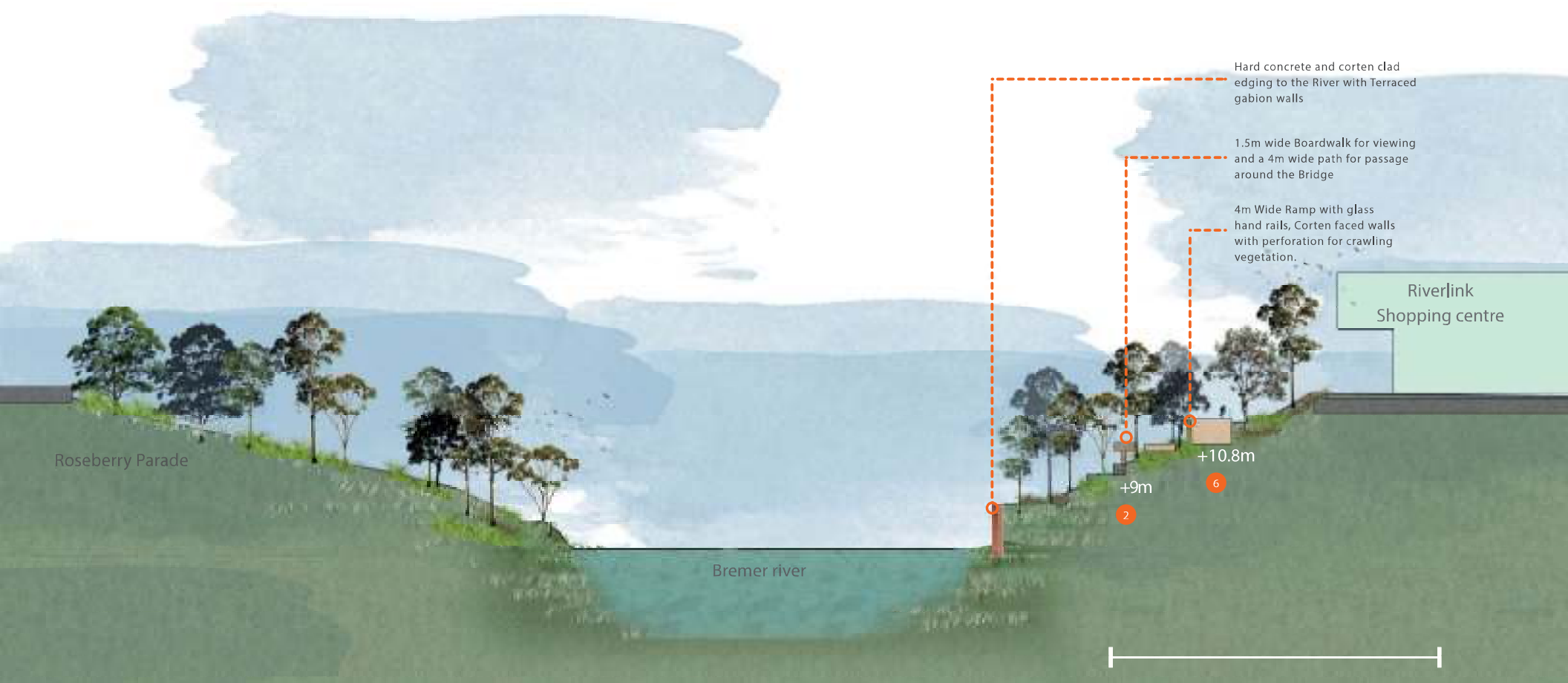
- » Way finding device which references to others along the Rivers Edge, these structures visually relating to the Character of Ipswich

### 8 EXISTING AMPHITHEATRE

- » Hardening of the edge to prevent any further erosion on this already degraded edge.

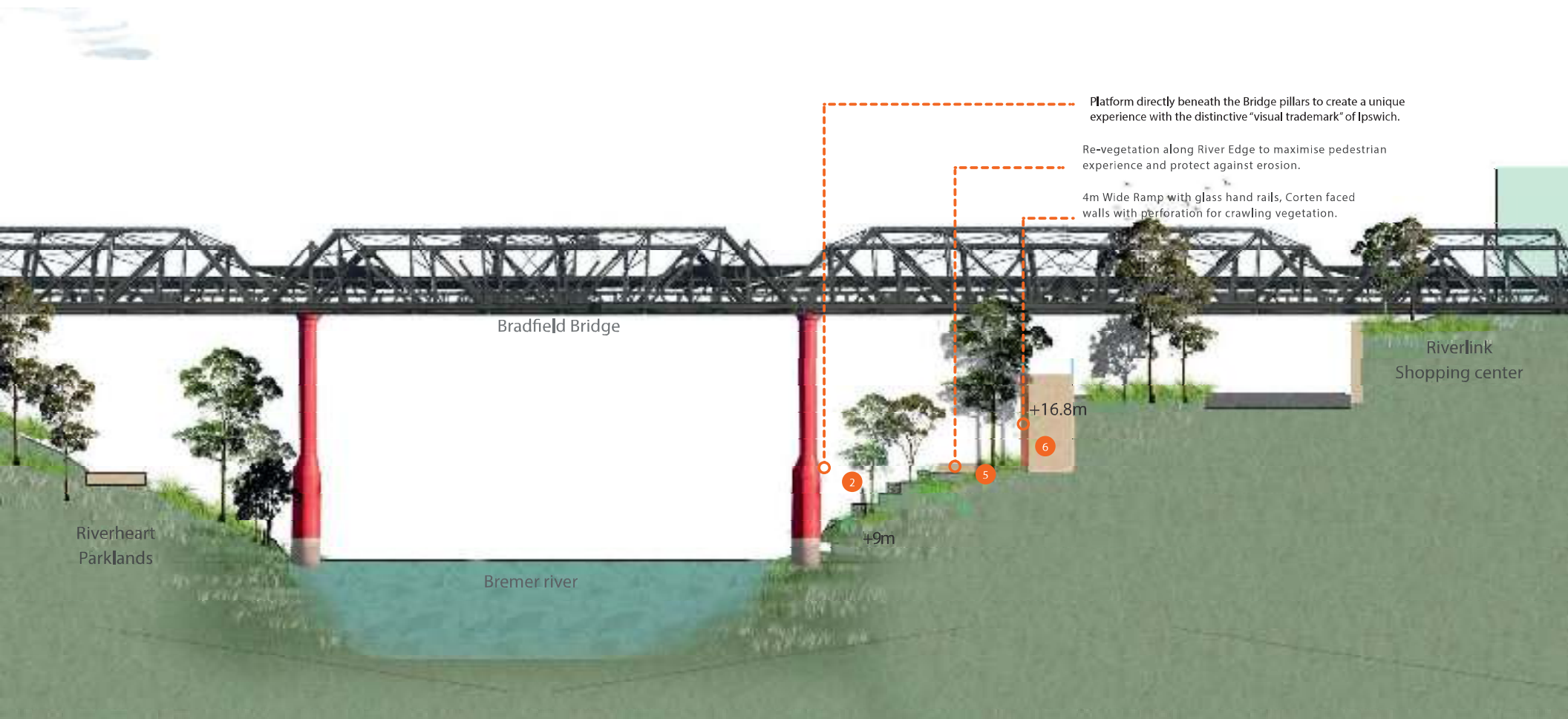


## Bradfield Bridge Connector Ramp SECTION 1





## Bradfield Bridge Connector Ramp SECTION 2



## Bradfield Bridge Connector Ramp

### DESIGN, CHARACTER & IDENTITY

- » Ramp to be graded at 5% Longitude until underneath Bradfield Bridge, 10% Longitude grade from Bradfield Bridge.
- » Ramp location to be directly on top of existing pathway, this to maximise the reach of the path adjacent to the steep slope on the Riverlink side, the path in this location doesn't channel pedestrian access through but provides views to the river and the adjacent parklands.
- » The Ramp alignment is different from the preferred one shown in Appendix B package 3 and 3A from ICC, The ICC preferred positioning of this ramp would be extremely uncomfortable for those pedestrians and cyclists moving around this ramp on the continuation of travel, reducing most to all natural surveillance to this area and having serve breaches of CPTED principals. Additionally It would be harder to construct as would be closer to the River and have more flood related constraints. In the long run, it might be more expensive to construct the Design shown here but with this infrastructure being directly adjacent to the River heart Parklands (The Premier Central Parklands) this structure will be a visible landmark throughout this linear stretch and from the proposed Skybridge.
- » Ramp not designed as DDA route, alternative access currently exists
- » Ramp design to add to the current character of the bridge and
- » Ramp to serve as a way finding device, serving as a vertical beacon through the use of interesting lighting and a creative architectural approach
- » Ramp to circle existing tree and attach to the bridge abutment
- » Vines and corten cladding to ramp facing.



## 3.3 Sports Precinct

### Precinct Overview



#### VISION

- » Redevelopment of the existing sports fields to establish a sports and events precinct housing the region's premier sporting and community events. Serviced by convenient public transport, easy pedestrian connections to the CBD, and close proximity to bars and restaurants.
- » This precinct will become a place of community pride to come alive on "game day" that will spill over into the CBD and near by entertainment precincts.

#### ISSUES & CONSIDERATIONS

- » northern bank highly visible from Ipswich River Heart Parklands
- » premier rectangular Sports stadium proposed for this precinct (16,000 – 20,000 capacity). Size and location to be explored as part of the Master Plan
- » physical and visual pedestrian connections to adjacent areas (Woollen Mill, CBD, etc.) offer great potential for complimentary programming of facilities
- » car parking and public transport will need to be carefully considered in any redevelopment plans to mitigate impact on adjacent residents
- » adjacent residential zoned for high density residential
- » David Trumpy Bridge structurally unsuitable for any Active Transport Bridge widening





## Existing Features

1

### PREMIER QRL FIELD:

- » home of the QRL Ipswich Jets
- » predominately uncovered grass spectator banks with one small grandstand and clubhouse

2

### SECOND FIELD (LEN JOHNSON OVAL):

- » open fields used primarily during football season and occasional community event
- » serviced by small car park off "The Terrace"

3

### PINE STREET RESERVE:

- » under utilised open space between the sports fields and the Bremer River
- » no formalised path network servicing this area, existing terrain provides challenges

4

### THE TERRACE:

- » only vehicle access road currently servicing the sports fields, dual carriage way road with unmarked parallel car parking to both sides
- » servicing a number of traditional residential lots to the north, with driveway access

5

### IPSWICH RIVER HEART PARKLANDS:

- » linear open space along the southern banks of the Bremer River
- » opportunity to explore pedestrian link at Marsden Parade across the Bremer River

6

### MARSDEN PARADE CAR PARK:

- » currently ground level open air public carpark
- » opportunity to develop multilevel car park supported by good pedestrian links to the train station, CBD, River Heart Parklands and sports precinct via an Active Transport Bridge

7

### DAVID TRUMPY BRIDGE:

- » uncomfortable 2m wide pedestrian connection across Bremer River on either side of the bridge.



## Exemplars

### CBUS SUPER STADIUM

A rectangular football stadium in the Gold Coast suburb of Robina, Queensland. It is the home ground to the National Rugby League's Gold Coast Titans.

- » Public Transport is located extremely close to the facility and is recommended as the easiest way to reach the stadium on event days
- » There is no public car parking at the venue and resident permits are required to access nearby streets within the Traffic Management Area.
- » Capacity to seat 27,400 people
- » The Mudgeeraba Creek is located directly behind the Stadium
- » Robina Train Station and rail easements run along the South side of the Complex.
- » Large Plaza Space as Entry point



### ANZ STADIUM

The Sydney Football Stadium, commercially known as the Allianz Stadium since February 2012, is a football stadium located in Moore Park, Sydney, Australia.

- » Public Transport is located extremely close, Both train and bus modes
- » There is Parking available at an off site facility.
- » Capacity to seat 83500 spectators
- » is a multi- purpose stadium located in the Sydney Olympic Park, in Sydney, Australia.
- » Large Plaza Space and breathable room around structure.



## Exemplars

### GARE DO ORIENTE

This iconic inter-modal transport hub is located in Portugal

- » Situated in an urban area of reclaimed industrial and abandoned buildings in Lisbon
- » Spacious courtyard as entry point
- » Well linked to the urban environment surrounding the structure
- » Glass roof protects people from the elements while still allowing lots of natural light
- » Ground level and subterranean access points
- » The white organic structure above gives way to cave-like concrete below

### PANCHO ARENA

Located outside of Budapest, the 3,400-seat stadium by Doparum Architects exemplifies Hungarian organic architecture.

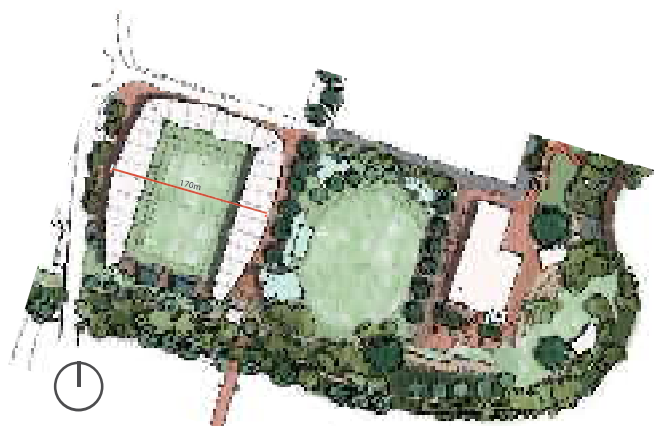
- » The 3,400-seat Pancho Arena, which hosts league matches and tournament games, maintains the style of the athletic academy's campus, which was master planned by Imre Makovecz, a prominent proponent of organic architecture. The 130,000-square-foot arena harmonizes with the natural environment, from the fan vaults that spread like tree branches to the use of timber as the primary building material.

### Innovative and Iconic to the Region





## Stadium Location Studies



### ADVANTAGES:

- » The site is currently acting as the Secondary Field with little infrastructure; a blank canvas, little demolishing is required.
- » The David Trumpy Bridge landing adjacent to the area would promote public transport to and from the CBD.
- » The central position in the Rivers bank would feed into the neighbouring precincts, the flow of people from this venue would lead directly through the city and other commercial outlets.
- » The inclusion of parking is minimised due to the relationship to the public transport network.
- » The structure would mirror Riverlink Shopping Precinct and provide a more centralised activity hub.
- » Greater synergy with the existing car park provided at Marsden Pde and its potential to be a multi-storey car park in the future.

### CHALLENGES:

- » The location against Pine street could cause additional traffic-however with the inclusion of the proposed Active transport Bridge this issue would be lessened
- » The Bank of the site would require more grading then Option B which could be an issue with the Riverside pathway, however the inclusion of a ramp in this grading exercise could integrate this movement passage.
- » Size of the infrastructure required could minimise the amount of mature Vegetation along the Pine Street Reserve.



### ADVANTAGES:

- » The site is currently acting as the Primary Field, the stadium would be a natural progression of its life cycle.
- » The site opens up to the Woollen Mill and has to the potential to connect to this structure.
- » With the Woollen Mill acting as a PRECINCT for youth and hosting other community events, the sites could feed into each other.
- » With the smaller sporting facility adjacent to it (Location B) on the Pine St side, there is a buffer of activity along the bank, spreading out the Public infrastructure along the bank more evenly.
- » Connections could be made through the mill to the land on the opposite side.

### CHALLENGES:

- » The site is currently acting as the Primary Field and has a lot of infrastructure already in place. The grounds appear well maintained and could continue in their function for many more years without extensive enhancement.
- » The Woollen Mill have a strong aesthetic presence and Style, this connection could diminish the New Stadiums appearance in contrast. To match the Mill aesthetic it could degrade both facilities.
- » Connections between the Stadium and the Woollen Mill would most likely be blocked by the enclosed seating structure, creative architecture could resolve these issues.
- » The land adjacent, where the practice Field is in this rendition is, would be visually and physically disjointed from the community functions of the Woollen Mill

## Precinct Master Plan Option A

### 1 STADIUM

- » With the stadium located adjacent Pine Street there is opportunity for the stadium to establish as iconic gateway landmark to the north side of Ipswich. A cantilevered deck to the southern end of the stadium allows views directly into the stadium from David Trumpy Bridge.

### 2 PEDESTRIAN PROMENADE

- » paved pedestrian link between the Community Oval and the Wollen Mill.
- » Possible bars and cafes overlooking seating terraces connecting to the Community Oval

### 3 PEDESTRIAN BRIDGE

- » The bridge access to the Ipswich River Heart Parkland and the CBD will be on the axes of this passageway further capturing a portal of views directly between these two extraordinary and distinguished structures.

### 4 TERRACE LAWN

- » Large terraced platforms with a mix of landscape treatments, planting, turf, pavers and pebbles.

### 5 ACCESS RAMP

- » DDA Ramp to upper level, crosses through terraced area.

### 6 PLAZA TERRACE

- » Plaza space for commercial spill out.

### 7 THE CORSO

- » Wide Pedestrian Corso to accommodate the movement of crowds at peak events
- » feature paving and iconic Vertical art marker at terminus

### 8 GRAND STAIR

- » Grand stairs case connecting community plaza to the bikeway

### 9 RETAIN EXISTING BUILDING

- » retain existing stadium and community centre overlooking existing oval

### 10 COMMUNITY OVAL

- » retain existing fields for community events, warm up and training

### 11 LIFT

- » external lift of iconic design to address disability mobility between bridge/ bikeway level and the upper plaza and corso



## Stadium Option A - PERSPECTIVE VIEW



Artist Impression



## Precinct Master Plan Option B

### 1 STADIUM

- » With the stadium being up against the Woollen Mill there is opportunity to reflect the identity and style of this heritage in the design on the stadium. The visual association of this to the post-industrial building will enhance the uniqueness of this structure, further prescribing it as an iconic landmark of the area and of the entire country.

### 2 PEDESTRIAN PROMENADE

- » Connections to the building in the form of an archway create an enclosed alleyway environment.

### 3 PEDESTRIAN BRIDGE

- » The bridge access to the Ipswich River Heart Parkland and the CBD will be on the axes of this passageway further capturing a portal of views directly between these two extraordinary and distinguished structures.

### 4 TERRACE LAWN

- » Large terraced platforms with a mix of landscape treatments, planting, turf, pavers and pebbles.

### 5 ACCESS RAMP

- » DDA Ramp to upper level, crosses through terraced area.

### 6 PLAZA TERRACE

- » Plaza space for commercial spill out.

### 7 THE CORSO

- » Wide Pedestrian Corso to accommodate the movement of crowds at peak events
- » feature paving and iconic Vertical art marker at terminus

### 8 GRAND STAIR

- » Grand stairs case connecting community plaza to the bikeway

### 9 STAGE AREA

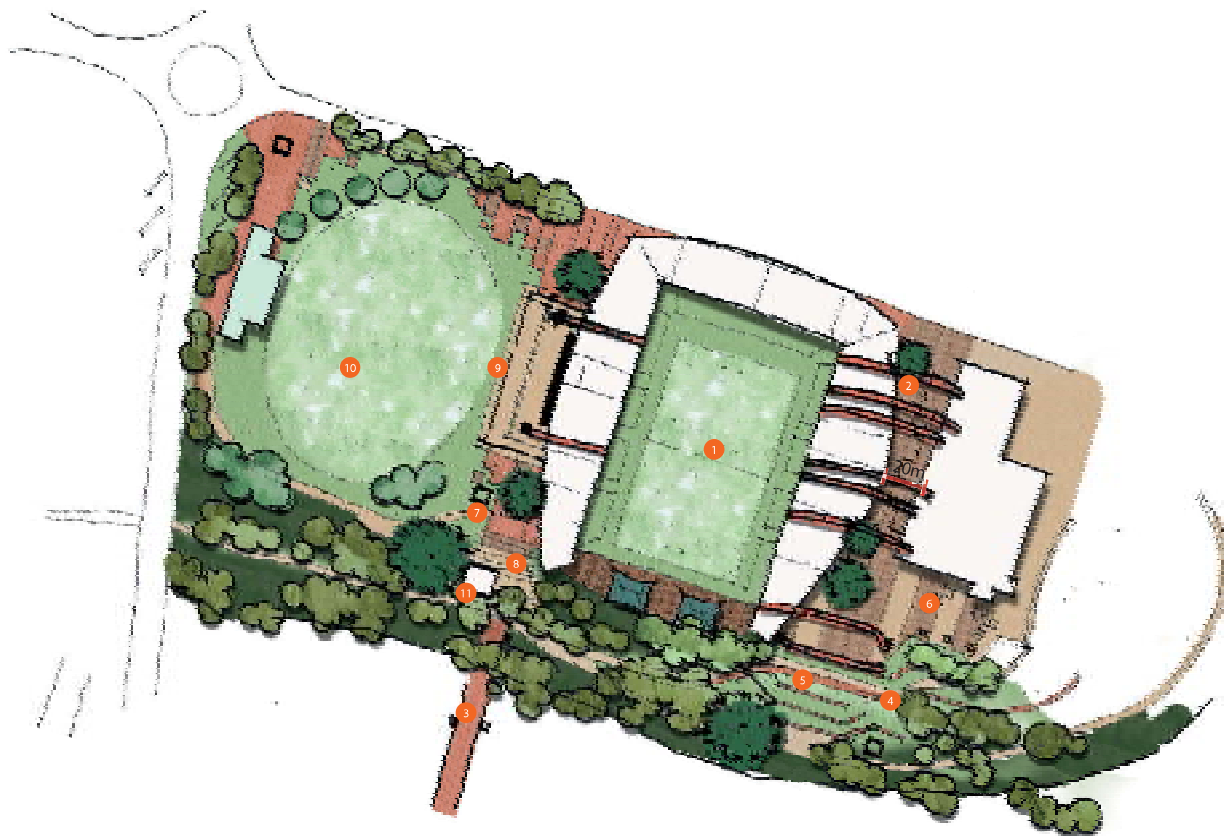
- » Large hard stand area to accommodate stage and Plaza for potential community events

### 10 TRAINING FIELDS

- » retain existing fields for community use, warm up and training

### 11 LIFT

- » external lift of iconic design to address disability mobility between bridge/ bikeway level and the upper plaza and corso



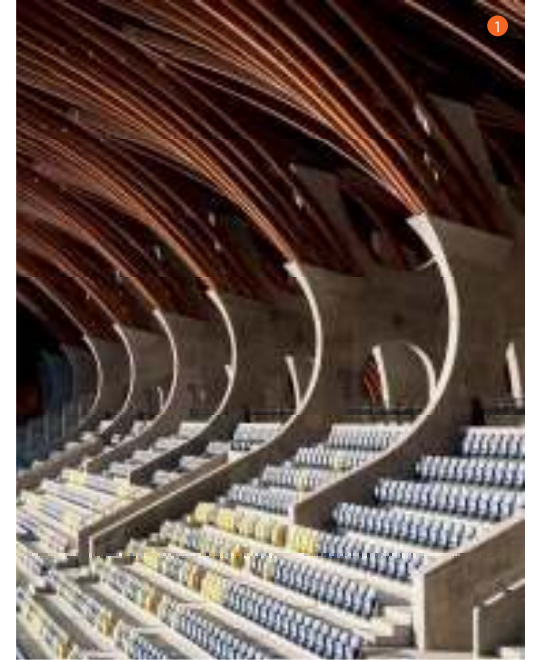
## Stadium Option B - PERSPECTIVE VIEW



Artist Impression



## Character Images





# Sports Precinct

## Pedestrian Bridge (active transport bridge)

### VISION

- » This Pedestrian Connection is vital in the Redevelopment of the Ipswich Woollen Mill and the proposed Stadium /Premier Sporting Precinct. With the North bank offering so much in the form of attractions there is the requirement to provide a safe and logical route of travel to this area from the Major transport hubs of the CBD.
- » The precinct will be exploding with activation during Game day and at current if there is no direct route. This route is extremely important in the success of these precincts and should reflect the excitement of this new development. These bridges will be an introduction to the thrill of this area and a reflection of the experiences awaiting. The goal being for these large crowds to band together whilst moving through the City in a clear, safe and interesting path, spreading the community spirit of their shared passions and arriving easily to their destination.
- » During non-game days this bridge also serves to move people from the CBD to the public infrastructure on the opposite bank, connecting the segregated River Heart Parklands to the broader Open Space network.
- » This Bridge serves in connecting pedestrian commuters, recreational walkers, families to the Parklands, People to the River and the transport hubs to these new Economic and Cultural hubs.



## Pedestrian Bridge (active transport bridge)

### 1 BREMER ACTIVE TRANSPORT BRIDGE

- » The Bridge design is picking up on the already iconic Bradfield Bridge aesthetic, the use of red as a focal, pulling together the modern elements of the structure with a sharp industrial element of forced view points, creating a visual and iconic Gateway.
- » The Bridges alignment being curved creates a structured way of revealing and hiding the Views out, this can be utilised to force the viewer into seeing the landscape beacons darted along the edge, this way finding device will capitals on the height of the bank and on the linear parkland narrowing the Bremer River.

### 2 BIKEWAY

- » Integration into the proposed extension of the Brassall Bikeway,

### 3 NORTH BANK PLAZA

- » Small gathering space beneath the Woollen Mill plateau. This vista would ideally lead up to the Attractor of that Precinct.

### 4 EXISTING PATHWAY NETWORK

- » Integrate into the existing Pathway and Boardwalk Structure.

### 5 KING EDWARD PARADE PLAZA

- » The Bridge would connect to the existing look out at the beginning of the River heart Stage 2 Boardwalk.

### 6 VERTICAL ART BEACON

- » Large Way finding element which acknowledge both the identity of Ipswich and the character of the North bank, the use of height to relate to the vast height difference of the lower bank and the top.
- » This element will be seen from all activators to promote the use of this Bridge as the preferred route of travel.



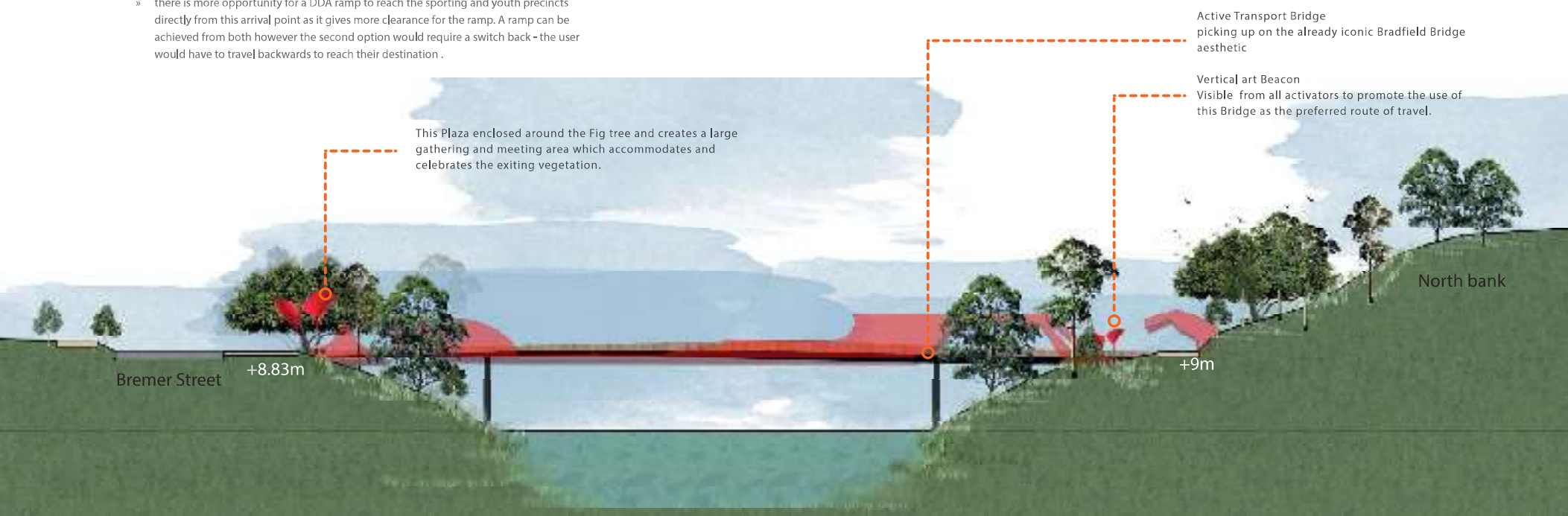
## Pedestrian Bridge (active transport bridge)

### CONSIDERATIONS

- » The location of this bridge being centralised in the sporting district creates a Portal directly to the middle of this precinct.
- » The Bridge connects into the Existing River Heart Parklands - joining directly into the node/decision point - the Park facilities below are granted further activation as a thoroughfares.
- » There is already existing infrastructure to support this Plaza space welcoming users to the Bridge.
- » The Location on the South bank currently has an intersection of 3 pathways, thus would collect more users.
- » The natural Progression of the node would be to continue its use and enhance it's connectivity.
- » there is more opportunity for a DDA ramp to reach the sporting and youth precincts directly from this arrival point as it gives more clearance for the ramp. A ramp can be achieved from both however the second option would require a switch back - the user would have to travel backwards to reach their destination .

### CHALLENGES

- » The proximity of the existing David Trumpy Bridge could reduce the catchment of this Active Transport Bridge. But once there is a supporting footpath and cycle network from the major source of the Train Station this would decrease as an issue. The immediate consideration is that to reach this location , the users must cross the David Trumpy, where as staying on the West side of the Bridge is an easier route and less traffic disrupting. However the experience on a pedestrian level on the Trumpy Bridge is extremely less than desirable. Option 2 also suffers from this issue.





## 3.4 Woollen Mill

### Precinct Overview



#### VISION

- » Redevelopment of the old Woollen Mill building, former Boral Hancock site and surrounding open space as a dynamic cultural & recreation precinct. A cultural heart for the community offering attractions, both permanent and temporal, appealing to all ages of the community, with a strong focus on the youth
- » This precinct is to Support the Youth demographic of Ipswich. This space will support and challenge and encourage 'street recreation'.
- » This precinct will support the growing demand for inner city leisure and cultural activities in an open space environment.
- » The design of this precinct takes inspiration from the streetscapes that support and encourage street culture and will provide multiple opportunities for a while range of programmed and non-programmed civic activities to be activated by and evolve with the City's youth.

#### ISSUES & CONSIDERATIONS

- » banks of the Bremer River are steep and subject to flooding.
- » strong cultural and heritage character throughout precinct, similar in potential use to Rail Yard precinct, point of difference to be considered in subsequent economic analyses.
- » possible contamination issues with post industrial site.
- » opportunity to open west to address, interface and compliment the sports precinct to promote complimentary programming of facilities
- » adjacent land uses are zoned for high and low density residential
- » the Queensland Woollen Mill is listed on the Queensland Heritage Register. The listing includes the entire fabric of the building and this will shape the potential uses and re-development of the building itself

## Existing Features

1

### WOOLLEN MILL BUILDING:

- » State-heritage registered cotton and wool mill dating back to the late 1800's
- » original brick building is protected with internal walls illustrated with graffiti art

2

### FACTORY BUILDING:

- » privately owned factory building currently operating as a panel beater

### RIVERFRONT OPEN SPACE:

3

- » undulating land on the northern bank of the Bremer River
- » no existing pedestrian path access, area subject to flooding
- » combination of significant native vegetation and weed species

4

### BORAL HANCOCK SITE (FORMER):

- » Former sawmill and plywood factory in Lamington Street dating back to the late 1800's, closed operations in 2011 and buildings demolished, site later purchased by ICC
- » existing site covered in remnant concrete slabs from factory floor

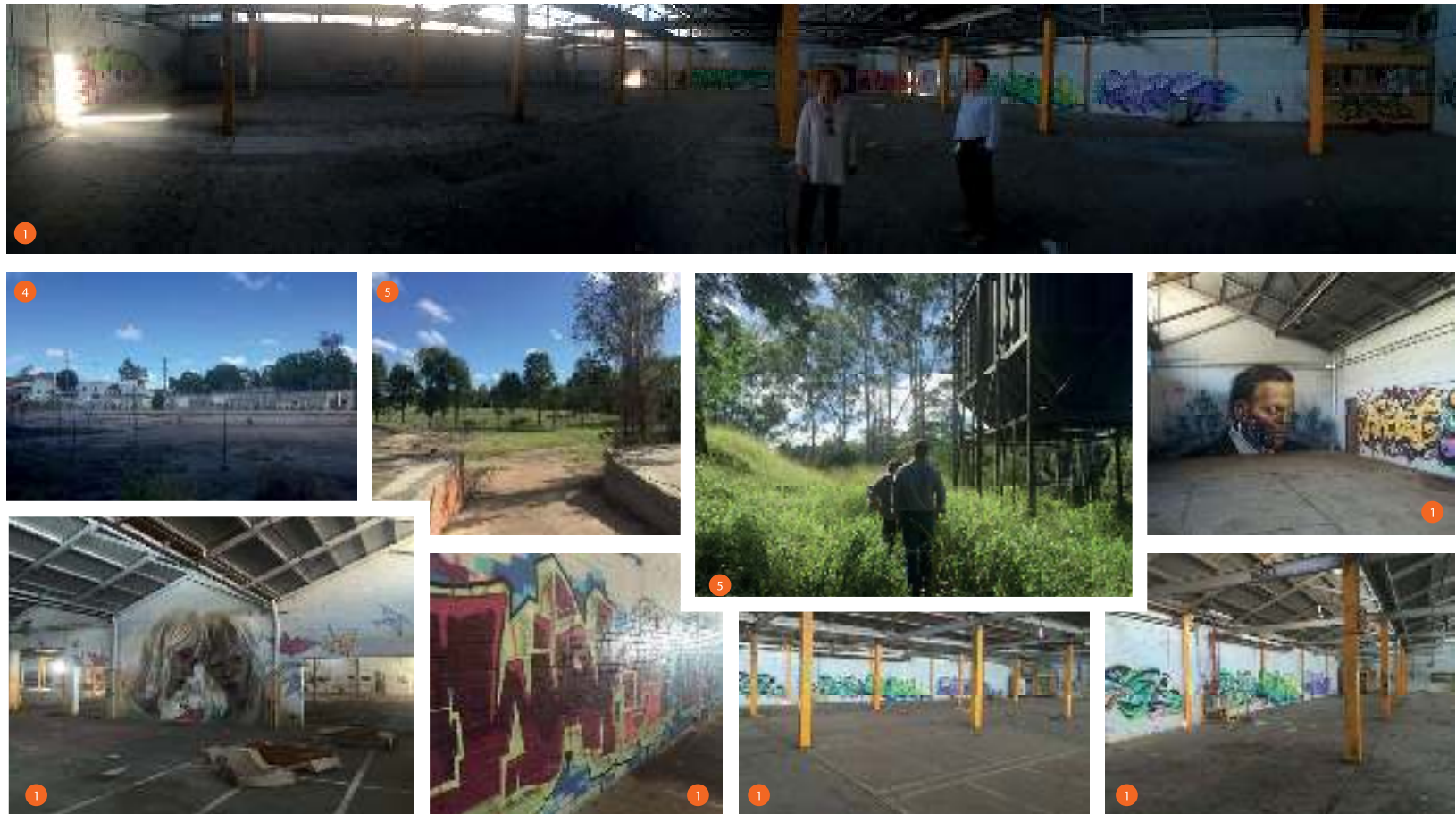
5

### FIG TREE AVENUE:

- » existing line of mature fig trees along the upper bank of the Bremer River
- » Swing Basin: historic swing basin
- » Lamington Parade: vehicle access road currently servicing the former Boral Hancock site, no kerb and channel servicing a number of traditional residential lots to the north, with driveway access off Lamington Street



## Existing Site Conditions





## Exemplars

### GEELONG YOUTH ACTIVE AREA

- » A multipurpose recreational facility attractive to a wide cross-section of the community, saying it represented a new benchmark for inter-generational public spaces in Australia.
- » Encouraging all-ages participation with an emphasis on activities that are enhanced by digital technologies.
- » The design of GYAA is explicit in its use of raw materials juxtaposed in sharp zigzagging angles to provide a series of terraced surfaces with skaters very much in mind. Coloured concrete bands and ramps are combined with bluestone retaining walls and mild steel box sections to provide a bold iconography that reflects Geelong's industrious maritime history. Three differently contorted steel gantries provide sculptural relief as well as housing multimedia technologies.
- » Wireless Internet connectivity and iPod jacks are housed in the gantries, additionally the truss-shaped gantry next to the stage provides three-phase power, switchboard and gobo art lighting to aid live performances.



## Exemplars

### GEE LONG YOUTH ACTIVE AREA

#### CONSIDERATIONS

- » The existing concrete facade is decorated with street art of all kinds. This project utilised a new skin of translucent poly-carbonate panels to transform the building from day to night and acts as a giant canvas for the local visual artists. This skin allowing for further connection from the outside and inside, improving connectivity and allowing the space to breathe.
- » The concept is used as a way to organise the various functions in relation to specific requirements and needs, such as spatial quality, daylight, materiality and temperature zones.
- » By preserving the existing structure and opening up to the internal spatial quality, while adding new functionality to the exterior, the building is transformed to an open and inviting place.
- » The brief called for providing noise reduction for the skate area in the shape of a wall around the site, cutting the building off both physically and visually towards the street. By "flipping the script" and relocating the noisy program to the northern "backside" of the building, wrapping it in the new building envelope, and taking advantage of the existing noise barrier. This noise issue needs to be considered for the Woollen Mill due to the residential context, the river as a buffer does assist but the sound would most likely travel.



## Exemplars

### GAME STREETMEKKA VIBORG

#### ABOUT

- » Game Streetmekka Viborg is a project on how to bring new life to a vacant industrial building by transforming it into a new vibrant culture house for street sports, street culture and street art.
- » The existing building originally served as a windmill factory and is a typical example of one of the many more or less identical mass produced warehouses or factory buildings. Typically constructed from prefabricated concrete panels or corrugated steel, industrial leftovers are perceived as having little to no historic, cultural and architectural value.
- » To open up the opaque and introverted industrial building, and transform the impressive central factory space to a new kind of interior space: A covered streetscape opening up to the outside.





The graph shows a signal that starts at a baseline, rises to a peak, then drops to a lower level and remains constant. The x-axis is labeled 'Time' and the y-axis is labeled 'Amplitude'.

### PROGRAMMING (continued from previous section example)

Taking inspiration from the streetscapes that shaped street culture, the complex program of street sports and street culture is organised in accordance with the different the types of streetscapes and corresponding functionality.

## THE BUILDING

This section functions as the internal space providing more facilities which require the built form. This part would function for commercial spaces, dancing, music faculties, change rooms, toilets, food and drink opportunities, workshops, masterclasses and relaxation zones.

## THE STREET

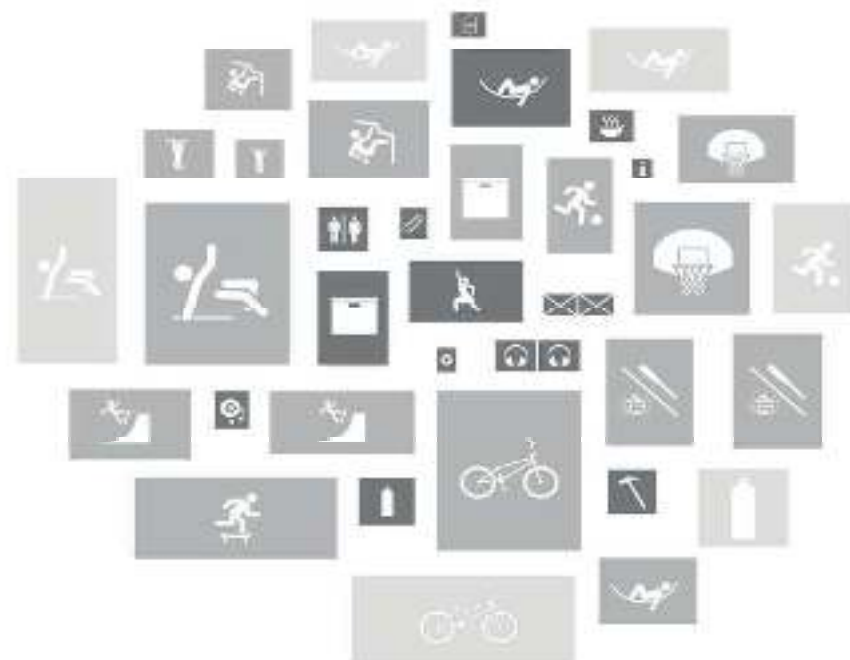
The landscape around the Woollen Mill has huge opportunity for connections out, the linear built slab along the river's edge has the potential to utilise this urban form and provide a facility for street skating, a skate-bowl and flexible room for biking and with the provisions of a pump and repair station.

## THE URBAN ELEMENTS

The interior offers facilities in the realm of the urban activities including parkour, ramps/jumps for bikes and skate boards, rock climbing and gym facilities.

## THE DITCH

This section of the complex offers more traditional sporting facilities in the form of soccer, basketball and tennis. These activities are held on the fringes of the site and can be easily linked to the sporting precinct on the neighbouring land.



## Precinct Master Plan

### 1 SKATE PRECINCT

- » Skating and BMX facilities at the back end of the Parklands to avoid any programming clashes
- » Large Skate bowl with free Skate activities surrounding.

### 2 AMPHITHEATRE

- » Large amphitheatre with terracing down to maximise the existing terrain and maintain any existing vegetation.
- » Amphitheatre to be designed to withstand flooding.

### 3 CULTURAL ACTIVATION RIBBON

- » Industrial wrapping Ribbon structure, transformable depending upon the use of the area, becomes the distinctive language of the site.
- » Way finding devices such as framing structures and multiple different forms of terrains to differentiate activities and users.

### 4 GATEWAYS AND PORTALS

- » Way finding devices such as framing structures and multiple different forms of terrains to differentiate activities and users.

### 5 WOOLLEN MILL

- » Opportunity to utilise the East side of the building to provide food and beverage services. This side is chosen due to the already existing openings in the building. Possibility of sleeving structures onto this building for further activation of the space.
- » Programming in the internal space to provide opportunities for events and to house Youth activities. The first stage in activating this space would be the formalisation of the current programming of Discos and Raves. This would continue the buildings use whilst minimizing the amount of actual infrastructure needed.

### 6 MULTI- FUNCTIONAL SPACES FOR YOUTH ACTIVITIES

- » Enhanced connections from the Rail Yards all the way to Cribb Park

### 7 TREE TOP BOARD WALK

- » Boardwalk through the Existing fig trees with viewing platforms and entry point to the new Active Transport Bridge

### 8 OUTDOOR CLIMBING WALL

- » Utilising existing terrain and programming a unique experience for thrill seekers.

### 9 BIKEWAY

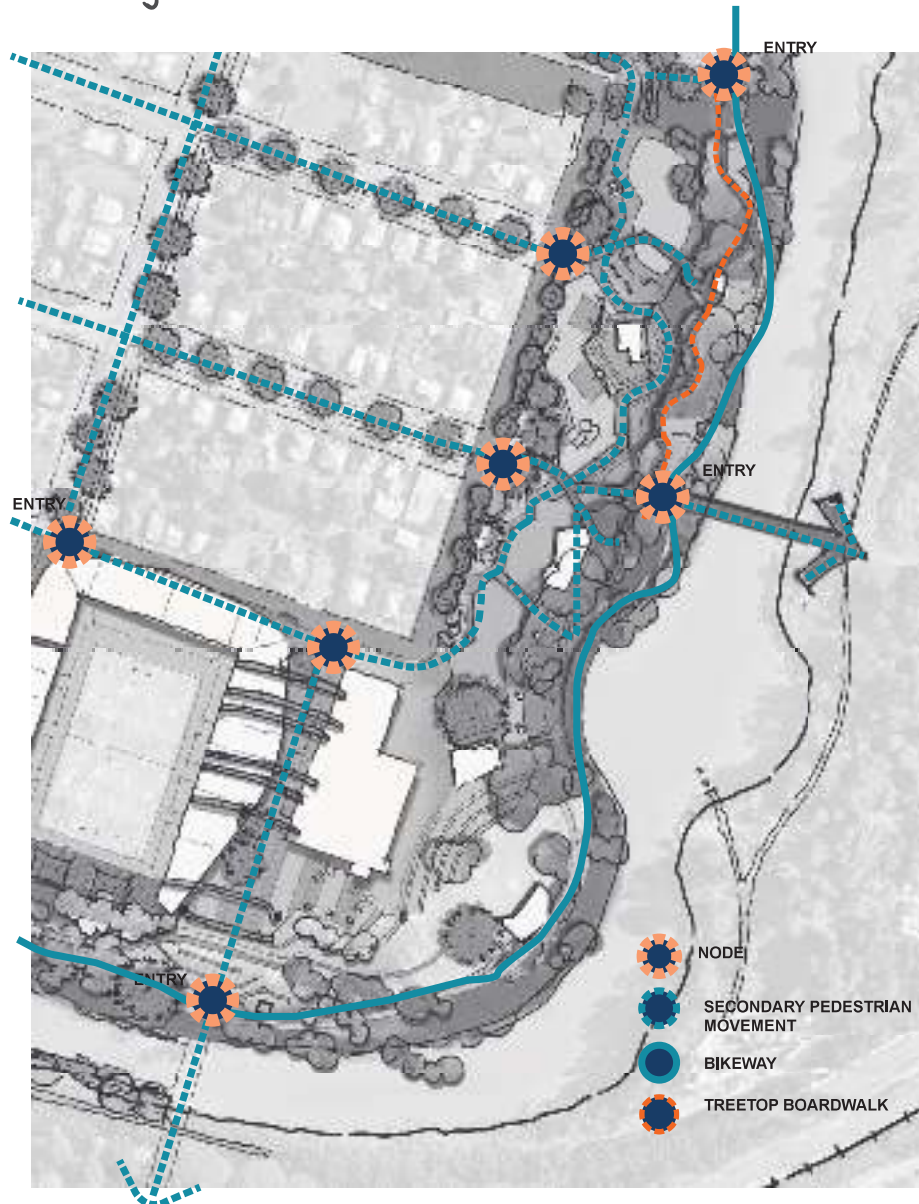
- » Connections to all Major public space assets in a for filled route
- » Pathway at lower level for less interrupted movement through the site.

### 10 LOWRY TO BARRY ACTIVE TRANSPORT BRIDGE

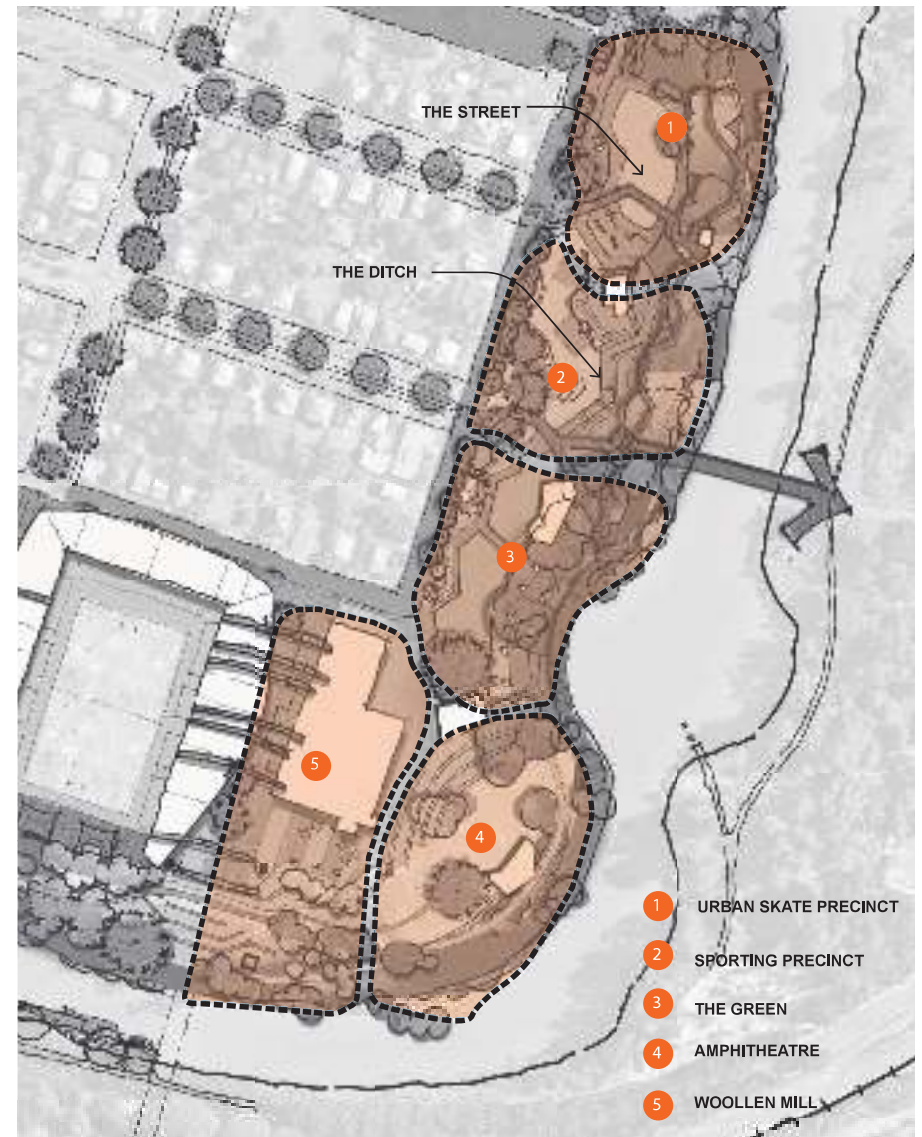
- » Active Transport Bridge connecting onto the Boardwalk



## Primary Circulation



## Precincts





## Precinct Master Plan CHARACTER IMAGES

### 1 SKATABLE LANDSCAPES



## Precinct Master Plan CHARACTER IMAGES

### 2 AMPHITHEATRE

- » area for outdoor performances and art gallery as an extension of the creative art studios





## Precinct Master Plan CHARACTER IMAGES

### 3 CULTURAL RIBBON

- » Proposed artistic arbour and vertical markers
- » Iconic sculptural ribbon serving as the major wayfinding device in migrating the space, this artistic element also functions as a skate able object and transforms its function depending on the space it is located - in the major skate area it serves as ramps and guards, in the sporting sector this piece holds sporting facilities. In the passive areas, it is a path and seating.





## Precinct Master Plan CHARACTER IMAGES

### 2 MULTI-FUNCTIONAL SPACE FOR YOUTHS



# 3.5

## Cribb Park

### Precinct Overview

#### VISION

- » Redevelopment of the existing sports fields to establish a sports and events precinct housing the region's premier sporting and community events. Serviced by convenient public transport, easy pedestrian connections to the CBD, and close proximity to bars and restaurants.
- » Cribb Park will be a community focus for fishing and passive aquatic recreation associated with the Bremer River
- » This precinct will become a place of community pride to come alive on "game day" that will spill over into the CBD and near by entertainment precincts.

#### ISSUES & CONSIDERATIONS

- » Existing recreational park used by locals, however facilities in need of upgrade
- » timing for Norman Street Bridge development unknown, however traffic demand is current and will provide an inner city by-pass to the CBD
- » sports fields require relocation south to accommodate new bridge
- » new bridge offers opportunities for open space development on the eastern banks as extension to Ipswich River Heart parklands
- » One of only a few areas close to Ipswich Central where the community can access the water edge



## Existing Features

- 1 **NORTH TIGERS RL FIELDS:**
  - » 2 rectangular fields used in winter
  - » cricket field used in summer
- 2 **CLUBHOUSE:**
  - » North Tigers RLFC with adjacent car park
- 3 **NORMAN STREET BRIDGE:**
  - » proposed alignment of approved Norman Street Bridge
  - » fields to move south to accommodate bridge
- 4 **PEDESTRIAN & CYCLE PATHWAY:**
  - » existing shared pedestrian and cycle path
  - » connection to continue under proposed Norman Street Bridge
- 5 **PLAYGROUND:**
  - » Cribb park recreational playground with adjacent shelters
- 6 **CAR PARK:**
  - » small car park servicing the recreation park and boat ramp
- 7 **OFF LEASH DOG PARK:**
  - » small fenced off-leash dog park for local residents
- 8 **BOAT RAMP:**
  - » existing boat ramp used by local residents to launch recreational craft
- 9 **OPEN KICK ABOUT:**
  - » informal grass kick about area
- 10 **EASTERN BANK OPEN SPACE:**
  - » undeveloped open space on the eastern banks of the Bremer River





## Precinct Master Plan

- 1 PROPOSED NORMAN ST BRIDGE
  - » future vehicle and pedestrian, cycle access to East Ipswich
  - » trigger to develop recreational parklands on east banks of the Bremer river connecting south to Bob Gamble Park
- 2 EXISTING PLAYGROUND
  - » upgrade & expand playground with improved play facilities and additional shade
- 3 SPORTING FIELDS, MOVED TO THE SOUTH
  - » reconfigure fields to accommodate Norman Street Bridge
- 4 BIKEWAY CONNECTION UNDER THE BRIDGE
  - » utilise underside of bridge for public art
- 5 RAMP ON TO NORMAN ST BRIDGE
  - » provide quick and easy access to upper level of Norman Street Bridge
- 6 BOAT RAMP FOR ACCESS TO RIVER
  - » maintain existing boat ramp and trailer parking to promote Cribb Park as an aquatic recreational park
  - » improved facilities to promote launch of non-motorised water craft
- 7 INFRASTRUCTURE FOR FISHING
  - » small platforms and decks to improve access to the waters edge for fishing
  - » introduction of fish cleaning tables and other facilities to promote fishing recreation



## 3.6 Bremer Street

### Precinct Overview

#### VISION

- » To improve connections from both Bradfield bridge directly down to Bremer Street and in turn to River Heart Parklands.
- » To establish a pedestrian and cycle path network along Bremer street
- » Connect the future Bremer Street path network directly to River Heart Parklands, Bell Street, Ellenborough Street and Nicholas Street.
- » Improve the visual and physical connection across the Bremer River to the CBD

#### ISSUES & CONSIDERATIONS

- » Ipswich Central is currently undergoing major redevelopment and opportunities exist to dovetail with these work
- » Existing vegetation along the banks between Bremer Street and River Heart Parklands provide a strong green edge to the CBD but hinder visual connections.
- » The dramatic change in level makes DDA compliance challenging along major paths. Consideration for the inclusion of a public lift should be considered.
- » Verge width along Bremer Street is tight and could influence the maximum width of path or ramp connection to the Bradfield Bridge
- » Consideration must be given for the retention and display of the historic bridge abutments



## Existing Features

- 1 BRADFIELD BRIDGE
- 2 HISTORIC BRIDGE ABUTMENT
- 3 RIVER HEART PARKLANDS
- 4 DAVID TRUMPY BRIDGE
- 5 BELL STREET
- 6 ELLENBOROUGH STREET
- 7 NICHOLAS STREET
- 8 BREMER STREET & FIG TREES

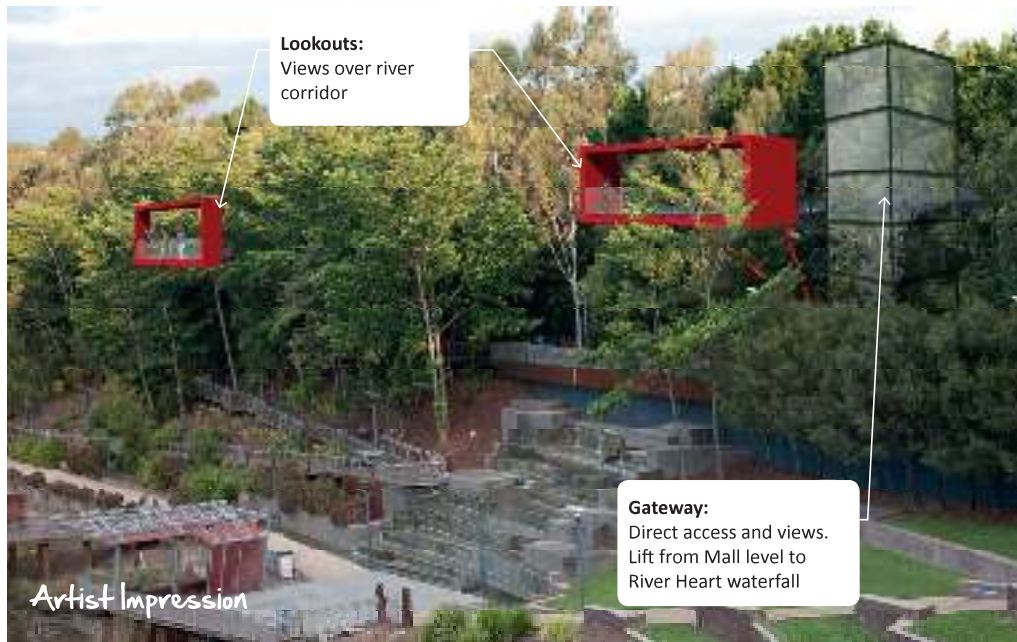




## Precinct Master Plan | Landscape Concept Plan



Conceptual network connections to 're-engage' with the Bremer River



**Lookouts:**  
Views over river corridor

**Gateway:**  
Direct access and views.  
Lift from Mall level to River Heart waterfall

Artist Impression

**Skybridge from mall to River Heart**  
Opportunity for iconic element, gateway to parklands and viewing deck visible from Riverlink, both bridges and the river.

Links and views to River Heart Parklands

Skybridge access from Mall: Views and access to Bremer River and River Heart Parklands

**Lookouts:**  
Views over river corridor

Sky Bridge connection from the Mall directly to River Heart Parklands

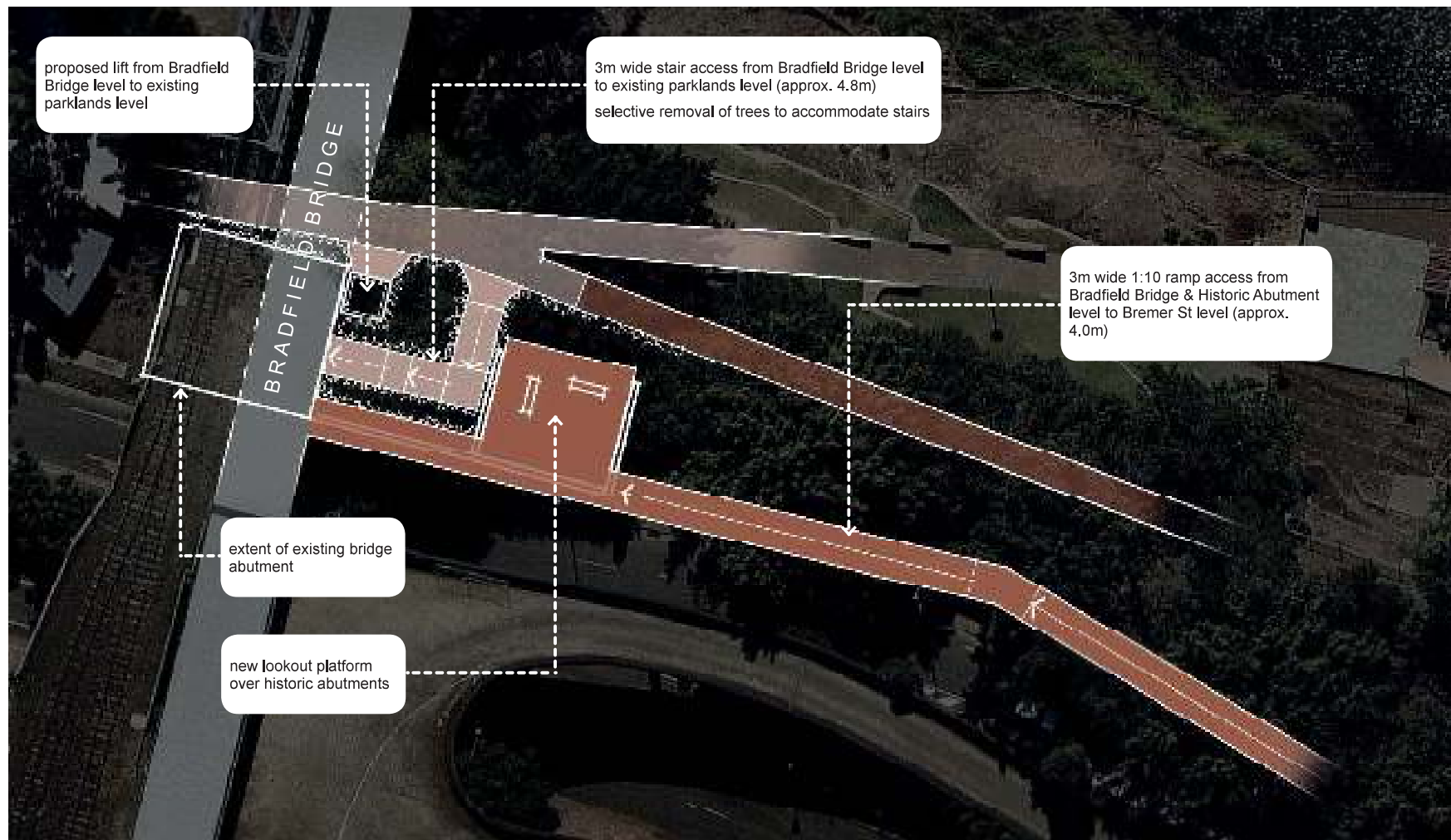
**Skybridge from mall to River Heart**  
Opportunity for iconic element, gateway to parklands and viewing deck visible from Riverlink, both bridges and the river.



Lift from Mall level to River Heart waterfall

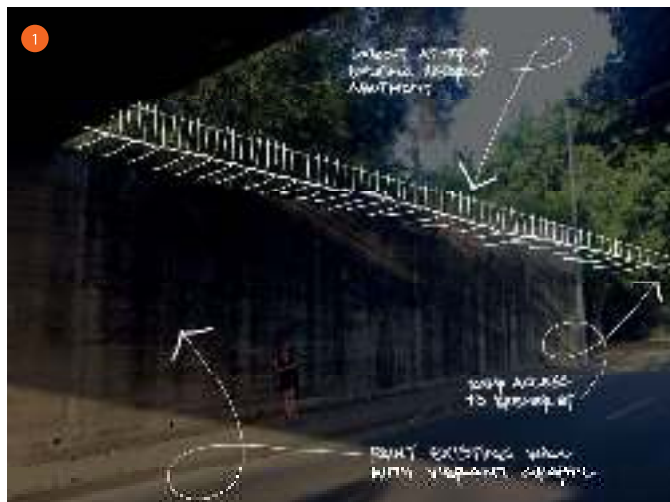
Indicative Landscape Section

## Links to River Heart Parklands & Bremer Street





## Links to River Heart Parklands & Bremer Street



### 1 RAMP ACCESS TO BRADFIELD BRIDGE

- » 3m wide bridge connection between Bradfield Bridge and existing Historic Bridge Abutment
- » Lookout platform over existing Historic Bridge Abutment
- » Ramp access from Historic Abutment down to Bremer Street at 1:10 gradient

### 2 ACCESS TO RIVER HEART PARKLANDS

- » Connection point to River Heart Parklands from Bradfield Bridge

### 3 LINK TO BRADFIELD BRIDGE

- » Bridge/ Ramp take-off point from existing Bradfield Bridge

### 4 LIFT ACCESS

- » Location of proposed public lift adjacent existing Bradfield Bridge abutment



# 3.7

## King Edward Parade Connection

### Precinct Overview

#### VISION

Redevelopment of the Northern banks of the Bremer River as an attractive continuous open space network with facilities such as cultural precincts, new sports stadiums and improved recreational facilities will attract more people to these parts of the city. The North Ipswich Open Space Master Plan recognises the increased movement of people across the river, as people travel from major public transport nodes in the CBD.

To help facilitate this movement a new Pedestrian Bridge is proposed between the future Stadium and King Edward Parade aligning with Marsden Parade.

However, currently the pedestrian connection between King Edward Parade west and the transport nodes of the CBD are disjointed. While these connections do not form part of this study, it is recognised that any future redevelopment of private and public land in this area should consider the safe and comfortable movement of pedestrians and cyclists from King Edward Parade through to Bell Street, Bremer Street and Nicholas Street.



## Existing Features

- 1 SPORTS PRECINCT
  - » location of proposed pedestrian bridge
- 2 DAVID TRUMPY BRIDGE
- 3 KING EDWARD PARADE
  - » location of proposed pedestrian bridge
- 4 RIVERHEART PARKLANDS
  - » boardwalk link to Bob Gamble Park
- 5 FUTURE DEVELOPMENT SITES
  - » possible location of new car parking facility at Marsden Parade
  - » future redevelopment of decommissioned transit centre
  - » future redevelopment of private land
- 6 BELL STREET
  - » location of bus interchand
  - » location of entry to train station



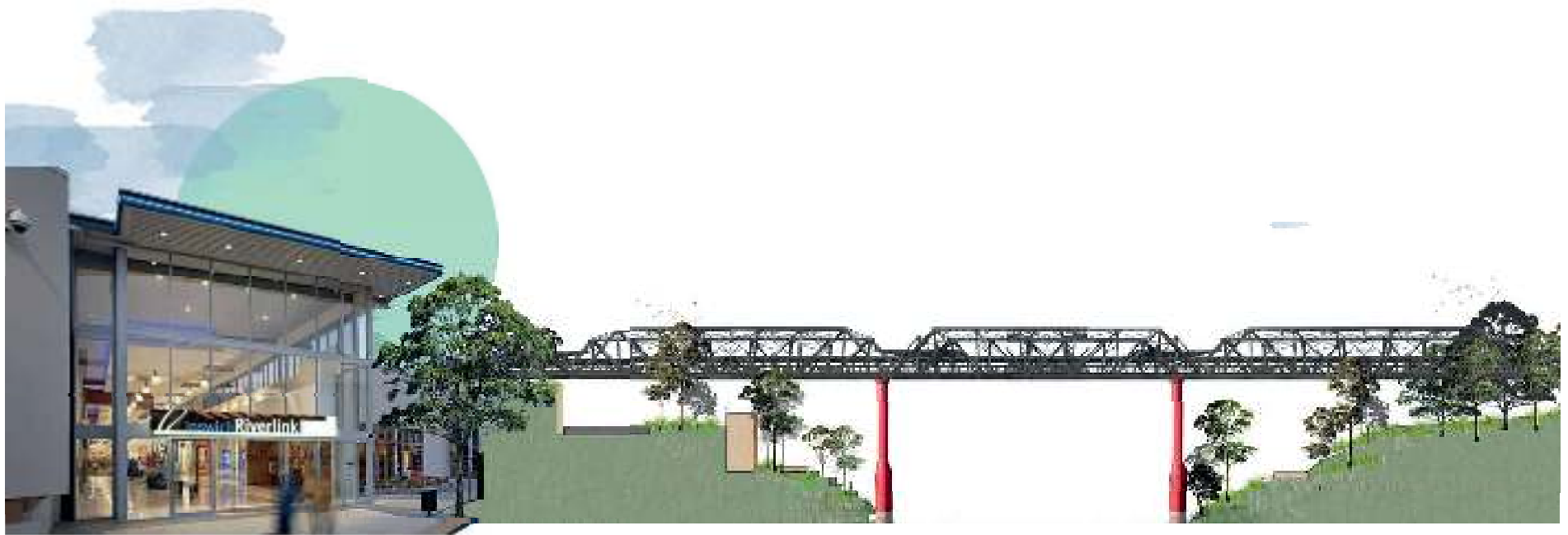


## Circulation Opportunities



# 4.0

## Conclusion







# Conclusion

## North Ipswich Open Space Master Plan

The NIOSMP brings together various current thinking and collaboration of ideas across a number of departments within Ipswich City Council.

The NIOSMP sets a coherent strategic direction for the future sustainable development of the Open Space network on the north banks of the Bremer River, addressing a series of key objectives aimed at achieving:

- » A connected linear Open Space Network;
- » Integrated Pedestrian & Cycle Network;
- » Unlocking Key Community Development Sites;
- » Integration of a signature Sports Precinct;
- » Integrated Public Transport;
- » Vehicle Connectivity; and
- » Protecting and enhancing the banks of the Bremer River.

The Master Plan outlines a framework for the development of the whole open space network from Mini Junction through to Cribb Park, detailed through 7 distinct character use precincts. Each precinct with its own key catalyst projects that will revitalise and transform the northern banks of the Bremer River.

Each precinct outlined in the master plan explores its own unique vision and future development opportunities as a series of individual design studies set within the overall NIOSMP. This allows for the future detailed development of individual precincts, depending on Council's focus, priorities and funding opportunities.

As well as setting a solid framework for the future detailed design of open space and recreation facilities, the NIOS Master Plan is a document that can be used to aid Ipswich City Council in applying for various government grants and funding to realise the overall vision.



