

Riverview Urban Village Planning and Development Guidelines

Date of Resolution

These guidelines were adopted by Council on 26 June 2018 and take effect from the 2 July 2018, in accordance with section 2.3(2) of the Planning Scheme.

Purpose of the Guideline

The purpose of this guideline is to assist in the coordination of development to achieve the ultimate integrated land use and transport outcomes for land adjacent to the Riverview railway station and to clarify Council's future planning intent for the area.

This guideline is intended to promote integrated transit orientated development through the transition of land surrounding the Riverview railway station to an urban village. Particular regard is to be given to improving connections within the Riverview community through the use of Traditional Neighbourhood Design (TND) principles focusing on:

- (a) developing an appropriate land use mix, density and built form, lot and building orientation;
- (b) utilising and enhancing the existing public transport, strategic road network and pedestrian / cycle network to provide greater integration; and
- (c) improving connectivity of the open space network, stormwater drainage management and infrastructure servicing.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

This guideline does not change the level of assessment outlined in the relevant zone or code provisions as outlined in the Planning Scheme.

Study Area

The Core Study Area (CSA) to which this guideline applies is a portion of land in the suburb of Riverview bounded by the Moggill Ferry Road to the north, the Ipswich Motorway to the south, the intersection of the Warrego Highway and Ipswich Motorway in the west and the Brisbane River and where the railway line, McEwan Street and Ipswich Motorway converge in the east (refer Figure 1). The guideline also considers existing land uses and constraints to the north of the Ipswich-Brisbane Railway line to the Riverview recycling and refuse centre and to Six Mile Creek in the east (equating to an Overall Study Area (OSA) of approximately 80 hectares) to provide further context to the CSA.

Riverview is located approximately 9.5km to the east of the Ipswich city centre and provides an eastern gateway function to the city straddling the Ipswich Motorway and Ipswich-Brisbane Railway line. Although important infrastructure assets, the motorway and the Ipswich-Brisbane railway line dissect the suburb limiting north-south connectivity and creating the 'pocket' of land that forms the CSA.

Long term traffic planning has identified that the Goodna Bypass Corridor may cross Riverview to the north, running east across the Brisbane River. This corridor provides an alternative highway connection from the west and south-west across the Brisbane River to increase capacity on the Ipswich motorway. Its location and form provides a logical edge to the OSA.

1. Planning Context

1.1 South East Queensland Regional Plan 2017 (Shaping SEQ) and State Planning Policy – Planning for Liveable Communities and Housing

Access to the existing passenger rail network provides the opportunity and impetus for urban consolidation and densification within the walkable catchment of Riverview station.

The augmentation and redevelopment through urbanisation and densification of land around the station is supported by the SEQ Regional Plan, particularly where the development maximises the efficient use of land and utilises public transport to broaden the range of goods, services and employment to create a more complete community.

To achieve these outcomes development should be consistent with the preferred development pattern and design guidelines contained in Section 2 of this guideline.

1.2 Existing Area

The existing Riverview community supports a population of around 3,221 persons (estimated residential population, 2016 ABS) across 1,390 hectares of land. By comparison, approximately 164 persons currently reside in the CSA in around 34 detached dwellings (Ipswich Population Modeller, 2018). Under current conditions this is expected to decline by 2021 owing to a reduction in persons per household and a continuing pattern of low population growth experienced since 2011. New residential development has been minimal with little opportunity for any greenfield expansion due to riverine flooding, linear infrastructure corridors and constraints from existing and previous industrial activities.

The majority of housing stock (93.7%) is detached housing; although some new medium density housing was provided within the Riverview Gardens Aged Care Centre. These trends in household structure suggest that the current housing stock may not be suitable to meet all needs of the Riverview community in the future.

Opportunities exist to diversify and increase the residential offering throughout the community in a coordinated manner. In order to achieve better integration, future development should create a visually and functionally united centre providing legibility and safety for both pedestrians and motorists.

This can be achieved through coordinated land-use outcomes, a consistent high quality treatment of the public realm, and good connectivity of road and pedestrian networks between the railway station, other public transport, residential and commercial areas and open space.

1.3 Availability of Vacant Land

A large part of the CSA has remained undeveloped or underdeveloped despite a Local Business and Industry zoning. This provides a major opportunity for renewal and redevelopment. Approximately 4.32 hectares of land in the CSA is currently vacant across 20 lots. Four key consolidation opportunities exist where land is contiguous and of sufficient size to facilitate catalyst development projects. Additionally, the G.James Glass and Aluminium site is well located at the western end of the core study area with dual frontage to both Verrall Street and Hansells Parade and at 1.74 hectares is sufficiently sized for significant redevelopment.

Fragmentation of land holdings through subdivision may undermine coordinated development if not properly managed (eg through the considered creation of project lots which provide for the delivery of ultimate development outcomes through consolidation of land holdings into larger sites). The retention of existing large development sites and the amalgamation of sites is promoted to support the longer term planning outcomes and orderly development of the area.

1.4 Local Business and Industry Zone

The majority of land within the CSA is currently included in the Local Business and Industry (LBI) zone that is intended to provide local employment and facilitate employment self-containment through the provision of a mix of compatible business and industry activities including commercial, service and trade activities.

Despite a long history of LBI designation, changes have occurred to access and visibility of the site resulting from successive upgrades to the Ipswich Motorway and highway traffic now completely bypasses the area. Consequentially, new business and industry uses have not been developed.

The area is intermixed with a range of existing low impact LBI (particularly west of Endeavour Road) as well as existing residential uses, predominantly in the form of detached single residences. Management of the potential reverse amenity impacts will need to be ongoing to enable the continued operation of any existing lawful uses during the transition of the CSA to an Urban Village.

1.5 Other Existing Uses

The broader Riverview community is serviced by existing community facilities including a State primary school and a Catholic Education College (primary to secondary), an aged care facility, a local centre offering limited convenience retail and services (to the south), and the Riverview regional business and industry area (to the north west). Although none of these are located within the Study Area, they are well located to service the population of both the Core and the Overall Study Area.

Land immediately to the north side of the railway line currently provides a commuter carpark with access to the Moggill car ferry service which crosses the Brisbane River and provides access to the western suburbs of Brisbane.

An existing local centre is within 400m from the CSA, although its expansion is limited by the existing detached residential uses surrounding it. Higher order and comparison retail, and entertainment offerings are not provided within the existing centre or OSA, but are provided nearby at Redbank Plaza, Booval and within the Ipswich City Centre.

1.6 Topography and Views

The land in the CSA generally rises from Endeavour Road to a high point on Station Road. This gradient change permits vehicle underpasses below both the railway line in the north and the Ipswich Motorway in the south of the CSA, and provides logical edges. Land along Endeavour Road is situated approximately 8m below the level of Ipswich Motorway rising to the east to Station Road which is 'at grade' with the Ipswich Motorway.

The bend of Verrall Street at the entrance to the G.James Glass site provides the terminus for a westerly view corridor and a western 'bookend' to the CSA.

The elevation and terrain provides opportunities for local and distant views to the north and east of the natural and scenic riverside land, and further afield to Borellan Point and Moggill.



1.7 Existing Vegetation

Areas of existing mature vegetation are limited to the riparian zone along the bank of the Brisbane River and the drainage line north of Moggill Ferry Road and the area of road reserve on the north side of McEwan Street (adjoining the railway line). The retention of mature native vegetation is preferred, particularly where adjacent to the eastern edge of existing development and in linear and waterside parkland (refer to Figure 1).

1.8 Servicing

The existing development in the OSA is currently serviced with potable water and sewer, power and telecommunications infrastructure.

1.9 Flooding and Stormwater Management

The OSA is affected by flooding from the Brisbane River and two major stormwater flow path (refer to Flooding and Urban Stormwater Flow Path Areas Overlay Map (OV5)). The proximity of the area near the confluence of the Bremer and Brisbane Rivers and relatively flat topography to the north of the OSA result in large areas of the land to the north east of the Overall Study Area being flood affected. The CSA is not identified as being at risk from flooding from the Brisbane River.

An identified urban catchment flow path traverses the CSA through 1 McEwan Street, running north-west into an established drainage line on Riverview Road. Urban stormwater works to land fronting McEwan Street should resolve the stormwater quantity and quality outcomes from the site at the time of a development application.

Reference should be made to Council's Planning Scheme Part 11 – Overlays 11.4.7 Flooding and Urban Catchment Flow Paths, and Implementation Guideline No. 24 - Stormwater Management when undertaking development.

1.10 State Transport Corridor

The CSA is affected by noise from major road and rail transport corridors including Moggill Ferry Road, the Ipswich-Brisbane railway line, Warrego Highway and Ipswich Motorway. These have been designated State Transport Corridors by the Department of Transport and Main Roads (DTMR).

Department of Transport and Main Roads (TMR) has statutory requirements for undertaking development in a state transport corridor. TMR requires specific design requirements adjacent to or within 25m of a State transport corridor. Construction in these zones may require approval by Queensland Rail separate to the referral process to the Department of Transport and Main Roads (TMR) as required under the *Planning Act 2016*.

1.11 Noise and Building Design

Transport Noise Corridors have statutory implications on the design and construction of residential buildings for identified sites in the core study area. The designation triggers certain requirements of the Queensland Development Code (QDC) for building work in these areas. Further information on individual site designations is available via the State Government Development Assessment Mapping System (DAMS).

The topography of the study area provides opportunities for the layout and design of buildings to help reduce noise impacts in the CSA (eg act as noise barriers).

2. Preferred Development Pattern – Land Use and Urban Design Guidelines

The CSA includes relatively unconstrained land that is well located to support urban intensification and growth that complements the existing settlement pattern and public transport access provided by the Riverview train station.

Using Traditional Neighbourhood Design (TND) Principles, the Land Use Concept Master Plan (refer to Figure 2) proposes a mix of residential development within the walk up catchment of the train station through medium to high density residential development creating a centre of activity around the existing railway station node.

The plan provides a framework for the transition of the existing LBI zoned land into a compact mixed use 'Urban Village' centred on the Riverview railway station in the form of:

- (a) medium and high density residential development including iconic high rise residential tower opportunities;
- (b) a mixed use development opportunity along a Main Street incorporating a local centre; and
- (c) improved access and connectivity across the railway line including an opportunity for an Intermodal Transit Plaza.

2.1 Residential Medium to High Density (RMH)

The CSA provides opportunities to develop high quality, high density housing capitalising on the close proximity to significant public transport, the activity of a Main Street, scenic riverine amenity and access to nearby support uses. Opportunities for iconic high rise residential towers (up to 10 storeys) are identified which are orientated to maximise vistas to the north and north east, passive solar design and summer breezes.

Residential buildings should be designed to be attractive, interesting and detailed, particularly where situated close to the street alignment. Buildings should be designed to avoid blocking views and should incorporate a range of sub-tropical design measures that promote natural ventilation and solar access. Having regard to the impacts of flooding, buildings along Moggill Ferry Road carefully integrate with the Linear Open Space to maximise recreation opportunities.

Buildings taller than three storeys in height should be designed to ensure they do not detrimentally affect the amenity of buildings on adjoining sites.

Traditional Neighbourhood Design principles in Part 12 – Division 3 of the planning scheme guide the form and density of the residential development.

The lot layout design and internal access network should provide where possible a grid pattern incorporating (where practicable) laneways, allowing permeability, walkability and air flow between buildings, minimise direct development vehicle access and facilitate direct pedestrian accesses onto Endeavour Road and McEwan Street as far as is practicable.

2.1.1 *McEwan Street and Endeavour Road*

The land fronting McEwan Street between Station Road and Endeavour Road should be developed with pedestrian oriented building form and access at the ground floor to deliver an active and pedestrian scale streetscape. Public realm improvements should be provided to facilitate high quality pedestrian linkages along these streets. High rise residential towers up to ten (10) storeys in prominent landmark locations are identified to create iconic focal points on each side of McEwan street.

Verrall Street and both sides of Endeavour Road is suited to medium density residential development with an opportunity for an iconic high rise tower on the bend of Verrall Street. Developments should provide a direct pedestrian access to Endeavour Street to activate and provide pedestrian integration at ground level. An extension of Verrall Street is identified, providing the opportunity to capitalise on the view corridor the G.James Glass site provides and integrate the built form of iconic buildings with the identified local park.

2.1.2 *Hansells Parade*

Land accessed from Hansells Parade is the most impacted by noise and furthest from the railway station and therefore most suitable for lower scale medium density development.

2.2 Mixed Use Main Street

The Riverview railway station becomes the focus of a transit orientated mixed use Urban Village through a pedestrian oriented main street fronting Station Road.

Local convenience retail is provided at ground level along with speciality shops, food and beverage outlets, personal and medical services where meeting a local need, and residential uses above.

The Main Street should be designed with a high quality pedestrian environment with vibrant and active frontages, provide the key point of arrival for pedestrians and ensure legible connections are maintained to the railway station and future surrounding high and medium density residential and existing residential development to the south.

Vehicle parking should be provided in a manner to support business activity and not dominate the Main Street using short stay on-street parking and locating longer stay parking to the rear of buildings.

2.3 Intermodal Transit Plaza (ITP)

An opportunity for a Bus/Train Interchange is identified for the northern side of the railway station. This Inter-Modal Transit Plaza could be combined with an improved pedestrian access across the railway line to facilitate improved active transport integration. The ITP supports the creation of a TOD and place making outcome through a unification of the urban form on each side of the railway line. With support from Queensland Government, the opportunity to direct TOD development over the railway station to provide integrated residential and mixed use opportunities should be explored further.

The Intermodal Transit Plaza should connect pedestrians and cyclists at the Riverview station ensuring that pedestrian movements are not limited and full access is provided including meeting universal access requirements from the north of the Main Street to the northern side of the transit station platform on Moggill Ferry Road.

The plaza should also facilitate connection of road based public transport and active transport modes with rail services.

2.4 Urban Design and Streetscape Design

2.4.1 *Residential Areas Design Outcomes*

- (a) The higher density residential area should take advantage of the north-east orientation and slope to achieve climatically comfortable dwellings and provide/take advantage of views, particularly to the north;
- (b) The slope should be utilised to reduce the visual impact of basement parking by cutting in basements, increasing connectivity between outdoor living areas and the public realm. This also provides opportunities for ground floor dwellings;



- (c) The topography and building placement should be used to provide noise shielding, eg taller buildings could be located and of a form to mitigate noise from the Ipswich Motorway, Warrego Highway and Ipswich-Brisbane rail line alignments. The main internal living areas, bedrooms and outdoor living areas are to be oriented away from identified noise sources where possible.
 - (d) Appropriate sub-tropical design of project lots supports streets and construction of buildings which reduce energy consumption;
 - (e) Buildings should be designed to encourage interactive and safe pedestrian environments utilising Crime Prevention Through Environmental Design (CPTED) principles;
 - (f) Tree lined streets provide walkable shaded pedestrian routes with easy access to open space, recreation areas, public transport and the Main Street;
 - (g) Laneways should be incorporated where practicable (eg in large development sites) to provide access to on-site parking for residential development and to facilitate waste collection. Streets should be free of individual access driveways providing greater opportunity for on-street parking. Visitor parking is not supported between the street and building alignment; and
 - (h) The development of new LBI uses is not consistent with the transition of the area to an Urban Village. Small scale commercial and retail uses within the main street area which address a local need, and support the immediate convenience needs of residents may be considered compatible with the achievement of an integrated urban village. Free standing, large format retail uses are not encouraged.
- features and building form reinforced by signature tree planting;
- (d) The design of buildings and the public realm should assist in improving the micro climate. Buildings should incorporate overhangs and awnings to provide shade to pedestrians, use lightweight materials and minimise heat storage. Residential buildings should maximise cross ventilation and access to natural light;
 - (e) The pedestrian environment should be of a high quality with appropriately spaced street furniture and footpath shade tree planting that with awnings provide for pedestrian comfort;
 - (f) The selection of street furniture should be consistent throughout the village area. Street furniture (seats, water fountains, bins and bike racks) should be grouped in clusters at or near activity nodes; and
 - (g) Opportunities for passive surveillance of the public realm from both retail and residential uses should be maximised.

2.4.3 Urban Village Design and Streetscape Standards

- Reconfiguration, built form and parking achieves the specific outcomes of Part 12, Division 3 – *Traditional Neighbourhood Design Code*.
- Soft and hard streetscape works should be provided consistent with the *Ipswich City Council Streetscape Design Guidelines*.
- Consideration should be given to the Design Considerations of Part 1 of the Ipswich Regional Centre Strategy Streetscape Material Specification for the selection of Streetscape elements for the Main Street unless alternative centre wide design guidelines have been adopted.

2.4.2 Main Street Design Outcomes

- (a) The urban and streetscape design for the Main Street sets the standard for the Urban Village. The built form should be of a contemporary subtropical design, well-articulated and use high quality materials creating design and visual interest;
- (b) Active retail frontages are included which facilitate the pedestrian access to the railway station and provide a civic space which connects both sides of the railway line and the Intermodal Transit Plaza on Moggill Ferry Road (refer to Figure 4);
- (c) Buildings on the eastern side of Station Road at the McEwan Street entry provide the opportunity to establish signature entry statements through the use of architectural

2.5 Transitional Land Use Outcomes

During the transition of the CSA to an Urban Village it is recognised there will be a period in which a mix of medium and high density residential uses will be developed and existing lawful non-residential uses are still operating. New residential uses as far as practicable are to mitigate adverse amenity impacts from existing lawful non-residential uses to minimise:

- (a) impacts on residential amenity; and
- (b) reverse amenity impacts to allow for continued operating of lawful uses.

The establishment of new non-residential uses that will likely generate unacceptable impacts to the surrounding and future residential uses are discouraged and unlikely to be supported.

2.6 Open Space and Recreation

Development as identified in this guideline will result in additional demand requiring a Level 3 Local Play and Picnic park to be provided within the CSA. This should be provided as a 5000m² park or as a parkland grouping. Figure 4 provides an indicative location for the local park as a parkland grouping; adjacent to the Main Street and immediately adjacent to the pedestrian overpass to the existing residential area and at Verrall Street.

The indicative locations identified on Figure 4 adjacent to the Main Street provides a pedestrian / cycle linkage to the railway station and pedestrian access. This land currently forms part of road reserve.

Both parks area suitably located and should be of sufficient size to achieve the desired standards of service of Planning Scheme Policy 3 – General Works. The park is required to be integrated with the pedestrian / cycle network and be fully accessible to the surrounding community.

3. **Transport and Access Networks**

The study area is bounded by two existing State Controlled roads; the Warrego Highway and the Ipswich Motorway. Development should consider the visual impact through building form, articulation and roof form. The location of the CSA at a gateway to the city will require consideration of the noise impacts to residences as well as the visual amenity of buildings.

The indicative transport network outlined in Figure 3 identifies the preferred road network. Additional works to increase vehicle carrying capacity of the existing network (eg through road upgrades) is not envisaged for the CSA.

Development should facilitate the creation of the Main Street along Station Road providing a central spine to link the existing residential to the south and connecting to the railway station. The CSA is to be developed as far as practicable with a grid like network of local internal streets in the form of publically accessible laneways, pedestrian pathways and cycle lanes to facilitate safe public access and movement legibility. Mid-block pedestrian links should also be incorporated where practicable within long blocks to improve permeability.

Active transport is a major component of the Riverview area that is principally focussed on the retention and enhancement of the north south connection over the Ipswich Motorway via the existing pedestrian overpass and an east-west connection from Hansells Parade along Verrall Street and McEwan Street to Station Road. Pedestrian and Bikeway networks are provided as outlined in Figure 4 Pedestrian and Bikeway Network.

Public realm improvements in the form of full width footpath treatment, verge planting and landscaping with appropriate plant species including mature shade trees to create tree lined boulevards should be provided on Endeavour Road, McEwan Street and Station Road. Individual property vehicular access are to be limited as far as possible. Direct street frontage pedestrian access to residences is encouraged.

The extension of Verrall Street may be provided as a private road where the road incorporates dedicated pedestrian and cycle pathways and remains publically accessible.

Pedestrian and cycle pathways in the form of a principal cycleway network is provided including footpaths provided on all collector roads (refer Figure 4) and connect to the open space corridor.

4. **Infrastructure and Services**

4.1 Water Supply and Sewerage Network




The CSA is serviced by existing potable water supply and reticulated sewerage. Queensland Urban Utilities (QUU) is the water utility provider servicing this area. Further development in the core study should occur in consultation with QUU.

4.2 Stormwater Management

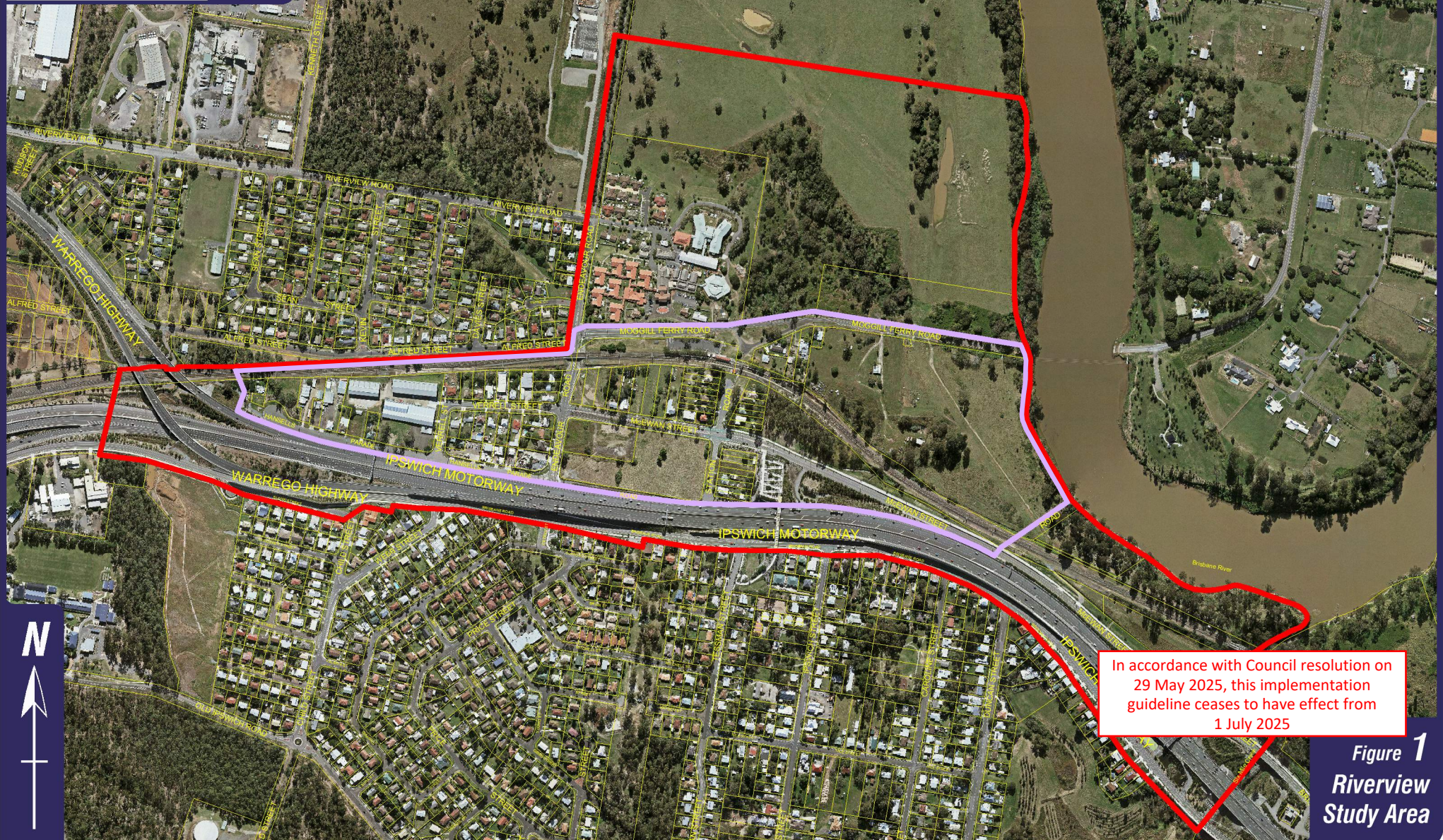
Future development must make suitable provision for stormwater management. An existing overland flow path flows north from the Ipswich Motorway to McEwan street and then northwest under the railway line. Development should address quantity and quality control of urban stormwater as part of the development assessment and works design.

Innovative water management should be incorporated into site and building design in order to reduce overall water usage (refer to Implementation Guideline No. 24 – Stormwater Management).














-  Overall Study Area
-  Core Study Area
-  Property Boundary, Street Names and Ortho Photo 2017

July 2018 **Legend**



In accordance with Council resolution on 29 May 2025, this implementation guideline ceases to have effect from 1 July 2025

Figure 1
Riverview Study Area

-  Overall Study Area
-  Core Study Area
-  Main Street
-  Residential Medium/High Density
-  Intermodal Transit Plaza
-  Open Space and Recreation
-  Ipswich Motorway
-  Property Boundaries
-  Iconic High Density Opportunities
-  Investigate Cycle/Pedestrian Underpass Opportunity
-  Local Parks (Grouping)
-  Indicative Boundary, subject to further detailed assessment

July 2018

Legend

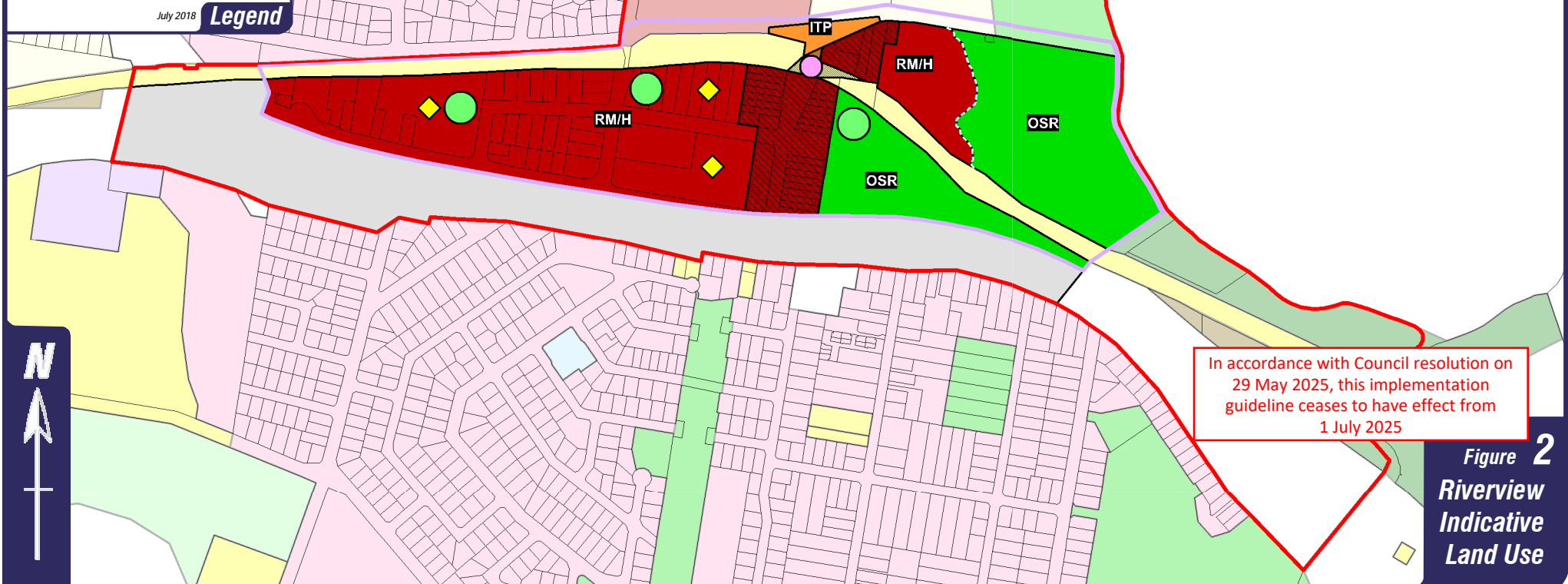


Figure 2
Riverview
Indicative
Land Use

- Overall Study Area
- Core Study Area
- State Controlled Highways (Existing)
- Goodna Bypass Corridor (Future)
- Major Collector
- Local Street
- Ipswich Railway Line and Riverview Station
- Property Boundaries

July 2018 **Legend**

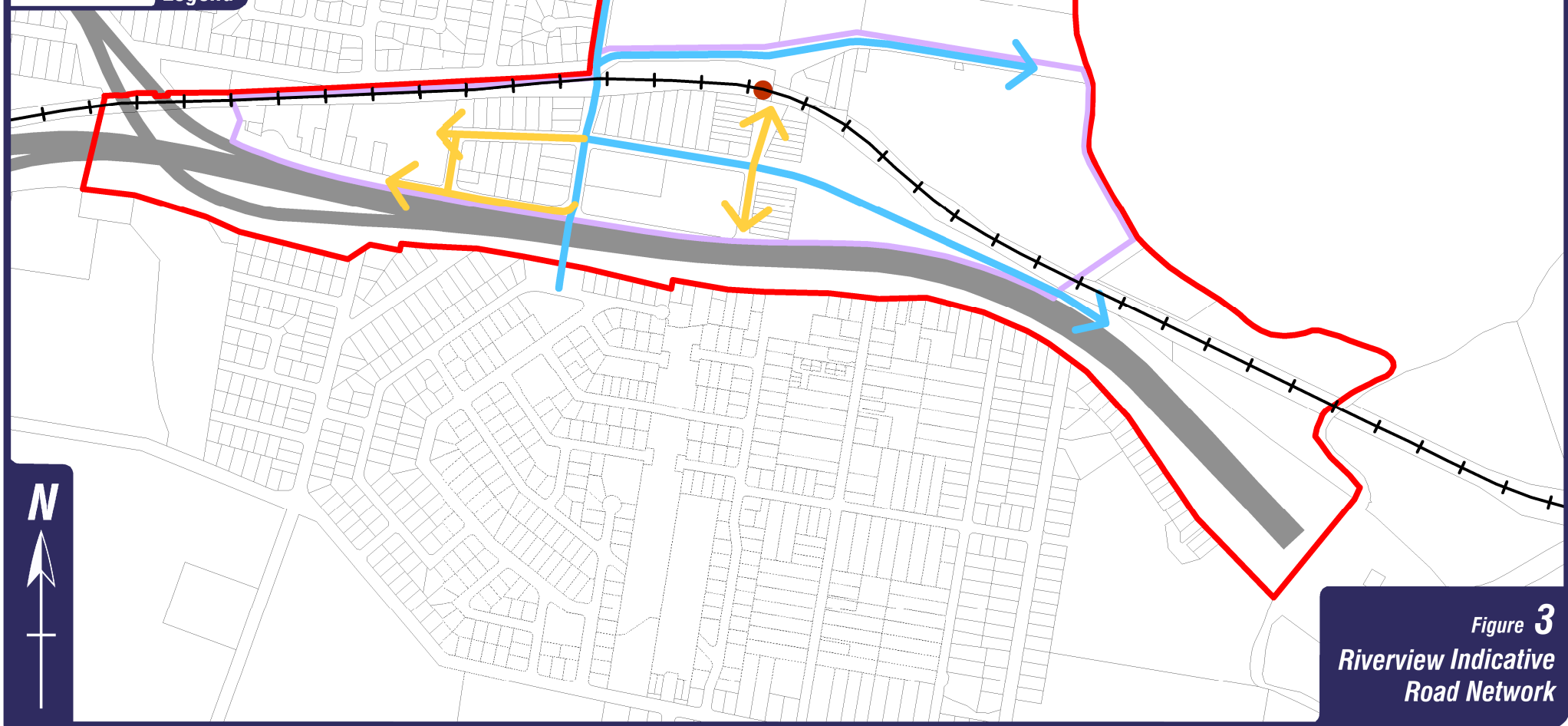
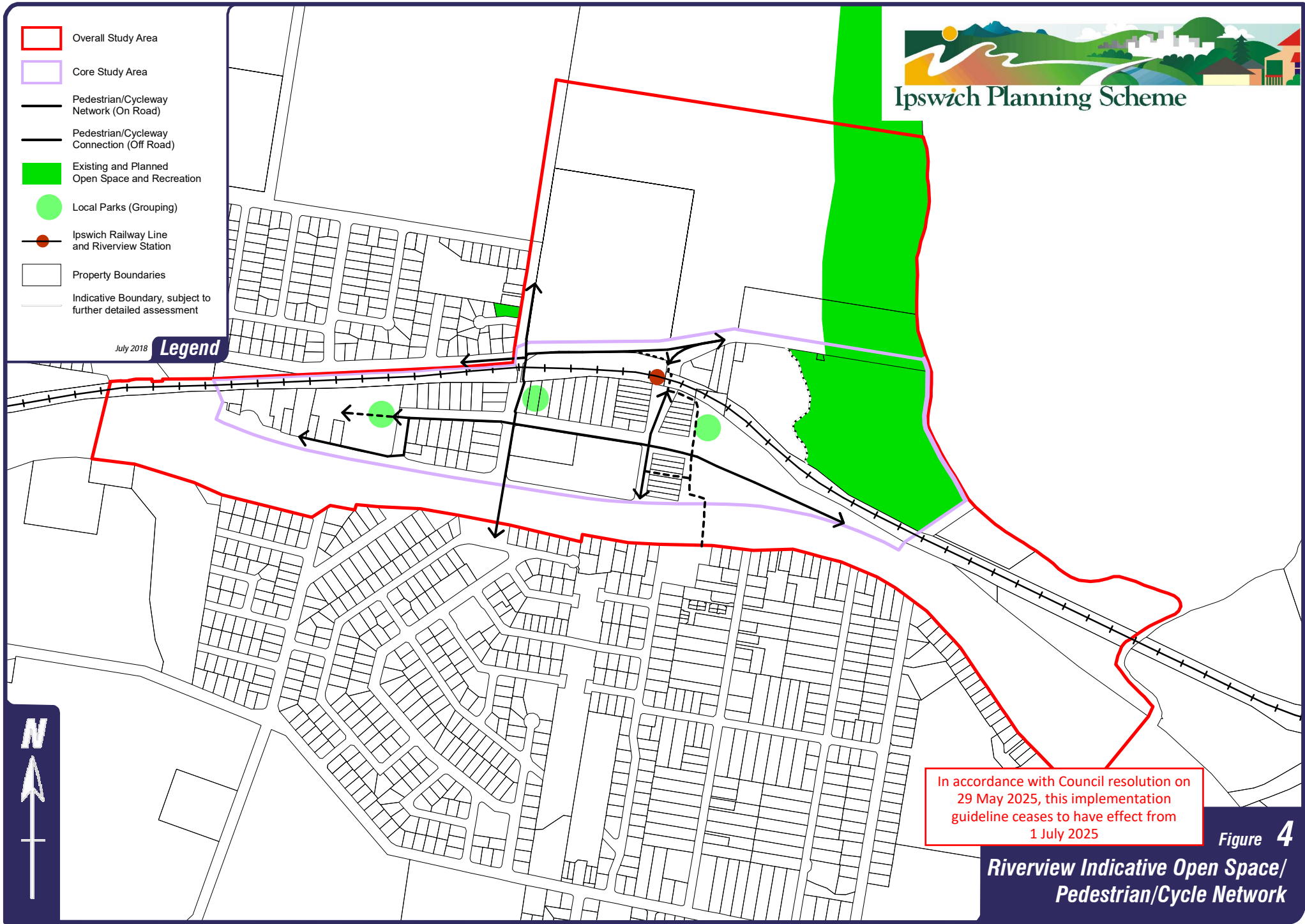


Figure 3
Riverview Indicative
Road Network

- Overall Study Area
- Core Study Area
- Pedestrian/Cycleway Network (On Road)
- Pedestrian/Cycleway Connection (Off Road)
- Existing and Planned Open Space and Recreation
- Local Parks (Grouping)
- Ipswich Railway Line and Riverview Station
- Property Boundaries
- Indicative Boundary, subject to further detailed assessment

July 2018 **Legend**



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Figure 4
*Riverview Indicative Open Space/
Pedestrian/Cycle Network*