

COFFS HARBOUR CITY COUNCIL



BRELSFORD PARK PRECINCT ANALYSIS AND MASTERPLAN



July 2018

Helping to achieve MyCoffs Community Strategic Plan



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BRELSFORD PARK MASTERPLAN 2013

Taken from Coffs Harbour City Centre Masterplan 2031



The 'Yellow' Brelsford Park Concept Masterplan from Page 53 of the City Centre Masterplan 2031 (above) has now been updated to scale and survey to result in this final Brelsford Park Precinct Analysis and Masterplan (right). Full details of the Masterplan are contained in Section 4 of this document.



PART 1 INTRODUCTION

INTRODUCTION

PLAN STATUS

The Brelsford Park Masterplan is an endorsed project (P-BP) within the Coffs Harbour City Centre Masterplan 2031.

The 'Yellow' Brelsford Park Concept (left), published on Page 53 of the existing adopted City Centre Masterplan, is however not drawn to scale or to survey and does not provide enough detail

to allow Council to apply for grants or to construct elements within it.

To this end, the Masterplan required further detail and investigation. Issues have now been addressed by the preparation of this *Detailed Precinct Analysis and Masterplan 2018* which is drawn to scale and survey (left).

AIM:

To provide a strategic direction and inform the Brelsford Park Masterplan and the existing correlating strategies to determine the effectiveness of the overall design.

Strategies making reference to Brelsford Park include:

MyCoffs Community Strategic Plan 2017

- Community Wellbeing – an active safe and healthy community
- A place for community - liveable neighbourhoods with defined identity and a natural environment sustained for the future
- Sustainable Community Leadership – we have effective use of public resources

Coffs Harbour City Centre Masterplan 2031 (City Centre Masterplan)

- Project Brelsford Park

Coffs Harbour Sports Facilities Plan 2016

- Relocation of cricket facilities to Coffs Coast Sport and Leisure Park
- Investigate tennis

Coffs Harbour Events Strategy 2020

- Mid – large scale outdoor music/arts festivals and concerts

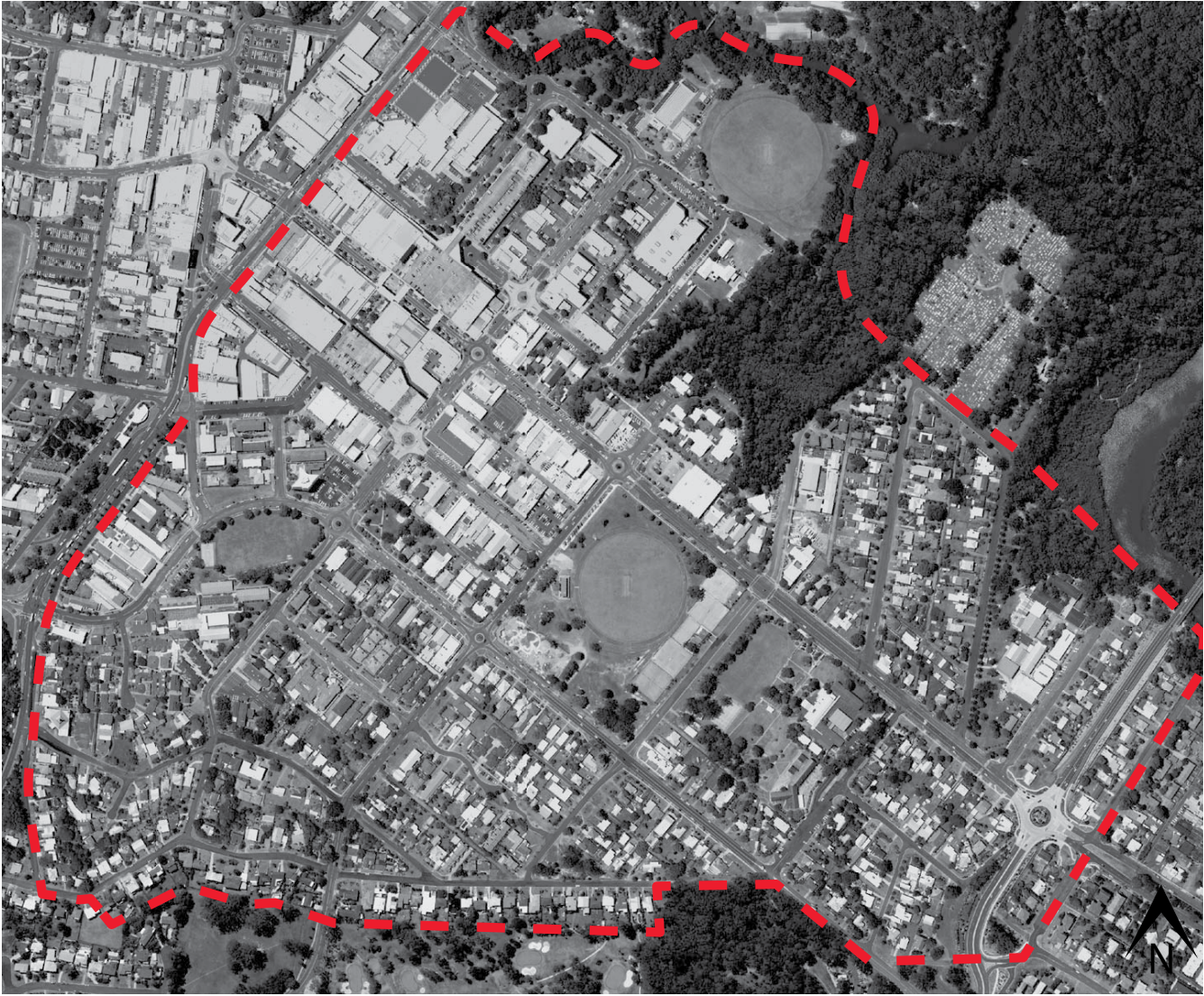
Coffs Harbour Development Control Plan 2015 - A5 Objectives

- To provide safe and attractive neighbourhoods that meet diverse needs of the community and offer leisure opportunities and community facilities.
- To lessen the dependence on cars by improving the accessibility of public transport services and the provision of infrastructure to encourage walking and cycling.

This document provides an analysis of Brelsford Park and seeks to build upon the goals outlined in the Coffs Harbour City Centre Masterplan 2030 which was adopted by Council on the 28th February 2013. The previous 'yellow' plan has been drafted into a survey plan with further embellishment.

VISON STATEMENT: (adapted from the Coffs Harbour city Centre Masterplan 2031)

Brelsford Park is a vibrant civic public park and focal point of the city. Connecting the City Centre, community and surrounding environment through tree-lined pathways, this prominent green space supports the lifestyle and well-being of our community. Brelsford Park is a lively and inclusive place, where community, culture and leisure come to life.



Planning Area - - - - -

PARISH MAP 1906 CITY CENTRE FOOTPRINT



CURRENT CITY CENTRE FOOTPRINT



PART 1 INTRODUCTION

HISTORY

The Planning Area for the precinct analysis includes the City Centre as identified in the City Centre Masterplan and expands the catchment to include the surrounding residential zoned land and surrounding land uses (such as educational establishments) that would benefit and impact Brelsford Park.

Brelsford Park is an evolutionary park that has provided its community with a diverse range of activities throughout its time and still remains to be an active and vibrant hub today.

The Village of Brelsford was gazetted in 1886 and Brelsford Park began its time as a paddock for horses along with their stables. The park itself was swampy and littered with 'Ghost gums', with an old water hole located where current the tennis courts reside.

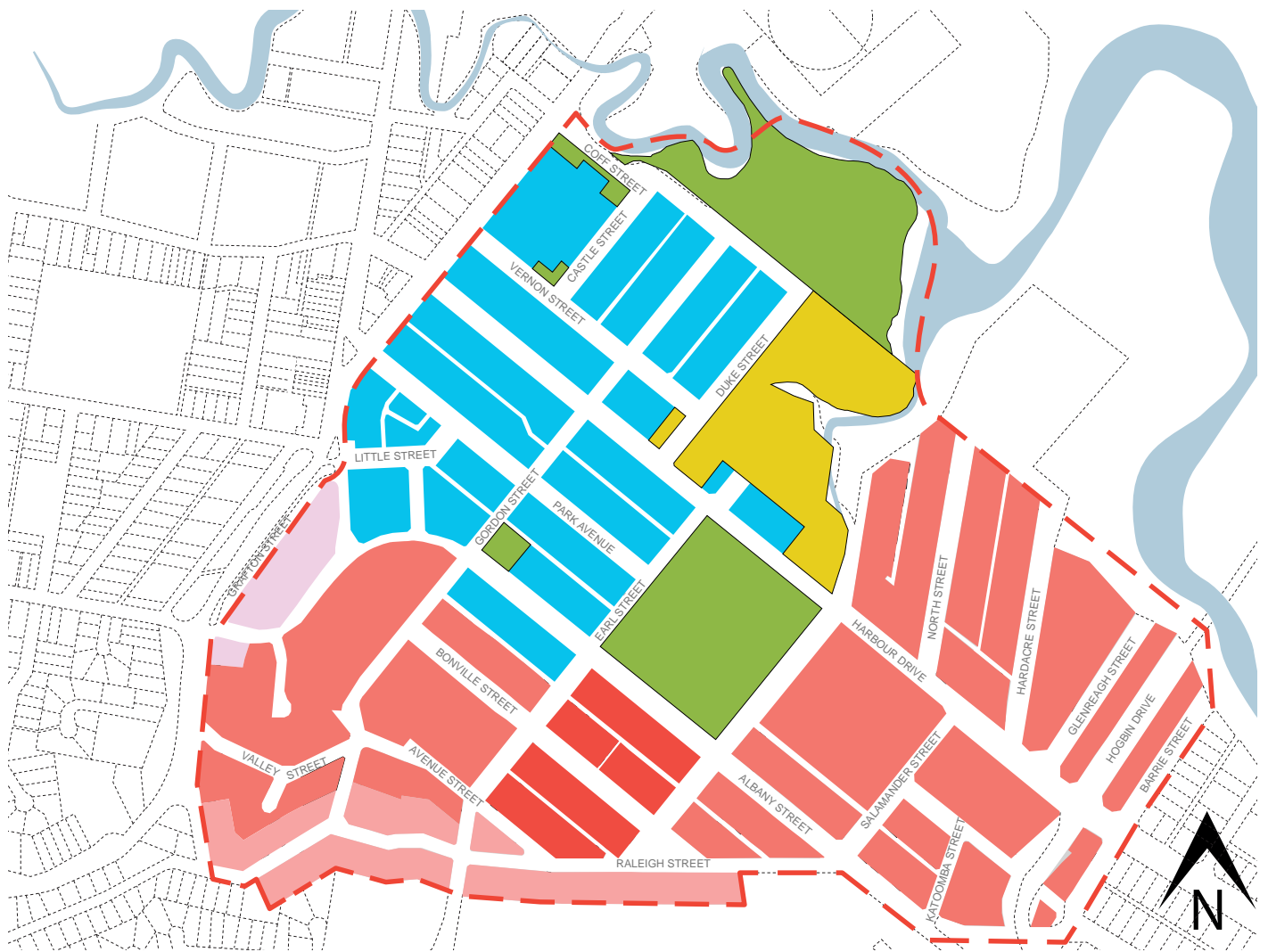
Brelsford Park itself is the only remaining feature of the original town layout of Coffs Harbour (see City Centre footprint comparisons). Although its surrounding city has changed Brelsford Park has always remained a green community space and a focal point within the city centre.

This document provides an analysis of Brelsford Park and seeks to build upon the goals outlined in the Coffs Harbour City Centre Masterplan 2030, the Facilities Plan 2016, the Event Strategy 2020 and the Brelsford Park Masterplan 2013.

The park is being assessed for its suitability to change, as it is important to be responsive and opportunistic in realising the overall strategy. It is recognised that these priorities may change over time.

Brelsford Park Timeline

1920's	used as an informal golf course
1942	leveled out for schools A community sports club developed
1944	cricket pitch, boundary fence, oval and tree planting
1947	cycling track established with lighting facilities
1950's	Council obtained control of the park from its volunteer workers and competition football and dressing sheds
1960's	tennis courts constructed and cycle track sealed in bitumen
2010	Brelsford Playground
2013	Brelsford Park Concept Masterplan Project P-PB in Coffs Harbour City Centre Masterplan 2031
2014	Brelsford Skate Space
2016	Christmas Carols
2017	Grandstand demolished and new amenities block constructed



ZONING Coffs Harbour LEP 2013 - expanded from Library Gallery Precinct Analysis 2017 LEGEND

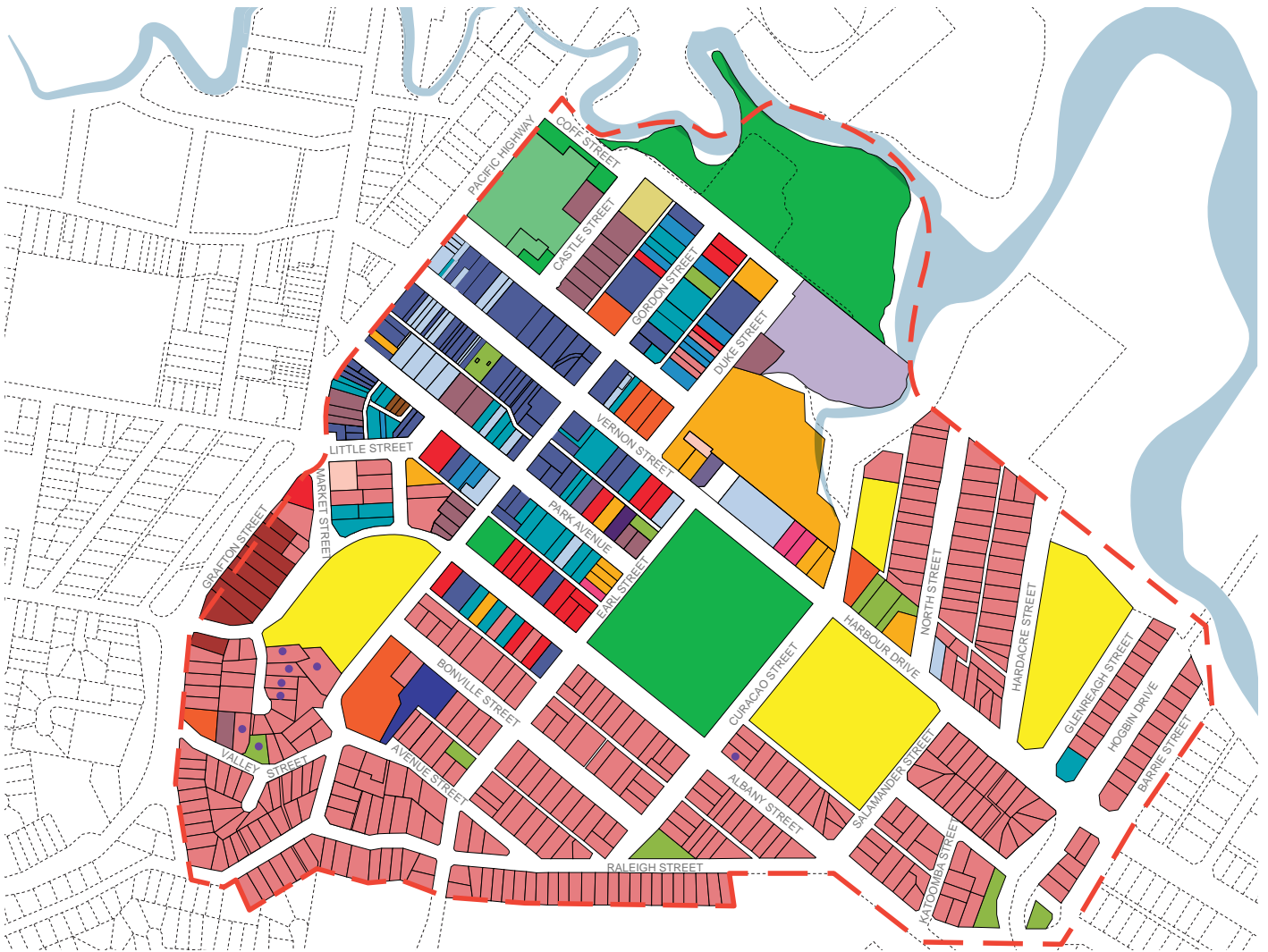
- General Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial Core
- Public Recreation
- Infrastructure

Brelsford Park is zoned for Public Recreation. It is bound by the B3 Commercial Core zone on Earl Street and Harbour Drive and is overwhelmingly surrounded by Residential zones.

The residential zones within the nominated study area are predominantly R3 Medium Density with Albany Street hosting an R4 High Density zone parallel to Brelsford Park. This implies that with future development that the size and access to private open space (front yards and backyards) will decrease and the need for access to open space will increase and Brelsford Park must meet these needs.

PART 2 ANALYSIS

ZONING AND LAND USES



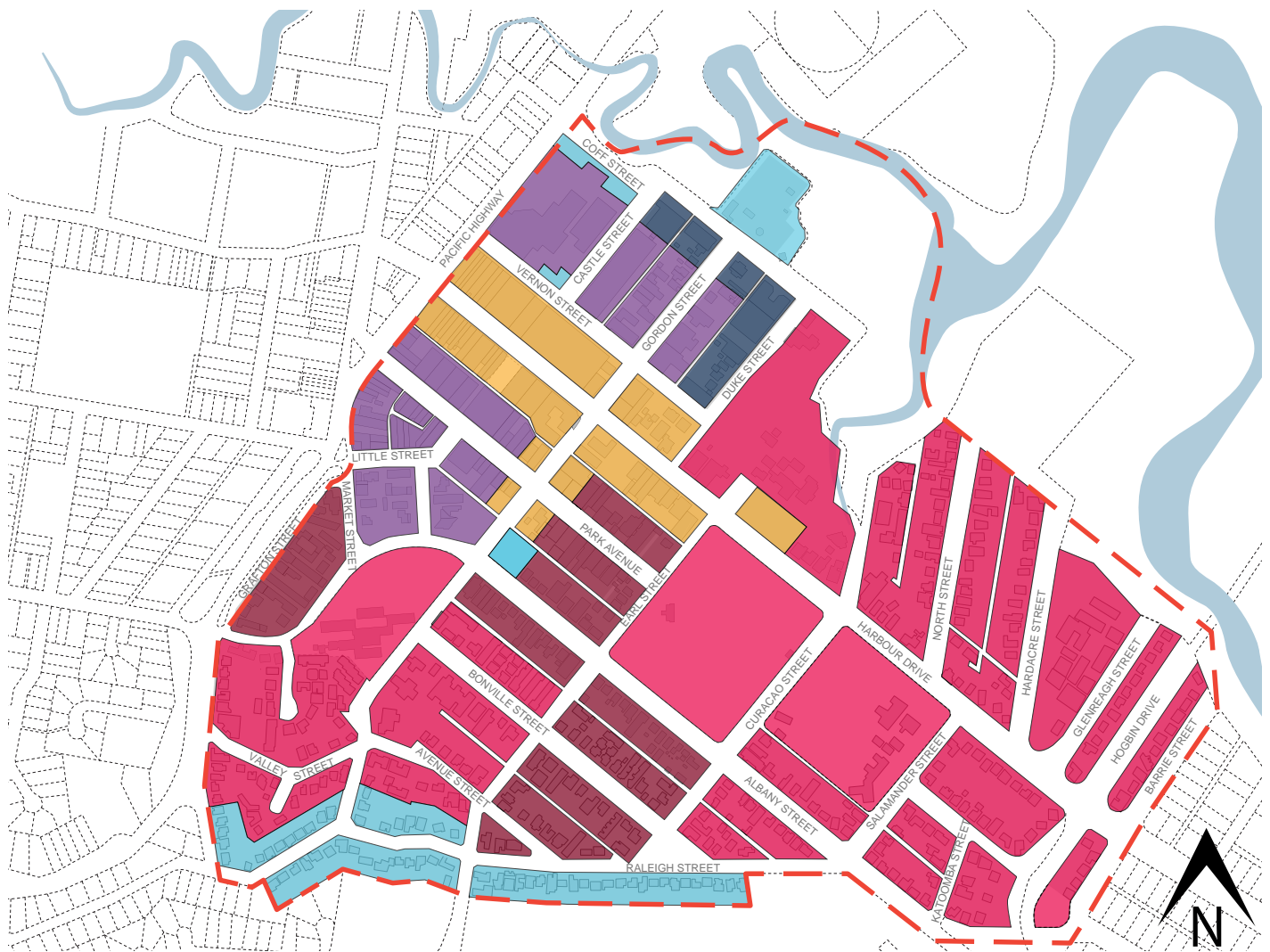
EXISTING LAND USES - expanded from Library Gallery Precinct Analysis 2017

LEGEND








Residential	Registered Club
Motel	Aged Care
Food and Drink Premises	Vet Hospital
Shop	Recreation Facility
Office Premises	School/Education and Training
Business Premises	Vacant Land/ Public Open Space
Commercial Premises	
Place of Public Worship	
Community Facility	
Crown or Public Reserve	
Car Park	
Defence	
Public Utility	
Child Care Centre	
Vehicle Sales or Repairs	
Public Administration Building	
Medical Centre	

An extension of the analysis of the surrounding land uses has been adapted from the previous analysis undertaken in the *Precinct Analysis Gordon Street Library Gallery 2017* to inform the characterisation of the 'desired' precincts (see desired precinct plan) within the study area surrounding Brelsford, to provide context and guidance to its future development.

Brelsford Park is surrounded by residential land uses for about approximately two thirds of the study area including four educational establishments. This gives Brelsford the opportunity to not only provide a diverse range of open space needs for the surrounding residential zones but also the opportunity for the educational establishments to utilise the space for active recreation and potential outdoor classes.



DESIRED BUILDING HEIGHTS - expanded from Library Gallery Precinct Analysis 2017 LEGEND

 8.5 metres (approximately 2 storeys)	 17 metres (approximately 4 storeys)	 28 metres (approximately 8 storeys)
 15.5 metres (approximately 4 storeys) (4 Residential Storeys or 1 Commercial + 3 Residential Storeys)	 22 metres (approximately 6 storeys)	 40 metres (approximately 12 storeys)
	 (4 Commercial Storeys or 2 Residential + 2 Commercial Storeys)	

An extension of the analysis of the desired buildings heights has been adapted from the previous analysis undertaken in the *Precinct Analysis Gordon Street Library Gallery 2017* to inform the characterisation of the 'desired' precincts within the study area surrounding Brelsford, and to provide context and guidance to its future development.

Brelsford Park itself has a maximum building height of 15.5metres under Coffs Harbour Local Environmental Plan (LEP) 2013, however in accordance with the Brelsford Park Masterplan there are no buildings proposed on Brelsford,

apart from the upgraded amenity blocks and tennis which is identified on the existing Masterplan.

Desired building heights around Brelsford vary from 22 metres along Albany street down to 15.5 metres along Curacao Street and Harbour Drive. This provides an opportunity for taller mixed use (office/living) and civic nodal development along Earl and Harbour Drive with views and access to open space. This reinforces the principles in the City Centre Masterplan and the Brelsford Park Project.

PART 2 ANALYSIS

DESIRED BUILDING HEIGHTS AND PRECINCT PLAN



DESIRED PRECINCT PLAN - expanded from Library Gallery Precinct Analysis 2017

An extension of the analysis of the desired precinct plan has been adapted from the previous analysis undertaken in the *Precinct Analysis Gordon Street Library Gallery 2017* to inform the characterisation

of the 'desired' precincts within the planning area surrounding Brelsford, to provide context and guidance to its future development. Brelsford Park itself has been identified as an Active Public Use Precinct.

LEGEND

Active Public Use Precinct

- Active Public Use Focus
- Passive Recreation Focus
- Community and Civic Events
- Proximity to Existing and Desired Residential

Civic and Cultural Hub Precinct

- Community and Civic Focus
- Proximity to City Heart
- Strong Pedestrian Connectivity
- Proximity to Green Space
- Proximity to Public Parking
- Medium-Large Subdivision Pattern

Office Living Precinct

- Commercial Focus
- Adjoins Passive Green Space
- Proximity to Community Facilities
- Fine-Medium Subdivision Pattern
- Existing and Future Residential Uses
- Building Height Controls to 40m

Community Support Precinct

- Community Support Medical Focus
- Adjoins Medium and High Density Residential
- Fine Grain Subdivision Pattern

Eat, Beat, Sleep Precinct

- Food Drink & Motel Focus
- Proximity to Pacific Highway
- Medium-Fine Grain Subdivision Pattern

City Heart

- Commercial Focus
- Building Height Controls to 17m
- Medium-Fine Grain Subdivision Pattern

Commercial Living

- Commercial Medical Focus
- Existing and Future Residential
- Proximity to Active Green Space
- Fine-Medium Grain Subdivision Pattern

Education Training

- Education Focus
- Proximity to Existing and Future Residential
- Proximity to Active Green Space







Residential

- Residential Focus
- Existing and Future Residential
- Proximity to Active Green Space
- Medium Grain Subdivision Pattern



PERMIABILITY - expanded from Library Gallery Precinct Analysis 2017

LEGEND

-  Roundabouts/Pedestrian Barrier
-  Arcade Access - closed at night
-  Informal Pedestrian Path/Connectivity
-  Pacific Highway
-  400m Radius (as the crow flies)
approximately 5 min walk
-  Built Form/Block Structure

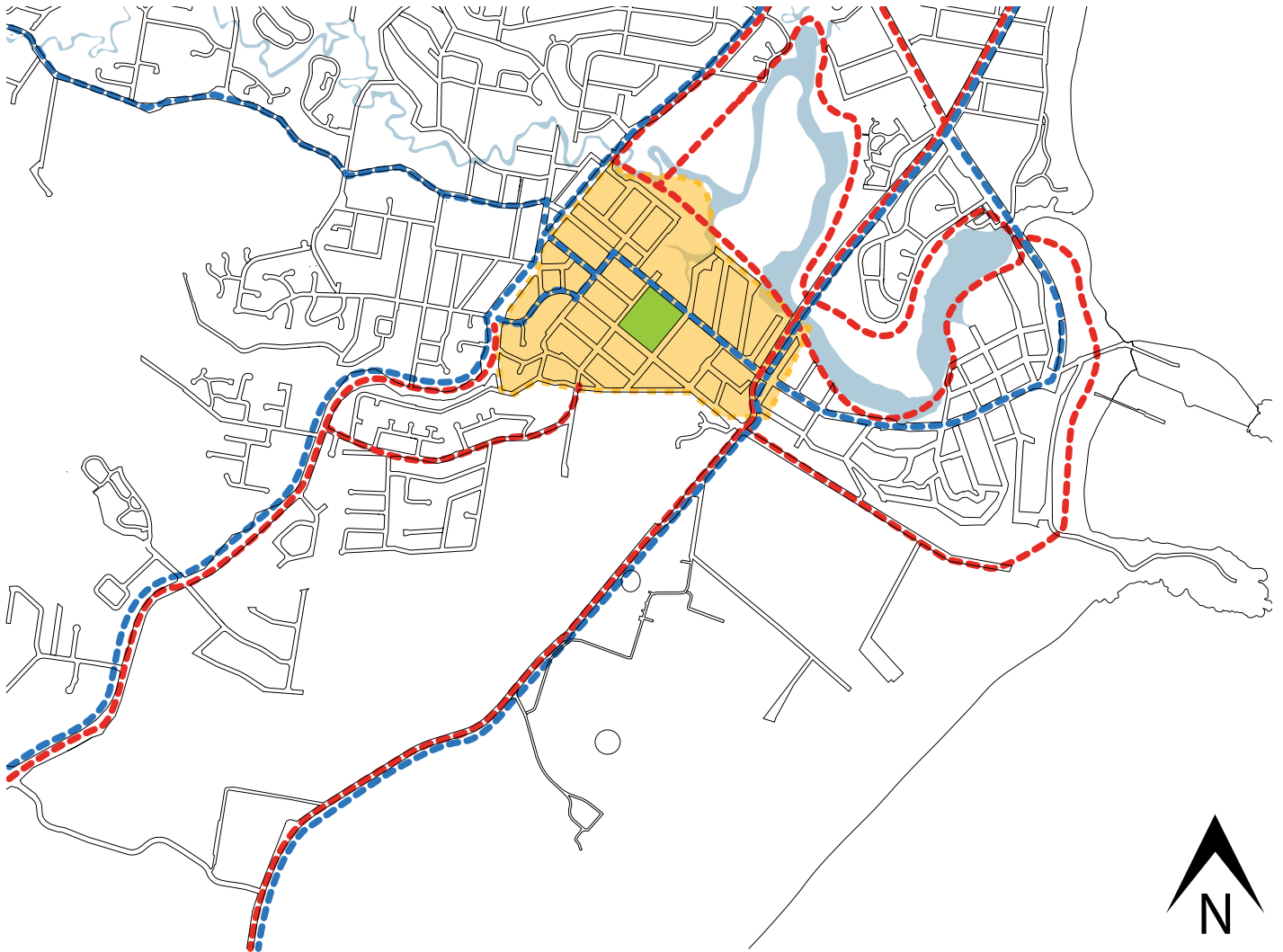
One of the key objectives of the City Centre Masterplan is to achieve a connected city centre where there is a balance between pedestrian, cyclist, public transport and private vehicle.

Despite the city centre being comprised of a permeable grid structure which makes it easier for visitors to navigate, the existing roundabouts inhibit pedestrian and cycle movement at key intersections which directly conflicts with what the City Centre Masterplan is aiming to achieve.

As indicated on the plan at each main intersection along Earl Street there is a pedestrian barrier inhibiting connectivity between Brelsford and the City Centre exemplifying the weak connections throughout the City Centre.

PART 2 ANALYSIS

PERMEABILITY AND REGIONAL BUS AND BIKE ROUTES



REGIONAL BUS AND BIKE ROUTES - expanded from Library Gallery Precinct Analysis 2017

LEGEND

- Bus Route
- Bike Path (Existing)
- Brelsford Park
- Study Area

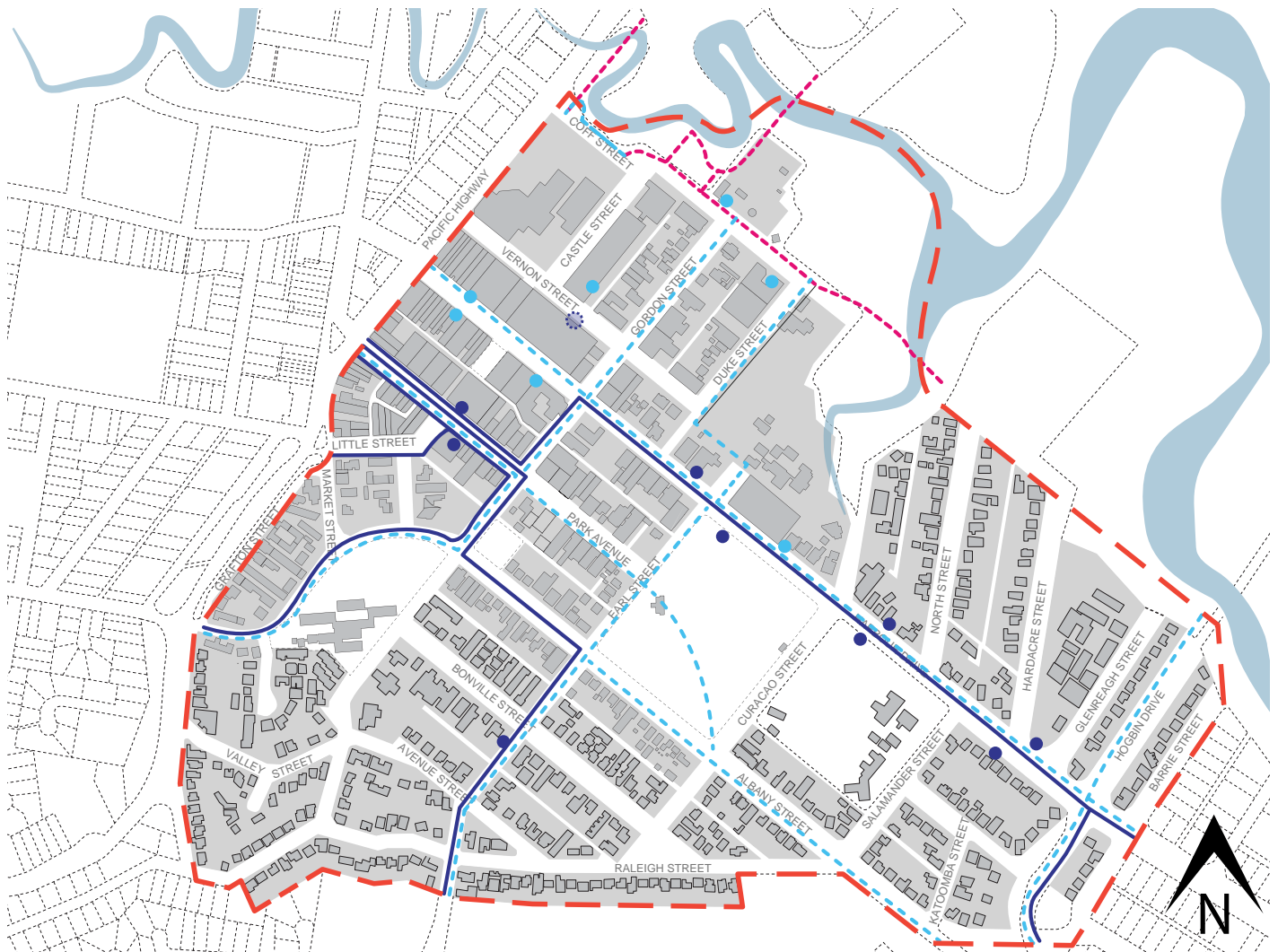
Three local bus operators service the CBD with connections to West Coffs, south Sawtell/Toormina and north Woolgoolga. All buses currently stop in Park Avenue in the city centre.

The buses generally operate:

- Monday to Saturday every 30 – 60 minutes with the last service at 9:30pm
- Sunday has reduced operating times and frequencies

Existing bike paths connect:

- the City Centre to the Jetty along a recreational path with no direct link via road
- the City Centre to south Sawtell/Toormina via Hogbin Drive connecting to the recreational cycle way into the city or continuing on to Park Beach
- there is no direct cycle provisions or connections into the City Centre. A key entry point is on the northern boundary of the City Centre adjacent to the pool on Coff Street.



LOCAL BUS AND BIKE ROUTES - expanded from Library Gallery Precinct Analysis 2017

LEGEND

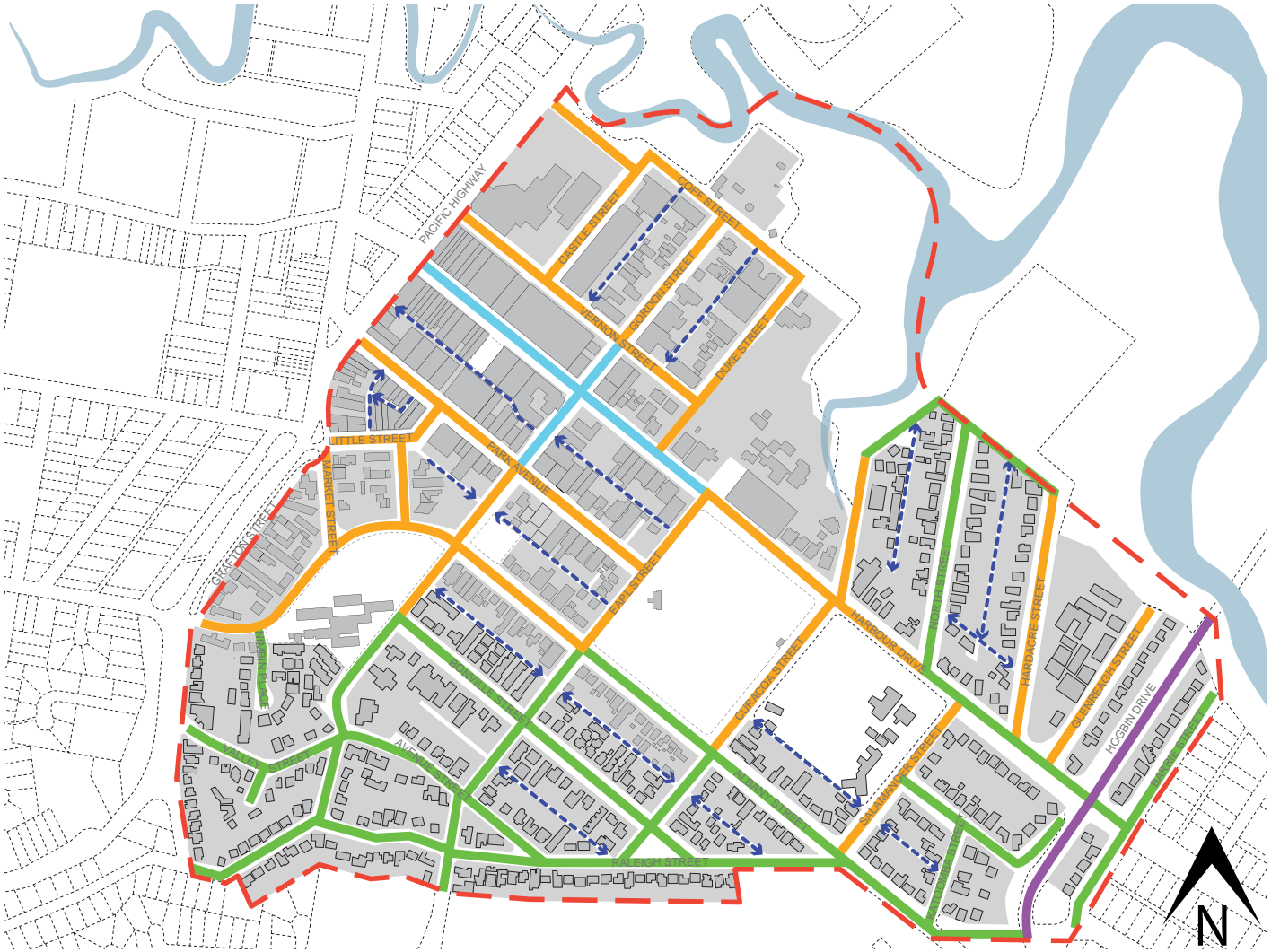
- Bus Routes
- - - Bike Routes
- Bus Stops
- Bicycle Infrastructure
- ⊗ Potential Bus Stop

The main bus terminal in the CBD is located in Park Avenue, approximately a 5 minute walk to Brelsford Park. There is also a bus stop at Brelsford Park located on Harbour Drive adjacent to the skate park.

There are no existing bike paths within the CBD; however, formalised bike paths are planned throughout as indicated on the plan. These paths reflect the Bike Plan Strategy within the City Centre Masterplan promoting sustainable transport use.

PART 2 ANALYSIS

LOCAL BUS AND BIKE ROUTES AND STREET HIERARCHY



STREET HIERARCHY - expanded from Library Gallery Precinct Analysis 2017

LEGEND

- Arterial Road
- Mixed Use Street
- Main Street
- Living Streets
- Laneways

It is noted that the existing Pacific Highway will remain a main arterial road following construction of the Coffs Harbour Bypass. It is predicted that following the construction of the bypass traffic volumes will only decrease by approximately 23-30%.

Streets within the study area have been classified into 5 typologies influenced by the zoning, land uses and precinct plan.

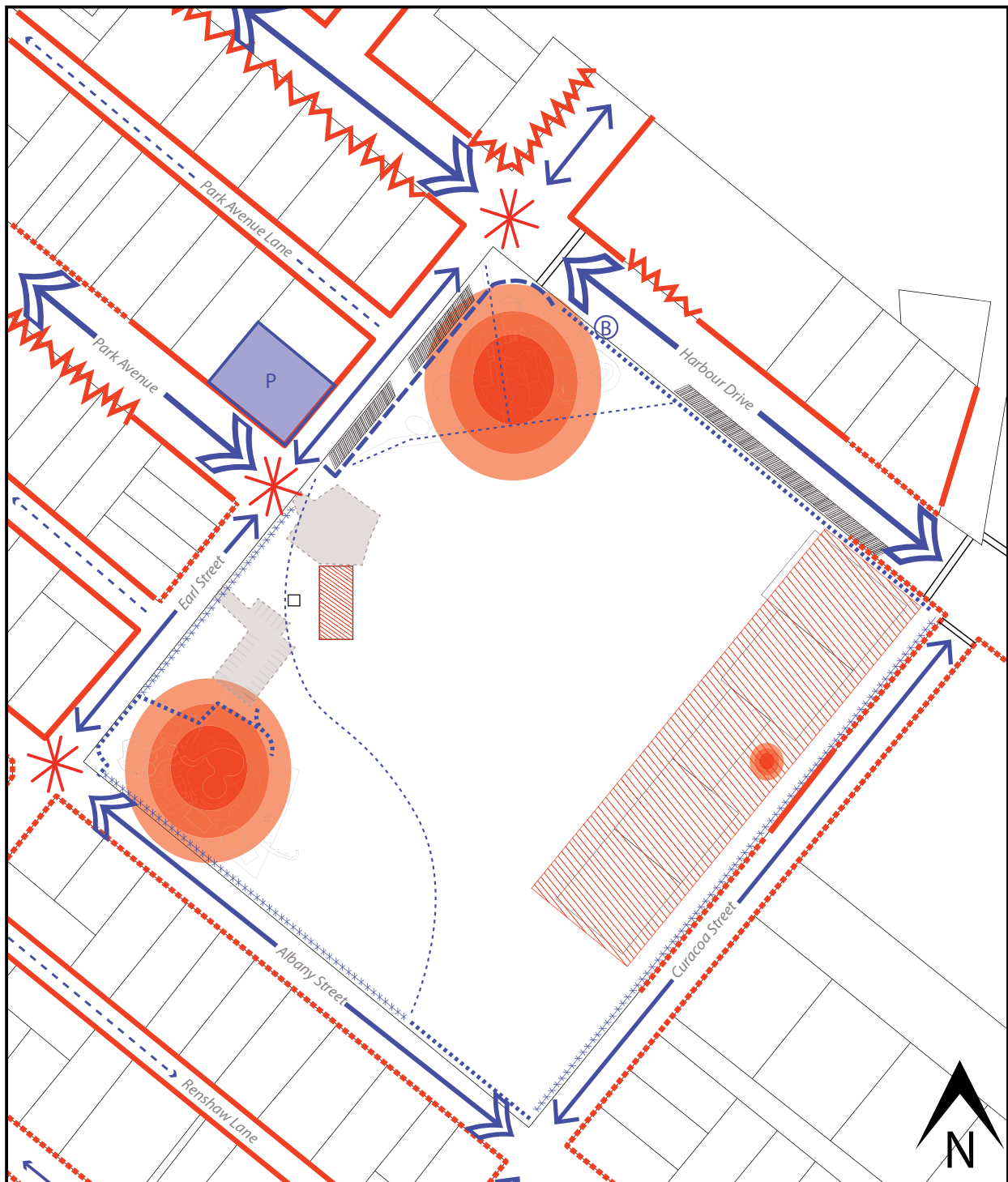
Arterial Road: key linking road corridor in the Coffs Harbour network.

Mixed Use Streets: streets in active centres that support retail activity and deliver a sense of comfort, place and security.

Main Streets: streets in active centres focused on retail support and prosperity and pedestrian activity.





Living Streets: residential streets that return value to the community recognised as an accessible public space for its residents

Laneways: narrow streets that add to the diversity of the overall public space network supporting the fine grain character of the city









LEGEND

Pedestrian Routes

-  Good Pedestrian Footpath Infrastructure - path over 1.2 metres
-  Poor Pedestrian Footpath Infrastructure - path only 1.2 metres
-  Informal Pedestrian Travel Path - no pedestrian infrastructure
-  Missing Links to Existing Paths - no pedestrian infrastructure
-  Pedestrian Crossings - zebra or signal crossings

Frontages

-  Active Frontages
-  Passive Frontages
-  Dead Frontages
-  Areas of Activity
-  Physical Barriers - impeding mid block connection
-  Pedestrian & Traffic Conflicts - Roundabouts and Pedestrian Barriers

PART 3 SITE ANALYSIS

PEDESTRIAN ACTIVITY AND STREET FRONTAGES

Detailed site analysis of Brelsford Park reflects the findings of the Brelsford Park Project within the City Centre Masterplan.

Under utilisation: There are only two main areas of activity, the existing skate park and playground. There is very limited to no activity throughout the remainder of the park. There is also a disconnect between these areas as there are two large informal car parks and sheer distance that keep the two distinctly separated. There are also no path networks for connections.

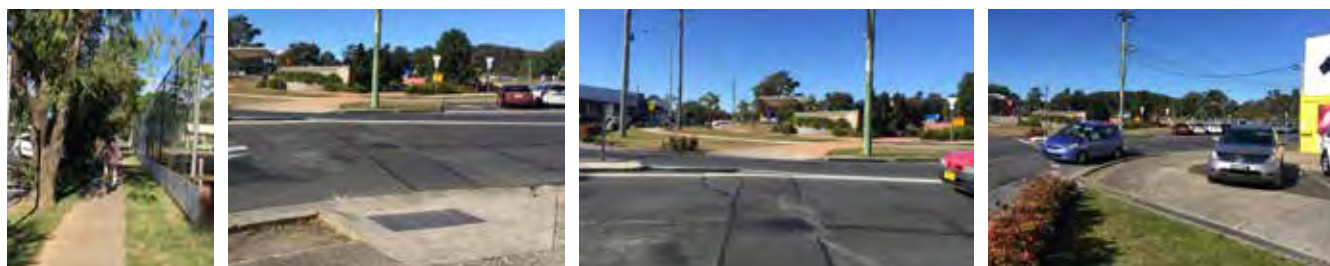
Tired infrastructure and facilities: There are missing links within the existing footpath network. Existing footpaths are only 1.2 metres wide which is not wide enough for pedestrians to pass. The on-site car parking needs to be removed as identified in the City Centre Masterplan.

Weak connections to City Centre Core: A major pedestrian and traffic conflict occurs at the intersection of Park and Earl Streets as there is no crossing or refuge for pedestrians. The wide road and lack of edge friction enables traffic to move quickly, making pedestrian crossing times difficult

to navigate. This conflicts with the City Centre Masterplan, as Park Avenue is the link to Brelsford Park, described as a linear urban park connecting to Brelsford.

At the intersection of Harbour Drive and Earl Street there is a pram ramp that leads directly onto the road with no refuge for crossing. In this location pedestrians must navigate across four informal lanes of traffic. Tennis also presents a physical barrier that impedes the connectivity to the city centre.

Lack of programming: Brelsford is also surrounded by passive and dead frontages, especially along Earl Street and Harbour Drive, which is identified as the B3 Commercial Core zone and needs to be activated in accordance with the City Centre Masterplan. Earl Street is described as a mixed use and civic node which defines arrival at Brelsford Park. Increased activation along Earl Street will spill over into the park. The lack of activation is very apparent throughout Brelsford Park by its under utilised facilities.



Site Photos - Poor pedestrian and cycle infrastructure narrow footpaths with cars encroaching on path showing car dominance and restricting legibility. No crossing infrastructure across Earl St with car dominance

Transport



Formalised on Street Angled Parking



Informal/Temporary Parking on Site - not concurrent with masterplans



Off Street Parking



Bus Stop

Traffic Routes



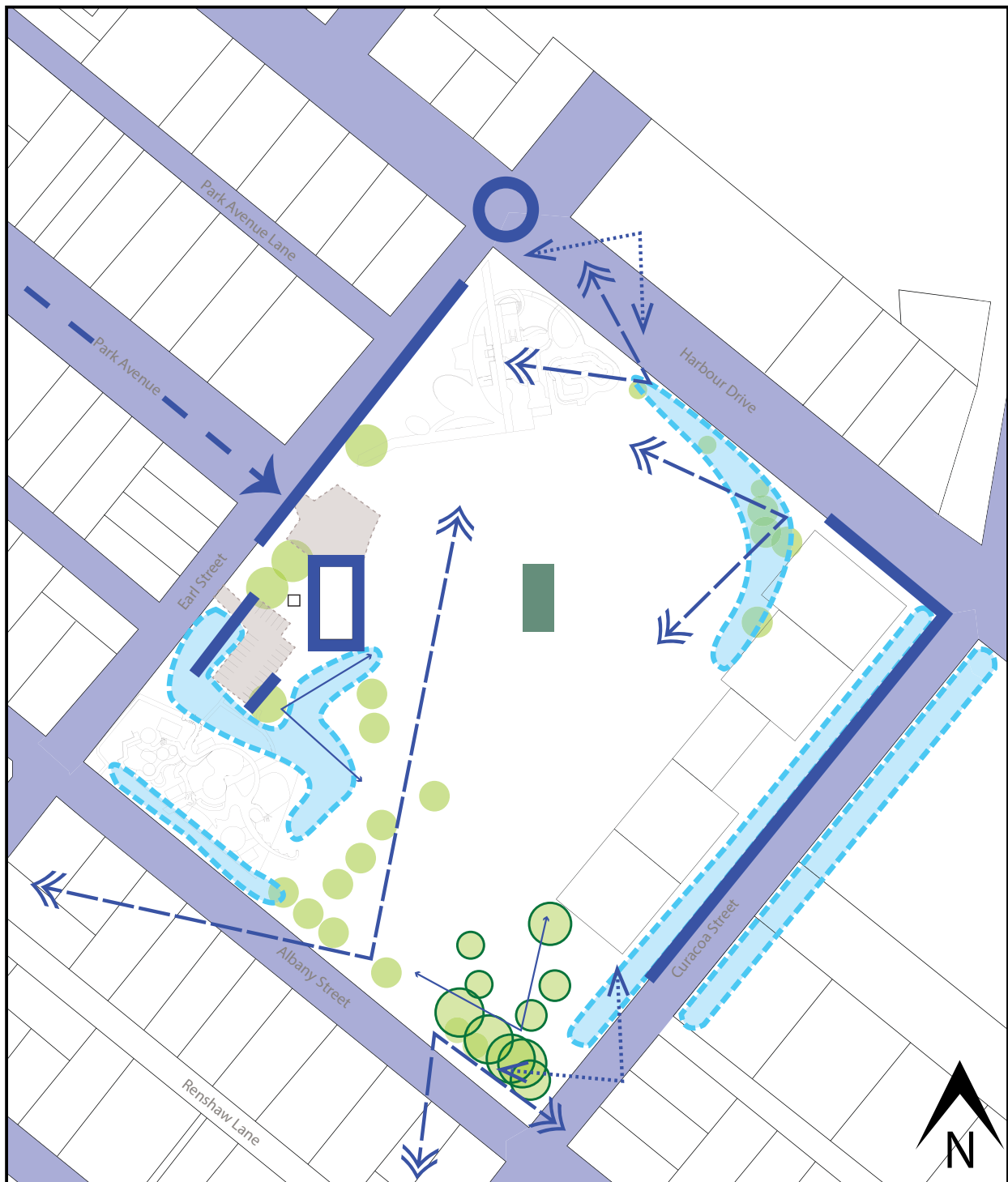
Primary Traffic Routes



Secondary Traffic Routes








Local Routes



LEGEND

Views

-  Mountain Vistas - Views of Mountains from Park
-  Views into Park - vistas capturing key park features
-  Views within Park - internal vistas of parkland
-  Avenue View to Park - only avenue directly connecting to park physically and visually
-  Visual Barriers - blocking key views and visual stimulation

Vegetation

-  Lack of Street Trees - no established street tree vegetation
-  Significant Trees - registered trees must be retained
-  Vegetation - vegetation to be prioritised and retained
-  Cricket Pitch - pitch to be removed and relocated at Coffs Coast Sport and Leisure Park
-  Poor Drainage - very wet areas with ponding of water

PART 3 SITE ANALYSIS

VEGETATION VIEWS DRAINAGE

Brelsford Park is identified on Council's Fine Scale Vegetation Mapping for the Coffs Harbour Local Government Area as Coast and Escarpment Blackbutt Dry Forest. This type is characterised as a tall open forest with the understorey predominantly grassy and ferny.

Brelsford Park is the missing green link to connect City Hill to the Coffs Creek green belt. The only remnant vegetation identified within the park is located on the south east corner with ten significant trees identified that must be retained. Apart from this small area of vegetation there is a severe lack of substantial trees and vegetation in Brelsford Park. In its current state, this provides only a weak vegetative connection through to Coffs Creek.

Park Avenue is defined in the City Centre Masterplan as an urban linear park linking Brelsford to the city centre. It is however confined by visual barriers that inhibit this masterplan outcome. The angle parking along Earl Street restricts visual and physical connectivity into the park. Further visual barriers extend into the park with the informal car parks limiting and obstructing views through into the parkland limiting scope and appeal for visitors.

Tennis also presents another restrictive front as a visual and physical barrier that stops all views and movement from the eastern side of the park causing it to be isolated.



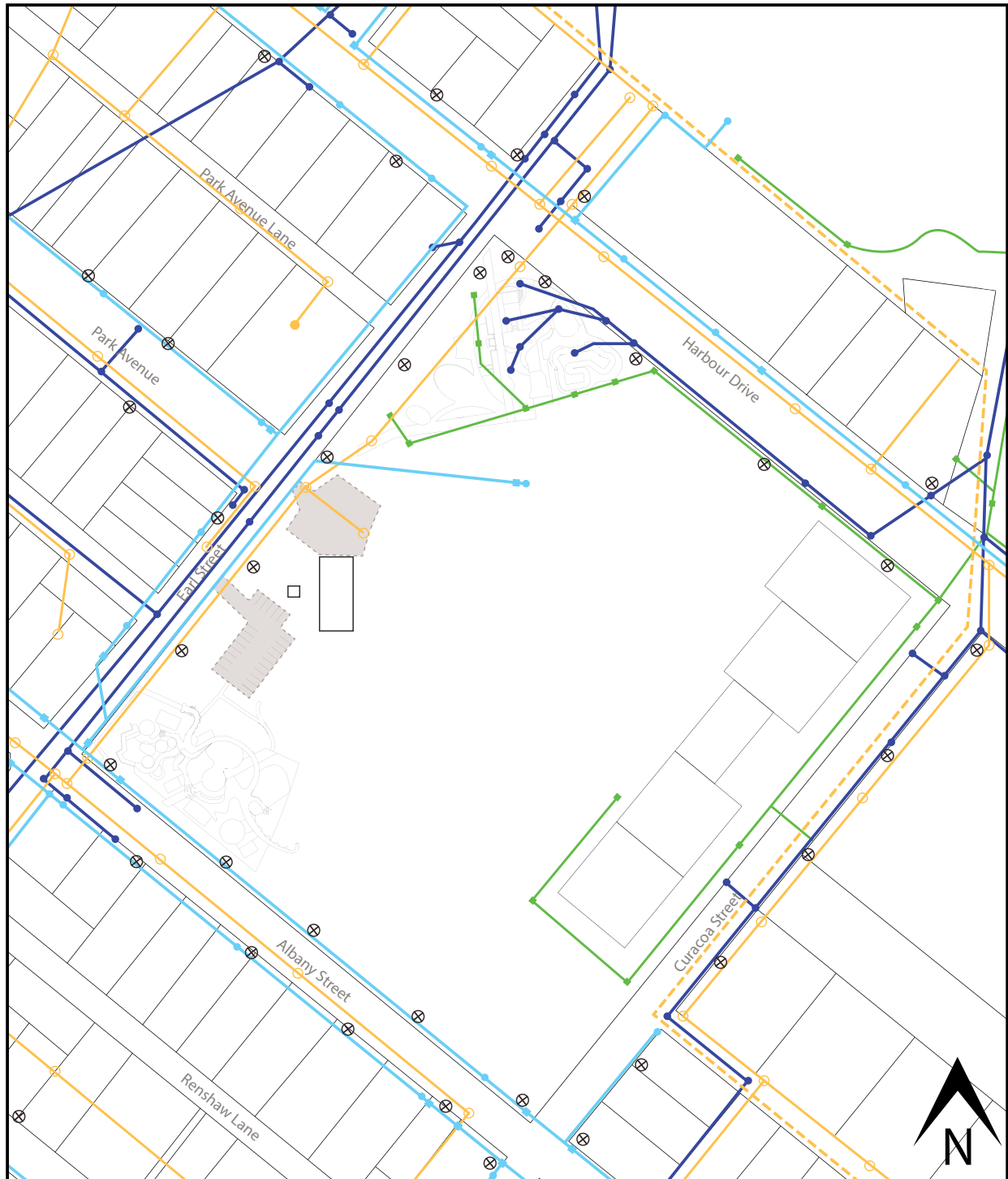
Mountain Vistas - scenic vistas of the Great Dividing Range from Brelsford Park.















Views and Vegetation within Park - internal views and vegetation establishing microclimates.



Visual Barriers - elements blocking key visual access and inhibiting visual connections into Brelsford Park.



LEGEND

	Fibre Optics		Stormwater
	Fibre Optics Pit		Stormwater Pits
	Stormwater		Power Poles
	Water Hydrants		
	Stop Valves		
	Sewer Mains		
	Sewer Rising Mains		
	Sewer Man Holes		
	Sewer Dead Ends		

PART 3 SITE ANALYSIS

SERVICES

The majority of underground services lie on the perimeter of Brelsford Park with no obvious major impacts indicated in regards to the future development of assets within the park.

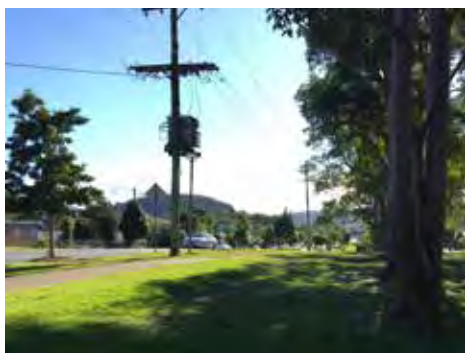
The existing power poles and overhead wires on site will become an issue for street tree planting especially along Albany, Earl and Curacao Street. The wires will restrict species selection and the mature height that the trees can achieve.

With such a wide road reserve the tree species must achieve a large height and spread in order to create 'edge friction' to slow traffic speeds down. The trees must also provide shade and

shelter (which the current street trees do not) for pedestrians and cyclists. This will assist with encouraging and supporting active transport and street greening, outcomes within the City Centre Masterplan and the Library Gallery Precinct Analysis 2017.



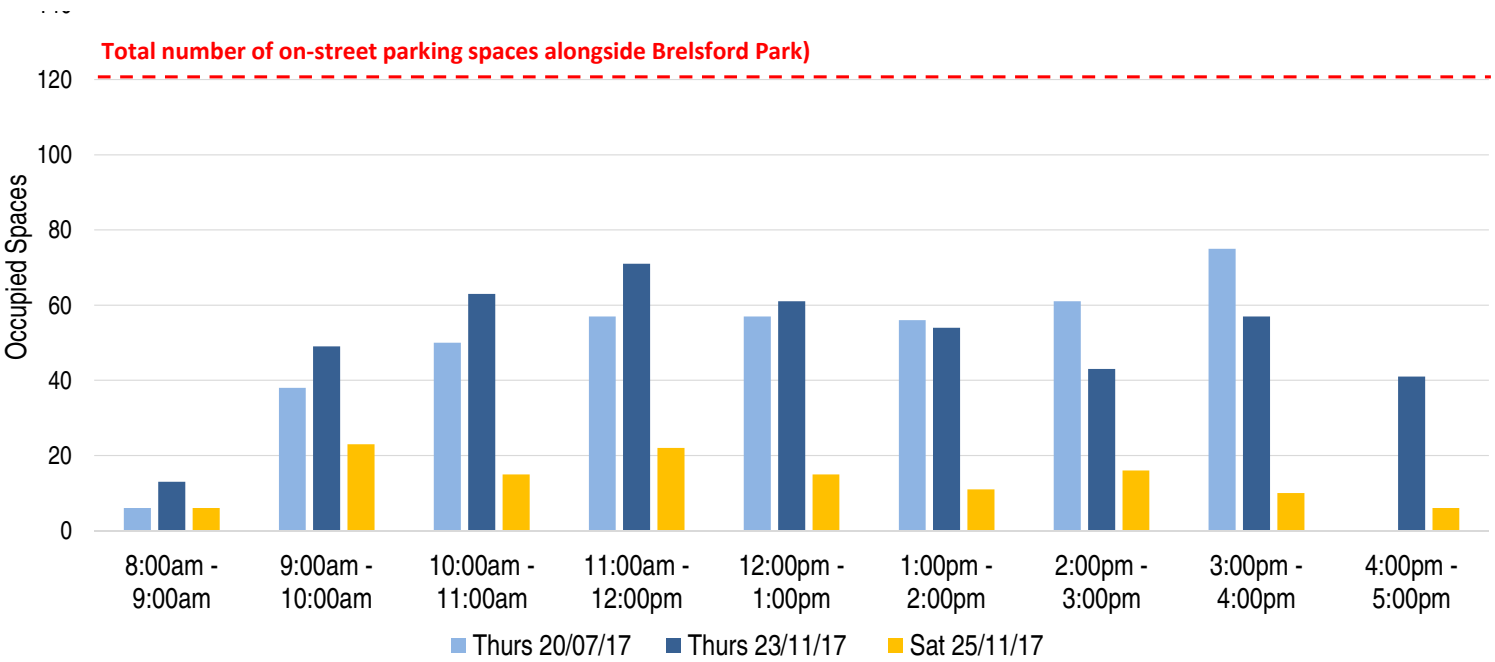
Earl Street - overhead wires limiting street tree planting and species selections. Wires also create a visual roof/barrier restricting eye movement and truncating the open space, making it appear to be more confined than it actually is.



Albany Street - overhead wires limiting street tree planting and species selections. Wires also create a visual roof/barrier restricting eye movement and truncating the open space, making it appear to be more confined than it actually is.



Survey Study Area of - Use of On Street Parking Alongside Brelsford Park



Use of On Street Parking Alongside Brelsford Park

PART 3 SITE ANALYSIS

PARKING

On-street parking alongside Brelsford Park is all-day parking with no time restrictions. Occupancy of these spaces only reaches about 60% at peak times on the busiest day of the week (Thursday). Demand is significantly less on weekends.

Generally:

- Few cars park in Albany Street and Curacoa Street and at the eastern end of Harbour Drive.
- The all-day parking lots inside Brelsford Park and the angle parking in Earl Street are well used for most of the day but the majority of this usage is workers/shoppers using it as an all-day car park – as opposed to park users.
- Only one or two cars are parked in Curacoa Street (between Harbour Drive and Albany Street) for most of the day except around 3pm at school 'pick-up' time when the occupancy briefly reaches about 80%.
- At school pick-up time, most of the parking occurred in Salamander Street/Victoria Street for Coffs Harbour Public School, and in Curacoa Street on the north side of Harbour Drive for Coffs Harbour Christian Community Primary School.

The general parking strategy for Brelsford Park is to relocate parking out of the park itself and provide it in the streets adjoining the park. To ensure these spaces are available for more vulnerable park-users (eg. parents/carers with small children) time restrictions are recommended to ensure they are not occupied by all-day workers in the city centre.

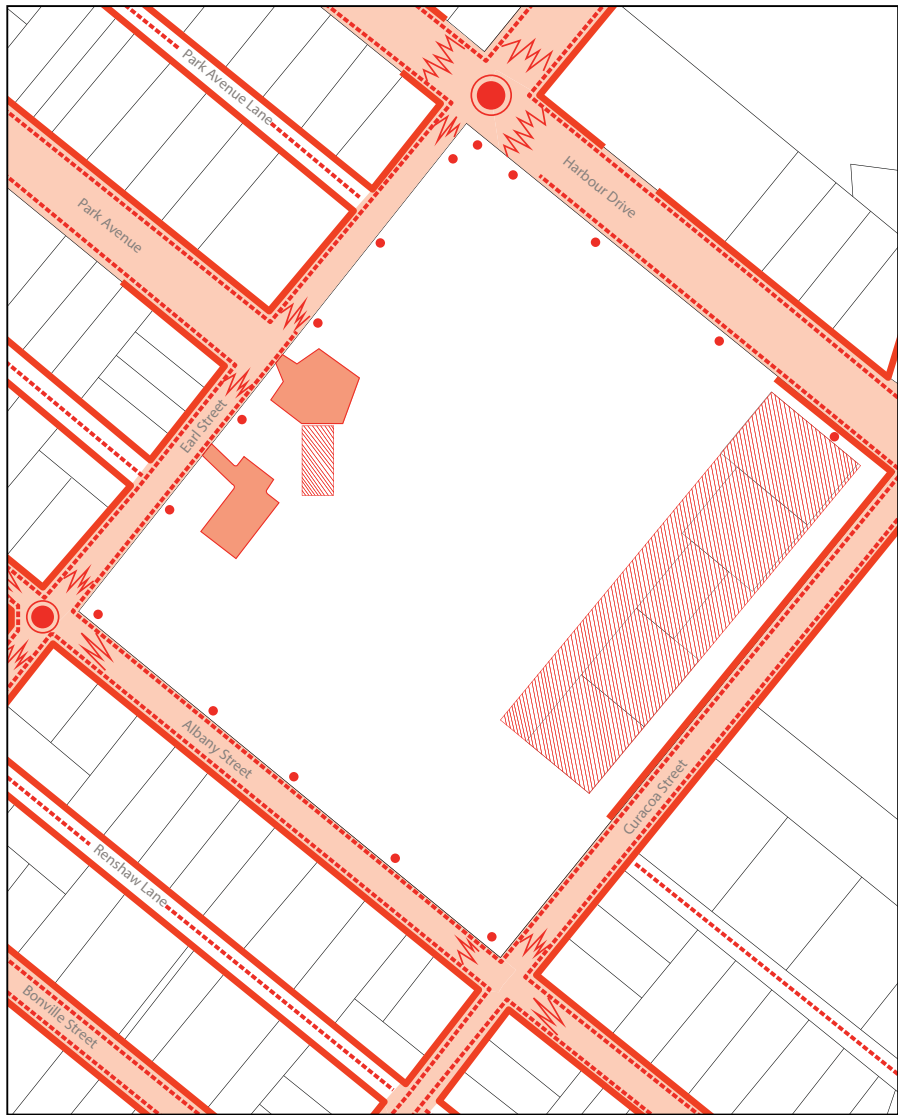
Improved walkability and connectivity provided by the Brelsford Park Masterplan initiatives will assist in better utilisation of Curacoa Street and the other surrounding streets for workers and general visitors to the city centre.

This parking strategy is consistent with the City Centre Masterplan 2031 which aims to encourage walking into the city centre.

For further details of the Parking Surveys and Strategy please refer to Appendix 6.3.







Constraints within Brelsford Park



LEGEND

Constraints

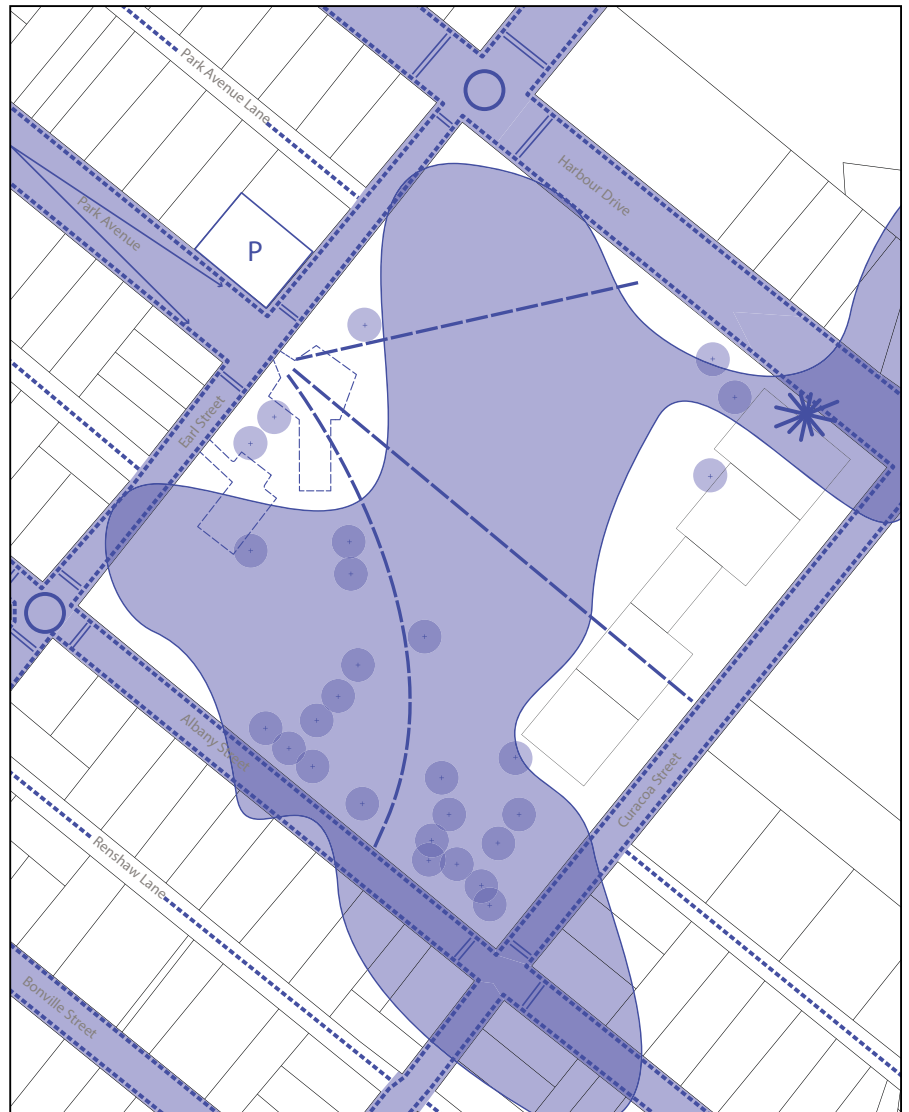
-  **Poor Pedestrian and Cycle Infrastructure -**
No connected network of paths or cycle way between Brelsford Park and CBD including missing links and minimal 1.2metre
-  **No Established Street Trees -**
Street tree plantings failing and not established providing no impact or amenity on streetscape
-  **Physical Barriers -**
Reducing connectivity physically and visually throughout park
-  **Temporary Car Parks -**
Reducing public use, access and connectivity throughout the park producing car dominated environments in public space
-  **Poor Pedestrian Crossings -**
Poor infrastructure to enable pedestrians to cross the road, limiting connectivity between Brelsford and CBD
-  **Car Dominated Roundabouts -**
Reducing connectivity for pedestrians between Brelsford Park and CBD
-  **Power Poles -**
Restricting pedestrian amenity for footpaths and establishing significant street trees

Constraints and limitations revealed throughout the analysis process have been consolidated into one plan, highlighting the elements within Brelsford Park that are not in accordance with the City Centre Masterplan that need to be addressed.

PART 3 SITE ANALYSIS












OPPORTUNITIES AND CONSTRAINTS

Opportunities within Brelsford Park



LEGEND

Opportunities

-  **Design Streets and Lanes as Public Spaces and Movement Corridors -**
establishing priority for Pedestrians and Cyclists improving infrastructure and connections
-  **Desirable Connections -**
through Brelsford to establish greater connectivity
-  **Strengthen and Formalise Street Tree Plantings -**
improving public amenity and creating 'edge friction' encouraging traffic to slow down
-  **Vegetative Connection -**
fill missing vegetative link between City Hill and Coffs Creek establishing a green network
-  **Reclaim Public Space -**
create entry point to Brelsford Park
-  **Establish Entrance Vista -**
Park Ave to be revitalised as park statement entrance
-  **Improve Pedestrian Crossings -**
enhance pedestrian crossings and connections between Brelsford Park and CBD to encourage walking and active transport
-  **Entry Statement -**
focal point, establish sense of arrival at the termination of Park Ave
-  **Retain Vegetation -**
retain vegetation for its ambient quality contributing to Brelsford 'sense of place'
-  **Pedestrian/Cycle Focused Intersection -**
altering priority from car to pedestrian within intersections
-  **Off site Parking -**
mid block connection provided to enable direct connectivity to CBD

Opportunities that were identified throughout the analysis process have been consolidated into one plan, highlighting design opportunities to be incorporated into the review to ensure that it accords with the strategies and objectives of the City Centre Masterplan and the Brelsford Park Project.