
West End Riverside Parks Masterplan SUMMARY REPORT



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TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1.0 INTRODUCTION	3
1.1. BACKGROUND.....	3
1.2 WEST END RIVERSIDE PARKS MASTERPLAN 2006 DOCUMENTS.....	3
1.3 PREVIOUS STUDIES ON THE WEST END RIVERSIDE PARKS.....	3
2.0 MASTERPLAN RECOMMENDATIONS.....	4
2.1 VISION AND AIMS FOR THE PARKS.....	4
2.1.1 <i>Vision</i>	4
2.1.2 <i>Aims</i>	4
2.1.3 <i>Principles for the Detailed Design of the Riverside Parks</i>	4
2.2 RECOMMENDATIONS.....	5
2.2.1 <i>Formalise tenure of unallocated state land as parkland</i>	5
2.2.2 <i>Purchase land and consolidate use of parkland in West End</i>	5
2.2.3 <i>Close Riverside Drive to Motor Vehicles and Construct Parkland</i>	6
2.2.4 <i>Develop a River Capacity Strategy to determine an acceptable balance of recreation, transport and commercial use of the river and the most appropriate new Ferry Terminal location</i>	7
2.2.5 <i>Improve connections to the local residential community with finger parks, entry features and signage, traffic management measures and a new access route</i>	7
2.2.6 <i>Plan the development capability of the riverside sporting facilities to provide a continuing base for rowing, sailing and canoeing, including vehicular access to the facilities</i>	8
2.2.7 <i>Update Parks Classifications</i>	8
2.2.8 <i>Resolve recreational use and amenity issues through detailed design process</i>	9
2.2.9 <i>Improve the management of the park leases</i>	10
2.2.10 <i>Masterplan Davies Park as a multipurpose sporting and community facility as well as a local park</i>	10
2.2.11 <i>Develop a Landscape Plan for Kurilpa Point Park</i>	10
3.0 STRATEGIC IMPLEMENTATION.....	11
3.1 STAGING	11
 LIST OF FIGURES, MAPS AND TABLES	
Map 1 : Land to be purchased in West End	6
Table 1 Proposed Park Classifications.....	9
Map 2 : Staging Plan.....	12

EXECUTIVE SUMMARY ¹

Through consultation with residents and users of the parks, Council has found that people love the river, the shade and the peacefulness of the parks. They see the river and parklands as significant assets, and would like to see them protected and preserved. The parks are highly valued for their open space values and as a setting for high quality recreation and sport. The sporting facilities are also highly valued and well used by the community.

The West End Riverside Parks Masterplan comprises approximately 3.5kms of continuous riverfront land and five formal lease sites. The Masterplan identifies the parks as being divided into six planning 'precincts' and outlines both broad parkland and specific precinct strategies that best address the community's current and future needs. The West End Riverside Parks Masterplan 2000 was commenced in 1996 and endorsed in 2000. This document was reviewed in 2003 and the need for a revised masterplan was identified.

The West End Riverside Parks Masterplan 2006 was developed with considerable stakeholder consultation, including community workshops. Issues raised in this consultation have shaped the recommendations of the masterplan.

A vision was developed for the future of the West End Riverside Parks. The vision is for :

'Riverside parkland that enhances the existing green open space character and serene atmosphere whilst providing for safe and diverse formal and informal recreation opportunities for local and citywide residents of Brisbane City'.

This guides the selection of the **recommendations**, which are discussed in Chapter 2 of the main report.

- Formalise tenure of unallocated state land as parkland
- Purchase lands and consolidate use of parkland in West End
- Close Riverside Drive to motor vehicles and construct parkland
- Develop a River Capacity Strategy to determine an acceptable balance of recreation, transport and commercial use of the river and the most appropriate Ferry Terminal location
- Improve connections to the local residential community with finger parks, entry features and signage, traffic management measures and a new access route
- Plan the development capability of the riverside sporting facilities to provide a continuing base for rowing, sailing and canoeing, including vehicular access to the facilities
- Update parks classifications
- Resolve recreational use and amenity issues through detailed design process
- Improve the management of the park leases
- Masterplan Davies Park as a multipurpose sporting & community facility as well as a local park
- Draw up a landscape plan for Kurilpa Point Park

Strategies and actions for the implementation of these recommendations are explored in Chapter 2, including a staging plan.

¹ This report should be read in conjunction with the Concept Plans for the parklands J1629 Kurilpa Park End and J1629 Orleigh Park End. This document outlines the recommendations and associated tasks required of each Council internal stakeholders who is responsible for delivering various aspects of the masterplan. The full masterplan plan report and concept designs are available on request from the Active and Open Space Team, Community Development Services.

1.0 INTRODUCTION

1.1. BACKGROUND

The West End Riverside Parks are appreciated by a wide range of people for a variety of uses and values. For residents and workers in West End, Highgate Hill and South Brisbane they offer a quiet, green retreat not available elsewhere in the urbanised local area. Because of their central city location, the riverside parks attract land and water based sporting users from beyond the local area (eg for rowing, sailing, running, cycling, football). As a result, the parks have a variety of issues that need to be considered in their planning and management.

The West End Riverside Parks Masterplan 2000 was developed with wide local community and stakeholder consultation. Since the development of the Masterplan, the proposed structure of the West End community as outlined in the draft West End/ Woolloongabba District Plan has changed significantly. The area adjacent to the parklands, historically designated light industry, has now been identified for a mix of high density residential and commercial development. As such it is predicted that approximately 7,000 new residents will be accommodated in the land between the parks and Montague Road, changing the interface between the private land and the public parkland. In this context, a revision of the West End Riverside Parks Masterplan was commissioned to align with the intent of the West End/ Woolloongabba District Plan.

1.2 WEST END RIVERSIDE PARKS MASTERPLAN 2006 DOCUMENTS

The masterplan documents include :

- West End Riverside Parks Masterplan Report, which includes 2 A3 plans (this document)
- West End Riverside Parks Design Guidelines
- West End Riverside Parks Supporting Document
- Orleigh Park Conservation Management Plan and Heritage Management Protocol
- Davies Park Conservation Management Plan and Heritage Management Protocol

1.3 PREVIOUS STUDIES ON THE WEST END RIVERSIDE PARKS

Planning for these parks began in 1996. Planning processes for the parks have been:

- West End Riverside Parks Masterplan 2000 – commenced in 1996 and endorsed in 2000
- Development of Multi-use Rowing Facility in Davies Park - 2002
- West End Riverside Parks Masterplan 2000 Review – undertaken 2003
- Orleigh Park Conservation Plan and Heritage Management Protocol – December 2005
- Davies Park Conservation Plan and Heritage Management Protocol – July 2006

2.0 MASTERPLAN RECOMMENDATIONS

2.1 VISION AND AIMS FOR THE PARKS

2.1.1 Vision

The vision for the masterplan is :

'Riverside parkland that enhances the existing green open space character and serene atmosphere whilst providing for safe and diverse formal and informal recreation opportunities for local and citywide residents of Brisbane City'.

2.1.2 Aims

The masterplan aims to :

- Protect and enhance the landscape, recreational and environmental values of the riverside and adjoining parklands
- Improve the range and quality of recreation opportunities for people of all ages and abilities
- Keep a local park experience for local residents whilst also maintaining the parks' citywide sport and recreation roles
- Enhance safety for all park users
- Improve the management of park usage by organised groups
- Ensure the parks accommodate wheeled sports, such as cycling and rollerblading, without compromising other recreational uses

2.1.3 Principles for the Detailed Design of the Riverside Parks

1. Protect the Cultural Significance of the Parks

Davies Park and Orleigh Park are listed under the Heritage Register Planning Scheme Policy of the Brisbane City Plan 2000.

- Undertake all future proposals and works in Orleigh Park in accordance with the Conservation Plan and Heritage Management Protocol for Orleigh Park developed as a draft in December 2005.
- Undertake all future proposals and works in Davies Park in accordance with the Conservation Plan and Heritage Management Protocol for Davies Park completed in July 2006.
- Install an Indigenous Heritage Trail to these parks
- Protect the existing Stolen Generation monument

2. Protect the Green Open Space Character of the Parks

The West End Riverside Parks are pleasant riverside green spaces intended for public enjoyment. Future development, use and management should protect the green open space character of this park by :

- respecting the open quality of the parks
- providing a textured green riverside edge with seasonal colour highlights as viewed from Coronation Drive and the river
- allowing for individual tree site improvement to sustain good tree growth (Riverside Drive is largely fill)
- maximising shade for recreational users
- allowing for cooling understorey breezes
- allowing space for segregated walkway and bikeway

- ensuring vegetation does not obscure visibility or compromise personal safety (CPTED principles)
- allowing views of river from parklands and from some adjoining properties (this also encourages public scrutiny and enhances park user safety)
- minimising shadow zones from street/ pathway lighting

2.2 RECOMMENDATIONS

2.2.1 Formalise tenure of unallocated state land as parkland

The land that is being reclaimed does not have a formally designated tenure.

Recommendation : Designate the unallocated state land (predominantly Riverside Drive) as parkland on CityPlan.

2.2.2 Purchase land and consolidate use of parkland in West End

West End is lacking in adequate parkland to serve the community on the medium term.

Recommendation : Purchase additional land adjacent to the West End Riverside Parks and create some finger parks leading into the Riverside Parks

- Council purchase of Lot 1 RP 144959 and part purchase of Lot 1 RP 160569, as shown in WEW District Local Plan and Structure Plan. There is a Council resolution to this effect
- Create finger parks/green streets at the ends of Beesley, Kurilpa, and Ferry Streets and “new road”





Map 1 Land to be purchased in West End

2.2.3 Close Riverside Drive to Motor Vehicles and Construct Parkland

The current use of Riverside Drive as a road alienates recreational use and park values of the Riverside Parklands.

Recommendation: Close Riverside Drive to vehicular traffic and upgrade the Riverside Parklands into a landscaped linear park with a 4-5m wide cycle path and a separate 3m pedestrian path adjacent to the river. The closure of Riverside Drive will need to be staged to ensure safety issues are addressed.

By closing Riverside Drive, it is important not to replace one potentially high-speed mode (such as a motor vehicle) with another (such as cyclists). It is therefore recommended that the path be no wider than 4-5m as a measure to control the speed of cyclists in the parks and improve safety.

The benefits of closing Riverside Drive are:

- the available recreation area is increased
- the space will become safer and more amenable to pedestrians and cyclists (including commuters)
- drag racing will no longer be a problem here
- car parking will be removed from the river's edge
- the visual amenity along the river edge will be improved
- road frontage to the parks will be diminished. In the short-term until the majority of development of the Riverside South precinct occurs, casual surveillance will be reduced.
- Maintenance and emergency vehicles can use the cycle path to access the parks.

2.2.4 Develop a River Capacity Strategy to determine an acceptable balance of recreation, transport and commercial use of the river and the most appropriate new Ferry Terminal location

The new multi-use rowing facility has lessees whose lease expires in 2023. It is imperative that their ability to undertake their activity at this location is not compromised. The location of the proposed Ferry Terminal should be determined as a result of a detailed multi-criteria study and community consultation so that it does not have a negative impact on the existing aquatic sports.

One option for the ferry terminal is 100m north of Davies Park. This would have much less negative impact on the existing aquatic sports.

Probable impacts on aquatic sports by the proposed Victoria Street location for the ferry terminal include:

- the new rowing facility's viability will be compromised. State Government, Council and the Clubs combined resources to spend \$3 million on this development 3 years ago
- it compromises the safety of rowers, especially inexperienced rowers and schools students
- could cause damage to the existing 6 pontoons along Milton river reach
- prevents the use of the only viable regatta course in Brisbane from being available due to increased ferry activity crossing the regatta path. This has been an historical use since 1880's.
- identify the appropriate location of the proposed Ferry Terminal, considering current and future user groups needs and existing lease holdings.

Recommendation: Conduct a River Capacity Study to

- manage current and future use of the river (and associated land-based facilities) for transport, commercial and sport and recreation purposes
- determine the river use physical capacity and interface with land uses
- identify the appropriate location of the proposed Ferry Terminal, considering current and future user groups needs and existing lease holdings.

This study would assist in:

- Reducing the potential for conflicting use particularly those impacting on safety
- Determining if or when river traffic exceeds the physical capacity, given use projections
- Informing the design of new facilities in the parklands and ensuring the time, money and resources invested in upgrading/ developing new facilities have sustainable outcomes.
- Determining visitor/resident satisfaction and considering safety, social and environmental consequences from development and management decisions.

2.2.5 Improve connections to the local residential community with finger parks, entry features and signage, traffic management measures and a new access route

East-west connections need to be formalised and advertised through the use of formal entrances into the parks. This will bring the riverside linear strip within an easy walk of more of the existing area.

Recommendation: improve physical connections to the local residential community, by

- creating “finger” parks in all road reserves that connect to the parks in an east-west direction
- widening footpaths along Montague Road to encourage pedestrian access to the parks
- develop measures to slow the traffic in Montague Road down and install regular refuge islands are needed especially in areas where there is poor visibility of traffic in two directions. Islands should be large enough to accommodate people with prams, wheelchairs and people walking with large dogs. Access to the parks in West End Riverside Lands is steep in places, making it difficult for cyclists, people with prams or wheelchairs or the elderly.
- install ramps and/or stairs should be built at the end of each of the streets to facilitate pedestrian and cyclist movement.
- Provide a new road connection through the ACI Glass site on Montague Road to improve access to this part of the river

2.2.6 Plan the development capability of the riverside sporting facilities to provide a continuing base for rowing, sailing and canoeing, including vehicular access to the facilities

A number of the water sport lessees are now at capacity in terms of storage and facility use and have requested extensions to their facilities to accommodate the current and future growth of the sports. The facilities are located on the riverbank and since they were built the development regulations and restrictions have changed so their ability to expand is in doubt. Council needs to provide the clubs with clear advice and instruction around what their future development capabilities are so they can appropriately plan and avoid potentially wasting valuable volunteer resources.

Recommendation : Develop riverside sporting facility management and development guidelines, that includes standards for current and potential future infrastructure for aquatic sports, and recreation uses.

. These would be valuable to :

- reduce the potential for conflicting use particularly those impacting on safety.
- Inform the design of new facilities in the parklands and ensure the time, money and resources invested in upgrading/ developing new facilities have sustainable outcomes
- determine visitor/resident satisfaction and considering safety, social and environmental consequences from development and management decisions.

The closure of Riverside Drive would impact on Brisbane and GPS Rowing Club and the Grammar Schools Rowing Club. Both these facilities require Riverside Drive to be able to move their boats to and from their rowing sheds, so formal access rights to these and the ring road in Davies Park would need to be maintained.

2.2.7 Update Parks Classifications

Whilst these parks attract people from all over the city, there are physical constraints (including size and dimensions) which limit their capacity for use. As such the parks should be planned to accommodate district level use – that is, having between 4-8 activity nodes. The parks should be as described in Table 9.

Recommendation : Update parks classifications according to Park Classification System and details outlined in this plan

Park	Primary Classification	Secondary Classification
Orleigh Park	District Informal Use park	
Rowing and Sailing		District Sports
Land between Sailing & Rowing		Local Informal Use park
West End Riverside Lands	District Informal Recreation	
North of Rowing Precinct		District Informal Use Park
Davies Park	District Sports Park	
Rowing Precinct		District Sports Park
Sports Fields		District Sports Park
Gas Tower area		District Informal Use Park
South Brisbane Riverside Lands	District Informal Use Park	
Kurilpa Point Park	District Informal Use park	

Table 1 Proposed Park Classifications

2.2.8 Resolve recreational use and amenity issues through detailed design process

Various amenity issues have been identified earlier in the report.

Recommendation : Prepare detailed landscape plans based on the approved West End Riverside Parks Master Plan Concept Plans titled "Orleigh park End" and "Kurilpa Park End" to develop and implement the recommendations from this report

These plans should detail initiatives to add, improve or remove facilities from the site to enable enjoyable and appropriate use of the parks. Enhance park facilities for all (formal and informal use) users of the parks consistent with maintaining the open character of the parks. Park improvements should include:

- More large shade trees, especially figs
- Protection of mangroves and sound vegetation management
- More drinking fountains, rubbish bins, informal seating and sheltered picnic areas
- Improved lighting for safety
- Provision for safe walking, cycling, and aquatic activities
- Installation of community picnic shelter and event registration area with electricity and community notice board near gas tower in Davies Park for runners and informal use
- Relocation, upgrade and increase of public toilets
- Provision of park signage and indigenous heritage trail

The plans to be prepared should include the Orleigh Park Planning Precinct, Riverbend Planning Precinct, West End Riverside Lands Planning Precinct, the informal use area of Davies Park Planning Precinct and South Brisbane Riverside Lands Planning Precinct. (Davies Park planning precinct (leased area) and Kurilpa Point Park planning precinct are subject to further investigation as outlined below.)

Implement all park infrastructure improvements in accordance with the staged implementation and costing plan, the Council approved detailed landscape plans and the "Riverside Parklands Design Guidelines".

2.2.9 Improve the management of the park leases

The role of the riverside parks as a central venue for rowing, sailing and canoeing clubs should be consolidated. This requires a formal management structure for the parks to be developed. This should be done in consultation with all user groups of the parks, as well as representatives of the existing local community, for example, the West End Community Liaison Committee

There is a strong need to resolve the existing leasing conflicts and leasing management issues that are evident, in particular where lessees are failing to meet the Council and State Government Leasing Policies.

Recommendation: Improve the management of the park leases by introducing a formal management structure.

2.2.10 Masterplan Davies Park as a multipurpose sporting and community facility as well as a local park

Davies Park is the only Sports Park in West End and has been used for this purpose since 1910. The local community has had little access to the park and existing user groups have expressed dissatisfaction with the existing arrangements.

Recommendation: Masterplan Davies Park as a multipurpose sporting and community facility as well as a local park.

The masterplan for Davies Park needs to occur once the relocation of Souths Rugby League is finalised. This will open wider access to Davies Park for the community and enable new user groups access to the park. The planning of Davies Park and needs to be undertaken in line with State Trust Land requirements. The Land Management Plan for Davies Park needs to include the Grammar schools and multi-use rowing facility, as they are also technically part of Davies Park.

2.2.11 Develop a Landscape Plan for Kurilpa Point Park

Kurilpa Point Park has not been included in this masterplan because of major development implications including the Millennium Arts Project, the Hale Street Bridge and the range of homelessness projects. The 'Footprints Along Kurilpa' Project has highlighted some key issues and offered some design solutions for Kurilpa Park. The Homeless Project - Greater Brisbane Region (Department of Communities) demonstrates wide-ranging concern and a willingness to proceed with addressing the issues in Musgrave Park, Kurilpa Park and Boundary Street Parks. The Kurilpa Point homelessness issues and impacts of the new Hale St bridge development will need to be monitored / followed up and should recognise all the projects occurring within the park.

Recommendation: Develop landscape plans for Kurilpa Point Park, acknowledging its relationship to Musgrave Park and Boundary Street Park

3.0 STRATEGIC IMPLEMENTATION

This chapter outlines the proposed broad implementation strategy. Detailed Action Plans will need to be formulated to separate the work into the proposed stages discussed below.

3.1 STAGING

The Riverside Parks interface with over 3km of developable area. In view of the anticipated development pattern adjacent to the study area, a staged implementation is proposed for the works in this masterplan. Refer also Map 2.

The stages have been determined by development pressure, need for parks and constraints such as access limitations at present. As previously discussed Davies Park itself is not included in the staging plan as it will be masterplanned separately. Only preliminary measures such as the re-location of Souths Rugby league and the renewal of the leases are included in this strategy.

Stage 1

This stage corresponds to the Riverside South ICP, for consistency of planning. It has been selected as the greatest priority for park development as there is intense development activity along this stretch at present, mainly the re-development of industrial sites into premium medium density housing. There are many active development applications in this area and more are anticipated in the near future.

Stage 1A is the section south of Davies Park, extending to Ferry Road. This stretch currently has the highest levels of development activity in the study area and is perceived as the area of greatest need for improving park facilities, due to the influx of high density living.

The scope of works in this stage includes removing existing road and replacing with grass and planting areas and constructing new paths and finger parks to the ends of Ferry Road and Rogers, Kurilpa, Victoria and Beesley Streets.

Stage 1B is the portion north of Davies Park, from Jane Street to Hockings Street inclusive. This area has also seen recent high rise developments being completed and population rises as a consequence.

The scope of works in this stage include removal of some road pavement and construction of footpaths and bikepaths, an entry feature and community activity space, a public interpretive boardwalk and deck and a finger park at Hockings Street, and new plantings.

Stage 2

This stage includes Orleigh Park and the riverbend area to just short of Ferry Road. There is little new development happening here as it the settlement consists mainly of detached, low density housing. Works in this stage include angle parking along the road and lighting, new paths and planting to the park.

Stage 3

This section will be accessed via the new connection through the current ACI Glass site on Montague Road, therefore timing will depend on the availability of the access and the re-development of that site. As ACI Glass have indicated they have no intention of relocating or redeveloping in the immediate future, this stage could be some years off.



<p>WEST END RIVERSIDE PARKS MASTER PLAN STAGING PLAN</p>			REFERENCE NUMBER	J1829	EPWAN	LB
<p>PREPARED BY CITY DESIGN October 2006</p>			DRAWING NUMBER	CD 250214 A3	DESIGN	DC
			SHEET	3 OF 3	CHECKED	DK
			DATE	13/10/2008	ISSUE	MP3
			<p>0m 10m 40m 50m 200m SCALE 1:4000 @ A1 SIZE SHEET</p>			

Map 2 : Staging Plan