



HOPE ISLAND DESIGN FORUM

CONCEPT MASTER PLAN

ROBERTSDAY - DPZ PACIFIC
JANUARY 2005

the design forum for HOPE ISLAND

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CONTENTS

A New Waterfront Community	1
The Design Forum.....	2
Existing Conditions.....	3
The Illustrative Master Plan.....	4
Design Principles	5-6
The Transect	7
The Context Zones.....	8
Thoroughfare Types	9

A New Waterfront Community

Situated approximately 25km north of Surfers Paradise, Hope Island is located near the gated privatised canal estate development of Sanctuary Cove. Hope Island is designed to offer an alternative to this style of development. It provides public access to canal edges, a mixed use town centre, civic sites reserved for community gatherings and pedestrian friendly streets fronted by a variety of building types.

The site is divided into three precincts by the canal – the **Southern Village**, the **Central Island** and **Northern Village**.

The focus of the Southern Village will be the town centre located directly off the entry roundabout of Sickle Avenue. A mix of small shops, large format retail sleeved by smaller specialty shops, commercial buildings and opportunities for residential living above will contribute to a lively “town centre”

atmosphere. Public parking lots are hidden within the interior of blocks, with verandahs and arcades spanning footpaths to create a quality pedestrian experience.

Crossing the canal, a formal square announces arrival to the Central Island. Grant Avenue is configured to create a beautiful, tree-lined avenue that is the central spine connecting directly to, and creating a wonderful view, toward the canal origin. The avenue will be lined with denser building types that include apartments and terraces. These buildings, as well as the majority throughout Hope Island, will be served by rear lane ways, such that the entire street frontage becomes a pleasant pedestrian experience.

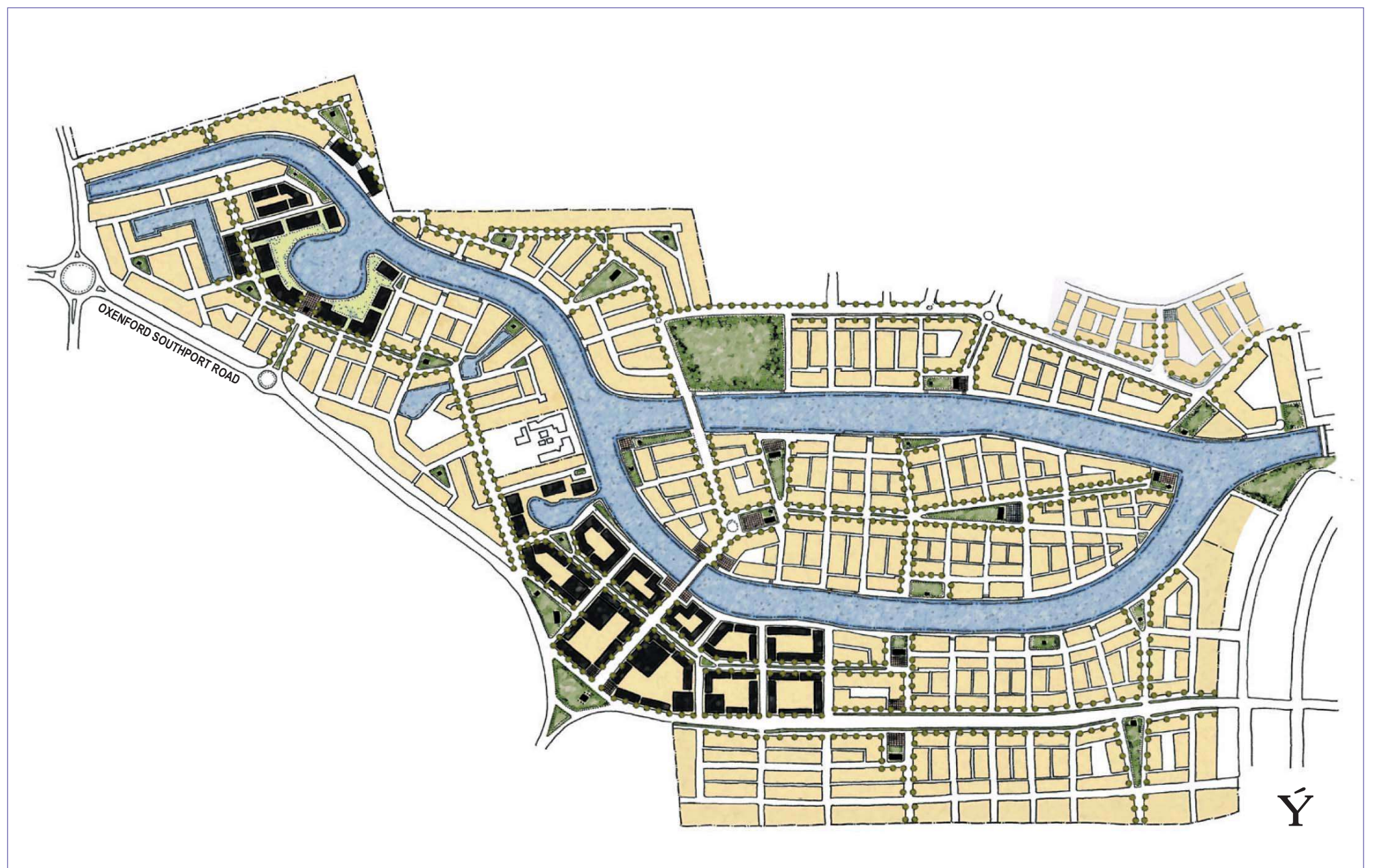
The Northern Village is organised into a simple pattern of streets typically orientated towards the canal to establish

water views. The configuration is markedly different from conventional canal estate development which privatises the water edge.

In contrast, a major focus of this project was the engagement of the canal, and provision of public access along the waters edge. This is provided by a continuous system of canal edge drives and pedestrian paths fronted by buildings with their windows and doors.

This project is slated to become a truly mixed-use integrated community, with a diverse program that includes a wide range of housing types, shops, small offices and a variety of civic uses. All of these uses, and the leveraging of the canal as a public asset, will contribute to making Hope Island a true community and a vibrant destination for the region.

Note: Land south of the Broadwater Avenue is subject to flooding which requires detailed investigation. The resolution of flooding should aim to permit development in accordance with the Master Plan for Hope Island.



Master Plan for Hope Island

The Design Forum

The Hope Island Master Plan and Code has been commissioned by the Gold Coast City Council. It was produced by the multi-disciplinary design team of DPZ Pacific and Robertsdays (the design team) following an intensive three day design forum between Wednesday 8th December and Friday 10th December 2004.

The Design Forum brought together elected Councillors, Council officers, State Departments and Agencies, landholders and other stakeholders, as well as the design team, in a series of open forums and site tours. This intensive “on-site” consultation provided the design team with a detailed understanding of the issues, opportunities and constraints associated with developing a master plan for Hope Island. Key conclusions at the close of the forum included:

- Landholders would favourably consider the redesign of existing

concepts according to Traditional Neighbourhood Design (TND) principles provided expected yields were met at the approval process was expedited.

- The creation of a reliable, efficient ferry system connecting key destinations would mitigate the necessity for an expensive, over-engineered pedestrian bridge viewed unfavourably by locals. (refer note * below)
- Beyond the “suburban” character of conventional canal development, the “urban” character of canal developments, such as Port Grimaud (France), is appropriate to emulate.

The other key outcome of the design forum was the creation of a composite plan illustrating existing schemes prepared by the various landowners of Hope Island.



The Design Forum

*Note: Investigations have since determined that a ferry service was not suitable for the area, and at its meeting on the 12th December 2005 Council resolved to provide a redesigned pedestrian bridge connecting North and South Hope Island (Council Minute no G06.1212.039)

Existing Conditions

Hope Island is a greenfield project planned for an undeveloped area.

Vehicle access is provided by Broadwater Avenue and Sickle Avenue, with boat access provided by canal infrastructure. Except for an existing hotel, Chancellor Resort and largely disused Village Market, the majority of the study area is undeveloped.

Two patterns of development adjoin the study area. The first is the pattern of the original villages located to the east of the study area. The second is the pattern of conventional suburban development, with the predominant development being Sanctuary Cove.



The Study Area.



Existing Conditions.

The Illustrative Master Plan

The Master Plan for Hope Island (Refer to Figure 1) demonstrates the careful application of TND principles to create an integrated community connected to its major natural asset: the canal. The canal divides the plan into three precincts.

The **Southern Village** contains the town centre located directly off the entry roundabout of Sickle Avenue. A mix of small shops, large format retail sleeved by smaller specialty shops, commercial buildings and opportunities for residential living above will contribute to a lively “town centre” atmosphere. Public parking lots are hidden within the interior of blocks with verandahs and arcades spanning footpaths to create a quality pedestrian experience.

Crossing the canal, a formal square announces arrival to the **Central Island**. Grant Avenue is configured to create a beautiful, tree-lined avenue that is the central spine connecting directly to, and creating a wonderful view, toward the canal origin. The avenue will be lined with denser building types that include apartments and terraces. These buildings, as well as the majority throughout Hope Island, will be served by rear lane ways, such that the entire street frontage becomes a pleasant pedestrian experience.

The **Northern Village** is organised into a simple pattern of streets typically orientated towards the canal to establish water views. The configuration is markedly different from conventional canal estate development which privatises the water edge.

Connecting the precincts is a continuous system of canal edge drives and pedestrian paths fronted by buildings with their windows and doors.

This project is slated to become a truly mixed-use integrated community, with a diverse program that includes a wide range of housing types, shops, small offices and a variety of civic uses. All of these uses, and the leveraging of the canal as a public asset, will contribute to making Hope Island a true community and a vibrant destination for the region.

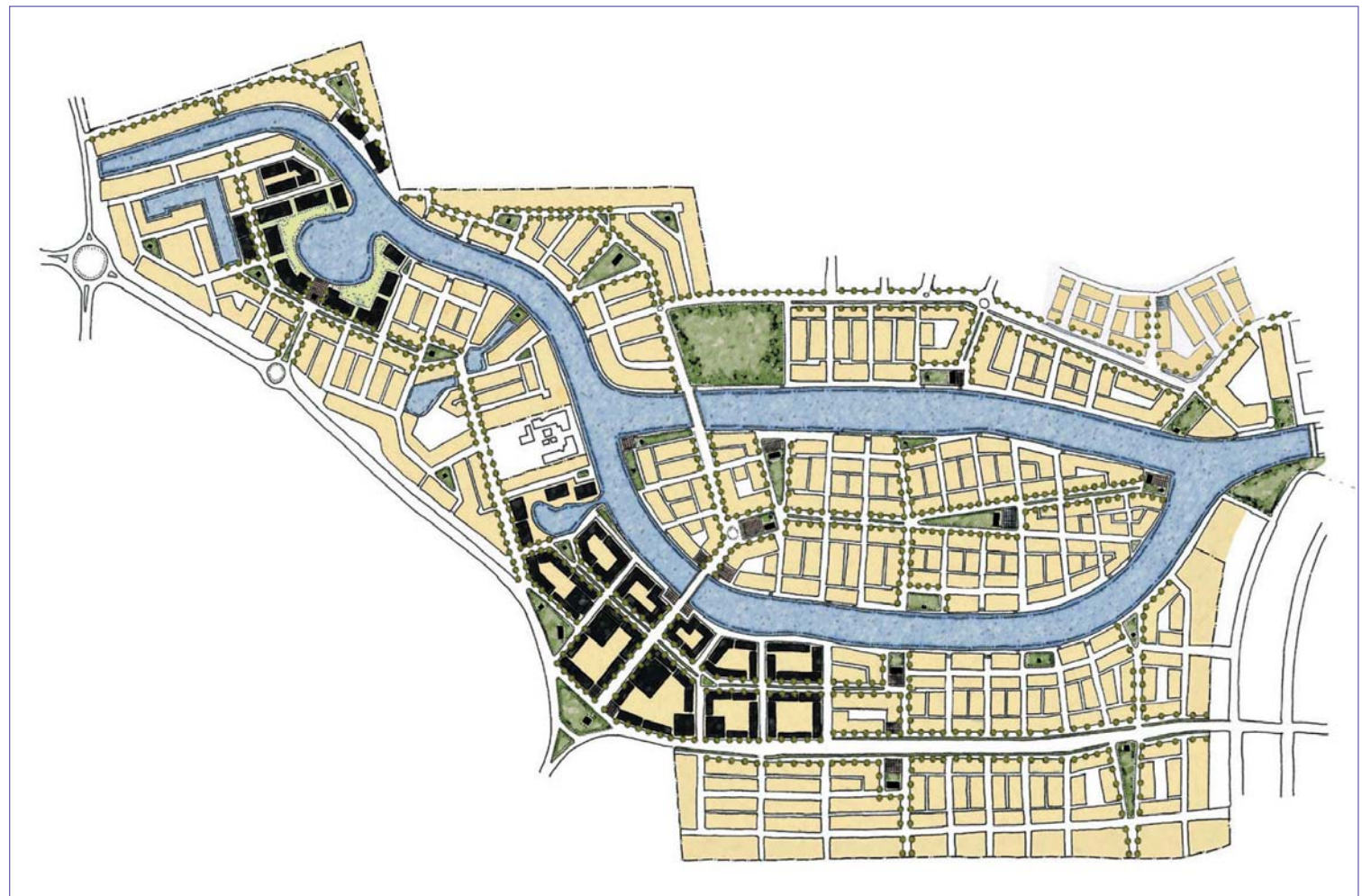


Figure 1: The Illustrative Master Plan for Hope Island.

Note: Land South of Broadwater Avenue is subject to flooding which requires detailed investigation. The resolution of flooding should aim to permit development in accordance with the Master Plan for Hope Island.

Design Principles

The Master Plan for Hope Island is based upon time tested principles of urban design. In contemporary practice, these principles are collectively known as Traditional Neighbourhood Design. The application of these principles to Hope Island will ensure that all of the elements come together in a coherent, attractive and liveable form.

The principles include:

- An identifiable centre.
- Dwellings are within a five-minute walk of the centre.
- A variety of dwelling types exist.
- Shops are located to provide for daily conveniences and to benefit from passing trade.
- A studio is located in the rear yard of a dwelling.
- Children are able to walk to a primary school.
- Small playgrounds exist near each dwelling.
- Streets create a connected network.
- Streets are relatively narrow and tree lined.
- Parking is located at the rear of dwellings and accessed off a lane.
- Prominent sites are reserved for civic structures.

The key principles as applied to Hope Island are explained opposite:

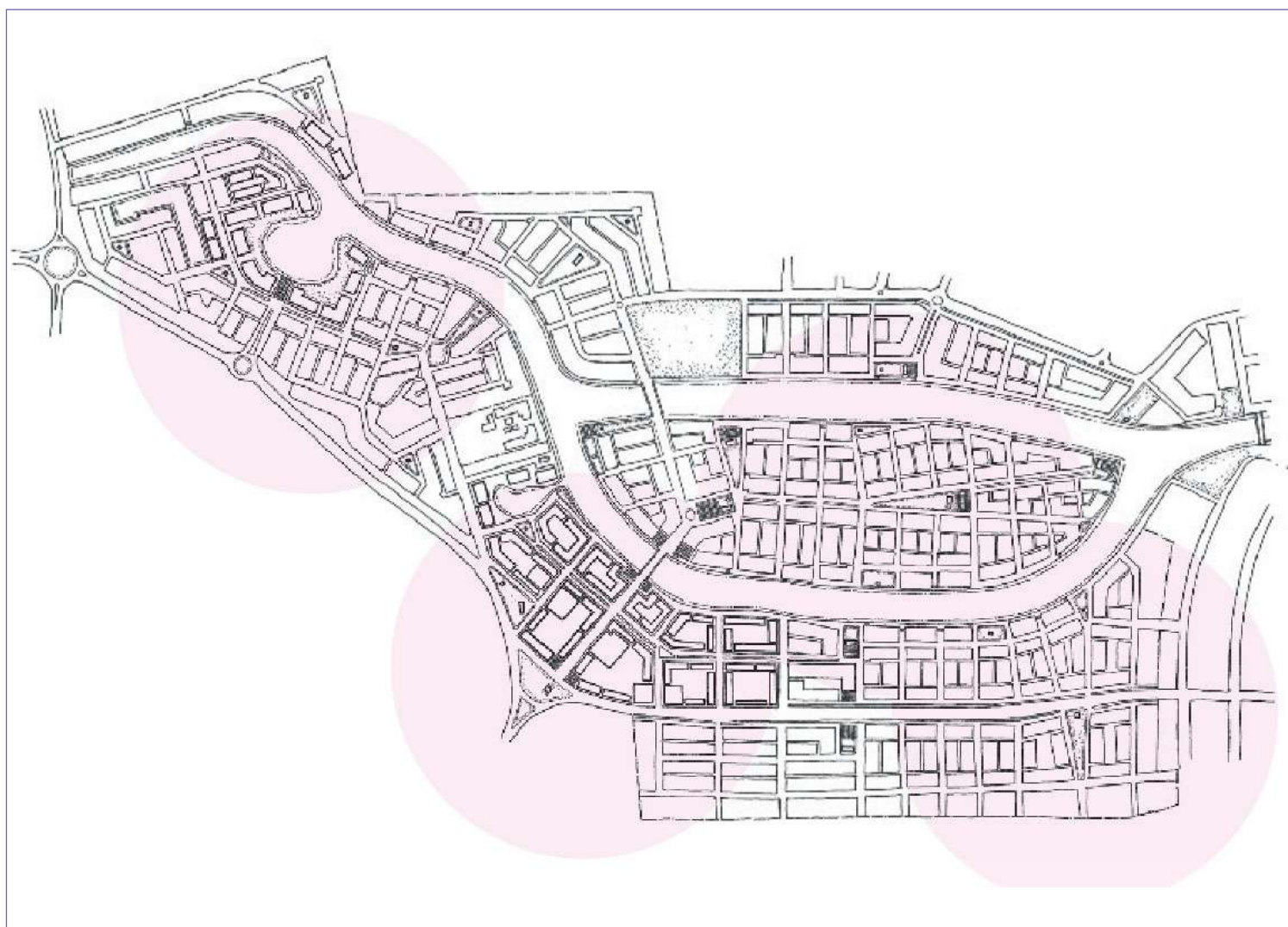


Figure 2: Pedestrian Sheds Diagram: This diagram shows Hope Island superimposed with the five-minute-walk or pedestrian shed. It is the distance the average person is willing to walk from the village edge to centre. As the circle indicates, every property is within a five minute walk of a neighbourhood centre and public open space, and within a ten-minute-walk of the proposed town centre.

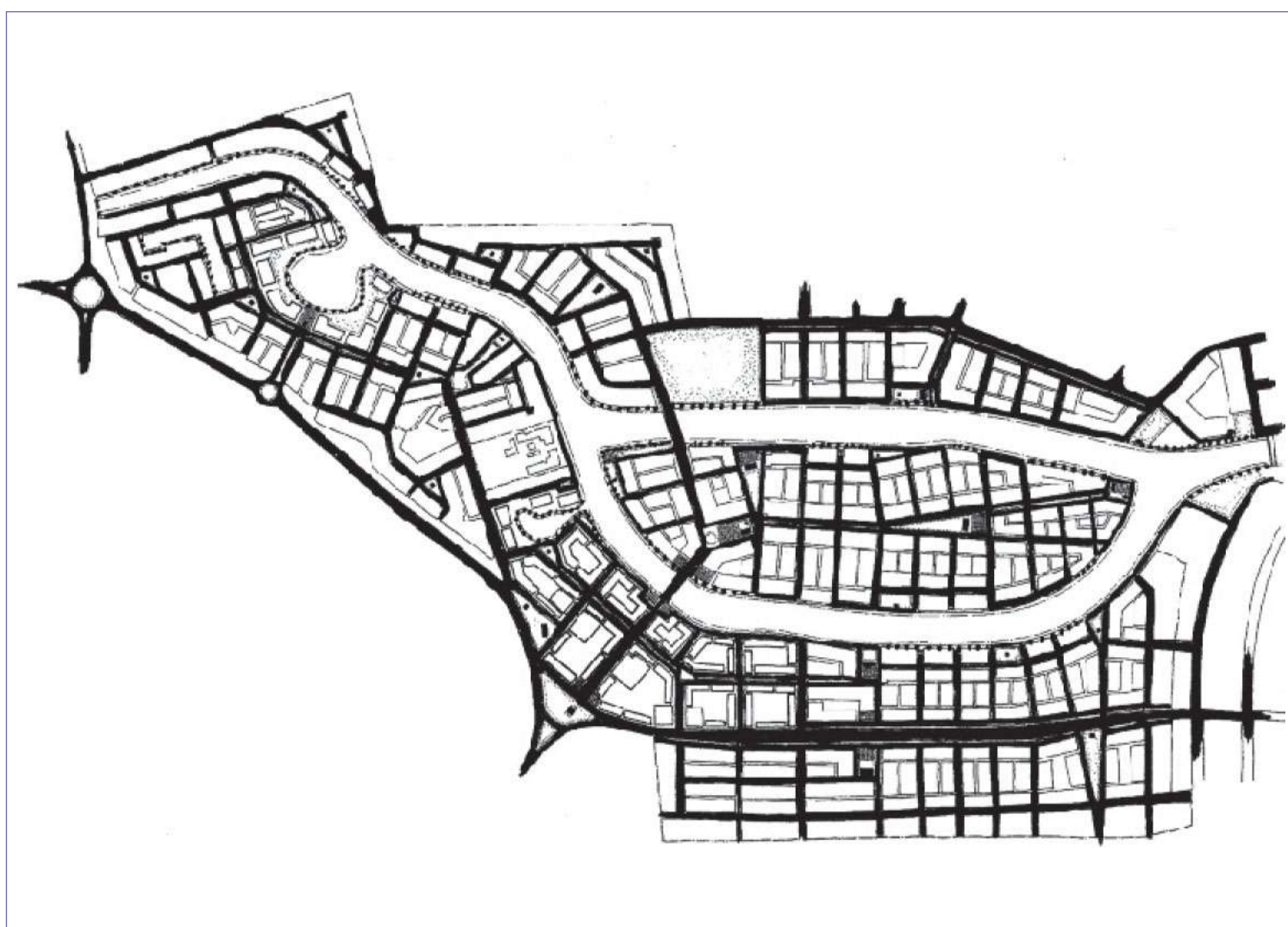


Figure 3: Thoroughfares Diagram: This diagram shows the variety of streets and pedestrian paths proposed for Hope Island. It is based on an interconnected network of streets and balances pedestrian and vehicle needs. As a grid based network, local traffic volumes are distributed throughout Hope Island, rather than being focused solely into a limited number of roads which is common of a conventional road hierarchy approach. Within this network, Broadwater Avenue and Sickle Avenue are configured as boulevards with slip lanes, permitting them to function as seams connecting, rather than barriers separating, neighbourhoods. In addition, the plan provides for a continuous network of canal edge drives and pedestrian paths to create a safe, publicly accessible edge to the canal. It is worth noting that local streets are typically oriented perpendicular to the canal to establish water views from deep within Hope Island.

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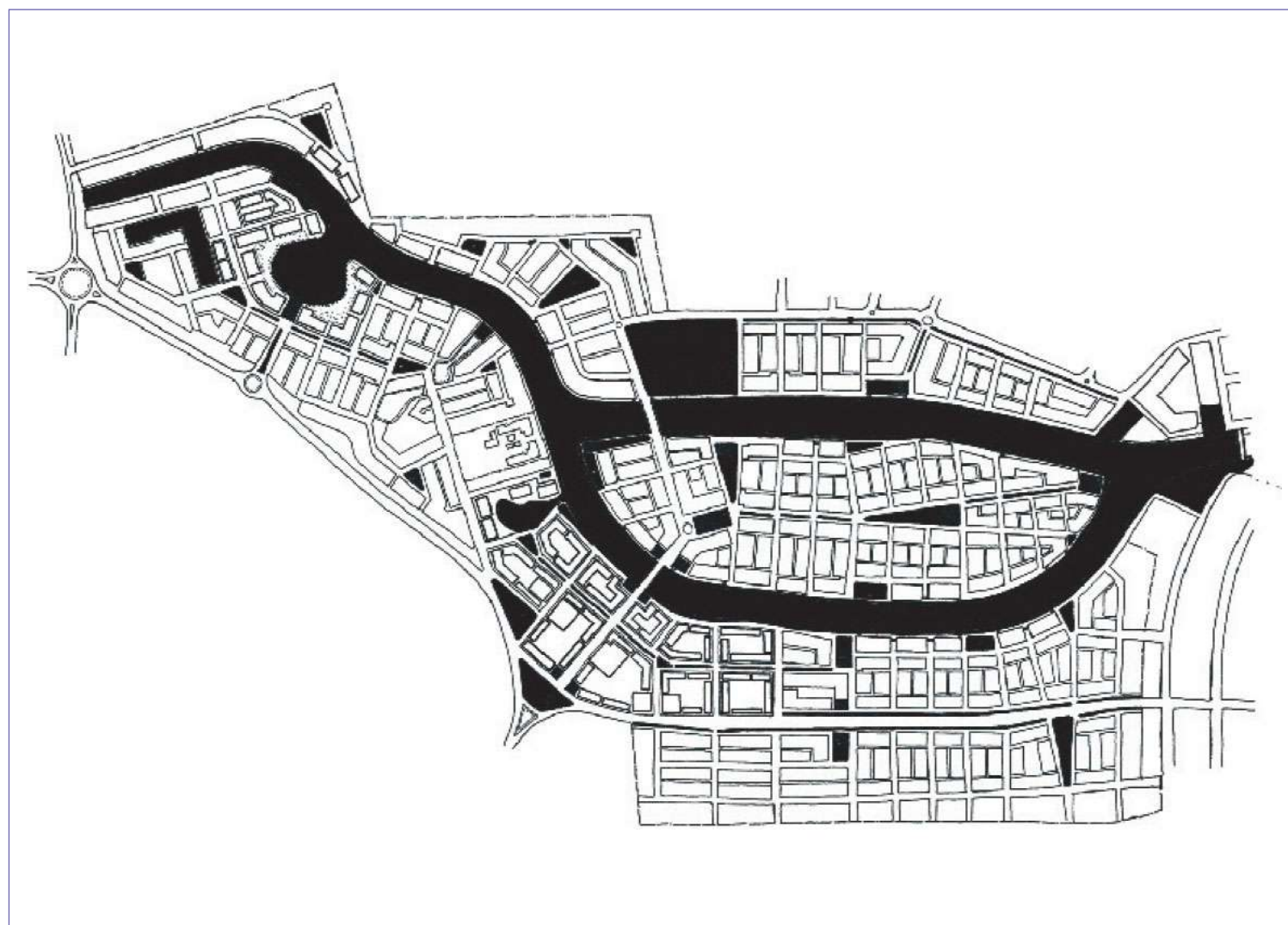


Figure 4: Open Space Diagram: This diagram shows the types and location of open space proposed for Hope Island. As the diagram indicates, a variety of open space types are proposed. Open space types include plazas, squares and greens for community gathering through to larger parks able to accommodate structured active recreation. In contrast to conventional canal development, the Plan creates frontage to the canal, increasing usability of this asset by natural surveillance.

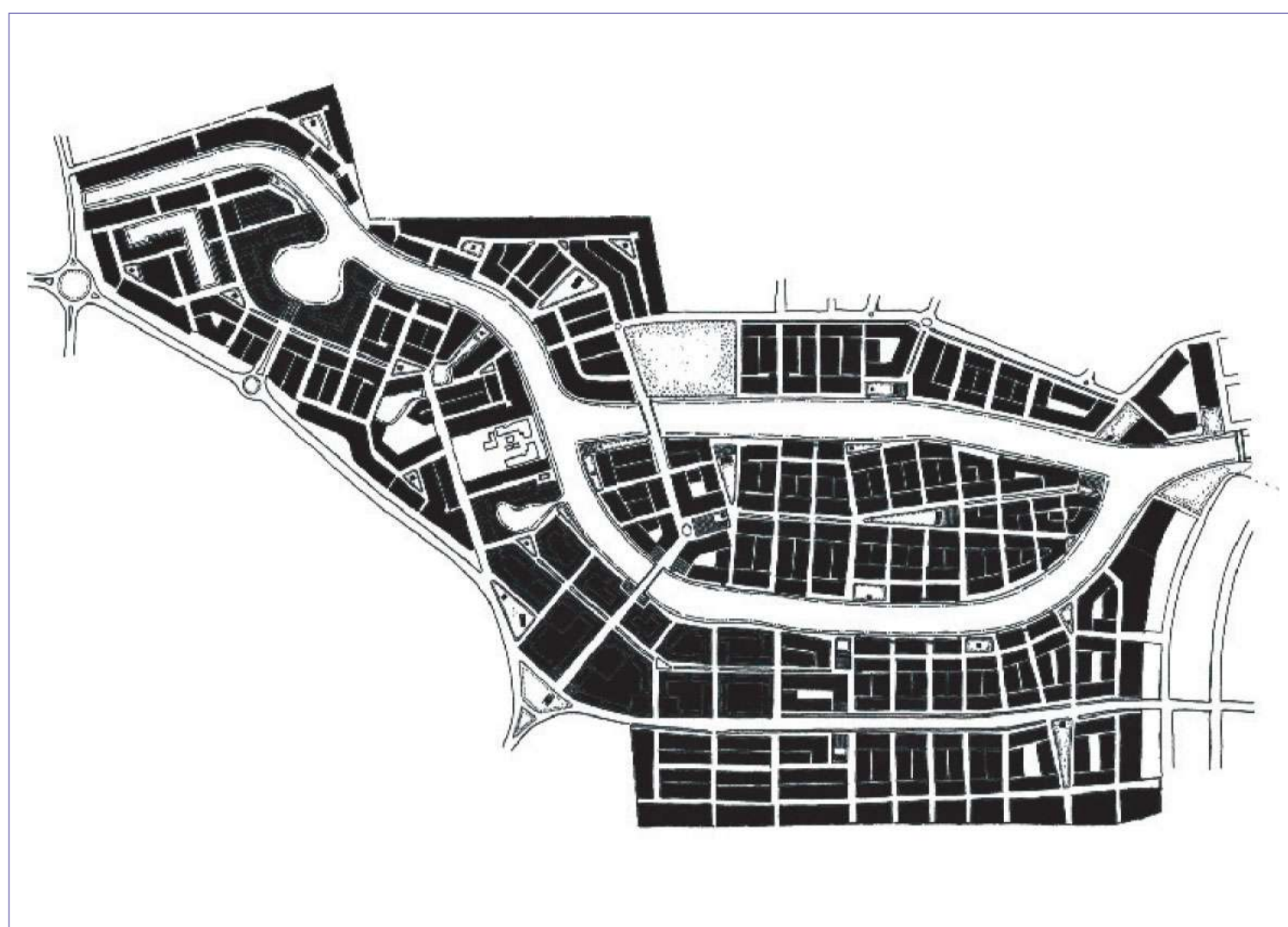


Figure 5: Private Block Diagrams: This diagram shows the pattern of blocks proposed for Hope Island. The blocks create a legible and rationale framework for private development. It ensures that private development establishes a private frontage able to positively contribute to the creation of streetscape. The other key elements contributing to streetscape are the thoroughfares and public domain amenities (street trees etc.) As part of this assemblage of elements, the diagram also shows the network of rear alleys and lanes necessary to permit a variety of building types and their associated parking. The larger super-blocks within the town centre are sized to permit larger footprint retail and associated parking.

The Transect

The Master Plan for Hope Island employs the principles and elements of Transect Based Planning to address the property's location and natural features. The Transect (Refer to Figure 6) is an ordering and classification system which permits all the components of the built environment to be coded into Context Zones, arrayed along a sliding scale of intensity from most rural to most urban. Each Context Zone specifies how the components self-reinforce each other's character and function to create "immersive environments".

The Transect (Regulating) Plan for Hope Island (Refer to Figure 7) provides the framework to implement the Master Plan. It assigns the Context Zones and imposes a discipline for how building types, densities and public domain character are distributed throughout the Plan. It establishes the character of the urbanism.

Unlike the Master Plan which is illustrative, the Transect Plan provides development detail and guidelines will form part of the proposed Hope Island – code v1.0. When included in the proposed Hope Island Structure Plan* (as required by State Government's SEQ Regional Plan) the new code will provide the Gold Coast City Council with a legal framework to replace the existing planning standards that preclude the creation of a TND for Hope Island, a fundamental aim of Council's brief for this project.

The Code will be comprehensive. It will provide a generalised set of basic principles for good urban form and will lay out specific sets of standards for both New Communities and Existing Communities. The reason for this is that the timing of development at Hope Island is an unknown. Initial development will be occurring within a Greenfield situation, and as such, be subject to the standards for New Communities. However, later development will be occurring within an existing urban context, and as such, be subject to the standards for Infill Communities. The Code will lay out specific standards for private frontages, building height, function intensity, parking, building types, street types, public frontages and civic spaces.

The proposed Code will conclude with definitions and explanatory diagrams. The Code will be a key component of the future Structure Plan for Hope Island.

Note: In April 2006 the State Government released the Draft Implementation Guideline for Structure Plans, the Guidelines indicate that when approved a Structure Plan will be included in the SEQ Regional Plan and have the same legal effect. It is intended that upon approval The Structure Plan will be used for development assessment and have precedence over the current Hope Island Local Area Plan.

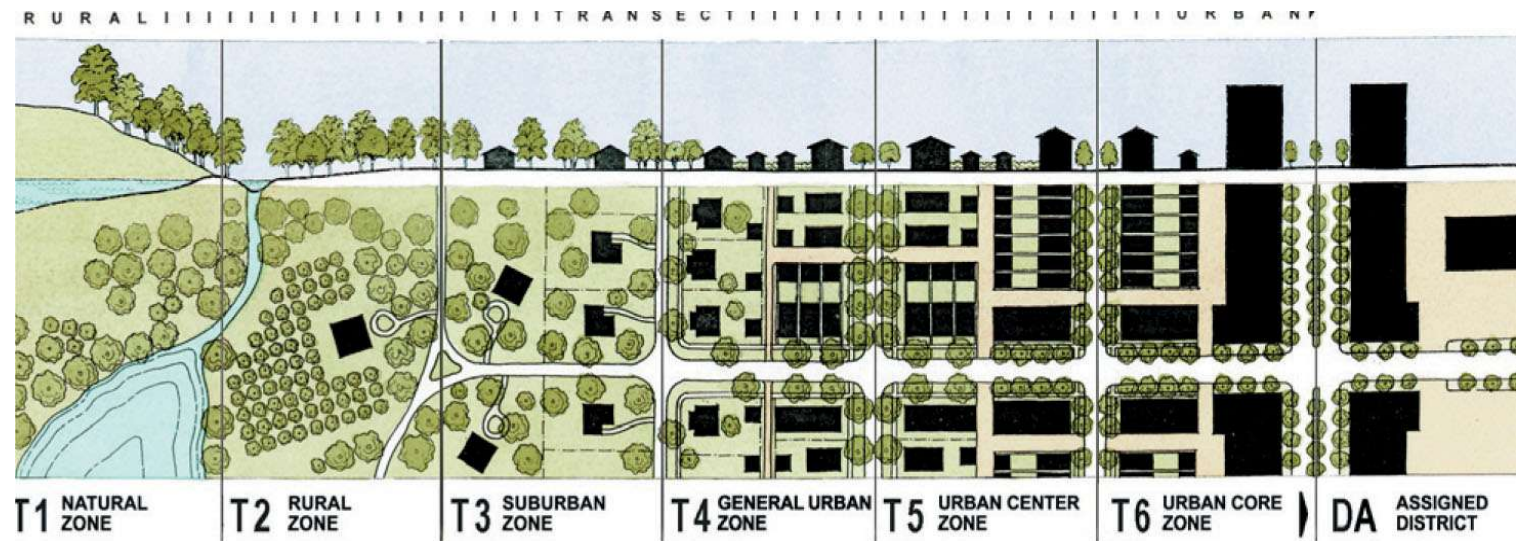


Figure 6: The Transect

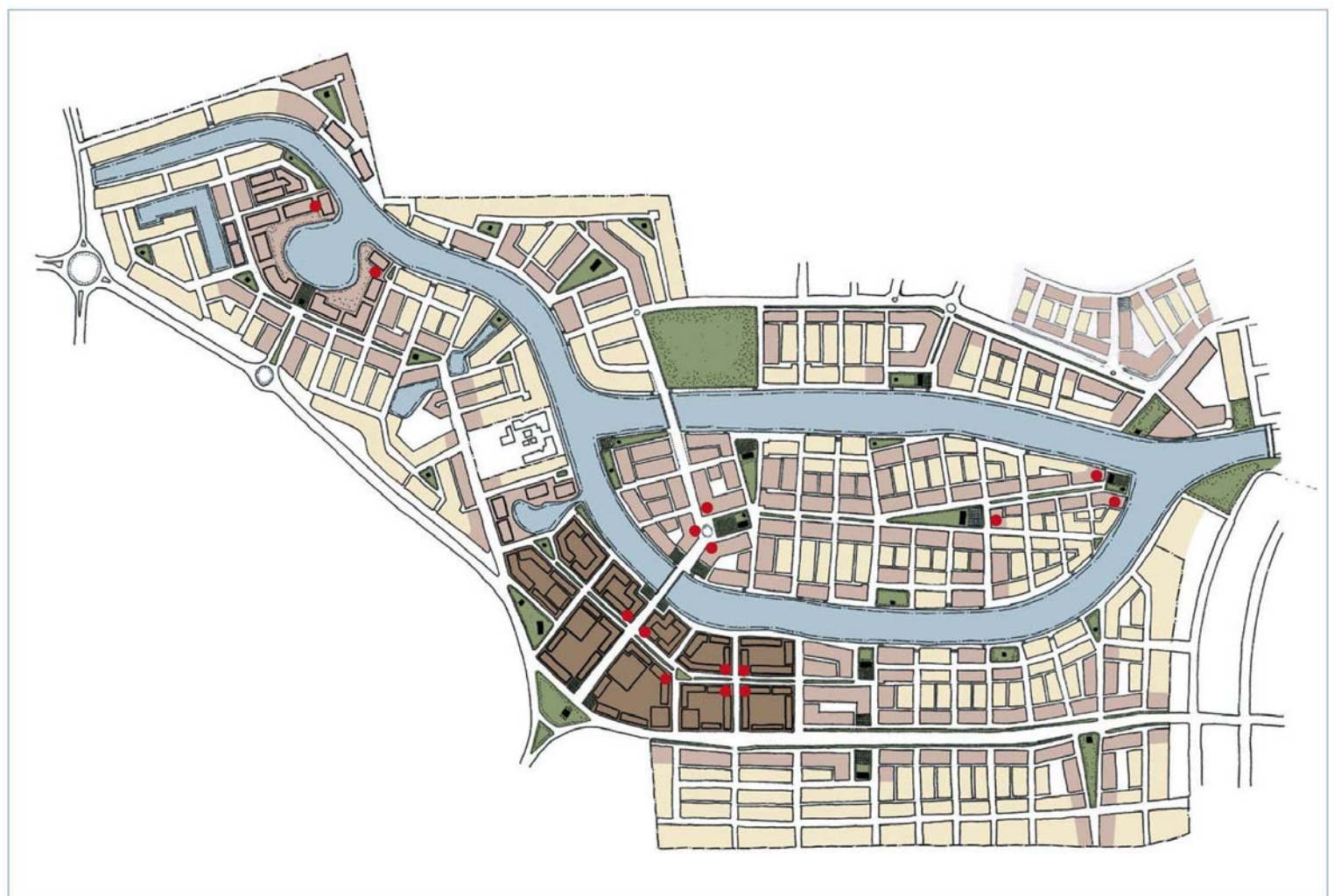


Figure 7: The Transect Plan for Hope Island

- Urban Centre (T5)
- Urban General (T4)
- Sub-Urban (T3)
- Key Site for Detailed Design Consideration

The Context Zones

The Regulating Plan allocates three Context Zones to Hope Island: the **Sub-Urban (T3)** Zone, **Urban General (T4)** Zone and **Urban Centre (T5)** Zone (Refer to Figure 8). The general character of each Zone is described below.

In describing the Context Zones, a key element of focus will be building height. In approaching this element, the design team examined surrounding development patterns and observed a valuable lesson. Tall tower building types require larger boundary setbacks, reduce the continuity of the pedestrian experience and do not consume empty ground. These are exactly the conditions which many Design Forum participants did not view as favourable for Hope Island.

As such, there is little reason for development to exceed a base height of **3.5 storeys** for **T3 Zone** (40dw/ha), **5.5 storeys** for **T4 Zone** (50dw/ha) and **7.5 storeys** for **T5 Zone** (66dw/ha). The yields expected by existing landowners will be achievable by maximising the amount of site coverage and building frontage when undertaking detailed design. In other words, building groundscapers instead of skyscrapers. The result will be the creation of a pedestrian friendly, continuous urban fabric. It is only after undertaking this approach to design, that Council may consider to grant additional storeys to landholders to satisfy expected yields and generate a built form supportive of the Master Plan, provided everything else is in accordance with the Code as incorporated in the proposed Hope Island Structure Plan.

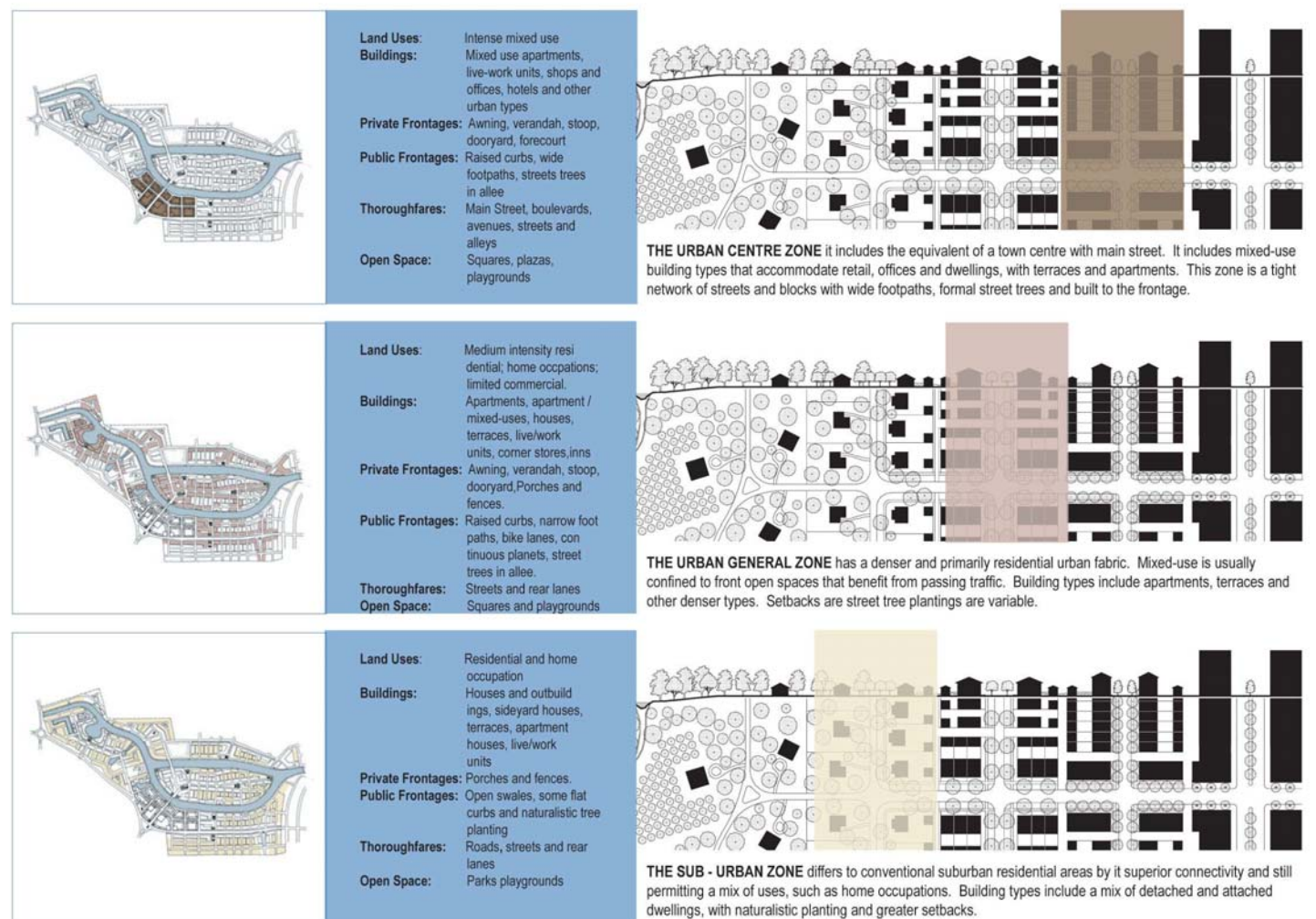


Figure 8: The Context Zones for Hope Island

Thoroughfares

Thoroughfares are the urban element that provides the major part of the public open space as well as the paved lanes for vehicles. A carriageway is endowed with two attributes capacities and character. Capacity is the number of vehicles that can move safely through a segment of carriageway within a given time period. It is physically manifested by the number of lanes and their width, by the centreline of radius, the curb radius, and the superelevation of the footpath. Character is the suitability of a thoroughfare as a setting for a variety of building types.

Character is physically manifested by the thoroughfare's associated building and frontage type as determined by its location within the Transect.

The table opposite (Figure 9) is an extract of the Draft Code (which will be explained in further detail in the Code) and shows the suite of thoroughfare types appropriate for Hope Island and allocated by Context Zone.

CODE		ARTICLE 6. STANDARDS & TABLES									
Hope Island		ONE WAY MOVEMENT					TWO WAY MOVEMENT				
6.8	LANE ASSEMBLY STANDARDS	Pedestrian Crossing time calculations do not include additional distance created by curb radii. Design Speed shall be as follows: 35 KPH (very low), 35-40 KPH (low), 40-55 KPH (moderate), 55 KPH and above (high)									
6.8.1	No Parking	T1 T2 T3	T1 T2 T3	T1 T2 T3	T1 T2	T1 T2	T1 T2 T3	T1 T2	T1 T2	T1 T2	T1 T2
	Pavement Width	3m	5.5m	6m	11m	15m					
	Pedestrian Crossing	3 Seconds	5 Seconds	5 Seconds	9 Seconds	13 Seconds					
	Design Speed	Moderate	Very Low	Low	Moderate	High					
6.8.2	Yield Parking	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4					
	Pavement Width										
	Pedestrian Crossing	5 Seconds		7 Seconds							
	Design Speed	Very Low		Very Low							
6.8.3	Parking One Side Parallel	T3 T4	T3 T4 T5	T4 T5	T5 T6	T5 T6					
	Pavement Width										
	Pedestrian Crossing	5 Seconds	8 Seconds	8 Seconds	11 Seconds	13 Seconds					
	Design Speed	Low	Moderate	Moderate	Moderate	High					
6.8.4	Parking Both Sides Parallel	T4	T4 T5 T6	T4 T5 T6	T5 T6	T5 T6					
	Pavement Width										
	Pedestrian Crossing	7 Seconds	10 Seconds	10 Seconds	13 Seconds	15 Seconds					
	Design Speed	Very Low	Moderate	Moderate	Moderate	High					
6.8.5	Parking One Side Diagonal	T4 T5 T6	T5 T6	T4 T5 T6	T5 T6						
	Pavement Width										
	Pedestrian Crossing	9 Seconds	11 Seconds	12 Seconds	14 Seconds						
	Design Speed	Very Low	Low	Moderate	Moderate						
6.8.6	Parking Both Sides Diagonal	T5 T6	T5 T6	T5 T6	T5 T6	T5 T6					
	Pavement Width										
	Pedestrian Crossing	15 Seconds	17 Seconds	17 Seconds	20 Seconds	23 Seconds					
	Design Speed	Very Low	Low	Low	Moderate	Moderate					
6.8.7	Parking On Slip Road			T4 T5 T6	T5 T6	T5 T6					
	Pavement Width										
	Pedestrian Crossing			20m	31m	34m					
	Design Speed			24 Seconds	27 Seconds	31 Seconds					
				Low & High	Low & High	Low & High					

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Figure 9: Thoroughfare Standards for Hope Island