



RPS

INVESTA*

HARMONY, PALMVIEW

URBAN DESIGN REPORT

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harmony



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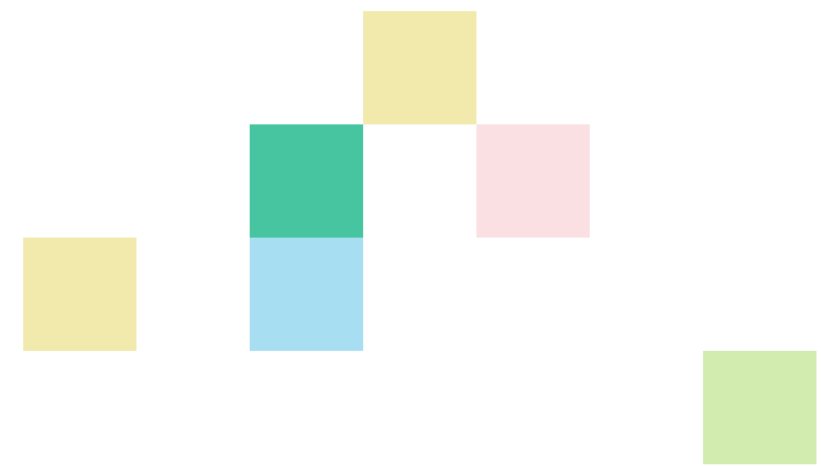
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introduction

The creation of Harmony provides an opportunity to create a quintessential Sunshine Coast community that melds natural beauty and a casual lifestyle with the best new facilities and services, connecting residents to a life rich in opportunity. The vision for Harmony is reflected in the approach to urban design and masterplanning with the driving pillars of authentic Sunshine Coast living, inspired by nature and a village way of life.

The design responds to the strategic outcomes of the Palmview Structure Plan by achieving the following outcomes:

- Harmony has been designed as a transit oriented community that promotes ecologically sustainable development character derived from their distinctive linear open spaces. The three neighbourhoods are interconnected and exhibit individual;
- The Harmony community will offer a range of affordable living opportunities, community facilities and recreational experiences;
- The Harmony design ensures the protection and enhancement of waterways, wetlands, bushland and the Mooloolah River floodplain such that climate resilience is enhanced and a network of green open space is established that defines the boundary of urban development and provides an attractive setting for neighbourhoods;
- The Harmony design provides for sustainable stormwater management infrastructure which protects water quality, environmental values and public health that will also contribute to the character and theme of both the neighbourhoods and the finer grain public realm elements;
- The Harmony design facilitates the creation of a high quality lifestyle with a diversity of housing choices available to meet all life stages and affordability. A community of compact, linear, distinct, well connected, walkable and thoughtfully designed neighbourhoods are established that provide safe, pleasant and friendly places to live which will promote a sense of community and community responsibility.
- The Sunshine Coast's subtropical, outdoor lifestyle is celebrated with high quality community and open spaces for people of all ages to socialise, exercise and play.



introduction (cont.)

- The Harmony design provides for high quality design and construction of civil works, buildings, places and spaces that create a distinctive look and feel that strongly reflects appropriate responses to landscape setting, local climatic influences and the contemporary, vernacular, subtropical coastal building style. Houses, businesses and community buildings will be designed and built to 'sit' in a green, leafy landscape.
- The Harmony design supports the establishment of a culture of sustainable transport use. This is reflected in high patronage of public transport, cycle ways and pedestrian paths. These connections provide convenient access to employment, retail, business, education, recreation, sporting, cultural and health facilities. The keystone of this network is a high quality, integrated public transport system which provides convenient access to the Sippy Downs Town Centre, the University of the Sunshine Coast, the Kawana Town Centre and the Sunshine Coast University Hospital. Improved public transport outcomes reduces car dependency whilst also minimising traffic impacts on existing developed areas.
- Harmony provides the provision of infrastructure including public transport, roads, bicycle and pedestrian paths, water management infrastructure, urban and non-urban open space, community facilities and services, energy, waste management and telecommunications infrastructure that leads development, supports the growth of the community and increases the capacity of the community to meet its needs.



neighbourhood plan

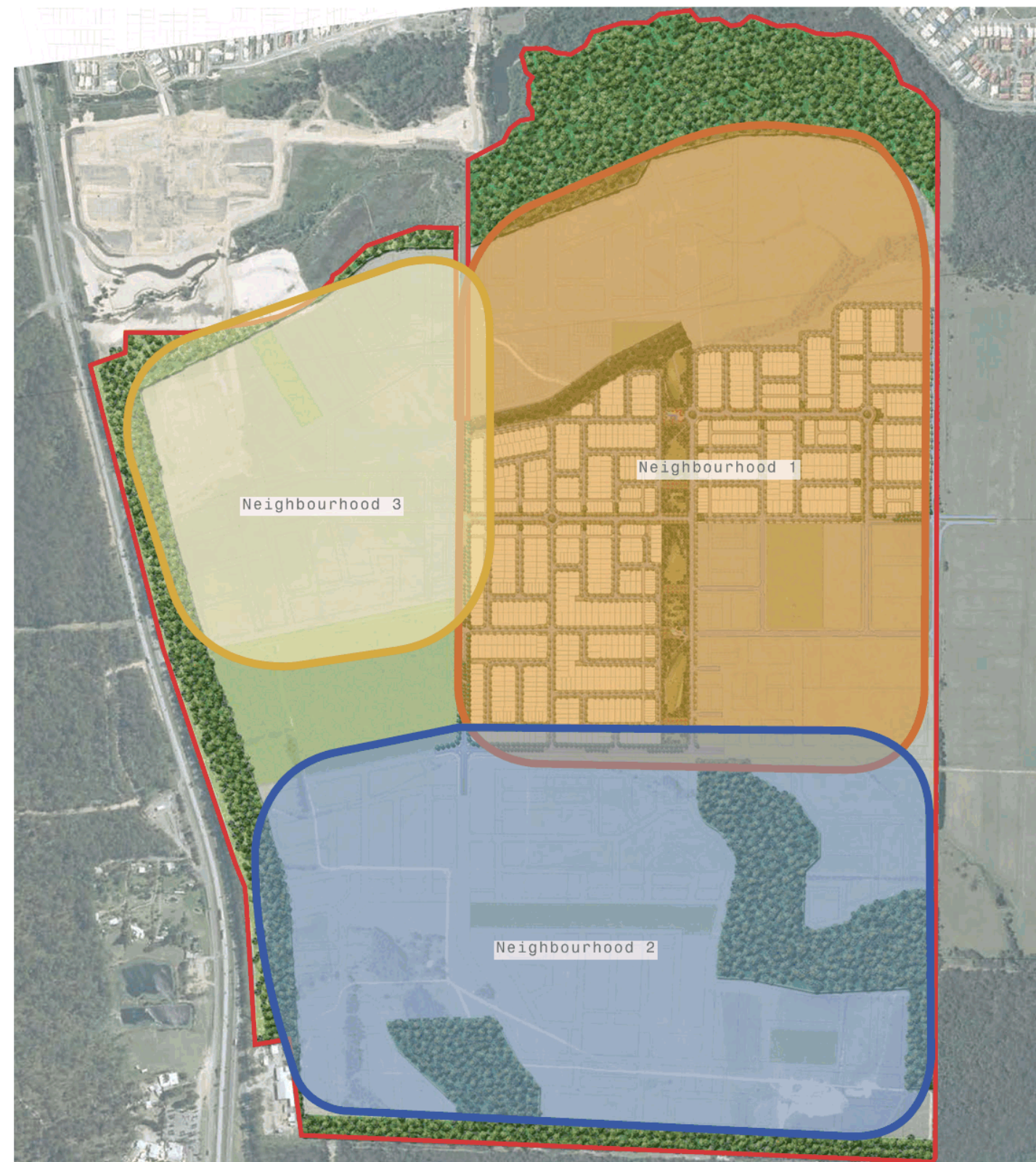
The key principles for the Master Planned Area are:

1. Creation of three high quality integrated residential neighbourhoods offering a diverse mix of dwelling options.
2. Each neighbourhood is generally defined with landscape character of the public realm and linear local open space generally within five (5) minutes' walk of the linear local park (of an approximate 400-500m catchment).
3. Each neighbourhood has a point of difference to strength identity through the approach to the linear open space and the public realm connections to this space.
4. A robust, legible, flexible structure that can mature and adapt.

The development comprises a community of three integrated yet distinct neighbourhoods with approximately 4,790 dwellings proposed. Each neighbourhood is established around high quality and thoughtfully designed community focal points, public realm areas and sustainable transport networks.

The Harmony masterplan creates three identifiable neighbourhoods which provides:

- an urban structure that reduces dependency on private vehicles and is more energy and land efficient;
- a layout which is unique and not based on a repetitive design approach and is responsive to the site and landscape context, responding to both the higher order recreation and district activities as well as utilising local open space required to service the expected population;
- legible street, pedestrian, bicycle and open space networks, focusing on walkability and street connectivity focused to the local linear open space;
- a strong local identity formed around linear park connections enabling every house to be within five (5) minutes walk of a local park that 'gets you somewhere'; and
- a legible, accessible, connected open space network while creating public open spaces that are unique to each individual neighbourhood.



neighbourhood plan (cont.)

The Harmony masterplan provides a diversity of housing options within these neighbourhoods including different dwelling sizes and forms in order to:-

- provide greater housing and lifestyle choice;
- allow for greater self containment within neighbourhoods;
- meet the changing needs of the community over time;
- support community development; and
- meet the needs and expectations of the full range of household types and population groups.

The Harmony masterplan adapts the Performance Outcomes of Neighbourhood Design, Housing and Density. (P026 to P033).



local park distribution and phasing

neighbourhood one

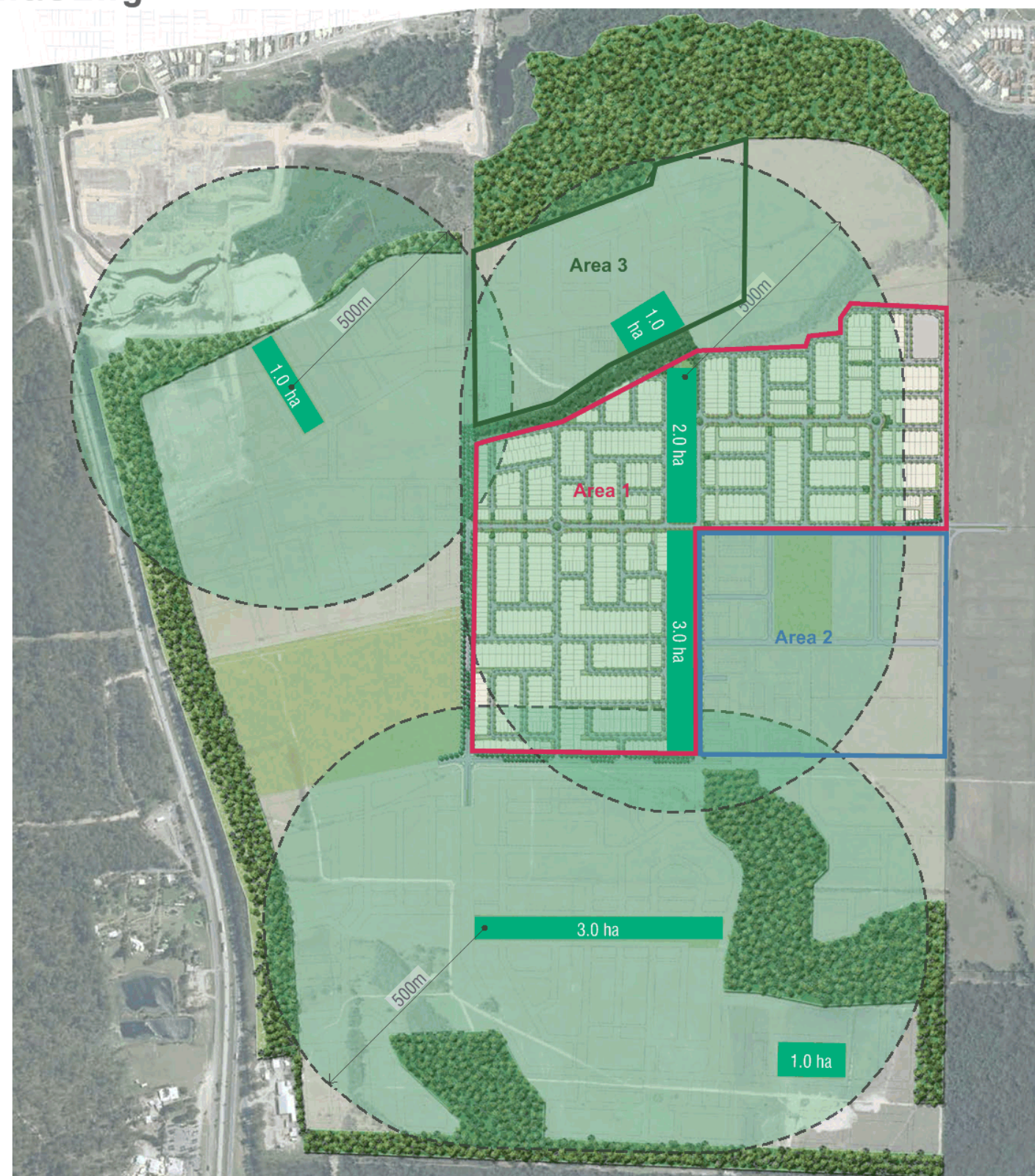
The urban design approach to the major park distribution, local park distribution and phasing provides Harmony a unique opportunity to create a masterplanned environment of exceptional quantity and quality of open spaces.

The major park distribution provides:

- The Regional Recreational Park (RR1-1) is located in the north-eastern corner of the site and is incorporated into the Sippy Creek corridor;
- The District Sports Park (DS1) is located along the western edge of the Harmony site and accommodates formal sporting and recreation activities which can be linked to the linear and town park via the proposed 'green finger';
- The District Recreational Park 1 (DR1) is located to the west of the Springhill Drive extension and provides a focus of neighbourhood three with the local park providing a supporting connection role to the environmental open space;
- The District Recreational Park 2 (DR2) is located to the south of the site integrated with existing vegetation and environmental areas; and
- The Town Park provides green relief within the concentrated urban form in the town centre and acts as a prime location for events, celebrations and community gatherings.

The key principles of the local park strategy are:

- A number of local parks have been located throughout the development to provide the Harmony community access to a local park that is within five (5) minutes walk of a local park that 'gets you somewhere';
- The local parks have been located, sized and shaped to create a network of cycle and pedestrian paths that connect all open space within the development;
- A range of embellishments and diverse landscape settings will ensure the local parks provide informal recreational, social, cultural and leisure activities;
- Through the use of planting, art, materials and equipment, each local park will have a unique identity that reflects the local communities' character;
- Provide safe legible connections from resident's homes to the local parks occasionally supported by 'green fingers' where demand may increase; and
- Functional lighting will be provided to ensure safe use during dark periods while amenity lighting will contribute to the ambiance and character of the park.



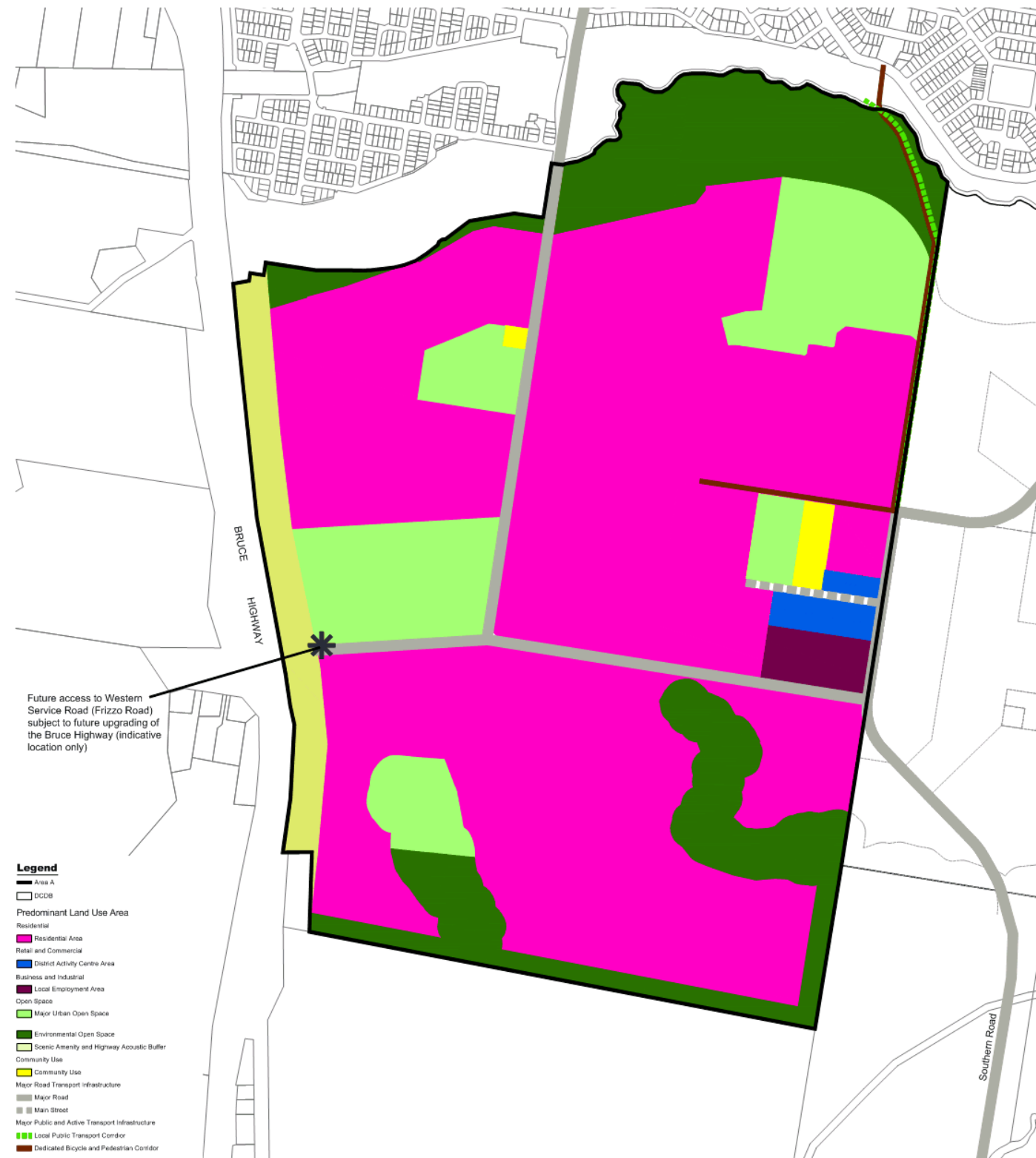
area development plan (structure plan)

OPM P3

A number of the plans in the Palmview Master Planned Area plan series have been updated and are listed on the pages to follow. The alterations are mostly as a result of detailed design development undertaken on the initial 1200 dwellings.

OPM P3 alterations include:

- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- Inclusion of a dedicated bicycle connection from the Claymore road extension and the southern road link intersection through to the linear park at the centre of neighbourhood one;
- The Community Use site has been consolidated into the Town Park area as it is anticipated there would be a roadway separating the Community Use from the Town Park and that it was beneficial to consider the Town Park and Community Use as one integrated space;
- There is a minor change that then results in the District Activity Centre and Local Employment Area land use area shapes but the areas remain consistent;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one;
- The park edge to Regional Recreational Park (RR1-1) has minor modifications from detailed design of the initial 1200 dwellings; and
- The shape of District Recreational Park 1 (DR1) altered in anticipation of the detailed design of the initial neighbourhood three. The shape is dictated by the surrounding access street configuration and the detailed design of WSUD features and stormwater movement. The requirements of facilities on (DR1) can be accommodated in the revised shape.

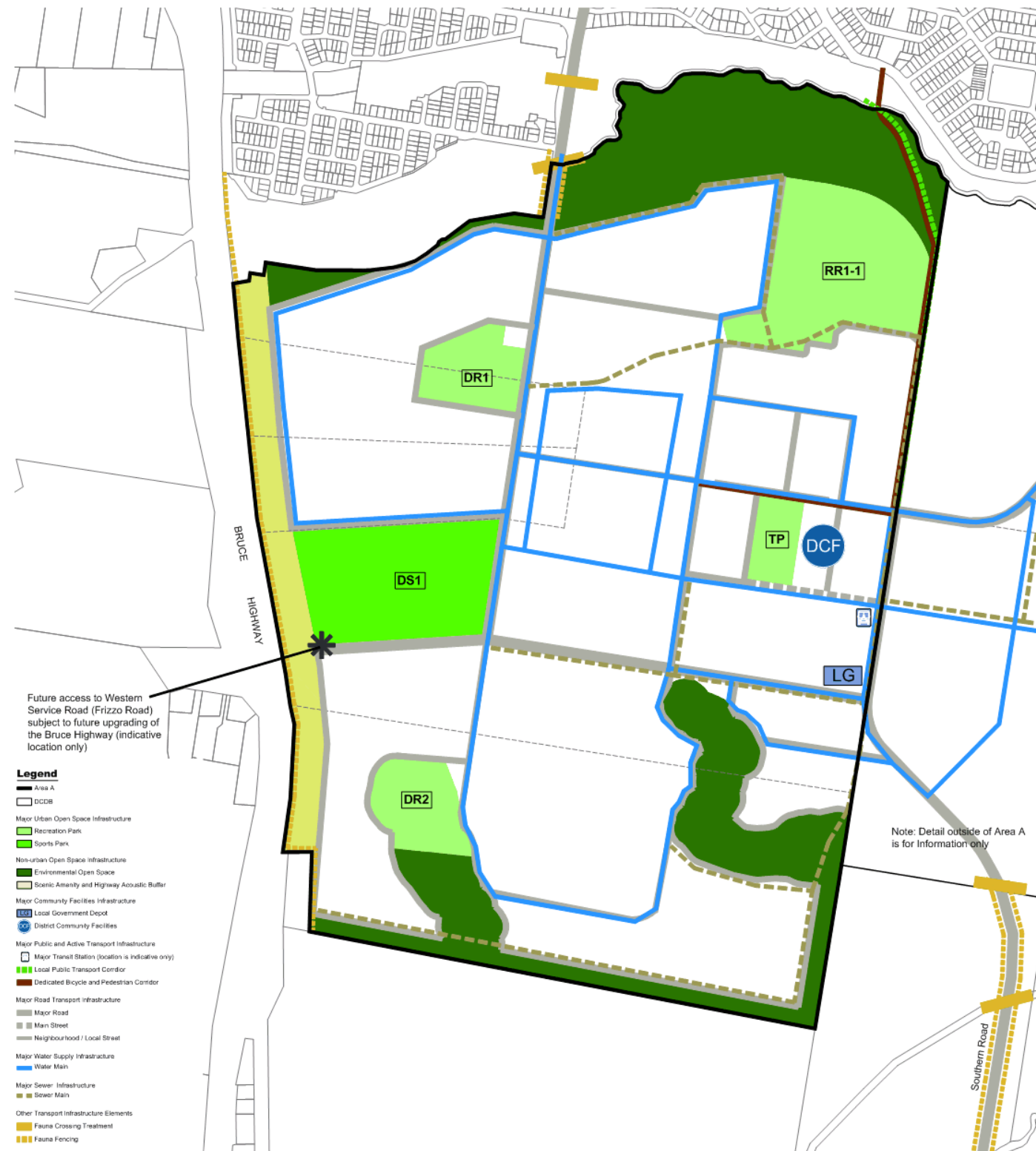


area development plan (structure plan)

OPM P4

OPM P4 alterations include:

- The gravity sewer, and water main have been altered to reflect the current proposal layout;
- The major transit station has been indicated closer to the District Activity Centre to avoid the complexities of the Claymore Road intersection an better relate to the District Activity Centre itself;
- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- The Community Use site has been consolidated into the Town Park area as it is anticipated there would be a roadway separating the Community Use from the Town Park and that it was beneficial to consider the Town Park and Community Use as one integrated space;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one;
- The park edge to Regional Recreational Park (RR1-1) has minor modifications from detailed design of the initial 1200 dwellings; and
- The shape of District Recreational Park 1 (DR1) altered in anticipation of the detailed design of the initial neighbourhood three.

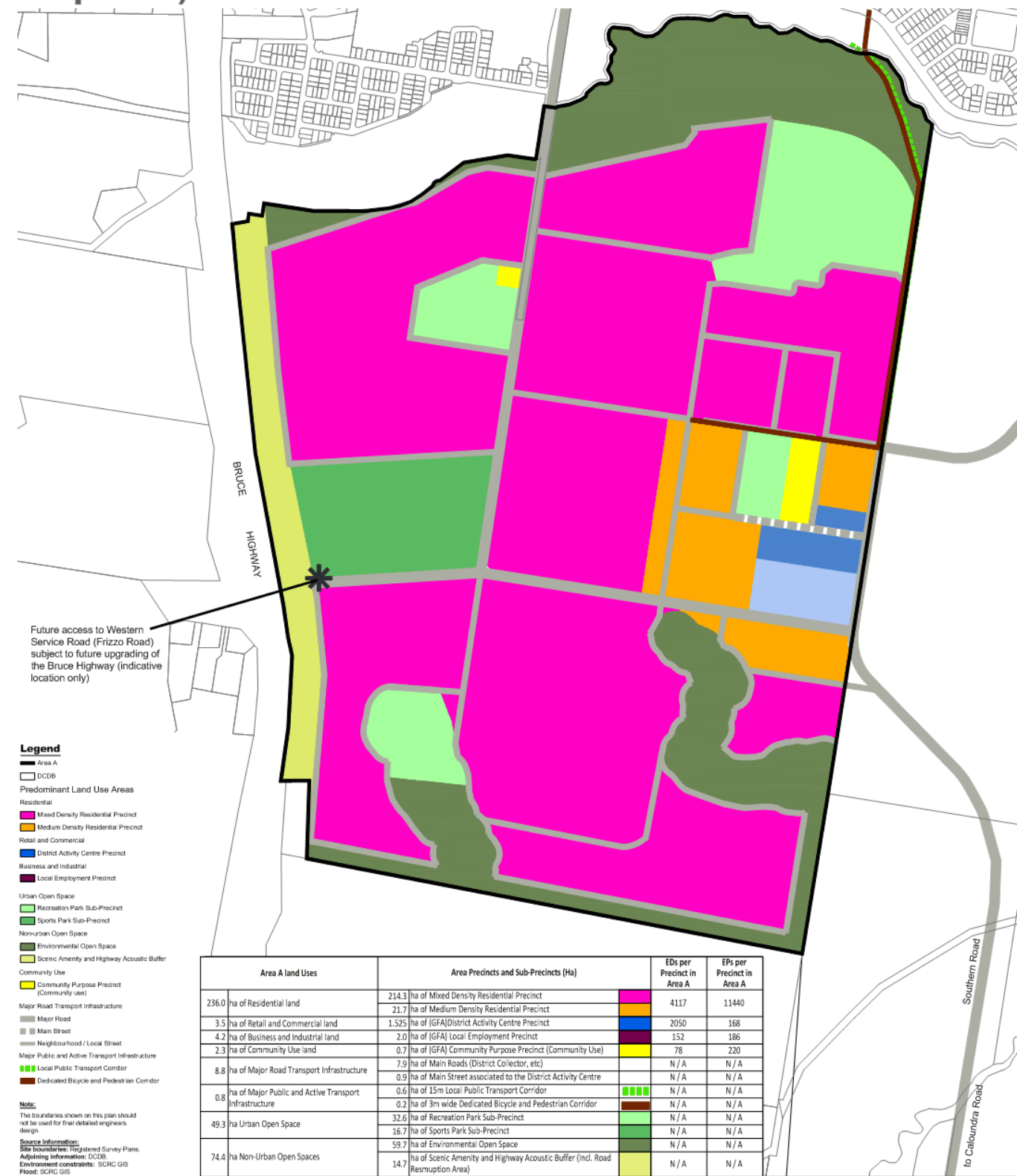


area development plan (structure plan)

OPM P6

OPM P6 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three;
- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- Inclusion of a dedicated bicycle connection from the Claymore road extension and the southern road link intersection through to the linear park at the centre of neighbourhood one;
- The Community Use site has been consolidated into the Town Park area as it is anticipated there would be a roadway separating the Community Use from the Town Park and that it was beneficial to consider the Town Park and Community Use as one integrated space;
- There is a minor change that then results in the Medium Density Residential Precinct, District Activity Centre and Local Employment Area land use area shapes but the areas remain consistent;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one;
- The park edge to Regional Recreational Park (RR1-1) has minor modifications from detailed design of the initial 1200 dwellings; and
- The shape of District Recreational Park 1 (DR1) altered and the community use has been incorporated into this space in anticipation of the detailed design of the initial neighbourhood three.



area development plan (structure plan)

OPM P8

OPM P8 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three, with particular reference to potential bus routes;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one; and
- Additional local street detail has been included in the initial release area and around the town park.

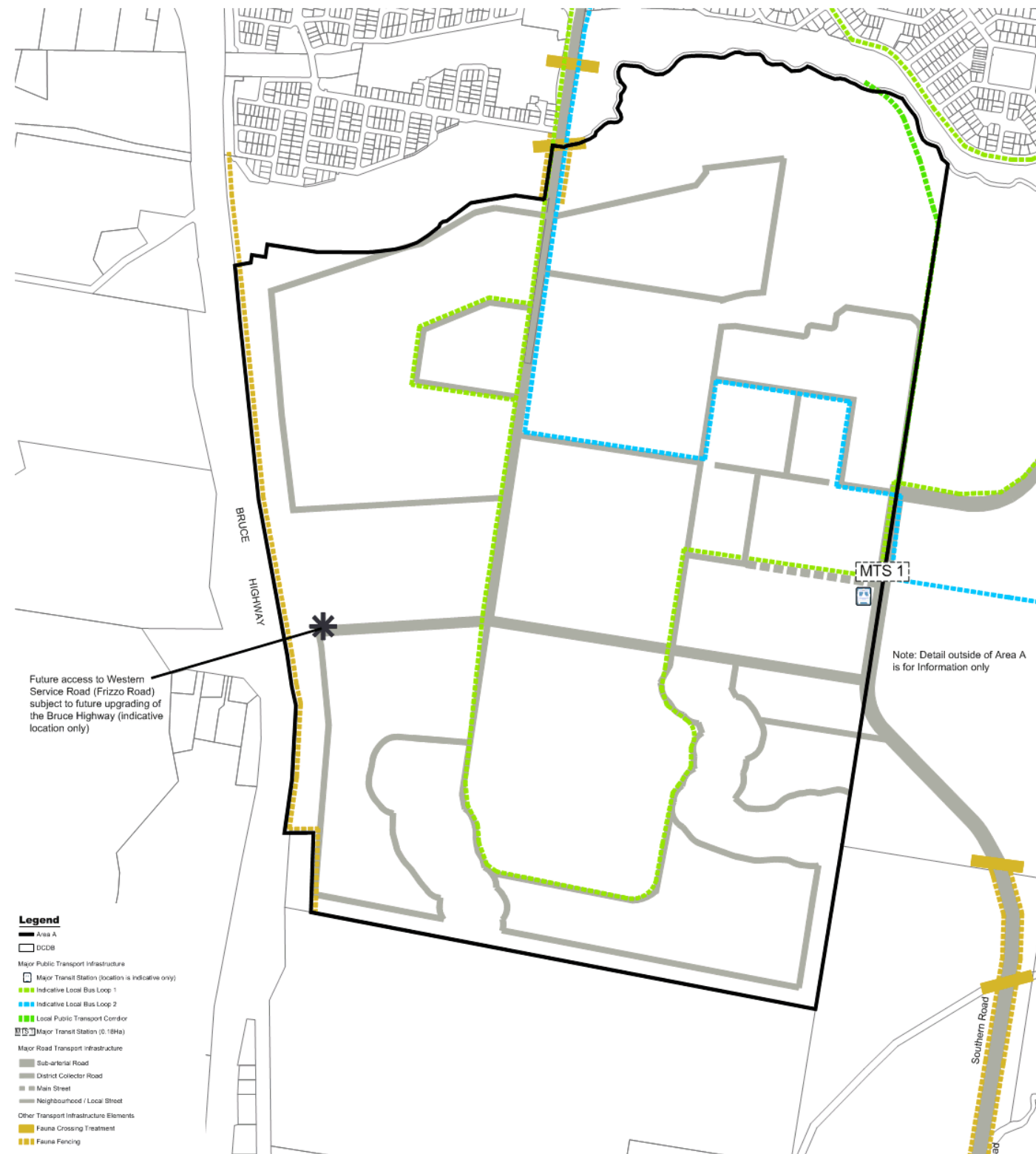


area development plan (structure plan)

OPM P9

OPM P9 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three;
- The indicative local bus loops 1 and 2 have been altered to match this anticipated configuration;
- The Major Transit Station has been moved closer to the District Activity Centre;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one; and
- Additional local street detail has been included in the initial release area and around the town park.

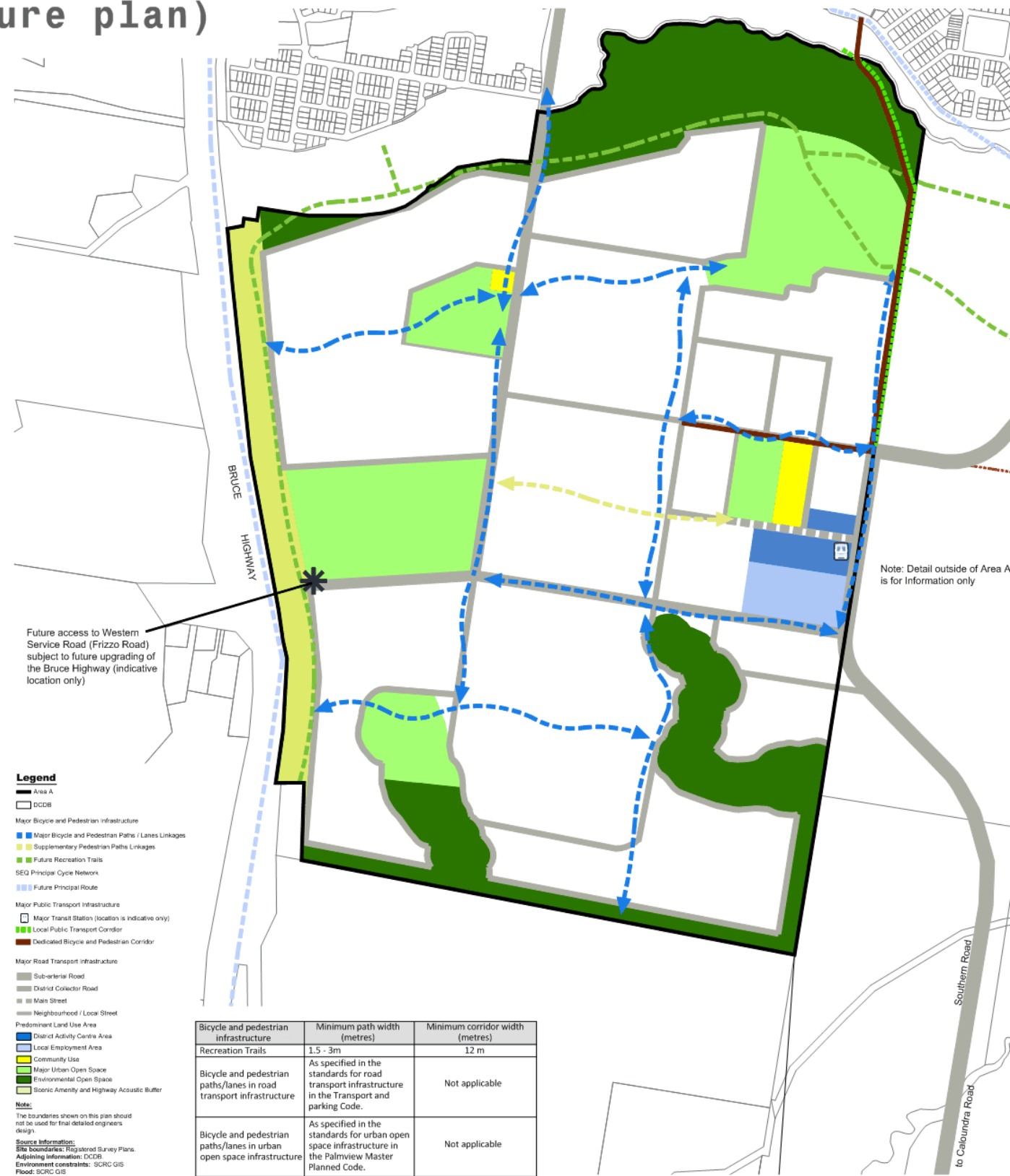


area development plan (structure plan)

OPM P10

OPM P10 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three;
- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- Inclusion of a dedicated bicycle connection from the Claymore road extension and the southern road link intersection through to the linear park at the centre of neighbourhood one, a supplementary pedestrian link between the town park and DS1;
- Major bicycle and pedestrian path linkages have been altered to respond to the issues detailed in the initial 1200 dwellings design and the local open space/neighbourhood design approach;
- The Community Use site has been consolidated into the Town Park area as it is anticipated there would be a roadway separating the Community Use from the Town Park and that it was beneficial to consider the Town Park and Community Use as one integrated space;
- There is a minor change that then results in the District Activity Centre and Local Employment Area land use area shapes but the areas remain consistent;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one;
- The park edge to Regional Recreational Park (RR1-1) has minor modifications from detailed design of the initial 1200 dwellings; and
- The shape of District Recreational Park 1 (DR1) altered and the community use has been incorporated into this space in anticipation of the detailed design of the initial neighbourhood three.

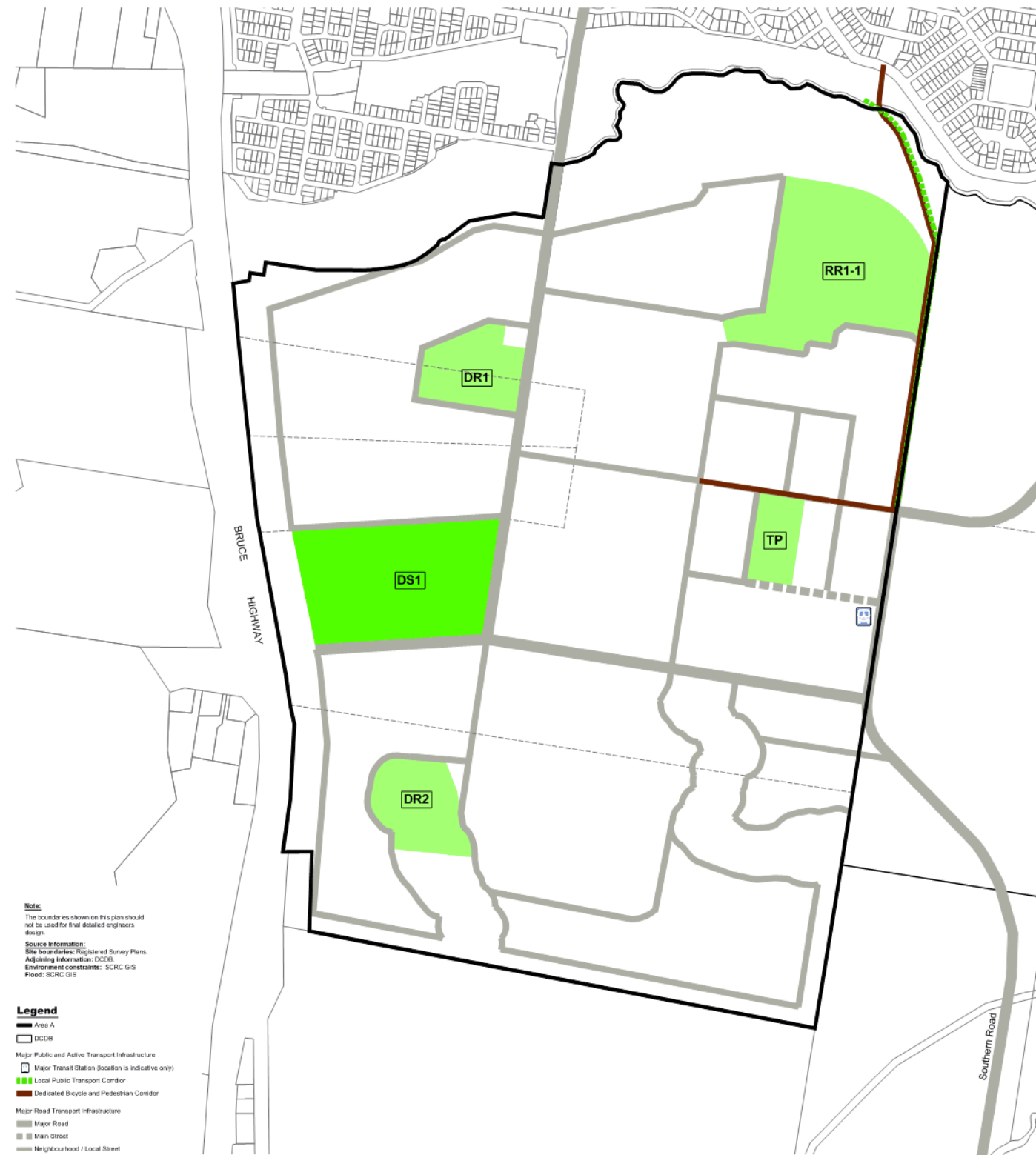


area development plan (structure plan)

OPM P11

OPM P11 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three;
- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- Inclusion of a dedicated bicycle connection from the Claymore road extension and the southern road link intersection through to the linear park at the centre of neighbourhood one;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one;
- The park edge to Regional Recreational Park (RR1-1) has minor modifications from detailed design of the initial 1200 dwellings; and
- The shape of District Recreational Park 1 (DR1) altered and the community use has been incorporated into this space in anticipation of the detailed design of the initial neighbourhood three.



area development plan (structure plan)

OPM P13

OPM P13 alterations include:

- The neighbourhood/local street layout has been altered to incorporate the detailed design of the initial 1200 dwellings and anticipated design of neighbourhoods two and three;
- The dedicated bicycle and pedestrian corridor has been co-located with the local public transport corridor to intersect with the Claymore road extension and the southern road link intersection;
- The dedicated bicycle and pedestrian corridor was relocated due to conflicts with the proposed location of the initial display village and the detailed design of this area, conflicts with local access roads, intersections, dwelling driveways and potential implications with the detailed design outcomes of Regional Recreational Park (RR1-1) through its undulating land form;
- Inclusion of a dedicated bicycle connection from the Claymore road extension and the southern road link intersection through to the linear park at the centre of neighbourhood one;
- The extension of Springhill Drive has been pushed further south to facilitate future access to the Western Service Road, better utilised its carrying capacity and integration with the anticipated collector roadway system, and enable better containment and less 'through traffic' through the proposed neighbourhood one.

