Citywide Streetscape Design Principles

Purpose
The Streetscape Design Principles aim to provide clear direction to the development industry and government on streetscape design for all urban centres on the Gold Coast. The intent is to make streetscapes more consistent and legible, better visually integrated and more cost-effective in the long term. It will enable the City to better coordinate streetscape outcomes across centres instead of just inheriting a legacy of streetscape solutions that vary with each new development. It also aims to simplify streetscape delivery in the development approval process and make it easier for the City to maintain streetscapes.

Enhanced streetscapes across Gold Coast urban centre business environments will provide:

- attractive retail and business centres
- improved pedestrian experience
- greater economic opportunity for business
- greater efficiencies and more consistent use of materials
- increased tree canopy and a cooler, greener, healthier environment.

The framework provides a citywide overview of streetscape requirements and outlines the key design principles.

A program of work is being undertaken to deliver Streetscape Design Guidelines (SDG) for identified urban centres, to provide supplementary information that reflects the issues and qualities specific to those centres.

Current issues
Application of this framework across urban centres is intended to address the following range of issues currently affecting the streetscape:

- lack of clarity and guidance to development industry
- development encroachment onto the public realm
- inconsistent appearance (e.g. multiple paving treatments) across an urban centre
- cost of maintenance e.g. due to need to stock large variety of infill materials
- whole-of-life cost to the City due to high variability of outcomes
- lack of street trees and other vegetation.

Overarching principles
The overarching principles for the framework are as follows:

- **Simplicity** – Clear direction regarding desired streetscape treatment for urban centres.
- **Consistency** – Defined ACCESS and UTILITY ZONES, and design treatments that visually unify urban centres.
- **Economy** – A specific and well considered materials palette that is durable, easily constructed and maintained.

Streetscape hierarchy
Urban centres will typically be divided into two or three streetscape typologies - Core, Fringe and Periphery - which reflect differing levels of urban intensity, land use and activity occurring across the area. Larger centres, such as Broadbeach, will have three typologies whereas smaller centres, such as Tugun, will just have two. The diagram below illustrates how the streetscape hierarchy might be mapped in an urban centre.

Figure 1 Typical map showing three main streetscape types in an urban centre

![Legend]

Legend

- A - Core
- B - Fringe
- C - Periphery
Design principles

The following principles are intended to guide the design of attractive, harmonious, sustainable streetscapes.

Street life
The street should provide for engaging street life:
- The City will determine streetscape materials and finishes to support consistency along the length of the street.
- The UTILITY ZONE should provide street trees, street furniture, outdoor dining and allow for street activation.
- The urban centre's distinct local character will be acknowledged in design and material selections determined by the City.
- Inclusion of public art should be considered where appropriate in accordance with the City's Public Art Policy and Public Art Plan 2021.
- The street should have flexible streetscape elements to support street activation / events (e.g. space to gather).
- The City will support urban lighting strategies to add night-time vibrancy and support CPTED initiatives (e.g. digital projection, tree lighting, uplighting of seats and other street furniture).

Safety
The street must provide a safe environment for all users:
- Crime Prevention Through Environmental Design (CPTED) guidelines should be considered in the streetscape.
- Any changes to Gold Coast Light Rail streetscape works must comply with G:link's operational requirements.
- The street should provide adequate protection from solar radiation and frequent seating / rest stops for users.

Accessibility
The street should provide access for all:
- Active travel, inclusive and pedestrian-friendly design solutions should be provided to enhance user safety.
- The street should include bus stops and other required infrastructure for active travel and public transport.
- The ACCESS ZONE provides clear pedestrian access along the property line and to retail / eatery frontages.
- Building footprints at ground level should provide a consistent shore line to help guide people with visual impairments.
- Awning cover is required (particularly in core areas) to provide areas protected from the elements.

Sustainability
The street should be green, comfortable and clean:
- Street trees and other vegetation should be included to shade, cool and beautify the local environment.
- Deep tree planting, utilising proprietary root cell systems, should be considered to optimise street tree growth.
- Water Sensitive Urban Design (WSUD) solutions should be utilised, where feasible, to treat urban stormwater.
- Material selections should aim to minimise CO2 emissions, be durable and have low maintenance requirements.

Figure 2: Illustration showing key streetscape design principles for the Gold Coast's urban centres.
Streetscape typologies

A broad description of each typology is provided below.

Type A – Core

The core of the urban centre is a pedestrian oriented urban environment with a high visual quality that reflects its importance as a commercial and retail centre. It is defined by the extent of the City Plan Centre Zones and its accessibility by public and active travel. This typology is suitable for the core of larger urban centres (e.g. Broadbeach).

- highest proportion of paved surface to maximise pedestrian movement and activation
- high specification paving from property boundary to kerb (either honed concrete unit concrete pavers or lightly exposed in situ coloured concrete paving, depending on the location)
- contiguous awning cover
- deep-planted street trees (with appropriate soil volumes to allow trees to achieve maximum size and maturity) in grates or permeable paving
- Urban Suite Street Furniture range (stainless steel framed, hardwood panelled) – refer to the Land development guidelines
- appropriate lighting solutions to promote night-time activation with integral banners on designated streets.

Type B – Fringe

A subtropical environment that creates a balance between paved areas and street trees, whilst still providing the visual quality and functions required of highly urbanised mixed use/residential areas. This typology is suitable for the core of smaller urban centres (e.g. Tugun) as well as the fringe of larger urban centres (e.g. Broadbeach).

- high proportion of paved surface with some large planting beds for subtropical understorey planting
- standard broomed or exposed aggregate concrete paving from property boundary to kerb
- optional awning cover subject to Council approval
- deep-planted street trees (with appropriate soil volumes to allow trees to achieve maximum size and maturity) in grates or permeable paving
- Urban Suite Street Furniture range (stainless steel framed, hardwood panelled) – refer to the Land development guidelines
- appropriate lighting solutions to promote night-time activation.

Type C – Periphery

An urban village character that reflects the residential nature of the area, through an emphasis on street trees that complements its density.

- standard broomed or exposed aggregate concrete paving to typically 1.2-1.5m footpath) with turf or plant beds to either side
- optional awning cover subject to Council approval
- street trees in mulched beds, generally; or in planted beds at nodes/intersections
- some inclusion of street furniture, depending on the location and intensity of use
- some inclusion of pedestrian lighting, depending on the location and intensity of use.

For detailed design information, including materials and furniture palette and proposed street trees, contact the City and refer to Streetscape Design Guidelines for individual urban centres, as and when these become available.