

4.2 Precinct plan

At approximately 14 hectares in size, the Varsity Station Village site is large enough to warrant a precinct approach to design and planning. Whilst there will be a consistency throughout the Village, changes in function, character, form and feel will deliver different place making outcomes within each precinct. For example, the northern quarter will be residential while the High Street area will be active and vibrant with opportunities for shopping and eating.



Figure 4.2 Master plan precincts



Precinct 1 Northern Quarter



Northern Quarter aerial view



View 1: Artists impression of Village Square



View 2: Artists impression view along the residential link

Precinct 1 Northern Quarter

This precinct sits at the northern end of the site between Coromandel Lane, New Access Street 1 and Transit Way. Whilst potentially containing a mixture of uses, it will be the most residential neighbourhood in the Village. It will be an attractive address for residents seeking good public transport, quality urban outcomes and views. There is potential for commercial or mixed commercial/residential development fronting Scottsdale Drive. However, any commercial development within or backing on to this precinct needs to be consistent with the planned residential outcomes.

Residential development in this precinct will have a north/south alignment enabling orientation of buildings east and west, providing good solar access and views, and avoiding overlooking the substation.

Future development in this precinct will need to comply with the setback requirements of Energex and PowerLink.

A landscaped pedestrian pathway will link Coromandel Lane to the Village Square and High Street. This space will be designed to be safe, with passive surveillance from adjoining residential dwellings day and night. Buildings on the south eastern edge of the precinct, overlooking the Village Square, will need to be designed to provide passive surveillance of this space.

The Northern Quarter also contains the park 'n' ride facility for the rail station. Residential development will need to overlook Transit Way and provide an attractive edge to this street. If parking requirements change, this facility could be redeveloped in the future to deliver an active edge to Transit Way.

Buildings in this precinct would typically range in height from two to six storeys. Buildings located along Scottsdale Drive and adjoining High Street could be up to six storeys where they incorporate a mix of uses.

Precinct 2 High Street

The High Street precinct is the heart of the Village, the principal focus of social, commercial and retail activity, designed to replicate the character and function of a 'traditional' High Street. It will be:

- the key gateway into the village, particularly for the existing varsity lakes community
- a destination for shopping, eating and meeting people
- active and vibrant day and night
- safe, comfortable and inviting for pedestrians and cyclists
- a high quality environment created through finishes, public art and street furniture.

High Street will lead directly to the rail station, bus stops and taxi and kiss 'n' ride facilities. Importantly, it will position shops and services conveniently for public transport patrons. Retail uses will line this street and 'sleeve' a supermarket located at the south eastern corner, opposite Station Plaza.

Station Plaza will be a key public space at the forecourt of the station, a meeting place and a destination for community events and activities. This space will be activated by cafés and other uses that provide activity and longevity.

A mix of commercial, community and residential uses will either front the High Street or be located above retail in buildings that range from six to eight storeys. Taller buildings of up to 12 storeys will reinforce the gateway entry at the intersection of High Street with Scottsdale Drive. Building detail and finishes will also reinforce these corners.

At ground level, buildings will address the corner through building elements such as articulation, façade detail and balconies. The buildings could also increase their setbacks on the corner to create a more generous public space, without compromising the enclosure of the street.

The office/commercial buildings, adjacent to Station Plaza and the rail corridor, will benefit from close proximity to the rail station and exposure to the Pacific Motorway. It is expected that these buildings will contain retail and/or community mixed-use elements, particularly at street level and will deliver high quality design outcomes to the Pacific Motorway.

Where taller buildings are proposed, the qualities of High Street will be reinforced by podiums, up to four storeys, at street level. These building elements will enclose the street and provide a well-defined space.

Basement parking will be accessed through adjoining Precincts 1 and 3, with no vehicular crossovers from High Street. Kerbside parking will provide a buffer to pedestrians from passing traffic, which will contribute to activity and safety on the street. Additional on street activity will also act to calm traffic and reduce vehicle speeds. Generous street tree planting, street furniture and continuous awnings will provide a comfortable and sheltered pedestrian realm.



Precinct 2 High Street



View 3: Artists Impression from station entry and plaza down High Street towards Varsity Lakes



High Street aerial view



View 4: Artists impression along High Street towards Station Plaza

Precinct 3 Mid Town

Mid Town is located between the High Street precinct and Precinct 4 the Business Quarter. While secondary to High Street, Mid Town is still an important entry to the Village with an active street environment and will be a popular address for business and residents.

Mid Town will become a mixed-use business area with commercial offices dominating over residential and retail. Office/commercial buildings will line the rail corridor benefiting from proximity to the rail station and exposure to the Pacific Motorway. It is expected that these buildings will contain retail and/or community mixed-use elements, particularly at street level. Buildings with exposure to the Motorway will need to provide high quality design outcomes.

Buildings on the north eastern side of Station Parade will have an active street frontage and contain a mix of residential and commercial uses. Scottsdale Drive will also be an address for commercial buildings given its exposure to passing traffic and potential views of Varsity Lakes, with access via a service lane. Height level differences between Scottsdale Drive and Station Parade allow for car parking to be sleeved within the perimeter, accessed from Scottsdale Drive and Station Parade.

Buildings lining the rail corridor will range in height from four to six storeys, with basement parking accessed from Station Parade. In the balance of the precinct, buildings will range in height from six to eight storeys, with the potential for a landmark building on the corner of Scottsdale Drive of up to 12 storeys.



Precinct 3 Mid Town



View 5: Artists impression from bus stop towards the station



Mid Town aerial view



View 6: Artists impression along Station Parade towards the station

Precinct 4 Business Quarter

The Business Quarter will be located between Casua Drive and New Access Street 2, on both sides of the New Bridge Road.

This precinct is expected to be developed predominantly for business and commercial uses as a major employment generator within the Village. If appropriate, residential uses could be developed to deliver after hours activity.

While individual buildings will maintain a close relationship with the street, this precinct will be recognised for its quality and accessible landscaped courtyards. Created by the careful location of buildings and active ground floor uses, such as cafes, these courtyards will provide an alternative to the busier streets within the Village. The courtyards will be built above basement car parking delivered efficiently across the site, with access from Casua and New Access Street 2. The change in levels across the site will require car parking fronting New Access Street 2 to be sleeved with active uses.

Buildings will range in height from six to eight storeys north of the New Bridge Road and two to four storeys to the south.



Business Quarter aerial view



Precinct 4 Business Quarter

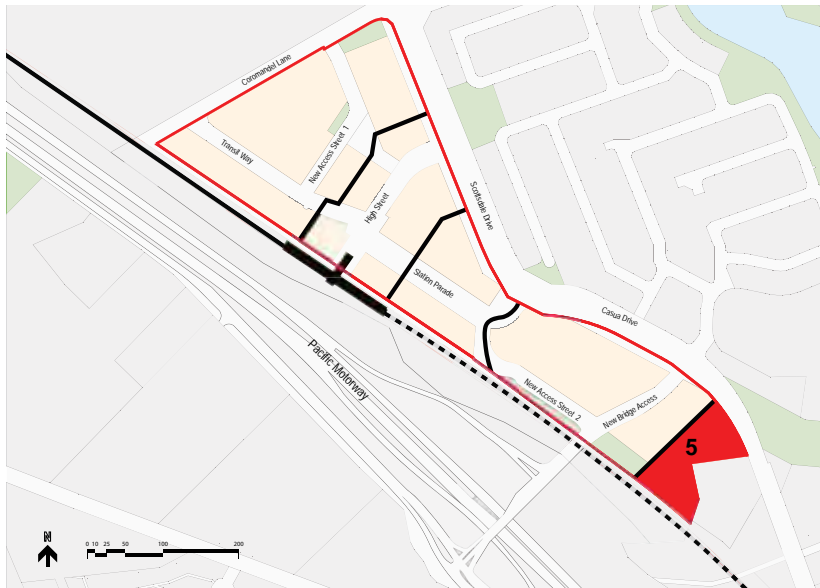


View 7: Artists impression from internal court of Business Quarter



Precinct 5 South End

South End is located on the southern side of the New Bridge Road. This precinct is intended to provide a transition from the commercial and office space to the industrial uses south of the site. It is expected that warehousing or similar low impact industrial uses would be acceptable in this precinct. A range of alternative uses could also be considered, although uses that generate high levels of traffic would not be appropriate. Buildings are expected to be two to four storeys in height.



Precinct 5 South End



South End aerial view