

2.0 Transit Oriented Development

2.1 South East Queensland Regional Plan 2005–2026

2.2 Principles for transit oriented development

2.3 Transit oriented development and Department of Transport and Main Roads

2.4 South East Queensland Infrastructure Plan and Program 2008–2026

2.5 Triple bottom line principles and intended outcomes for Varsity Station Village

2.6 Application of transit oriented development principles to Varsity Station Village

2.1 South East Queensland Regional Plan 2005–2026

The *South East Queensland Regional Plan 2005–2026* (the Regional Plan) provides a framework for managing growth, land use and development within South East Queensland.

Transit oriented development principles assist in managing the population growth and traffic congestion challenges of the rapidly growing south east Queensland region.

The Regional Plan identifies three prerequisites for transit oriented development sites, namely:

- The site is, or will be, serviced by quality and high-frequency public transport.
- The site has the capacity to provide levels of development density and intensity that support public transport.
- The site can provide a vital and active pedestrian-friendly, walkable catchment, centred on a public transport node or corridor.

The Regional Plan states that where transit oriented development principles are applied to areas like Varsity Station Village, they are to be referred to as 'transit oriented communities'.

The Department of Infrastructure and Planning is the Queensland Government's lead agency for transit oriented development policy and assists in facilitating developments such as Varsity Station Village. That Department provides advice on best practice and guidelines for successful transit oriented development.

The draft *South East Queensland Regional Plan 2009–2031* introduces a classification system for transit oriented development precincts. Under this system, Varsity Station Village can be classified as an Urban transit oriented development precinct.

What is Transit Oriented Development?

Transit oriented developments are mixed-use residential and employment areas designed to maximise the efficient use of land through high levels of access to public transport. The Regional Plan indicates transit oriented development has a walking and cycle-friendly core with a rail or bus station surrounded by relatively high-density residential development, employment or a range of mixed uses.

Transit oriented development is often referred to by its acronym, TOD. Transit is a word used to describe public transport, such as rail and bus services.

Land use, transport and employment integration plays a key role in achieving social, economic and environmental sustainability in the region. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, integrated planning can help to create complete communities.

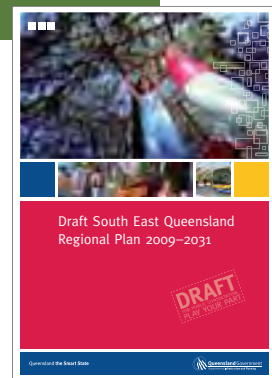
Accommodating future residential and employment growth in areas with good access to high frequency public transport and a mixture of land uses promotes social equity, travel choice, and maximises efficient use of existing and planned infrastructure.

Integrating land use and transport reduces the need to travel; creates shorter journeys; provides safer and easier access to jobs, schools and services; supports more efficient use of land and existing infrastructure and maintains the environmental benefits of compact development.

Urban Transit Oriented Development Precinct

This type of precinct includes inner urban areas with frequent transit services that are well connected to employment hubs and key destinations. Due to their accessible location and excellent transit services, they can support high densities and a diverse range of land uses.

Urban precincts can accommodate high-density residential and commercial uses, as well as shops and services to support the large local population.



2.2 Principles for transit oriented development

It is widely accepted by transport and land use planners that successful transit oriented development communities address the following principles:

- **Integrate land use and transport**
Adopt an integrated approach to plan transit oriented communities and their key components such as land uses, stations, buildings, public spaces, pedestrian and cycle paths and streets.
- **Deliver a high standard of transit**
Ensure a high quality and frequent transit service.
- **Design for walkable neighbourhoods**
Deliver permeable, interconnected neighbourhoods and street networks that make it easy to walk and cycle to various destinations.
- **Provide priority for pedestrians and cyclists**
Create a pedestrian and cyclist friendly street environment.
- **Create high quality places for people**
Ensure community vitality and safety by attracting people to shop, socialise and enjoy recreation activities locally. Parks, street design, street furniture, lighting, active frontages, weather protection and public art all contribute to the quality of public spaces and streets.
- **Protect development opportunities**
Protect future transit oriented development opportunities and consider development that is staged over time.
- **Ensure mixed use communities**
Provide for a mix of uses within transit oriented communities such as housing, shops, services and employment opportunities to create healthy and vibrant communities.
- **Aim for excellence in built form and architecture**
Create an environment that is sustainable, climate responsive, distinctive in design and has an appropriate scale.
- **Plan for a diverse community**
Provide for a vibrant, sustainable and inclusive community that meets the needs of a diverse population by incorporating a range of housing, services and community facilities.



2.3

Transit oriented development and Department of Transport and Main Roads

The Department of Transport and Main Roads is leading the Varsity Station Village project as it aligns with Department of Transport and Main Roads relevant strategic objectives of:

- **Transport Leadership**

Lead the direction and development of the transport system in Queensland.

- **System Stewardship**

Plan and manage a transport system that is sustainable, safe, efficient and equitable.

- **Service and Infrastructure Delivery**

Deliver and operate consistent, integrated and efficient services and infrastructure, to an agreed standard.

- **Effective Relationships**

Develop and sustain effective relationships with stakeholders to achieve transport outcomes.

- **Capable Organisation**

People, systems and processes are capable, innovative and accountable, and promote performance to achieve business outcomes.



2.4 South East Queensland Infrastructure Plan and Program 2008–2026

The Queensland Government plays a leading role in coordinating planning and infrastructure delivery, with the goal of achieving best practice land use and transport integration.

The *South East Queensland Infrastructure Plan and Program 2008–2026* (the Program), represents the Queensland Government's long-term commitment to infrastructure delivery and capital works in south east Queensland. Prepared by the Department of Infrastructure and Planning, it outlines the Government's program of infrastructure and major projects that support the Regional Plan.

The Program identifies the improvement of passenger rail services on the Gold Coast as a priority infrastructure project. These improvements include the extension of the rail line from Robina to Varsity Lakes, the establishment of the new Varsity Lakes station and the development of Varsity Station Village.

The Program also recognises the role of the Queensland Government in delivering transit oriented development solutions in three priority situations, namely:

- major transport nodes within a ten kilometre radius of the Brisbane Central Business District
- key regional activity centres identified in the Regional Plan
- major new public transport infrastructure such as new stations.

The Varsity Station Village project is included within the third of these priority areas.

In keeping with the objectives of the Regional Plan and the Program, the future Varsity Lakes rail station and the adjoining Varsity Station Village site offers a significant opportunity for the Queensland Government to demonstrate the success of transit oriented development.



2.5 Triple bottom line principles and intended outcomes for Varsity Station Village



The 14 hectare Varsity Station Village site is located within the existing Varsity Lakes and Reedy Creek growth area. The characteristics and drivers of the existing and future users of Varsity Station Village, combined with the trends in market supply and demand, government policy and planning, all merge to form the development proposition.

The purpose of the Varsity Station Village project is to deliver a practical demonstration of transit oriented development principles. These principles are outlined in section 2.6 of the Master Plan.

Consequently, transit oriented development principles were used as a guide during the creation of the development proposition.

Triple bottom line criteria of economic, environmental and social performance were used to assess transit oriented development principles and their intended outcomes. This assessment informed and identified the development opportunities at Varsity Station Village.

The following table summarises the finding of this assessment.



	Guiding principles	Intended outcome at Varsity Station Village
Economic performance	<ul style="list-style-type: none"> plan land development that benefits the wider community provide employment opportunities within close proximity of the rail station use investment in public transport infrastructure to promote private investment encourage public transport use through integrated land use and transport planning capture the benefit of investment in public transport infrastructure generate feasible development options that can be delivered over time. 	<ul style="list-style-type: none"> positive economic benefits result from the integrated delivery of the rail station and land development positive financial return achieved from the sale of the site higher proportion of private investment relative to public investment within the site walking, cycling and public transport trips are a prevalent transport mode substantial employment opportunities are provided for within 800 metres of rail station successful retail and commercial activities are achieved a financially successful property development is created.
Environmental performance	<ul style="list-style-type: none"> promote the efficient use of land through a compact urban form with vertical and horizontal mixed uses promote land uses that are transit oriented promote integrated trips encourage walking, cycling and public transport trips respond to the site's attributes and local context reduce travel related greenhouse gas emissions. 	<ul style="list-style-type: none"> significant commercial, retail and residential activities are to be provided within easy walking distance of the rail station cater for the daily and weekly shopping needs of residents and workers provide activities that are travel 'destinations' and/or 'origins' walking, cycling and public transport trips are a prevalent transport mode pedestrian shade and shelter are to be provided end of trip facilities for cyclists are to be provided an integrated rail and bus interchange is to be provided the Master Plan will respond to the site's context and challenges the site's future residents and workers generate lower travel related greenhouse emissions through access to alternatives to private vehicle travel.
Social performance	<ul style="list-style-type: none"> create a unique community with its own 'sense of place' promote a vibrant community promote self-containment within the local area promote integration and linkages to adjoining neighbourhoods provide opportunities for diverse housing styles and formats provide a safe environment for residents to live. 	<ul style="list-style-type: none"> Varsity Station Village will be a desirable place to live, work and visit Varsity Station Village will be a place for local residents to shop, meet and interact there will be activity at Varsity Station Village on an 18 hour, 7 day per week basis a traditional shopping 'high street' will be a design focus all streets will be pedestrian oriented there are good connections to the adjoining suburbs a variety of households will be catered for within the development Crime Prevention Through Environmental Design Guidelines will be adopted to create a safe living and working environment residents will be encouraged to work and shop within the development.

2.6 Application of transit oriented development principles to Varsity Station Village



The purpose of the Varsity Station Village project is to demonstrate the application of transit oriented development principles. The table below provides a brief for the Master Plan in terms of the transit oriented development principles contained in section 2.2.



Principles of Transit Oriented Development	Integrate land use and transport	Deliver a high standard of transit	Design for walkable neighbourhoods	Provide priority for pedestrians and cyclists
Brief to draft Master Plan	<ul style="list-style-type: none"> maximise employment opportunities within 800 metres of the rail station provide diversified employment opportunities (retail, office and services) include a substantial housing offer in a medium to high density format facilitate integrated trip making opportunities through the provision of mixed uses provide public transport services that connect Varsity Station Village to both the Gold Coast and Brisbane. 	<ul style="list-style-type: none"> provide a high quality station building and plaza provide integrated rail and bus services including an interchange facility provide linkages to the Gold Coast Rapid Transport System at Burleigh Heads provide opportunities for future extension of the rail network to the Gold Coast Airport and intervening stations. 	<ul style="list-style-type: none"> provide a retail and commercial offer that conforms to 'high street' development principles with no 'big box' development investment in a public plaza to encourage circulation and movement to and from the rail station provide quality linkages to existing pedestrian networks in adjoining communities provide car parking within development precincts provide for mixed-use activities on site to enable residents to walk to services. 	<ul style="list-style-type: none"> manage vehicular and bus movements to create a pedestrian friendly environment provide end of trip facilities for cyclists provide street environments that include shade and shelter provide a slow speed street environment that is conducive to pedestrian and cyclist safety.



Create high quality places for people	Protect development opportunities	Ensure mixed use communities	Aim for excellence in built form and architecture	Plan for a diverse community
<ul style="list-style-type: none"> • create a high quality station plaza that is publicly accessible • provide quality streetscape treatments including landscaping and street lighting • plan for additional public places and parks • plan a pedestrian oriented retail high street • use Crime Prevention Through Environmental Design principles in the creation of the Master Plan • require after hours activities such as restaurants and cafes. 	<ul style="list-style-type: none"> • protect long term opportunities for transit supportive land uses • allow for the staged delivery of the development over a 10 year period • explore long term redevelopment of the park and ride facility. 	<ul style="list-style-type: none"> • Provide a range of origin and destination land uses including: <ul style="list-style-type: none"> • up to 50,000 m² of office space • up to 9,200 m² of neighbourhood retail • a range of medium to high density apartments including retirement living and affordable housing opportunities (between 600–900 units in total) • entertainment activities • community services (for example, child care) • linkages to education precincts such as Bond University and local schools. 	<ul style="list-style-type: none"> • provide a high quality rail station and station plaza • provide high quality local streets in association with station works in order to catalyze development • prepare a Master Plan and statutory Local Area Plan to guide the desired built form. 	<ul style="list-style-type: none"> • provide for housing diversity through the provision of a range of housing styles including walk-up, lifted towers, 1, 2 and 3 bedroom apartments • accommodate the needs of a diverse range of households (families, couples, lone person households and so on) • provide opportunities for home based offices • encourage neighbouring communities to access the rail station, retail shops, offices and public spaces • explore opportunities to provide affordable housing.



