



URBIS

SHAPING DESTINATIONS, NOT JUST STATIONS

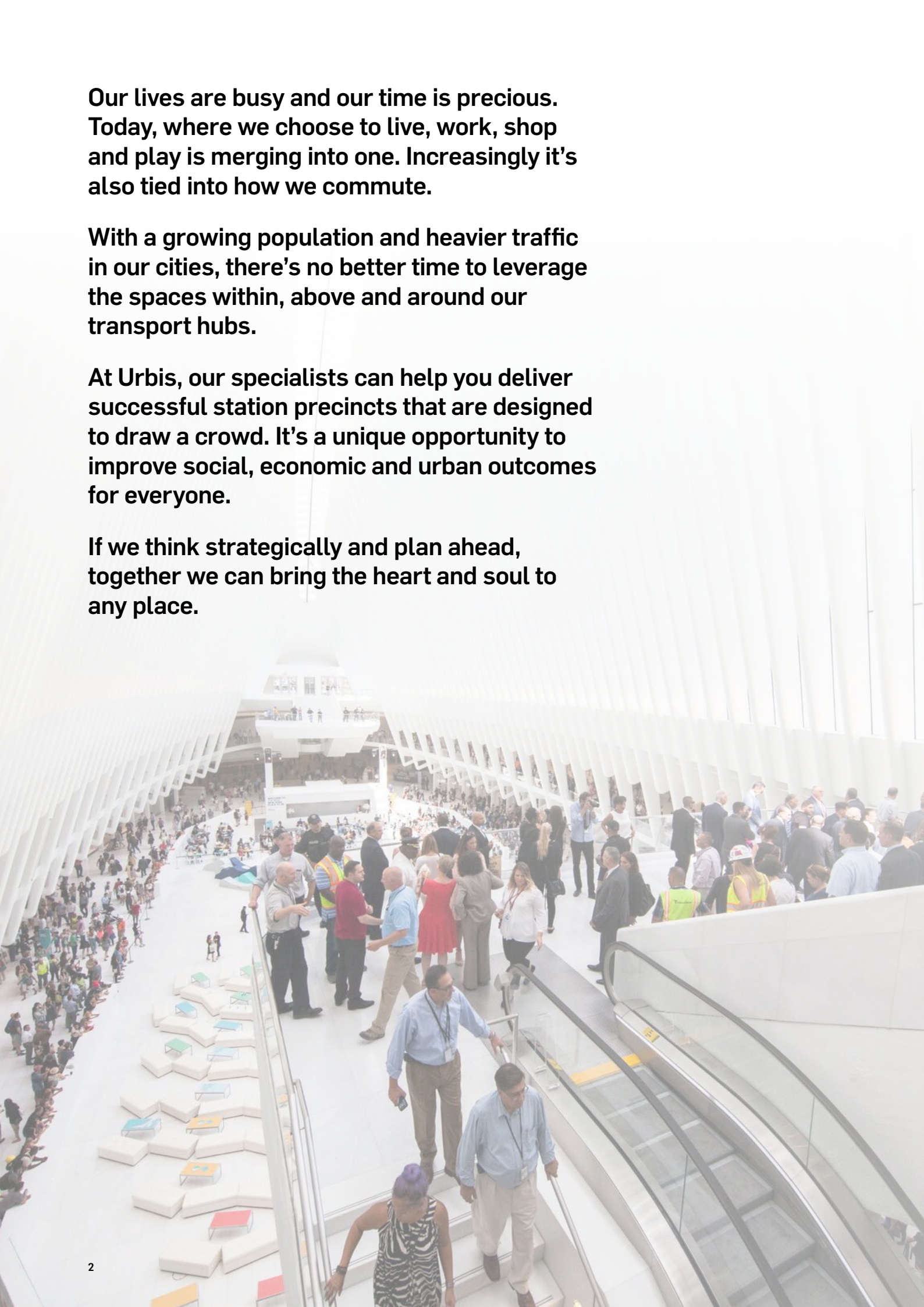
**Maximising transport
investment for the
benefit of all**

Our lives are busy and our time is precious. Today, where we choose to live, work, shop and play is merging into one. Increasingly it's also tied into how we commute.

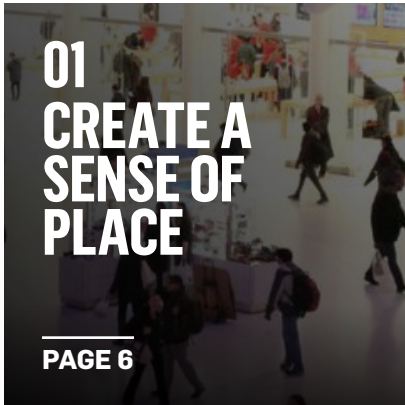
With a growing population and heavier traffic in our cities, there's no better time to leverage the spaces within, above and around our transport hubs.

At Urbis, our specialists can help you deliver successful station precincts that are designed to draw a crowd. It's a unique opportunity to improve social, economic and urban outcomes for everyone.

If we think strategically and plan ahead, together we can bring the heart and soul to any place.



HERE ARE TEN WINNING TRENDS TO HELP YOU CREATE A TRANSPORT HUB THAT BENEFITS EVERYONE.



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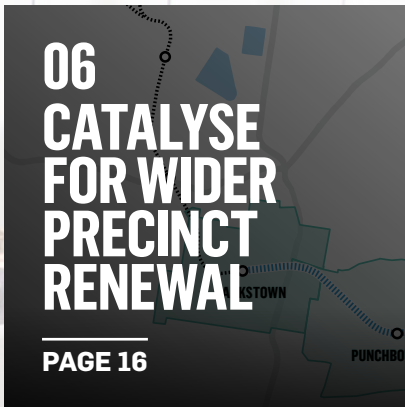
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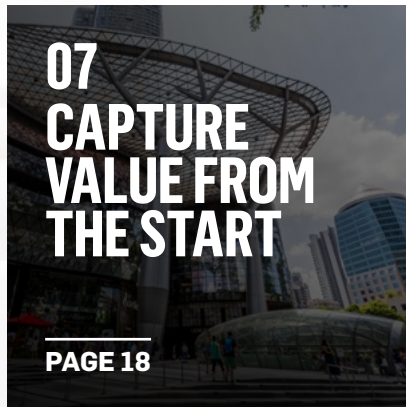
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NEW RAIL, NEW OPPORTUNITIES

Unprecedented rail investment is transforming the way we move.

Never before have we had an opportunity of this scale to truly shape cities and communities for a better future.

KUALA LUMPUR

Klang Valley Mass Rapid Transit

- MRT1 Sungai Buloh-Kajang
- MRT2 Sungai Buloh-Serdang-Putrajaya
- MRT3 Circle rail line

US\$23 billion

Kuala Lumpur-Singapore High Speed Rail

US\$16 billion

East Coast Railway Line (ECRL)

US\$56 billion

SINGAPORE

MRT Thomson-East Coast Line

SG\$18 billion

Jurong Region Mass Rapid Transit Line

US\$8.81 billion

Tuas West Extension MRT

SG\$507 million

Downtown Line

SG\$20.7 billion

Cross Island MRT Line

(Under investigation)

WESTERN AUSTRALIA

Forrestfield-Airport Link

\$1.86 billion
(Under construction)

Metronet Stage 1

- Thornlie-Cockburn Link
- Yanchep Rail Extension
- Morley-Ellenbrook Line
- Byford Rail Extension

\$2.95 billion (forecast completion by 2020)

All currencies AUD unless otherwise noted.
Costs as reported in media.



HONG KONG

MTR Shatin to Central Link

HK\$5.4 billion

MTR Express Rail Link

HK\$84.42 billion

MTR South Island

Line (East)

HK\$1.28 billion

ACT

Capital Metro - Light Rail

\$1.2 billion

Stage 1 \$707 million

QUEENSLAND

Brisbane Cross
River Rail - New
Rail Link

\$5.4 billion

Brisbane Metro
Rapid Transport
System

\$944 million

Gold Coast Light
Rail - Stage 2
Extensions

\$420 million

NSW

Sydney Metro

\$8.3 billion

Sydney Metro West -
CBD to Parramatta
(Under investigation)

\$2.1 billion

CBD-South
East Light Rail

\$3.4 billion

Parramatta
Light Rail

\$3.6 billion

SOUTH AUSTRALIA

Adelink - Light
Rail Network

\$3 billion

Flinders Link Rail
Extension

\$43 million

Port Adelaide Rail Spur
Line and Station

\$16.4 million

VICTORIA

Melbourne
Airport Rail Link

\$3.6 billion

Metro tunnel -
Twin Rail Tunnel

\$9-11 billion



01 CREATE A SENSE OF PLACE

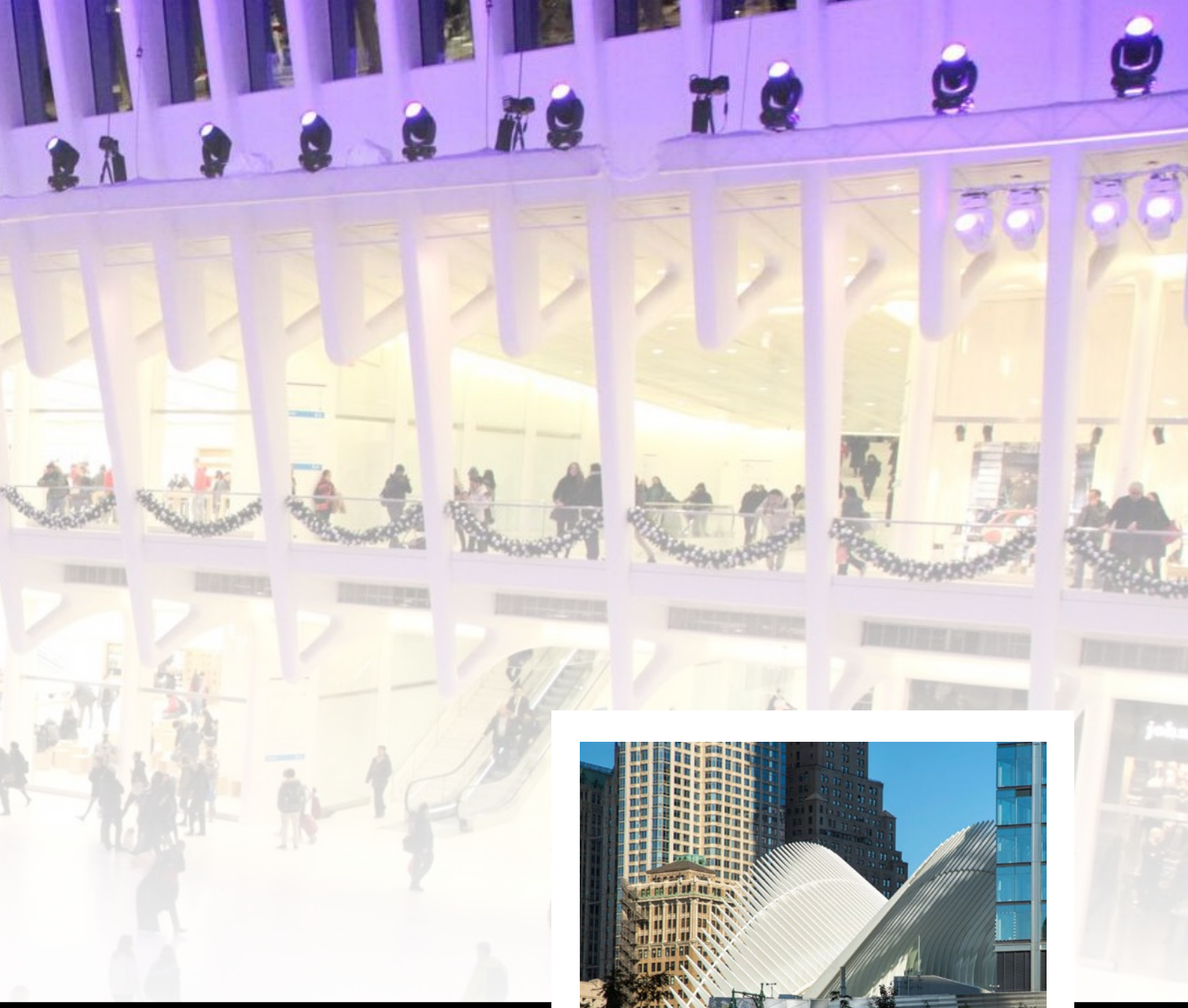
**ARRIVE SOMEWHERE (NOT JUST ANYWHERE):
DISTINCTIVE SPACES CREATE A LASTING IMPRESSION.**

We're travelling longer distances, to more locations than ever before. Around the world, transport hubs act as gateways to cities, towns, suburbs and communities.

While we're often on the move, our experience of arriving in a new place quickly colours our first impression. Distinctive locations make for popular meeting places and create enduring memories.

Put your location on the map:

- Provide generous spaces as the first opportunity for passengers to exhale after their journey.
- Establish a link to place by connecting with the outdoors. Allow daylight in, open up to the sky and grow a forest of living greenery.
- Include a mesmerising and easy reference point. Celebrate a singular, distinctive architectural or landscape feature.
- Create comfortable spaces that encourage people to sit and linger.



CASE STUDY

OCULUS, WORLD TRADE CENTRE TRANSPORTATION HUB, UNITED STATES OF AMERICA

The Oculus is a grand arrival hall, a shopping centre, an event space and a sculptural icon all at once. Projecting platforms and elevated walkways, provide the perfect places to linger and watch the world go by.

Set beneath the World Trade Centre, it provides a seamless and memorable experience, for both visitors and habitants.

02 BE THE HEART OF THE NEIGHBOURHOOD

PROVIDE A FOCAL POINT.

Transport corridors often physically separate our neighbourhoods, with railway stations split between a 'good' side and a 'not-so-good' side. Successful transport hubs however, are destinations that unify and integrate surrounding areas.

More than a train station, thriving hubs offer more to their clientele, by way of desirable retail experience or offer sanctuary from the day to day. Customers are attracted to valuable experiences. This means designing buildings more thoughtfully. The right physical and spatial connections benefit communities, workers, visitors and residents alike.

Make your transport hub a destination:

- An authentic retail offer knows its customer. This means more than just coffee for commuters. Engage the commuter with authentic, place-specific experiences that celebrate your setting.
- Great vertical connections allow passengers and pedestrians to seamlessly move above and over railway infrastructure, while connecting with nearby neighbourhoods.
- Connect to every street. Permeable, open and frequent access points make stations easy to navigate and convenient for everyone.
- Embrace heritage elements as pivotal drivers. Link the past with the present, and beyond.



CASE STUDY

ST. PANCRAS INTERNATIONAL, LONDON

St. Pancras Station is the Eurostar departure lounge. High-street retail combined with luxury dining experiences provides the perfect start to any Parisian holiday. For those arriving, pedestrian walkways provide direct and seamless connections to the London underground and nearby attractors including The British Library and Shaw Theatre.

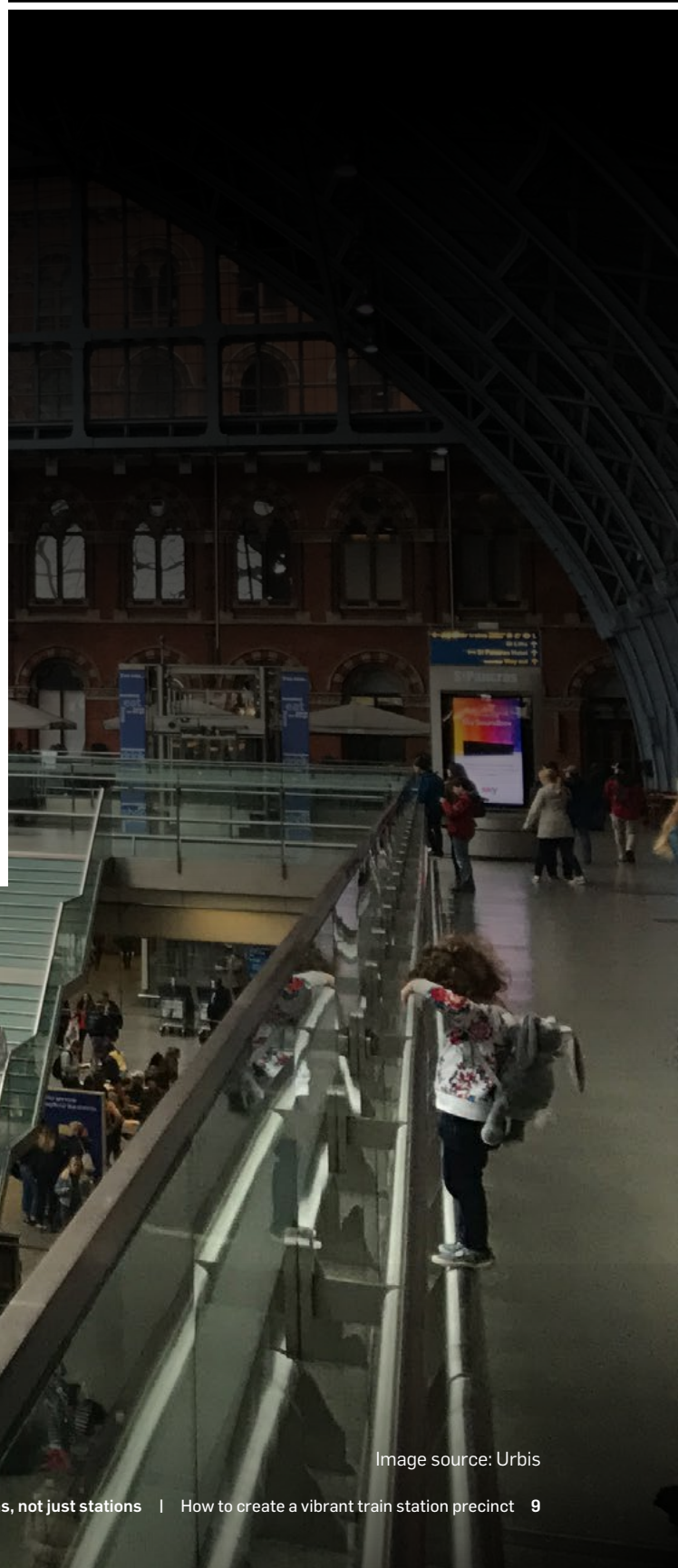


Image source: Urbis

03 INSPIRE INCLUSIVENESS

INCLUDE EVERYONE IN YOUR DESIGN THINKING: CREATE A SPACE THAT WELCOMES ALL WALKS OF LIFE.

Make your customer experience your top priority. Think about how people will move through and interact with your space. A successful transport hub considers different ages, abilities and nationalities. It is a place that thinks beyond the transport infrastructure and focusses on the most important element: the people using it.

Design spaces that promote accessibility, that are more inclusive and are meaningful. Considering all-ability ease of use in the first instance, rather than as an afterthought will ensure safe and equitable access for all. Moreover, promote interactivity. Encourage conversations and connections. Create spaces that foster these activities. They're important to the success of human kind.

Today, we have more opportunities than ever to create valuable experiences for everyone, by designing and building more thoughtfully in the space between our laneways, buildings and train stations.

Build transport hubs that are welcoming and encourage inclusiveness:

- Design all-ability accessible areas, and connections between by considering parents with prams, people with mobility issues and seniors from the outset.
- Create nurturing spaces for people to escape hectic surrounds. Create a generous public realm which invites people to stop and take a moment, spending time in their local neighbourhood rather than just moving through it.
- Provide inclusive elements such as braille way-finding signs and multi-language voice apps.
- Cater to a mix of ages, incorporate child care and aged care facilities.
- Integrate different residential models, such as key worker or social housing.
- Plan for seamless connectivity and directional signage between rail and other co-located modes of transport (buses, taxis, bicycles).



CASE STUDY

KAMPUNG ADMIRALTY, SINGAPORE

Kampung Admiralty, located next door to Admiralty MRT Station in Singapore, has a range of uses under one roof: public housing, aged care services, childcare, a medical centre, shops and eateries. Public spaces such as a fully sheltered community plaza on the ground level, will encourage the residents to socialise, while the inclusion of a large childcare centre will promote inter-generation bonding.

This "vertical kampung" (village in Malay) through the provision of a community park and community garden, will encourage residents to come together and interact over a number of activities. It's a deliberate village built for all generations.



Image source: WOHA Architects, photographer Mr. Darren Soh



04 DELIVER A MIX OF USES

LEVERAGE TRANSPORT ACCESSIBILITY TO DELIVER NEW DEVELOPMENT MODELS.

Mixed-use developments can be so much more than just a supermarket or residential apartments above a train station. Destination uses such as health, education and research facilities are major people attractors driving visitation. When we expand the uses in any one location, we increase activation and make that place safe. We need to investigate new models to deliver key social infrastructure and facilities on the doorstep of our transport hubs.

Increase foot traffic by mixing up your offer:

- Entertainment and cultural venues offer the opportunity for workers, residents and visitors to linger longer.
- Education and health uses go hand-in-hand. As major employers as well as social services, they are essential facilities that need great access.
- Student housing and build-to-rent models can unlock airspace without constraining future development expansion.
- Hospitality and tourism functions help draw in different clientele, such as tourists or business travellers. Diversifying the surrounding offering creates opportunity for greater return.



CASE STUDY

HONG KONG WEST KOWLOON STATION

West Kowloon is about to become one of the busiest rail interchanges in the world serving three separate rail networks: the MTR (Hong Kong's Mass Transit Railways service), the Airport Express and the Hong Kong Express Rail Link connecting Hong Kong with Mainland China. A major 3-tower commercial development will be constructed on top of the station concourse, expected to be tendered in 2018-2019.

In addition, the station connects directly into the already completed ICC/Elements complex with its very extensive office, hotel, retail and residential apartment provision. Over the coming years this will be complimented with the completion of the adjacent West Kowloon Cultural District, destined to become one of the world's best known cultural quarters blending art, performances, education and public space.

05 PLANES, TRAINS AND AUTOMOBILES (ALMOST)

IT'S NOT JUST BUS STOPS AND TAXI RANKS - A MODERN TRANSPORT HUB WELCOMES BICYCLES, CAR SHARE, RIDE SHARE AND MORE.

Smart travel planning and clever infrastructure can reduce our stress as commuters *and* encourage us to pursue a more active lifestyle. Smoother transitions between travel modes can be created that appeal to more user groups by considering the following:

- If it's too far to cycle to work and too far to walk to the station, secure bicycle parking allows commuters to combine cycling with public transport. It's a win-win for our health.
- Car share programs like GoGet promote car share pods within five minutes' walk of major transport hubs. Car share spaces may be located on the street or in nearby car parks.
- Services like Uber can connect people to major transport hubs with 'kiss n ride' spaces allowing for personal and commercial passenger drop off and collection points.
- Remote check-in desks for airports at major interchanges allow travellers to drop-off their bags early allowing them to shop unencumbered.



CASE STUDY

UTRECHT, NETHERLANDS

The world's largest bicycle parking garage is located in Utrecht Central Station. It can house up to 6,000 bikes with plans to expand its capacity by more than double once it's completed in 2018. The three-storey garage is accessible by bicycle paths and it provides direct access to train platforms via elevators and stairs.



Image source: ©City of Utrecht

06

CATALYSE FOR WIDER PRECINCT RENEWAL

**NOT EVERY STATION IS EVERYTHING TO EVERYONE.
A CORRIDOR APPROACH CREATES DIVERSITY
ACROSS PRECINCTS.**

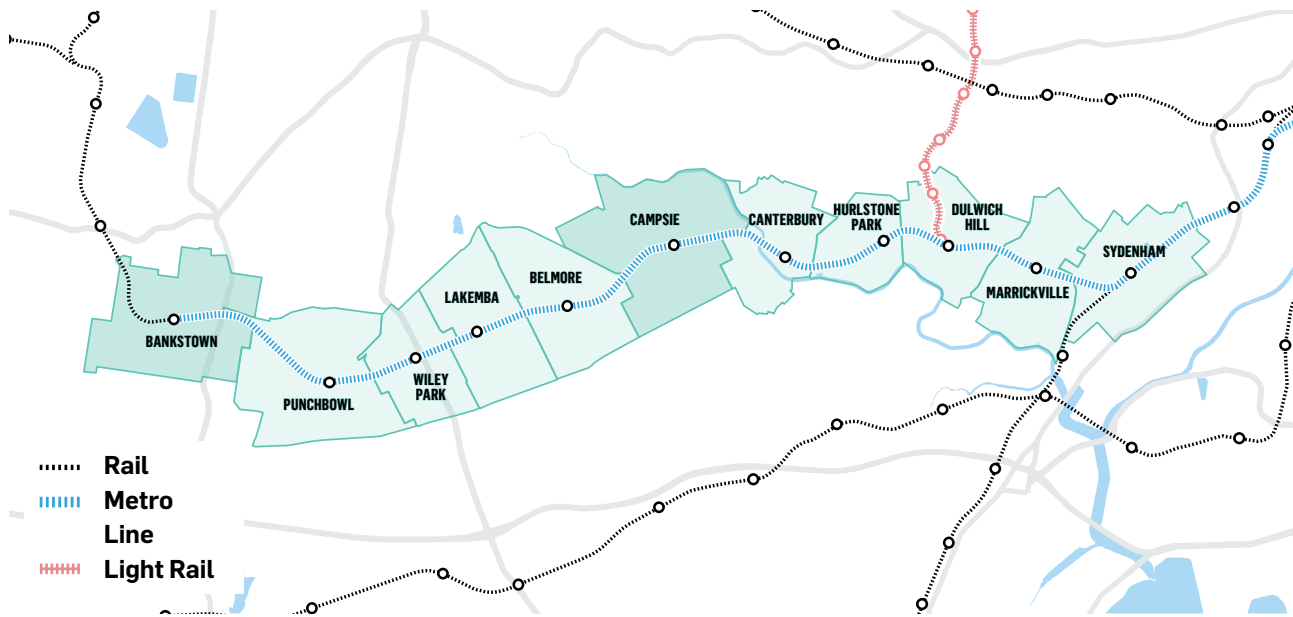
Precinct renewal works best when it considers its context. Recent funding for transport infrastructure projects has shifted from station to renewal across entire transport corridors. This allows more comprehensive consideration of how best to accommodate growth in infill areas.

Interchange stations have different roles and functions to those which just serve a local catchment. Understanding which locations offer the highest level of accessibility and concentration of services provides a focus for intensification.

Local character and natural features also offer unique opportunities for place-making outcomes.

You can harness the momentum in precinct renewal areas by:

- Taking a long-term view when it comes to identifying the appropriate scale of development in response to the level of infrastructure investment.
- Responding to the unique conditions and character of each location.
- Considering a strategic approach that responds to infrastructure staging and public realm improvements.
- Articulating a compelling public benefit, that is commensurate with development intensity.



CASE STUDY

SYDENHAM TO BANKSTOWN URBAN RENEWAL STRATEGY

Developed by the NSW Department of Planning, the corridor approach focuses higher density development at Bankstown and Campsie stations, providing locally scaled responses at other stations.

This strategy also provides guidance on future land use around each of the eight station locations along the corridor and responds specifically to the identified future role of each hub.

The Sydenham to Bankstown Urban Renewal Strategy sets out distinct characteristics for each station and integrates this into the character of the wider area.

07 CAPTURE VALUE FROM THE START

STOPPING ALL STATIONS! WHEN DOES VALUE REALISATION ARRIVE? IT'S BEST TO CONSIDER VALUE CAPTURE IN THE DESIGN PHASE.

Don't wait until a station is complete to gauge value realisation. Whether yours is a new or existing development, capturing value during the design phase offers abundant benefits like:

- Influencing planning policy and change in land use and density.
- Sharing in value growth with nearby land owners, through value capture models implemented before the market prices the opportunity in.
- Revitalising an under-performing urban realm by refurbishing an existing station and correcting previously poor conditions.
- Taking advantage of underlying land value when building over stations or adding onto platforms in inner city areas
- Planning and co-locating mixed uses in greenfield locations.
- Changing a station's footprint or location in relation to surrounding uses and main street frontages when redeveloping existing train stations. This can invite other authorities to realise and add more value, i.e. through level crossing removals where existing stations are often required to be redeveloped or relocated.
- Allowing for the creation of activated frontages.

CASE STUDY

ION ORCHARD, SINGAPORE

Formerly a patch of grass at the exit of Orchard MRT Station, ION Orchard is now a multi award-winning landmark. The precinct encompasses over 126,000 sqm GFA (Gross Floor Area) and blends mixed use with retail and transport.

The development capitalises on the location, an iconic design and seamlessly connects with existing MRT stations through an underground pedestrian mall. ION Orchard has revitalised and transformed Orchard Road, with a vision to generate activity at street level and contribute to the vibrancy of the area.



Image source: Getty Images

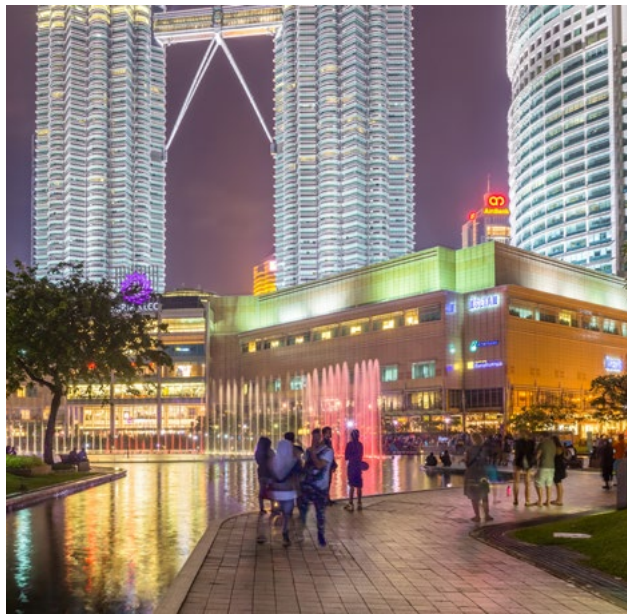
08 KEEP THE LIGHTS ON

WHEN WE DESIGN TRANSPORT-ORIENTED PLACES TO BE ACTIVE MORNING TO NIGHT EVERYONE BENEFITS.

With careful planning, late night activation around transport hubs can be a win for everyone. When we're more likely to travel at night, a greater sense of safety emerges through passive surveillance and being surrounded by a livelier atmosphere.

Reap the benefits that come with staying up late:

- Safe, inclusive environments attract more people, more often.
- Diversifying what's available, and when, broadens the appeal and demographics of customers.
- Achieving the right scale and mix of tenants operating day and night helps to avoid dead space.
- Day and night activation increases a development's value for the community and owner as well as extending the same benefits to the wider urban setting.



CASE STUDY

KUALA LUMPUR CONVENTION CENTRE PRECINCT, MALAYSIA

The Kuala Lumpur Convention Centre (KLCC) Precinct is a mixed used precinct designed to be a city within a city. This 100-acre site is home to shopping malls, several hotels, apartments and a public mosque.

It's serviced by the KLCC LRT station, and a bus transport hub managed by the largest public transport operator in the city. A dedicated taxi stand is available at the shopping mall entrance.

It also attracts after-hours visitors, with more than 100,000 square metres made up of retail outlets, a concert hall, convention centre and market for apartments residents and visitors.

09 BRING EVERYONE TO THE TABLE

CERTAINTY IS NOT A DIRTY WORD. INTEGRATED LAND RELEASE AND TRANSPORT PLANNING FROM THE START BENEFITS EVERYONE.

A coordinated approach is essential when planning new communities and establishing new transport corridors.

If new developments are to be feasible, with social infrastructure in place when residents move in, a long-term focus is required from the start.

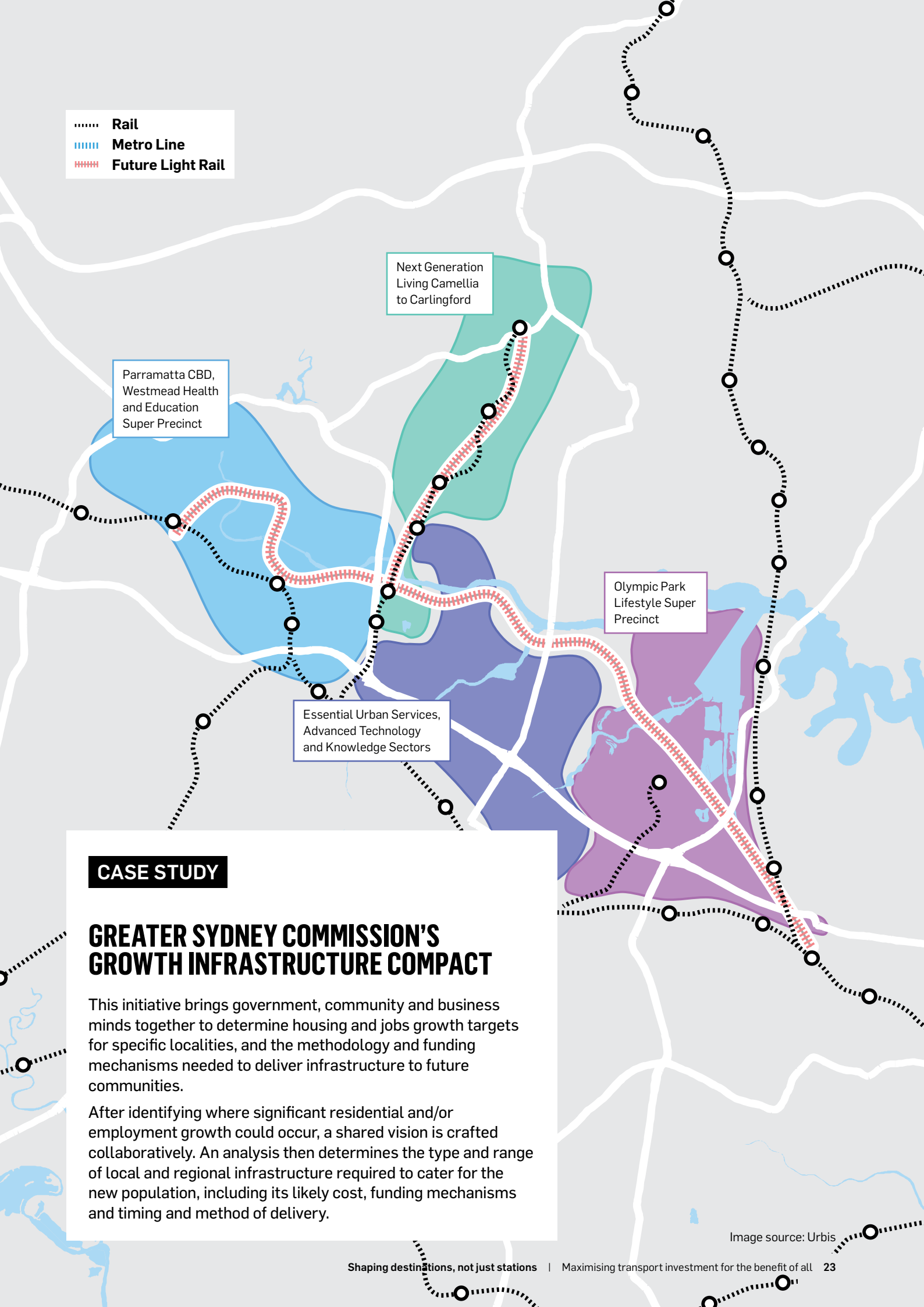
In the planning stages, unknown factors like future density and developer contributions can lead to speculation in property values and little more than basic rail infrastructure for new communities.

Land use planning frameworks, and funding structures require leadership to ensure that city shapers have greater certainty in long term decision making.

Land release coupled with committed infrastructure investment requires:

- Long term staging strategies to deliver intensity of development, without flooding the market.
- Flexible planning controls which provide certainty on the quantum of development but allow for responsive design outcomes.
- Incremental public realm and public benefit delivery staged with development phasing.

..... Rail
 ||||| Metro Line
 ##### Future Light Rail



CASE STUDY

GREATER SYDNEY COMMISSION'S GROWTH INFRASTRUCTURE COMPACT

This initiative brings government, community and business minds together to determine housing and jobs growth targets for specific localities, and the methodology and funding mechanisms needed to deliver infrastructure to future communities.

After identifying where significant residential and/or employment growth could occur, a shared vision is crafted collaboratively. An analysis then determines the type and range of local and regional infrastructure required to cater for the new population, including its likely cost, funding mechanisms and timing and method of delivery.

Image source: Urbis



CASE STUDY

SHANGHAI MAGLEV, CHINA

The Shanghai Maglev is the world's fastest commuter train, providing a high-speed connection between Shanghai's Longyang Road Station and Pudong International Airport. Able to reach speeds of up to 431 kilometres per hour, through the use of magnetic levitation technology rather than wheels, this 30-kilometre journey takes commuters only 8 minutes.

10 SPEED UP

HIGH SPEED RAIL ACTS AS A PRESSURE VALVE FOR CITIES – RELIEVING CONGESTION, ENHANCING CONNECTIVITY AND UNLOCKING THE POTENTIAL OF REGIONAL AREAS.

Access to faster trains can change our lives and how we work. So why not build for it?

High speed rail can broaden the employment base of cities, move people around faster and more efficiently and open up opportunities for people living in regional areas with better rural connections.

As our technological capabilities expand, the benefits will only increase. With greater transport connectivity, living close to a station will become more desirable and there's a promising ripple effect for landowners and businesses alike.

Transforming the way almost half of Australia's population moves between three of its most popular cities would be a game changer:

- High speed trains offer the most benefit when they provide city centre to city centre connectivity. Central locations for stations are essential to provide the right level of convenience.
- As an on-demand service, rather than check in and schedule, high speed rail offers a 'turn up and go' experience as well as reduced total travel time between destinations
- High speed rail can relieve pressure on capital city housing markets, however network planning needs to get the balance right between the total travel time and the ability to serve multiple stops.

OUR STATION PRECINCT SPECIALISTS

URBIS

Urbis Australia is a market-leading firm with the goal of shaping the cities and communities of Australia for a better future. Drawing together a network of the brightest minds, our firm consists of practice experts, working collaboratively to deliver fresh thinking and independent advice and guidance – all backed up by real, evidence-based solutions.

For our full list of service offerings, people and projects please visit urbis.com.au

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CISTRI

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For our full list of service offerings, people and projects please visit cistri.com

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