

Appendix H

Household and Employment Densities Required in High Density Centres and Intensive Corridors to Support the Public Transport System.

PROPOSED LEVEL OF PUBLIC TRANSPORT PROVISION

CENTRE TYPE	RAPID TRANSIT	QUALITY TRANSIT NETWORK	LOCAL CONNECTOR NETWORK
SUB REGIONAL CENTRE	<i>Residential Density (Gross)</i> 60 Dwellings Per Ha. <i>Employment Density (Gross)</i> 300 Employees Per Ha.	<i>Residential Density (Gross)</i> 40 Dwellings Per Ha. <i>Employment Density (Gross)</i> 200 Employees Per Ha.	NA NA
INTENSIVE CORRIDOR	<i>Residential Density (Gross)</i> 40 Dwellings Per Ha. <i>Employment Density (Gross)</i> 200 Employees Per Ha.	<i>Residential Density (Gross)</i> 30 Dwellings Per Ha. <i>Employment Density (Gross)</i> 150 Employees Per Ha	NA NA
TOWN CENTRE	<i>Residential Density (Gross)</i> 40 Dwellings Per Ha. <i>Employment Density (Gross)</i> 200 Employees Per Ha	<i>Residential Density (Gross)</i> 30 Dwellings Per Ha. <i>Employment Density (Gross)</i> 150 Employees Per Ha	<i>Residential Density (Gross)</i> 20 Dwellings Per Ha. <i>Employment Density (Gross)</i> 50-100 Employees Per Ha

Notes:

- For residential development the above densities are averages over the catchment area of the High Density Centre or Intensive Corridor.
- For employment densities the above averages relate to the zoned employment areas within the High Density Centre or Intensive Corridor. The employment figures relate to all employment, full-time and part-time.
- High Density Centres and Intensive Corridors should focus on rail or bus stops and/or a commercial / community centre.
- Depending on the nature of the centre increased densities should in general occur within an 800m radius catchment (or a 10 minute walk) of the Sub Regional Centre focus, and a 400 to 800 meter radius catchment (or a 5-10 minute walk) of the Town Centre focus. In general those Town Centres with a rapid transit service should have a larger catchment than those without.
- Residential and employment densities should be higher closer to the transit stop and/or commercial centre and graduate towards lower densities at the edge of the higher density centre or corridor. For example, within a Sub Regional Centre the density within 200 meters of the Sub Regional Centre focus could be twice the average (i.e. 120 dwellings per hectare), from 200 to 400 meters 1.5 times the average (i.e. 90 dwelling units per hectare) and from 400 – 800 meters 0.8 times the average (i.e. 48 dwellings per hectare).
- The densities listed are not mandatory for all centres and corridors. In some cases these densities will be difficult to achieve. However, in other cases these densities could be easily exceeded.

- In this table:
 - Rapid Transit Network (RTN) is defined as per the definition contained within Appendix D of the RPS
 - Quality Transit Network (QTN) is a network of high frequency high quality transit services at key locations including rail, bus and ferry services. An indicative QTN was illustrated in the RLTS 2005 with ARTA responsible for finalising.
 - Local connector network involves low and medium frequency bus, ferry and rail services providing access to local centres and connections to the RTN and the QTN.