



RETROFITTING MAIN STREETS AND CORRIDORS

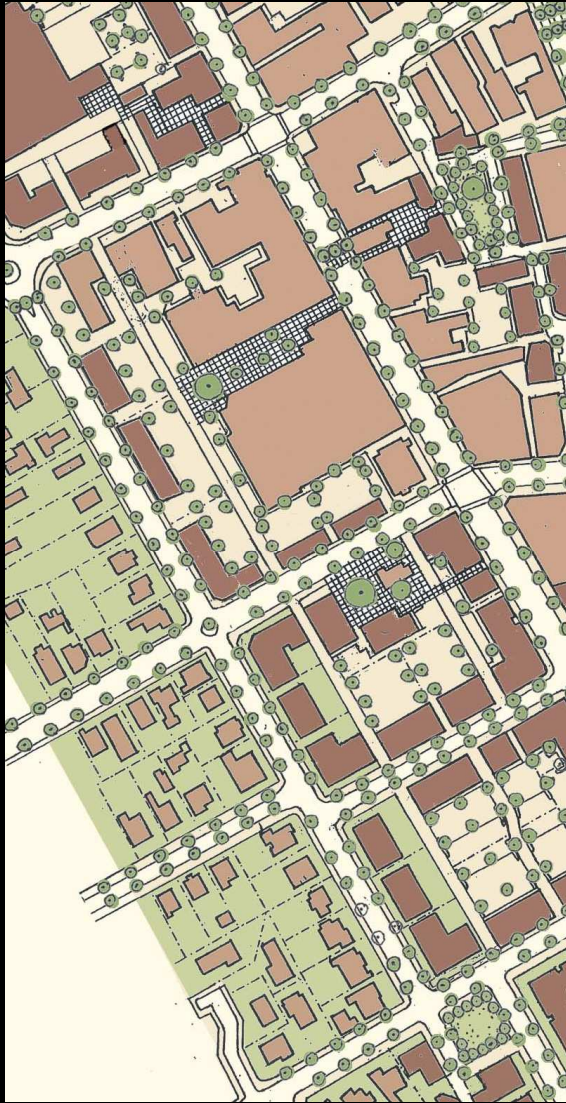
Canterbury Road

Peter Annand
Annand Alcock Urban Design

Australian Congress for New Urbanism

ACNU
sydney

CORRIDOR (RE) DEVELOPMENT



“Great Streets do not just happen. Overwhelmingly, the best streets derive from a conscious act of conception and creation of the street as a whole. **The hands of decision makers are visible.**”

Allan B. Jacobs

WHAT IS A CORRIDOR?

Urban Blight

Traffic Dominance

Poor Access

Economically Desolate

Heritage Stressed



REJUVENATION PRINCIPLES

Tame Traffic

Improve Access

Improve Walkability

Enhance Streetscape

Conserve Heritage

Create Place

Revitalise Economy

Improve Transit



CREATING BETTER CORRIDORS

INTEGRATION WITH SURROUNDS

CONVENTIONAL PRACTICE



BETTER TOWNS



Connecting seamlessly to **adjoining neighbourhoods**

BLOCK STRUCTURE

CONVENTIONAL PRACTICE



BETTER TOWNS



Creating a **fine grain network** of walkable streets and paths

MIXED USE BUILDINGS

CONVENTIONAL PRACTICE



BETTER TOWNS



Buildings front the street with **parking at the rear**

SPECIAL PLACES

CONVENTIONAL PRACTICE



BETTER TOWNS



Enhancing the **public domain** network

CREATING BETTER CORRIDORS

MAIN STREET SHOPPING

CONVENTIONAL PRACTICE



BETTER TOWNS



Creating an open outdoor shopping experience

IN-CENTRE HOUSING

CONVENTIONAL PRACTICE



BETTER TOWNS



Providing a quality range of housing choice for people

BUILDING DIVERSITY

CONVENTIONAL PRACTICE

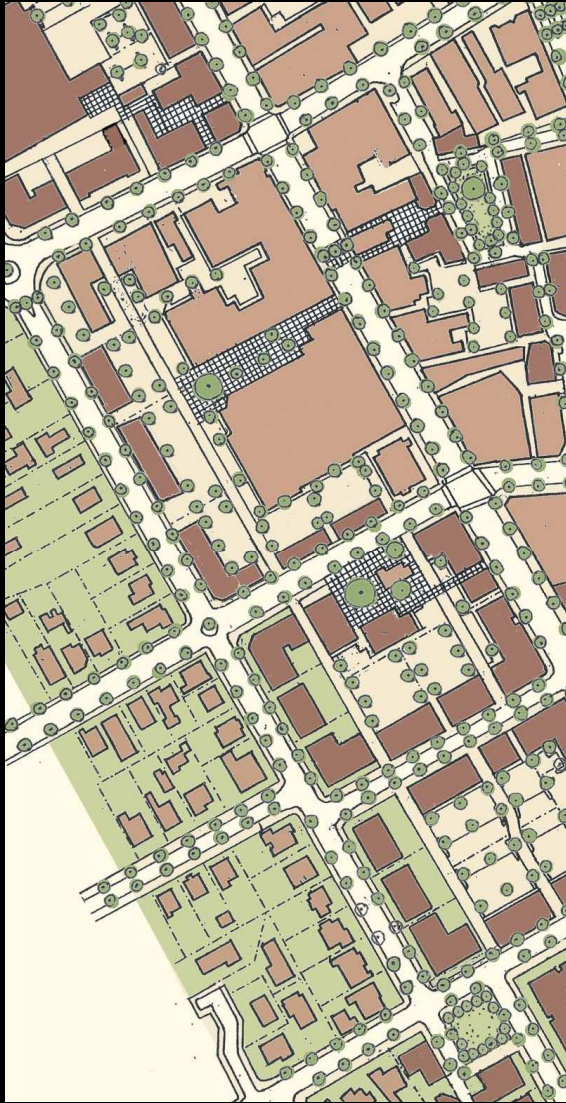


BETTER TOWN



Incrementally built buildings with a variety of styles

PROCESS



STEP 1 - ANALYSIS

Land Use

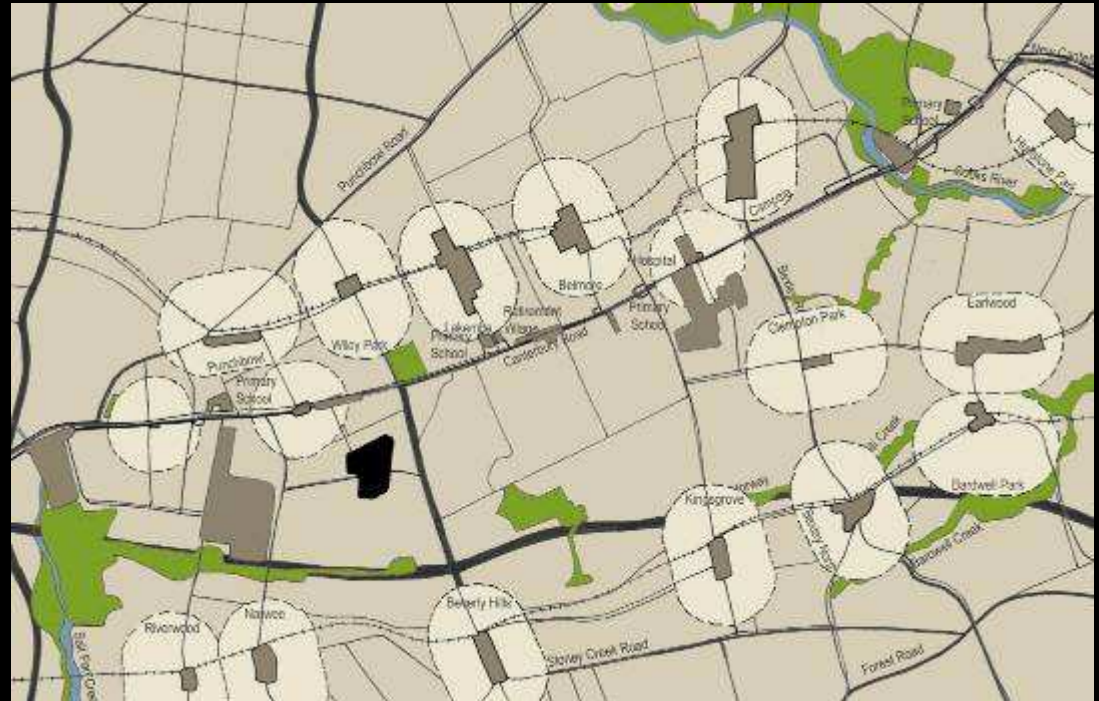
Economic Vitality

Heritage

Character

Transit Routes

Urban Structure



STEP 2 - DEFINITION

Character Areas

Economic Opportunity

Pulse Points

Special Places

Redevelopment Areas

Public Domain Makeover



Monash Road



North Gladesville



The Town Centre



South Gladesville

STEP 3 - ENHANCEMENT

Transit

Street Works / Amenity

Placemaking / Amenity

Connectivity / Walkability

Movement / Circulation

Development Controls



STEP 4 - IMPLEMENTATION

The Master Plan

The DCP

Model Projects

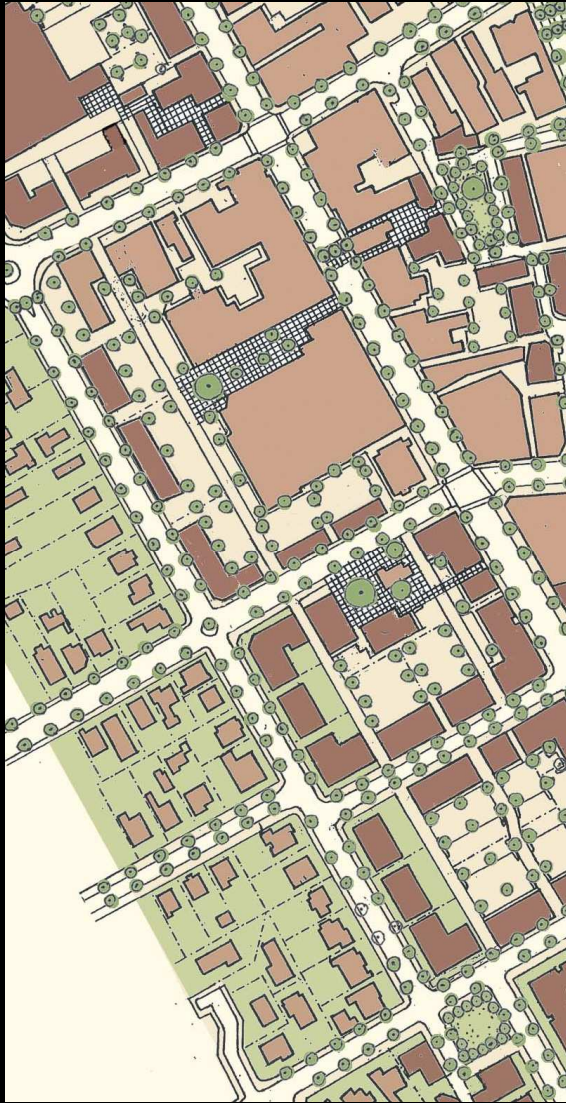
Build It & They Will Come



Project in Upper Register	Building Types - Shop Top House	Project in Lower Register
	<p>Building Types - Shop Top House</p> <p>Description: The Shop Top House is designed as a two-story, single-family residence with a prominent shop front on the ground floor. The design is intended to be a model for the development of a new residential area in the city center. The building is designed to be a mix of residential and commercial use, with a focus on creating a vibrant, walkable neighborhood. The design is intended to be a model for the development of a new residential area in the city center. The building is designed to be a mix of residential and commercial use, with a focus on creating a vibrant, walkable neighborhood.</p> <p>Site: The building is located on a corner lot in the city center. The site is bounded by a main street and a side street. The building is designed to be a mix of residential and commercial use, with a focus on creating a vibrant, walkable neighborhood.</p> <p>Design: The building is designed to be a mix of residential and commercial use, with a focus on creating a vibrant, walkable neighborhood. The design is intended to be a model for the development of a new residential area in the city center. The building is designed to be a mix of residential and commercial use, with a focus on creating a vibrant, walkable neighborhood.</p> <p>Image: </p>	

Project in Upper Register	Building Encroachments	Project in Lower Register
	<p>Building Encroachments</p> <p>Description: Building encroachments are defined as any structure or use that extends beyond the boundaries of the lot on which it is located. This includes any structure or use that extends beyond the boundaries of the lot on which it is located. This includes any structure or use that extends beyond the boundaries of the lot on which it is located. This includes any structure or use that extends beyond the boundaries of the lot on which it is located.</p> <p>Image: </p>	

CANTERBURY ROAD CASE STUDY



THE ROAD TODAY - KEY ISSUES

- Canterbury Road is **no longer “the” east-west traffic route.**
- Natural corridors are **not continuous for humans** at interface with the Road.
- There is no **single bus route** along the Road. Some stretches have no buses.
- Along an 8km stretch of Road, **few retail centres are showing any signs of life.**
- **Significant community features** have not been recognised by development.
- Except for limited clustering, **specialised uses are appearing ad hoc.**



THE ROAD TODAY - **KEY ISSUES**



'Importance of the Road' - fundamental loss of a sense of place

THE ROAD TODAY - KEY ISSUES



'Defunct Centres' - commercial viability traded down for traffic capacity

THE ROAD TODAY - **KEY ISSUES**



'The front door' - worst looking parts of the Road collide with community assets

THE ROAD TODAY - **KEY ISSUES**



'Why Johnny can't walk' - hostile strip and barrier to meaningful destinations

THE ROAD TODAY - **KEY ISSUES**



'Death by a thousand cuts' - planning controls, bad habits and vehicle mindset

THE ROAD TODAY - **KEY ISSUES**

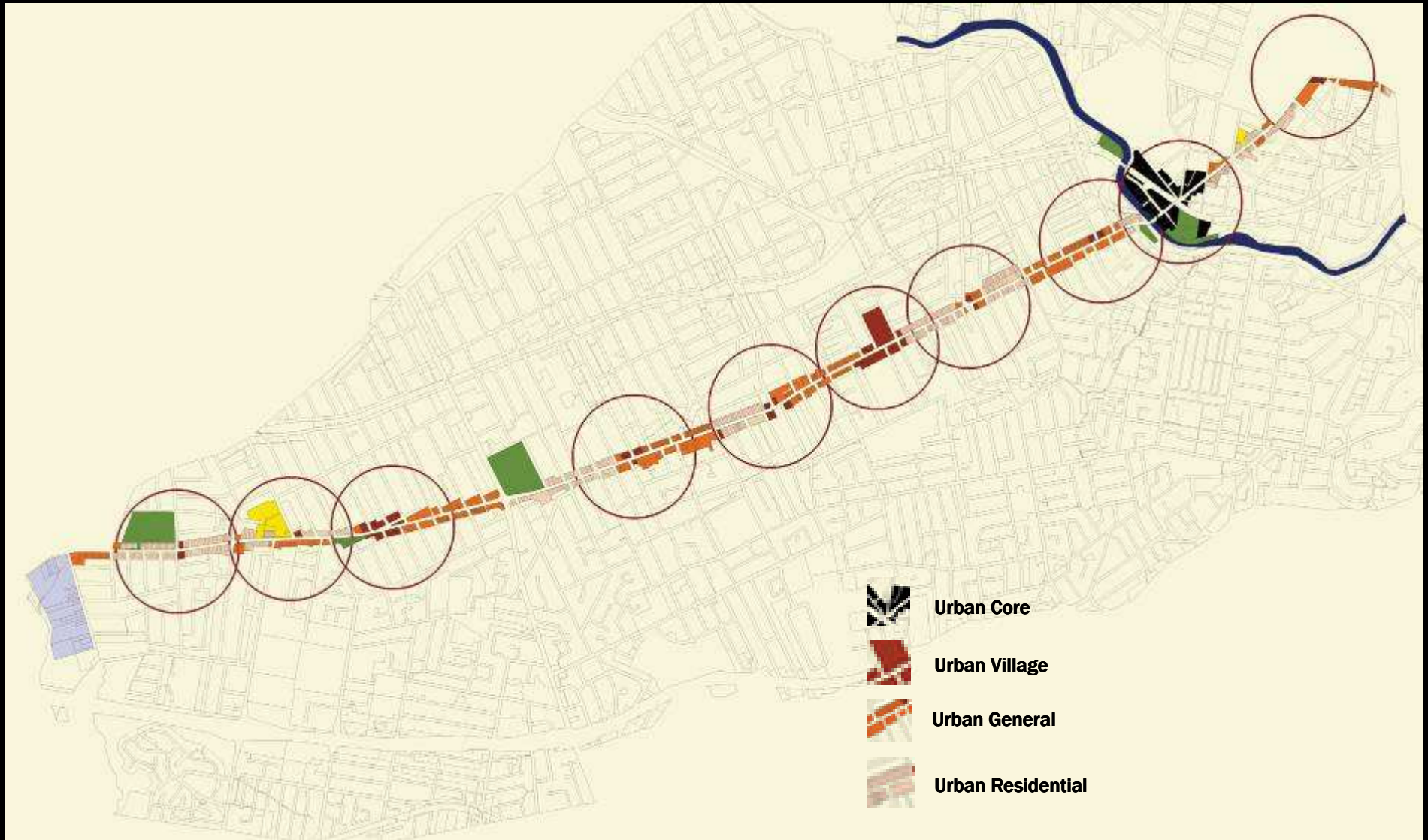


'Unslightly and unsustainable' - place values of the new economy

REJUVENATION PRACTICE

- PHASE 1: **THE MASTER PLAN / CORRIDOR STRUCTURE PLAN**
 - The Vision
 - Canterbury Road
 - Victoria Road
 - Main Road Glenorchy
- PHASE 2: **THE LEP/DCP**
 - The implementation framework
 - Canterbury Road
- PHASE 3: **THE IMPLEMENTATION**
 - 100% model project

CORRIDOR STRUCTURE PLAN



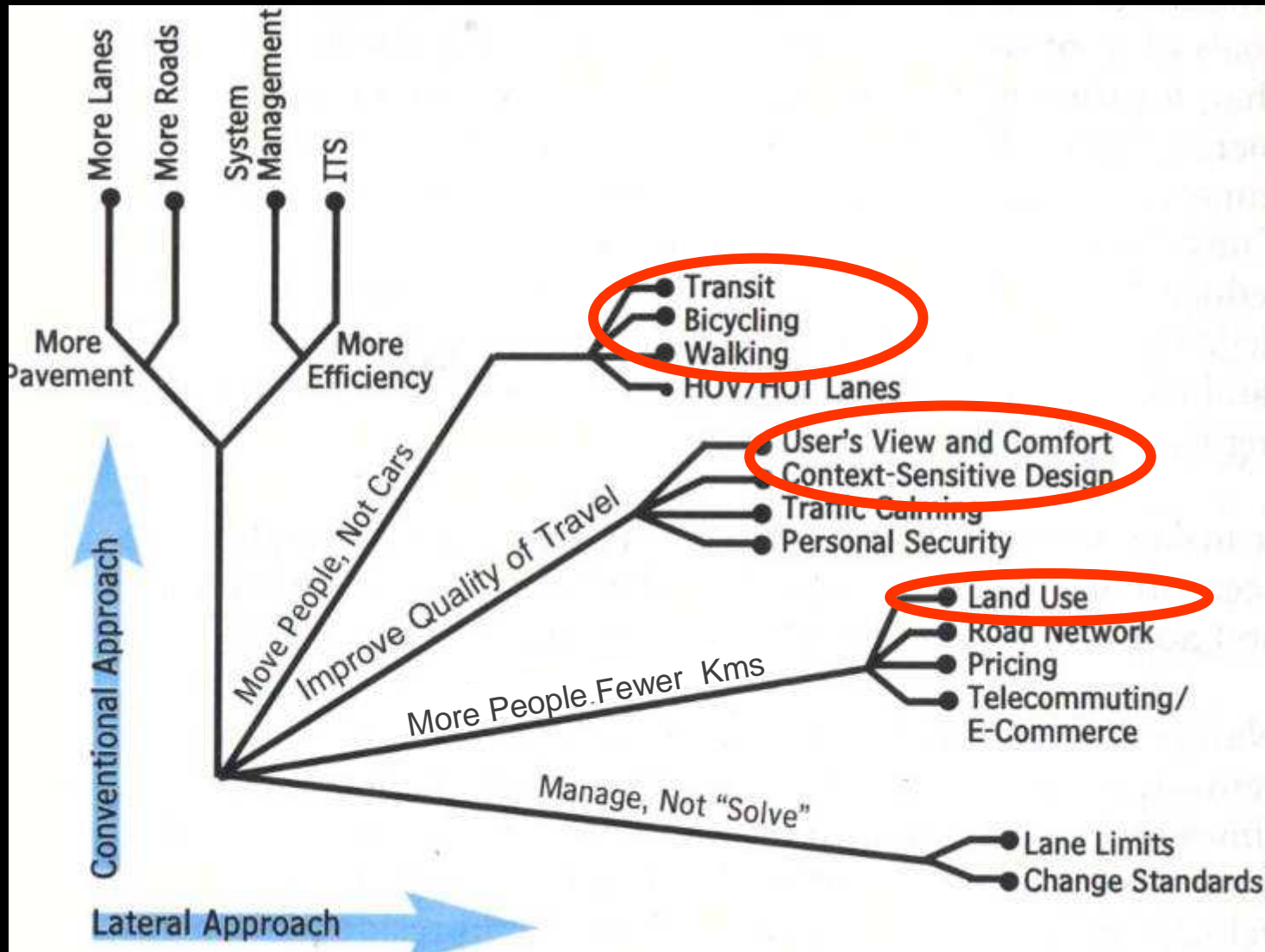
A framework to encourage new growth in a form that improves **urban vitality**.

WHAT DOES THE PLAN DO?

- It creates 10 pedestrian friendly **mixed use centres** of varied intensity.
- It facilitates the integration of land use and public transport to create a **livable transportation** system.
- It **allocates uses** to their correct place along the Road
- It establishes the framework for a **simplified zoning system**.
- It creates internally consistent **character areas** marrying physical complexity and land use.



REQUIRE LIVEABLE TRANSPORTATION



Improving everyone's **quality of life**, not just strangers driving by

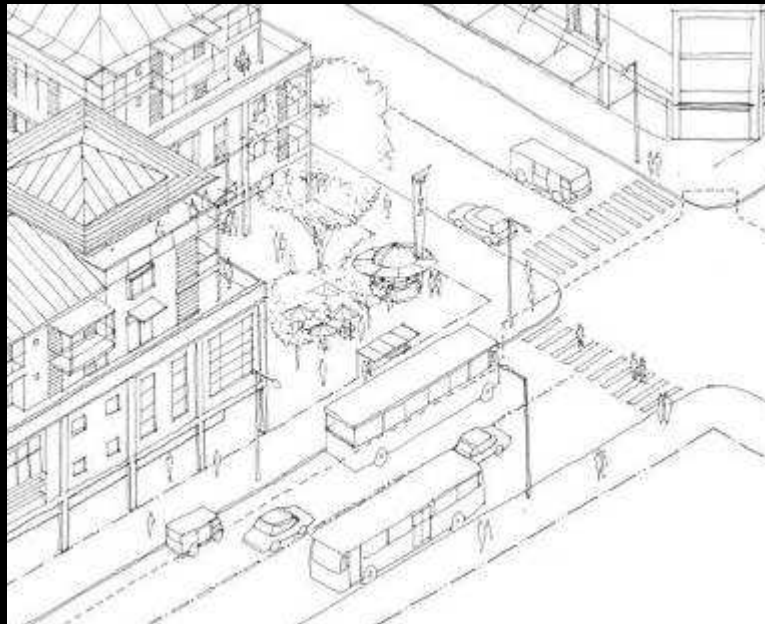
DCP - THE STREET

Canterbury Road will become Canterbury's signature street characterised by a series of hubs for local resident, visitor and retail activity.



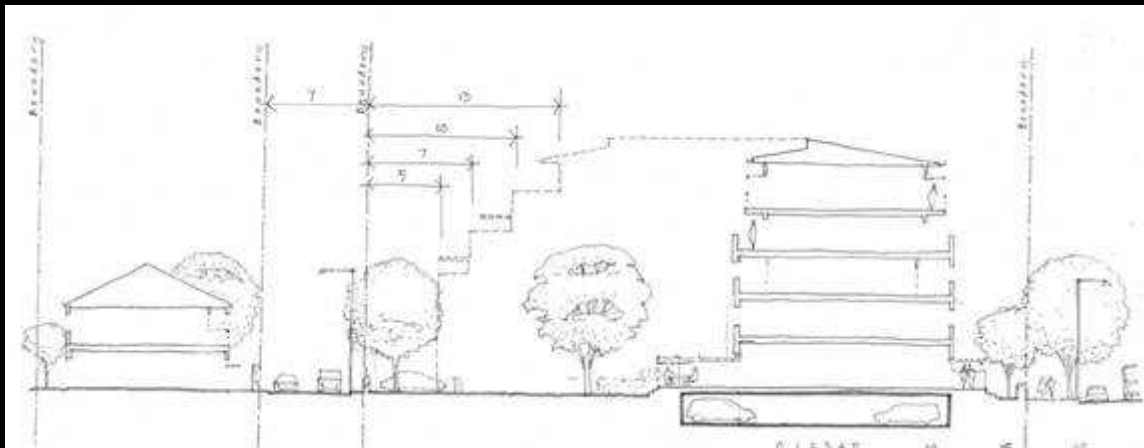
DCP - PLACEMAKING

Urban Places/Spaces are to be created in the redevelopment of Canterbury Road that both reinforce each sections unique sense of place and create an integrated transport network.



DCP - ACCESS

Vehicular access will be provided by the re-introduction of the traditional system of rear laneways.



DCP - BUILDING FORM AND DESIGN



The basic form of new development is to be designed to allow for natural cross ventilation airflows.

Building depth for the residential component of new development is limited to no more than 18 metres (wall to wall).

The preferable building depth is in the range of 12 – 15 metres.

Commercial and/or retail spaces which occur at ground floor level and first floor level can accommodate building depths of up to 24 metres, depending on site circumstances.

Floor to ceiling heights at ground level and first floor level for retail and commercial uses are expected to be 4-5 metres depending on the proportion of the ground floor space.

Finished floor levels for ground level residential development in the Residential Zone should be raised between 0.4 and 0.8 metres above natural ground level to improve privacy for residents.

IDENTIFY MODEL PROJECTS

HOW TO IDENTIFY A PERFECT MODEL PROJECT

- It creates a 'postcard' outdoor environment of exceptional character.
- It combines adaptive re-use of valuable existing (or better, historic) structures with new buildings and improved public spaces.
- It completes or creates quality public domain which is attractive, safe and enjoyable.
- It includes a substantial residential component, who activate places throughout the day and night and have a discretionary income to help support local businesses.
- It suggests what the larger area will be like as revitalisation spreads, and attracts the right type of investment.

CHARACTER - URBAN CORE

- Location: Canterbury Town Centre
- Composed of the **tallest mixed use buildings** built to the street alignment, ranging in height from three to nine storeys
- **Active retail** exists along major pedestrian thoroughfares with commercial and residential above
- **Showrooms** are not permitted, and shop size is limited
- Open space is deliberately shaped by buildings and landscaping creating the **most urban character**



DCP - URBAN CORE

The Urban Core is composed of the highest density mixed use buildings ranging in height from three to nine storeys. The tallest buildings (9 storeys) will be restricted to specific locations within urban core. otherwise a maximum height of 6 storeys exists throughout.

The lower scaled buildings are assumed to be either infill sites or additions to existing or heritage buildings.. Active retail exists along the major thoroughfares and pedestrian paths, with commercial and residential above creating a genuinely mixed use environment. Residential apartments are expected to be located on the upper levels i.e. level 4 and above

Buildings with retail are built to the back edge of the footpath, whilst the residential buildings have shallow setbacks. Showrooms are not permitted. Open space takes the form of regularly shaped streets, paths and promenades.

Storeys Allowable: 3 - 9

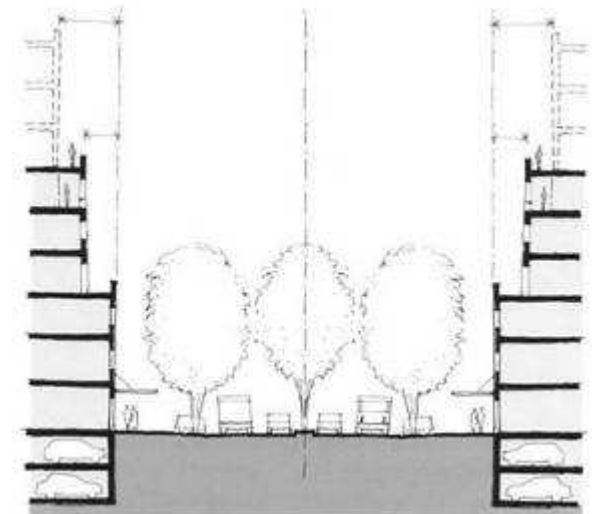
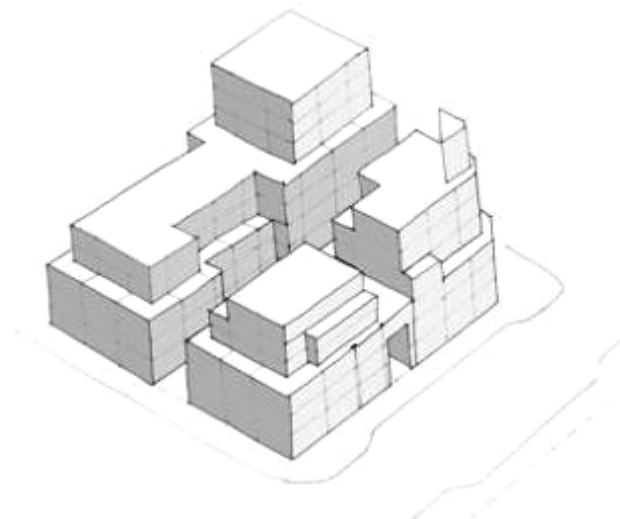
Maximum height generally at 6 storeys

Special Conditions:

1. Showrooms are not permitted
2. Open space takes the form of squares, plazas, streets, lanes, paths and promenades
3. **This zone only applies to Canterbury Town Centre**

Setbacks:

Generally to the back edge of the footpath. Where existing streets are insufficiently wide, setbacks to ensure an appropriate width will be enforced. Residential at street level to have shallow setbacks.



CANTERBURY TOWN CENTRE



Main Street shops in-active

Railway line

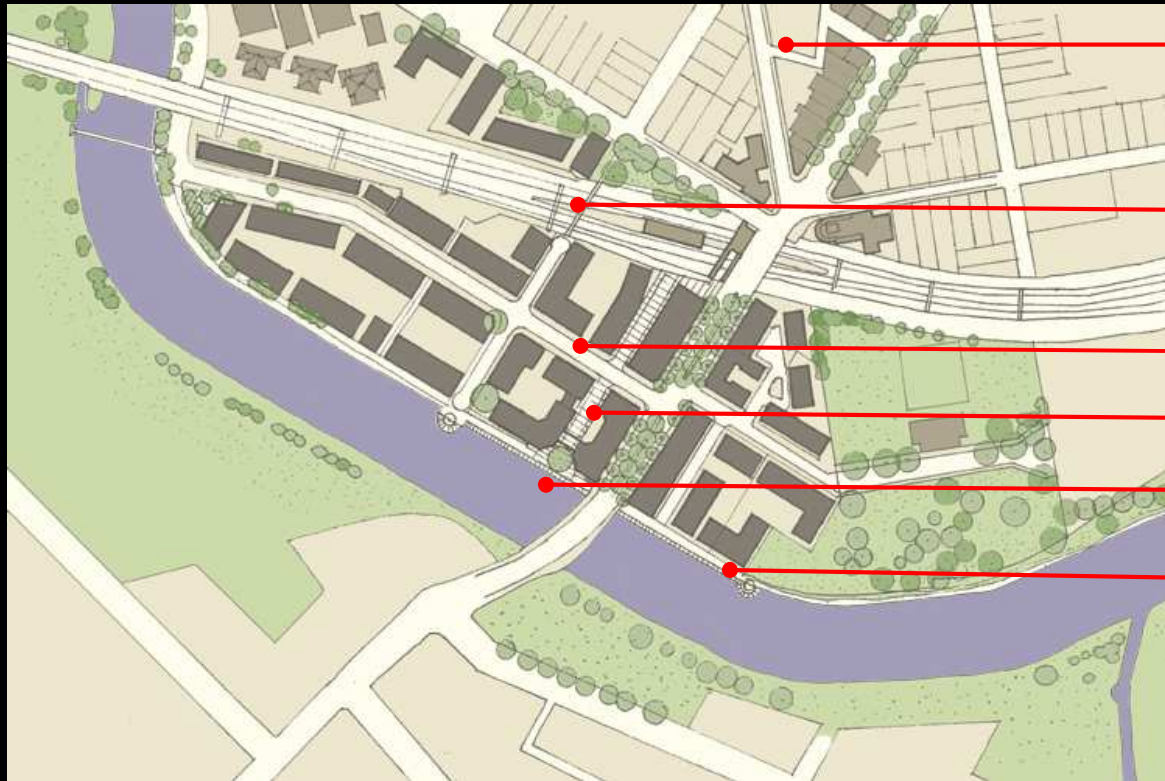
Large industrial landholdings

Cooks River



Existing Conditions

CANTERBURY TOWN CENTRE



Parking plaza

Pedestrian bridge

Mixed use 'urban core'

Pedestrian walk

Water square

River walk

Concept Plan

CANTERBURY TOWN CENTRE



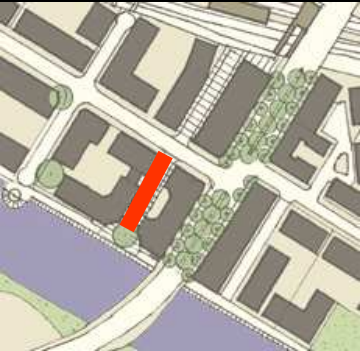
Traditional Town Centre

Railway

Newer Riverfront
redevelopment zone

Cooks River

CANTERBURY TOWN CENTRE



Illustrative sectional elevation showing pedestrian walk from Charles Street to the proposed water square

CANTERBURY TOWN CENTRE



Existing view to Canterbury Town Centre crossing Cooks River

CANTERBURY TOWN CENTRE



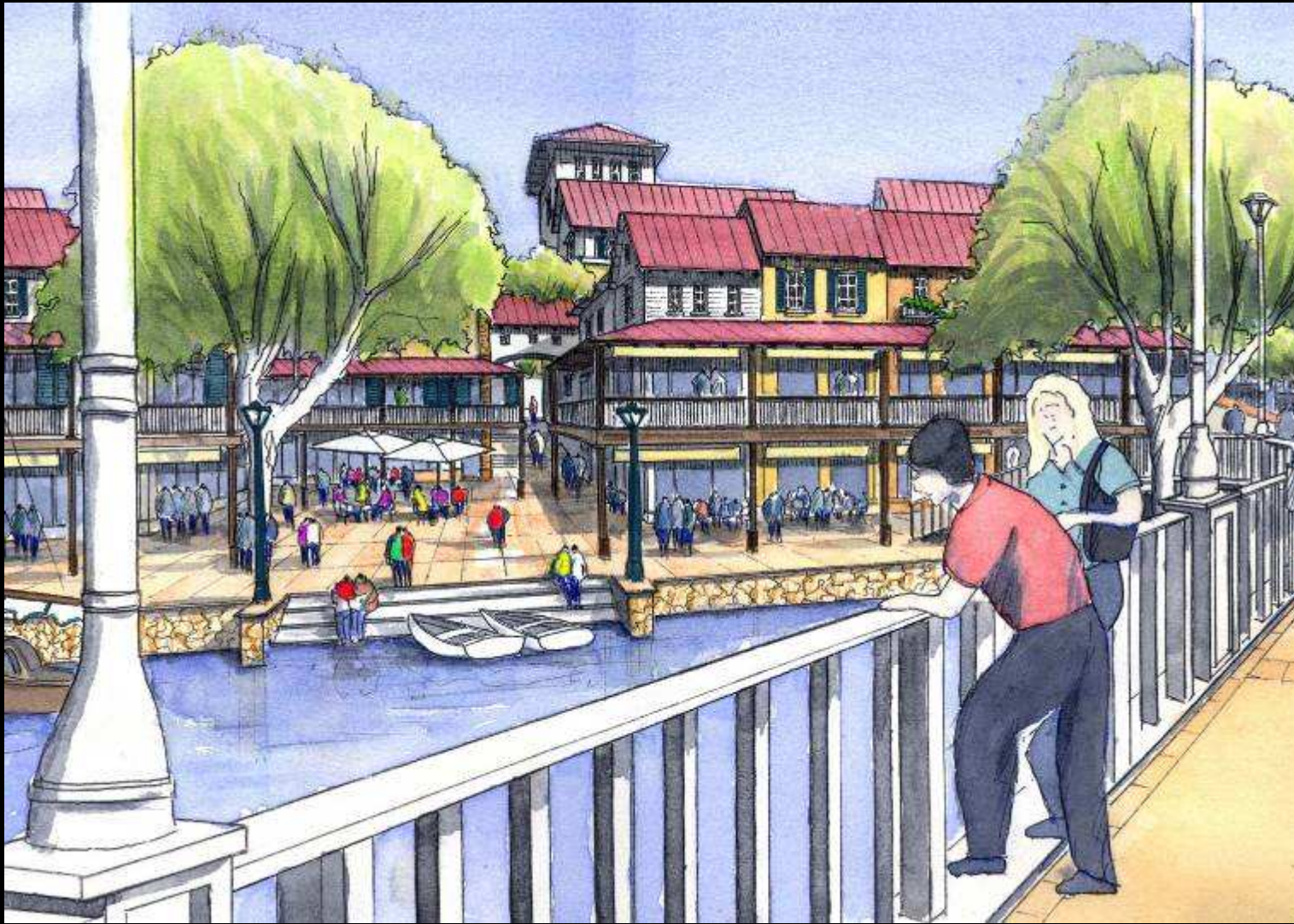
Proposed view to Canterbury Town Centre crossing Cooks River

CANTERBURY TOWN CENTRE



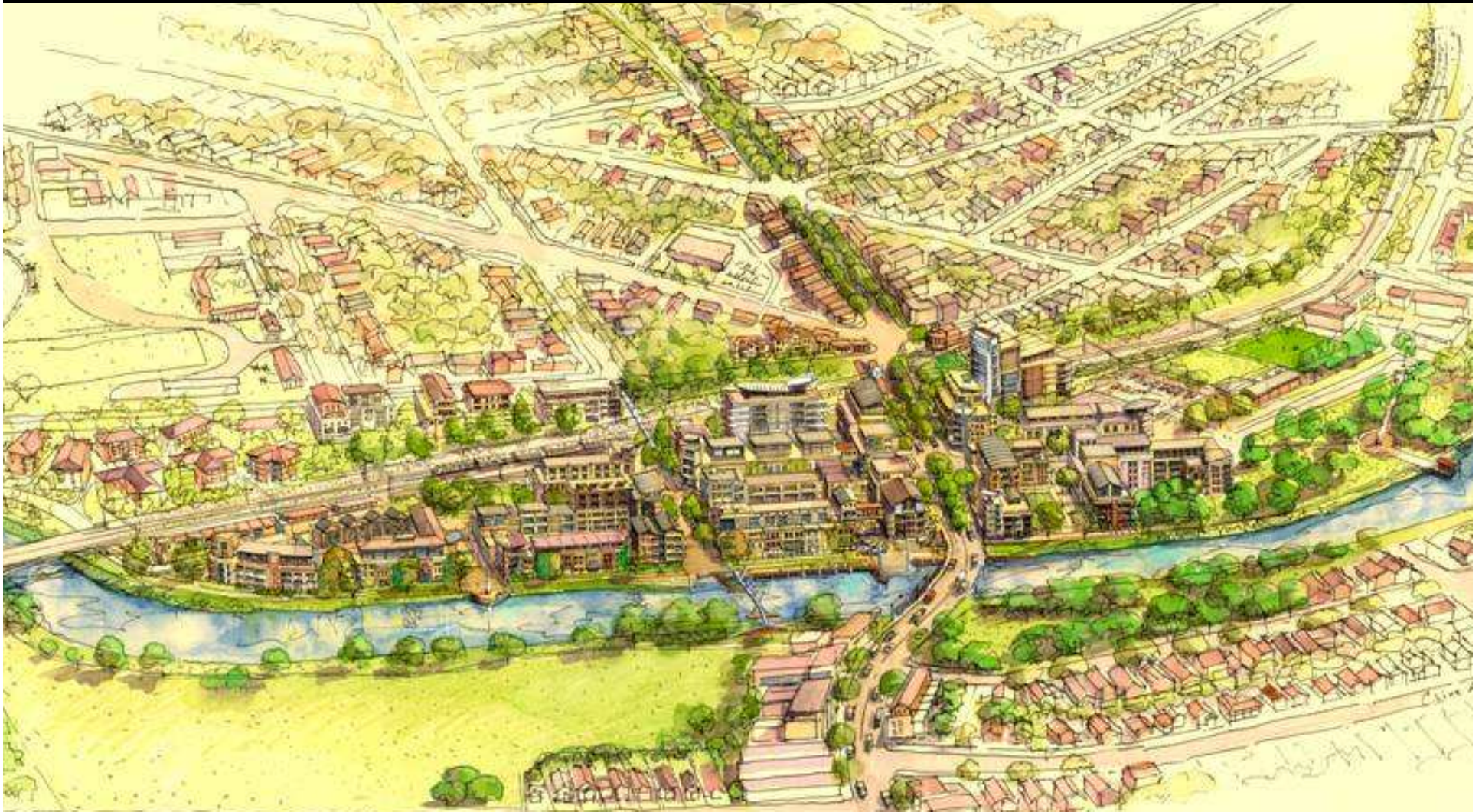
A poor waterfront identified by graffiti and blank walls

CANTERBURY TOWN CENTRE



A revitalised waterfront connecting back to Canterbury Town Centre

CANTERBURY TOWN CENTRE



CANTERBURY TOWN CENTRE



CHARACTER - URBAN VILLAGE

- Location: Important intersections along Canterbury Road
- Composed of around **three to six storey** mixed use buildings built to the street alignment
- **Active retail** providing daily conveniences exists along major pedestrian thoroughfares with commercial and residential above
- **Showrooms** are not permitted, and shop size is limited
- Open space functions as a **local meeting place** and supports a local bus stop



DCP - URBAN VILLAGE

The Urban Village is composed of buildings ranging in height from three to six storeys. The lower scaled buildings are assumed to be either infill sites or additions to existing or heritage buildings. Maximum height of 6 storeys is allowable for urban village.

Active retail is desirable at ground level providing daily conveniences with commercial and residential above. Maximum floor areas for retail spaces are 360m². Buildings with retail are built to the back edge of the footpath. Continuous awnings are mandatory along the Canterbury Road corridor.

Showrooms are not permitted. Open space takes the form of regularly shaped streets, paths and promenades. This zone only applies to Canterbury Town Centre. The Transit node becomes an open space feature as it provides significant public transport connections between Canterbury Road and the established railway station based centres.

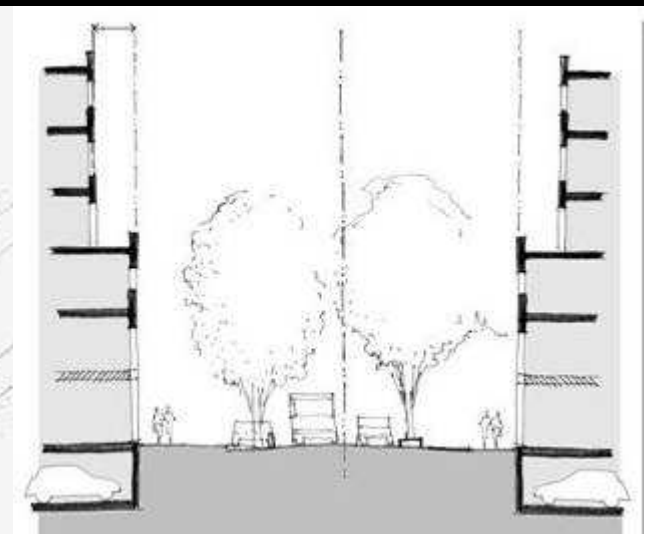
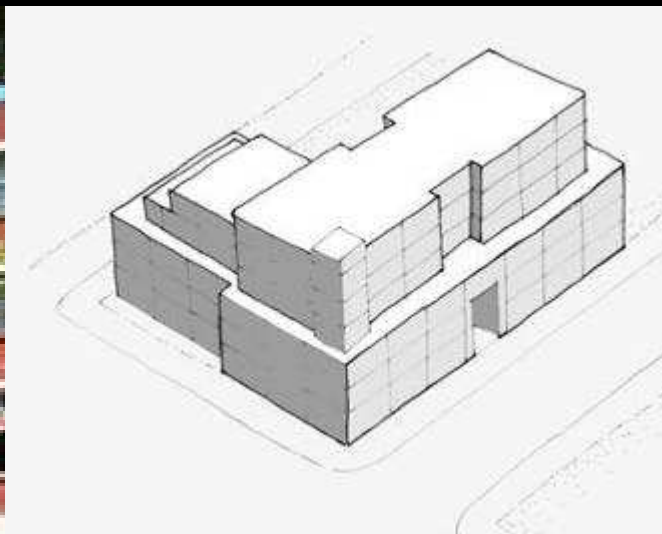
Storeys Allowable: 3 - 6

Special Conditions:

1. Showrooms are not permitted
2. Open space takes the form of squares, plazas, streets, lanes, paths and promenades as well as meeting places that support bus stops
3. Ground floor areas predominately active, commercial allowable though preferable at 2nd/3rd floor
4. Floor area limit of 360m² for retail and commercial

Setbacks:

Building with retail (at street level) are built to back edge of footpath.



THE HOSPITAL DISTRICT



Canterbury Hospital

Poorly maintained green

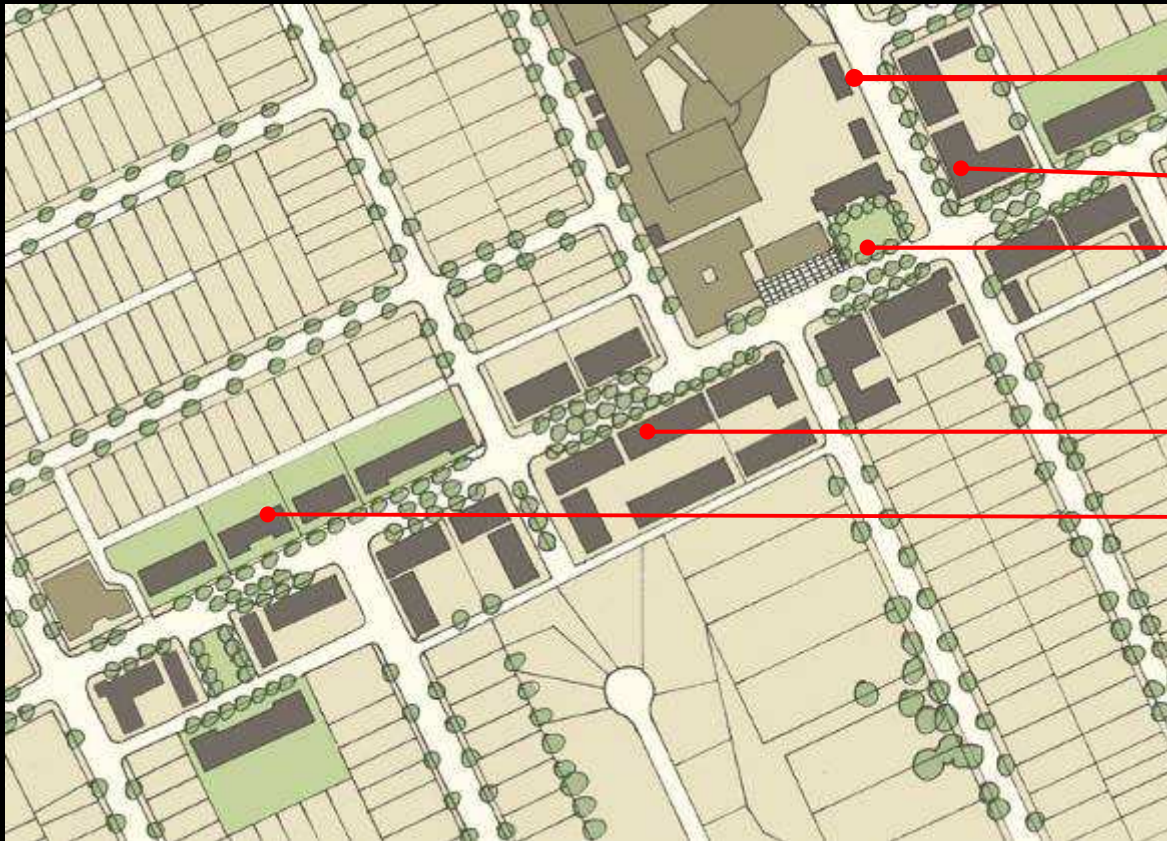
Original landmark hospital building

Redevelopment site

Large industrial landholdings to the south

Existing Conditions

THE HOSPITAL DISTRICT



Liner buildings

Mixed use node with bus stop

Newly defined hospital green

Mixed use

Potential garden apartments

Concept Plan

THE HOSPITAL DISTRICT



Potential view of the Hospital District

CHARACTER - URBAN GENERAL

- Location: Commercial gaps between the Urban Core and Urban Centre zones
- Composed of around **three to six storey buildings** with 70% street alignment
- Street level uses include retail, commercial and residential
- **Showrooms are permitted**, but must be designed to reinforce pedestrian qualities
- Public and private landscaping interacts creating a less urban character



DCP - URBAN GENERAL

The Urban general is composed of buildings ranging in height from three to six storeys, with varying street alignment. Street level includes retail, commercial and residential uses. Showrooms are permitted but they must be designed to reinforce pedestrian qualities. This zone predominantly applies to the commercial transitions between the Urban Core and the Urban Village zones.

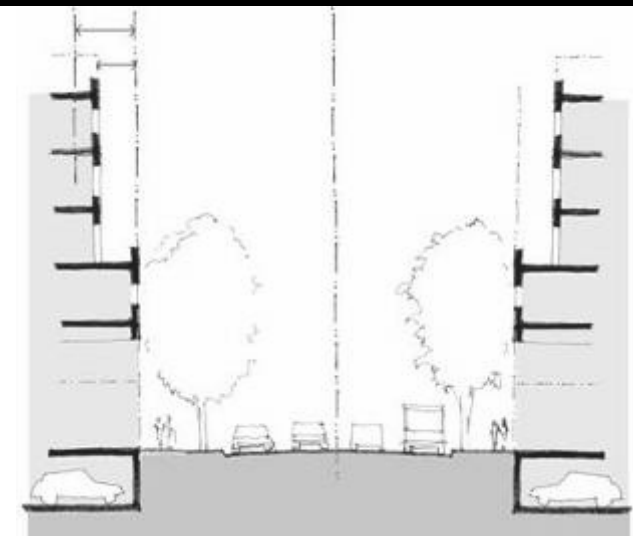
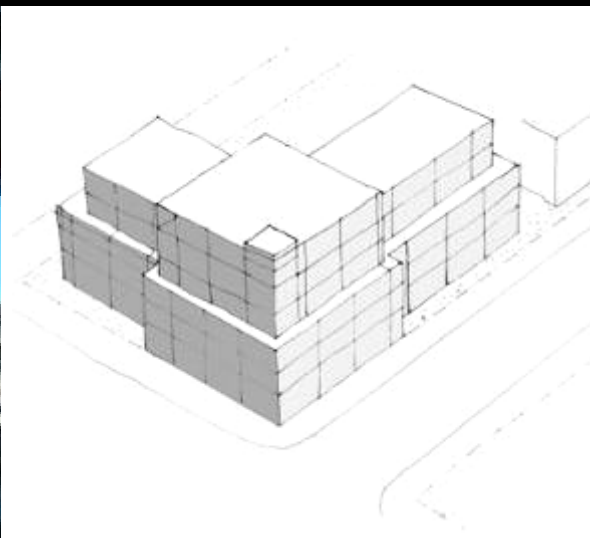
Storeys Allowable: 3 - 6

Special Conditions:

1. Showrooms are permitted but must be designed to reinforce pedestrian qualities i.e. avoid blank walls and encourage visual displays
2. Heights vary including lower scaled recent existing buildings as well as traditional heritage buildings
3. The lengths of the facades fronting onto Canterbury Road are not to exceed 45ms in length. Any physical opening break will be a minimum of 6 m for the first 2 levels.

Setbacks:

Varying street alignment



CHARACTER - URBAN GENERAL



One way Canterbury Road at Roselands could change over time

CHARACTER - URBAN GENERAL



One way Canterbury Road at Roselands could change over time

CHARACTER - URBAN GENERAL



One way Canterbury Road at Roselands could change over time

PUNCHBOWL NEIGHBOURHOOD CENTRE



KFC restaurant

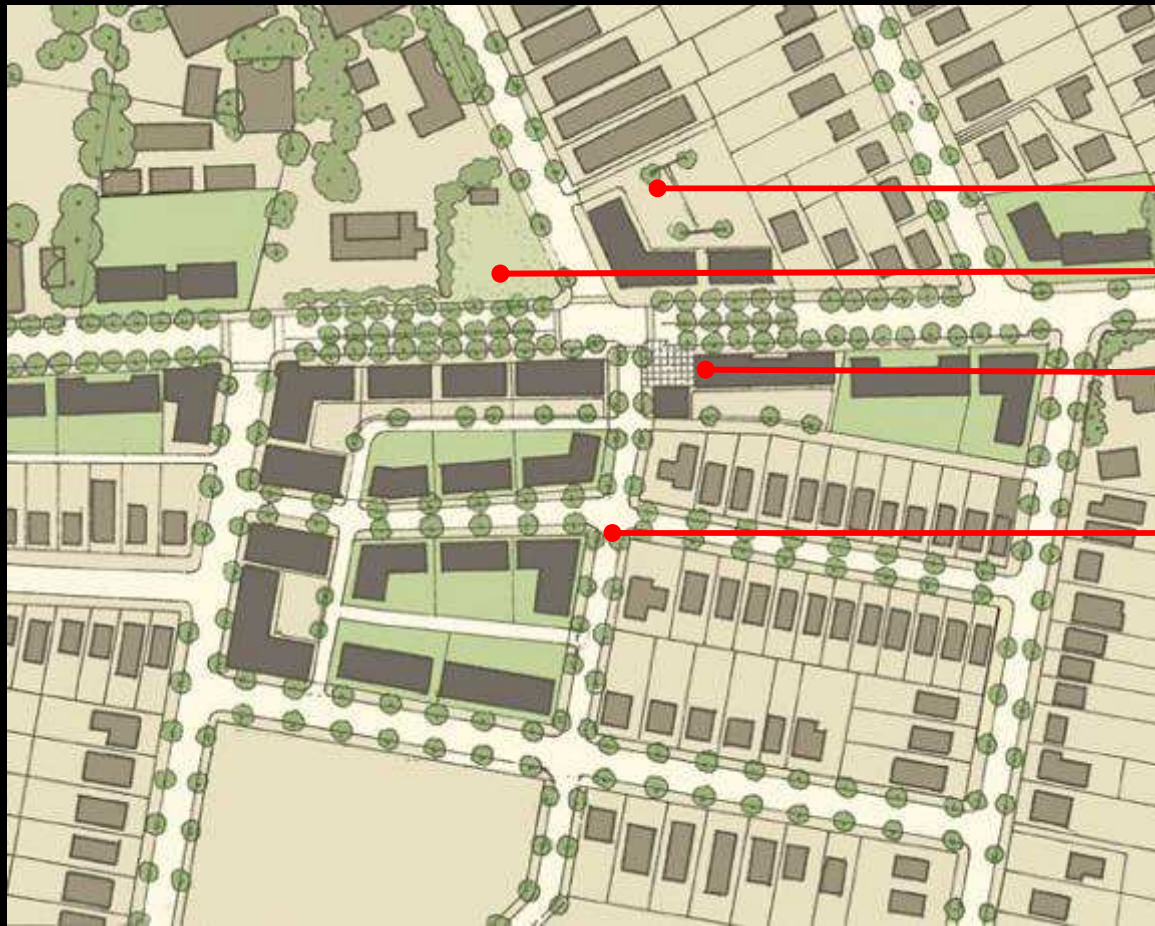
Punchbowl Public School

Large industrial landholdings



Existing Conditions

PUNCHBOWL NEIGHBOURHOOD CENTRE



Mixed use neighbourhood centre

School green

Paved square

Pedestrian friendly streets fronted by residences connect into existing street pattern

The Concept Plan

THE MALL



Home offices / community uses

McDonalds

Car yard

Mall closed to traffic

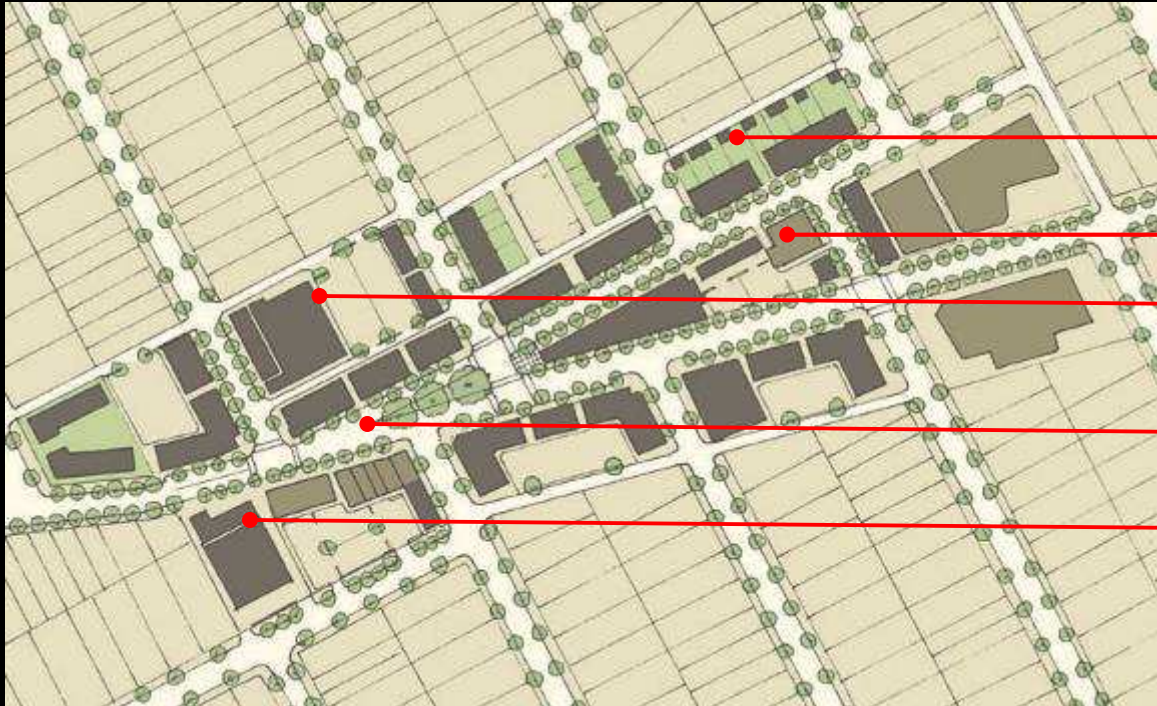
Fruit shop

Exposed parking



Existing Conditions

THE MALL



Live / work units

Reversed McDonalds

Small supermarket sleeved to Dudley Street by mixed use

Open mall to westbound traffic

Mini-market with mixed use liner building

The Concept Plan

BELMORE SOUTH NEIGHBOURHOOD CENTRE



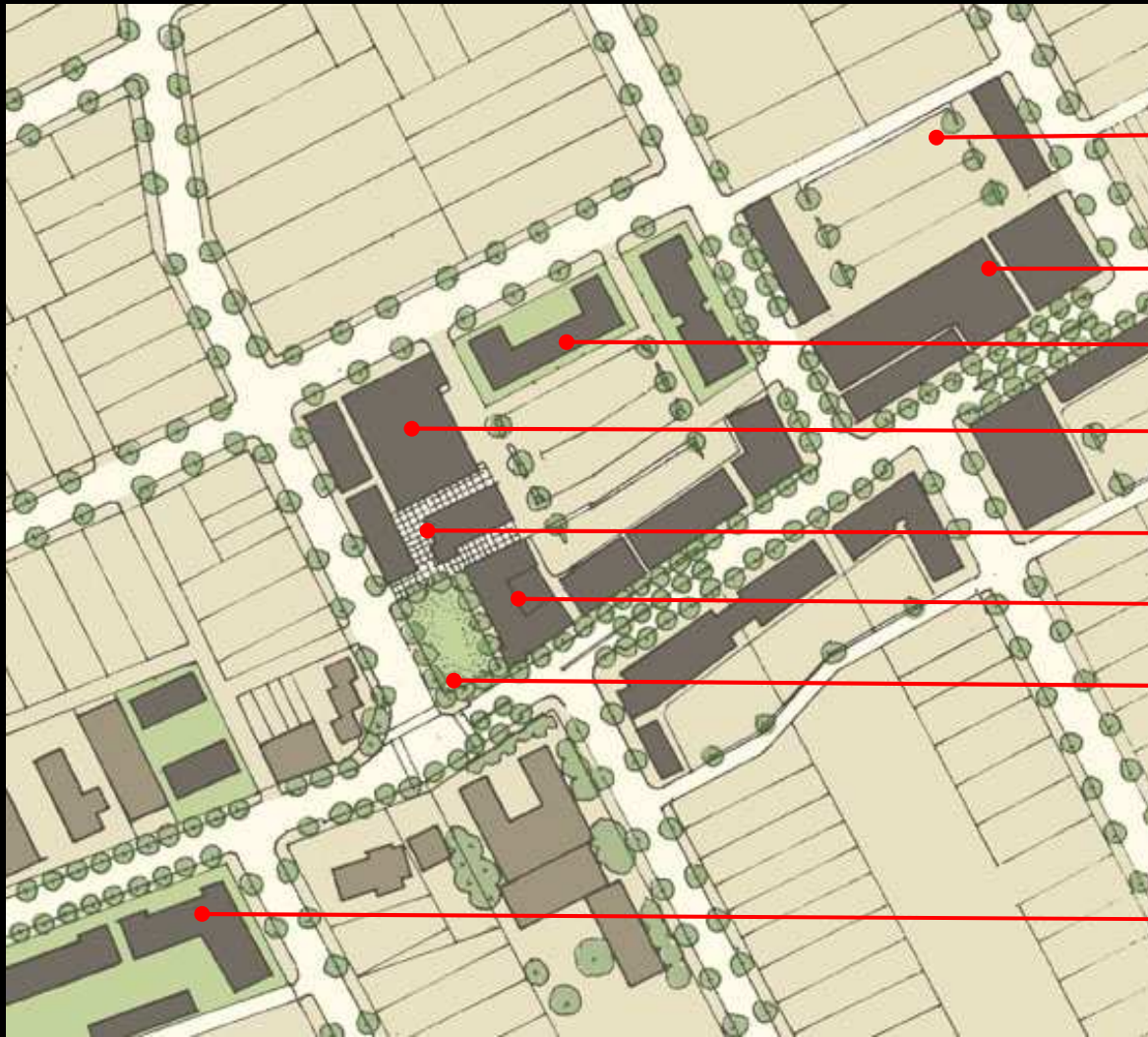
Large industrial landholdings

Belmore South Public School



Existing Conditions

BELMORE SOUTH NEIGHBOURHOOD CENTRE



Screened parking

Potential mixed use showroom

Garden apartments

Small supermarket

Pedestrian passage

Mixed use

Neighbourhood green

Garden apartments

The Concept Plan

CHARACTER - URBAN RESIDENTIAL

- Location: Predominately existing residential zones along the Road
- Composed of around **three to five storey** buildings setback from the street alignment
- Purely **residential use**
- Naturalistic landscaping of front courtyards, combined with street trees, greens Canterbury Road and gives it a more landscaped character. It creates '**green breaks**'.



DCP - URBAN RESIDENTIAL

The Urban Residential is composed of buildings ranging in height from three to five storeys. The smaller scaled buildings (3 storeys) are appropriate to areas within the intervention sites where the existing building stock is uniformly 1-2 storeys. or narrow infill sites

Residential apartment buildings are setback from the street creating a landscaped privatised forecourt. The naturalistic landscaping of the forecourt, combined with the street tree planting over time, will substantially green Canterbury Road and create 'green breaks' between more intense land use activities of the Urban Core, Urban Village and Urban General Zones.

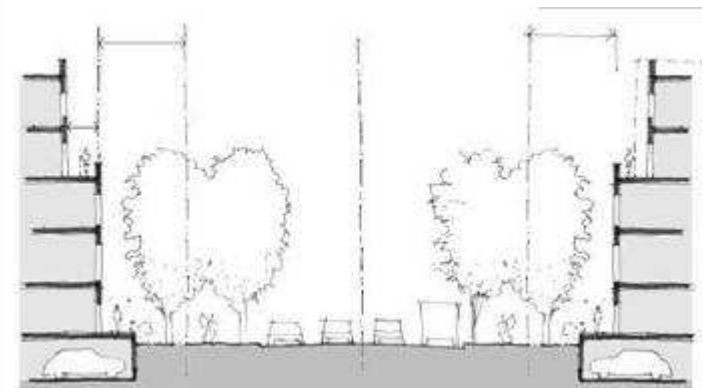
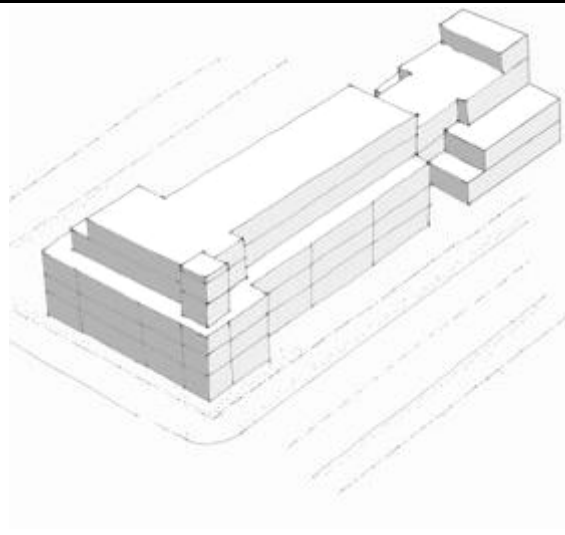
Storeys Allowable:

No Special Conditions:

1. The lengths of the facades out to the Canterbury Road are to be articulated every 45 ms maximum with a physical break of 6 ms minimum.

Setbacks:

Setback from street boundary of 3-7 ms. Forecourt setback at 3-5 ms allows for a private garden for ground floor residents. A setback to 7 ms maximum will allow some variation in the the facade alignment and accommodate larger trees within the forecourts.



CHARACTER - URBAN RESIDENTIAL



One way Canterbury Road at Punchbowl could change over time

CHARACTER - URBAN RESIDENTIAL



One way Canterbury Road at Punchbowl could change over time

PUNCHBOWL PARK



Garden apartments with park views

New park edge street

Back fences to Park

Single storey housing stock

Vehicle orientated centre

Existing conditions

PUNCHBOWL PARK



Garden apartments with park views

New park edge street

Reconfigured playing fields

Neighbourhood green

Mixed-use neighbourhood centre

The Concept Plan

PUNCHBOWL PARK



Character of garden apartments

LESSONS



Early settlement



1910



1975



2000

Process.....Vision.....Build It & They Will Come