RETROFITTING MAIN STREETS AND CORRIDORS

Canterbury Road

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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

CONVENTIONAL PRACTICE

BETTER TOWNS

BETTER TOWNS

Creating an open *outdoor* shopping experience

Providing a quality range of housing choice for people

BUILDING DIVERSITY

CONVENTIONAL PRACTICE

CONVENTIONAL PRACTICE

BETTER TOWN

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
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
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
‘Defunct Centres’ - commercial viability traded down for traffic capacity
‘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
‘Death by a thousand cuts’ - planning controls, bad habits and vehicle mindset
‘Unsightly 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
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
Canterbury Road will become Canterbury’s signature street characterised by a series of hubs for local resident, visitor and retail activity.
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.
Vehicular access will be provided by the re-introduction of the traditional system of rear laneways.
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.
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
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

Existing Conditions

Main Street shops in-active
Railway line
Large industrial landholdings
Cooks River
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
Existing view to Canterbury Town Centre crossing Cooks River
Proposed view to Canterbury Town Centre crossing Cooks River
A poor waterfront identified by graffiti and blank walls
A revitalised waterfront connecting back to 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
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
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
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 pm 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
One way Canterbury Road at Roselands could change over time
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PUNCHBOWL NEIGHBOURHOOD CENTRE

Existing Conditions

KFC restaurant
Punchbowl Public School
Large industrial landholdings
PUNCHBOWL NEIGHBOURHOOD CENTRE

The Concept Plan

- Mixed use neighbourhood centre
- School green
- Paved square
- Pedestrian friendly streets fronted by residences connect into existing street pattern
THE MALL

Existing Conditions

Home offices / community uses
McDonalds
Car yard
Mall closed to traffic
Fruit shop
Exposed parking
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
Mixed use
Neighbourhood green
Potential mixed use showroom
Small supermarket
Garden apartments
Pedestrian passage
Mixed use
Neighbourhood green
Screened parking
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’.
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 privatized 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 facade alignment and accommodate larger trees within the forecourts.
One way Canterbury Road at Punchbowl could change over time...
One way Canterbury Road at Punchbowl could change over time
PUNCHBOWL PARK

Existing conditions

- Garden apartments with park views
- New park edge street
- Back fences to Park
- Single storey housing stock
- Vehicle orientated centre
PUNCHBOWL PARK

The Concept Plan

- Garden apartments with park views
- New park edge street
- Reconfigured playing fields
- Neighbourhood green
- Mixed-use neighbourhood centre
Character of garden apartments
LESSONS

Early settlement 1910

1975

1910

2000

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