
CORRIDOR STRATEGY

VICANTERBURY

Fine Grain, Public Domain and Station Integration Study

Design Presentation
28 October 2016

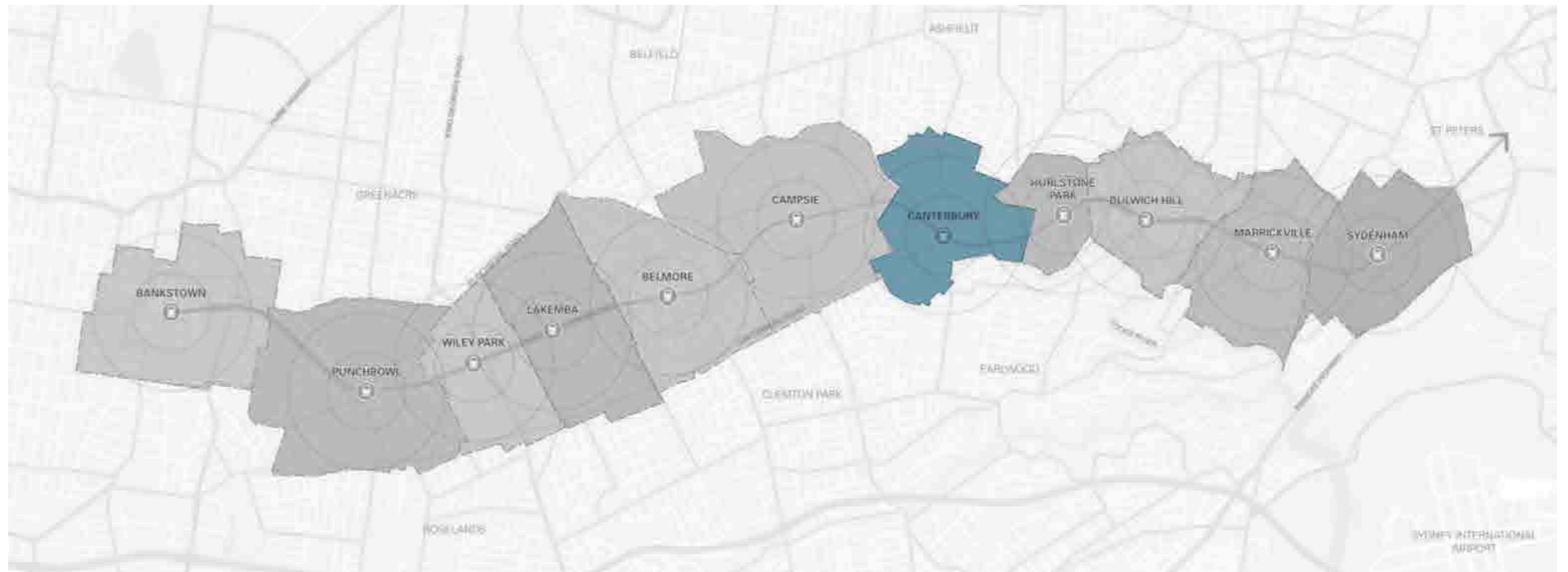
Prepared for the NSW Government

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1.0 INTRODUCTION

This report is prepared by Tribe Studio Pty Ltd in response to the Brief from the Office of the Government Architect dated 21.09.2016 titled Sydenham to Bankstown Corridor Strategy: Fine Grain, Public Domain and Station Integration Study.

The construction of the new Metro line presents a once in a generation urban place making opportunity. This report presents a public domain led, integrated urban vision for the Canterbury precinct along the corridor informed by fine grain site analysis and subsequent critique of the broader brushstroke Sydenham to Bankstown Urban Renewal Corridor Strategy (Department of Planning, October 2015).

Fine Grain Analysis of the precinct is included in the site analysis at Appendix 5.1.

The body of this study is composed of Key Opportunities within the precinct (arising out of site analysis) and Proposals for the precinct.

The Canterbury precinct is, in plan, a series of grids at tangents to the Cooks River. These intersecting grids are then carved through by Canterbury Road, following a minor ridge, and the rail corridor.

The precinct is largely single storey residential in medium to large lots with some large recent development centred around the station/Canterbury Road/River intersection.

Canterbury has no natural town centre. The shop top housing on Canterbury Road is largely vacant. It is not an ideal pedestrian environment, with four lanes of traffic and no street planting. Pedestrian and retail activity is currently greatest at the supermarket carpark behind Canterbury Road on Jeffery Street. Canterbury Road shops have about-faced to the carpark to capitalize on this activity and now face into the carpark.

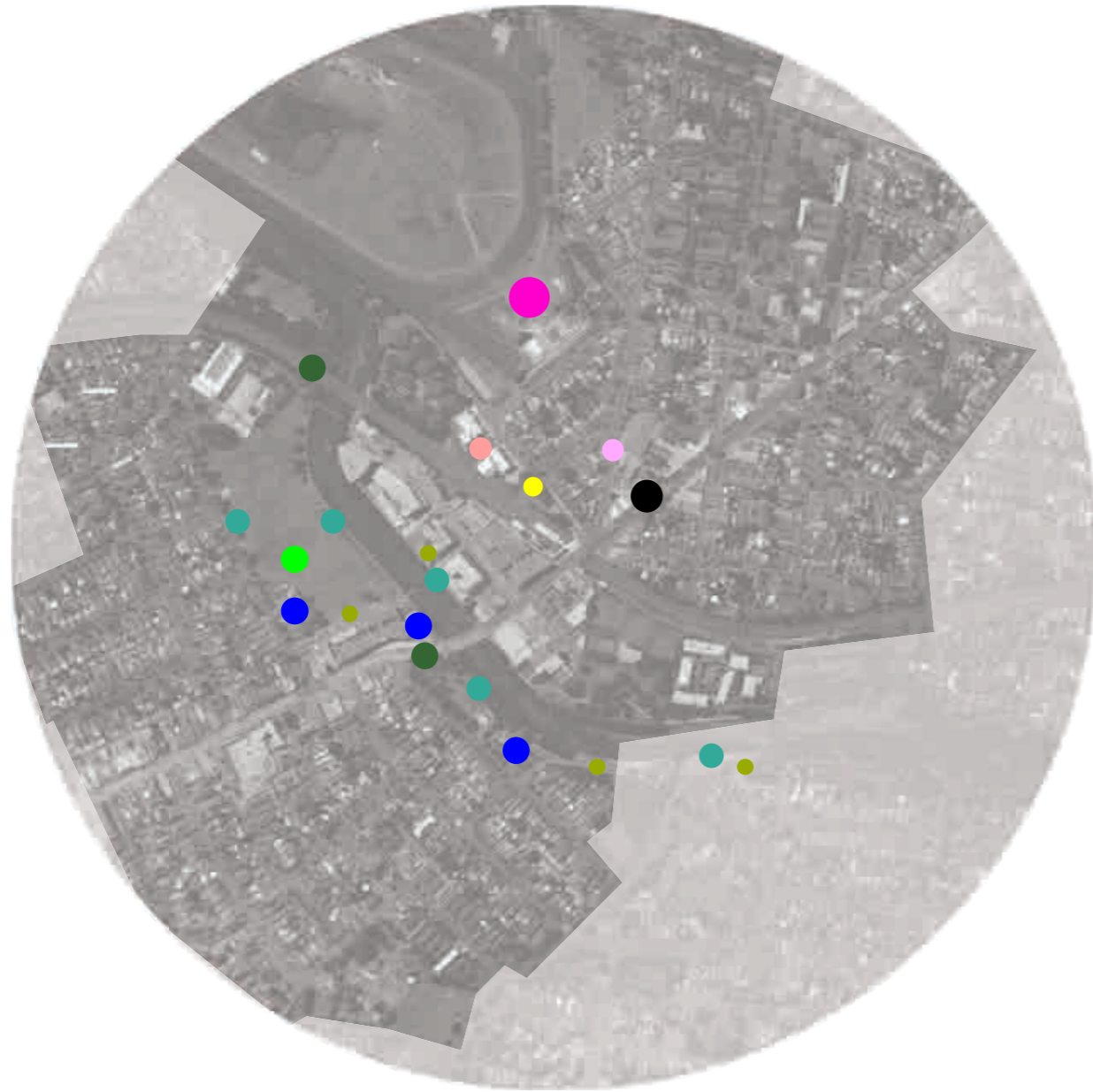
The existing station, with its charming, State-listed heritage buildings, exits through a tangle of walkways to the inhospitable pedestrian environment of Canterbury Road. Canterbury Road is a four-lane road with no parking, no street trees, poor pedestrian amenity and a character of empty brick shop-top housing.

Canterbury is blessed with many parks, including the beautiful network of parks that string along the Cooks River. Recent high density development has compromised river front amenity in some places. Future development should be subject to more stringent performance standards.



2.0 ASSESTS, LIABILITIES AND OPPORTUNITIES TABLE (ARISING FROM SITE ANALYSIS (APPENDIX 5.1))

	KEY ASSETS	LIABILITIES	KEY OPPORTUNITIES
RIVER AND RIVER PARKS	Abundant outdoor space and recreation space including open fields, intimate running/cycling tracks, play parks, pool, skating rink, river frontage, mangroves, heritage bridge crossings	<ul style="list-style-type: none"> - Poor connections across Canterbury Road at Saint Mary MacKillop Reserve. - Poor connection from Canterbury Road to river front reserves. - Poor edge condition at new development including north side Cooks River, the back of the apartments which face onto Canterbury Road and back onto the park on the south side of the river. - Poor edge conditions where private holdings jut into parks. - - Inconsistent fences, sight lines and surveillance compromised at public / private interface. - Poor edge condition – balustrade/fence and embankment at river. - Lacklustre landscape design. - No ability to “loop” due to poor connections. - No connection under rail corridor South. 	<ul style="list-style-type: none"> - Improve pedestrian and bike connections along river front. - Improve river edge condition. Create access to water. Create more bridges. Create 2km, 5km, 10km running/cycling loops with bridge connections/underpasses. - Improve landscape character generally. - Review strategic sites within parks. - Improve parkside connections with other amenities e.g. Rail corridor proposed bike route, proposed new metro exit, existing pool. - Create engaging string of green spaces along the Cooks River. - Create connected green open spaces linked to Campsie town centre by established bike and pedestrian connections - Improve Northern edge river where new development has left narrow path and sheer wall. - Create more varied open space activities including basketball, soccer field markings, picnic spaces, increase shading, barbecue facilities, seating, better edges for dawdling and dangling feet, more bridges for better north south connections.
CANTERBURY ROAD	Major arterial road	<ul style="list-style-type: none"> - Poor quality pedestrian and cycling environment. - Depressed retail/commercial centre. - No street planting strategy - Poor pedestrian crossings/connections. - Very deep blocks that are difficult to plan efficiently. 	<ul style="list-style-type: none"> - Rezone for commercial enterprise corridor. - Increase residential density and enliven street section. - Create extensive landscaping through planning and setback controls. Include large street trees for boulevard character and edge planting to separate pedestrians from vehicle edge. - Introduce cycleway, beautiful pedestrian and work environment - Protect tenancies and pedestrians from traffic edge. - Connect to new town high street at ground level.
TOWN CENTRE	<p>New exit from proposed Metro station to align with existing Roberts Street and 3m path between buildings to south linking to Cooks River.</p> <p>Existing fig tree grove at proposed metro exit.</p> <p>Aligns existing Aldi supermarket, which is current retail anchor.</p>	<ul style="list-style-type: none"> - Current retail “hub” in Canterbury is Aldi carpark (!). - Existing ‘High Street’ is Canterbury Road. Not working as retail environment 	<ul style="list-style-type: none"> - Create new heart for Canterbury linking metro, school and retail activity. - Relocate retail to quieter street with better pedestrian and cycling amenity (Robert St). - Use existing Aldi anchor to create new activated shopping street. - Direct connection from new high street to metro/over metro to Cooks River/over Cooks River to key open space network. - Arcade links from Robert Street to Canterbury Road.



KEY OPPORTUNITIES AND ASSETS

- Improve Pedestrian and Cycling environments at Canterbury Road. Increase green. Increase in density.
- New station square at proposed metro exit / terminus and new retail high street at Roberts Street.
- New secondary metro exit and station square
- Review private land within park boundaries.
- Improve park edges, at interface of public and private property.
- Improve park edges, at interface with river and roads.
- Improve park facilities including toilets, play equipment, sport facilities, shade, picnic areas, bbqs, bollards and planting to street edges. Realign Acquatic Centre to face park. Consider youth facilities.
- Improve pedestrian conditions and connections on the South side of the Cooks River. Facilitate exercise loops.
- Create new pedestrian-friendly retail environment behind Canterbury Road. Create village atmosphere. Create sense of town centre and place.
- Consider future uses of Canterbury Race track, including new school and public open space.

RIVER AND RIVER PARKS



Improve pedestrian conditions and connections on the South side of the Cooks River. Facilitate exercise loops.

Consider sites within park boundaries

Improve park edges, at interface with river, roads and private interface

Improve park facilities including toilets, play equipment, sport facilities, shade, picnic areas, bbqs, bollards and planting to street edges. Realign Aquatic Centre to face park. Consider youth facilities.

CANTERBURY ROAD



Improve pedestrian and cycling environments at Canterbury Road. Increase green. Increase density. Retain heritage-listed buildings and establish contributory items for fine grain redevelopment.

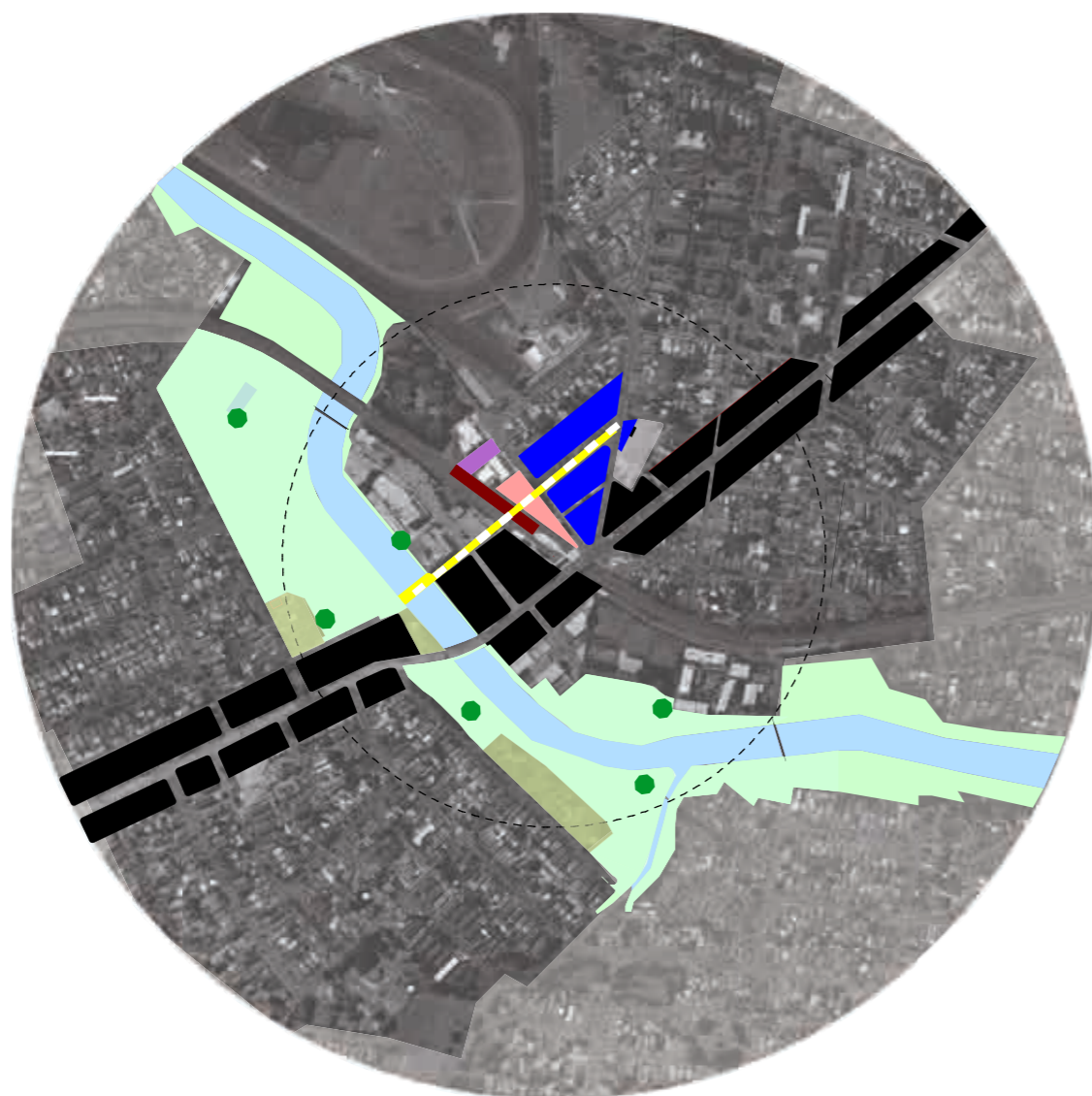
NEW HIGH STREET



New station square at proposed metro exit / terminus and new retail high street at Roberts Street.

Create new pedestrian-friendly retail environment behind Canterbury Road. Create sense of town centre and place. Arcade links from Roberts St to Canterbury Rd

THE PROPOSAL



- Robert St - A New High Street for Canterbury**
 - Create new High Street at Roberts Street
 - Align with proposed Metro Station exit
 - New Shop-top Housing up to 5 storeys
 - Rear lanes and small lot sizes

- Proposed Station Square, weekend markets, landscaping, outdoor cafe seating

- Secondary metro station exit and square

- Proposed Metro location. Exit to align new Roberts Street village centre and access to Cooks River to the South

- Axis of new Roberts Street/High Street, path between new medium rise buildings to the river, new Metro exit/rail crossing, new bridge over Cooks River.

- New masterplan for Canterbury Rd

- Works to riverfront parks to creat run/walk/cycle loops, improve connections and edges, new facilities



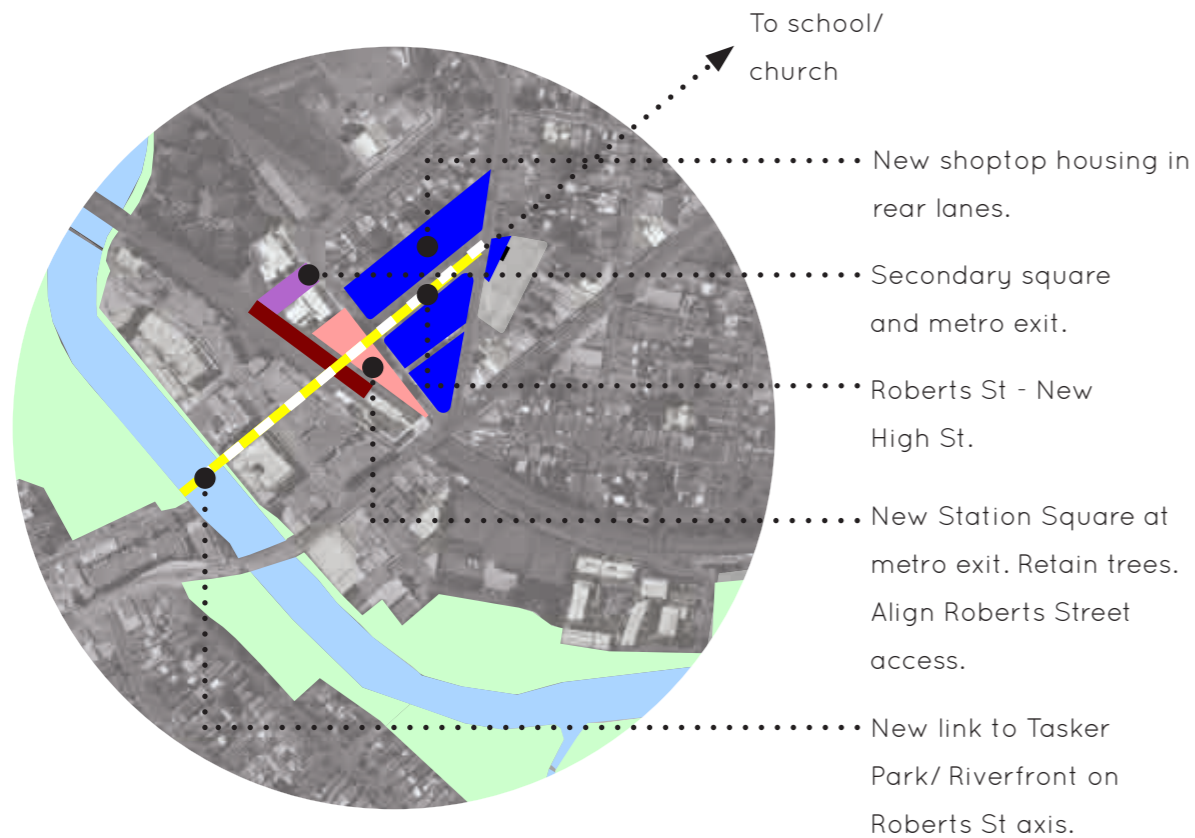
4.1 ROBERT ST - A NEW HIGH ST FOR CANTERBURY

The current retail strip of Canterbury Road is depressed. It is an unpleasant pedestrian environment due to the dominance of cars, narrow footpaths, no parking, no trees. Retail activity has gravitated towards the Aldi Supermarket on Jeffery Street (to the north of Canterbury Road).

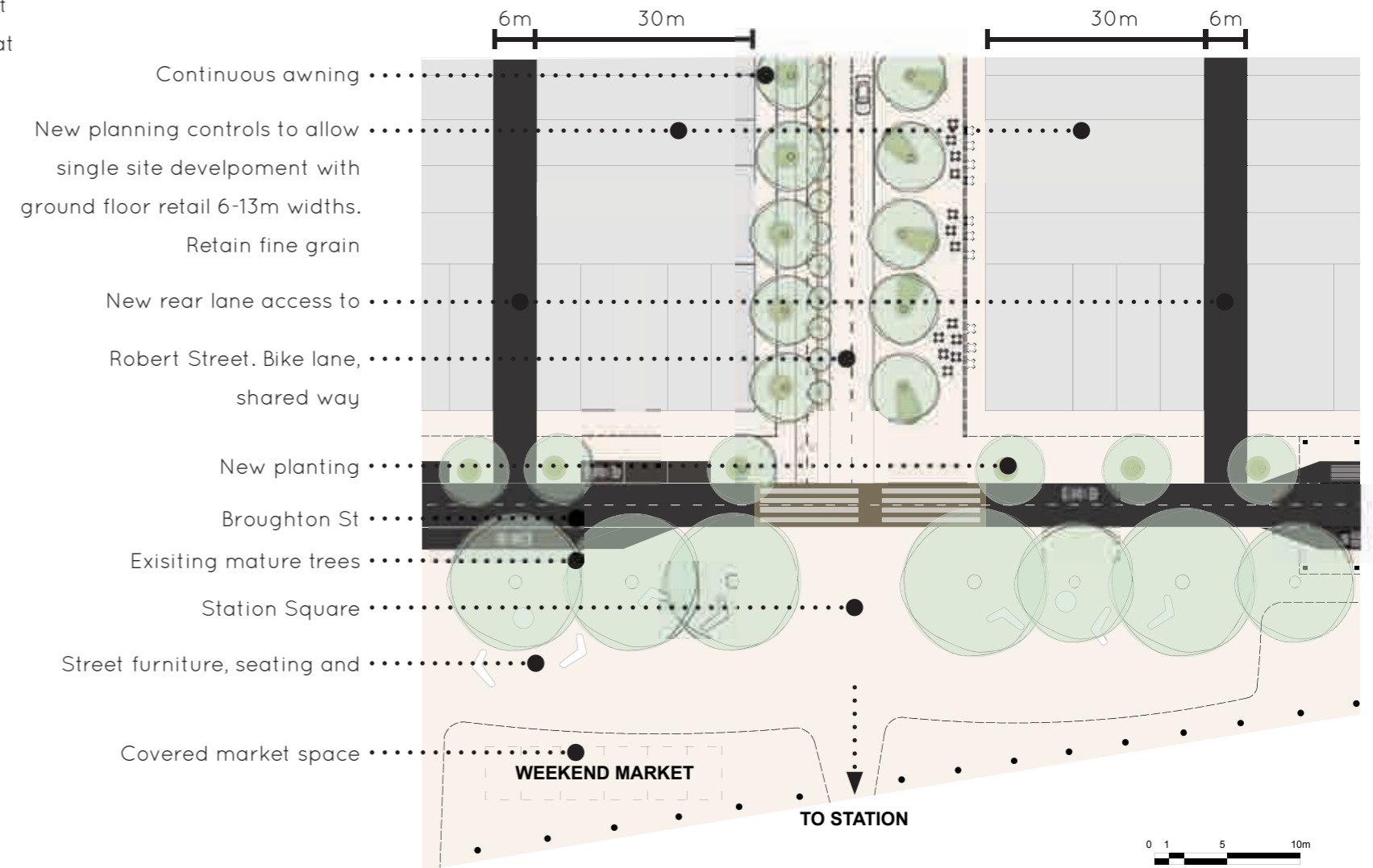
The proposal is to create a new, pedestrian friendly high street for Canterbury on Roberts Street, aligning with the new Metro exit. The new high street will have the double anchor of supermarket to the North, Station to the South and align with existing paths between new residential development to the Cooks River. So at the urban scale, the new high street will directly link school to the north with river to the south.

Roberts Street will be widened, with 5 storey fine grain shop-top housing creating a dynamic street section and many opportunities for shade planting and landscaping. It will terminate to the south at a new station square, which can accommodate weekend markets. Existing established trees to be retained.

The proposal links retail amenity to the station, creates engaging pedestrian experience, links station to village centre and commercial centre to buses and trains.



Proposed Section - Robert Street



Proposed Plan - Station Square

4.1 ROBERT ST - A NEW HIGH ST FOR CANTERBURY



Location



Existing view to proposed Station from Robert St



Roberts St - New high street for Canterbury. Metro exit at one end, supermarket anchor at the other

4.2 CANTERBURY ROAD

Canterbury Road is currently a poor environment. It is dominated by cars. Historic retail development is depressed, with retail activity now turning its back on Canterbury road. The built character is poor, with a mix of dilapidated brick shop-tops, warehouse retail, multi-unit residential, single houses, petrol stations etc.

There should be a Canterbury Road masterplan that treats the road as a whole, across precinct boundaries. For the purposes of this report, we have explored one possible iteration.

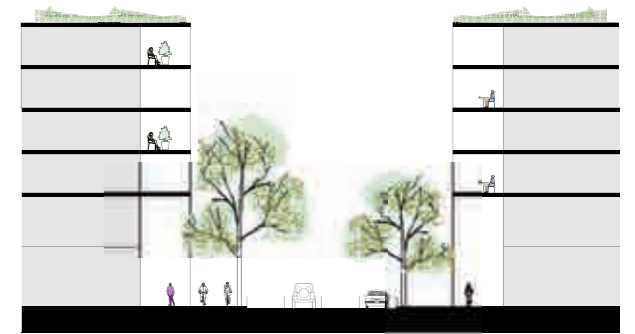
The proposal is to rezone Canterbury Road residential and enterprise corridor. There will be a continuous 4 storey street wall condition, with taller development at strategic locations on the road.

Setbacks to both sides of the road will be increased, to allow cycle routes and extensive street planting, separating pedestrians and residents from the vehicle edge. Existing heritage buildings and contributing items will be adapted at ground level to suit.

There is a proposed, 2 storey continuous colonnade to the bottom floors of the Canterbury Road corridor. This creates an enclosed, protected pedestrian environment and creates a boulevard character for Canterbury Road.



Low-rise section 800m+ from train station



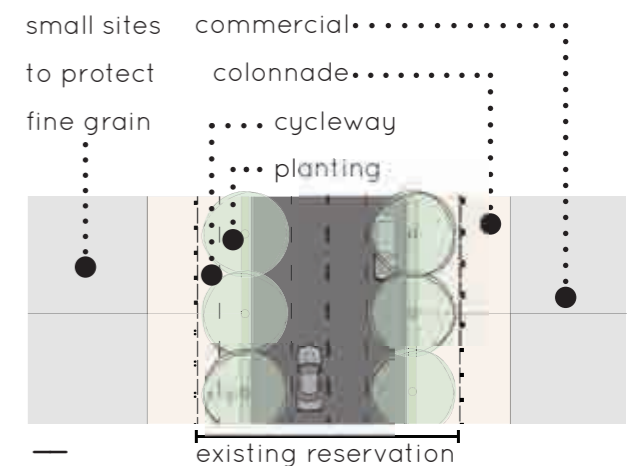
mid-rise section 400-800m from station



Higher density within 400m of train station



Existing views of Canterbury Road



Typical Plan



Location



Existing view at Canterbury Rd



Proposed view at Canterbury Rd near station, looking North East. Adapt heritage items to new planning. Arcade and street connections (left) to new Roberts Street town centre. Varying heights to street wall.



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- 3-5 Storey Shop-top Housing with new rear lanes.
- Canterbury Road mixed use enterprise corridor. 4-25 storeys
- Medium/high Rise Housing centred around station. Up to 8 storeys
- Medium Rise Housing 5-7 Storeys
- Low Rise Housing 3-5 Storeys Low rise housing
- Possible tower zone
- New rear laneways to retail/shop-top development
- Future masterplan for racetrack to include possible new school + public open space