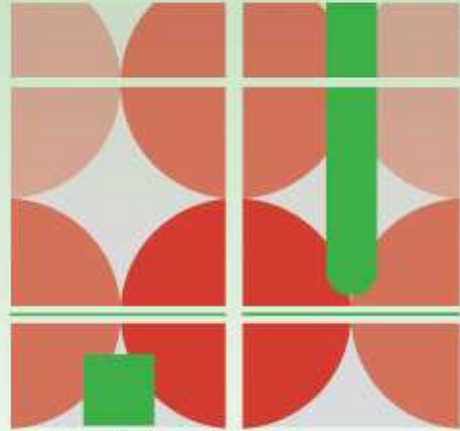


ACNU08



**Brisbane**

**2008 NATIONAL  
CONGRESS OF THE  
AUSTRALIAN COUNCIL  
FOR NEW URBANISM**

6th – 9th February, 2008



# 10 Principles for Transit Friendly Development

Canterbury and Campsie Town Centres  
Sydney, New South Wales

Peter Annand  
Annand Alcock Urban Design  
Peter@aad.com.au

# 1. A Clear Vision

- Inclusive / genuinely shared
- Stakeholder centred
- Future oriented, based on reality
- Collaborative, educational
- Flexible
- Focussed on implementation
- Push the market (but not too far!!)

## 2. Create an Enduring and Memorable Public Domain

- Make great streets
- Create genuine community places and spaces
- Define the public realm with fine buildings
- Break up super blocks
- Optimise connectivity
- Pedestrian friendly, human scale
- On-street parking
- Street level activity
- Transport choices
- Public security
- Day and night activity
- Build place not project

### 3. Respect Market Realities

- Define catchments, markets, sub-markets
- Capture movement economy
- Be realistic about site amalgamation
- Be realistic about building over transit
- Consider interchange as market place
- The place is about development and market **not** about transit
- Parking is power - manage it
- Engage corporate attention
- Merchandise / lease pro-actively
- Share the risk and the reward
- Consider public / private partnerships
- Consider Development Corporations

## 4. Plan for Complexity

- Have a clear vision
- Be well organised and capitalised
- Attract finance, work with multiple owners
- Capitalise on public financing ppp's
- Optimise physical complexity (pedestrian linkages, connections, corners!!)
- Complex uses including community, residential, employment, cultural, education, health
- Optimise transit (commute both ways)
- Develop guidelines to assist delivery

## 5. Commit to Democratic Management

- Genuinely “public places”
- Community events, festivals, markets
- Cleanliness and maintenance
- Safety and security
- Shared parking for the town (on/off street, town, commuter, etc.)
- Public - private partnerships (e.g. Robert Davis vs Westfields)

## 6. Integrate Multiple and Mixed Uses

- Remove regulatory barriers
- Create incentives
- Park for the centre
- Optimise street level activity
- Cluster activities / foster precincts
- Provide community infrastructure
- Facilitate vertical mixed use
- Optimise density



## 7. Embed Sustainable Development

- Sustainability must be inherent (density v kilometre travelled, walkability etc.)
- Treat the essentials before the externals (substance over style !!)
- Express the water, total water cycle management
- Minimise energy needs
- Optimise system efficiency
- Reduce greenhouse emissions

## 8. Balance Flexibility with Vision

- Robust design for now and later
- Fast track evolution
- Facilitate change over time but suit uses now and in future
- Beware building standards and other impediments (Strata Title!!)
- Parking for now and later (early at grade / later in public structure), build with contributions or parking fees
- The vision is strategic and inclusive
- Each step moves closer

## 9. Optimise Density Benefits

- Sustainability / walkability
- Housing diversity and choice and affordability
- Supports transit, reduces car dependency
- Enhanced safety and security
- Contains sprawl, conserves environment
- Enhances commerciality

## 10. Connect with Community

- Pedestrian places
- Place making as basic tenet
- Provision of community facilities / services
- Accessibility to all
- Creation of civitas
- Genuine mixed use
- Residential / community / ownership / identity
- Transparent processes
- Public / private partnerships
- Works to results not regulations

# Sydney Context of Example Projects



# Canterbury Road Corridor Master Plan

## Master Plan Overview



Connecting Canterbury City

# The Road Today - Key Issues

- Canterbury Road is **no longer “the” east-west traffic route**. It is now the **M5**.
- 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**.



Annand Alcock Urban Design



10 Principles for Transit Friendly Development



Feb 2008

# What Does The Structure Plan Do?

- It create 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, rather than prohibiting.
- It establishes the framework for a **simplified zoning system**.
- It creates internally consistent **character areas** marrying physical complexity and land use.



Annand Alcock Urban Design



10 Principles for Transit Friendly Development

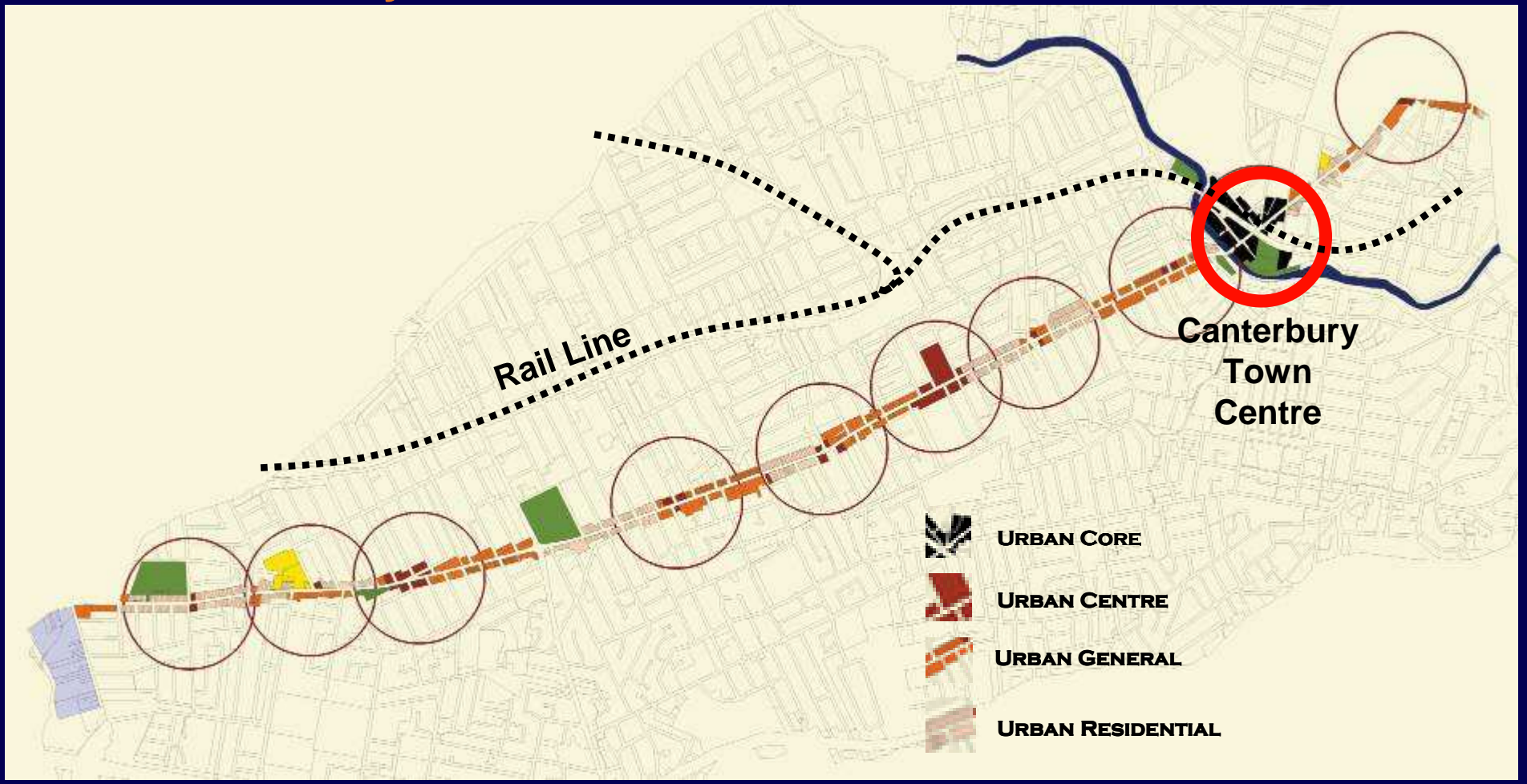


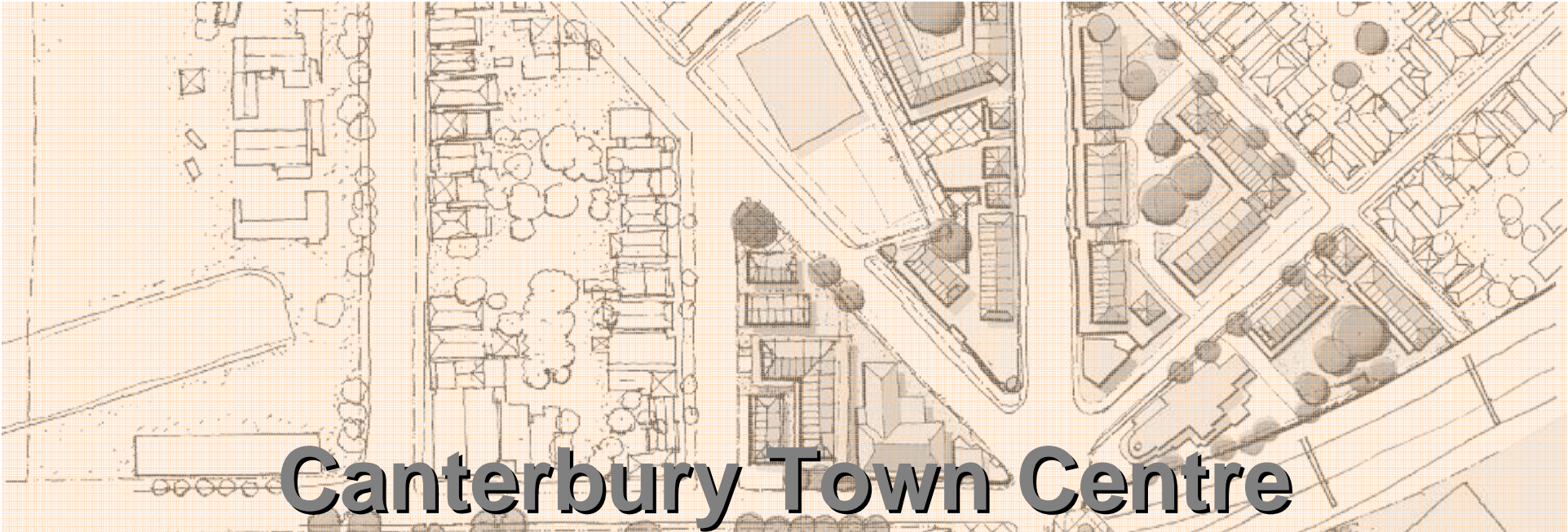
Feb 2008



# The Draft Corridor Structure Plan

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





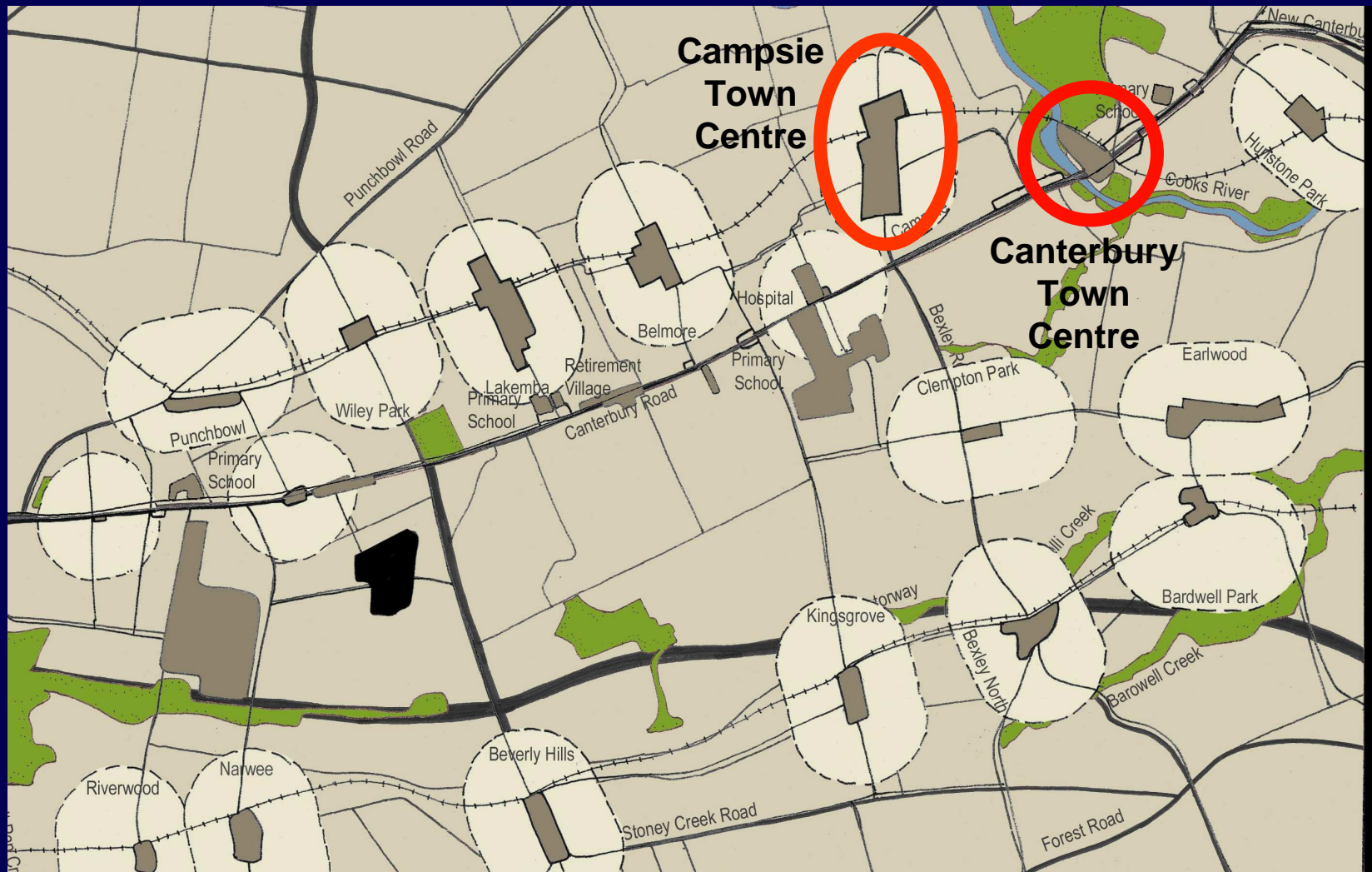
# Canterbury Town Centre



# Annand Alcock Urban Design

# City Centre Context

- Strengthening Canterbury City's key rail based centres.



# Canterbury Road Town Centre



## Existing Conditions

Main Street shops in-active

Railway line

Large industrial landholdings

Cooks River

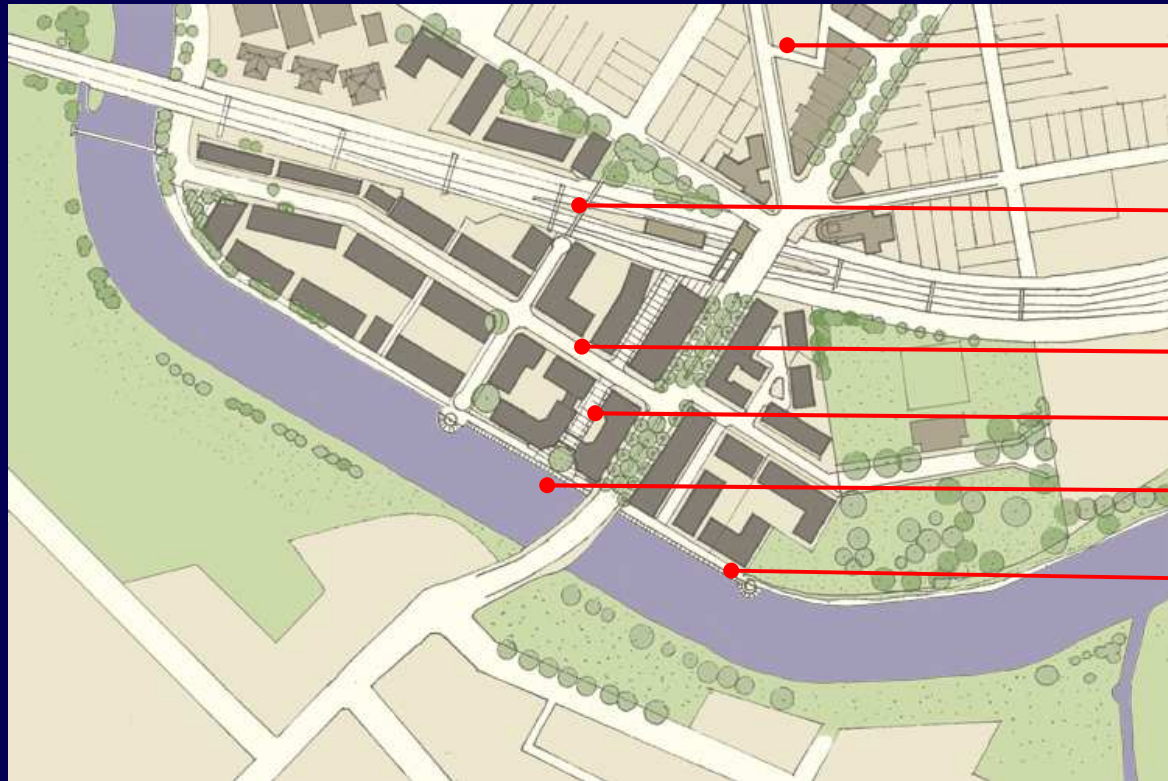


Annand Alcock Urban Design



# Canterbury Road Town Centre

## Concept Plan



Parking plaza

Pedestrian bridge

Mixed use 'urban core'

Pedestrian walk

Water square

River walk

# Canterbury Road Town Centre



**View of the entry to  
Canterbury Town Centre  
crossing the Cooks River**

# Canterbury Road Town Centre



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

# Canterbury Road Town Centre

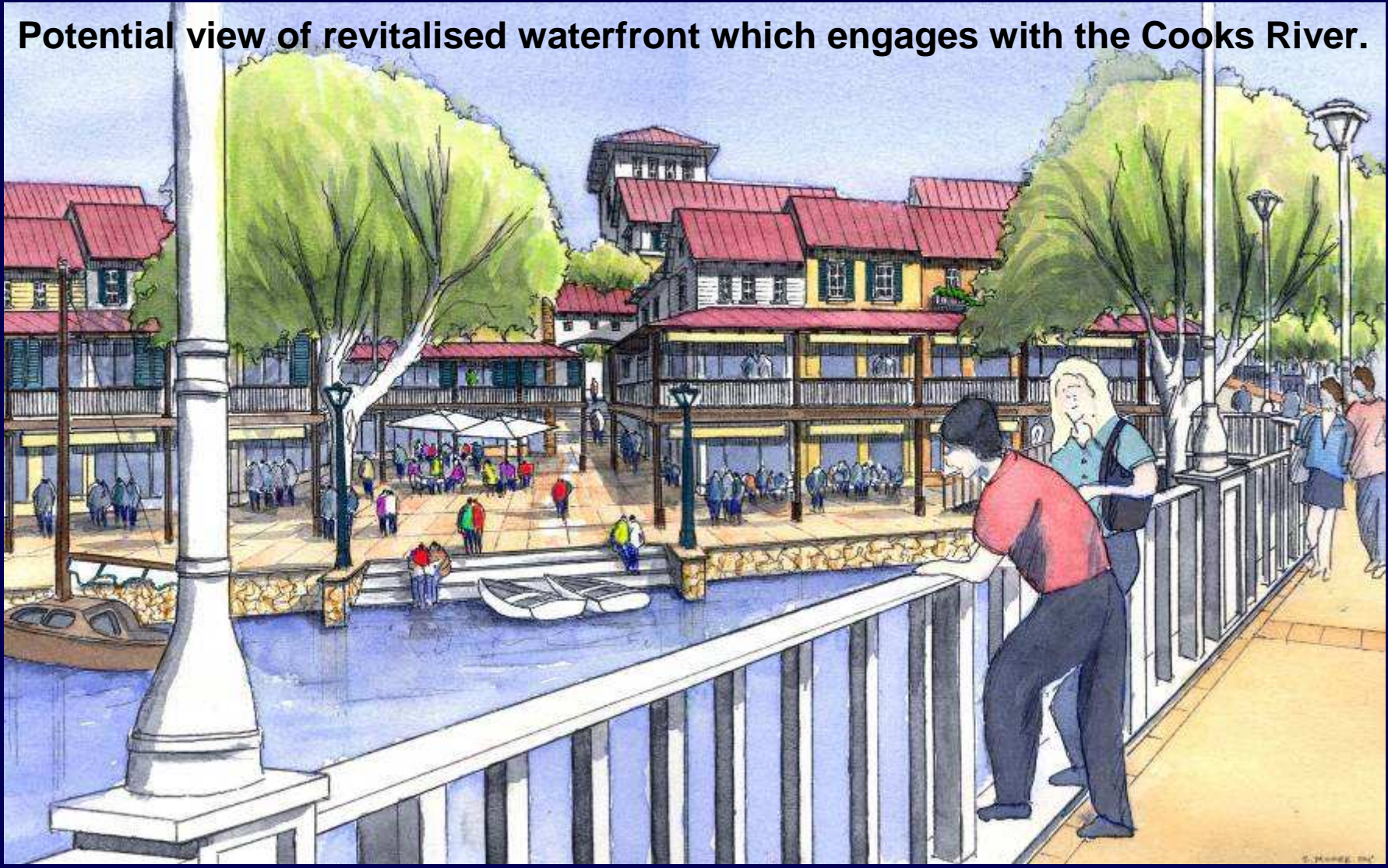
Existing View





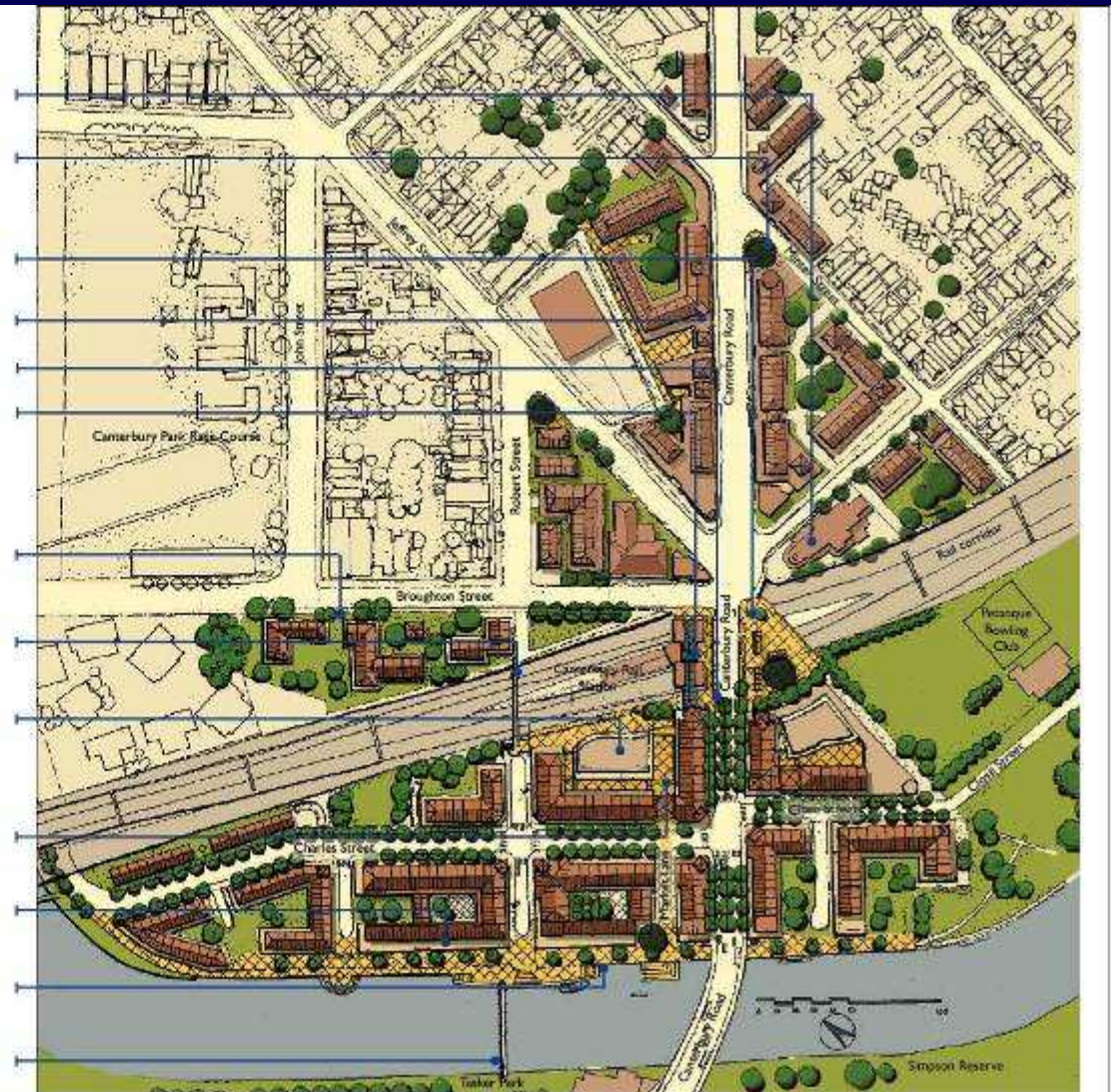
# Canterbury Road Town Centre

Potential view of revitalised waterfront which engages with the Cooks River.



# Master Plan

- Redevelopment along the main street requires vehicular servicing from rear lanes/ shared access ways. Additional built form to maintain parapet streetscape lines and continue the language of fenestration, material, colour and texture along the street.
- Heritage buildings/streetscapes and sites/items to be incorporated in the provision of special places/spaces within the town centre.
- Feature Tree eg Port Jackson Fig Tree to define northern gateway entry gateway.
- Central Interchange Plaza consisting of a large single feature tree e.g Port Jackson Fig to signify Townships central focal point. Heritage listed Signal Box adaptively reused incorporating active retail functions. Eastern edge of the plaza treated as an active edge with pergola structure to provide shelter to pedestrian movement through the plaza southward.
- Heritage buildings and streetscapes adaptively reused within the main streetscape.
- Boulevard Treatment for the section of Canterbury Road from station to bridge.
- Upper Entry Street level of heritage listed Station redeveloped to signify central focal point. Street level incorporates active retail use both to the Canterbury Road and within an internal public covered pedestrian route connecting through to Market Lane and adjacent public plazas.
- 3-5 storey Residential Apartments set within landscaped gardens to respond in a contemporary manner to the neighbouring existing residential apartments within Broughton Street.
- Pedestrian bridge connecting and extending Robert Street to River District across the railway corridor.
- Large scaled development to form landmarks either side of the Canterbury Road adjacent to the Railway Station. These landmarks, distinctive from a northern main street viewing point, will be effectively masked behind the wall of 5 to 6 storeys of mixed use urban core building form when viewed from Canterbury Road's southern most section.
- Market Lane to provide active retail use both daytime and evening at laneway level connecting the Station Plaza through to the riverfront promenade.
- Mixed use precincts of riverfront built form stepping down to river and reducing scale from higher ground adjacent to station.
- Public promenade to include a range of recreational activities including the Riverside Walk as well as accommodating an active retail edge adjacent to where Market Lane intersection.
- Pedestrian bridge that incorporates a lifting section will connect over to Tasker Park.



# Urban Structure



- **Traditional Town Centre;** features built form commonly 1-2 storeys in height fronting on to Canterbury Road and turning the corner of the adjoining streets



- **Interchange;** the focal point of the town centre with a public transport focus including rail, bus, taxi, pedestrians & cyclists. Surrounding this central active area are larger scaled mixed use buildings with a strong commercial component. The bases of these will have retail uses onto the surrounding public domain



- **Boulevard;** A generous widened section of Canterbury Road incorporating 4 lanes (2 each direction) of moving traffic with central median tree planting and short term car parking spaces between tree bays. Buildings step down from 6 storeys adjacent to the interchange / rail station. The ground floor will have retail, cafes & large well-lit display windows to enliven the street.



- **Market Lane;** provides a lively safe active retail activities that compliment the connection from Town Centre to Riverfront. Water features, creative floor paving, display windows and the use of street furniture and appropriate lighting will bolster the attraction of this lively precinct.



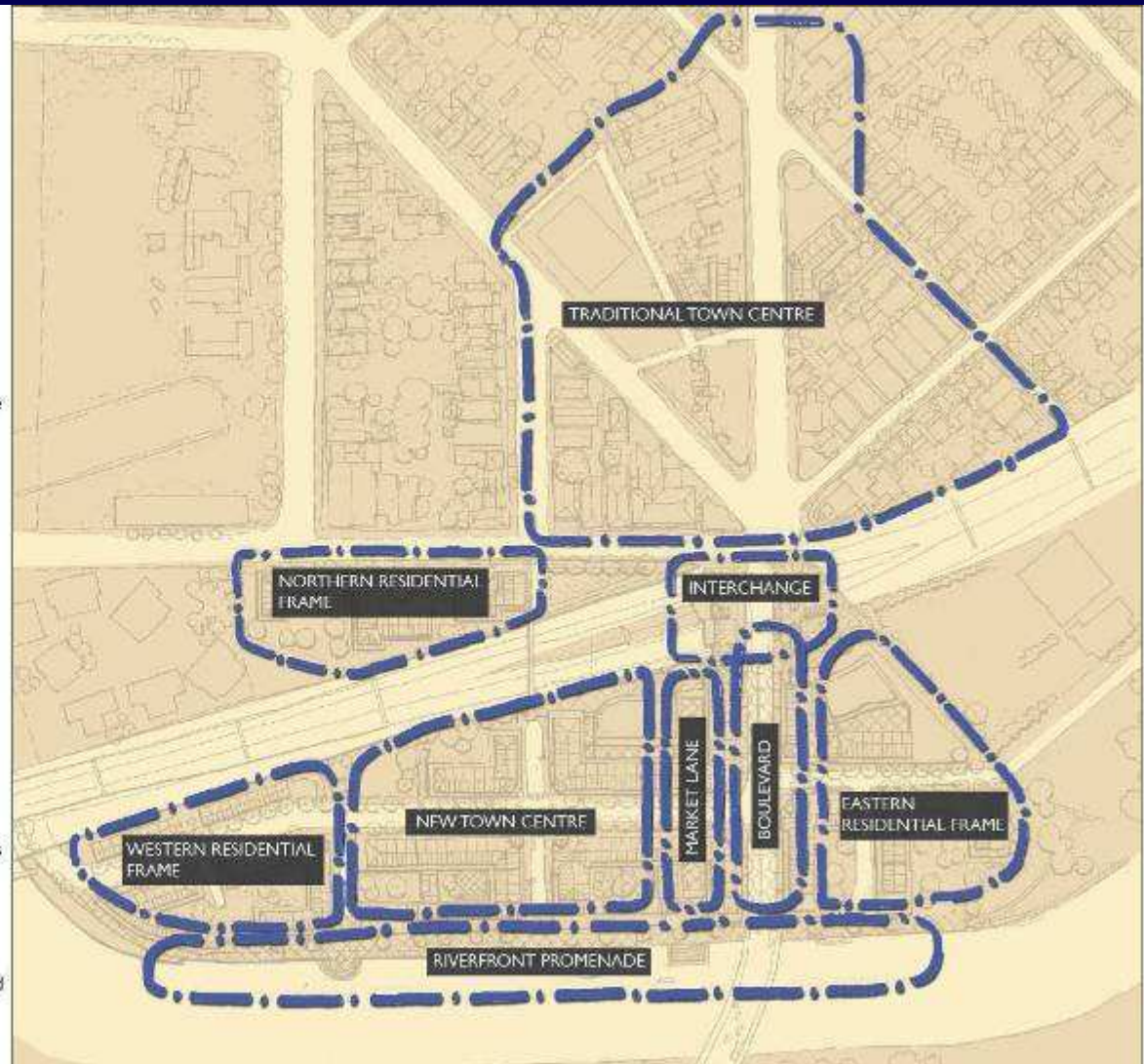
- **New Town Centre;** built form of 4-6 storeys will be the dominant urban form surrounding and supporting the roles of both the Market Lane and Boulevard particularly at street levels. Residential dwellings are encouraged for the upper storeys while the intermediate levels will be commercially oriented.



- **Residential Frames;** pertains to the edge precincts that feature residential dwellings stepping down towards the existing open space amenities such as local parks, riverfront promenade and further a field regional open spaces such as Canterbury Race Course. Northern sections of both Eastern Residential Frames and New Town Centre accommodate larger scaled buildings with a strong commercial bias.

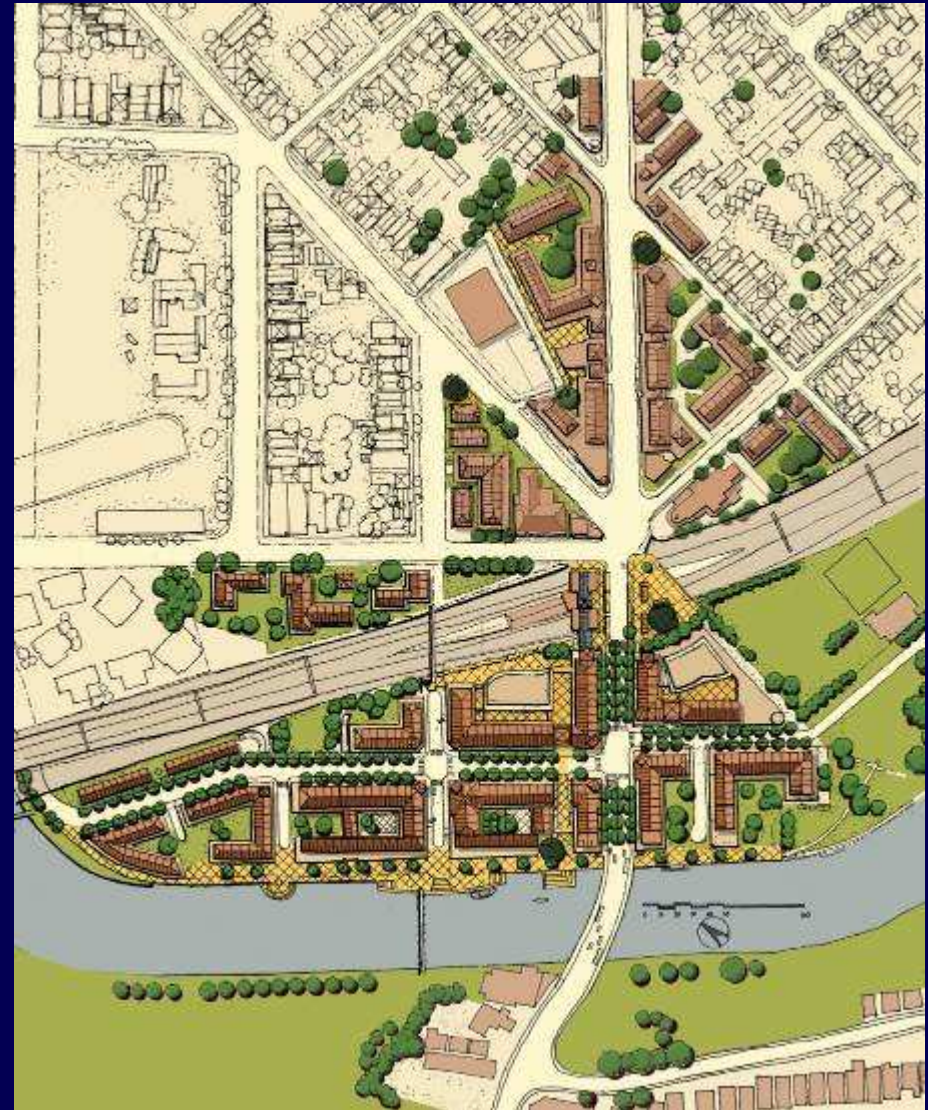


- **Riverfront Promenade;** will become the leisure / recreational focus of the town centre with public facilities such as a variety of promenade structures, and a landscaped river walk. Development will be 3-4 storeys, with a focal point at the water square intersection and Market Lane.



# Master Plan

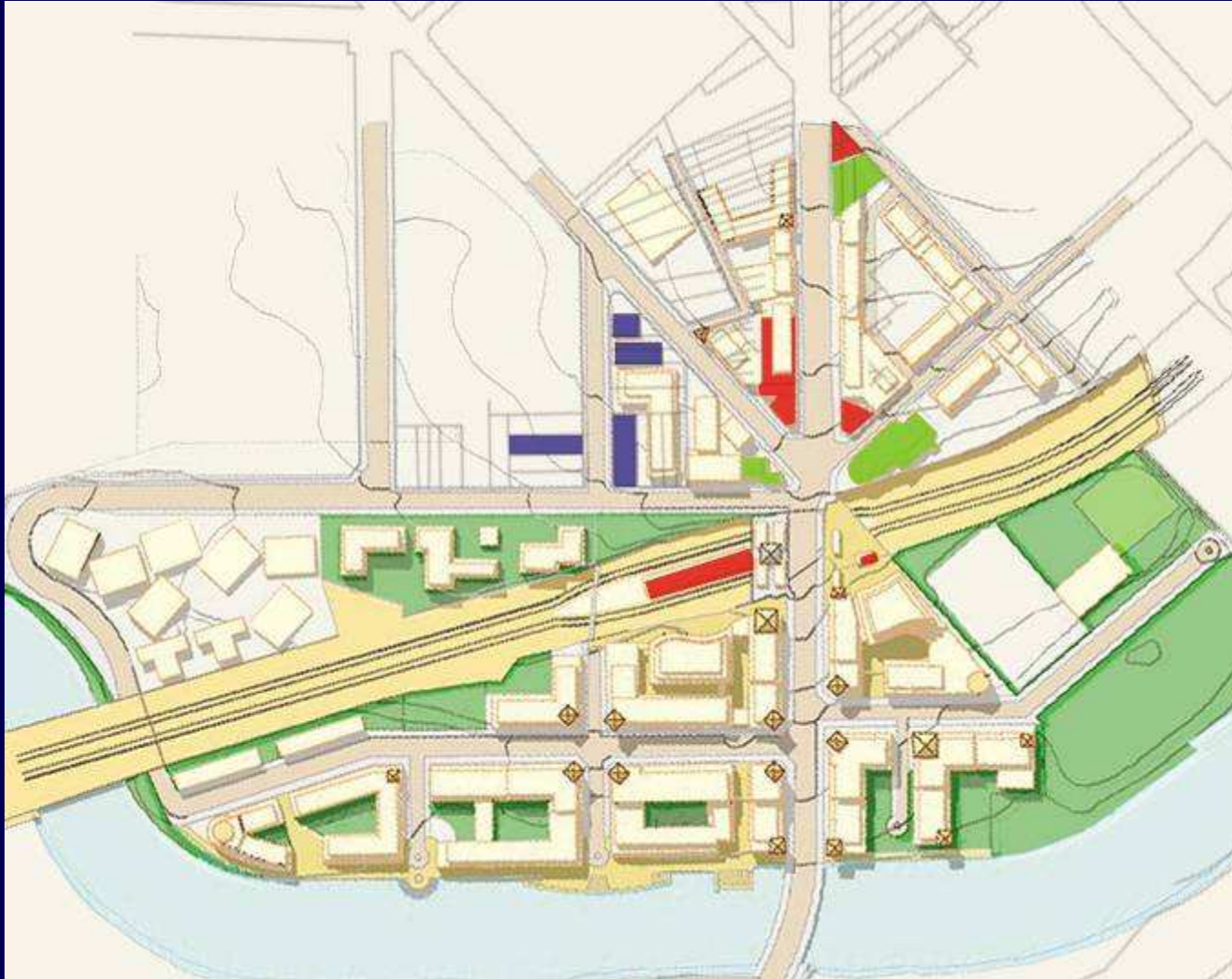
- Redevelopment along the main street requires vehicular servicing from rear lanes / shared access ways.



# Heights

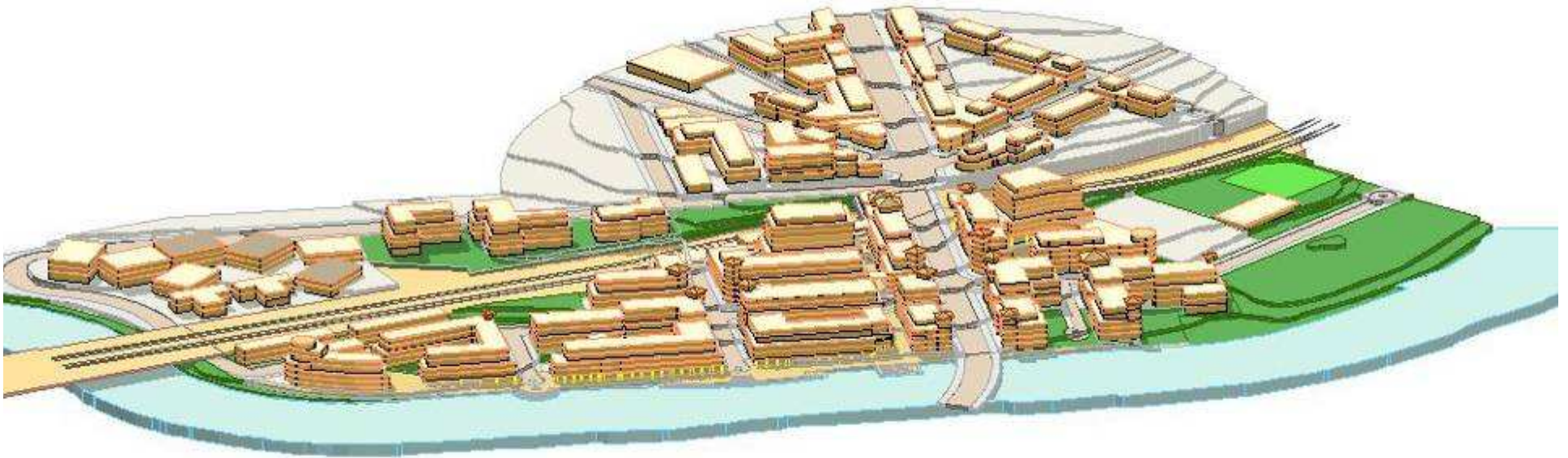


# Building Heights



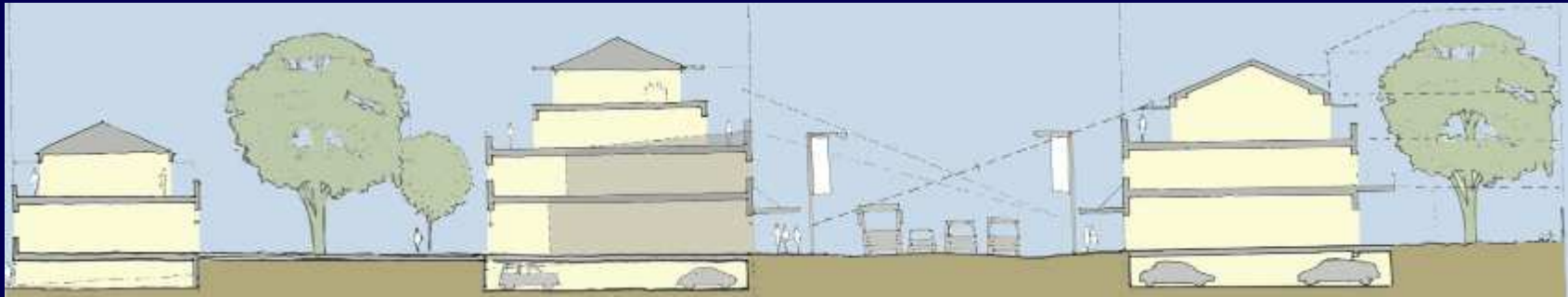
# Building Envelopes

- Aerial looking north-east



# Traditional Town Centre

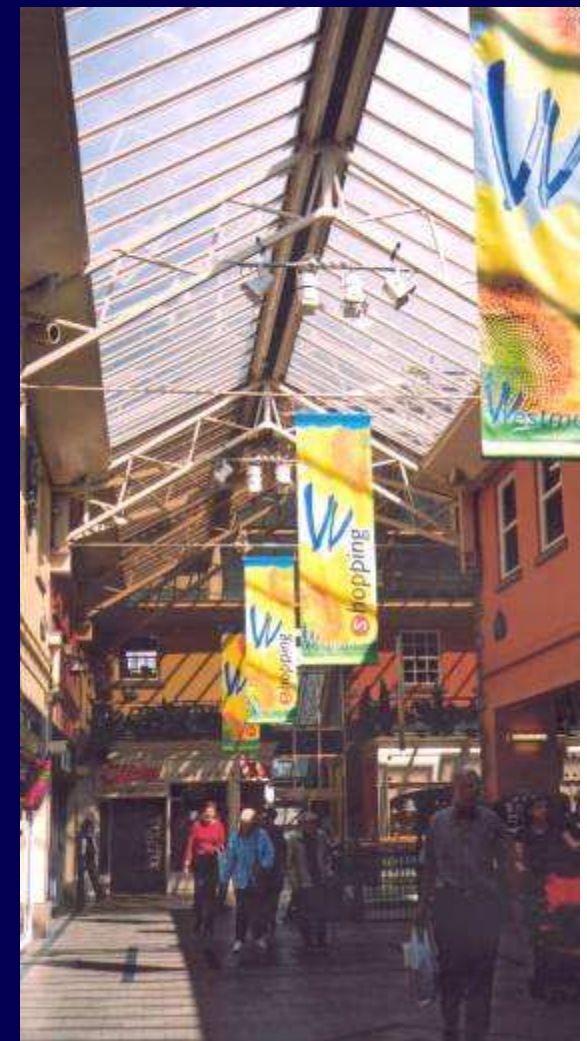
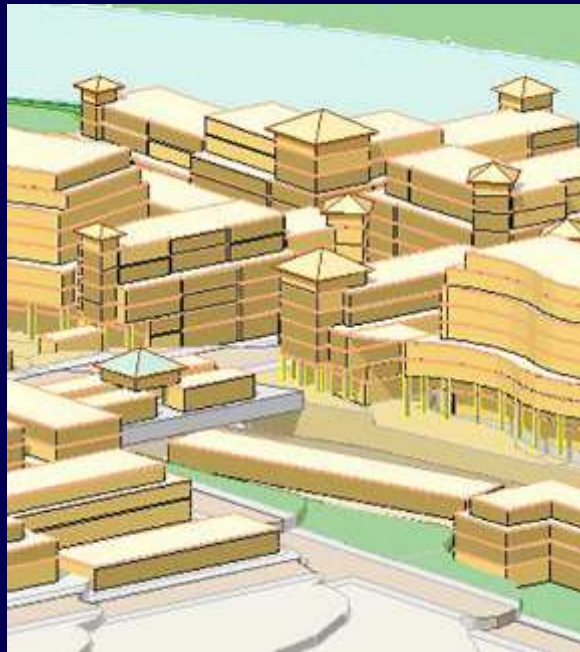
- Heritage buildings and streetscape adaptively reused within the main streetscape.





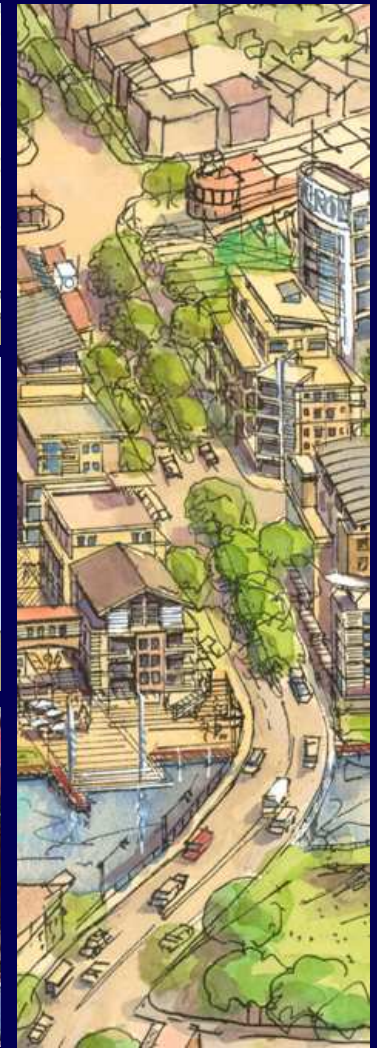
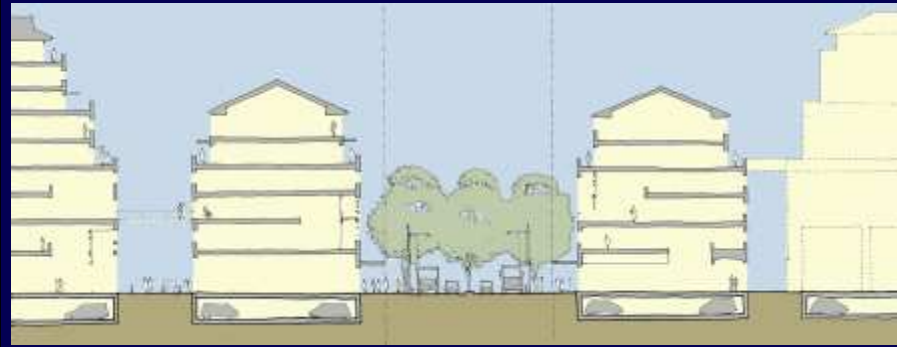
# Interchange

- Upper Entry Street level of heritage listed station redeveloped to signify focal point.



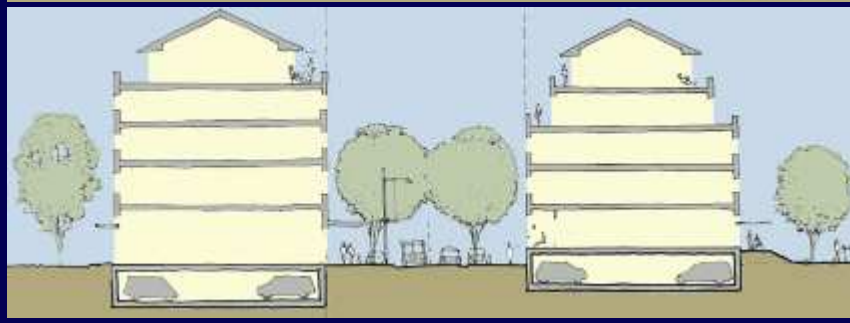
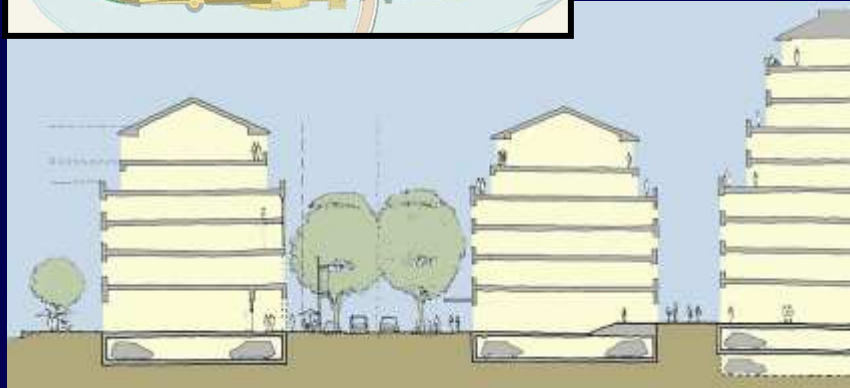
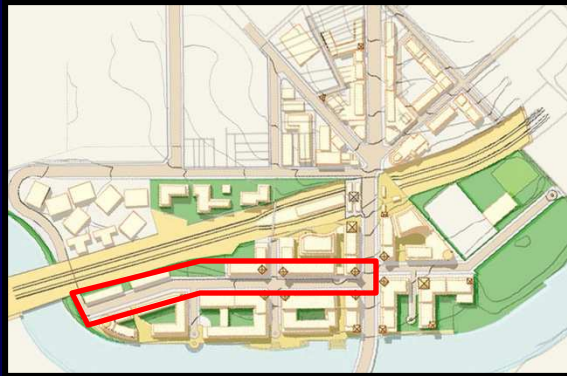
# Boulevard

- Upgrade lower sections of Canterbury Road into a welcoming gateway boulevard.



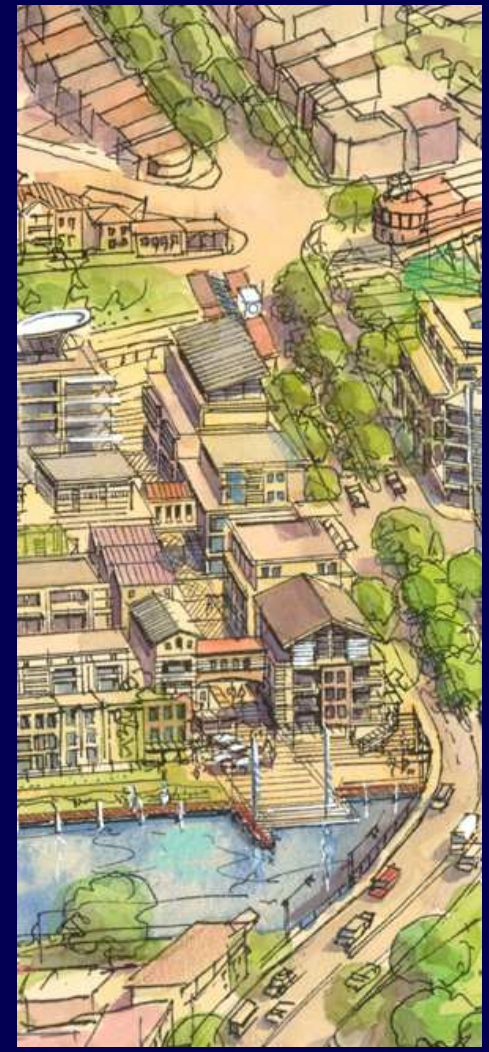
# Charles Street

- A tree lined street with mixed use and residential activities.



# Market Lane

- Active retail use during both daytime and evening.



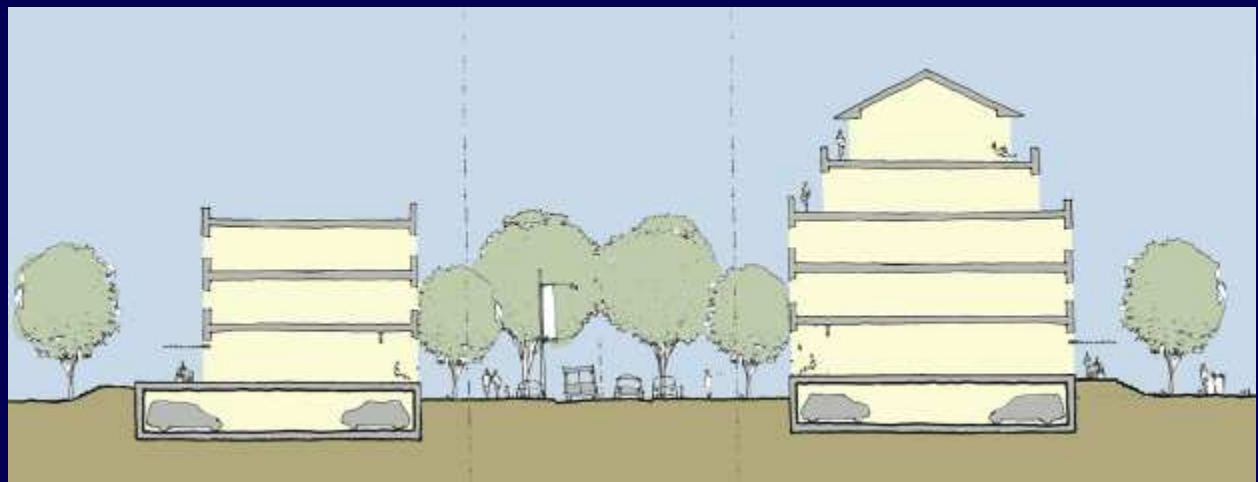
# Riverfront Promenade

- To include a range of recreational activities, including an active Riverside Walk.

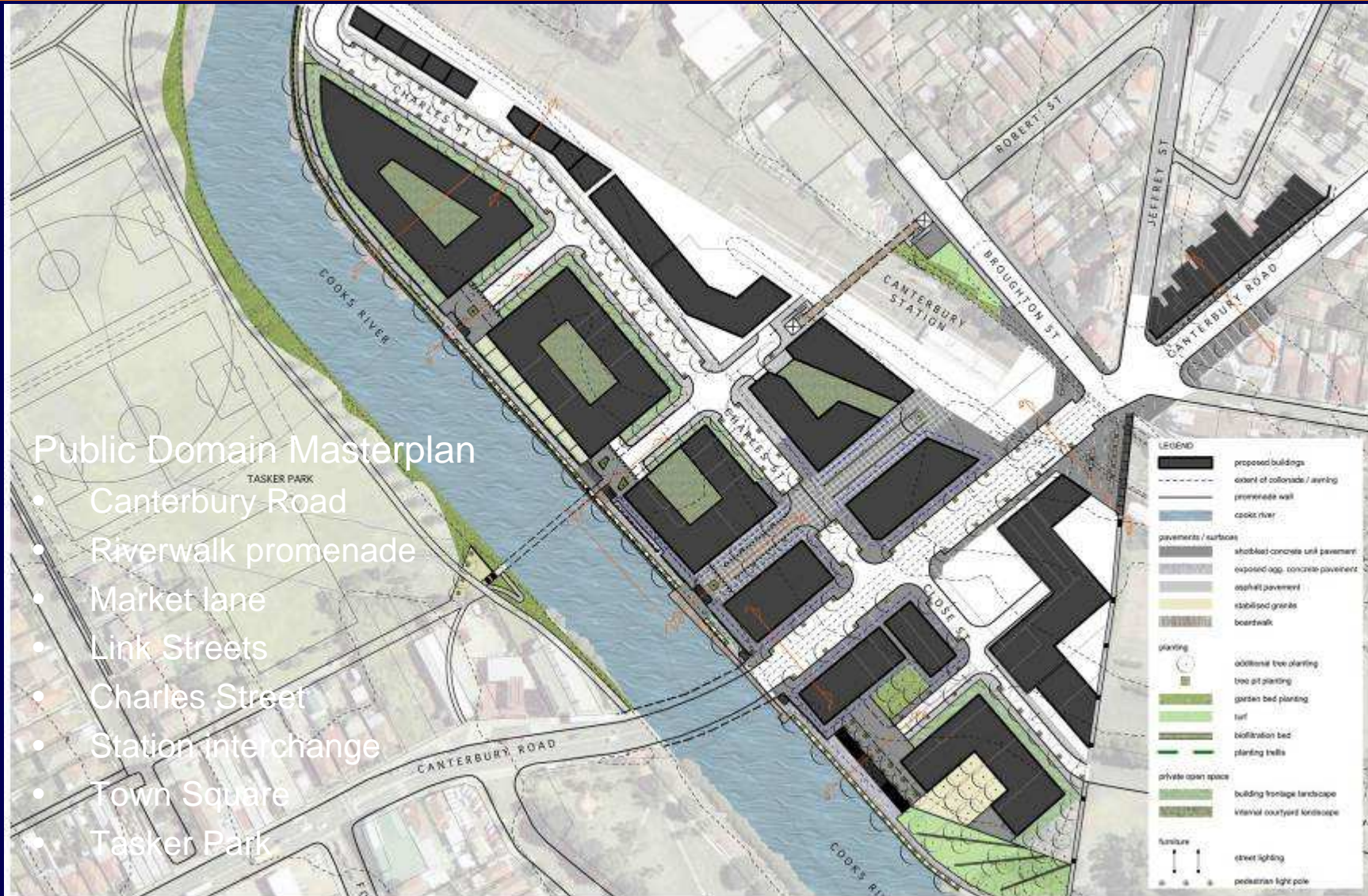


# Residential Frame

- Residential dwellings stepping down towards the existing open space amenities.



# Public Domain Master Plan

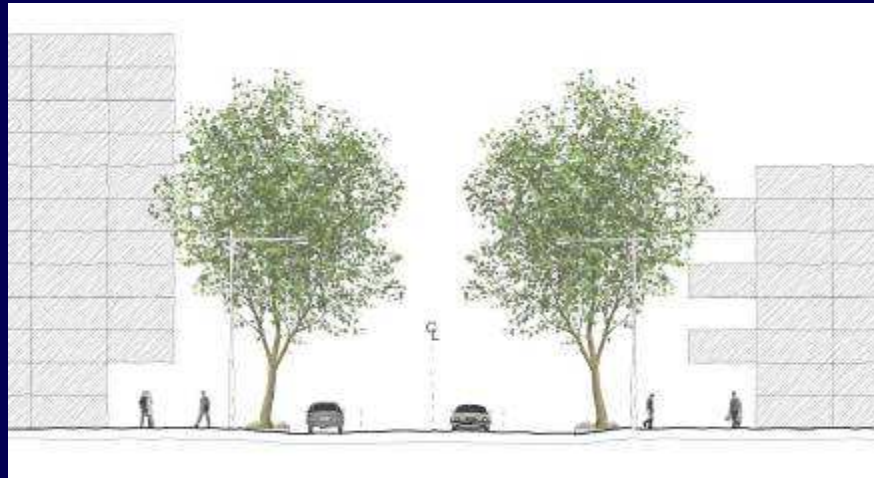
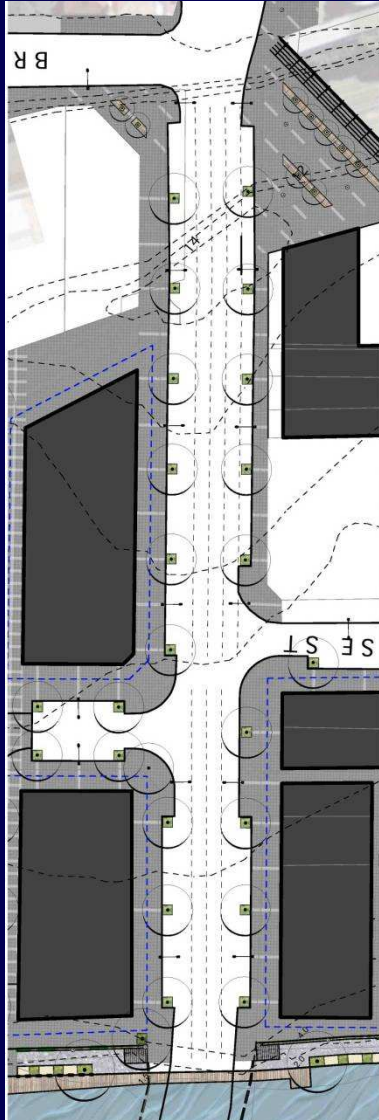


## Public Domain Masterplan

- Canterbury Road
- Riverwalk promenade
- Market lane
- Link Streets
- Charles Street
- Station interchange
- Town Square
- Tasker Park

# Canterbury Road - New Centre

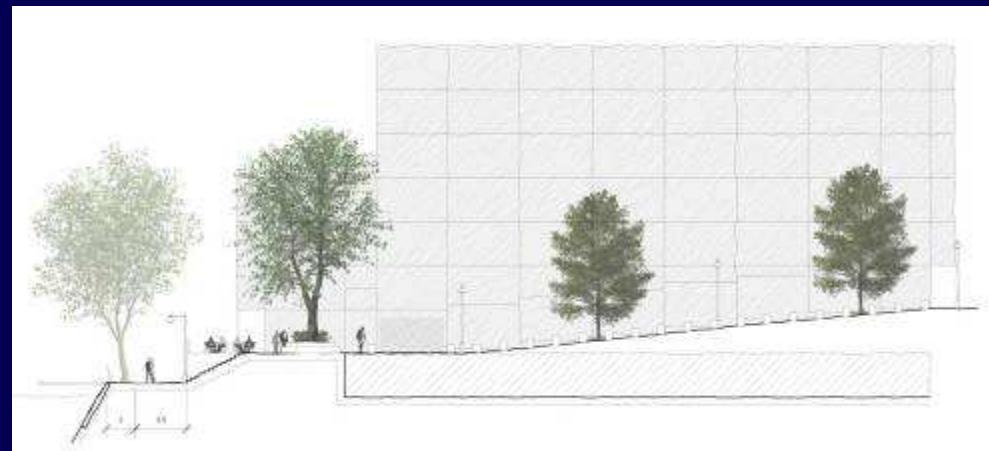
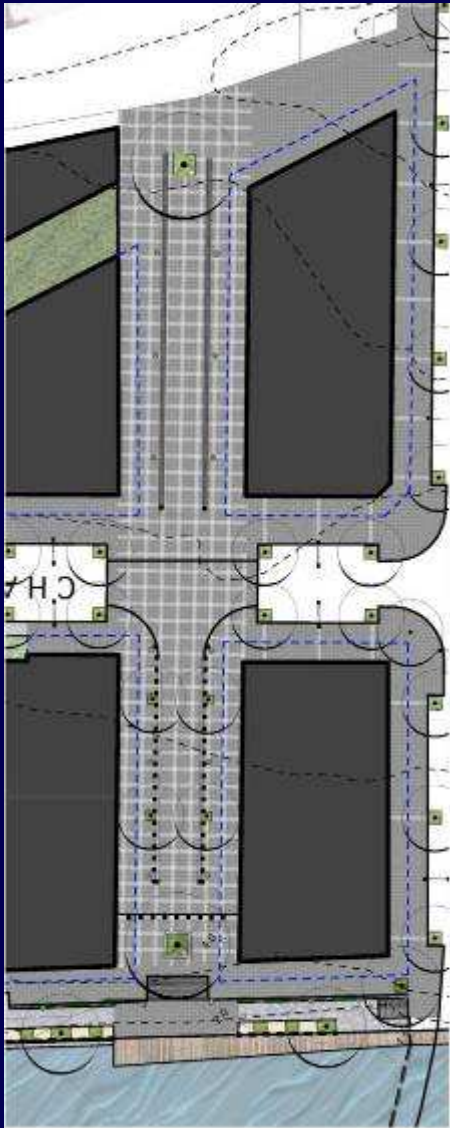
- widened footpaths
- awnings
- parallel parking
- avenue tree planting
- street furniture





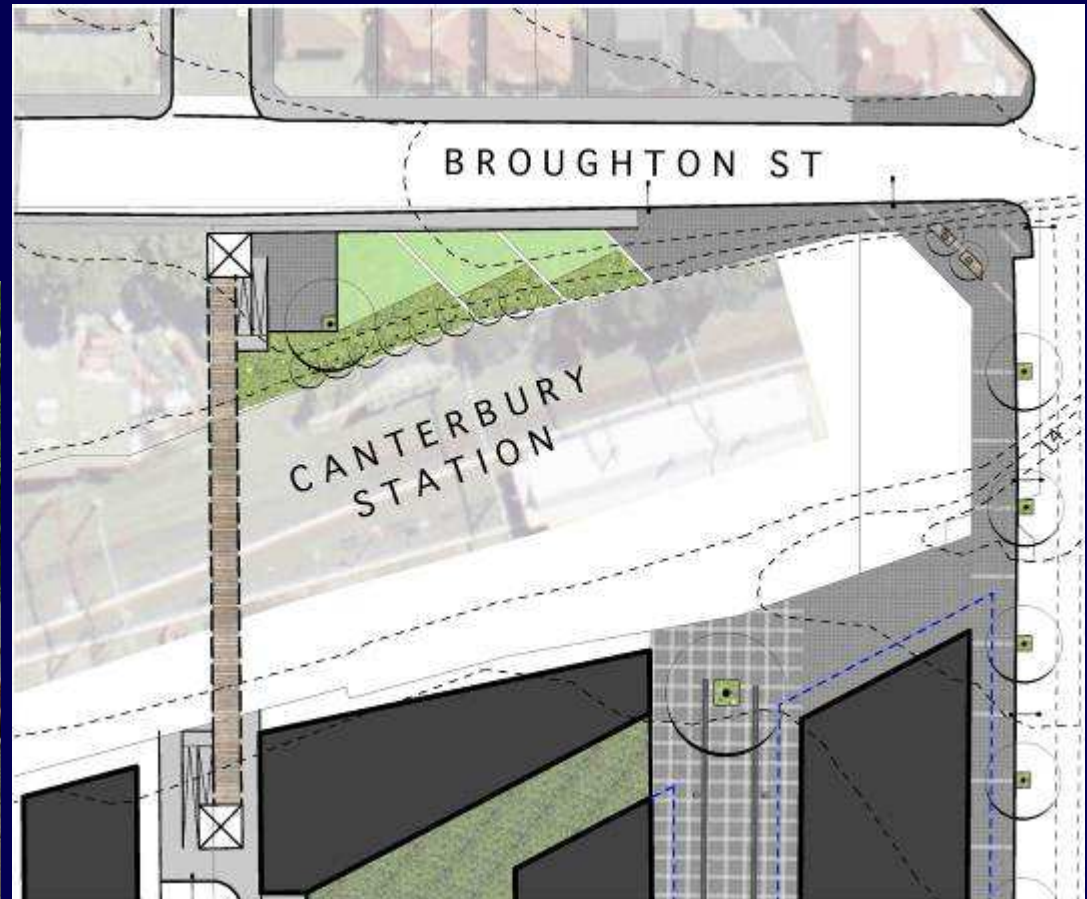
# Market Street

- paved shareway
- adaptable “modes” of use
- riverfront terrace

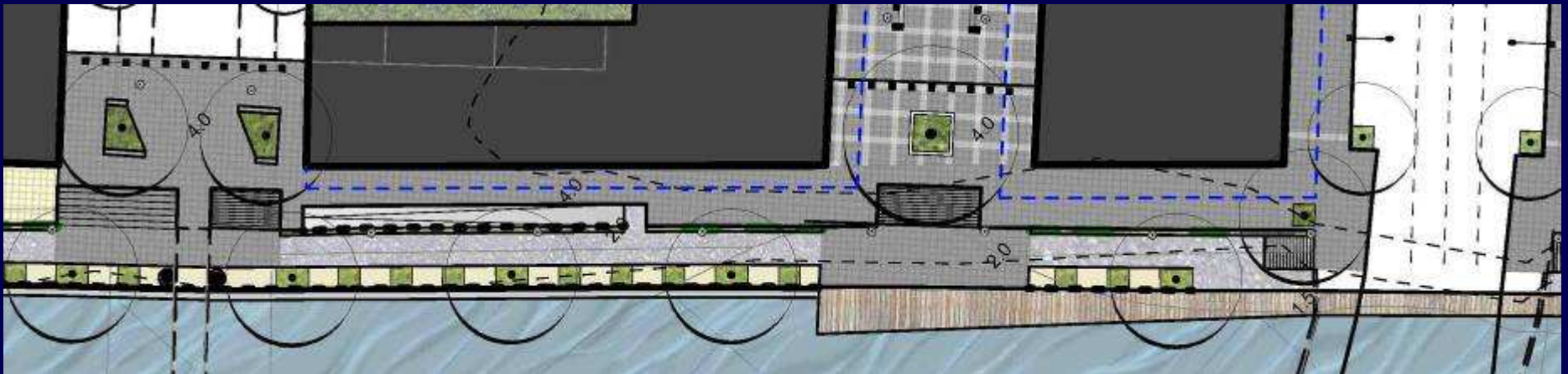
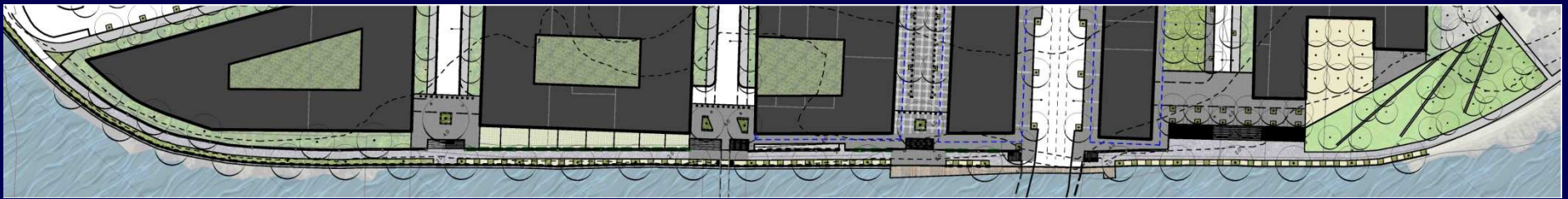


# Railway Place

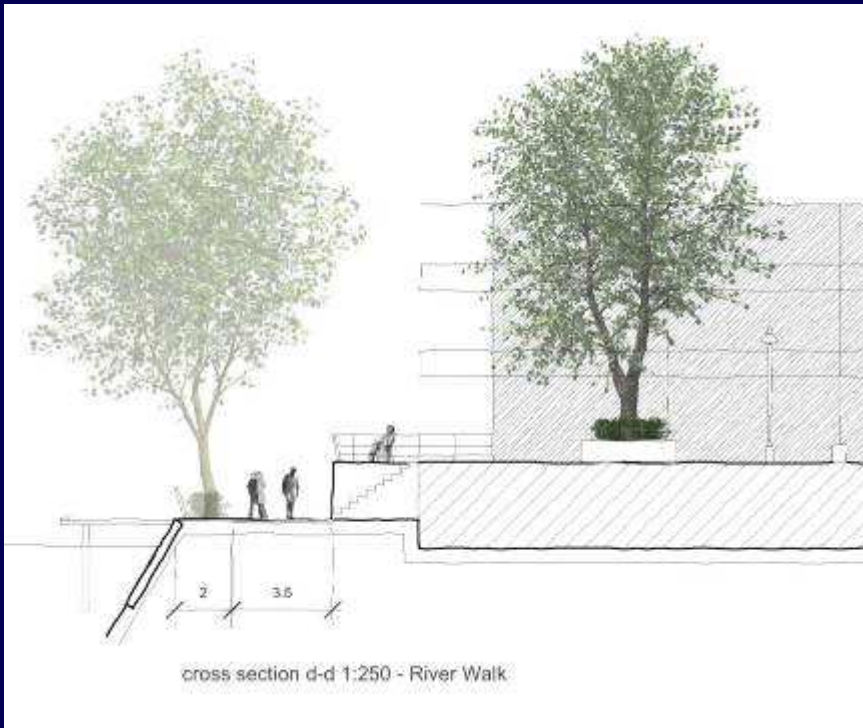
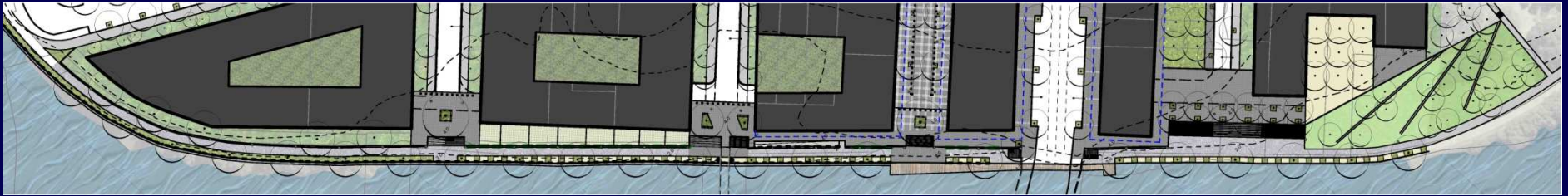
- paved footpath
- native avenue street trees
- Energy Australia street lighting



# Riverwalk



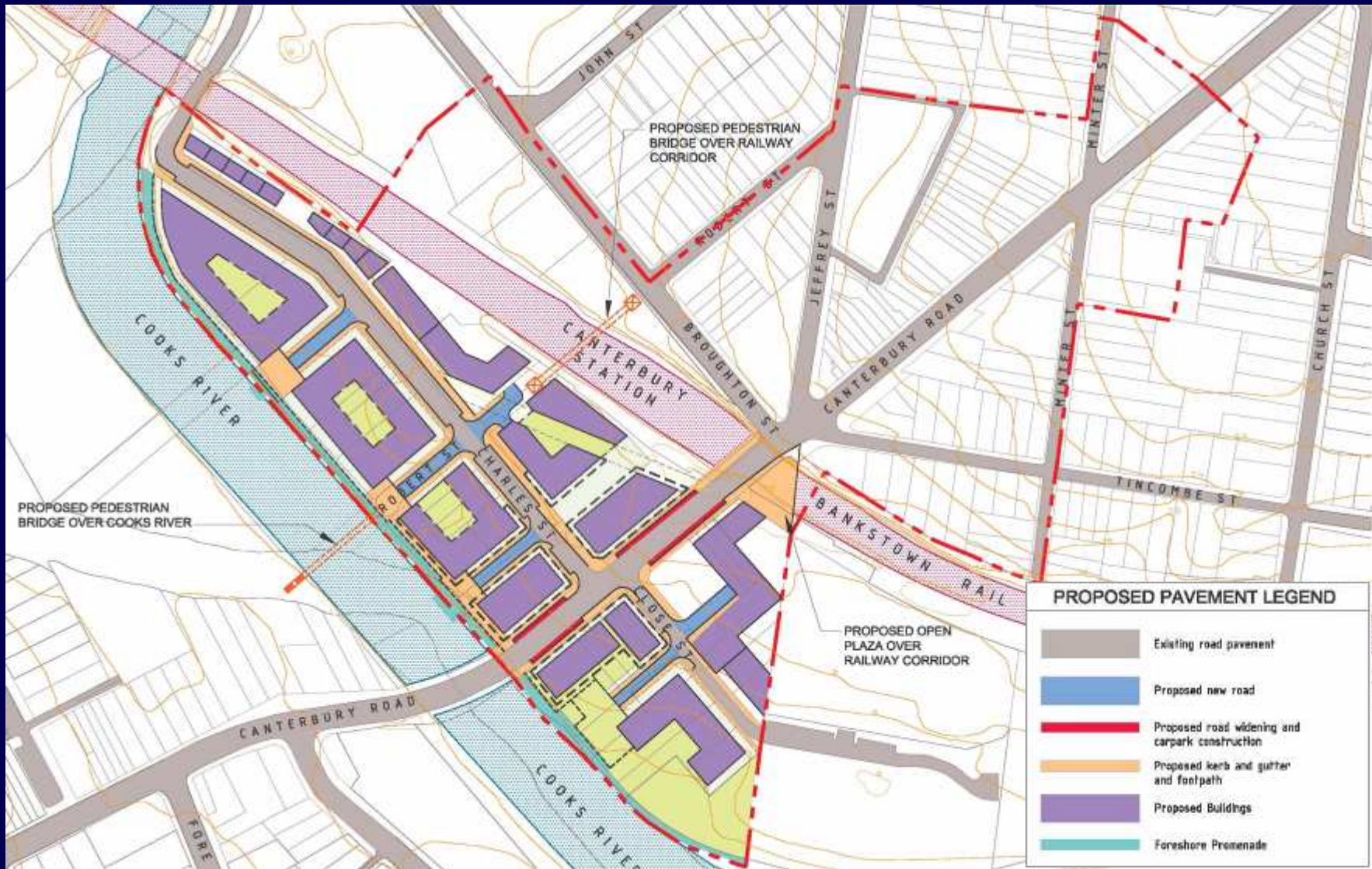
# Riverwalk



# Existing Conditions



# Proposed Master Plan



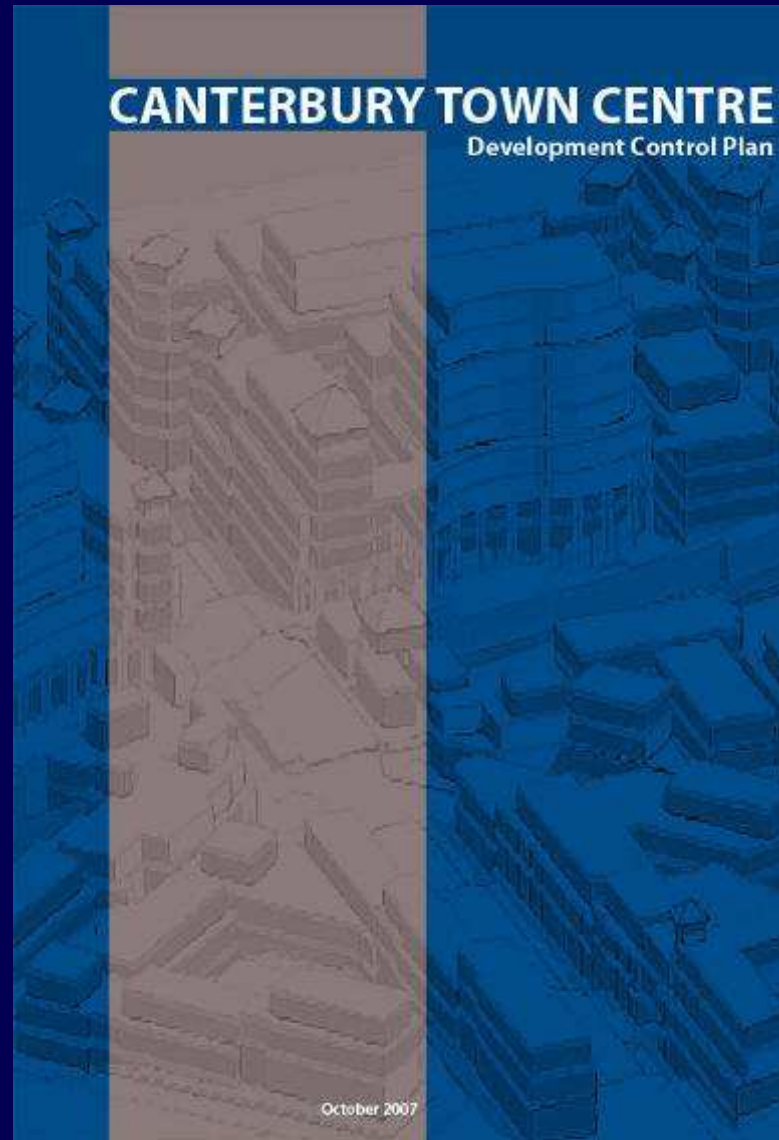
# Potential Section 94 Costs

Possible Section 94 and Other Development Cost Estimate Matrix

Item	Combined Cost Estimate for Possible Section 94 Items	Combined Cost Estimate for Other Development Costs	Potential Section 94 or Development Costs excluded
Pre Construction Works	\$ 110,459.17		
Pavements	\$ 2,914,257.03		
Roads & Kerbing	\$ 2,141,028.31		
Hard Landscape Works	\$ 3,744,322.84		\$ 292,215.00
Lighting / Banners	\$ 1,366,446.68		\$ 570,388.50
Furniture	\$ 1,143,142.55		
Trees & Soft Landscape	\$ 792,677.27		
Features / Public Art			\$ 895,288.50
Irrigation / Drainage	\$ 210,698.72		
Maintenance	\$ 159,236.94		
Town Square public domain development			\$ 944,467.98
Installation of New Sewer Main		\$ 851,028.75	
Upgrading and Installation of Water Mains		\$ 628,452.00	
Installation of Stormwater Drainage	\$ 1,025,598.75		
Extension of Gas Main		\$ 93,104.00	
Converting Electrical Supply Underground (South of railway corridor)		\$ 967,408.75	
Converting Electrical Supply Underground (North of railway corridor)			\$ 275,300.00
Pedestrian Footbridge Across Cooks River			\$ 1,255,000.00
Pedestrian Footbridge Across Railway Corridor			\$ 1,865,875.00
Pedestrian Square Bridge Across Railway Corridor			\$ 6,425,200.00
<b>Total</b>	<b>\$ 13,607,868.25</b>	<b>\$ 2,539,993.50</b>	<b>\$ 12,541,734.98</b>

Note: All Costs include a 15% contingency, 15% Consulting Fees and 10% GST

# Development Control Plan

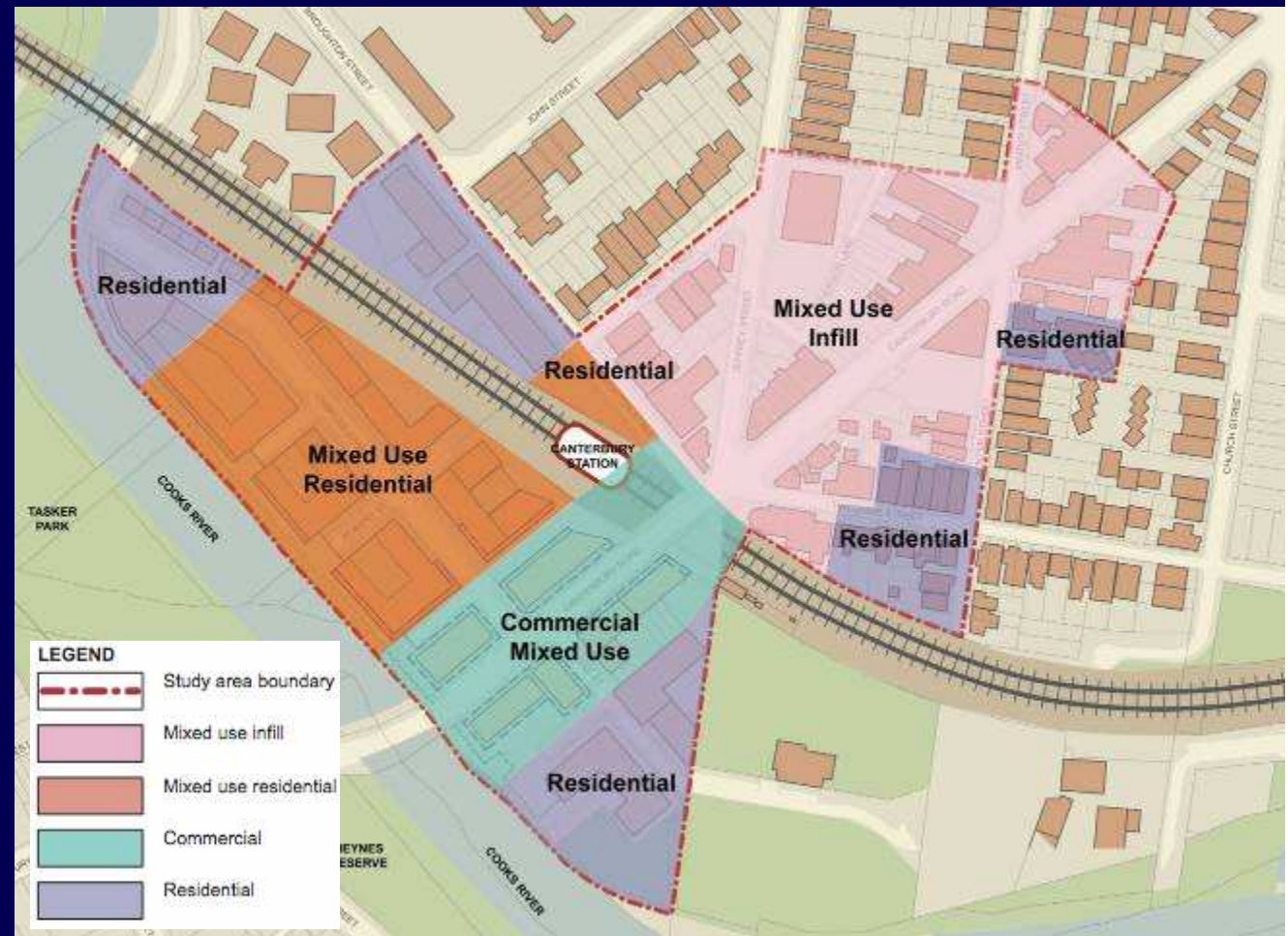




# Precincts

The Canterbury Town Centre is essentially divided into the following precincts:

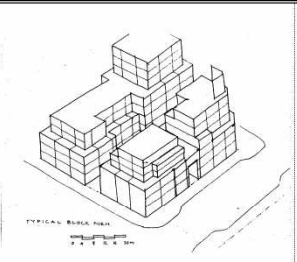
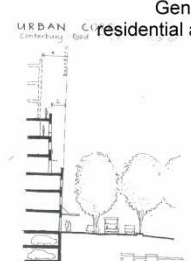
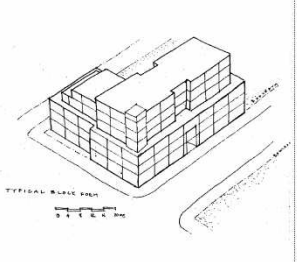
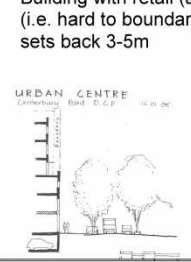
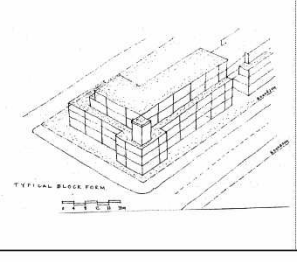
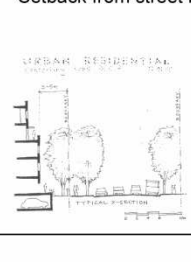
- Old Town: mixed-use infill and conservation
- Residential Precincts: on the edge of the development area adjacent to existing residential areas
- Mixed-use Urban Central Precinct: between the railway and the river which will be predominantly residential but with potential for street level retail/ commercial activity
- Urban Core: a high density mixed-use precinct with retail/ commercial at street level and lower floors and residential (or commercial office) above



# Development Footprint



# Building Envelopes

	3-D Form	General Description	Storeys Allowable	Setback
<b>URBAN CORE</b>		<p>Composed of the tallest mixed use buildings ranging height from three to eight storeys.</p> <p>Active retail along major thoroughfares and pedestrian paths and with commercial and residential above.</p>	<p>3 – 8</p> <p>Generally 6</p>	<p>Generally to the back edge of footpaths (however if residential at street level shallow sets back 3-5m)</p> 
<b>URBAN CENTRE</b>		<p>Possible active retail at street with commercial and/or residential above.</p>	<p>Generally 3 – 8</p>	<p>Building with retail (at street level) are built to back edge of footpath (i.e. hard to boundary), however if residential at street level shallow sets back 3-5m</p> 
<b>URBAN RESIDENTIAL</b>		<p>This zone with its landscaped setbacks applies to the residential zones along Broughton, Charles and Close Streets.</p>	<p>Generally 3 – 6</p>	<p>Setback from street boundary of 3-5m.</p> 

# Heights



# Building Heights

Building heights include:

In New Development Areas:

- 3 storey (on parking) along the river walk
- 6 storey generally throughout new development areas
- Up to 8 stories on icon sites in closest proximity to railway station

In 'Old Town':

- Generally 3-4 storey on infill sites
- Up to 5 stories on amalgamated sites

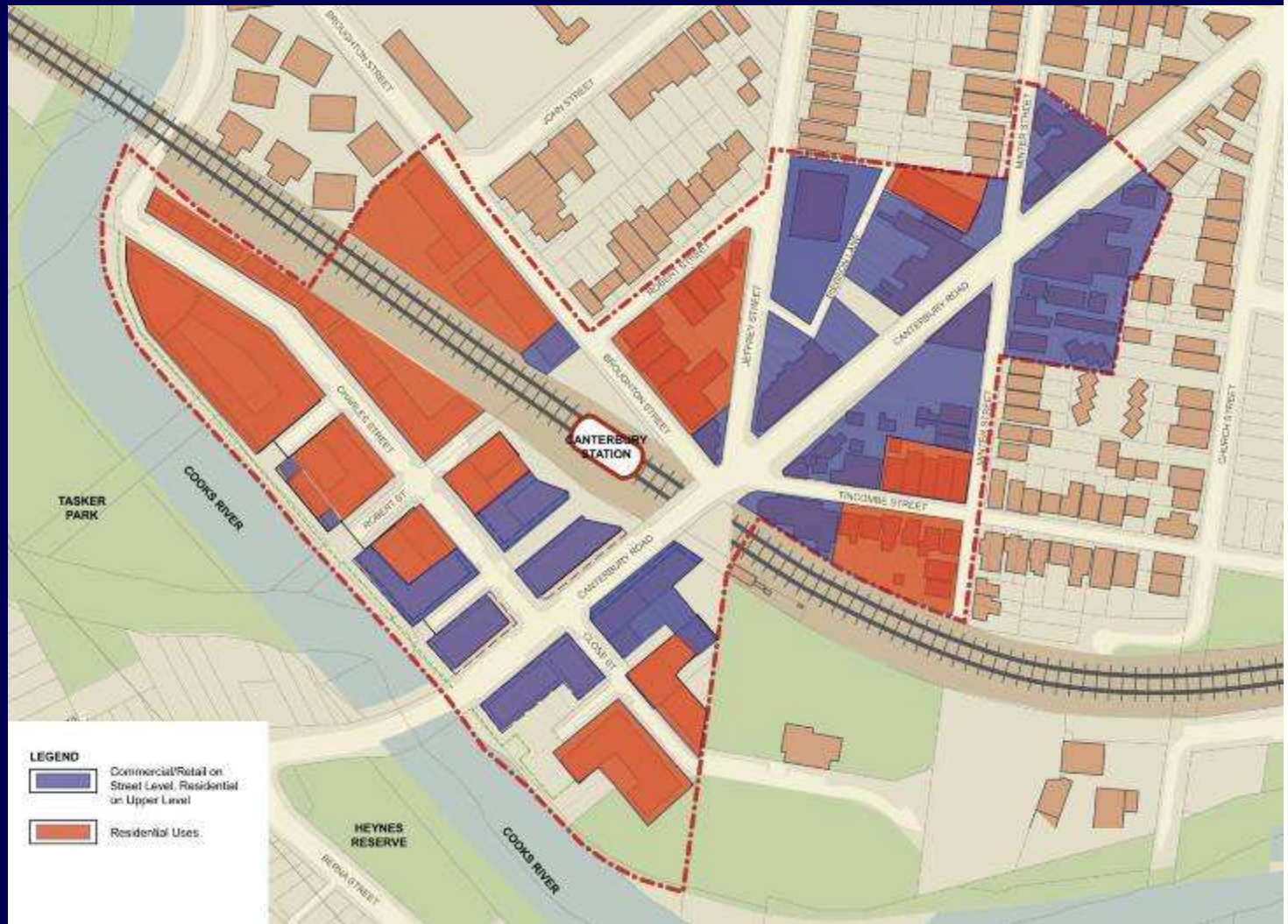


# Land Use (at street level)

The street level land use is what activates and energises the street and public domain.

Retail/commercial uses are proposed at street level in Town Square areas.

Residential uses are proposed at street level outside core areas but with potential to convert to commercial use over time (higher ceiling, separate entry, etc).



# Active Frontages

- Seek active frontages for:
  - pedestrian interest
  - economic life
  - safety and security
- Ensure that street level commercial/retail interacts with the street/public domain
- Ensure that residential overlooks the street/pedestrian way and has many doors



# Frontage Types

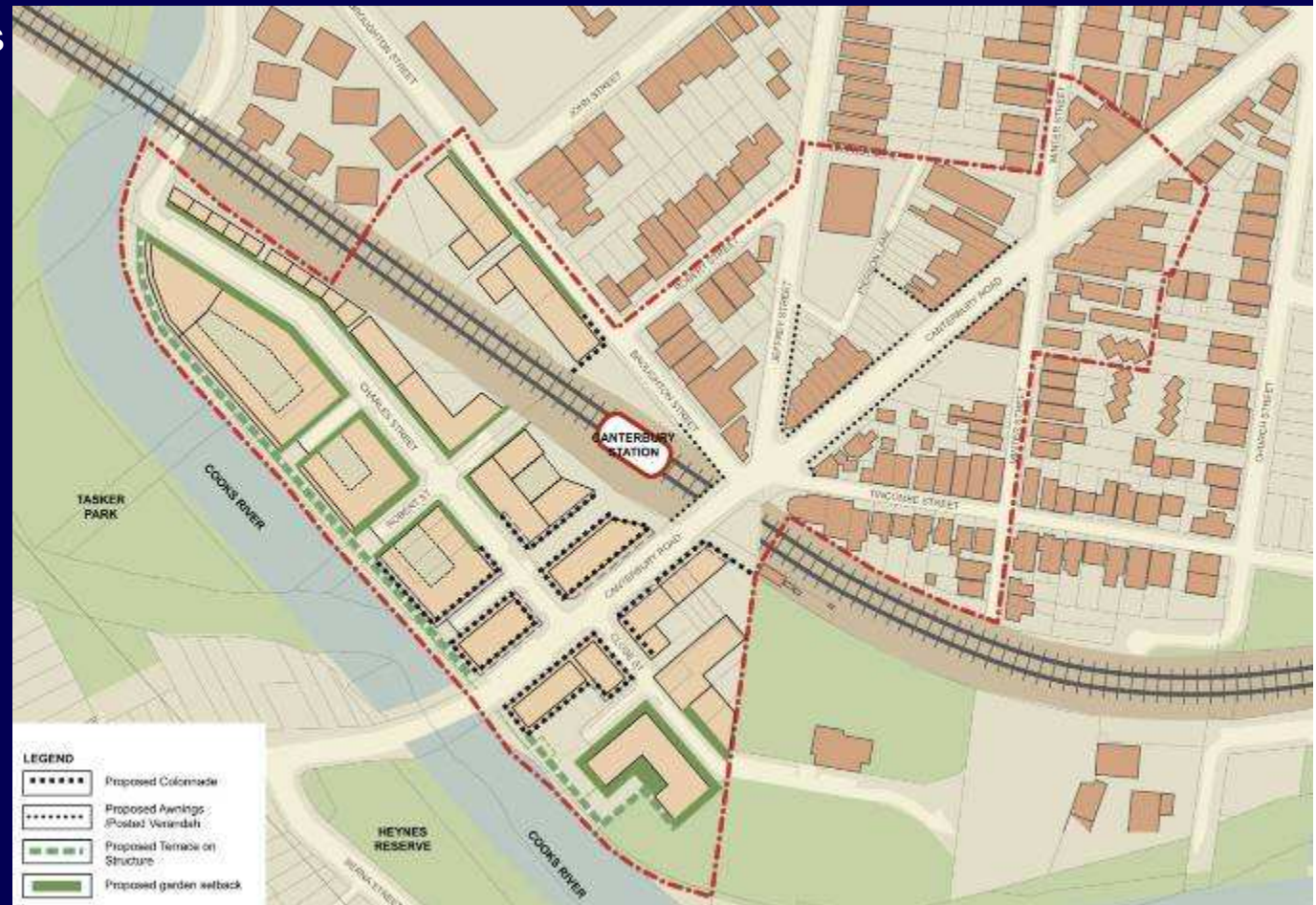
The following frontage types are represented:

## Commercial

- Street colonnade
- Street awning
- Posted verandah

## Residential

- Mixed use residential and retail/commercial
- Garden apartments
- Terrace apartments
- Street wall apartments



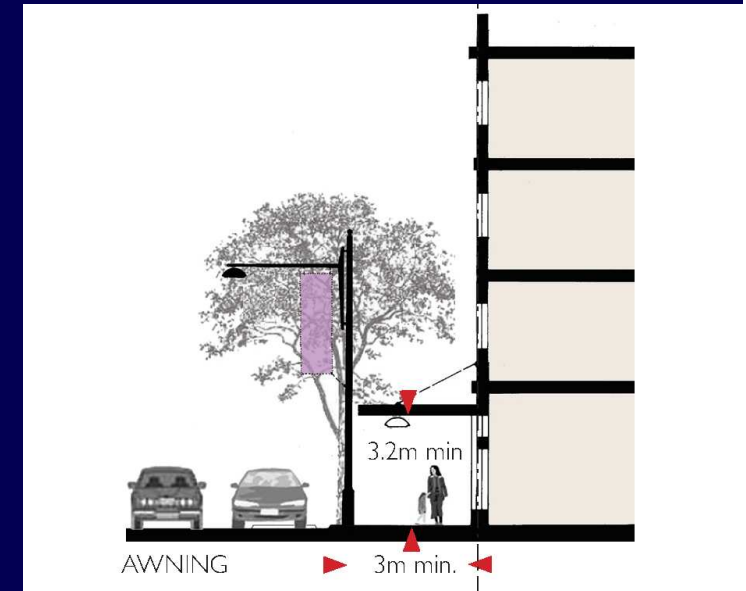
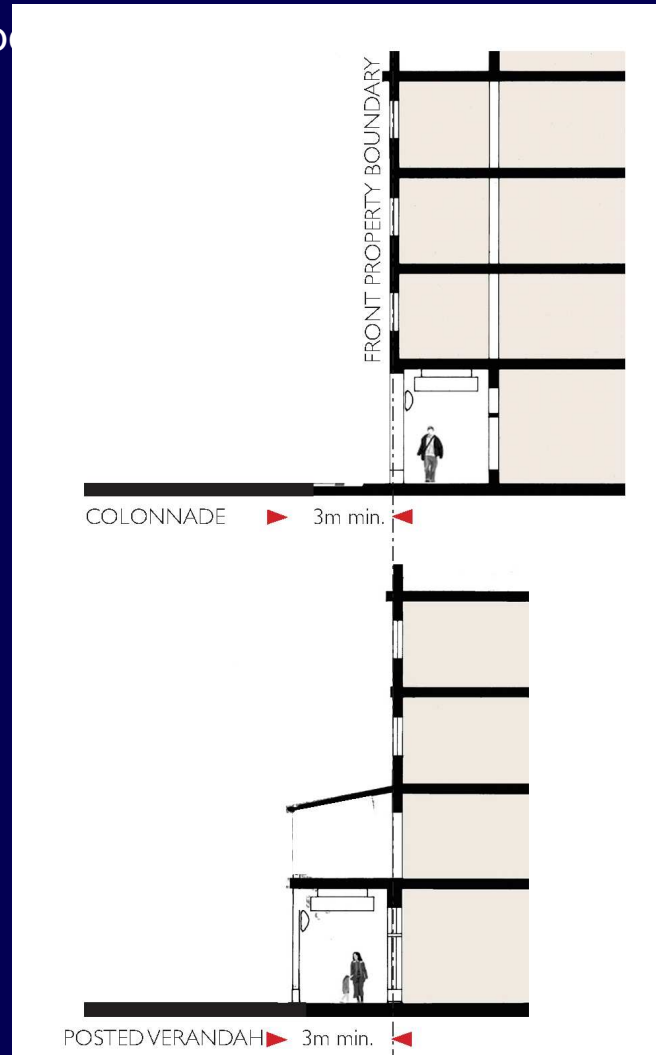


# Frontage Types

The following frontage types are represented:

## Commercial

- Street colonnade
- Street awning
- Posted verandah



# Frontage Types

The following frontage types are represented:

## Residential

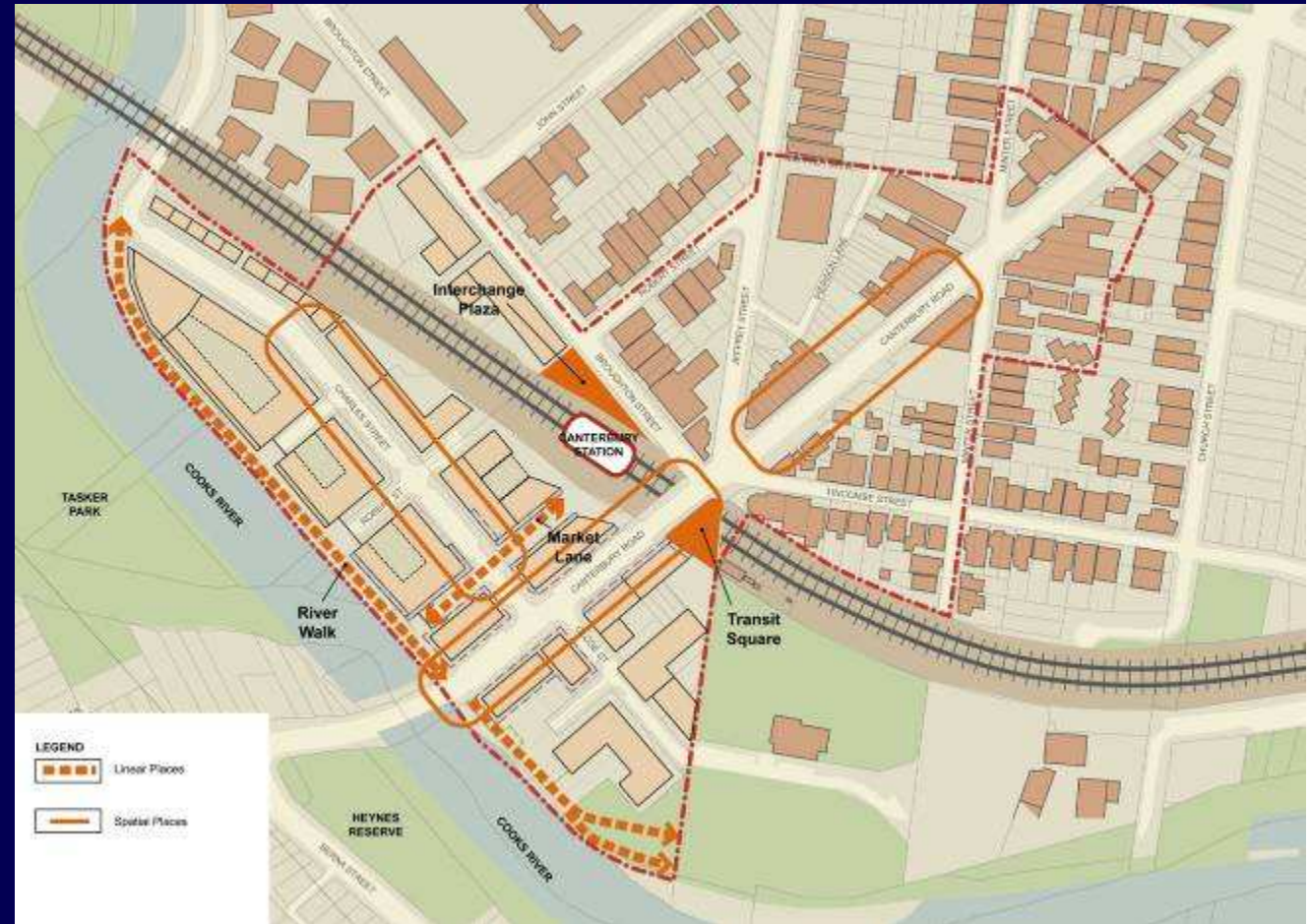
- Mixed use residential and retail/commercial
- Garden apartments
- Terrace apartments
- Street wall apartments



# Special Places and Spaces

A variety of special places and spaces have been identified generally to be created by the developer. These include:

- Station Place
- Canterbury Road (Old Town)
- Canterbury Road (Urban Core)
- Charles Street
- Market Lane
- Riverfront Walk
- Interchange Park
- Transit Square (X)



# Feasibility: Location Plan



# Section 94 Comparisons

## Conclusions

- The costs of implementing the PDS + IS are in the order of \$12-15M.
- The DCP yields just over 1000 du's.
- This suggests a S.94 Contribution per unit of 12-15K.
- This is comparable with other LGA's.
- Feasibility studies show project viability to 12.5K (i.e. 12.5M)
- Beyond this 15K would require an additional floor area of about 600m<sup>2</sup> or 60 units.
- The development would take 10-15 years but can be staged.
- Some infrastructure and works will be required up front and Council may need to carry out works and collect contributions later.
- Major marketing strategy required to position Canterbury as market.

# **CANTERBURY TOWN CENTRE**

## **COMMERCIAL ASSESSMENT SUMMARY** **(Revised based on 30 Nov 07 briefing)**

## CANTERBURY TOWN CENTRE

### COMMERCIAL ASSESSMENT S94 PAYMENTS AT CURRENT \$8656 PER AVERAGE APARTMENT

Block No	No. of Apts (Planners)	Financially Viable?	No. of Apts for Viability	Planned FSR (GFA/ Site Area)	Required FSR for Viability	Car Park Nos	S 94 Payments (AAUD)	S 94 Payments from Viable devel't
B1	52	Yes	52	1.71	1.71	58	450,112	450,112
B2	72	Yes	72	2.35	2.35	86	623,232	623,232
C1	15	Yes	15	1.54	1.54	18	129,840	129,840
C2	12	No	18	1.19	1.75	14	103,872	155,808
C3	98	Yes	98	2.66	2.50	118	848,288	848,288
C4	145	Yes	145	2.72	2.73	255	1,255,120	1,255,120
C5	106	Yes	106	2.98	2.97	168	917,536	917,536
C6	37	Yes	37	2.45	2.47	44	320,272	320,272
R1	175	Yes	175	2.45	2.45	210	1,514,800	1,514,800
R2	82	Yes	82	2.38	2.40	115	709,792	709,792
R3	87	Yes	87	3.02	3.02	144	753,072	753,072
R4	27	Yes	27	2.19	2.25	69	233,712	233,712
R5	75	Yes	75	2.82	2.81	133	649,200	649,200
R6	123	Yes	123	2.79	2.75	172	1,064,688	1,064,688
<b>TOTALS</b>	<b>1,106</b>		<b>1,112</b>	<b>2.53</b>	<b>2.55</b>	<b>1,604</b>	<b>9,573,536</b>	<b>9,625,472</b>

**COMMERCIAL ASSESSMENTS S94 PAYMENTS  
AT \$12,500 PER AVERAGE APARTMENT**

Block No	No. of Apts (Planners)	Financially Viable?	No. of Apts for Viability	Planned FSR (GFA/ Site Area)	Required FSR for Viability	Car Park Nos	S 94 Payments (AAUD)	S 94 Payments from Viable devel't
B1	52	Yes	52	1.71	1.71	58	450,112	650,000
B2	72	Yes	72	2.35	2.35	86	623,232	900,000
C1	15	Yes	15	1.54	1.54	18	129,840	187,500
C2	12	No	18	1.19	1.75	14	103,872	225,000
C3	98	Yes	98	2.66	2.50	118	848,288	1,225,000
C4	145	Yes	145	2.72	2.73	255	1,255,120	1,812,500
C5	106	Yes	106	2.98	2.97	168	917,536	1,325,000
C6	37	Yes	37	2.45	2.47	44	320,272	462,500
R1	175	Yes	175	2.45	2.45	210	1,514,800	2,187,500
R2	82	Yes	82	2.38	2.40	115	709,792	1,025,000
R3	87	Yes	87	3.02	3.02	144	753,072	1,087,500
R4	27	Yes	27	2.19	2.25	69	233,712	337,500
R5	75	Yes	75	2.82	2.81	133	649,200	937,500
R6	123	Yes	123	2.79	2.75	172	1,064,688	1,537,500
<b>TOTALS</b>	<b>1,106</b>		<b>1,112</b>	<b>2.53</b>	<b>2.55</b>	<b>1,604</b>	<b>9,573,536</b>	<b>13,900,000</b>



**COMMERCIAL ASSESSMENT S94 PAYMENTS  
AT \$15,000 PER AVERAGE APARTMENT**

Block No	No. of Apts (Planners)	Financially Viable?	No. of Apts for Viability	Planned FSR (GFA/ Site Area)	Required FSR for Viability	Car Park Nos	S 94 Payments (AAUD)	S 94 Payments from Viable devel't
B1	52	Yes	52	1.71	1.71	58	450,112	780,000
B2	72	Yes	72	2.35	2.35	86	623,232	1,080,000
C1	15	Yes	15	1.54	1.54	18	129,840	225,000
C2	12	No	18	1.19	1.75	14	103,872	270,000
C3	98	Yes	98	2.66	2.50	118	848,288	1,470,000
C4	145	Yes	145	2.72	2.73	255	1,255,120	2,175,000
C5	106	Yes	106	2.98	2.97	168	917,536	1,590,000
C6	37	Yes	37	2.45	2.47	44	320,272	555,000
R1	175	Yes	175	2.45	2.45	210	1,514,800	2,625,000
R2	82	Yes	82	2.38	2.40	115	709,792	1,230,000
R3	87	Yes	87	3.02	3.02	144	753,072	1,305,000
R4	27	Yes	27	2.19	2.25	69	233,712	405,000
R5	75	Yes	75	2.82	2.81	133	649,200	1,125,000
R6	123	Yes	123	2.79	2.75	172	1,064,688	1,845,000
<b>TOTALS</b>	<b>1,106</b>		<b>1,112</b>	<b>2.53</b>	<b>2.55</b>	<b>1,604</b>	<b>9,573,536</b>	<b>16,680,000</b>

# Building Height (feasible)



# FSR (feasible)



# 1. The Vision

- Inclusive / genuinely shared
- Stakeholder centred
- Future oriented, based on reality
- Collaborative, educational
- Flexible
- Focussed on implementation
- Push the market (but not too far!!)

## 2. Create an Enduring and Memorable Public Domain

- Make great streets
- Create genuine community places and spaces
- Define the public realm with fine buildings
- Break up super blocks
- Optimise connectivity
- Pedestrian friendly, human scale
- On-street parking
- Street level activity
- Transport choices
- Public security
- Day and night activity
- Build place not project

## 3. Respect the Market

- Define catchments, markets, sub-markets
- Capture movement economy
- Be realistic about site amalgamation
- Be realistic about building over transit
- Consider interchange as market place
- The place is about development and market **not** about transit
- Parking is power - manage it
- Engage corporate attention
- Merchandise / lease pro-actively
- Share the risk and the reward
- Consider public / private partnerships
- Consider Development Corporations

## 4. Plan for Complexity

- Have a clear vision
- Be well organised and capitalised
- Attract finance, work with multiple owners
- Capitalise on public financing ppp's
- Optimise physical complexity (pedestrian linkages, connections, corners!!)
- Complex uses including community, residential, employment, cultural, education, health
- Optimise transit (commute both ways)
- Develop guidelines to assist delivery

## 5. Commit to Management

- Genuinely “public places”
- Community events, festivals, markets
- Cleanliness and maintenance
- Safety and security
- Shared parking for the town (on/off street, town, commuter, etc.)
- Public - private partnerships (e.g. Robert Davis vs Westfields)



## 6. Integrate Multiple and Mixed Uses

- Remove regulatory barriers
- Create incentives
- Park for the centre
- Optimise street level activity
- Cluster activities / foster precincts
- Provide community infrastructure
- Facilitate vertical mixed use
- Optimise density

## 7. Sustainable Development

- Sustainability must be inherent (density v kilometre travelled, walkability etc.)
- Express the water, total water cycle management
- Minimise energy needs
- Optimise system efficiency
- Reduce greenhouse emissions

## 8. Balance Flexibility with Long Term Vision

- Robust design for now and later
- Fast track evolution
- Facilitate change over time but suit uses now and in future
- Beware building standards and other impediments (Strata Title!!)
- Parking for now and later (early at grade / later in public structure), build with contributions or parking fees
- The vision is strategic and inclusive
- Each step moves closer

## 9. Optimise Density Benefits

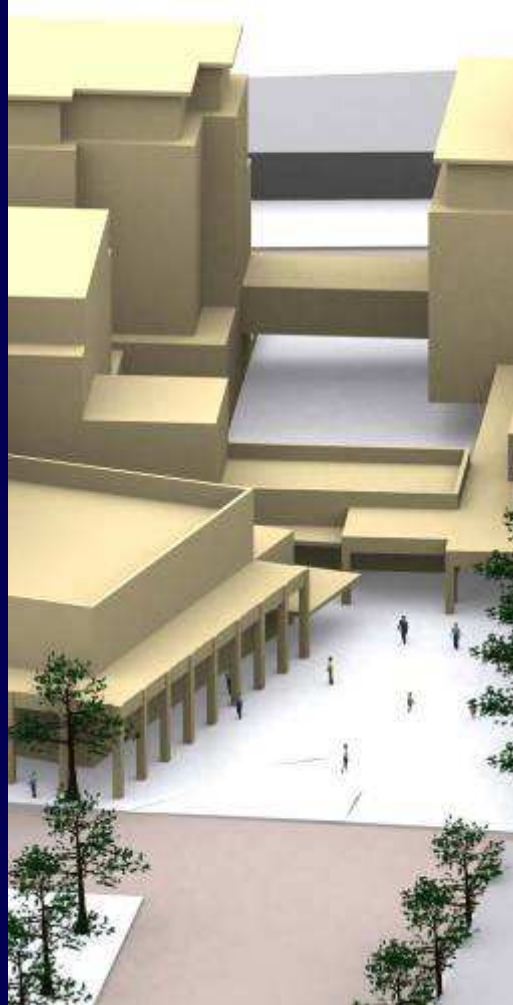
- Sustainability / walkability
- Housing diversity and choice and affordability
- Supports transit, reduces car dependency
- Enhanced safety and security
- Contains sprawl, conserves environment
- Enhances commerciality

## 10. Connect to Community

- Pedestrian places
- Place making as basic tenet
- Provision of community facilities / services
- Accessibility to all
- Creation of civitas
- Genuine mixed use
- Residential / community / ownership / identity
- Transparent processes
- Public / private partnerships
- Works to results not regulations

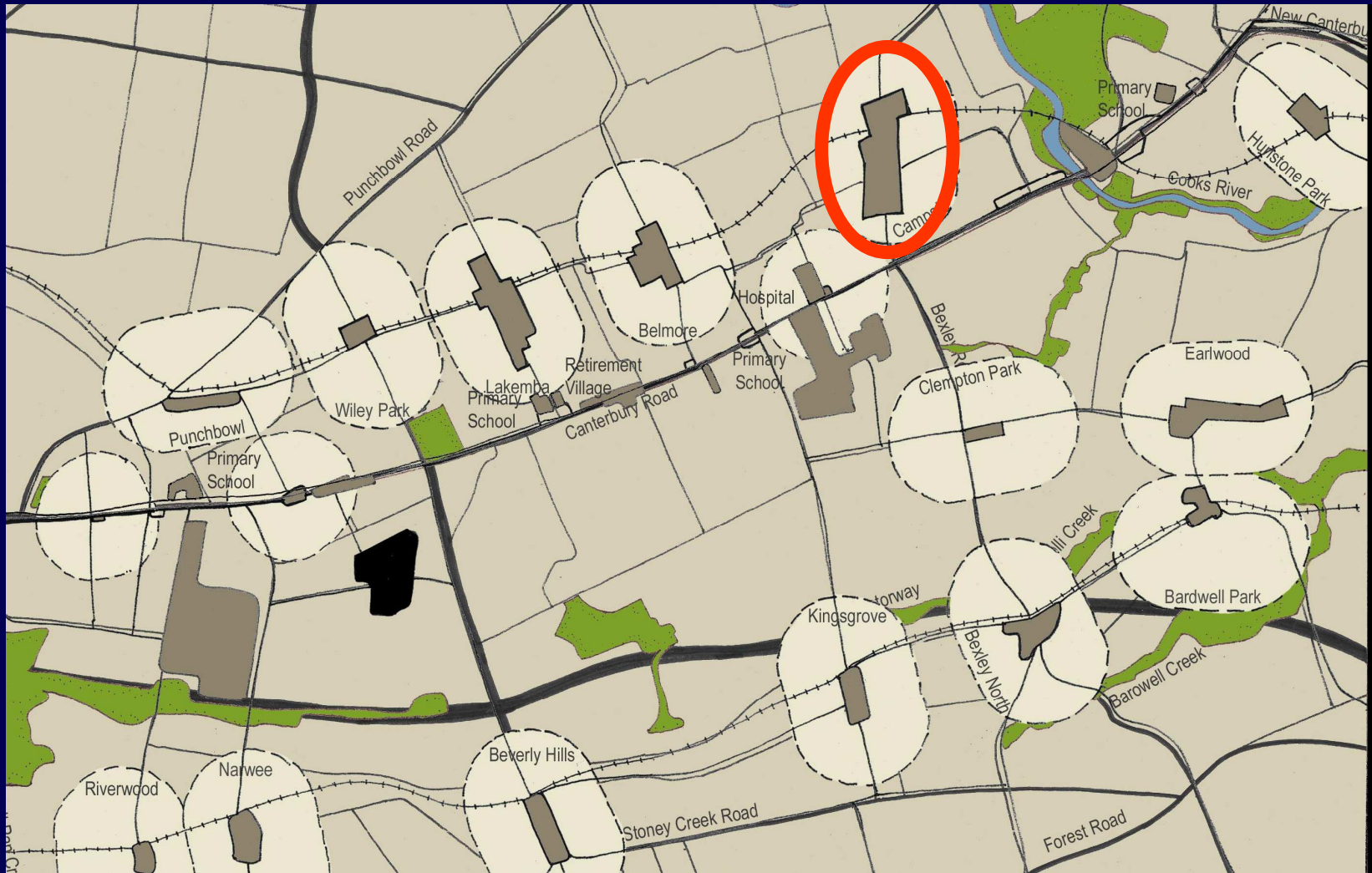
# Campsie Civic Centre

## Master Plan Overview.



# City Centre Context

Strengthening Canterbury City's key rail based centre.



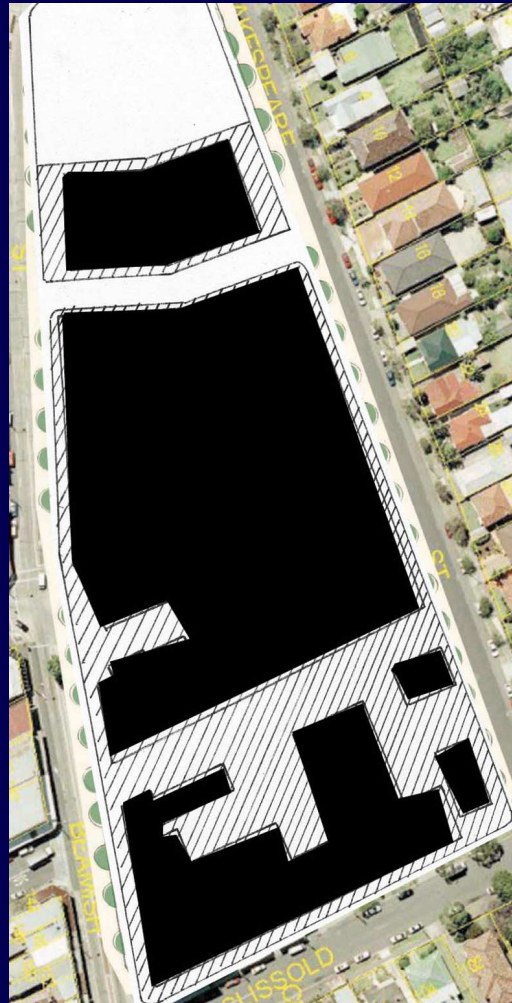
# The Driver

Civic	=	7,000m <sup>2</sup>
Commercial	=	3,000m <sup>2</sup>
Retail	=	7,500m <sup>2</sup>
Residential	=	49,500m <sup>2</sup>
		67,000m <sup>2</sup>
Parking	=	1,000 spaces

Council's requirements at neutral cost drive the need for a high amount of residential floor space (74% of total development) to pay for their facilities. This is exacerbated by Council's desire to retain their own site and retain the gardens.....



# Original Concept



PECKVONHARTEL

# Original Concept



## Testing the brief

# Key Design Principles

**CIVIC BUILDINGS:** Creating Community Identity

**BLOCK STRUCTURE:** Improving the Grain

**SPECIAL PLACES:** Enhancing the Public Domain

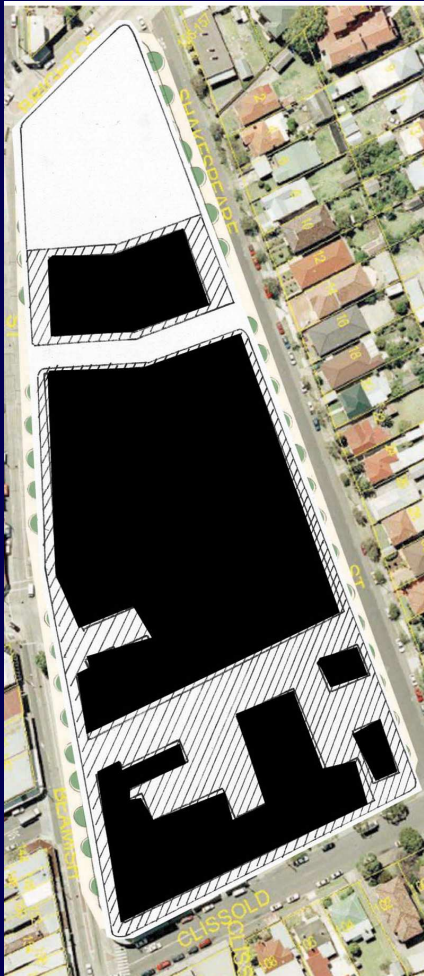
**MIX OF USES:** Creating Round the Clock Activity

**BUILDING MASSING:** Creating Human Scaled Spaces

**BIG BOXES:** Sleeving to Complete the Street Scene

**HERITAGE:** Linking to the Past

# Concept testing



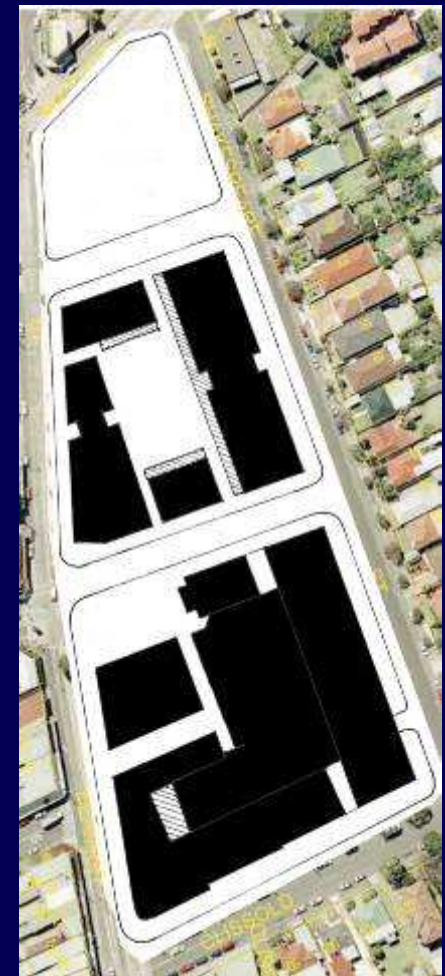
PVH Concept



AAUD Concept



AAUD Concept 2



AAUD Concept 3

Balancing Council's brief with good urban design outcomes

# Concept Master Plan



A network of special places for Campsie Town Centre

# Concept Master Plan



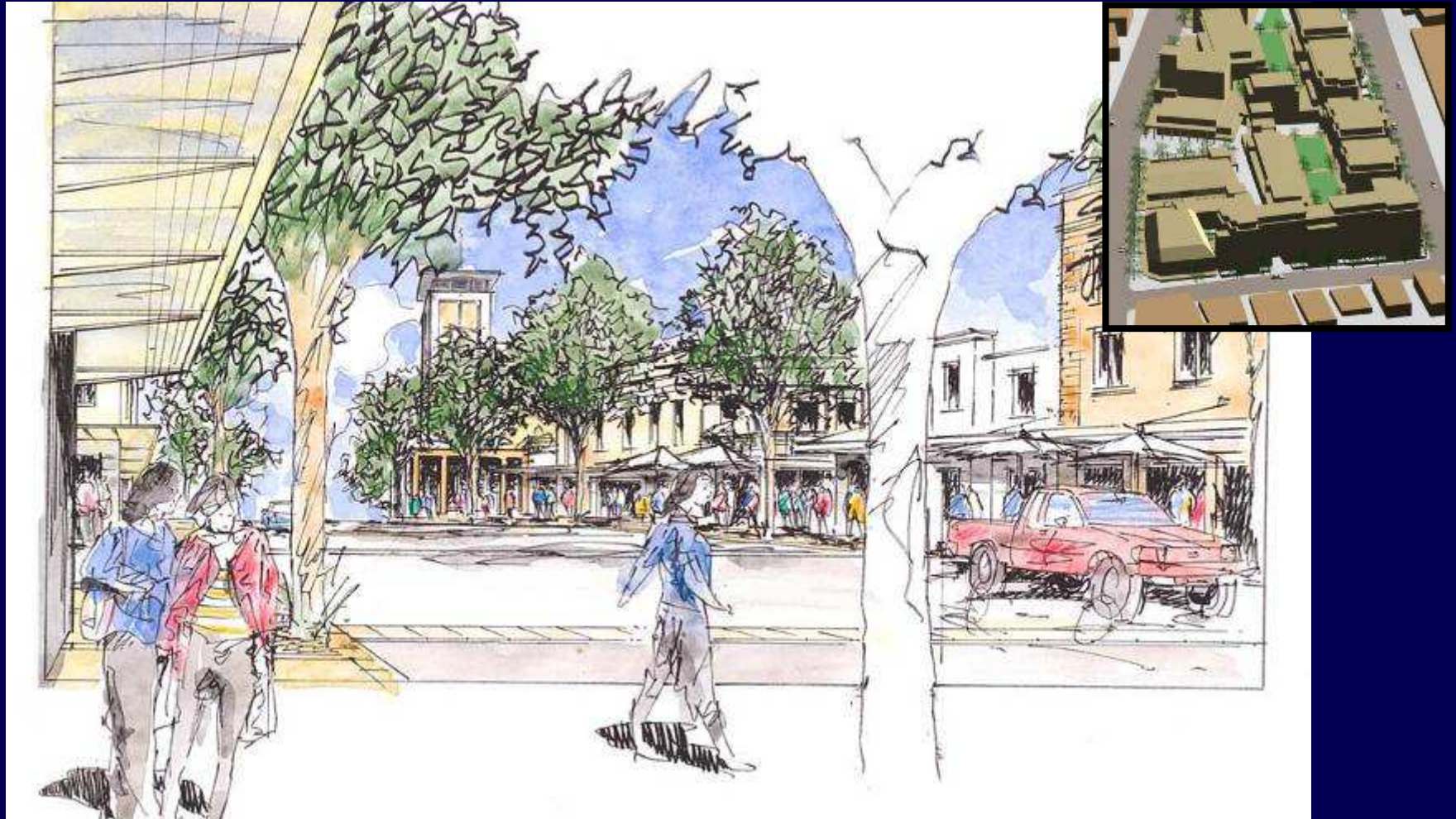
A new mixed use quarter close to Campsie rail station

# Concept Master Plan



## Beamish Street - Main Street scale and the green spine

# Concept Master Plan



Beamish Street - Town ends with termination of civic building



# Concept Master Plan



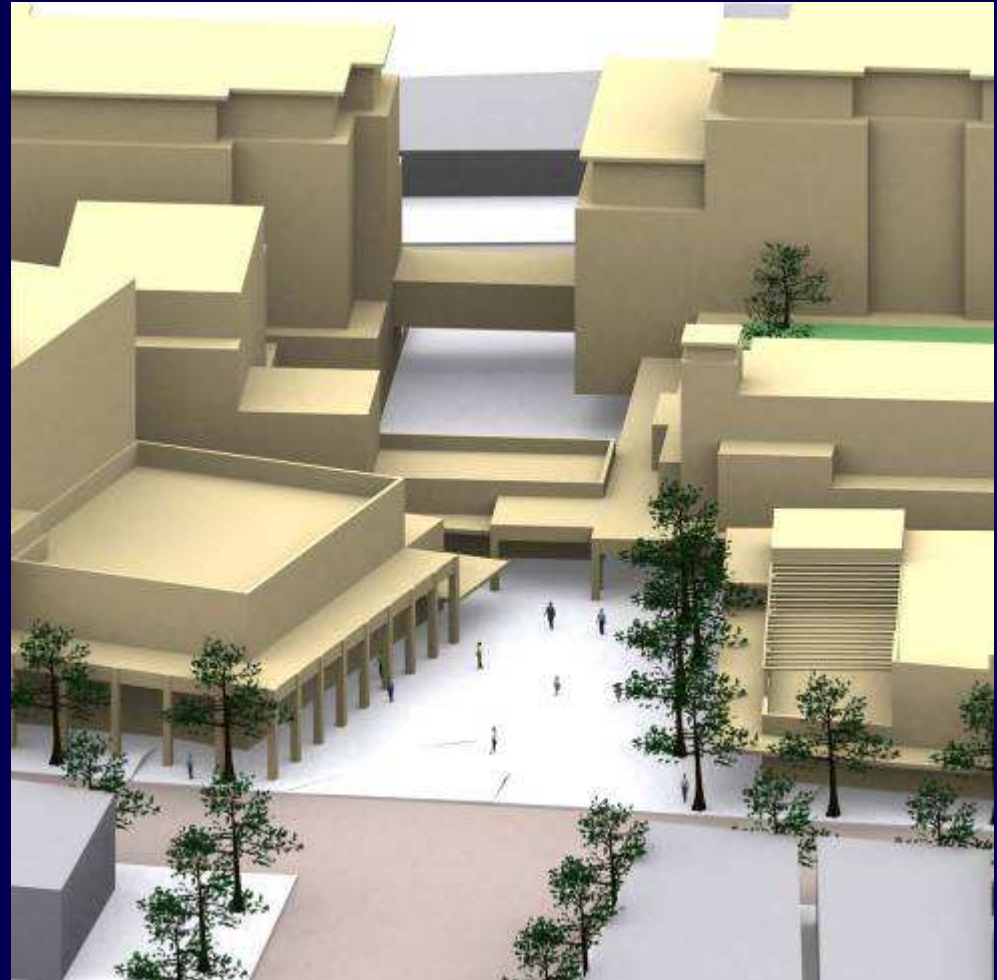
The Northern Gateway - A memorable entry to town

# Concept Master Plan



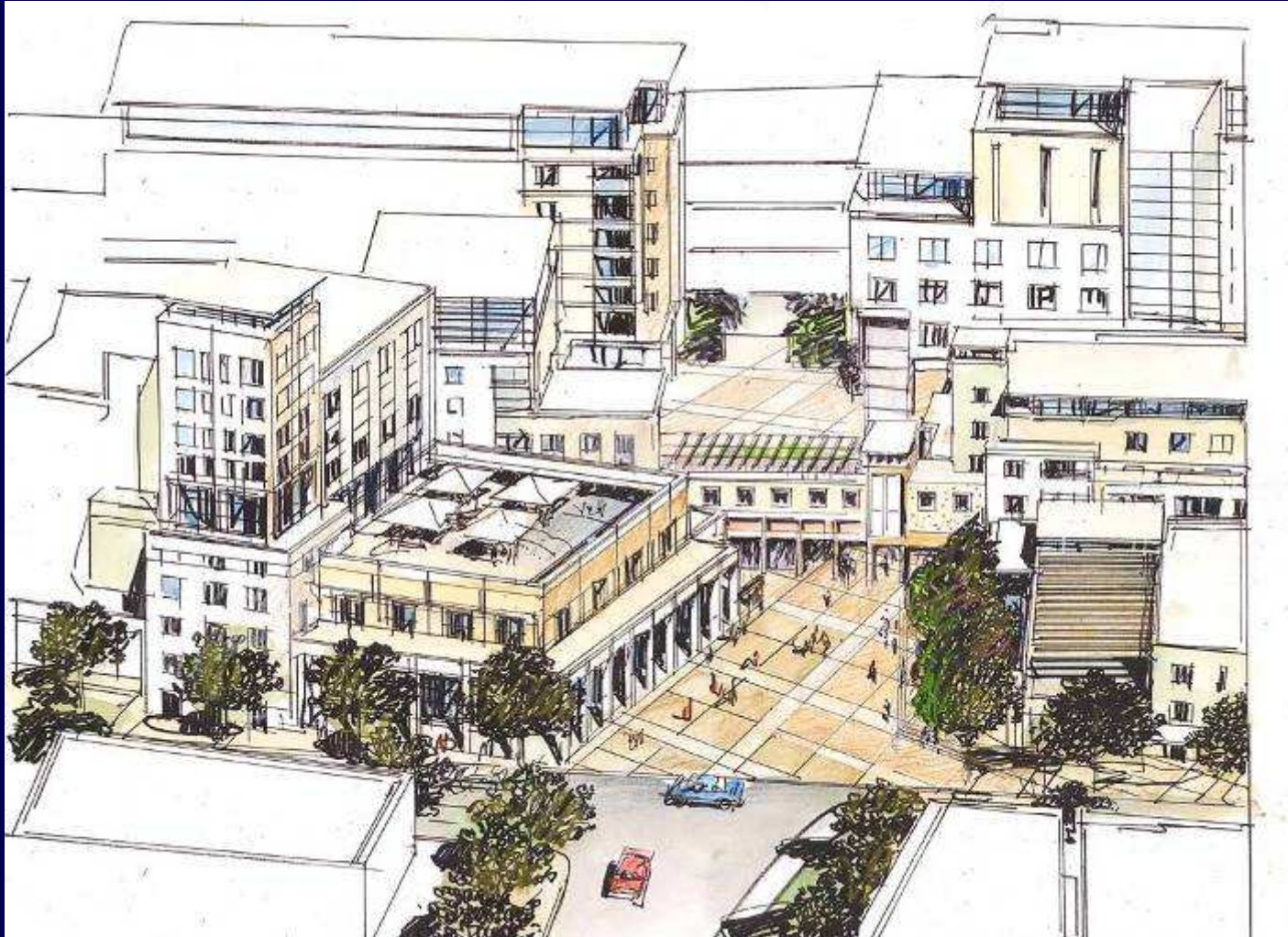
View of the entry green from Brighton Street

# Concept Master Plan



The Market Square - A new focus for public life

# Concept Master Plan



The Market Square - Aerial view

# Concept Master Plan



Ninth Street Vista - Proposed view

# Concept Master Plan



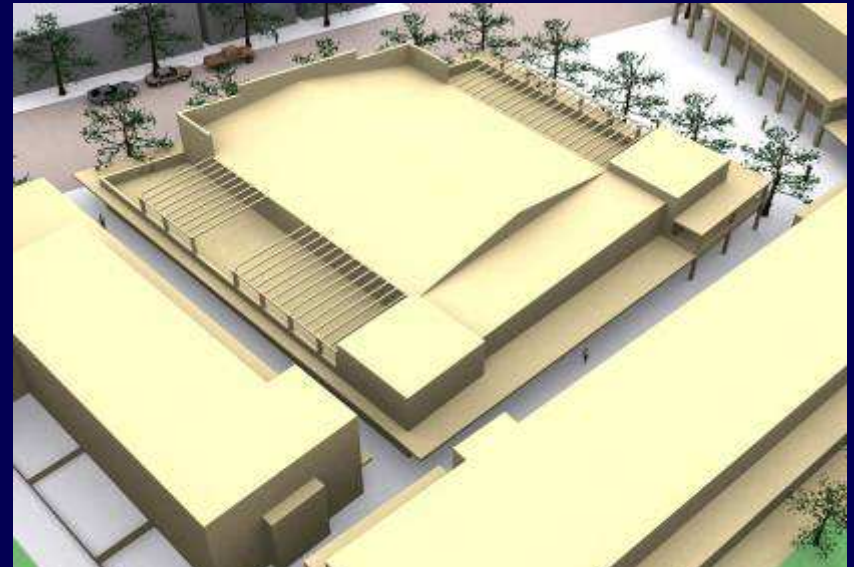
Ninth Street Vista - Original view

# Concept Master Plan



The Market Square - View from the northern edge

# Concept Master Plan



The Market Lane - Shopping in the tradition of Sydney's arcades



# Concept Master Plan



View of Market Lane from Beamish Street

# Concept Master Plan



## Pedestrian Walks - Quality thru site connections

# Concept Master Plan



Pedestrian walk connecting thru to Shakespeare Street

# Concept Master Plan



Shakespeare Street - A quality address close to rail

# Concept Master Plan



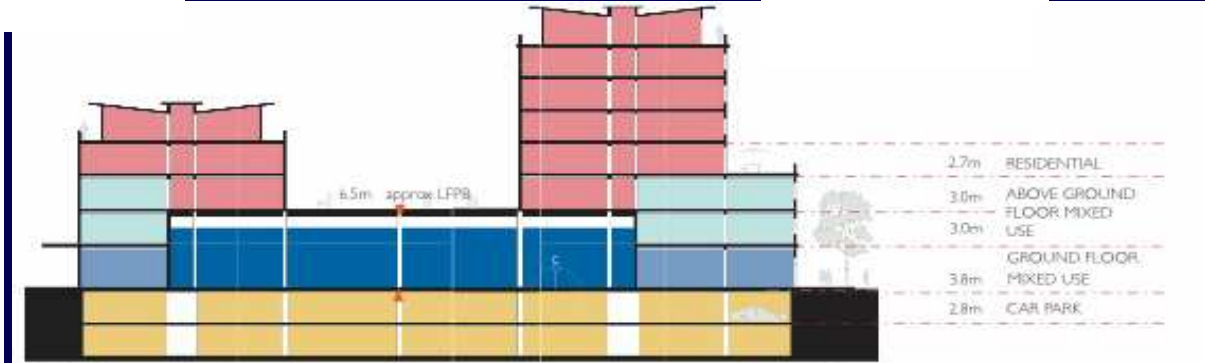
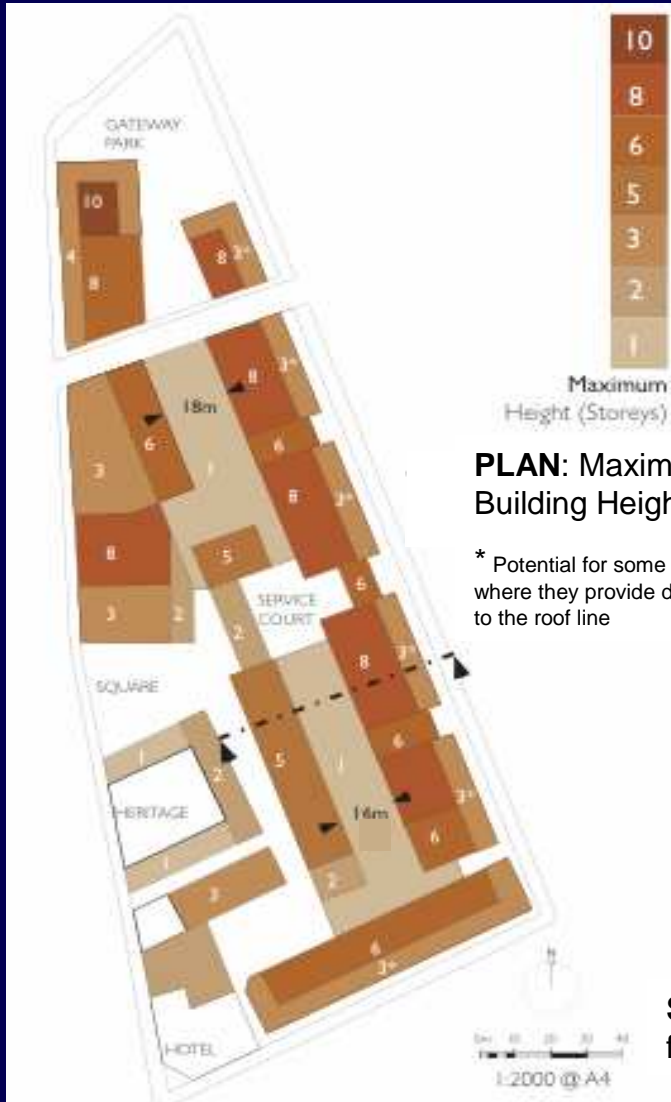
Shakespeare Street - A quality address close to rail

# Concept Master Plan



View of Shakespeare Street looking south

# Building Height & Separation

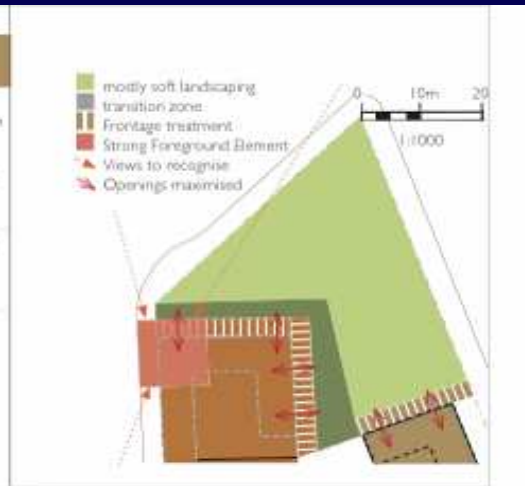


# Gateway Park



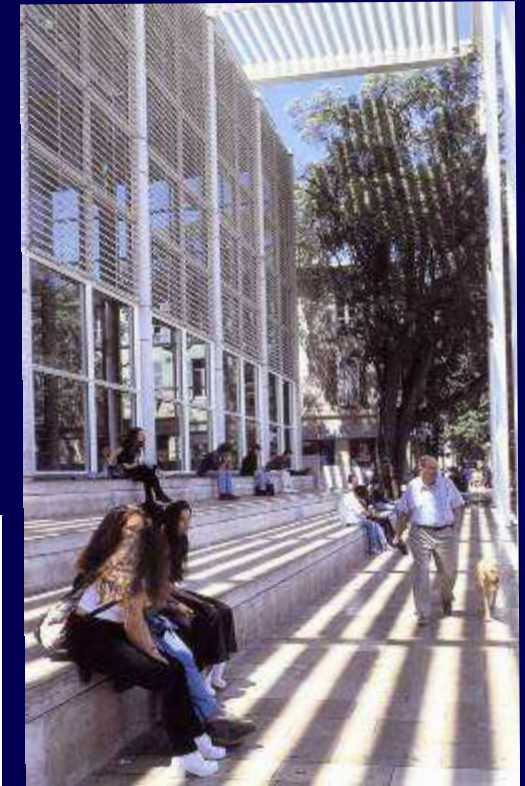
4.4.3 Controls

	Building Types		
	Gateway (short term)	Gateway (long term)	Mixed Use
Ground Floor Uses Desirable:  Permitted:	Library with separate highlighted entrance to Council Administration functions. Council admin. function with separate library entrance.	Restaurant, community facility (other than library) and service shop and office premises.	Restaurant, community facility (other than library) and service shop, office premises, live/work units.
Permitted above-ground Floor Uses	First floor Administration function & library. Office premises above.	Multiple unit housing, office premises and health care professional.	Multiple unit housing.
Frontage Type Desirable:  Permitted:	Double storey height awning on northern elevation, possibly wrapping the corner and dropping to single storey height on east. Colonnade and posted verandah.	-	Posted verandah.  Awning, colonnade solar court.

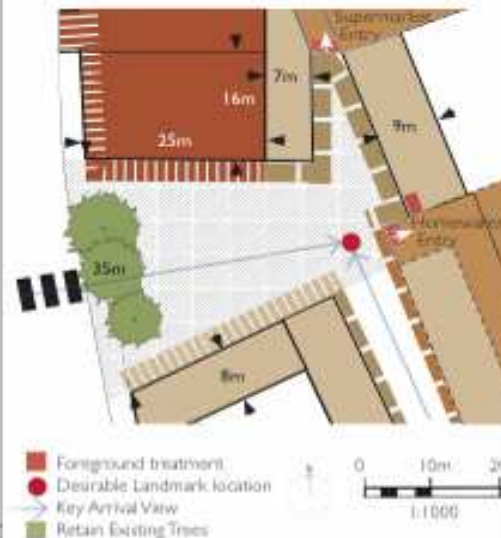




# Civic Square



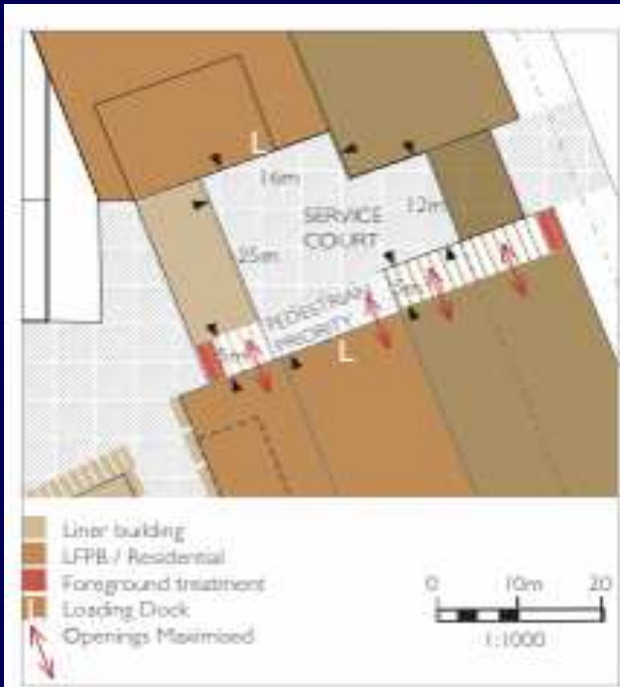
4.3.3 Controls		Building Types		
	Council Building	LFPB / Residential	Liner Buildings	
Ground Floor Uses Desirable:	Library with separate highlighted entrance to Council Administration functions	Supermarket	Service Shop, restaurant & hotel	
Permitted:	Council admin. function with separate library entrance	Bulky goods retail	-	
Permitted above-ground floor Uses	First floor Administration function & library. Office premises above	Multiple unit housing	Community facility, health consulting room, entertainment facility, office premises	
Frontage Type Desirable:	Posted verandah, but of heavy construction synonymous with a colonnade	Awning providing strong pedestrian entry	Posted verandah	
Permitted:	-	Posted verandah & Colonnade	Awning on south facing frontage	



# Market Lane



# Pedestrian Links

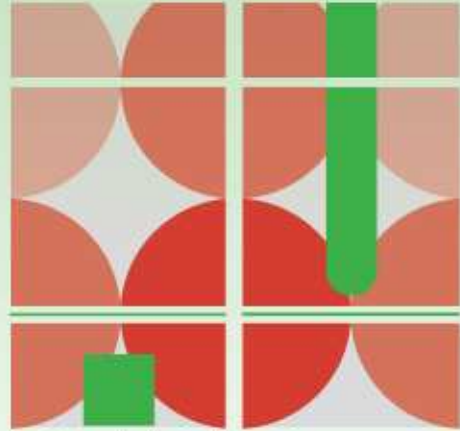




# The Ten Principles

- A Clear Vision
- Create an Enduring and Memorable Public Domain
- Respect Market Realities
- Plan for Complexity
- Commit to Democratic Management
- Integrate Multiple and Mixed Uses
- Embed Sustainable Development
- Balance Flexibility with Vision
- Optimise Density Benefits
- Connect with Community

ACNU08



**Brisbane**

**2008 NATIONAL  
CONGRESS OF THE  
AUSTRALIAN COUNCIL  
FOR NEW URBANISM**

6th – 9th February, 2008

