



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.





Canterbury Road. Former town centre. 2-3storey development. Some heritage fabric.

Medium rise new development. Poor interface with public domain



Single residential. Some heritage fabric. Medium - large lot sizes

Low rise residential: small apartments/buildings.



Big parks at River Front.

Streets - low levels planting.



TOPOGRAPHY

Canterbury is relatively flat. It slopes down gradually from the North-East to the Cooks River. The Cooks River runs through Canterbury from NW to SE, flanked by low level flat parks. Canterbury Road follows the minor ridge NE to SW through Canterbury, crossing the Cooks River just South of the station.



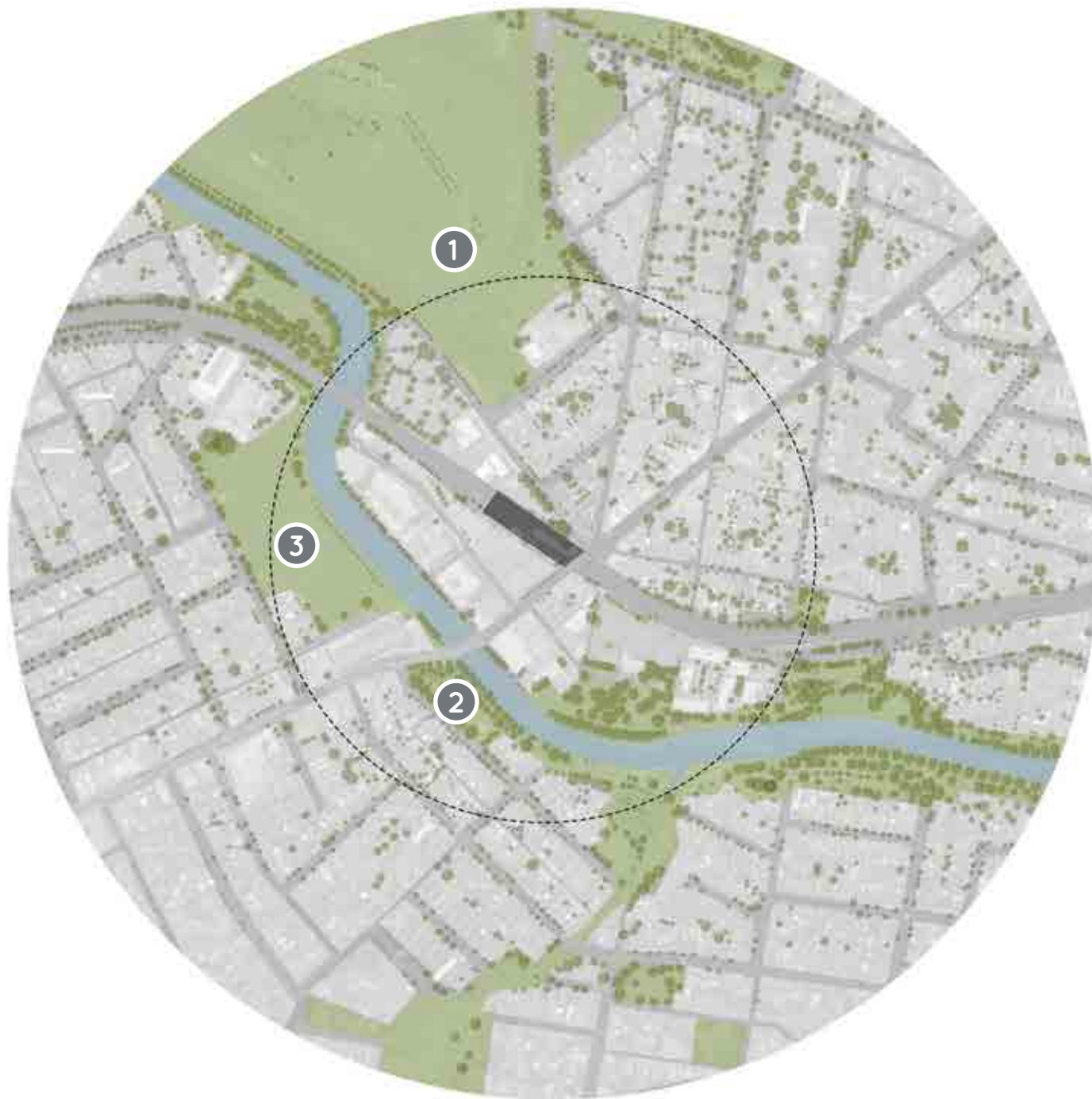
Canterbury Rd crosses the Cooks River

Parks flanking the river

Canterbury Rd

Canterbury Rd

Tasker Park



LANDSCAPE

Canterbury is lucky to have a high percentage of open space.

1 Canterbury Race Course

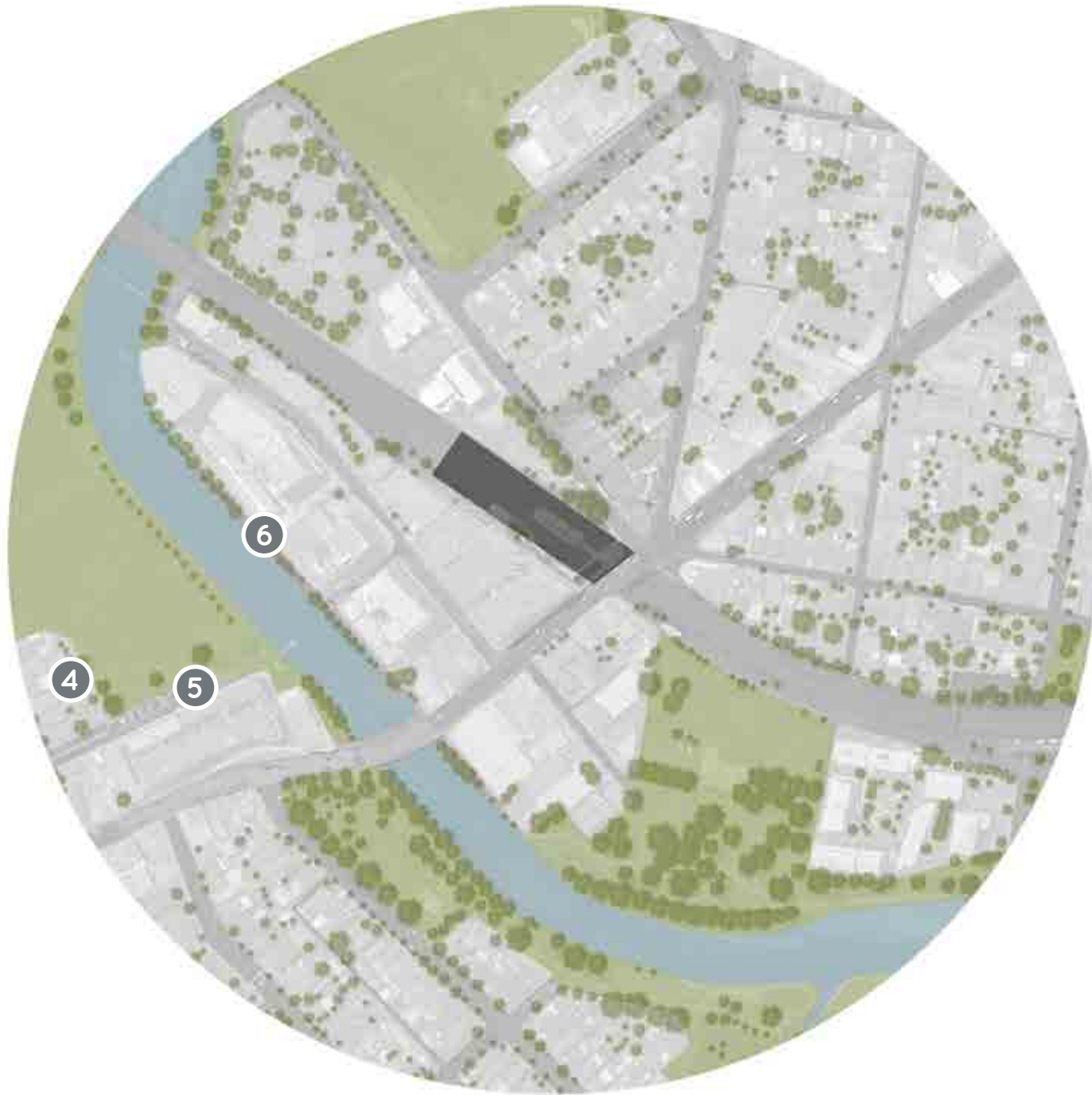
Canterbury Race course is a large open space to the North-West of the precinct. It is in private ownership and largely fenced off from the public. It presents a future opportunity, should it change hands, to create a new masterplan with a much-needed school/public open space. In the meantime, its edges could be radically improved by planting out the perimeter fences.

2 Saint Mary McKillop Reserve

On the South side of the Cooks River and Canterbury Road is Saint Mary McKillop Reserve. It has a glorious stand of mature Morton Bay Figs abutting Berna Street and a well-used playground for small children. It is well landscaped and designed, but suffers from a poor edge to the river, where an uninspired fence has been introduced. It also suffers from a small pocket of single residential development to the West within the park. The reserve bleeds out to the East into river front path and smaller pocket/edge parks. These also suffer from the poorly designed balustrade river edge, which serves to create an inaccessible zone on the river side. Edges to private property are also poorly considered, with a mix of domestic fencing types defining the southern side of the reserve.

3 Tasker Park

Still on the South of the River but now on the North of Canterbury Road is the large Tasker Park. It is difficult to access from the South, with no connection along the river front. Tasker Park is large with active recreation facilities including a cricket pitch, basket ball hoop and loose soccer arrangement. The north of the park is dominated by the Canterbury Aquatic and Fitness Centre and Canterbury Olympic Ice Rink. These facilities, currently turn their back on the park. To the north the park meets the rail line. There is no current connection under the rail-line to the Park to the north, another great missed opportunity. Tasker Park also has a crude river edge and while there is a row of majestic palm trees on the northern edge of the park, they are somewhat overwhelmed by power lines and underwhelmed by the river's edge design.



LANDSCAPE

Tasker Park Interface

- 4 The interface of Tasker Park to the South-West is poor. There is a pocket of single residential housing within the park block, presenting an ad hoc collection of fences to the public domain.
- 5 New medium-rise development to the South has a poor park interface.
- 6 On the northern side of the river at Tasker Park, is the pedestrian/cycle route that goes all the way to Botany Bay. This is a very poor piece of public domain, diminished, overshadowed and left-over by recent medium rise housing to the North.

Tasker Park should be a terrific open space: north-facing, with river frontage, river crossings, connecting to greater networks of cycle and exercise routes, offering a pool, sports, passive recreation, creating outlook for nearby public domain and housing with high density. It should provide beautiful access to the riverfront and a variety of passive and active recreation types.

Canterbury is well serviced by large parks, but underserved by smaller pocket parks. The proposed increases in density should be seen as an opportunity to address the lack of smaller, urban open spaces.

5.1 SITE ANALYSIS



Canterbury Road - no street planting



New development should improve public domain



Tasker Park - Poor edge conditions at road, river, private boundaries



New development to North of river at Tasker Park does not contribute to public domain



Tasker Park - Poor edge with private domain



Existing river crossing at north of Tasker Park



River Front Reserves - varying conditions. Opportunities for improvement.





Saint Mary Mckillop Reserve - established trees and well used play park



Street Planting - generally low level



TRANSPORTATION

The station is currently well serviced by bus services on Charles Street. When the station exit moves to the West, bus stops may need to be relocated and upgraded.

Major bus routes service Canterbury Road and local routes service the Canterbury area will.

The Cooks River walking/cycle path, following the river all the way to Botany Bay, is well used but suffers in Canterbury due to poor planning at the North side of the River. Improving this pathway is a key opportunity, as is linking to the more generous south side of the river, and under Canterbury Road on the South.

The pedestrian and cycle environment of Canterbury Road is very poor. It is a four lane traffic road with no shade, no street trees and scant crossings.

Legend

- Canterbury Station on Sydenham to Bankstown line
- Major Bus service to Canterbury Road
- Minor bus routes
- Cycle path to River Front
- Pedestrian paths along river front are compromised by new buildings and narrow paths on North, lack of connectivity from town centre, poor connections on the south of the river.
- Major pedestrian activity/ retail street life faces away from Canterbury Road onto Aldi Supermarket carpark.

5.1 SITE ANALYSIS



Bike paths along River, North and South
Discontinuous at Canterbury Road (south) and Rail Corridor (south)

Pedestrian



Train - Residential development relationship with train line is poor
Introduce setback + landscape controls to create higher amenity for residents + green cycleway / corridor



Canterbury Road. Poor pedestrian / Cycle Environment



BUILT CHARACTER

Canterbury has no clear town centre. Brick shop-top housing runs up Canterbury Road to the North from the station but this is largely untenanted and depressed. The retail activity has turned its back on Canterbury Road and now faces the supermarket carpark in Jeffery Street.

Canterbury Road's built character is a mixture of single housing, low rise multi-residential, warehouse retail, petrol stations etc

New high-density development at the town centre and along the river is contemporary in character and suffers from poor consideration of the ground plane including poor pedestrian linkages, inactive interfaces at street level and locations of rubbish and carpark entries that diminish the public domain. Future high density residential development should contribute to the public domain and be subject to more stringent controls.

Beyond the town centre, the precinct is largely suburban in type, with single residences on medium to large lots. House characters range from Victorian to Federation to interwar and Californian bungalow. Areas to the East of the precinct, adjoining Hurlstone Park, are of the highest architectural quality in the area.

There are many apartment buildings slotted into the suburban grain, especially from the 1970s and 80s.



5.1 SITE ANALYSIS



Canterbury Road - depressed retail environment



Dominated by traffic. No street planting. Low quality shop-top housing



Mid-high rise residential. Poor treatment of ground plane / public interface

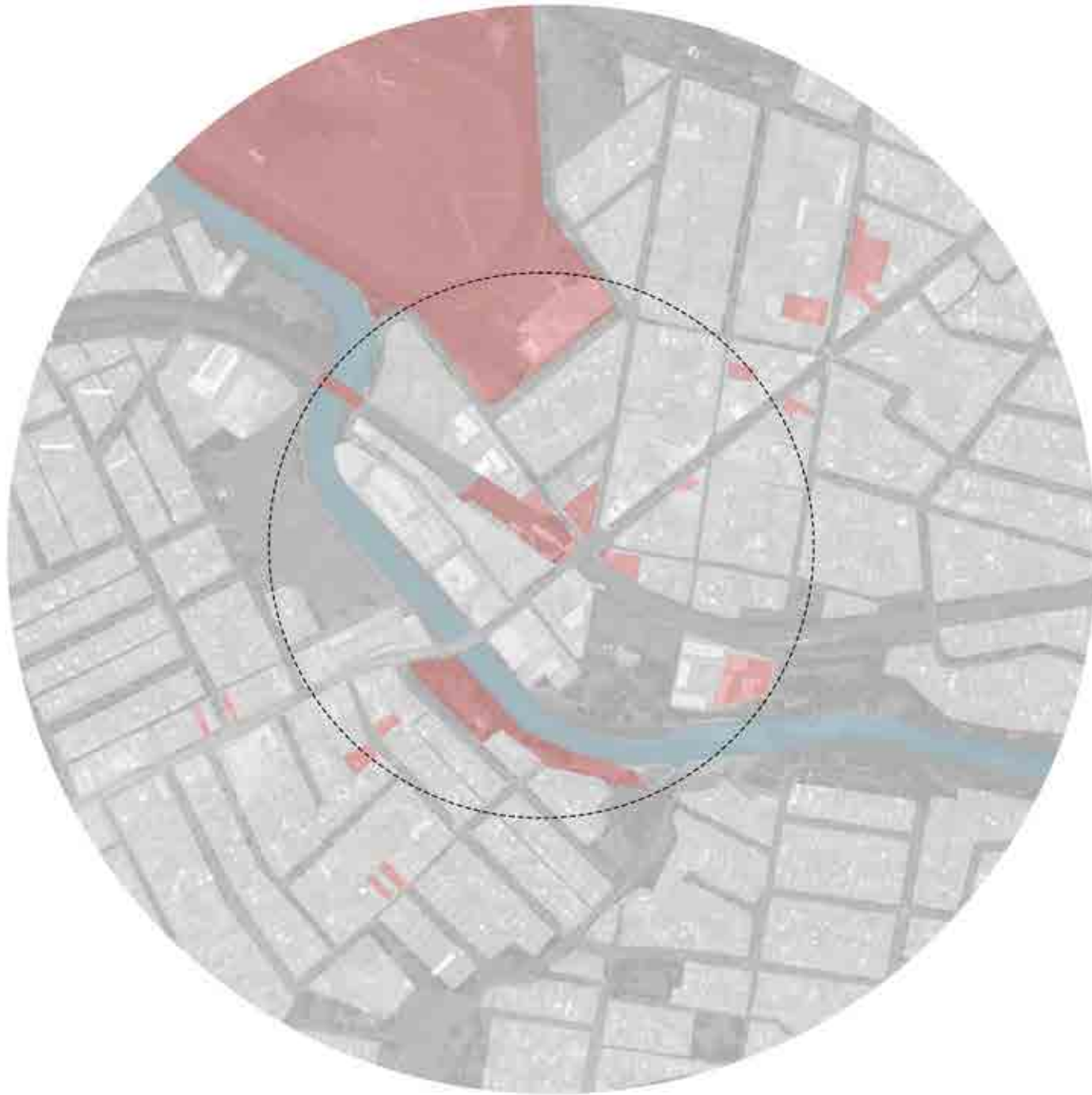
Suffers from articulation controls. Missed opportunities for connections to river, rail corridor access + planting



Apartment Buildings



Single residential: Range of ages of single residential. Note: lack of mature planting
 Some qualities to subdivisions and individual houses



HERITAGE

There are some heritage items in the precinct, including the railway buildings themselves, some commercial buildings and open spaces.



Canterbury Train Station.

\\ Canterbury \\



Canterbury Hotel Pub.

\\ Corridor Strategy \\



Canterbury Old Post Office.

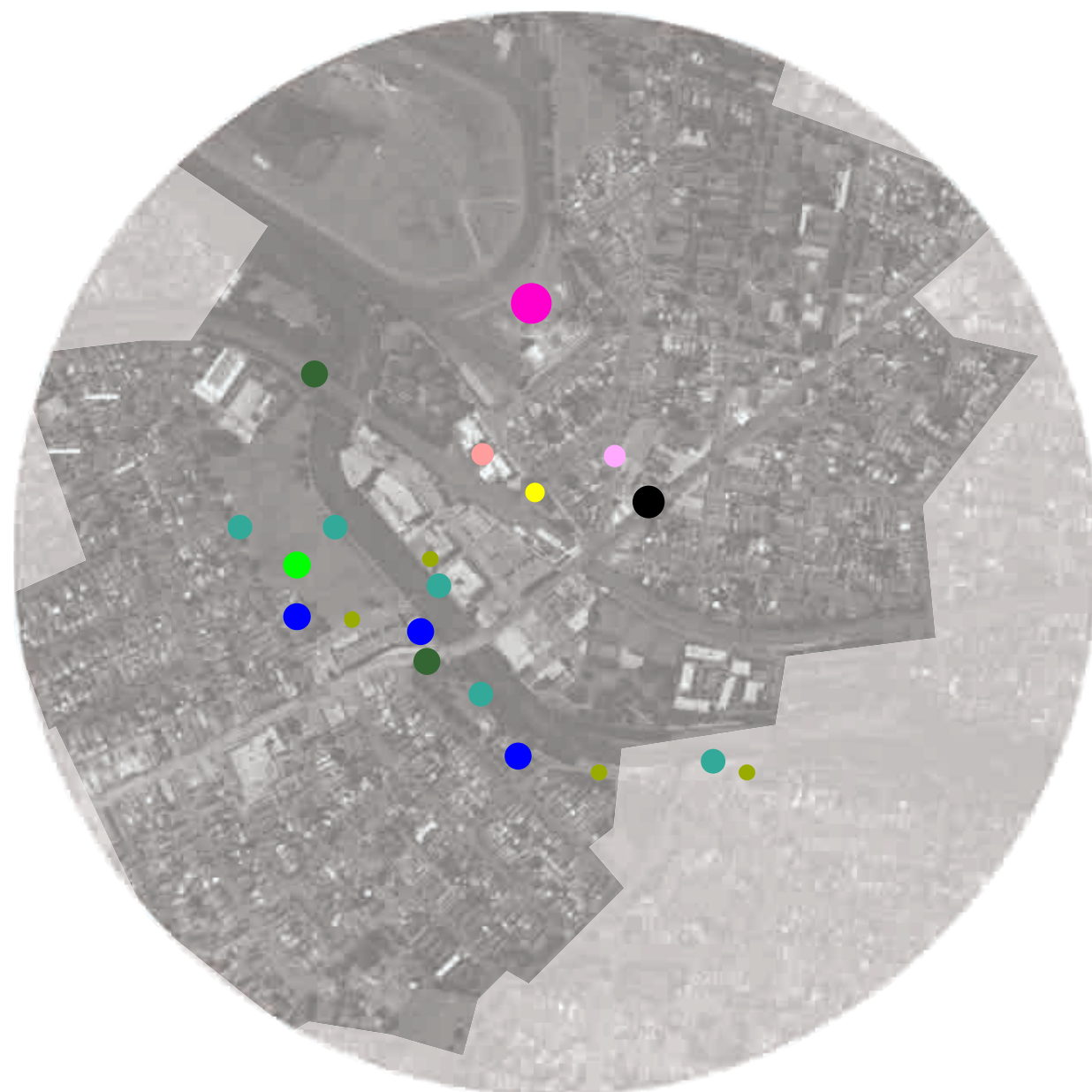


Canterbury Road Garage.



Saint Mary Mackillop Reserve.

	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	- 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.	- 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	- 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.	- 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	New exit from proposed Metro station to align with existing Roberts Street and 3m path between buildings to south linking to Cooks River. Existing fig tree grove at proposed metro exit. Aligns existing Aldi supermarket, which is current retail anchor.	- Current retail “hub” in Canterbury is Aldi carpark (!). - Existing ‘High Street’ is Canterbury Road. Not working as retail environment	- 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 Aquatic 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.

5.1 SITE ANALYSIS

RIVER AND RIVER PARKS



Improve pedestrian conditions and connections on the South side of the Cooks River, facilitate exercise loops



Strategic land acquisitions to improve park amenity



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 Aquatic Centre to face park and consider youth facilities

CANTERBURY ROAD



Improve pedestrian and cycling environments at Canterbury Road, increase green and density

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