What the community liked...

**My Home**
- Large family homes
- Granny flats
- Shop-top houses
- Houses in groups
- Shared homes
- Smaller homes
- More land for trees
- Increased building heights to retain trees (2 – 3 storeys)
- Close to parks
- Near to schools

**My Street**
- 50% shade cover on streets
- Green streets linking parks and centres
- Safe play areas
- Slow speeds and traffic controls
- Focus on pedestrians, rather than vehicles
- Gardens and parking in street reserves
- Houses facing streets and corners
- Transit boulevards for light rail and buses
- Footpaths
- People friendly

**My Neighbourhood**
- Introduce new centres
- Outdoor markets
- Town squares
- Life on the street
- Streets for people
- Parks
- Ball courts and skate parks
- Children’s play areas
- Picnic areas
- 2 to 3 storey buildings
- Some support for 4 to 6 storeys
- Higher buildings close to major roads and public transport
- Low height close to parks
- Community facilities with multi-purpose rooms
- Community libraries
- Training spaces
- Places to meet
- Information centres
- Toilets and change rooms
PRELIMINARY STRATEGY CONCEPT
FOR CORRIDORS AND CENTRES

This plan is intended for discussion purposes only.
DEVELOPMENT TYPES - CORRIDORS AND CENTRES

STREETSCAPE CHARACTER

DETACHED STREETSCAPE - Designed to create frequent building breaks along the street and emphasise landscaping between the buildings. This streetscape type is designed to be more harmonious with typical neighbourhood street character.

Typical Elevations

Indicative Outcomes

Indicative Principles Diagram

ATTACHED STREETSCAPE - Designed to create contiguous building frontages along the street and emphasise landscaping at the rear of buildings. This streetscape type is recommended to only specific corridors and areas around centres to achieve distinct urban precincts.

Typical Elevations

Indicative Outcomes

Indicative Principles Diagram
Amalgamated lots
Access only from local street
STREET TYPES
INDICATIVE STREET PROPOSALS FOR SUBURBS & CORRIDORS

LOCAL STREETS
Streets with less than 1000 vehicles per day

LOCAL STREET - R20 Density

AIM
• To improve suburban character.
• Slow traffic speeds, especially on wide carriageway streets.
• Achieve improved pedestrian safety and priority.
• Provide green streets linking parks and centres.
• Increase pedestrian shading and comfort through tree cover – aim for 50% shade cover.

METHOD
• Add pedestrian paths.
• Increase street tree planting in verge.
• Permit informal parking on-street at edges.
• Introduce traffic slow points in specific locations for the wider 7.2m streets.
• These slow points are proposed in the form of street tree planters which will enhance the street character.
• This is called a yield design, as the two lanes of traffic need to yield to one another. The passing point is at a 3.5m lane width to accommodate a wide range of larger vehicles.

LOCAL STREET - R40 Density

AIM
• Improve suburban character.
• Slow traffic speeds, especially on wide carriageway streets.
• Achieve pedestrian safety and priority.
• Increase pedestrian shading through tree cover – aim for 50% shade cover.
• Address parking stress on streets in redeveloped areas.

METHOD
• Add pedestrian paths.
• Increase street tree planting.
• Introduce short length traffic yield areas in specific street locations to slow traffic.
• Yield design maintains a 3.0-3.5m through lane width to accommodate a wide range of vehicles.
• Street parking is partly indented into verge for 6.0m wide streets or located within the street for 7.2m wider carriageways.
• On-street parking provides greater opportunities for alternative development types on R40 lots.

CORRIDORS/ARTERIAL ROUTES
Streets greater than 3000 vehicles per day

AIM
• Improve suburban character.
• Make streets friendlier for people
• Improve transport options and space efficiencies
• Achieve pedestrian safety
• Increase pedestrian shading through tree cover or building canopies

METHOD
• Add wide pedestrian paths and a variety of bicycle options
• Increase street tree planting for shading benefits and improve road character
• Design streets as Transit Boulevards to accommodate future changes for rapid bus and light rail public transport
THE R40 AREAS
POTENTIAL REDEVELOPMENT SOLUTIONS

 Typical Existing Responses

- 40% is dwelling footprint
- 40% is dedicated to cars
- 120sqm average dwelling size
- Balance of parking on-street
- More than 70% open space
- 3 dwellings per site
- Setbacks to rear & street

3 dwellings per site
1 car on-site per dwelling
More than 70% open space
3 dwellings per site
Smaller dwellings

80sqm average dwelling size
1 car on-site per dwelling
More than 70% open space
3 dwellings per site
Smaller dwellings