ACNU08

2008 NATIONAL CONGRESS OF THE AUSTRALIAN COUNCIL FOR NEW URBANISM

Brisbane

6th – 9th February, 2008
10 Principles for Transit Friendly Development

Canterbury and Campsie Town Centres
Sydney, New South Wales

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1. A Clear Vision

- Inclusive / genuinely shared
- Stakeholder centred
- Future oriented, based on reality
- Collaborative, educational
- Flexible
- Focused 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 vs 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 Town Centre
Campsie Town Centre
Canterbury Town Centre
Canterbury LGA
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.
What Does The Structure 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, rather than prohibiting.
- It establishes the framework for a **simplified zoning system**.
- It creates internally consistent **character areas** marrying physical complexity and land use.
The Draft Corridor Structure Plan

- A framework to encourage new growth in a form that improves urban vitality.
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
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.
Potential view of revitalised waterfront which engages with the Cooks River.
10 Principles for Transit Friendly Development

- 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/forms to be incorporated in the provision of special places/spaces within the town centre.
  - Feature trees e.g. 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 Town's 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 Awer 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 precinct 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 intersects.
  - Pedestrian bridge that incorporates a lifting section will connect over to Tasker Park.

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Urban Structure

- **Traditional Town Centre**: features built form commonly 1-2 stories 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 stories 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 a walkable retail activities that complement 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 stories 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 stories while the intermediate levels will be commercially orientated.

- **Residential Frames**: pertains to the edge precincts that feature residential dwelling 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 Courses. 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 stories, with a focus point at the waterfront intersection and Market Lane.
Master Plan

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

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

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10 Principles for Transit Friendly Development

Feb 2008
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
Existing Conditions
Proposed Master Plan

PROPOSED PAVEMENT LEGEND
- Existing road pavement
- Proposed new road
- Proposed road widening and carpark construction
- Proposed kerb and gutter and footpath
- Proposed Buildings
- Foreshore Promenade
# Potential Section 94 Costs

## Possible Section 94 and Other Development Cost Estimate Matrix

<table>
<thead>
<tr>
<th>Item</th>
<th>Combined Cost Estimate for Possible Section 94 Items</th>
<th>Combined Cost Estimate for Other Development Costs</th>
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Note: All Costs include a 15% contingency, 15% Consulting Fees and 10% GST
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
### Building Envelopes

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<th>3-D Form</th>
<th>General Description</th>
<th>Storeys Allowable</th>
<th>Setback</th>
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<td><strong>Urban Core</strong></td>
<td>Composed of the tallest mixed use buildings ranging height from three to eight storeys. Active retail along major thoroughfares and pedestrian paths and with commercial and residential above.</td>
<td>3 – 8</td>
<td>Generally to the back edge of footpaths (however if residential at street level shallow sets back 3-5m)</td>
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<td><strong>Urban Centre</strong></td>
<td>Possible active retail at street with commercial and/or residential above.</td>
<td>Generally 3 – 8</td>
<td>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</td>
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<td><strong>Urban Residential</strong></td>
<td>This zone with its landscaped setbacks applies to the residential zones along Broughton, Charles and Close Streets.</td>
<td>Generally 3 – 6</td>
<td>Setback from street boundary of 3-5m.</td>
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</table>
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
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
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
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

[Map showing various zones labeled R1, C1, C2, etc., with the transit station marked as Canterbury Station]
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 600m2 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)
### Canterburry Town Centre

**Commercial Assessment S94 Payments**

*At Current S8656 Per Average Apartment*

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<th>Block No</th>
<th>No. of Apts (Planners)</th>
<th>Financially Viable?</th>
<th>No. of Apts for Viability</th>
<th>Planned FSR (GFA/Site Area)</th>
<th>Required FSR for Viability</th>
<th>Car Park Nos</th>
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**Totals**

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## COMMERCIAL ASSESSMENTS S94 PAYMENTS

**AT $12,500 PER AVERAGE APARTMENT**

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**TOTALS** 1,106     1,112     2.53     2.55     1,604     9,573,536 13,900,00
### COMMERCIAL ASSESSMENT S94 PAYMENTS
**AT $15,000 PER AVERAGE APARTMENT**

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<th>No. of Apts for Viability</th>
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<td>172</td>
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</tr>
</tbody>
</table>

**TOTALS**: 1,106 | 1,112 | 2.53 | 2.55 | 1,604 | 9,573,536 | 16,680,000
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 vs. 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

<table>
<thead>
<tr>
<th>Category</th>
<th>Area (m²)</th>
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<tbody>
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<tr>
<td>Commercial</td>
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<tr>
<td>Retail</td>
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<td>Residential</td>
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<td>Parking</td>
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<tr>
<td>Total</td>
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</table>

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

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: Sleevng to Complete the Street Scene

HERITAGE: Linking to the Past
Concept testing

Balancing Council’s brief with good urban design outcomes
Concept Master Plan

A network of special places for Campsie Town Centre

Beamish Street
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
Beamish Street - Town ends with termination of civic building
Concept Master Plan

The Northern Gateway - A memorable entry to town

Annand Alcock Urban Design 10 Principles for Transit Friendly Development Feb 2008
View of the entry green from Brighton Street
The Market Square - A new focus for public life
Concept Master Plan

The Market Square - Aerial 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
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
View of Shakespeare Street looking south
Building Height & Separation

**PLAN:** Maximum Building Heights

* Potential for some 4 storey modules where they provide desirable variation to the roof line

**SECTION:** Application of height controls (example) & finished floor height requirements
Gateway Park

<table>
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<tr>
<th>Controls</th>
<th>Building Types</th>
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<tr>
<td>Gateway (short term)</td>
<td>Gateway (long term)</td>
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<td>Permitting</td>
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<tr>
<td>Permitting above-ground Floor Uses</td>
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<td>Frontage Type Desirable</td>
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<tr>
<td>Permitting</td>
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</table>

- Library with separate high-lit entrance to Council Administration functions.
- Council admin. function with separate library entrance.
- First floor Administration function & library Office premises above.
- Double storey height serving on northern elevation, possibly wrapping the corner and stopping to single storey height on east. Colonnade and posted verandah.

- Restaurant, community facility (other than library) and service shop and office premises.
- Multiple unit housing: office premises and health care professional.
- Awnings, colonnade solar court.

Frontage treatment:
- Strung Fireground Berthet
- Views to recognise
- Openings maximised

mostly soft landscaping
transition zone

Annand Alcock Urban Design

10 Principles for Transit Friendly Development

Feb 2008
Civic Square

4.3.3 Controls

<table>
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<th>Ground Floor Uses</th>
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<td>Council admin. function with separate library entrance</td>
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<tr>
<td>Permitted above-ground Floor Uses</td>
<td>First floor: Administration function &amp; library. Office premises above</td>
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<td>Frontage Type</td>
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<tr>
<td>Desirable:</td>
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<tr>
<td>Permitted:</td>
<td>Multiple unit housing and awning providing strong pedestrian entry</td>
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Map showing pedestrian routes and key locations.
Market Lane
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