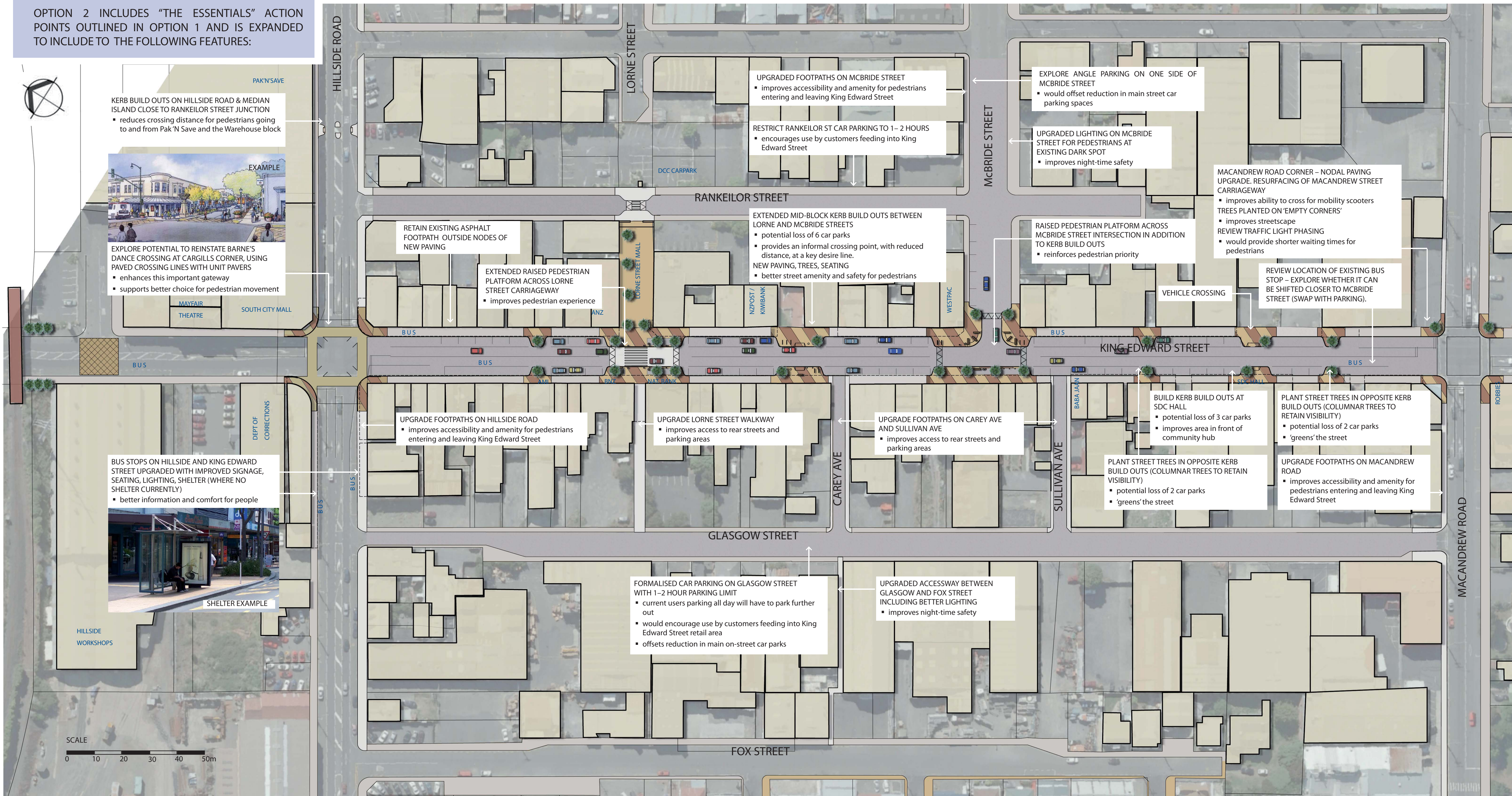


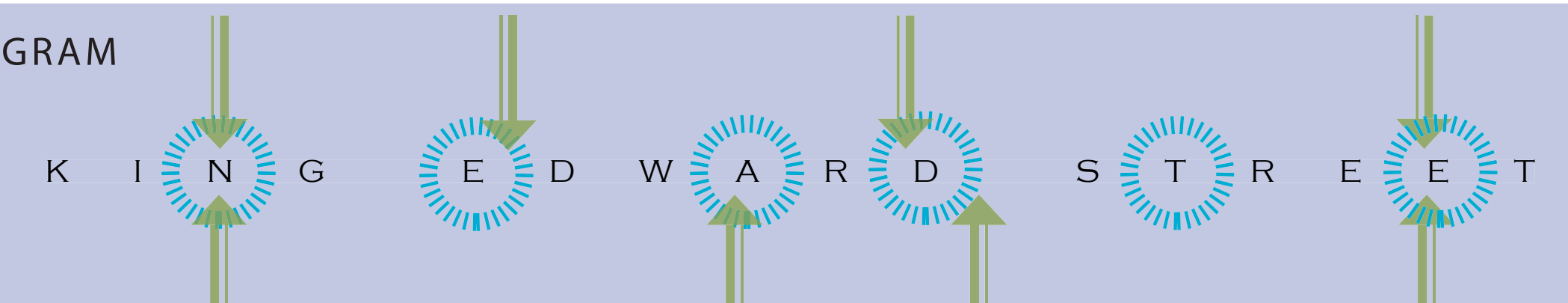
OPTION 2 INCLUDES "THE ESSENTIALS" ACTION POINTS OUTLINED IN OPTION 1 AND IS EXPANDED TO INCLUDE TO THE FOLLOWING FEATURES:

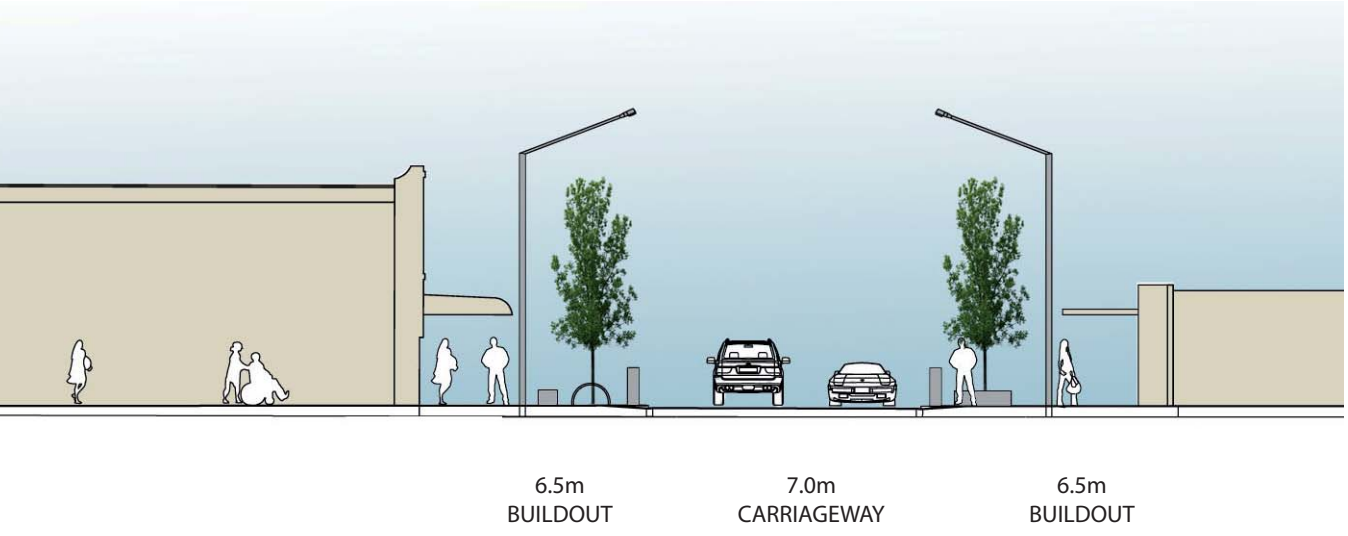
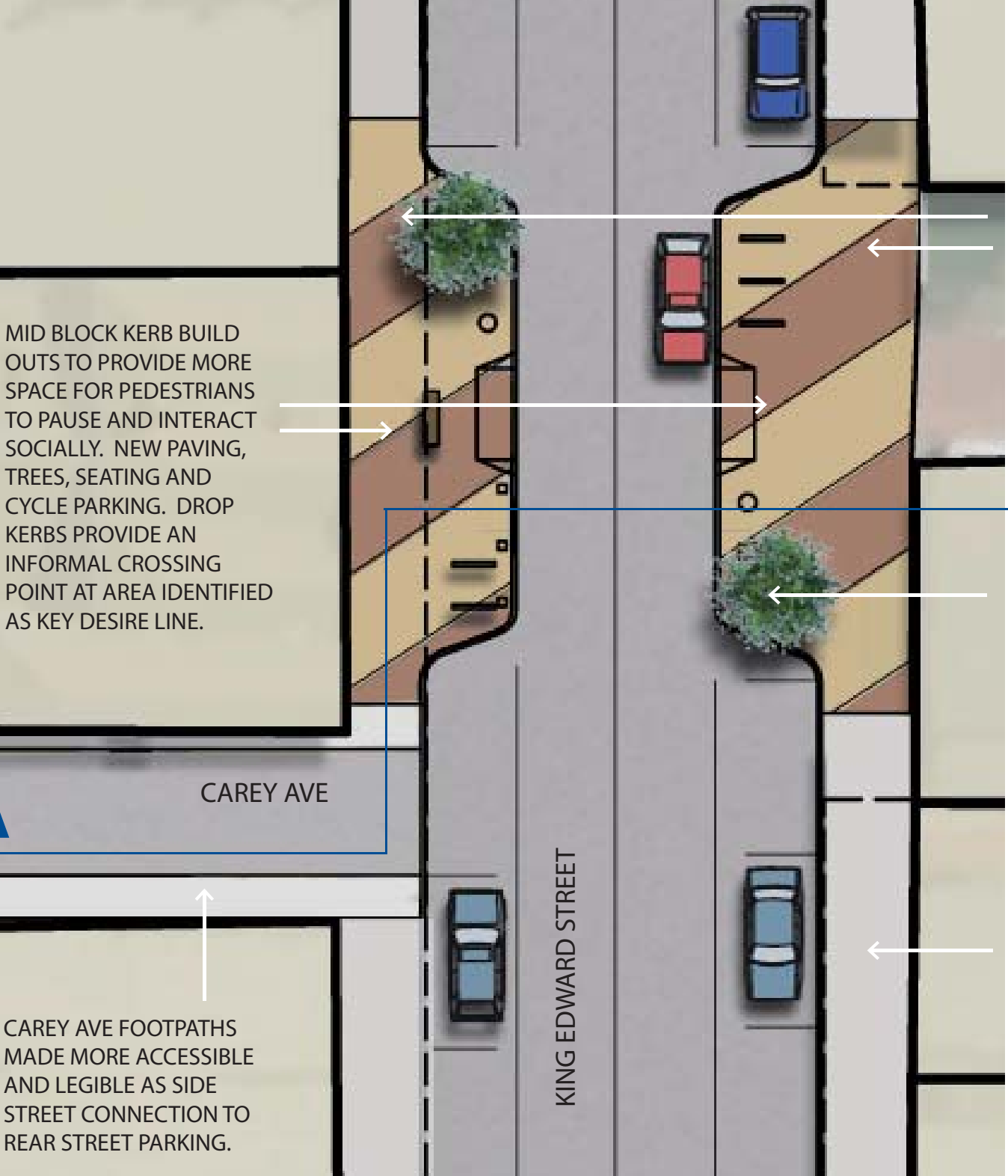


CONCEPT INTENT

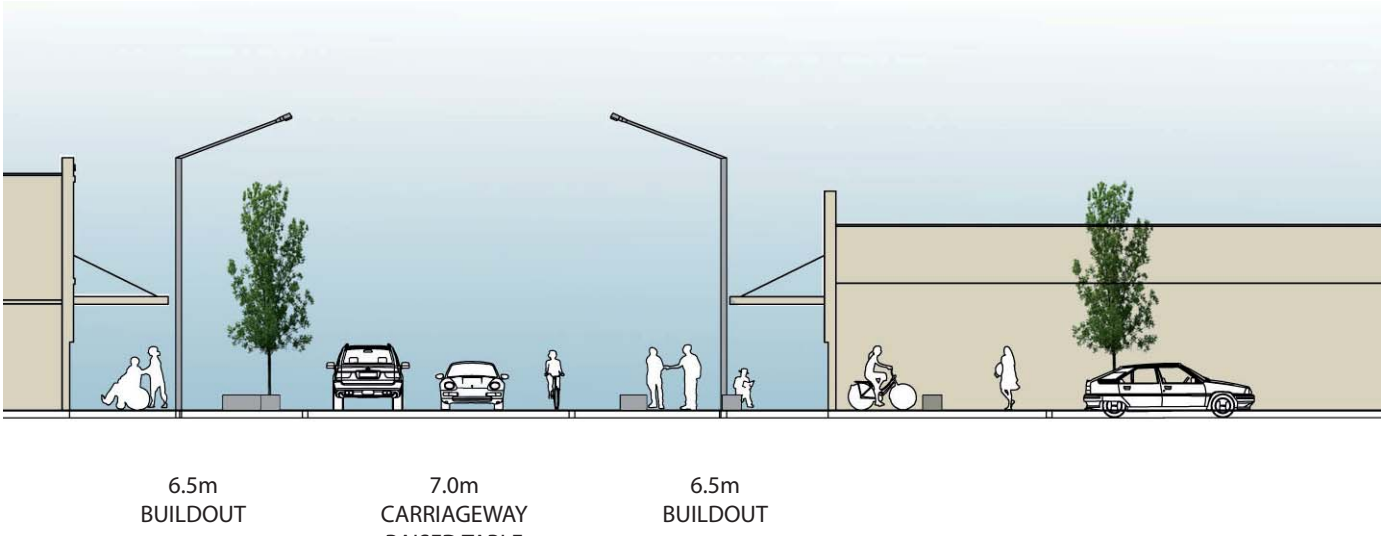
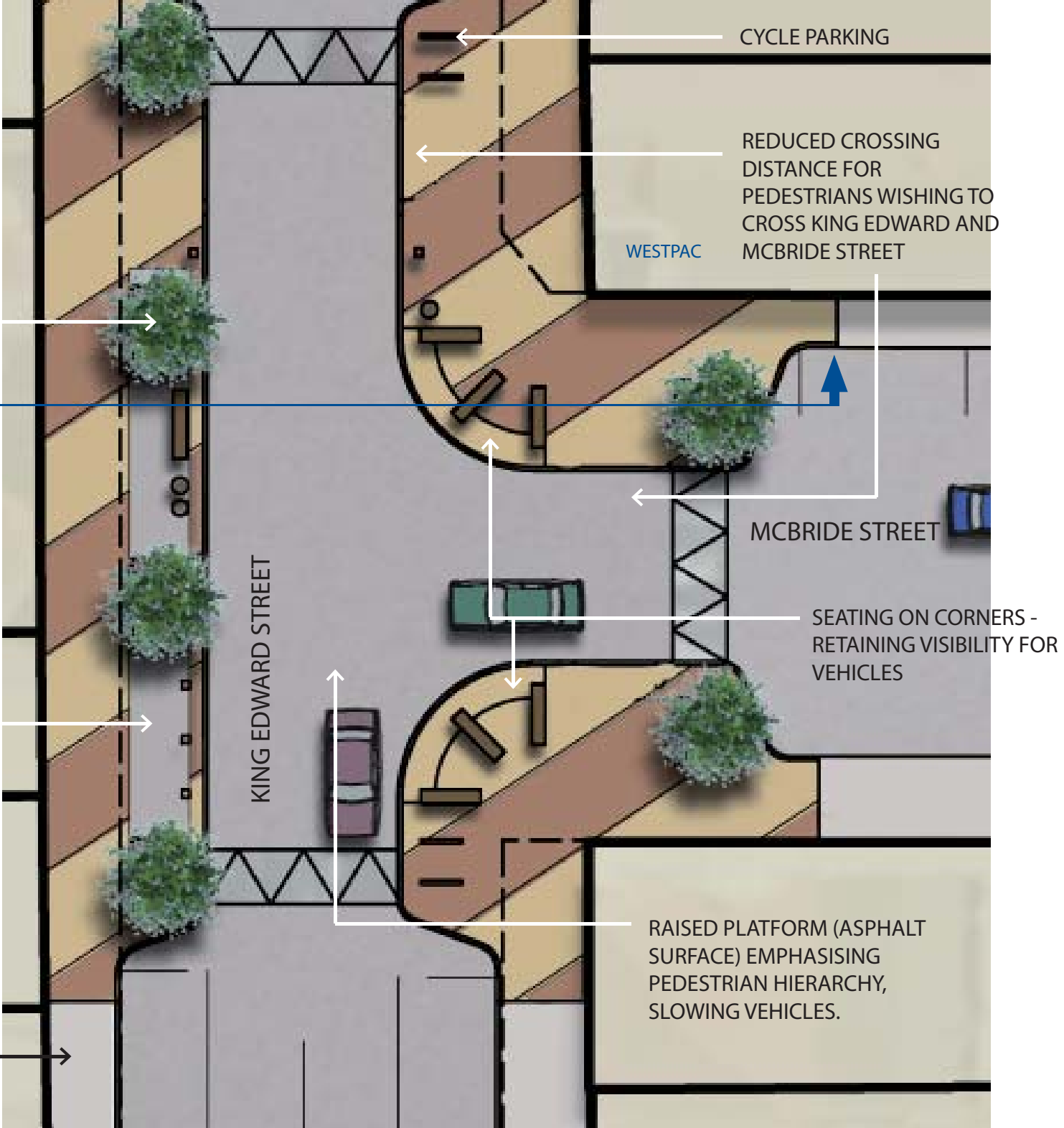
THIS CONCEPT EXTENDS THE FOCUS THROUGH TO MACANDREW STREET. CONNECTIONS INTO KING EDWARD STREET - THE 'HEART' OF THE RETAIL CENTRE - ARE ENHANCED BY MAKING THE ADJACENT LANES, SIDE AND BACK STREETS MORE LEGIBLE AND ACCESSIBLE, IMPROVING ACCESS AND AMENITY FOR PEDESTRIANS FROM SURROUNDING AREAS, AND ENCOURAGING MORE EFFICIENT USE OF REAR AREAS FOR PARKING.

CONCEPT DIAGRAM





MID BLOCK KERB BUILD OUT



MCBRIDE STREET INTERSECTION



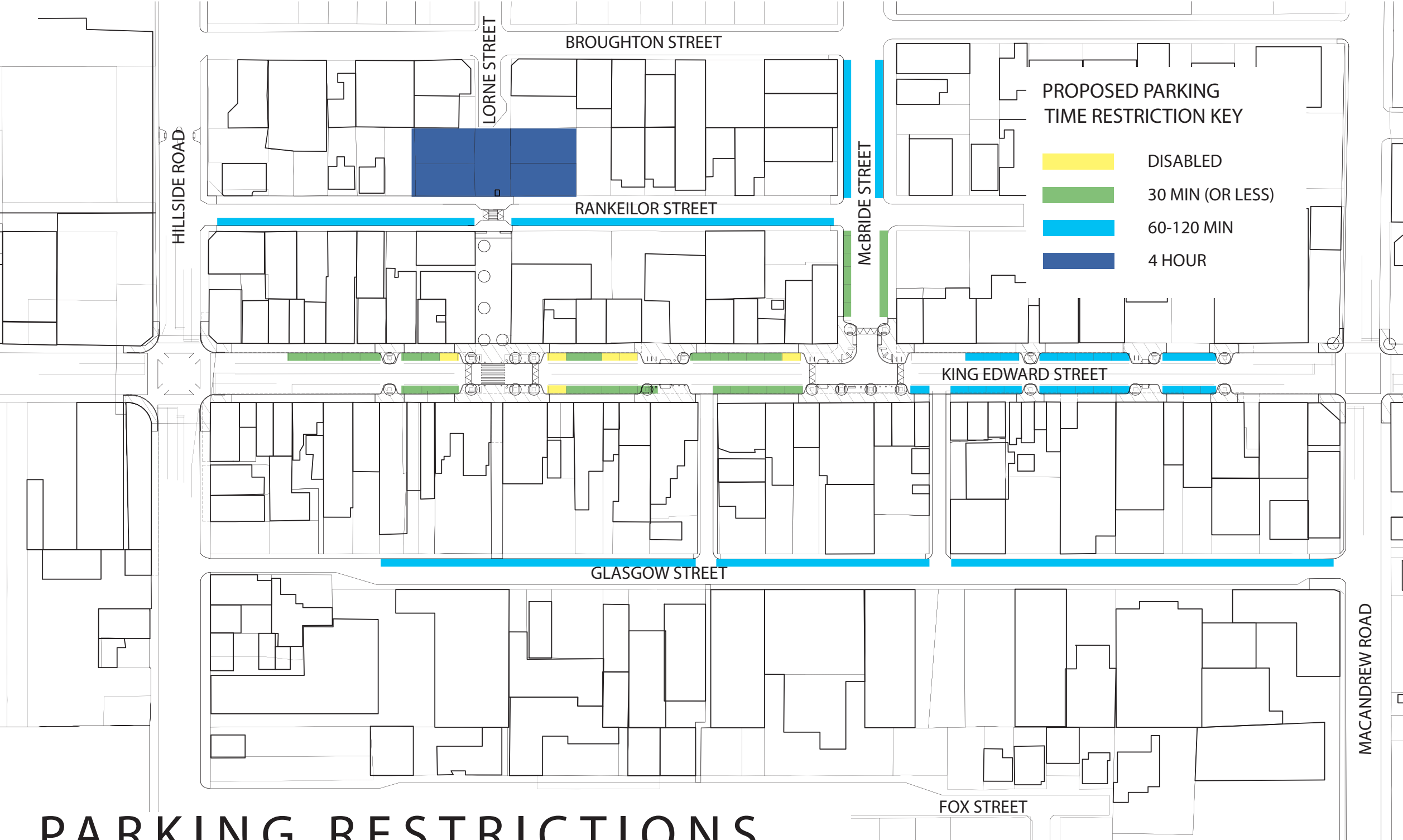
ARTIST'S IMPRESSION
LORNE STREET CROSSING

OPTION 2 BENEFITS

- EXPANDED FOCUS – TARGETS PRIORITY PROJECTS FROM OSRAM BRIDGE THROUGH TO MACANDREW ROAD, REINFORCING THIS LENGTH OF STREET AS PEDESTRIAN SPACE.
- IMPROVES THE PEDESTRIAN CONNECTIONS INTO KING EDWARD STREET TO FACILITATE BETTER LINKS WITH SURROUNDING 'GENERATORS' OF PEDESTRIAN ACTIVITY (RESIDENTIAL AREAS, LIGHT INDUSTRIAL AREAS, SUPERMARKETS ETC).
- MAKES LINKS TO REAR AND SIDE STREET PARKING
- COST – POTENTIALLY AROUND THE EARMARKED BUDGET FOR IMPLEMENTATION.

OPTION 2 DISADVANTAGES

- AREAS OUTSIDE OF NODAL DEVELOPMENT RECEIVE LITTLE ATTENTION – EXISTING SURFACES & FURNITURE REMAIN.
- POTENTIAL LOSS OF UP TO 26 ON-STREET CAR PARKS BETWEEN HILLSIDE AND MACANDREW ROAD TO PROVIDE FOR ADDITIONAL PEDESTRIAN SPACE.



PARKING RESTRICTIONS