

# Mount Street Area Streetscape Masterplan

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09	23 September 2019	Updates to report as requested by Council.	E. Ziebell	M.Stokes
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# 01 INTRODUCTION

Prahran is a vibrant, popular place to live, and over the next decade we expect more people to move into the area. With this in mind we want your help to develop a plan to deliver streets, footpaths and open spaces that celebrate Prahran's eclectic vibe, and meet community expectations.

Within Prahran, the area surrounding Mount Street, bounded by Chapel, King, Bangs and King Streets has been identified as an area of significant development.

The expected growth in development in this area will place pressure on infrastructure and services including our streets, parks and community facilities.

To prepare for this change Council is developing a Masterplan for the Mount Street Precinct. The Masterplan will guide Council and private developers to deliver better open spaces, footpaths and streets, and ensure future development considers the needs of the community. Most importantly, we want the Mount Street precinct to remain a vibrant and attractive place to live, work and visit.

# 02 OVERVIEW

## 2.1 Project Background

The Mount Street Area Masterplan is a project being undertaken by the City of Stonnington Council in conjunction with Tract Consultants. The project will nominate enhancements to the existing streetscapes, and adjacent Council land. This Masterplan document will form the framework for future works and upgrades to the area.

## 2.2 Study Area

The Mount Street Area is focused on Bangs Street, King Street, Anchor Place, Cecil Place, Clifton Street, Mount Street and Regent Street.



# 03 CHAPEL reVISION STRUCTURE PLAN

The Mount Street Streetscape Masterplan document seeks to guide the implementation of recommendations from the Chapel Street Activity Centre: Chapel reVision Structure Plan 2012 – 2031 and the Neighbourhood Framework Plan.

## Chapel reVision

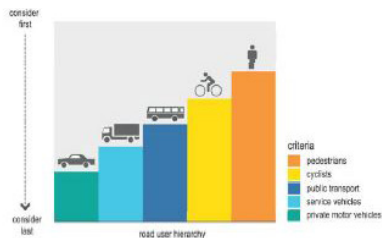
The Chapel reVision identifies Chapel Street has a significant shortage of public open space in the Chapel Street area.

A key objective is to provide quality streets and public spaces to meet the needs of an increasing number of people that will live, work and visit the area in the future.

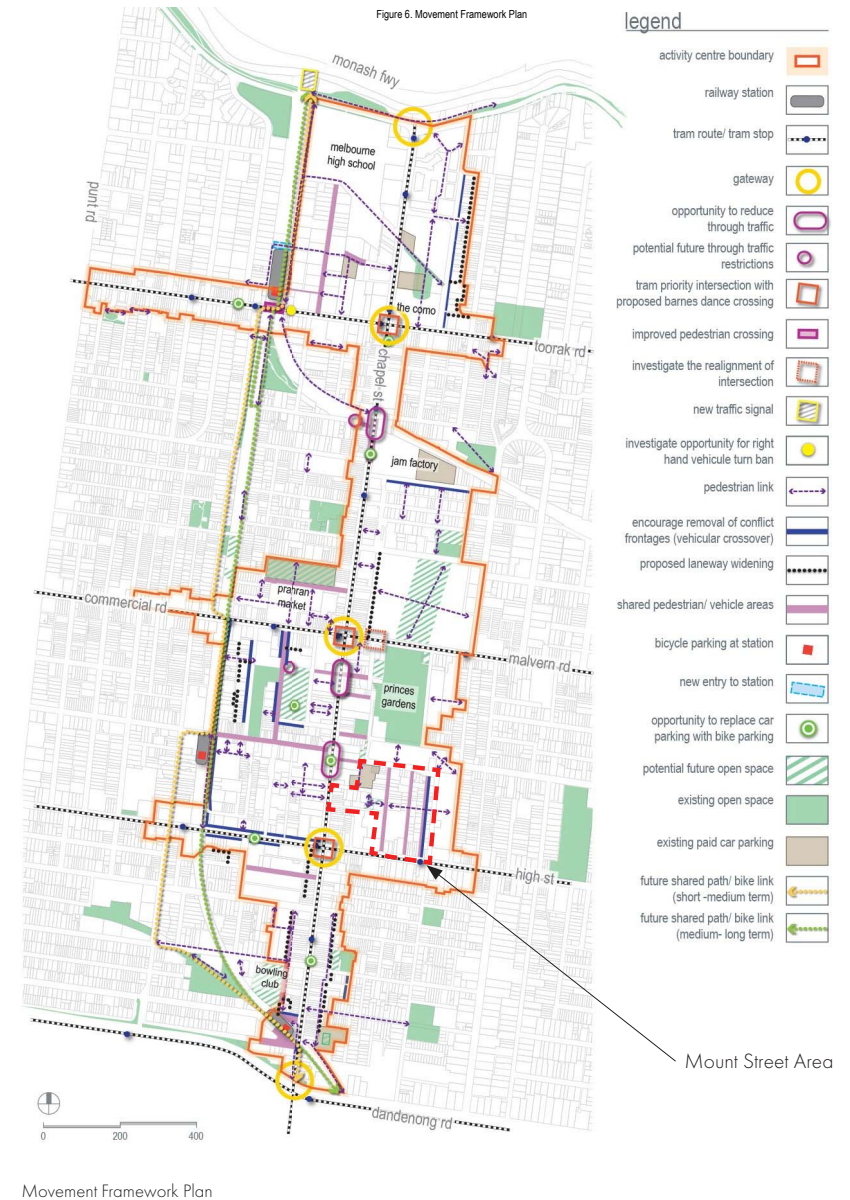
Key strategies for the precinct is to accommodate the movement needs of an increased number of people living working and visiting the area in a convenient, safe and sustainable way, with more emphasis on pedestrians, public transport and measures to address traffic congestion.

The proposed strategies include -

- It is important to establish an integrated transport network that priorities walking, cycling and public transport and provide a safer and highly accessible network
- Establish a local access street network include key nodes and open space
- Priorities the growth of sustainable transport modes



Chapel Revision Structure Plan - Road User Hierarchy



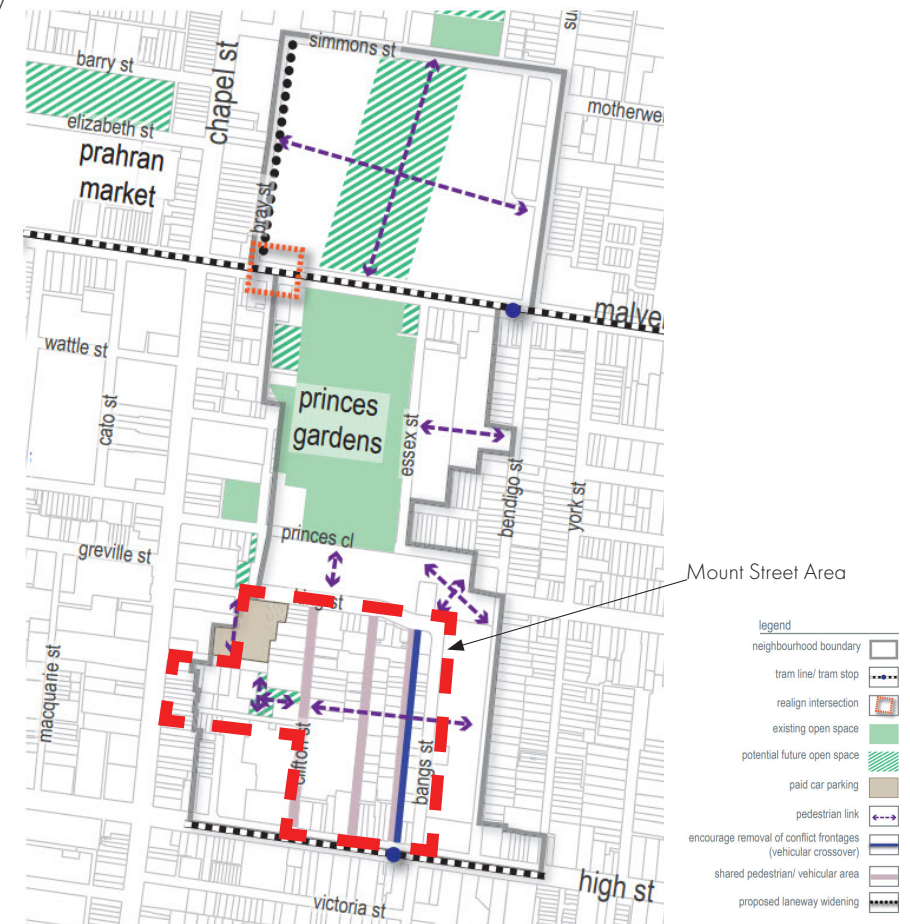


## Neighbourhood Framework Plan

The Neighbourhood Framework Plan provides an overview of the existing characteristics of each area including the variety of buildings, uses, public spaces, existing services and facilities.

Key recommendations from the Neighbourhood Framework Plan For the Mount Street area include -

- New links and laneways, expanded footpaths and pedestrian spaces to create an opportunity for public open in locations such as Anchor Place and Bendigo, Bangs, Regents, Mount and Clifton Streets.
- Investigate the opportunity to create a new public pocket park on the car park and 19 Cecil Place
- Prepare a masterplan for Bang, Regent, Mount and King Street as an Area in transition to mixed use area.
- Investigate opportunities to widen footpaths on the eastern side of Regent Street, including considering the removal of on street parking.
- Provide a tree lined footpath along the eastern side of Bang Street.
- Retain pedestrian permeability through these sites to encourage more sustainable forms of movement throughout the Activity Centre.
- Provide widened footpaths to cater for the transition of the area from industrial to mixed use and anticipated growth in this area.
- Increase and improve public open space to enhance the public realm and pedestrian movements within an area undergoing transition to mixed use/higher density housing.
- Encourage sustainable movement within the Activity Centre
- Retain and enhance link through the King street car-park to provide pedestrian connectivity from Cecil Place to King Street
- New east-west pedestrian link connecting Clifton Street to Bendigo Street.
- Investigate new east-west pedestrian links as public open space or publicly accessible open space to enhance pedestrian connections between Clifton Street and Bendigo Street, either as part of future developments or via land acquisitions.
- Require a 1 metre setback on the north side of Anchor Place.
- Encourage vehicle access from Bang street for properties fronting Regent Street to remove vehicle crossing on eastern side of Regent Street
- Investigate opportunities to underground or relocate the substation in Anchor Place to improve laneway activation and to provide up to a 1 metre setback at ground level at 3 Anchor Place, 11-13 Anchor Place and 10 Cecil Place along the south boundary to Anchor Place.

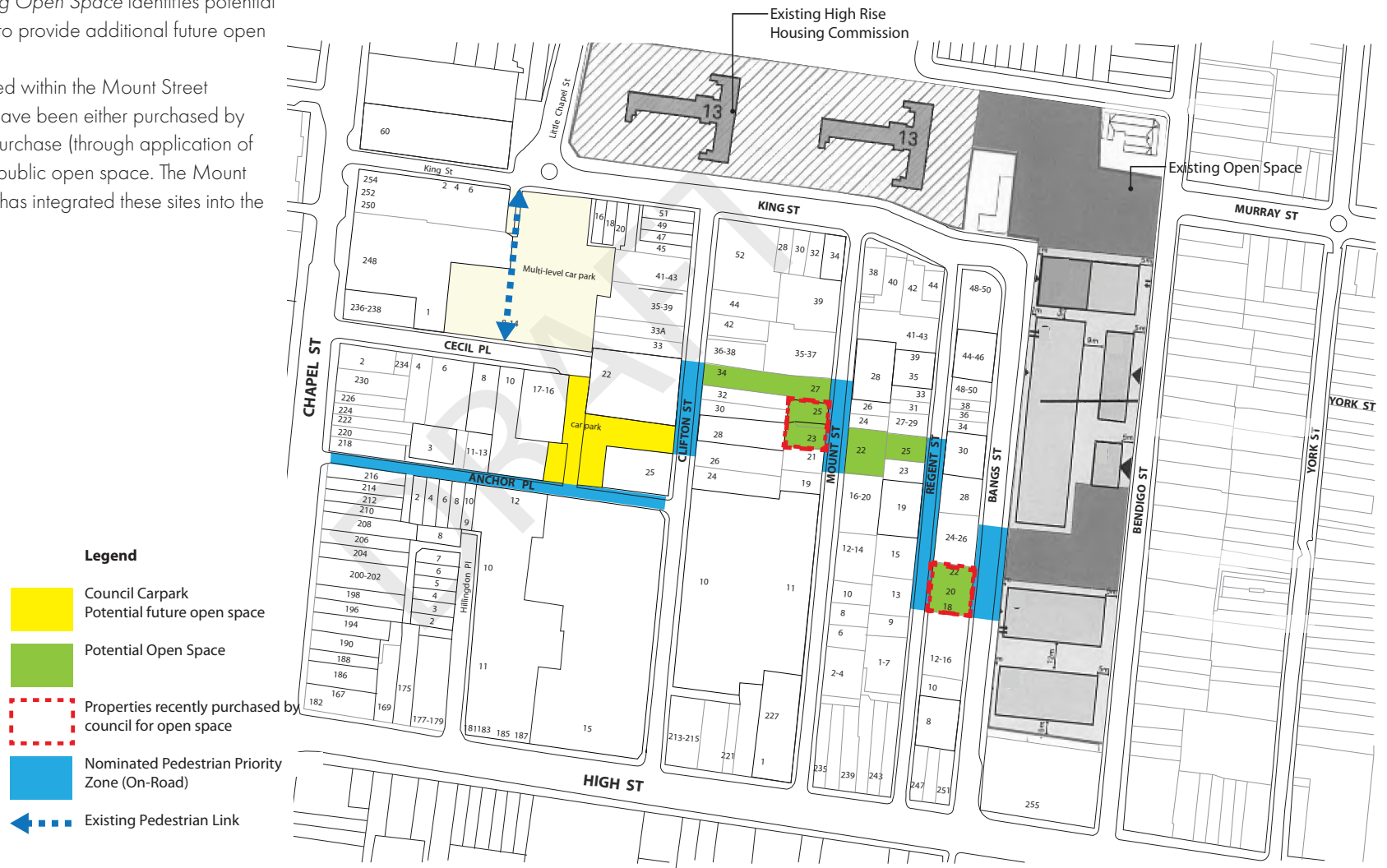


Chapel Revision Structure Plan - Movement Framework Plan

# 04 STRATEGIES FOR CREATING OPEN SPACE

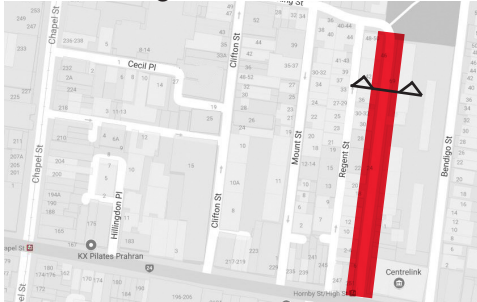
Council's *Strategies for Creating Open Space* identifies potential land opportunities to purchase to provide additional future open space within the municipality.

Future open space sites identified within the Mount Street Streetscape Masterplan area have been either purchased by Council or reserved for future purchase (through application of Public Acquisition Overlay) for public open space. The Mount Street Streetscape Masterplan has integrated these sites into the overall design of the precinct.



# 05 STREET ANALYSIS

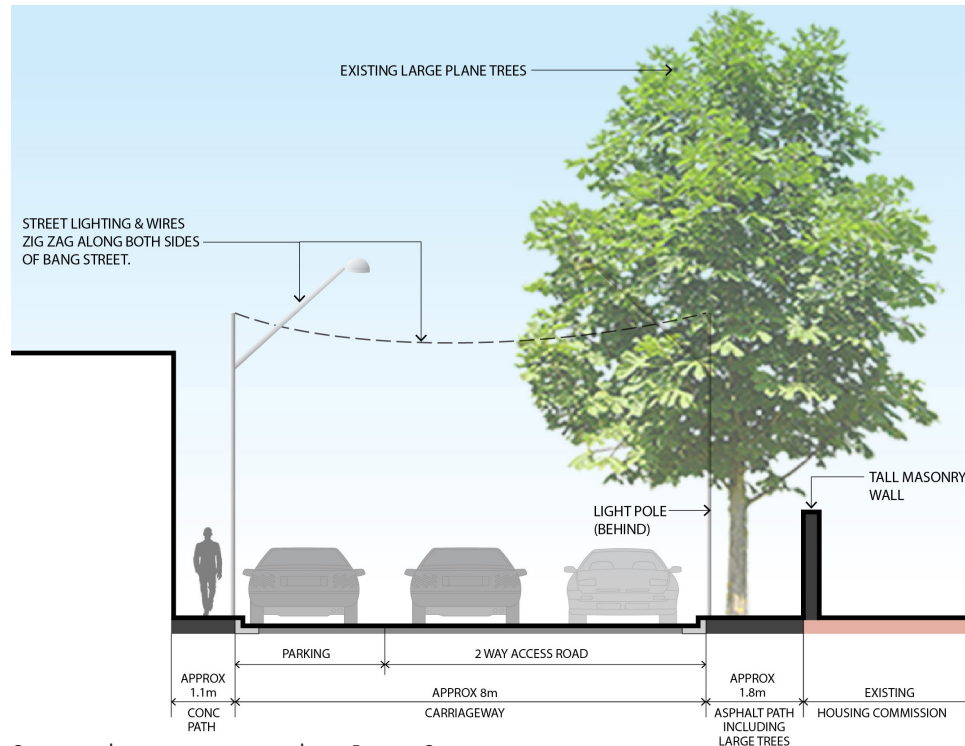
## 5.1 Bangs Street



Bangs Street to is one of the primary roads through the study area. The street is approximately 12m in width. There is a single lane of traffic in each direction with parking on the west side.

The street is dominated by a handful of existing mature Plane Trees that offer a sense of vertical scale in comparison to the adjacent Department of Health and Human Services - Office of Housing buildings.

To the corner of Bangs Street and Kings Street is a park on Department of Health and Human Services land that provides access to Bendigo street to the east and Princes Street to the north.



Section elevation: view north on Bangs Street



Large Plane Tree provides a vast canopy and gives some ascendancy to the domineering Housing Commission behind.



Park entry on the corner of King St.



Vibrancy from street art on She Bangs.



Narrow pathway is restricted by existing trees



New development with different architectural styles, materials and finishes.



Existing warehouses & industrial businesses.



Footpaths to the West are very narrow.



## 5.2 King Street

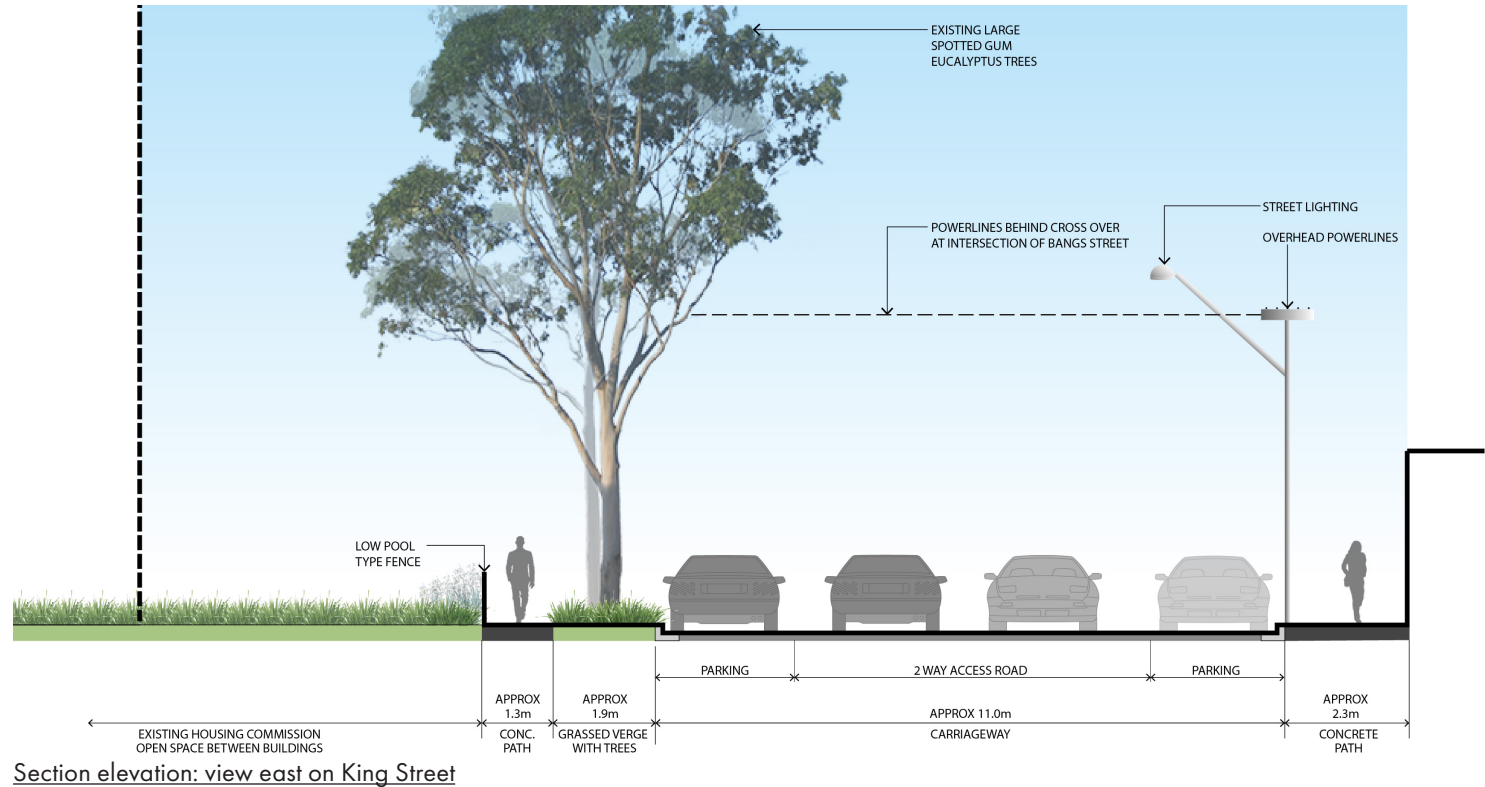


Similar to Bangs Street, King Street is one of the primary roads through the study area. The street is approximately 17.5m in width. There is a single lane of traffic in each direction with parking on both sides.

The street terminates at a roundabout with a visual cue to Chapel Street and the Prahran Town Hall.

The street is dominated by a row of existing mature Spotted Gums in the nature strip that offer a sense of vertical scale in comparison to the adjacent Department of Health and Human Services - Office of Housing buildings.

To the corner of Bangs Street and Kings Street is a park on Department of Health and Human Services land that provides access to Bendigo street to the east and Princes Street to the north.



Housing commission building and large Eucalyptus provides a vast canopy



Colour and vibrancy from She Bangs



Council's Multi-level Carpark with pedestrian links to Cecil Lane and visual dominance of powerlines



Uninviting access into existing open space



Inconsistent materiality



A wide street dominated by vehicles parked on both sides

### 5.3 Cecil Place

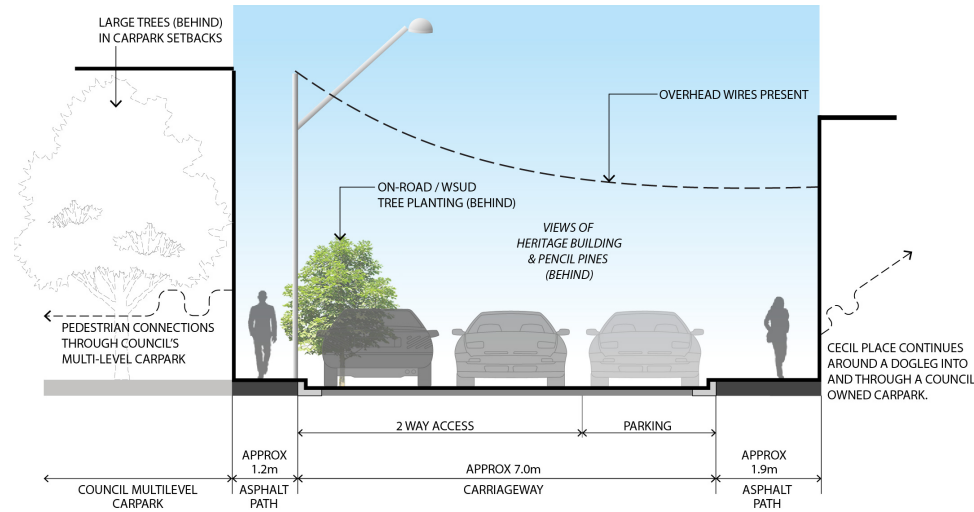


Cecil Place runs predominately east west and connects through to Clifton Street and Anchor Place via the existing carpark.

The street is approximately 11m in width and traffic can travel in both directions with parking limited to the south side of the western end of the street.

The streetscape is softened by the integration of 2 trees planted to the edge of the road reservation. There are two additional pockets of planting, with mature trees to either end of the existing carpark and a single mature gum to the pedestrian entrance of the carpark.

Two mature cypress trees flank the front of the former Protestant Hall.



Section elevation: view east on Cecil Place



Early 20th century architecture prevalent



Heritage building & Pencil Pines main focal point from views from Chapel Street



On-Street tree planting



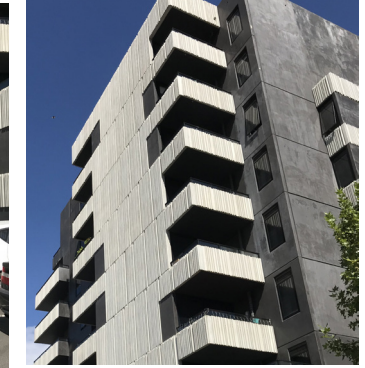
Pockets of planting setback through the Multi-level car park



Council's multi-level carpark has pedestrian links to King Street



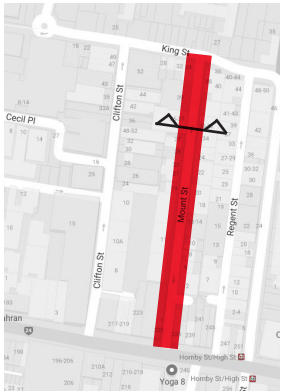
Council on grade car park is a sea of asphalt with some tree highlight



Tall residential tower sits in the corner of the Council car park



## 5.4 Mount Street



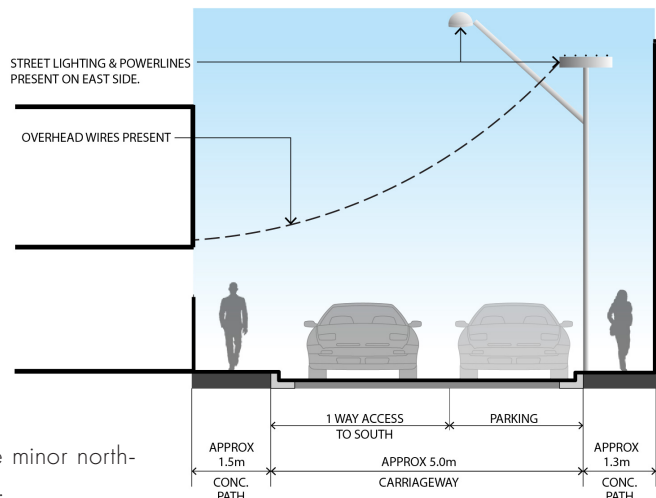
Mount Street is one of three minor north-south roads in the study area.

The street is approximately 8.5m in width. There is a single lane of traffic that travels south with parking on the eastern side of the road.

The streetscape is dominated by several multi storey buildings along the western side of the street. Generally these buildings are setback from the footpath with paving between the building and the footpath.

The far south-west corner of the street is activated by Middletown Restaurant. The restaurant wraps around the corner providing activation to both High Street and Mount Street.

The built form and height is irregular, with several existing Victorian terrace houses remaining wedged between 2 and 3 storey new and old commercial buildings.



Section elevation: view north on Mount Street



Housing Commission dominant views North.



Building setbacks with no landscape.



Mixed materiality: bluestone & concrete



Mixed bag architectural forms

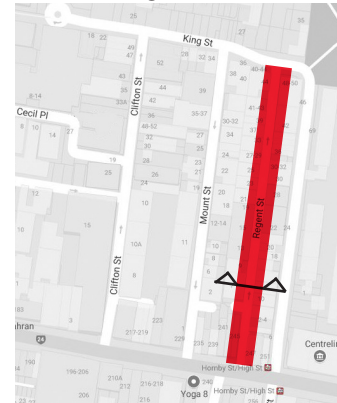


Green opportunities



Concrete rollover curb is prevalent

## 5.5 Regent Street

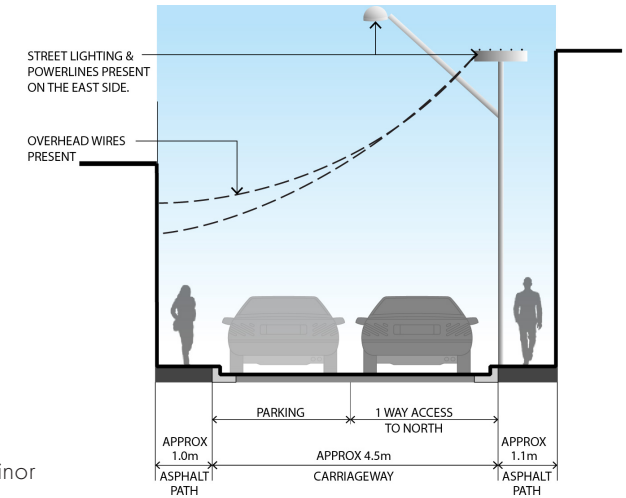


Regent Street is one of three minor north-south roads in the study area.

The street is approximately 7.5m in width. There is a single lane of traffic that travels north with parking on the western side of the road.

The street has the least amount of new development and as such retains a strong light industrial character with red bricks, steel and concrete dominating. There is also a somewhat consistent scale of buildings to either side of the street.

Many existing industrial buildings have been converted into private dwellings.



Section elevation: view north on Regent Street



Inconsistent on materiality



Street art highlights



Varied architectural types



Red brick dominance



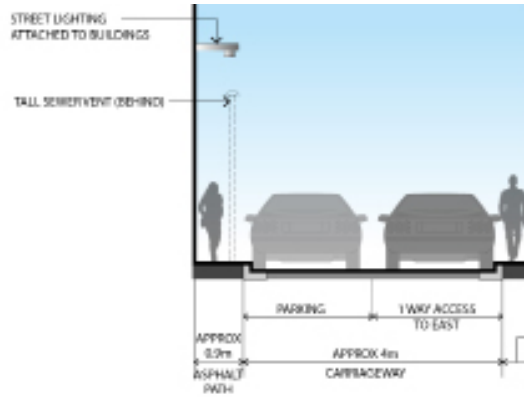
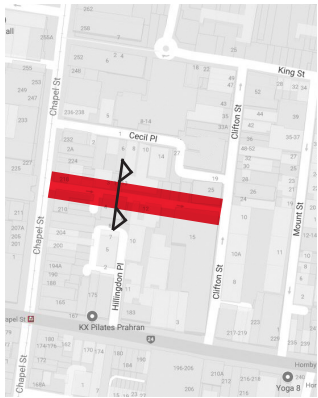
Missed landscape opportunities



No street trees



## 5.6 Anchor Place



Section elevation: view east on Anchor Place

Anchor Place provides an east west connection between Clifton Street and Chapel Street.

The narrow street is approximately 6.5m in width with one-way east bound access. Parking is limited to the north side of the western end of the street.

On the south side is a former, commercial two storey red brick building that has been converted into dwellings to the first floor and retail to the ground floor. These retail tenancies are successful at activating the street.

Numerous upper level, private balconies protrude beyond the building façade and into the streetscape.



Narrow pathways blocked by bins from commercial tenancies



Underutilised building set backs



Sewer vent is focal point of views down the street



Mixed materiality and interface with new developments

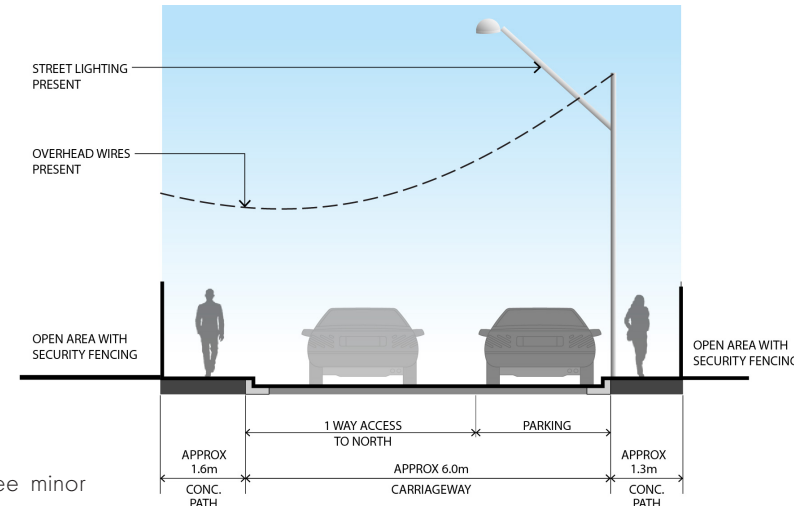
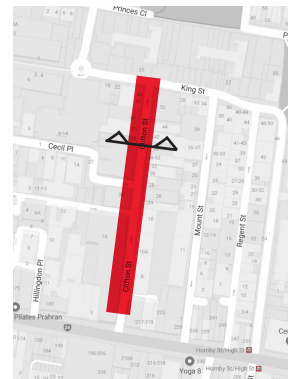


Council car park dominates with vehicles and minimising pedestrian flow



Street art / graffiti present in alleyways

## 5.7 Clifton Street



Section elevation: view north on Clifton Street

Clifton Street is one of three minor north-south roads in the study area.

The street is approximately 10m in width. There is a single lane of traffic that travels north with parking on the eastern side of the road.

The streetscape is dominated by a large mixed use development to the south of the street that occupies the former Vision Australia Site. The heritage listed Protestant Hall at 22 Cecil Place, backs onto Clifton Street and is well setback from the footpath.

The Smith Hotel occupies the south eastern corner of the street and activates High Street.



Tactiles and directional indicators only within new development



Wide new development setbacks with minimal landscape treatments and well used bike racks



Narrow cluttered walkways



Artistic opportunities present



Industrial warehouses and residential house are side by side



Inconsistent materiality

# 06 MOUNT STREET AREA SUMMARY

## 6.1 Positives & Opportunities



Large Established trees



Opportunistic plant life on walls



On Street Trees

Building Setback



Street ownership/pride



Street Art



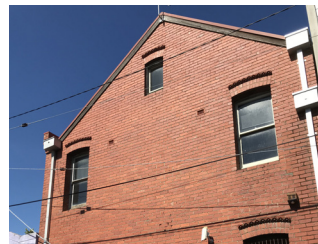
SheBangs



Pedestrian links



Bike parking



Converted warehouses



Well considered architectural design



Street corner activation



## 6.2 Detractors



*Narrow pathways*



*Underutilised setbacks*



*Overhead powerlines & wires*



*No trees*



*Cars parked*



*Streetscape materiality inconsistencies*



*Block footpaths*



*Inconsistent architecture and planning regulations*



# 07 COMMUNITY CONSULTATION STRATEGY

## Who is the community

The Mount Street area comprises of seven streetscapes, supporting high and low density residential, industry and commercial uses. It is a space used by residents, workers and visitors.

The Mount Street Masterplan - Social and Commercial Impact Assessment has been prepared by HillPDA Consulting.

- Residents:
  - As of 2016, 1,312 residents live in the study area,
  - 83% of residents are renting.
  - The largest proportion of the population is aged between 24-39.
  - The population within the Mount Street Precinct could increase by around 230 people by 2021, with potential for an additional 870 by 2024.
  - Approximately 46% of the community use public and active transport as a method to travel to work
  - Approximately 30% of the community do not own a car
- Workers: a number of businesses operate out of the area.
- Visitors: the study area is in an activity zone and attracts a wide range of people, from those visiting businesses in the general area to meet friends. The popularity of the area puts pressure on parking

## Consultation Objectives

The purpose of undertaking community consultation is to:

- Inform the community of the Mount Street Area Masterplan and its objectives,
- Seek feedback form the community regarding the key problems in the area, where they think opportunities are to improve and their priorities
- Seek feedback regarding master planning designs

This community of people know the day to day workings of the area and their consultation has the potential to mold this project for the better.

### Consultation Approach

The project utilises a number of consultation methods to reach as many people as possible.

#### **Communication Activity:**

- Dedicated webpage was live from November 2018 - [connectsonnington.vic.gov.au/mountmasterplan](http://connectsonnington.vic.gov.au/mountmasterplan)
- Postcards sent to more than 2000 residents and business owners (2 rounds)
- An advertisement was published in the leader on 20/11/2018
- Site notice boards were installed in the area during the street surveys

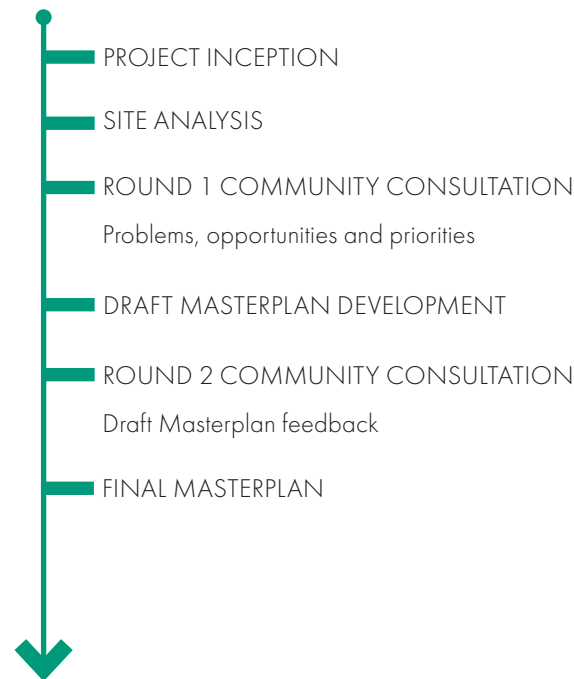
#### **Engagement Activity:**

- Street surveyors were on site on Wednesday and Thursday the 21<sup>st</sup> and 22<sup>nd</sup> of November 2018, and spoke with residents and business owners
- Online and hardcopy surveys
- Two drop in sessions were run as part of the consultation session -
  - Round one - She Bangs Cafe
  - Round two - Functions on Chapel

First, the community has the opportunity to provide analysis of the project objectives and area. Second, the community offers feedback on the draft Masterplan development.

Sessions took place within the study area on week nights (after working hours) to allow for a wide spectrum of the community to attend.

For further information, refer to Community Engagement Report.



# 08 VISION & PRECEDENTS



PRINCIPLE 01:  
IDENTITY

Create a strong identity for the precinct with a consistent palette of materials. Creating new and authentic spaces.

PRINCIPLE 02:  
INTEGRATED PUBLIC REALM

Embrace external positive characteristics and adjoining existing mature landscapes, to provide cohesion & connection with individual spaces.

PRINCIPLE 03:  
ACTIVATED

Establish a new standard of public realm quality where the site meets the surrounding city context - activate street level as comfortable and safe 'people spaces' for all hours.

PRINCIPLE 04:  
CREATIVE

Use and build on public art and place activation and programming to build community ownership.



# 09 ROUND 1 COMMUNITY CONSULTATION

The first step in the consultation phase was undertaken in December 2018, with the aim to seek feedback on key problems, opportunities and priorities in the development of the Bang Street Masterplan. The consultation was held at She Bangs Art Cafe at 5pm in the afternoon. Feedback was also provided by email.

In summary, the results of the engagement show there is community interest in the four topics below.

## TRAFFIC AND PARKING

Participants expressed concern with mis behaved traffic, unsafe speeds of the road, through traffic, dangerous intersections and parking

## PEDESTRIAN SAFETY AND AMENITY

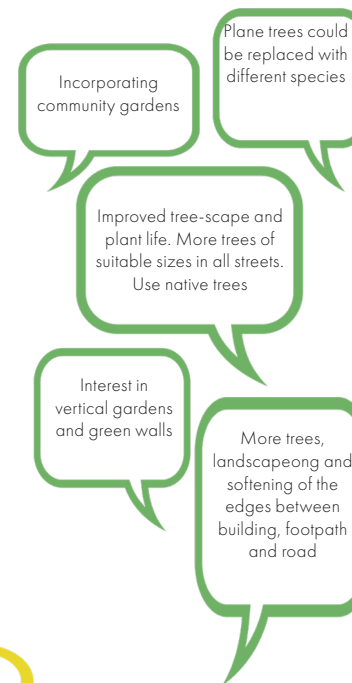
Participants spoke of poor quality and narrow footpaths with uneven surfaces, and obstacles such as bins restricting access. Clear pedestrian links were also mentioned, as well as giving priority to pedestrians over cars.

## GREENERY AND VEGETATION

Interest was expressed in creating a variety of green spaces, such as community gardens, vertical gardens, and improving the tree-scape with street trees to suit the size of the street

## A PLACE FOR THE COMMUNITY

Interest in activating the public realm by activating street corners, community gardens and greens spaces with facilities that act as destinations. They should also cater for the diversity of groups that use the public space. Concern was also expressed for misuse of the public spaces, and improved lighting for safety.









# 10 ROUND 2 COMMUNITY CONSULTATION

Round 2 community consultation took place at Functions on Chapel in June 2019. The aim of the session was to present the draft masterplan to the community and take on feedback.

Participants were invited to write their thoughts on post it notes and stick them to the draft masterplan concept and precedent imagery. This allowed community members to share their vision with each other and the project team. Their thoughts have been recorded below.

## OPEN SPACE OPPORTUNITIES

Participants are positive in regarding increased open spaces and want to ensure they are functional, safe, natural and modern.



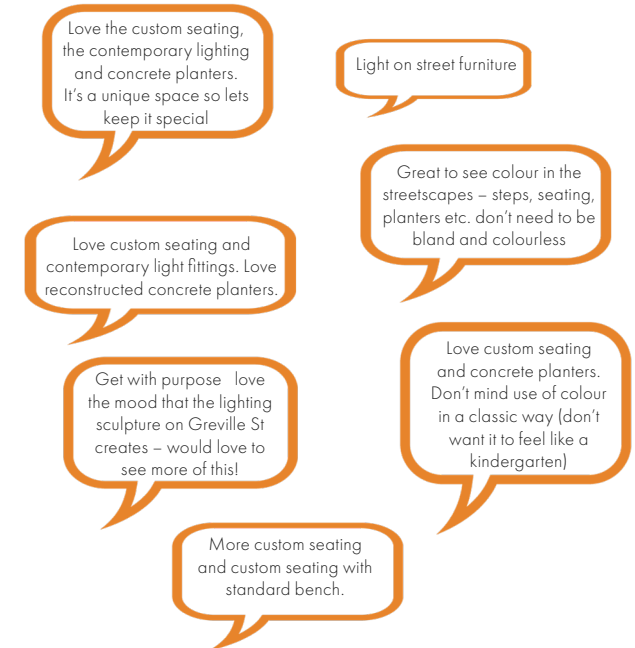
## MATERIAL OPTIONS

A preference for natural materials, tone progression and colour was expressed by residents.



## FURNITURE OPTIONS

Participants commented on the uniqueness of their streets and a want to ensure that is kept with custom and contemporary features, including colour, custom seating and concrete planters.





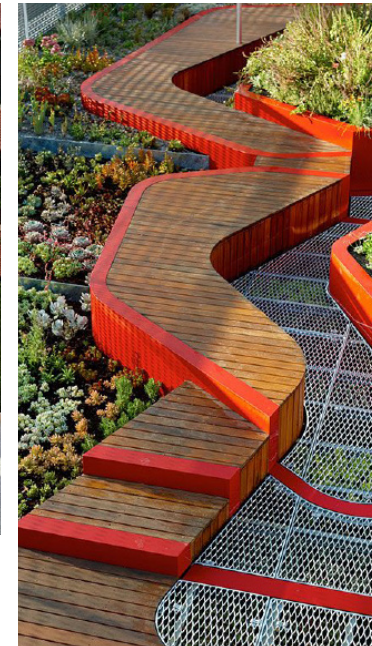
**BESPOKE FURNITURE/**  
Use of bespoke furniture with colours that draw your eye and visually connect the open spaces



**LIGHTING**  
Guide people safely through the spaces. The potential to incorporate strip lighting in to the furniture, and create a trail of light weaving through the spaces



**GEOMETRIC FORM**  
Use of strong geometric form to break up the linear spaces and create an identifiable language



**STREET ART TRAIL**  
Draw people through the space with walls and elements of the pocket parks painted by local artists



### STREET ART TRAIL

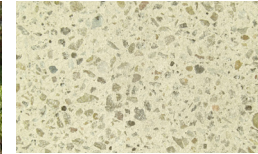
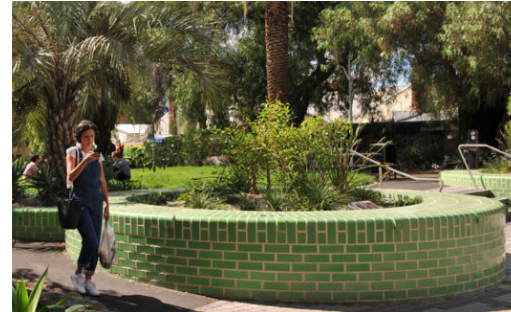
Visual Arts opportunities through the opens spaces with an connection to Chapel Street.



### OPEN SPACE OPPORTUNITIES

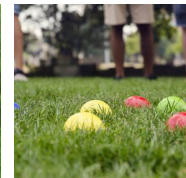
### COMMUNITY GATHERING SPACE

Potential to create a space to facilitate organisations to create community gathering eg neighbourhood street dinners.



### MATERIALITY

Use of strong natural materials, pattern and pops of colour through coloured exposed aggregate concrete, paving, timber and coloured bricks



### SPACE FOR ACTIVITIES

Grassed areas for flexible use

COMMUNITY CONSULTATION  
ROUND 2



Round-about – is it required?

Remove parking on the ends – safety issue

King St roundabout – traffic drives over roundabout – is the roundabout still required now that Kings Walk?

King St car parking 2hr? Commercial vans parked on street instead of parking in their own property (which has parking)

Intersection safety (Bangs St & High St) – two left turnway lanes reduce to one left and one right.

Bang Street – Section 02 preferred option as you can't currently use the footpath walkway side by side with children

Better lighting on Bangs Street

Keep parking for businesses

Trees encroach on road

Business on Regent St – parking

Street lighting bright into residences

Setback area could be included in master plan – planting

Yes, yes, yes to tree planting on both sides of Clifton (birdsong lifts my heart)

Very good idea that someone had to reverse the one-way direction for Anchor St! With increasing development on Anchor and Clifton, increases traffic flow down Clifton reverse the direction with a 'left only' turn onto Chapel St to de-congest the streets

Double 'thumbs-up' to wider, level footpaths, and more personalised street level lighting sources

One way access YES... but change direction. Feed traffic from Anchor and Cecil Places onto CHAPEL ST (from Anchor Place)

Car entry into new proposed Cecil St Apartments / Bengon. Dew.

Clifton Street traffic, going against one way to High St – transport / local law enforcement

Non-deciduous trees please in Clifton – it is a wind tunnel down Anchor through the carpark!

Keep buildings low use – allow sunlight to still hit the street. Add greenery.

Definitely upgrade street lighting AND use more consistent materials for paths ect.

Sewage pipes – and trees

street interface improvement



# 11 FINAL MASTERPLAN



## Legend




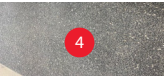
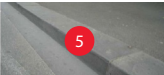

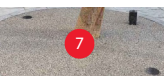

- Vehicle threshold treatment
- Limit of works
- Proposed shared user area: Raised threshold, no kerbs, pavement change
- Proposed Pocket Parks
- Potential Future Pocket Park
- Nodal Point - Opportunities for activation, Potential Street Art trail
- Visual cues guiding pedestrians through the space
- Pedestrian Link
- Direction of traffic
- Retain and protect existing trees (7 no.)
- Proposed broad canopy tree (38 no.)
- Proposed medium street tree (21 no.)
- Approx 2,600m<sup>2</sup> of new open space  
Proposed small upright street tree

# 12 PROPOSED MATERIALS

## 12.1 Hard landscape



### LEGEND

REFERENCE IMAGE	Description	Details / Materials
<b>HARDSCAPE MATERIALS</b>		
	<b>Material Type 1</b> <i>Bluestone Paving</i>	"Bamstone or approved equivalent" Bluestone Pavers on 25mm mortar bed over structural slab to match as close to the streetscape
To be used for shared zone footpaths		
	<b>Material Type 2</b> <i>Charcoal Granite Setts</i>	"Bamstone or approved equivalent" Granite Cobbles Setts on 25mm mortar bed over structural slab
To be used for accents within shared zone carriageways		
	<b>Material Type 3</b> <i>Bluestone Granite Setts</i>	"Bamstone or approved equivalent" Granite Cobbles Setts on 25mm mortar bed over structural slab
To be used for accents within shared zone and open space footpaths		
	<b>Material Type 4</b> <i>Exposed Aggregate Concrete</i>	Colour Exposed Aggregate
To be used for shared zone carriageways		
	<b>Material Type 5</b> <i>Bluestone Kerb</i>	Natural sawn bluestone as kerbstone with a 24mm bullnose to exposed corner with Concrete Channel
To be used for all kerb interfaces		
	<b>Material Type 6</b> <i>Asphalt with bluestone banding</i>	Flush Bluestone Kerb
To be used in standard footpaths		
	<b>Material Type 7</b> <i>Pebble Pave Tree Pits</i>	"Pebble Pave" or approved equivalent. Colour to match existing tree pit
To be installed for all street trees		
	<b>Material Type 8</b> <i>Bluestone Kerb</i>	Flush Bluestone Kerb



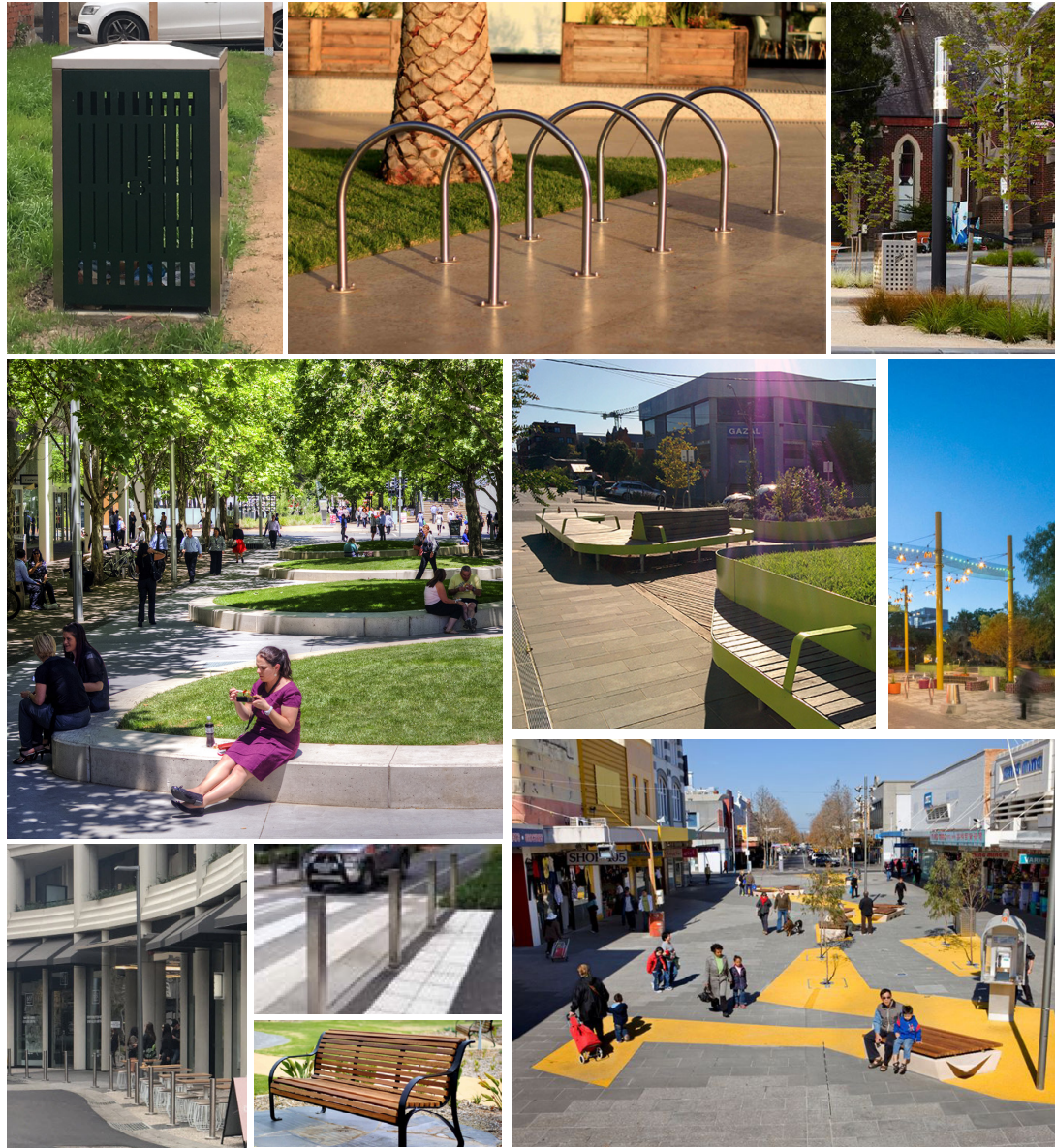
## 12.2 Street furniture

Combination of standard and custom designed, contemporary benches and seats, bollards, drinking fountains, lights and bins. Powder coated steel and timber.

### Sundry Public Realms Items-

- Bollards
- Bollards with lights - for Anchor place and other shared zones
- Stonnington standard bollard bike racks
- Customised design fabricated steel with appropriate sealed coating, selected colour and texture.
- Nodal Planters
- Stonnington standard bench seating
- Raised "low height" precast seating, selected colours (white), aggregates and honed finish.
- Feature lighting
- Stonnington standard bin

Contemporary suite of streetlighting with hierarchy commensurate with urban spaces (nodal points, entries, plazas, streetscapes)



## 12.3 Soft Landscape

### Nodal Tree Species

High profile, sparse foliage with minimal vista screening qualities

### General Tree Species

Indicative species selected for individual streets are as follows:

- King Street - Large tree species
- Bang Street - Large tree species
- Clifton Street - Small tree species
- Mount Street- Small canopy tree species
- Regent Street- Narrow canopy tree species
- Cecil Place - Narrow canopy tree species

### Generally

Trees need to be planted incorporating Water Sensitive Urban Design (WSUD) initiatives (Melb Water recommendations)  
Trees need to have clean trunks and to be large enough to cope with location in high density, vandal prone area.

### Indicative Tree Species



Lagerstroemia ssp



Ginkgo ssp



Zelkova ssp



Tipuana tipu ssp



Pyrus ssp

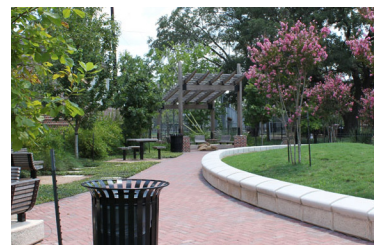


Ulmus ssp

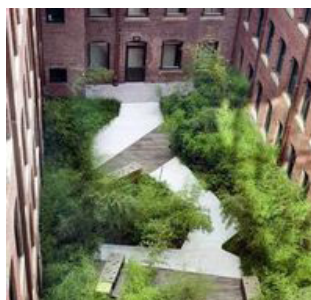


# 13 POTENTIAL OPEN SPACE CONCEPTS

## 13.1 Cecil Place Open Space



## 13.2 Clifton Street - Regent Street Open Space





### 13.3 Regent Street - Bangs Street Open Space



**STREET TREE PLANTING -**  
TREE PLANTING TO EAST SIDE OF REGENT STREET

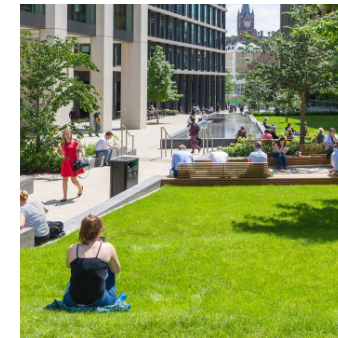
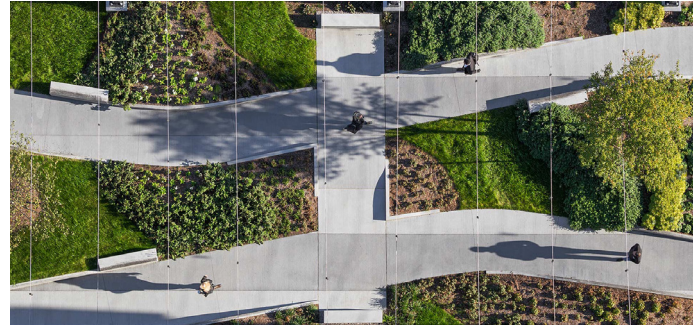
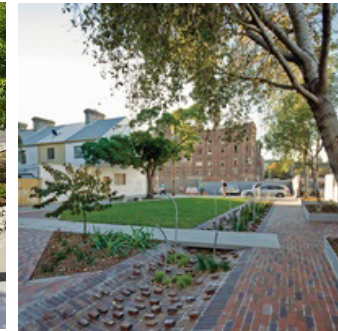
**ROAD PAVEMENT -**  
SHARED SURFACE TO CONNECT OPEN SPACES  
AND ACT AS VISUAL CONNECTION BETWEEN  
OPEN SPACES

**STREET TREE PLANTING -**  
EXISTING PLANE TREES

**PEDESTRIAN CROSSING -**  
FORMAL PEDESTRIAN CROSSING DUE TO VOL-  
UME OF TRAFFIC AND CONNECTION TO FUTURE  
OPEN SPACE TO THE EAST

**OPEN LAWN**  
OPPORTUNITY FOR OPEN LAWN AREA

**INTEGRATED SEATING -**  
CUSTOM SEATING EDGE AND RAISED  
PLANTERS TO PATHS EDGE



# 14 ASPIRATIONAL TYPICAL SECTIONS

## 14.1 Bangs Street

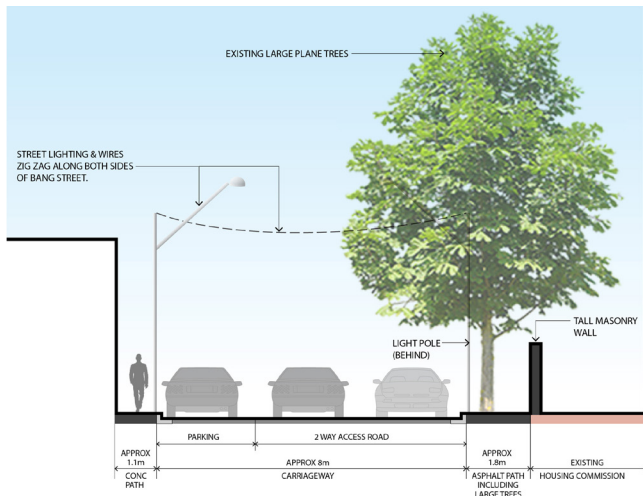


### BANGS STREET

- Retain two-way access
- Retain parking bays to the west with new tree bays
- Upgrades to street lighting
- Widening of path to the west
- Investigate undergrounding powerlines
- Some car parks removed



Bangs Street- Section 01



Existing section elevation 01: view north on Bang Street

Bangs Street- Section 02



Proposed section elevations: view north on Bang Street



Proposed section elevations: view north on Bang Street

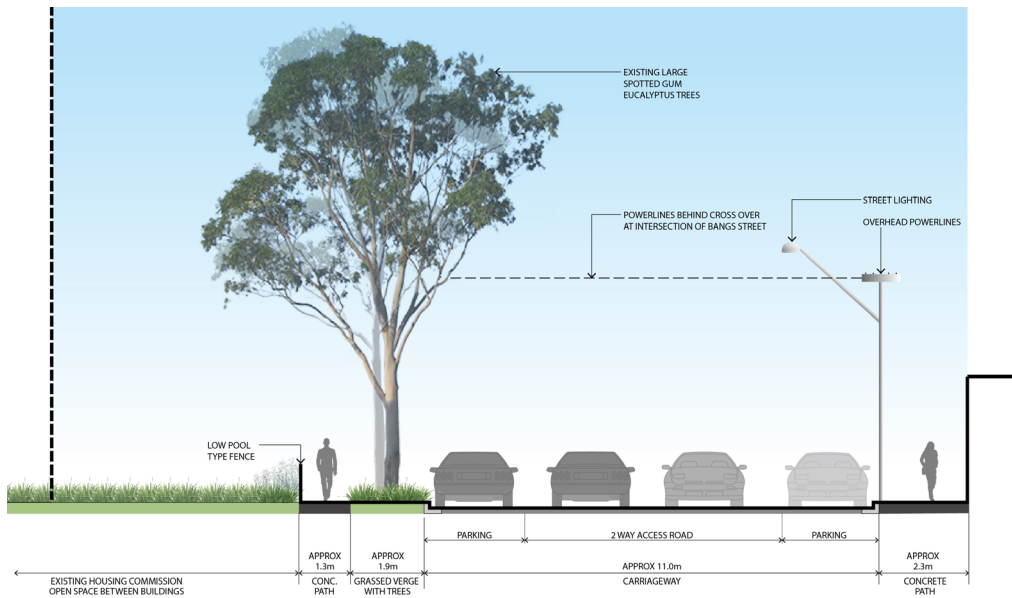


## 14.2 King Street



### KING STREET (Looking East)

- Modify kerb alignments with new tree planting bays and parking to south side
- Retain two-way access
- Upgrades to street lighting
- Wider footpath to the north sides



Existing section elevation: view east on King Street

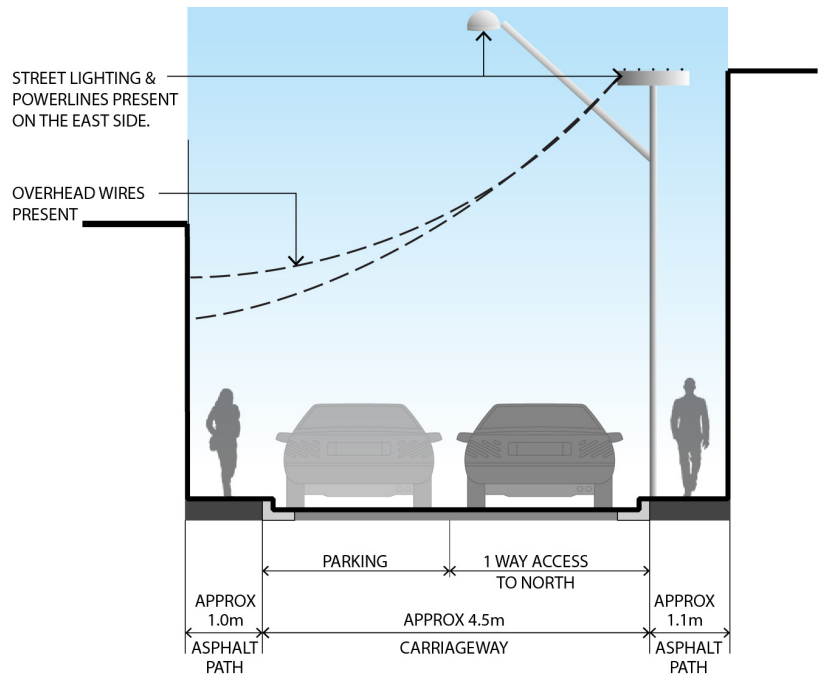
Proposed section elevation: view east on King Street

## 14.3 Regent Street



### REGENT STREET (Looking North)

- Wider footpath to both sides
- Retain one-way access to the north
- Majority of parking bays removed
- Tree planting to the east
- Upgrades to street lighting
- Retain loading bays within street
- Investigate underground powerlines



Existing section elevation O1: view north on Regent Street



Proposed section elevation O1: view north on Regent Street



Proposed section elevation O2: view north on Regent Street



## 14.4 Mount Street



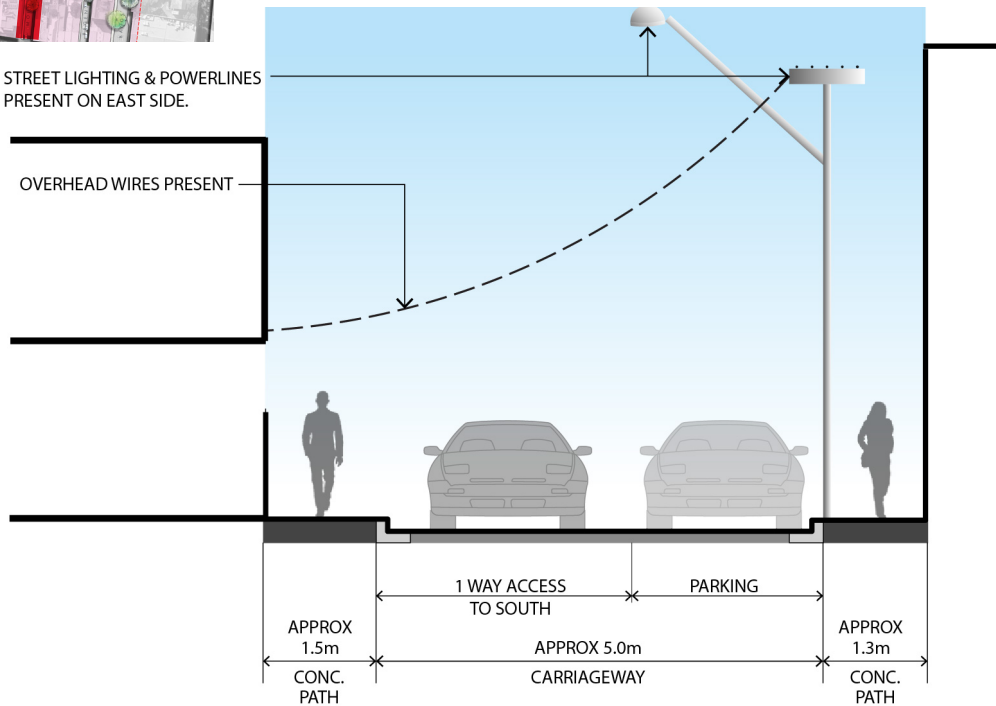
### MOUNT STREET (Looking North)

- Retain one-way access to the south
- Parking bays to the east with new tree bays
- Retain footpath width to both sides
- Upgrades to street lighting
- Some parking bays removed
- Loading bays retained on street
- Investigate underground powerlines



STREET LIGHTING & POWERLINES  
PRESENT ON EAST SIDE.

OVERHEAD WIRES PRESENT



Existing section elevation: view north on Mount Street



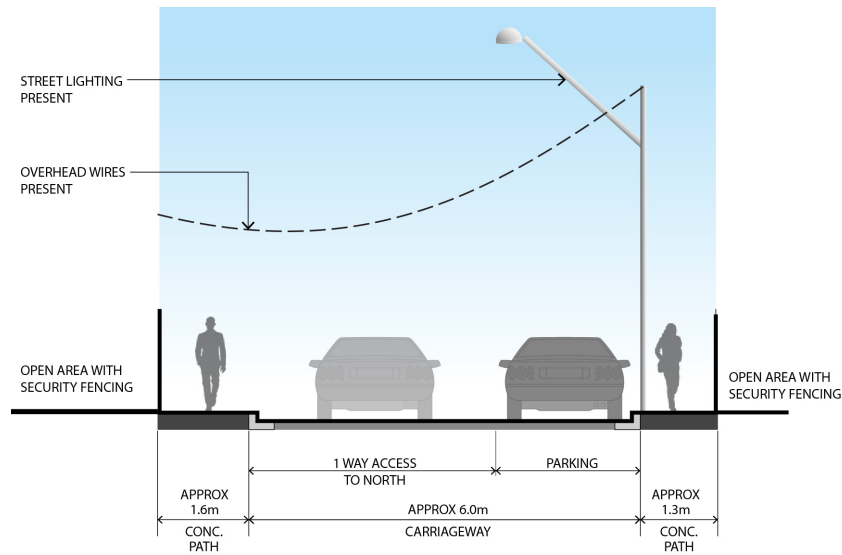
Proposed section elevation: view north on Mount Street

## 14.5 Clifton Street

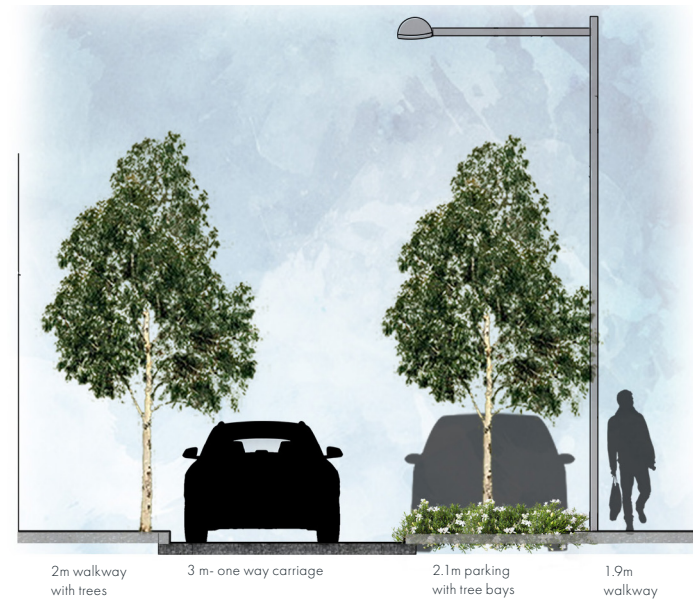


### **CLIFTON STREET** (Looking North)

- Modify kerb alignment on both sides, widening footpath and new tree planting on both sides.
- Retain one-way access to the north
- Upgrades to street lighting
- Some car parks removed
- New loading bays
- Investigate underground powerlines



Existing section elevation: view north on Clifton Street



Proposed section elevation: view north on Clifton Street

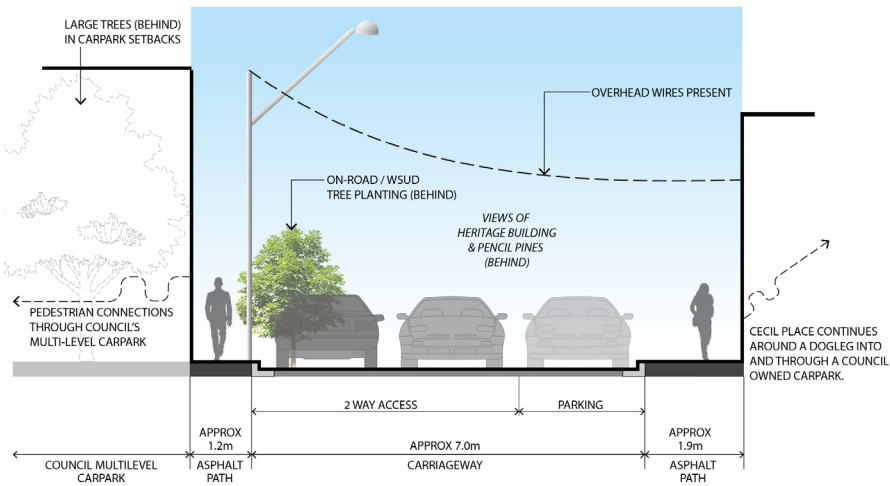


## 14.6 Cecil Place



### CECIL PLACE (Looking East)

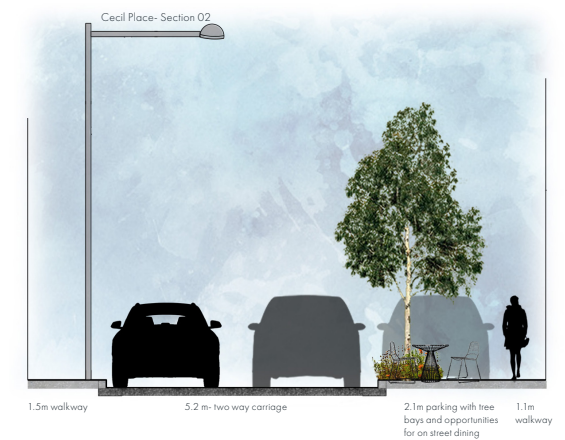
- Modify kerb alignment to both sides to include new tree planting, and wide footpath/ opportunities for on street dining
- Two-way access
- Loading Zones to the south to be retained.
- Parking Spaces to the south to be retained.
- Upgrades to street lighting
- Opportunity to make a portion of the street, beyond the multi-level car park entry into a car free open space.



Existing section elevation 01: view east on Cecil Place



Proposed section elevation 01: view east on Cecil Place



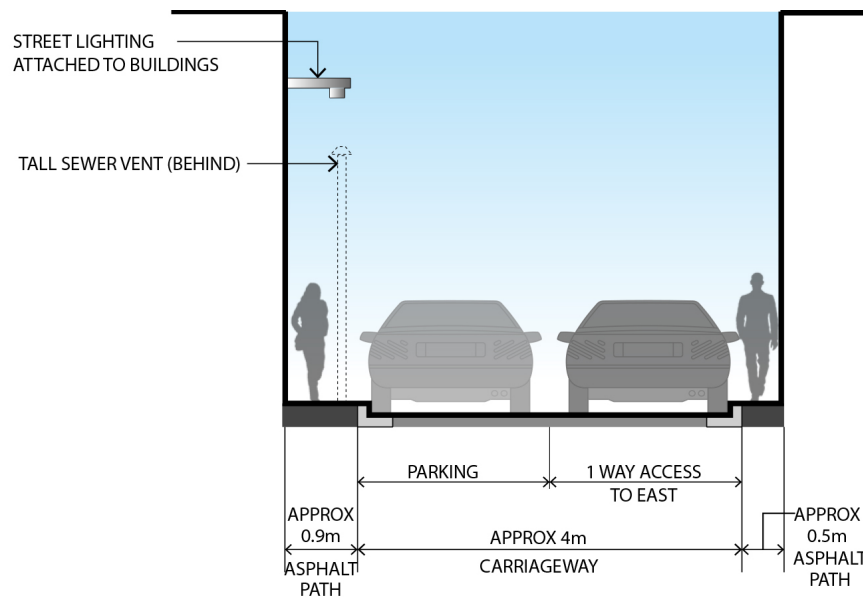
Proposed section elevation 02: view east on Cecil Place with outstands

## 14.7 Anchor Place

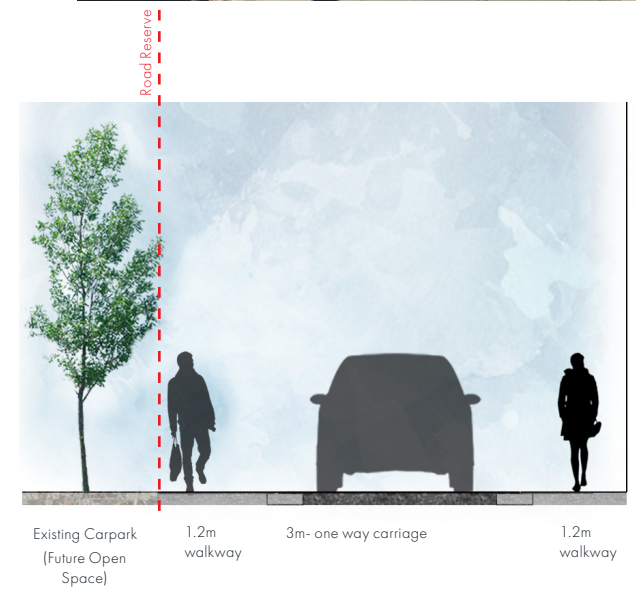


### **ANCHOR PLACE** (Looking East)

- Retain one-way access
- Create a shared zone with flush kerbs.
- Upgrades to street lighting
- Opportunity to temporarily close the Anchor Place to vehicles at Council preferred times such as weekends. Thus, connecting, activating and enticing people in from Chapel Street.



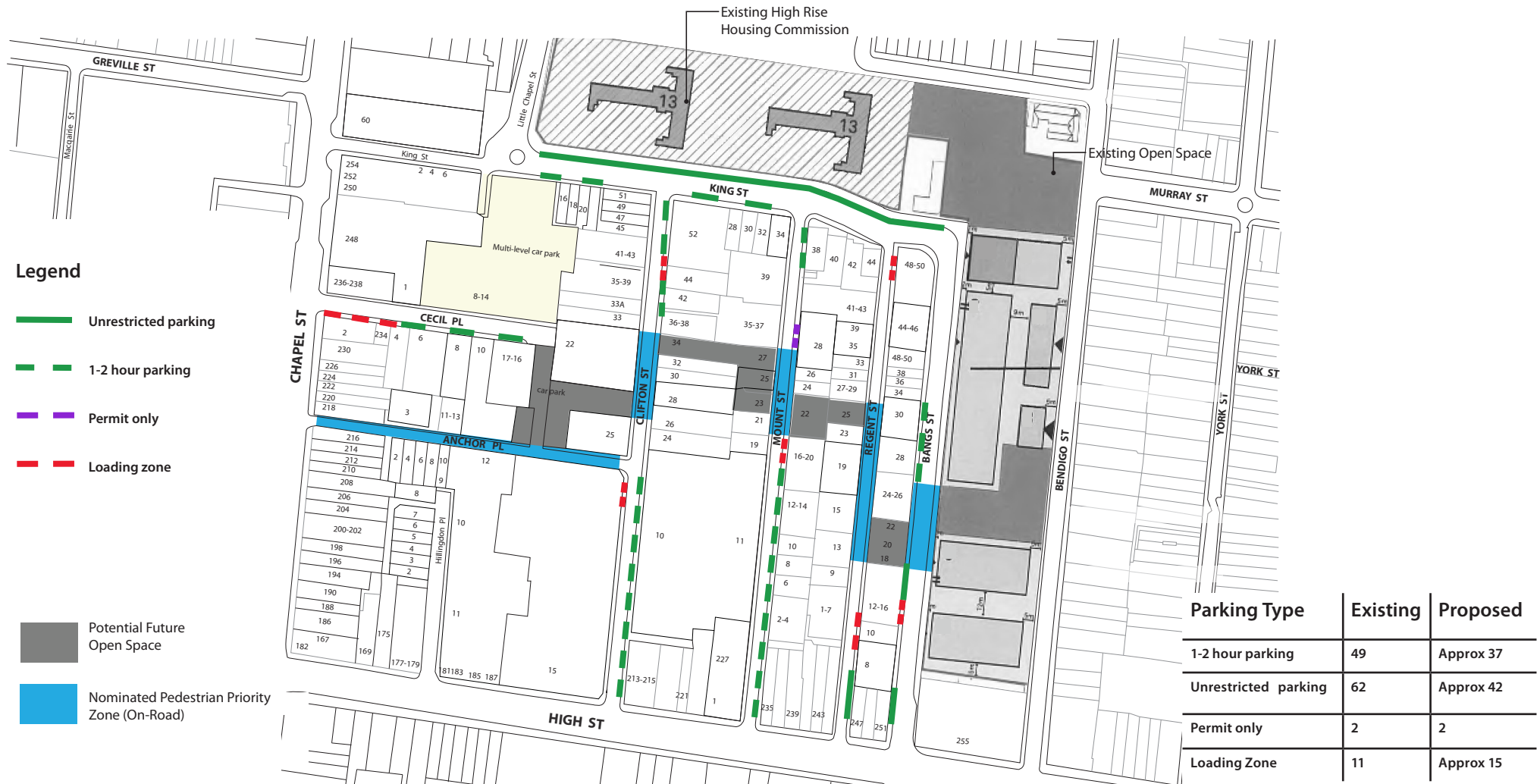
Existing section elevation 01: view east on Anchor Place



Proposed section elevation 02: view east on Anchor Place



# 15 PROPOSED ON STREET PARKING



# 16 STAGING OF WORKS



## Legend

- Stage 1
- Stage 2
- Stage 3
- Stage 4