

**Image 31 - Acceptable.** Series of interconnected outdoor spaces to be created connecting The Corso into the shopping centre.



**Image 32 - Acceptable.** Strong landscaped edge to car park frontage until replaced by built form.



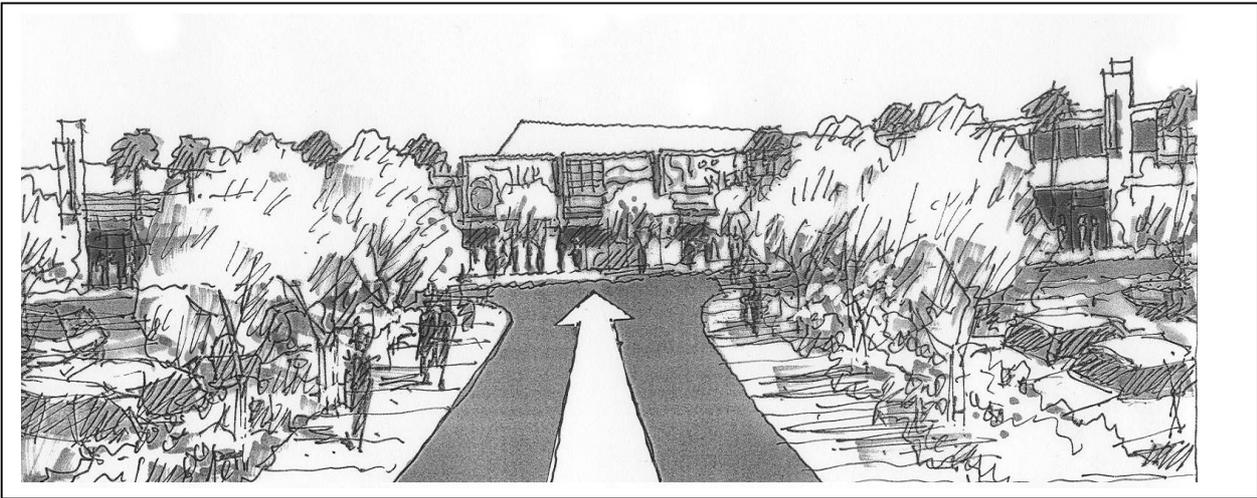
**Image 33 - Acceptable.** Entry clearly highlighted.



**Image 34 - Unacceptable.** Entry not clearly highlighted.



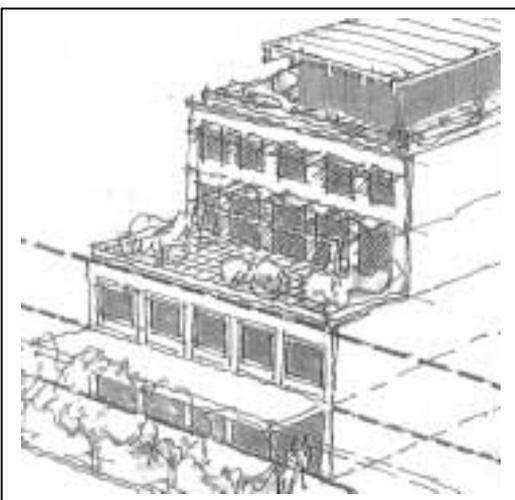
**Image 35.** Colonnade and landscaping along frontage provides for pedestrian access and relieves visual bulk of building.



**Image 36 - Acceptable.** Vistas along entry roads to be addressed as an important arrival feature by way of architectural and landscape enhancements.



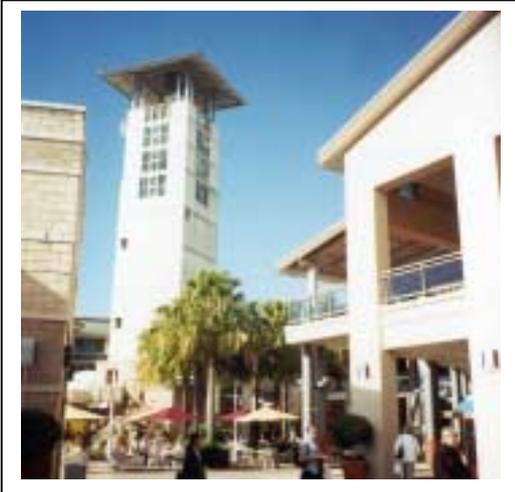
**Image 37- Acceptable.** Entry and vista to create a sense of arrival, enhanced by the use of active shop fronts adjacent to entry.



**Image 38 - Acceptable.** Taller components of buildings may be located to minimise impact of bulk and form.



**Image 39 - Acceptable.** Taller buildings may incorporate a stepped profile.



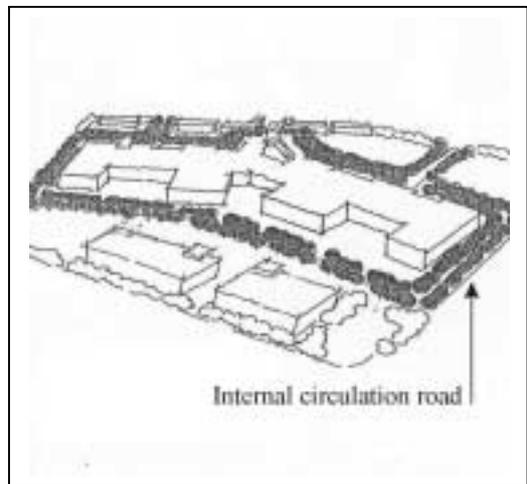
**Image 40 - Acceptable.** Features that create landmarks are encouraged.



**Image 41 - Acceptable.** Architectural graphics to animate pedestrian areas.



**Image 42 - Acceptable.** Architectural graphics to minimise bulk and scale of building.



**Image 43 - Acceptable.** Pedestrian linkages around the major shopping centre in association with the internal circulation road.



**Image 44 - Acceptable.** Pedestrian linkages from the major shopping centre will connect through car park areas to the pedestrian pathway associated with the internal circulation road.



**Image 45.** Pedestrian connections through car park areas to be clearly defined. The use of wheel stops will ensure pedestrian movement is not impeded.