

Albury CBD Masterplan

August 2009
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Hill PDA



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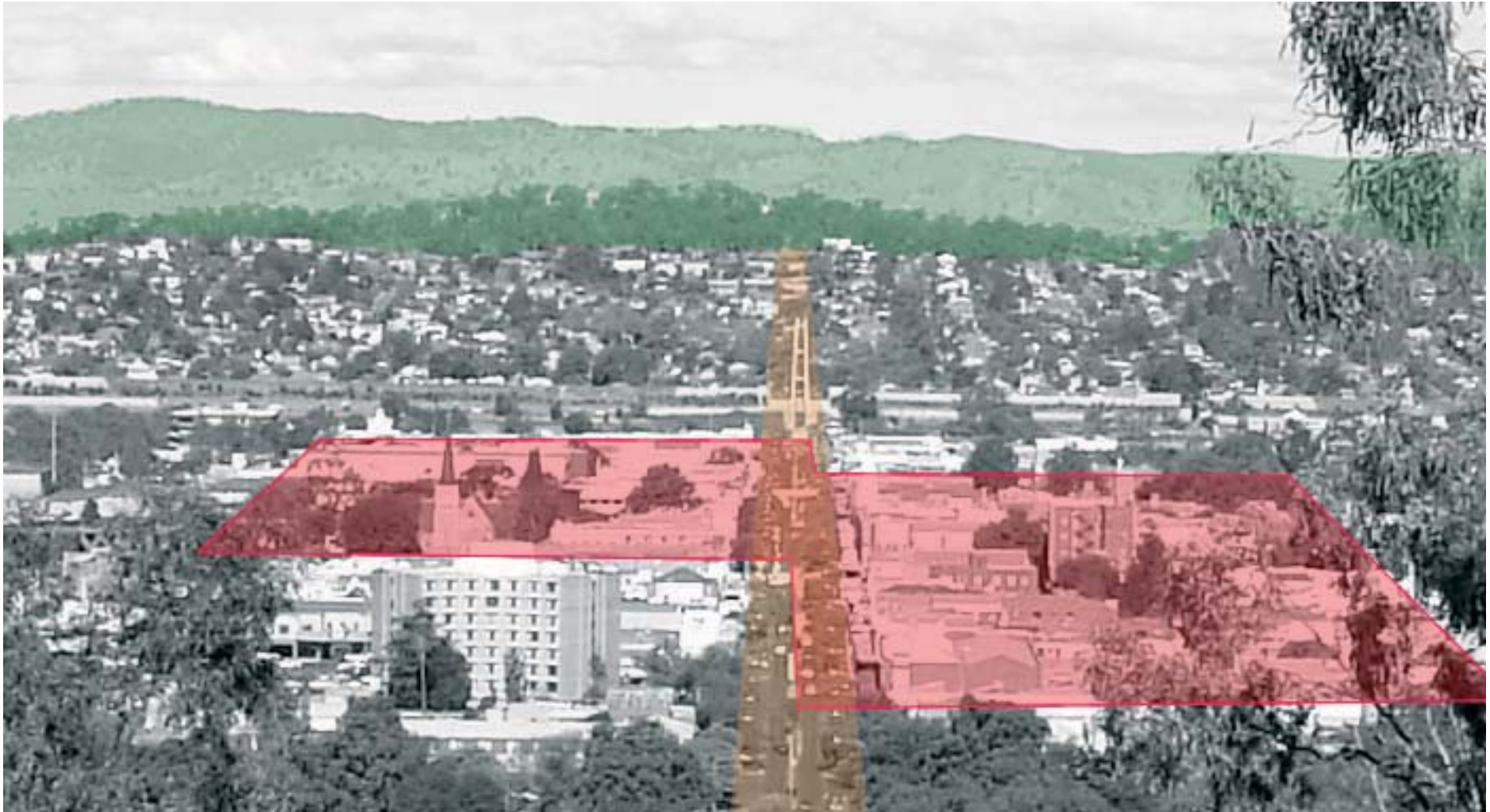
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INTRODUCTION 01

01 INTRODUCTION



Setting of Albury CBD, surrounded by hills with main axis of the CBD cutting accross the retail core

Purpose of this project

Albury City Council has engaged a design team led by Allen Jack+Cottier in association with Oculus, Hill PDA and JPT to deliver masterplans for Albury and Lavington Central Business Districts (CBD's). The purpose of the masterplans are to:

- To provide a long term planning framework for both the CBD's
- To improve the public face of the CBD's at their entry points
- To improve the public open space
- To reinforce Albury & Lavington's role at the top of the regional hierarchy
- To grow the CBD's in a cohesive manner

Project Outcomes

- A collective vision for Albury and Lavington CBD's.
- Public domain concept plan – setting objectives and controls for open spaces and streets
- Built form controls – Primary controls of height, Floor Space Ratio (FSR), street setbacks, streetwall heights to inform Council's policies (Local Environmental Plan and Development Control Plan)

Project methodology

Our project methodology undertook 4 stages:

Stage 1: Analysis

This stage involved a review of relevant background reports and strategies, a rigorous analysis of the

physical attributes of each CBD and a workshop with the community as an information gathering session for both CBD's. A key deliverable for this stage was an Analysis Paper that investigated the Opportunities and Constraints for each CBD.

Stage 2: Masterplan design options

This stage developed design principles, determined key sites and explored masterplan design options. These masterplan design options for each were presented in a series of community workshops to gain community input. A preferred masterplan for each CBD was then developed that looked at the spatial structure and public domain. The preferred masterplan was prepared in collaboration with our land economic and traffic consultants.

Stage 3: Built Form Controls and Public Domain Concept Design

This stage prepared built form controls and public domain concepts that supported the preferred masterplan. It examined the potential for change in each CBD in terms of the built form (height, setbacks, streetwall heights, FSR's) and the character of new parks, gateways, cycleways and pedestrian links.

Stage 4: Production of Masterplan and Council Staff Training

This stage also included workshops for the community and Council Staff to provide an explanation of the final outcome of the masterplans and their implications. This report is a key deliverable

for this stage.

Structure of this Document

This document is in 3 parts:

01 Introduction

This section will:

- Describe the relationship between Albury and Lavington and discusses their economic roles in the region
- Look at specific objectives for the Albury CBD study area.

02 Strategies and Initiatives

This section will:

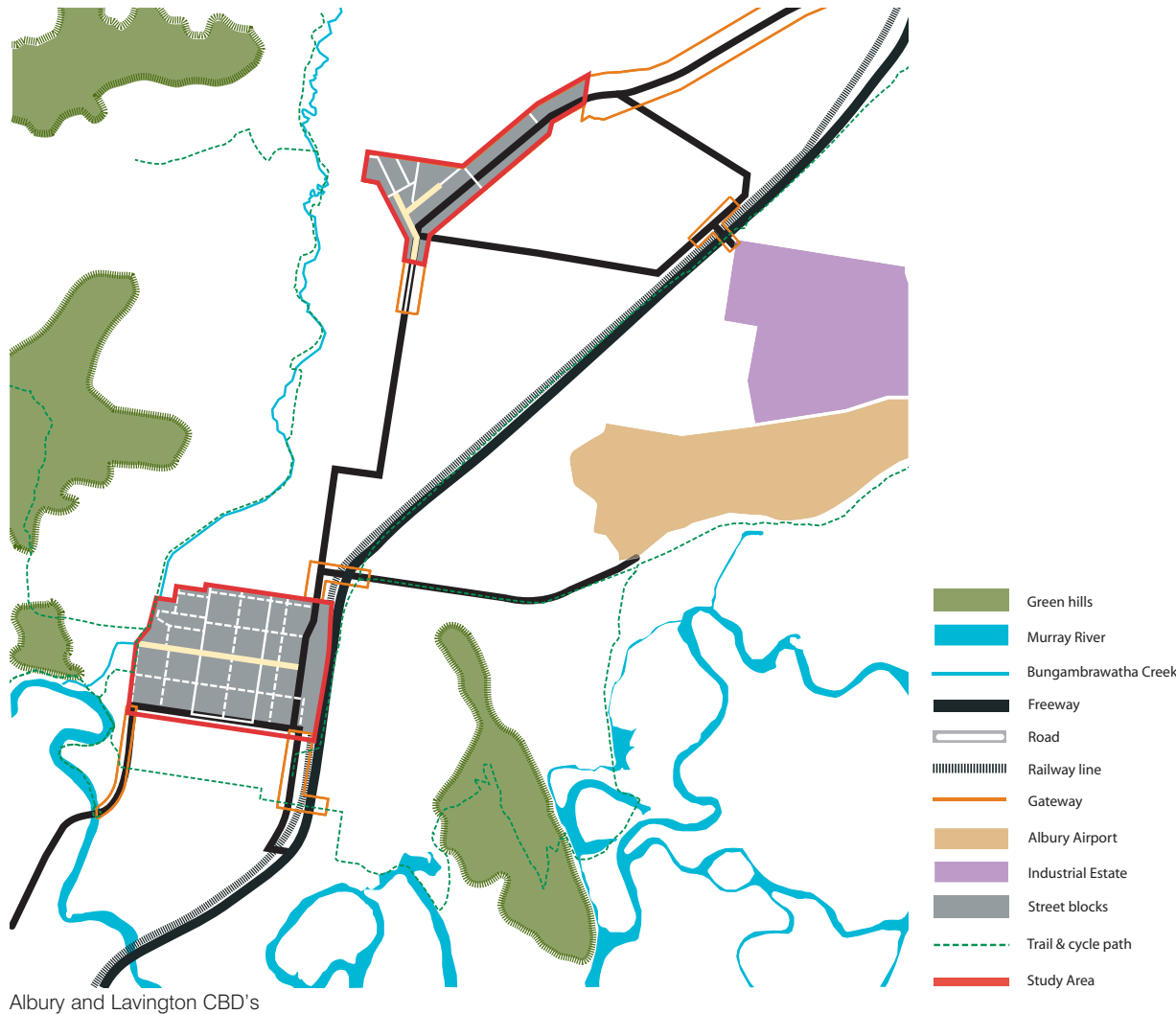
- Provide an overview of the 7 strategies that underpin the Albury Masterplan. These 7 strategies are designed to enhance what works in Albury and seeks opportunities to improve what doesn't work.
- Investigates each strategy in more detail with an objectives for the strategies and the key initiatives that comprise each strategy.

03 Implementation

- Provides an understanding on the relationship between height, FSR and how this project will contribute to the LEP process.
- Explains the strategies that will manage incremental change.

01 INTRODUCTION

1.2 Albury & Lavington CBD's



- Albury and Lavington CBD's are situated on relatively flat ground surrounded by hills to the north-west and east with the Murray River to the south. The freeway and railway line are to the east, a barrier separating East Albury from Albury CBD.
- Albury and Lavington are connected by the former Hume Highway and David Street. The former Hume Highway is an obvious connector. David Street is used more locally.
- The impact of the freeway allows us to rethink the roles of Wagga Road in Lavington and Young Street in Albury as part of each CBD rather than as a former highway.
- The urban structure of Albury is characterised by a regular street and block grid, Dean Street as the main street, a vibrant retail core and QEII Square.
- The urban structure of Lavington consists of the 5 Ways intersection where Wagga Road, Mate Street, Urana Road and Union Road intersect. Centro and Coles dominate the centre of the CBD.
- The economic role of Lavington is based on convenience shopping - Coles and Centro, bulky goods, factory outlets, local medical services-neighbourhood shops. Albury provides higher order retail in the region, services, restaurants and cafe culture, entertainment precinct, cultural and civic uses.

INTRODUCTION 01

1.3 Albury Study Area



Albury Study Area

Albury CBD is defined as shown it is bound by:

- Wilson Street to the north;
- Railway line and Freeway to the east;
- Hume Street to the south; and
- Wodonga place, Creek Street and Victoria Street to the west.

It has the largest range of retail shopping alternatives in the region.

Several issues have been identified through the masterplan process:

Are we there yet?

- The lack of identifiable gateways to the CBD means that visitors and tourists to Albury have no visual cues that they are crossing a threshold into the CBD.
- Dean Street and the Retail Core contribute to the identity and sense of place of the CBD. However, most visitors or tourists passing through Albury only experience the fringe of the CBD. This area has traditionally been associated with businesses that benefit from being on the major transport corridor of the Hume Highway/Young Street. Since the construction of the new freeway the fringe of the CBD has an opportunity to change its role and its image.
- There is no dedicated arrival point for tourists that

01 INTRODUCTION

1.3 Albury Study Area



The existing gateways into Albury CBD, from left to right: North-east; south west; and south east entry points



The Railway Station and Murray River Parklands are dislocated from the CBD

- There is no dedicated arrival point for tourists that helps them navigate Albury CBD with information of the sights, where to stay that would enhance their experience of their visit.

Enhancing what works

- Albury CBD has 'good bones' that is, it has a good urban structure due to elements such as its setting between the hills and the Murray River, the grid, the civic and cultural precinct QEII Square and Dean Street.
- Heritage items and conservation areas contribute to the CBD identity and sense of place. These buildings and areas also contribute to a sense of civic pride and need to be protected.
- Although the street and block grid is an asset to the CBD there is a lack of hierarchy for tourists and visitors.
- The dimensions of the street blocks in Albury are large 200mx200m this affects the permeability and movement for pedestrians.
- The Ant Trail contributes to the success of the Retail Core. It is an integral part of the movement hierarchy, that allows people to arrive by car, park and then filter through to the Retail Core on foot. This movement pattern contributes to the liveliness and functionality of the CBD.
- Key destinations such as the Murray River Parklands and the Railway Station are a great asset to Albury but are dislocated from the CBD.

INTRODUCTION 01

1.3 Albury Study Area



The setting, the grid and Dean Street are Albury CBD assets



Heritage buildings and Dean Street contribute to the identity of Albury



New buildings are constraints to change



- Cycleways exist to the east and the west of the CBD but do not connect into the CBD, this is a missed opportunity as safer cycle routes encourage more people to cycle.
- There is an excess of surface parking within the CBD, these areas are under-utilised and could be better designed and located.

Managing Change

- With the exception of heritage items and three conservation areas, Albury CBD has no controls limiting the change that could occur. Developments are negotiated on a case by case basis, and are merit assessed. This results in a lack of certainty for the community, Council, developers and neighbouring properties.
- Buildings in the fringe of the CBD are often of poor design quality.
- Consolidated sites, medium and large sized sites offer the opportunities for development. Constraints to development include small sites, heritage items and conservation areas, strata and recently developed sites.
- The current urban form of Albury suggests that there is a large capacity to accommodate future growth within the existing buildings and land in the CBD.

01 INTRODUCTION

1.4 The Vision



Albury Overall Structure Plan

The Structure Plan

The proposed structure plan is a summary of the strategies and initiatives that underpin this masterplan.

Strategy 1: An Identifiable City

Initiatives in Strategy 1 explores:

- Creating a Sense of Arrival
- Defining thresholds and entry sequences

Strategy 2: A Connected City

Initiatives in Strategy 2 investigates:

- Reinforcing the existing CBD bypass of the Riverina Highway
- Creating a loop or ring road that strengthens the functionality of the Retail Core

Strategy 3: A Sustainable City

Initiatives in Strategy 3 promotes:

- A variety of uses within the CBD
- Reducing climate change impacts through the promotion of sustainability

Strategy 4: A Walkable City

Initiatives in Strategy 4 encourages:

- Creating desirable pedestrian places.
- Increasing the permeability of street blocks.
- Connecting important places: the Railway precinct and the Murray River Parklands to the CBD.



Illustrative Albury CBD Masterplan

Strategy 5: A Bicycle-Friendly City

Initiatives in Strategy 5 provides:

- Dedicated cycleways connecting existing routes into the CBD.

Strategy 6: A City for Culture and Recreation

Initiatives in Strategy 6 creates:

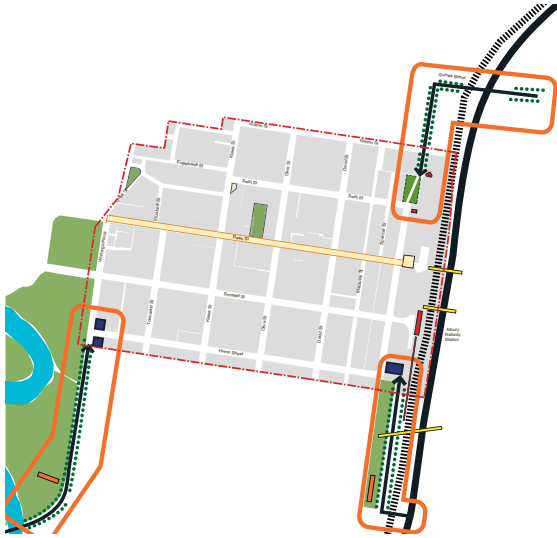
- A hierarchy of open spaces that are connected.
- Upgrading QEII Square.
- New open spaces as development occurs.
- A forecourt in front of the historic Railway Station.
- A street tree planting strategy that reinforces the structure plan.

Strategy 7: A City for Culture and Recreation

Initiatives in Strategy 7 encourages:

- Creating high quality streetscapes that include street tree planting, medians and street improvements that will enhance Albury's attractiveness
- Encouraging better relationships of buildings to the street edge and public open spaces.
- Protecting heritage streetscapes

01 INTRODUCTION



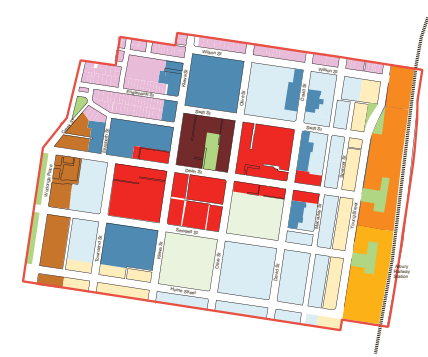
Strategy 1: An Identifiable City

Building upon the existing assets in Albury to create a memorable and unique experience.



Strategy 2: A Connected City

Reinforcing the structure and legibility of Albury through a clear street hierarchy and urban form, providing cues for vehicles.



Strategy 3: A Sustainable City

Maintaining Albury's economic, social, cultural and environmental role in the region, while promoting a holistic approach to sustainability and climate change.



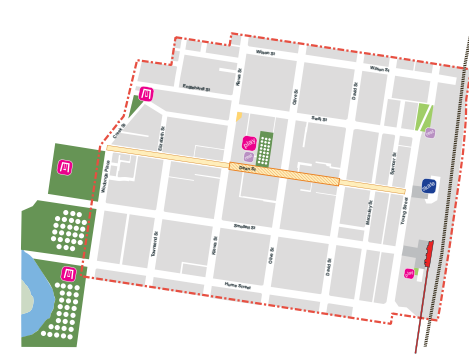
Strategy 4: A Walkable City

Providing a high level of pedestrian amenity within the city to create vibrant, safe and easy-to-navigate streets.



Strategy 5: A Bicycle-friendly city

Providing a clean, healthy and safe alternative to motorised transport for people of all ages.



Strategy 6: A city for Culture and Recreation

Creating both public and private places for everyone in the community to gather, celebrate, relax and express themselves.

01 INTRODUCTION



Strategy 7: A Beautiful Livable City

Simplify visual clutter, enhancing tree planting and identifying areas for public art and new public spaces.

STRATEGIES & INITIATIVES 02

STRATEGIES & INITIATIVES 02

Strategy 1: An Identifiable City

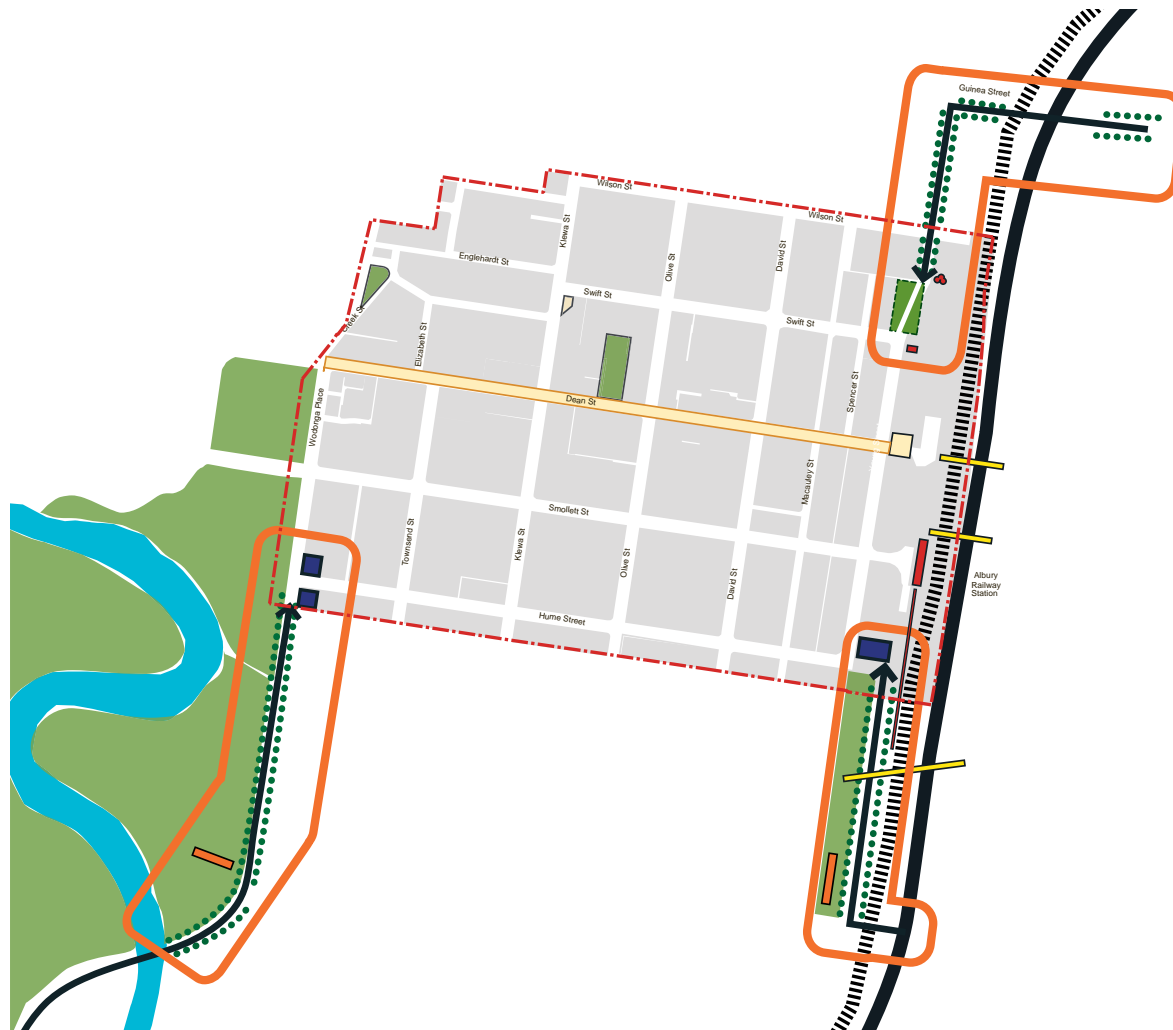
Strategy 1: An identifiable city

To improve the gateways and arrival points in Albury CBD through the use of landscape elements and the built form.

Initiative 1: Northern Gateway

Initiative 2: Southern Gateway

Initiative 3: Murray River Gateway

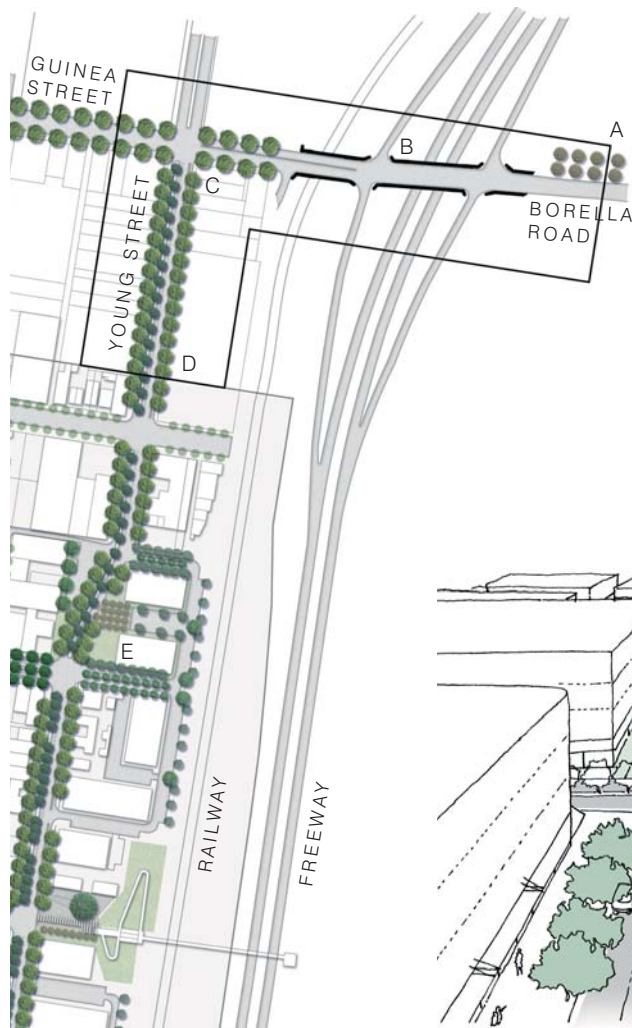


Strategy 1 Diagram: An identifiable city

- | | | | |
|---|-----------------|---|---|
|  | Dean Street |  | Retained Landmark |
|  | Overhead Bridge |  | New Landmark Building |
|  | Railway Line |  | Signage |
|  | Proposed Park |  | Gateway entry route and street planting |
|  | Park |  | River |
|  | Existing Square | | |

02 STRATEGIES & INITIATIVES

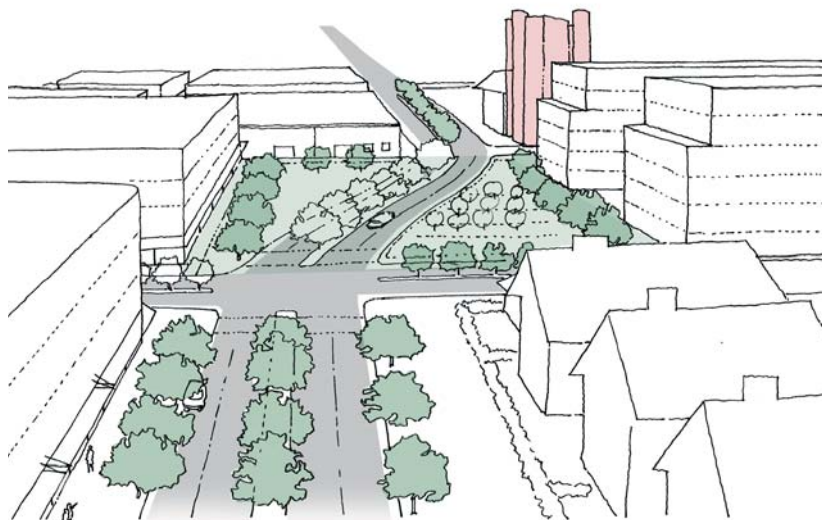
Strategy 1: An Identifiable City



Northern Gateway: Illustrative Plan



Existing view along Young Street



Proposed View along Young Street showing new building envelopes & proposed 'Mill Park'

Initiative 1: Northern Gateway

To provide Albury with a distinctive gateway from Borella Road, marking the northern Riverina Highway entry into the CBD

Principles

- Provide a bold pattern of tree planting to the eastern corner of Short Street and Borella Road, within the road verge. (A)
- Replace or modify existing RTA freeway sound barriers to provide a distinctive 'Albury' aesthetic which enhances the pedestrian and vehicle experience of entering the CBD. (B)
- Use building forms and significant facades at key locations, such as the corner of Guinea and Young Streets, to aid wayfinding to the CBD. (C)
- Upgrade the street treatment of the Riverina Highway (Young Street) to include regular tree planting and a planted median. Reduce carriageway widths to suit the current traffic counts if possible. (D)
- Provide a new public open space at the 'kink' in Young Street which responds to the change of alignment in the road. This space is outlined in more detail in Strategy 7: A Beautiful Livable City. (E)
- Consider engaging artists to redesign the sound barriers via a paid competition.
- Consult with the RTA and seek approval to modify Young Street as it forms part of the Riverina Highway.

STRATEGIES & INITIATIVES 02

Strategy 1: An Identifiable City



Existing sound barriers provide a poor introduction to Albury CBD



Bold Tree Planting



Possible sound barrier treatments

02 STRATEGIES & INITIATIVES

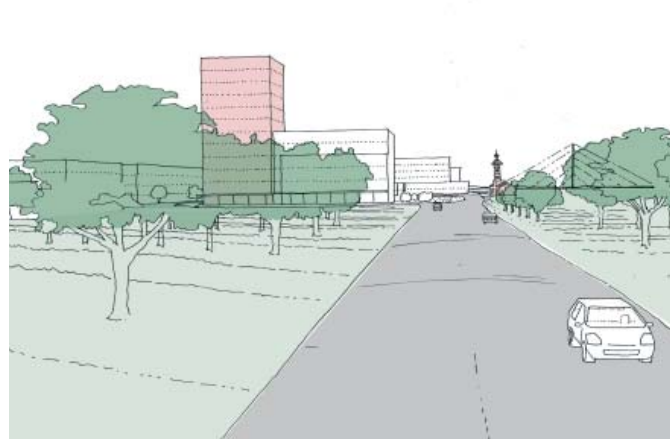
Strategy 1: An Identifiable City



Southern Gateway: Illustrative Plan



Existing view along Atkins Street



Proposed view along Atkins Street showing increased landscaping and new built form envelopes

Initiative 2: Southern Gateway

To improve the vehicular and pedestrian experience from the Bridge Street freeway underpass, along Atkins Street to the south eastern corner of the CBD.

Principles

- Improve the visitor experience in Albury by providing a vehicular connection from Atkins Street to the Railway precinct. Provide all day parking for large and regular vehicles, as well amenities and visitor information. Provide clear signage from Atkins Street to the Railway Precinct and its facilities. (A)
- Consider incorporating a 'nocturnal' art experience which uses lighting to alter the night time experience of traveling through the Bridge Street freeway / railway underpass. (B)
- Modify the sound barrier which terminates the easterly view from Bridge Street, and extends along the eastern side of Atkins Street. The barrier wall should provide a distinctive aesthetic reflective of Albury (to both sides) which enhances the pedestrian, cyclist and vehicle experience of entering the CBD. (C)
- Provide lines of native trees to the Atkins street verge to create a visual experience from the road and rail line and provide shade to the bicycle paths which form part of the Thurgoona to Albury trail. (D)
- Consider up-lighting the trees or barrier wall to enhance the nighttime gateway experience.

STRATEGIES & INITIATIVES 02

Strategy 1: An Identifiable City



Existing bridge: Street underpass



Improvements to the sound walls would provide a distinctive aesthetic



Lines of Eucalypts improve visual experience of the gateway



Underpass lighting creates a unique nighttime experience.

- Consider engaging one or more artists to redesign the underpass / sound barriers via a paid competition.
- Regard the southern gateway as a whole, rather than as a number of separate design projects.
- LED lighting should be used in installations due to its low energy and low maintenance attributes.
- A complete and integrated signage strategy is required for the Albury CBD.
- Negotiate with the RTA to relocate their sign warning of speed camera use in NSW. This is not a positive first sign of entry, and would be better located after the sign welcoming people to Albury.



02 STRATEGIES & INITIATIVES

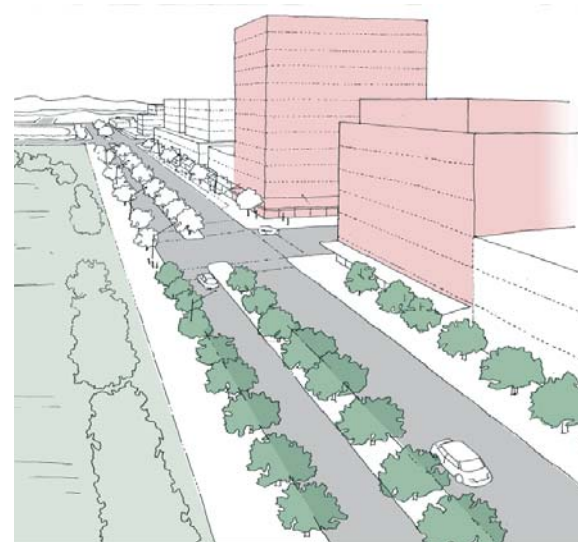
Strategy 1: An Identifiable City



Murray River Gateway: Illustrative Plan



Existing view along Wodonga Place



Proposed park precinct defines the gateway/CBD interface

Initiative 3: Murray River Gateway

To provide Albury with a distinctive identity as you cross the Murray River from Wodonga and approach the Albury CBD.

Principles

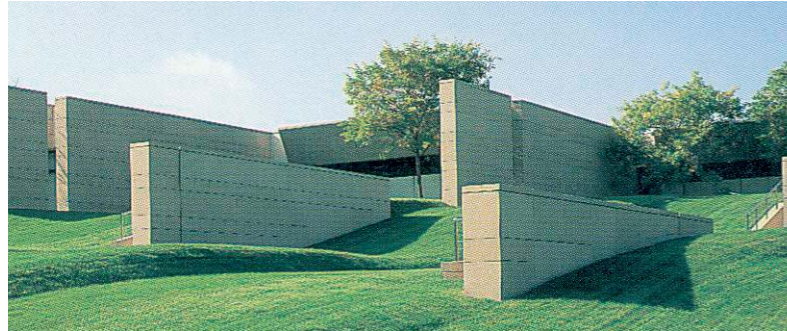
- Create a Murray River gateway announcing your arrival into Albury. This gateway is not a single feature; it is made up of a number of elements such as a beautiful landscaped street, a large riverside park, a view to surrounding mountains and the skyline of fringe CBD development which together form a memorable and unique experience.
- Capitalise on the adjacency of Oddies Creek Park and Australia Park which provide a beautiful, seasonally changing gateway interface. (A)
- Provide a simple, clear sign welcoming people to Albury in a prominent position. Locate the sign on the park edge in an integrated landscape feature with distinctive tree planting. An appropriate landscape feature could include a wetland area as recommended for this location in the Murray River Experience Masterplan. (B)
- Improve the appearance of Wodonga Place through the incorporation of a central median, planted with trees and undergrowth. Maintain and enhance existing kerbside street tree planting. (C)
- Remove existing visual clutter from the roadside, including flag poles and all signage which is not necessary for road safety. (D)

STRATEGIES & INITIATIVES 02

Strategy 1: An Identifiable City



Distinctive tree planting incorporating public art elements



Low walls provide lighting and 'Albury' signage opportunities.

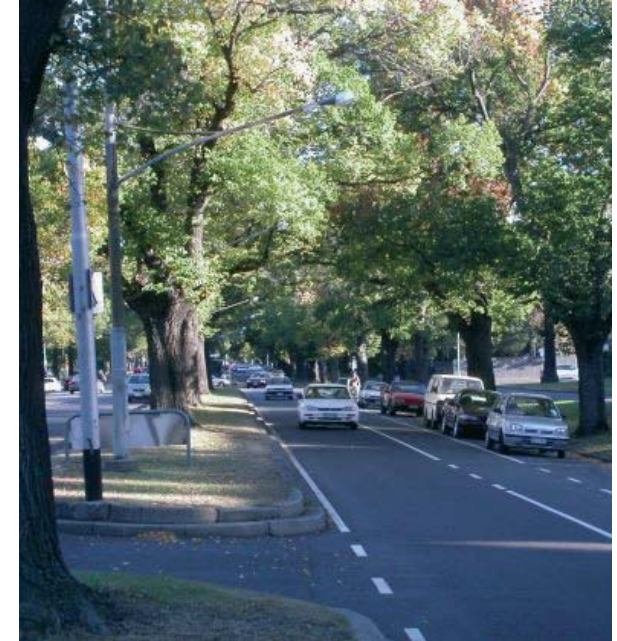
- A complete, integrated signage strategy is required for the Albury CBD.
- Negotiate with the RTA to relocate their sign warning of speed camera use in NSW. This is not a positive first sign of entry, and would be better located after the sign welcoming people to Albury.



Existing view from Wodonga Place into Australia Park



Public art elements



Wodonga Place: Trees will create a planted boulevard

STRATEGIES & INITIATIVES 02

Strategy 2: A Connected City

Strategy 2: A connected city

To reinforce the structure and legibility of Albury through a clear street hierarchy and urban form, providing cues for vehicles.

Initiative 1: The Bypass

Initiative 2: The Loop

Initiative 3: Parking Strategy



- | | |
|-----------------|-------------------|
| Dean Street | Proposed CBD Loop |
| Overhead Bridge | Parking |
| Railway Line | Park |
| Bypass Route | Existing Square |

Strategy 2 Diagram: A connected city

02 STRATEGIES & INITIATIVES

Strategy 2: A Connected City

Initiative 1: The Bypass

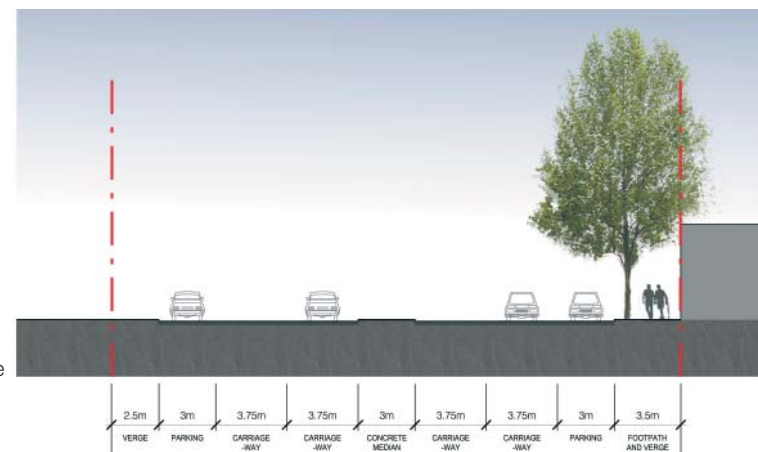
To reinforce the existing CBD bypass (Riverina Highway), taking traffic from Borella Road, down Young and Hume Streets and along Wodonga Place.

Principles

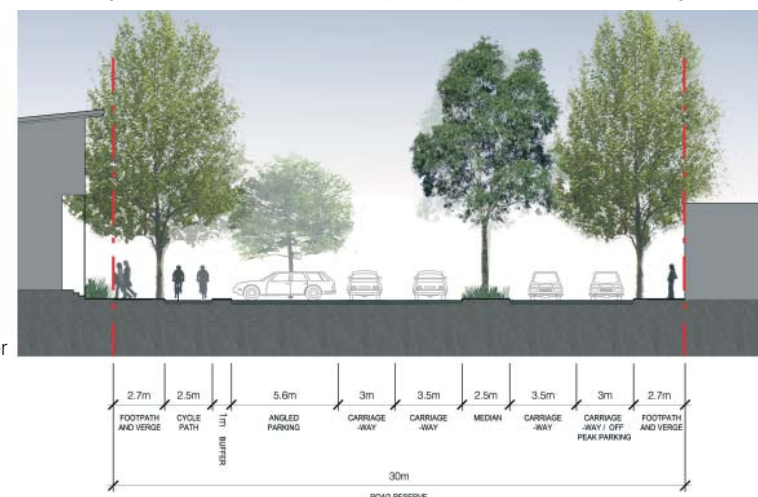
- Upgrade Young and Hume Streets and Wodonga Place to create streets which are effective conduits for traffic as well as attractive, green, safe environments.
- Generally reduce travel lane widths where lanes are wider than current traffic volumes require.
- Remove turning restrictions where they are no longer required due to reduced traffic volumes.
- Provide wayfinding signage for vehicles as part of an integrated signage strategy for the CBD.
- Young Street – Improve the visual quality of this street (and at the same time, improve pedestrian amenity) by increasing planting and reducing carriageway widths where they are unnecessarily wide. Incorporate a planted median and build new development to the street edge to create a well defined street. Provide continuous footpaths and reinforce existing street trees to both sides of the street. As development of the Railway Precinct occurs and demand for parking increases on the eastern side of Young Street, consider locating angled parking on this side of the street and off-peak parallel parking on the western side of the street.

Note: Dimensions shown are for illustrative purposes only. Consultation with the RTA and detailed road studies are required to verify changes to street configurations.

Young Street before



Young Street after



Young Street plan

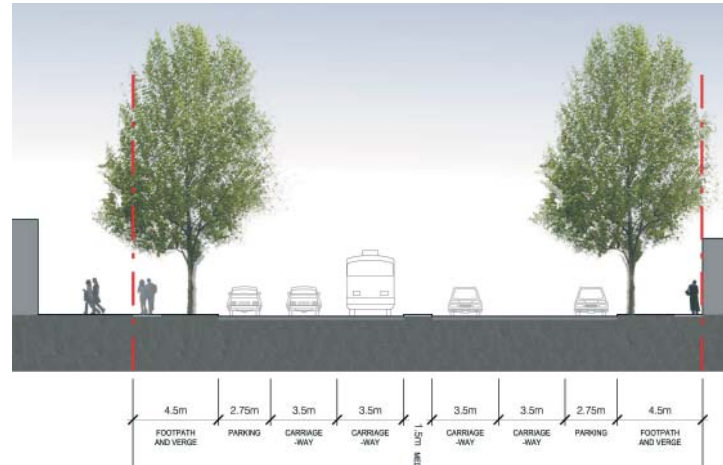


STRATEGIES & INITIATIVES 02

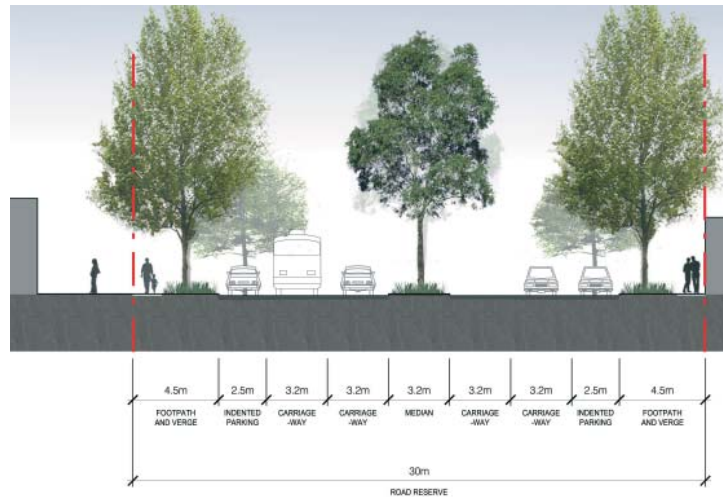
Strategy 2: A Connected City

- Hume Street – incorporate street trees in the parking lanes and introduce a planted median to create a street character which reflects both the urban character of the CBD and the natural character of the riverside parks.

Hume Street before



Hume Street after

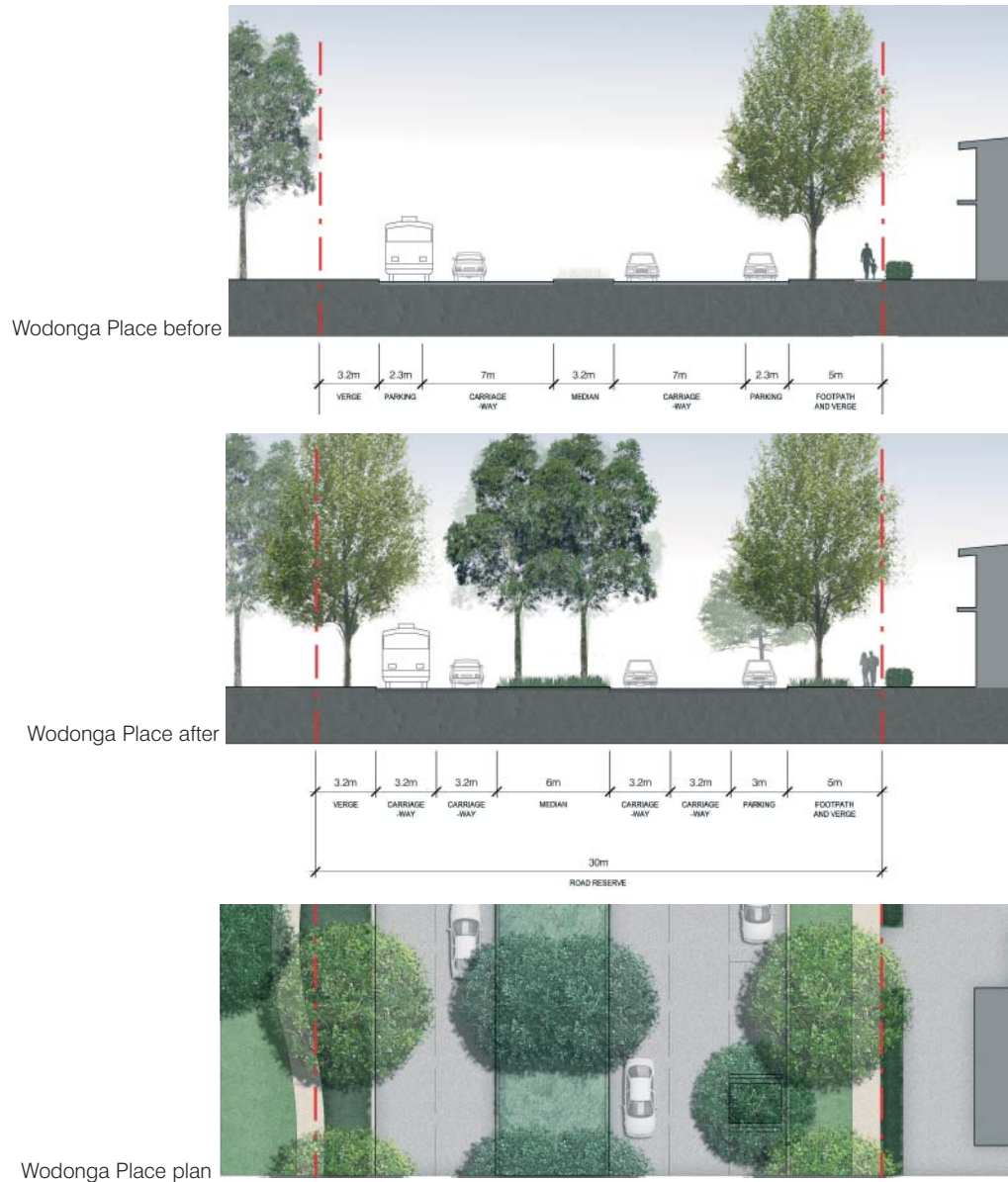


Hume Street plan



Note: Dimensions shown are for illustrative purposes only. Consultation with the RTA and detailed road studies are required to verify changes to street configurations.

02 STRATEGIES & INITIATIVES



- Wodonga Place –incorporate a central median planted with trees and undergrowth (in line with the recommendations in the Murray River Experience Masterplan). Maintain and enhance existing kerbside street tree planting. Introduce trees within the parking lane.

Note: Dimensions shown are for illustrative purposes only. Consultation with the RTA and detailed road studies are required to verify changes to street configurations.

STRATEGIES & INITIATIVES 02

Strategy 2: A Connected City



Guinea Street



David Street



Kiewa Street



Kiewa Street

Initiative 2: The Loop

To highlight the connected ring of roads made up of Guinea, Kiewa, Hume and David Streets. This 'Loop' forms a circulation system which reinforces the retail and civic core while connecting vehicles to the major carparks in the CBD.

Principles

- Retain the existing street configurations for Guinea, Kiewa and David Streets, and supplement existing street tree planting to provide a continuous canopy to the street edges.
- Retain on-street car parking to all streets which make up 'The Loop'. Maximise opportunities for additional angle parking as future development results in increased densities.
- Redevelop built form over time to provide a continuous street wall to Kiewa and David Streets within the civic and retail core, creating an active edge and definition of the street.
- Provide clear wayfinding signage along 'The Loop' to carparks and other destinations, as part of an integrated signage strategy for the CBD.
- Improve the existing carpark signage with the incorporation of live information on the number of available car parking spaces remaining at any given time.

02 STRATEGIES & INITIATIVES

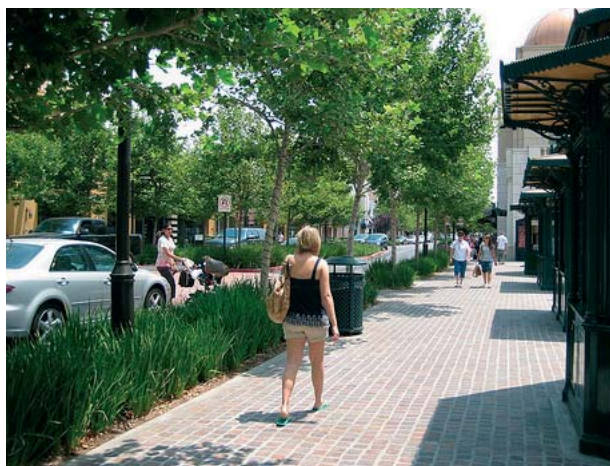
Strategy 2: A Connected City



Retain on-street parking across the CBD



Improve parking signage and information system



Safe interface between pedestrian and vehicle



Clear pedestrian access in carpark

Initiative 3: Parking Strategy

To increase the legibility and improve access to destination parking areas within the CBD, while retaining on-street carparking.

Principles

- Consolidate off-street carparking areas, potentially relocating some existing surface parking to mid-block multi-level carparks like Wilson Street carpark in the long term.
- Locate consolidated carparks and their entries along "The Loop" thereby reinforcing the legibility of vehicle access and parking within the city.
- Provide directional signage for vehicles entering the CBD to carpark locations.
- Extend allowable parking time within centralised carparks to promote longer trips and to encourage walking within the CBD. Existing carparking in the retail is limited to 2 hours with the exception of a section of Centro. This limits the amount of time people can spend in the CBD or it promotes driving within the CBD to different destinations, even if only short distances.
- Provide directional signage for pedestrians leaving carparking areas and moving on foot into the CBD.
- Generally retain the existing distribution and quantum of on-street parking across the CBD.
- Design carparking areas for both vehicular circulation and pedestrian circulation, providing safe, dedicated pathways for people.

STRATEGIES & INITIATIVES 02

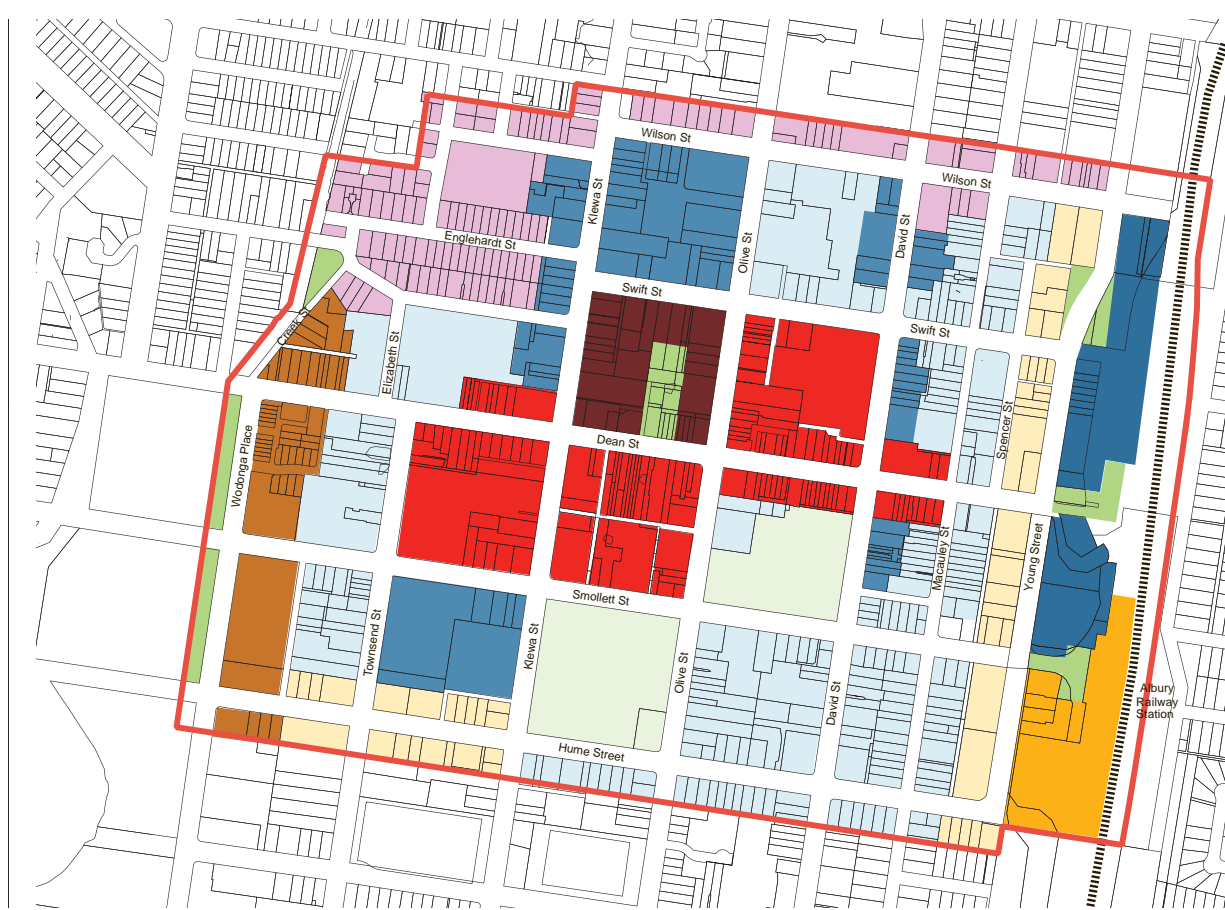
Strategy 3: A Sustainable City

Strategy 3: A Sustainable City

To maintain Albury's economic, social, cultural and environmental role in the region, while promoting a holistic approach to sustainability and climate change.

Initiative 1: Variety of Uses

Initiative 2: Sustainable Performance



- Dean St and Retail Core
- Civic Core
- CBD Commercial
- CBD Fringe Mixed Use
- CBD Edge Mixed Use
- Schools
- Showroom Precincts
- Open Space
- Railway Station Tourist Centre
- Mill Park Business Park
- Park Edge Precinct

Strategy 3 Diagram: A Sustainable City

02 STRATEGIES & INITIATIVES

Strategy 3: A Sustainable City



Civic building



Civic building



Dean St retail



Residential building



Business park



Mixed-use building

Initiative 1: Variety of Uses

To promote a variety of uses within the CBD that increases its role as a regional retail, commercial and civic centre, while encouraging an active, liveable centre for all ages.

Design Principles

- **Dean Street and Retail Core:** Strengthen and retain as the premier, pedestrian oriented location for shopping, restaurants, and entertainment services within the CBD.
- **Civic Core:** Enhance and augment the cultural and civic uses centred around QEll square.
- **CBD Commercial:** Create a focus for professional services, public services and local commercial uses that strengthen the role of Albury as a Central Business District.
- **CBD Fringe Mixed-Use:** Promote incremental change of fringe areas of the CBD that support the Core with complimentary uses, including, small commercial uses, mixed-use buildings, complimentary residential uses (townhouse/terraces, apartments).
- **Railway Station Tourist Centre:** Create a destination for tourists from which to experience and enjoy Albury and to promote it as a gateway to the region.
- **Mill Park Business Park:** Create a business park for large floor plate commercial buildings that compliments the commercial core and increases employment opportunities within the CBD.

Strategy 3: A Sustainable City



Railway station tourist centre



Adaptive re-use, heritage residential converted into small offices



Showrooms



School

- **The Park Edge Precinct:** Create a vibrant, urban living precinct along the Murray River and its associated parklands with some supporting commercial suites to promote Albury as a liveable city and to provide housing diversity with the local area.
- **Showroom Precincts:** Concentrate showrooms and large format retail uses, outside of the existing shopping centres, along the Young Street and Hume Street bypass to maximise their visibility and accessibility for vehicles. This will also minimise their visual and service impact on the desired character of the CBD core.
- **Schools:** Retain existing schools within the CBD. Schools play an important role in integrating children into the broader community and contribute to an active, diverse economically viable centre.
- **CBD Edge Mixed Use:** Promote retention of and sensitive re-use of the Englehardt Street conservation area and existing residential edge to the CBD in the form of adaptive re-use of houses, low-scale infill for commercial suites, and single office home office use (SOHO's).

02 STRATEGIES & INITIATIVES

Strategy 3: A Sustainable City



Green facade cool and shade western walls



Green roofs insulate and compliment alternative energy sources



Public transport collocated with pleasant streets + microclimate



Car-share scheme minimise local car use



Stormwater re-use improves water quality and sustains green city

Initiative 2: Sustainable Performance

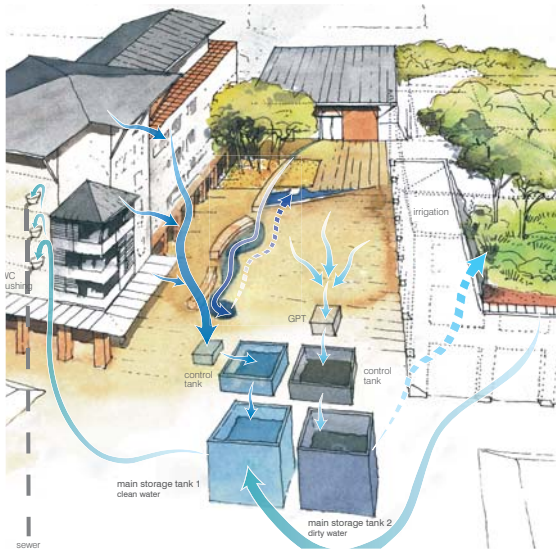
To reduce climate change impacts and promote sustainability holistically within the CBD.

Design Principles

- Establish targets for reducing the ecological footprint of Albury CBD by reducing the levels of pollution, water and energy use and waste.
- Promote the use of alternative energy sources.
- Facilitate sustainable building design by setting green star targets and promoting passive environmental design.
- Provide leadership of sustainability principles by incorporating them in the public domain and within the public facilities and by harnessing development opportunities of key sites to deliver demonstration projects that achieve targets.
- Ensure adaptive reuse of existing heritage buildings within the CBD.
- Extend deciduous street tree planting to improve the microclimate of the city by facilitating evaporative cooling and shading in summer months; and solar access in winter months, thereby increasing the comfort and use of the public domain.
- Reduce urban heat island effects by promoting tree planting, green roofs, shade, and use of lighter colour materials in streets, the public domain and on buildings.

STRATEGIES & INITIATIVES 02

Strategy 3: A Sustainable City



Water recycling within new developments



Shade and solar chimneys



Photovoltaics on awning

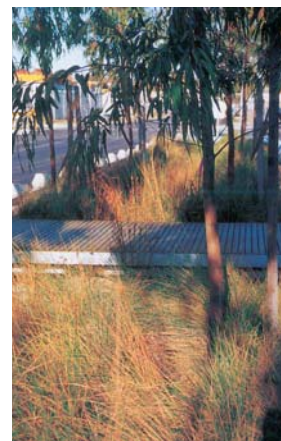
- Maximise collection and re-use of stormwater from hard surfaces, including roads, footpaths, car parks, and building roofs to ensure vitality of Albury's "green infrastructure" - trees, parks, river land, and private landscape areas. Initiative may include rain gardens, swales, permeable pipes, and green roofs.
- Promote better use of transport by considering more efficient and frequent service between CBD's and with key destinations outside the CBD (i.e. Charles Stuart University).
- Promote walking and cycling within the Albury CBD linking the retail core to destinations (schools, parks, public facilities) and into surrounding neighbourhoods.
- Consider implementing car share schemes such as 'Go-Get' and bicycle share schemes within the CBD, for local business and residents use.



Shade and water create pleasant microclimate



Wind turbine



Swales in streets filter stormwater

STRATEGIES & INITIATIVES 02

Strategy 4: A Walkable City

Strategy 4: A Walkable City

To provide a high level of pedestrian amenity within the city to promote a vibrant, safe and easy-to-navigate pedestrian environment.

Initiative 1: Make Street Blocks More Permeable

Initiative 2: Enhance the Ant Trail

Initiative 3: Connect Rail to River

Initiative 4: Desirable Pedestrian Places

Overarching Principles

- Promote walking between destinations and within the CBD. This acknowledges Albury is a regional car trip destination but reinforces walking within the CBD upon arrival and for local resident and businesses.



— Pedestrian Loop

- - - Ant Trail

... Through-site link

■ Retail Core

■ Park

■ Railway Precinct

Strategy 4 Diagram: A Walkable City

02 STRATEGIES & INITIATIVES

Strategy 4: A Walkable City



Dual purpose laneways as active pedestrian and service zones



New small streets or share ways integrate modes of travel



Permeable street-block with pedestrian lanes



Arcades can be effective through site links

Initiative 1: Make Street Blocks More Permeable

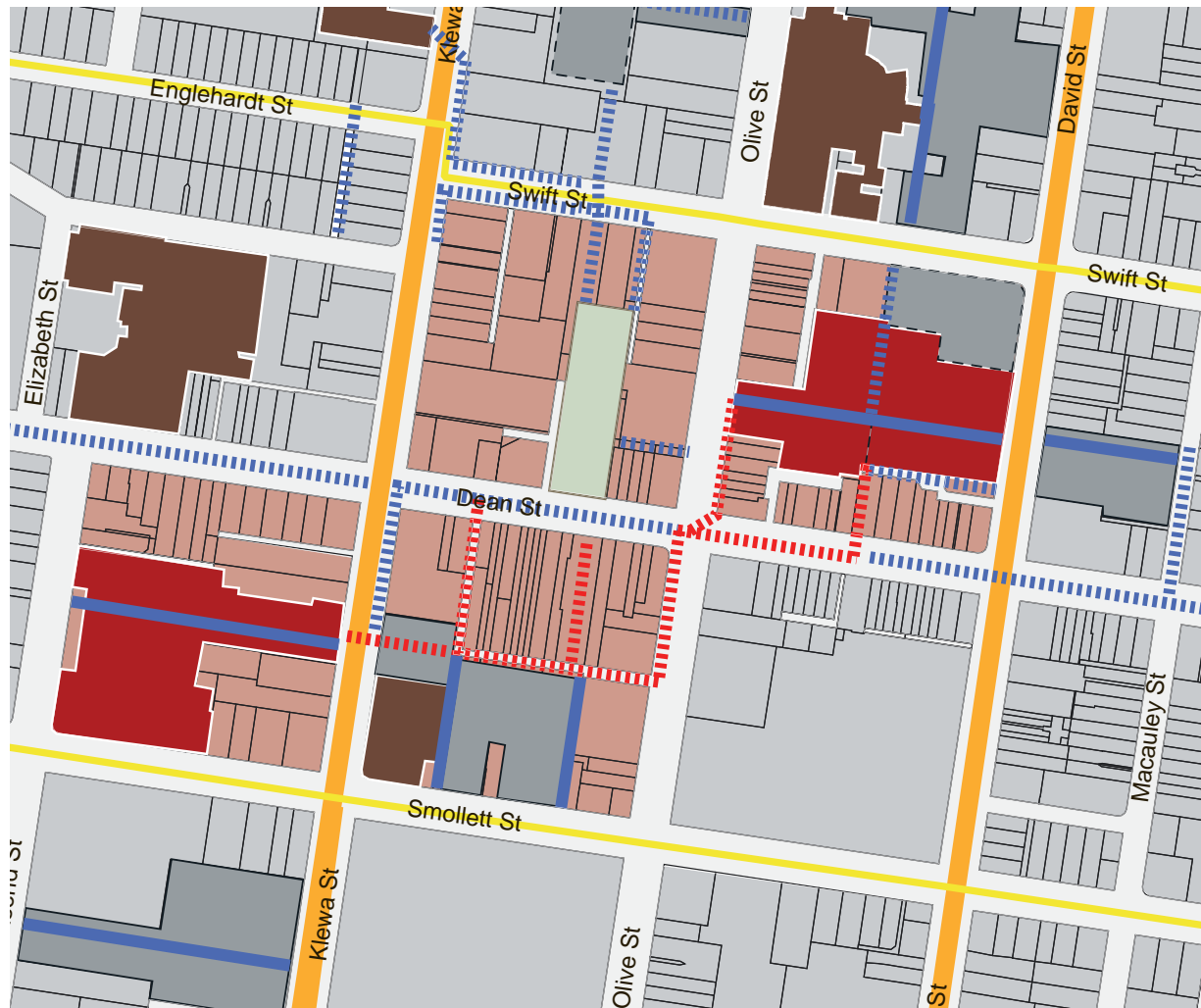
To promote safe, new through site links as redevelopment occurs to increase permeability of large city blocks.

Design Principle

- Harness development potential within key sites to promote new through site links. Links could be in the form of new streets, laneways, open air pedestrian links or arcades.
- Ensure new streets follow Safer by Design Principles and promote pedestrian access.
- Incorporate active edges or building entries off new links and minimise impact of service access on pedestrians.
- Where arcades are used, ensure facade design is visually inviting and encourages pedestrians to use arcade. Incorporating natural light or a view corridor through to the other side will improve this aspect of the arcade.
- Adapt existing laneways or small streets to integrate pedestrian access where possible.
- As redevelopment occurs, determine a clear strategy for car/service access and pedestrian access for the subject site and its surrounding context. This is to ensure a long term vision rather than site by site decisionmaking.

STRATEGIES & INITIATIVES 02

Strategy 4: A Walkable City



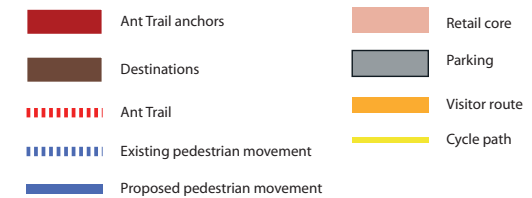
Ant Trail diagram

Initiative 2: Enhance the Ant-Trail

To enhance the finer-grain pedestrian connections between the major retail anchors.

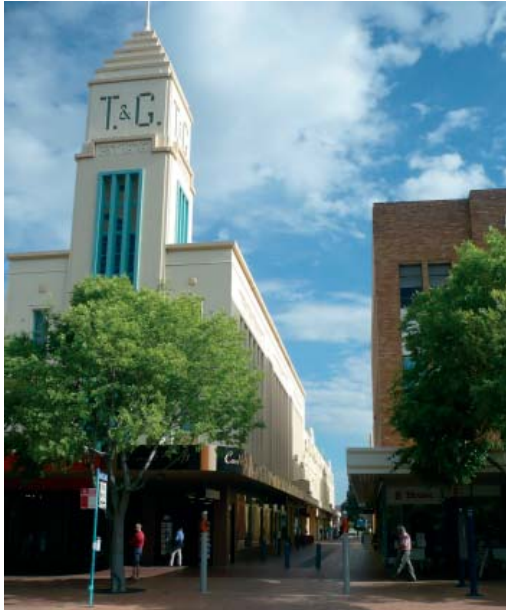
Principles

- Ant-trail streets / laneways should be small in scale and provide intense activity, encouraging pedestrians, shopping and outdoor dining in the day and night time.
- Provide lighting to create a safer night time environment. Lighting can be varied to create a sequence of connected, evocative spaces.
- Enliven the ant trail by developing active frontages along car park edges. Provide dedicated pedestrian pathways through car parking areas.
- Ant-trail street conditions can be varied (shareways, pedestrian paths), but should always prioritise pedestrian movement.
- Provide some shelter for pedestrians in the form of fixed awnings and temporary canopies (such as umbrellas).



02 STRATEGIES & INITIATIVES

Strategy 4: A Walkable City



View of Amp Lane, part of existing ant trail



Laneways offer oportuneis for outdoor dining



Mixed building uses add vibrancy to lanes



Active edges with intimate pedestrian scale

- Encourage additional residential development to upper levels along the Ant-trail, to provide passive surveillance of the spaces after business hours and increase the resident population in the CBD.
- Provide consistent, high quality paving, street furniture and lighting along the small streets that make up the Ant-trail to convey the connective quality of the spaces and assist pedestrian wayfinding.
- Encourage development along Volt Lane with active uses at ground level.
- Build upon the existing character of the pedestrian laneway adjacent to 'The Bended Elbow', connecting Dean Street to Myer / Centrepoin. Upgrade the public domain using a consistent palette of materials and provide as many shop frontages to the laneway as practicable, to create a more vibrant space and capitalise on the passing foot traffic.
- Develop a signage strategy to manage the retail / commercial signage along the Ant-trail and offer a consistent approach to directional signage within the Ant-trail public domain. Signage within the laneways could have some unique, place-specific features to differentiate the Ant-trail, further assisting wayfinding.

STRATEGIES & INITIATIVES 02

Strategy 4: A Walkable City



Images of Albury landscapes and landmarks which connect destinations

Initiative 3: Connect Rail to River

To improve connections between the Railway Station Precinct and the Murray River parklands to the CBD.

Principles

- Encourage increased pedestrian movement to the River by providing a choice of routes, including safe mid-block links, and upgrading footpaths and tree planting along streets and laneways.
- Promote the importance of the Murray River to Albury by maintaining clear sightlines to the River landscape from the CBD and the railway overpasses.
- Retain prominent visual landmarks, such as historic buildings, on route to the River to help wayfinding and enhance the travel experience to the River.
- Provide attractive, legible pedestrian and vehicular signage with maps and other information at key destinations to help people to navigate from the railway to the River.
- Introduce indigenous street tree species on key east-west streets to better link the landscape character of the River parklands to the railway.
- Provide new bicycle paths from the railway and eastern side of the CBD to the Murray.
- Ensure safe levels of lighting along streets and pathways leading to the River in order to facilitate night time events and exercise.

02 STRATEGIES & INITIATIVES

Strategy 4: A Walkable City



- Consult with the RTA regarding improvements to existing street signage.
- Refer to the Draft Murray River Experience , Albury February 2007 to ensure that new connections from the railway and CBD are compatible with proposed pedestrian pathways, bicycle trails and vehicular entries.



Images of Albury landscapes and landmarks which connect destinations

STRATEGIES & INITIATIVES 02

Strategy 4: A Walkable City



Dean Street's high quality pedestrian environment



Safe crossings for all



Places for rest and enjoyment



Shade and gathering



Social events: outdoor dining and markets



Awnings and active frontages

Initiative 4: Desirable pedestrian places

To create vibrant, active and safe streets and places for pedestrians.

Principles

- Expand the high quality pedestrian attributes of Dean Street into surrounding streets and blocks, particularly enhancing the retail/civic core and its links to key destinations.
- Over time, enhance and expand on the street hierarchy (Strategy 2) to create a finer grain pedestrian friendly network.
- Promote shade on footpaths either through continuous awnings along active retail and commercial streets; or with trees on other streets.
- Ensure accessibility to public places and open spaces for all people.
- Increase footpath widths in high pedestrian use areas.
- Provide safe pedestrian street crossings. Note current speed bumps/default crossing on Dean Street are confusing and dangerous and should be formalised as pedestrian crossings.
- Increase opportunities for seating and gathering within the CBD and continue to promote outdoor dining.
- Consider partially closing Dean Street between Kiewa Street and Olive Street for use during special events (ie. markets).
- Ensure building frontages create interest and activity along street edges.

STRATEGIES & INITIATIVES 02

Strategy 5: A Bicycle-friendly City

Strategy 5: A Bicycle-friendly City

To provide a clean, healthy, safe alternative to motorised transport for people of all ages.

Initiative 1: CBD Cycle Loop

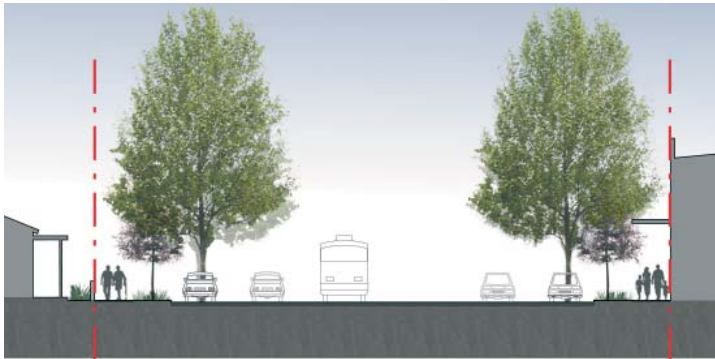


- 'Copenhagen' separated bike path
- Off-road bike path or footpath
- Direction of cycle path
- ↔ Two-way cycle path
- Existing bike path included in CBD loop
- Existing bike path connecting to CBD loop
- Potential intersection upgrade to signals
- Potential for extension of CBD loop
- Existing bike path
- Destination

Strategy 5 Diagram: A Bicycle-friendly City

02 STRATEGIES & INITIATIVES

Smollett Street before



Smollett Street after



Smollett Street plan



Initiative 1: CBD cycle loop

To connect existing cycle trails to the east and west of the city with a CBD cycle loop, visibly promoting safe cycling within the city of Albury.

Principles

- Locate the loop to connect a number of destinations such as the Railway Station, schools, the Aquatic Centre, the Botanic Gardens, the Library, QEII Square and new and existing parks.
- Reconfigure the current streets to incorporate either separated on-road cycle lanes ('Copenhagen' style) or off-road cycle paths.
- Retain kerbing in its current location where possible, to minimize implementation costs.
- Consider the design of intersections along the loop, as intersections are where, statistically, the most cycling accidents occur. Consider upgrading some intersections and providing cycle priority at all traffic signals on the loop.
- Redesign the streets along the loop to be more pedestrian and cycle friendly spaces. Reduce carriageway widths, add medians and in some locations such as Smollett Street, reduce the number of travel lanes.
- Maintain large existing trees where possible.

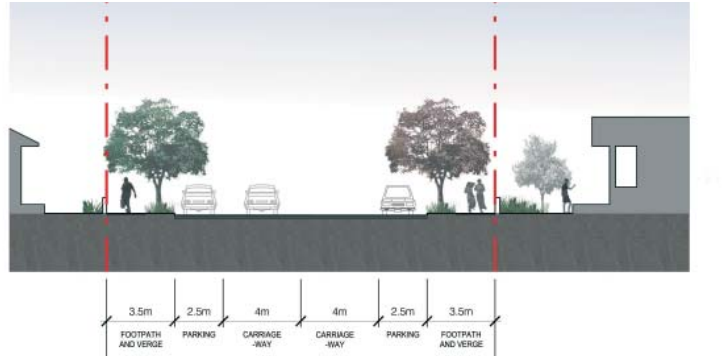
Note: Dimensions shown are for illustrative purposes only.

Detailed road studies are required to verify changes to street configurations.

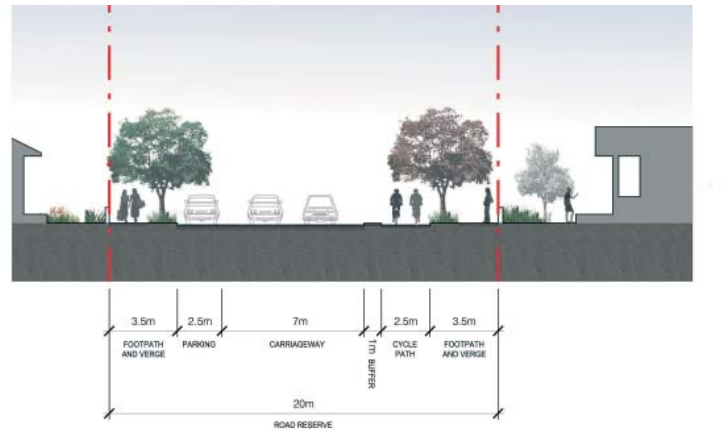
STRATEGIES & INITIATIVES 02

Strategy 5: A Bicycle-friendly City

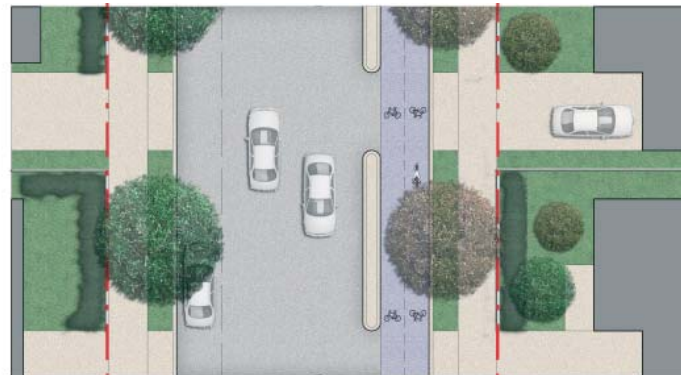
Englehardt Street before



Englehardt Street after



Englehardt Street plan



- Generally, retain on-street parking. Incorporation of cycle lanes should not greatly affect the quantum of parking on Smollett Street, Wodonga Place, Young Street or the majority of Swift Street. Englehardt Street and the western end of Swift Street may require some rationalisation of parking. (See *considerations* below)
- Provide bicycle racks at destinations and bubblers at appropriate intervals along the loop.
- Consider implementing a bike sharing program for the use of residents / CBD workers and tourists without bicycles.
- The CBD cycle loop is an initiative which requires additional exploration. Existing and proposed street sections are based on approximate dimensions. Rationalising on-street parking may be required in particular locations. Where reduced on-street parking results from street modifications due to the cycle loop (such as Swift Street west), proximity to off-street Council car parks has been considered.
- Assess the safety of the existing unmarked cycle lanes on Dean and Kiewa Streets. They are very narrow and located behind the angle parking.

Note: Dimensions shown are for illustrative purposes only.

Detailed road studies are required to verify changes to street configurations.

02 STRATEGIES & INITIATIVES

Strategy 5: A Bicycle-friendly City



Separated 'Copenhagen' style cycle lanes



Bike Share scheme



Clear signage helps all street users



Strategically located bke parking in city open space encourages people to ride bikes



Shared pedestrian/cycleways with clearly demarcated zones for different users.

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation

Strategy 6: A City for Culture and Recreation

To create both public and private places for everyone in the community, including visitors, to gather, celebrate, relax and express themselves

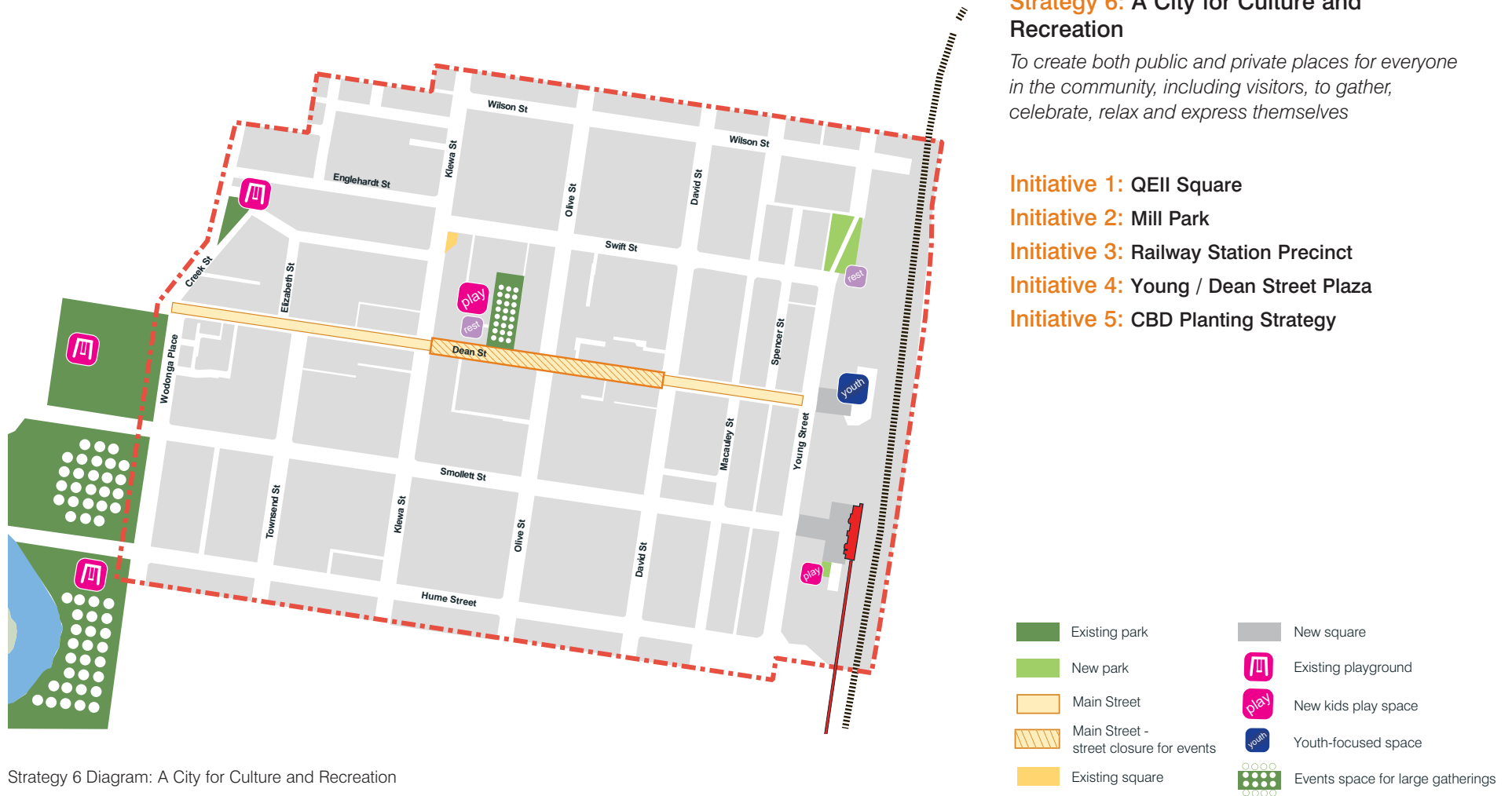
Initiative 1: QEII Square

Initiative 2: Mill Park

Initiative 3: Railway Station Precinct

Initiative 4: Young / Dean Street Plaza

Initiative 5: CBD Planting Strategy



Strategy 6 Diagram: A City for Culture and Recreation

02 STRATEGIES & INITIATIVES

Strategy 6: A City for Culture and Recreation



Creating network of parks and open spaces in the city



Culture, recreation and outdoor sport activity in city open space



Overarching Principles

- Establish a clear hierarchy of open spaces within the CBD which provide opportunities for active and passive recreation, childrens' play, outdoor eating, markets, community gatherings and special events.
- Retain existing public open spaces in the city, including Library Square, the Albury tennis courts on Mitchell Street and QEII Square and the Young / Dean Street Plaza.
- Create a connected network of green spaces and plazas along the railway corridor, including a new public open space on axis with Swift Street which integrates with new development within this Precinct.
- Provide new and exciting recreation facilities in the city for children and youth, including a new playspace in QEII Square and a CBD youth-focused park. Establish a connected sequence of youth-focused spaces throughout the CBD rather than locating ALL youth-oriented elements in one place. For example, encourage movement between the youth café to the entertainment precinct to the youth-focused plaza at Dean/Young Streets.
- Use a restricted palette of high quality landscape materials, planting, public art, furniture and lighting that is consistent with the hierarchy and function of open spaces. Consider controlling palette by way of a comprehensive Albury CBD Public Domain Manual.

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation



QEII Square: Illustrative plan

Initiative 1: QEII Square

Upgrade QEII Square, reinforcing its role as Albury's main civic community space.

Principles

- Consider the design of the open space area as a whole, including the community centre site and the rear of the church land.
- Maintain a large open grass area. (A)
- Widen the range of uses and spatial experiences within the Square to provide both intimate and open spaces.
- Increase the active edges to the Square, with opportunities to open up the Library and the Art Gallery to the central square. (B)
- Improve night-time safety through increasing opportunities for surveillance and enhanced lighting
- Incorporate new planting & high quality paving, reflective of the civic importance of this space. (C)
- Increase accessibility & pedestrian links and visually reinforce these links with appropriate tree planting. (D)
- Open library out to new outdoor court, with opportunities for a café and a custom designed children's play area. (E)
- Provide new attractive urban plaza & sensory garden edging Dean Street. (F)
- Ensure QEII Square improvements are robust and all planting is suited to the climatic conditions of Albury.

02 STRATEGIES & INITIATIVES

Strategy 6: A City for Culture and Recreation



View from QEII Square to Dean Street



Church facade on QE II square

- Balance the need for openness for large events with the need for more intimate spaces and variety within the square.
- A site specific masterplan for the whole civic precinct and QEII Square is a future project, to ensure all opportunities and constraints are explored in an holistic manner.
- Plans for QEII Square will need to be developed in consultation with the Cultural Precinct Advisory Committee



Edge of QEII Square east



Edge of QEII Square west



Albury museum entrance off QEII Square

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation



Mill Park Illustrative Plan

Initiative 2: Mill Park

To establish a new open space along Young Street which marks the northern entry into Albury City.

Principles

- Create a publicly accessible open space which marks the change of road alignment ('the kink') along Young Street. People should feel like they are driving through a park, rather than driving down a road with neighbouring parks.
- Incorporate elements such as enhanced tree planting, median treatment & urban plaza, urban forest & lawn.
- Retain a small off street car park on the southern side of the street, however increase planting along edges and within to create the feeling of 'parking within a park'. (A)
- Improve views from the railway line.
- Incorporate continuous bicycle routes along (B) Young Street to Guinea Street, and linking with the Swift Street bike lanes (CBD cycle loop).
- Widen footpaths & provide new crossings.
- Screen adjacent on-site car parking & loading areas with planting. (C)
- Propose planning agreements between Council and landowners, as a proportion of the proposed open space is located on privately owned land, This will help to achieve a balanced outcome for both the landowner and the community.

02 STRATEGIES & INITIATIVES

Strategy 6: A City for Culture and Recreation

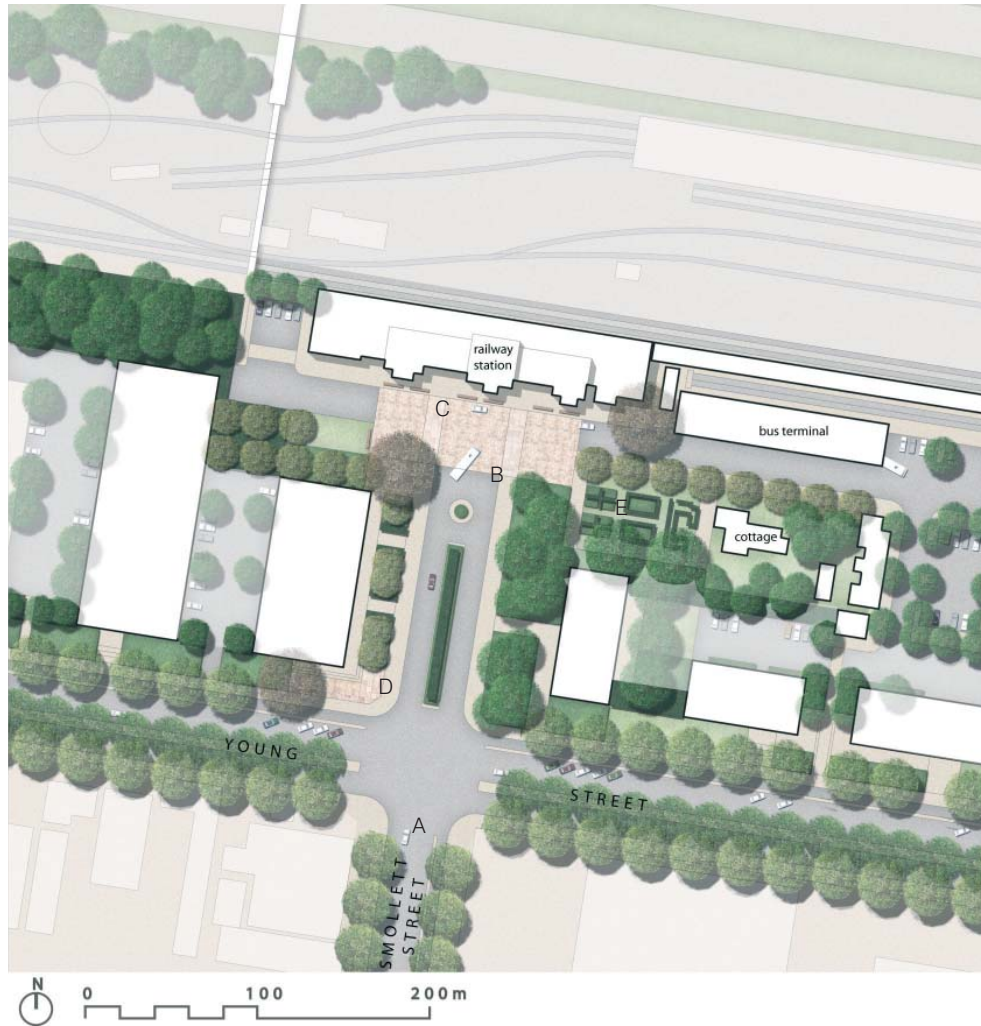


Mill's Park artist's impression

- The principles underpinning this park remain unchanged whether the adjacent building uses are bulky goods or an office park. However the resultant park design may vary to respond to the different building forms and facades, as well as carparking and loading needs.

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation



Railway Station Square Illustrative Plan

Initiative 3: Railway Station Precinct

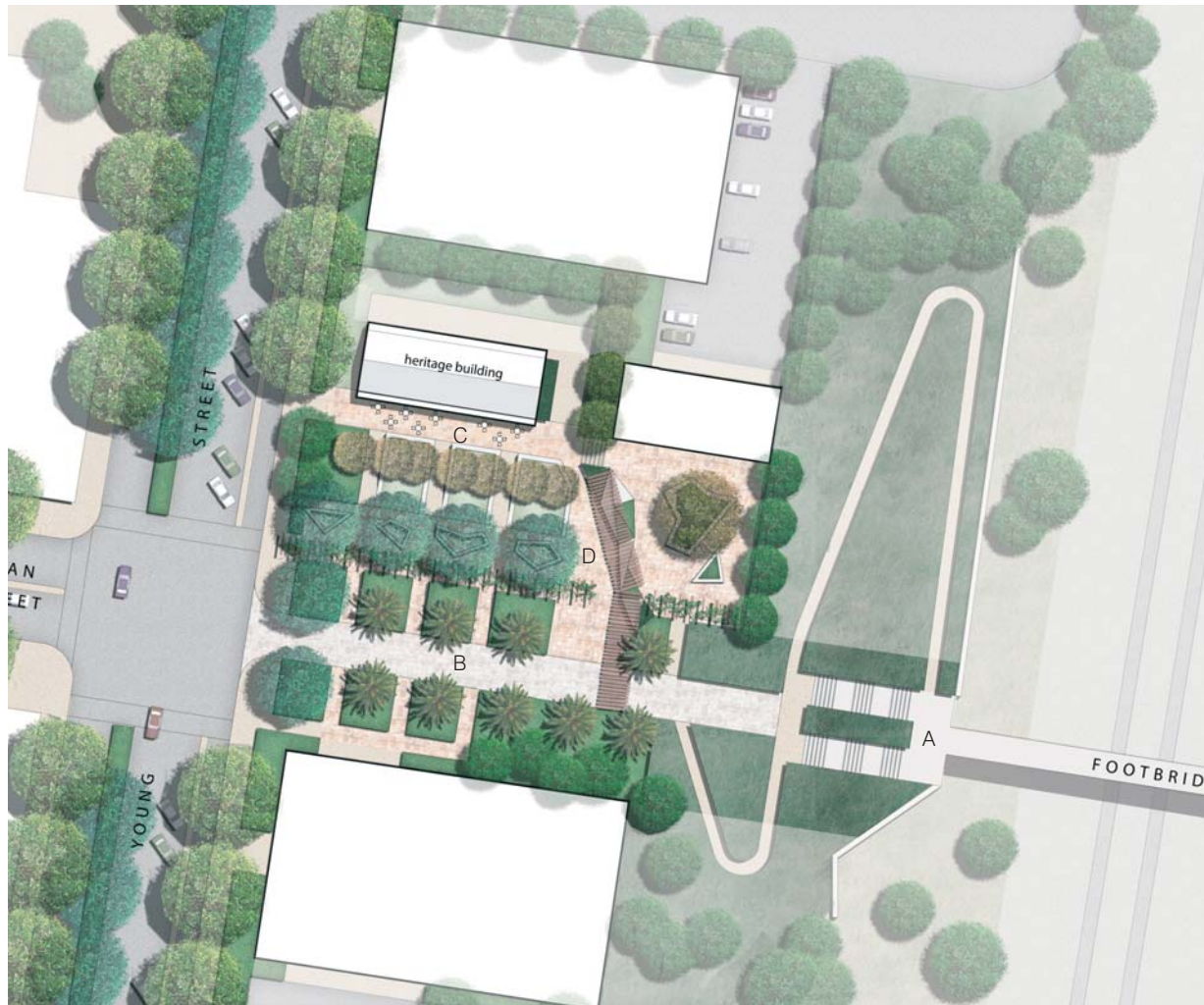
To provide the historic Albury Railway Station with high quality forecourt, creating a pedestrian friendly environment which links to the CBD.

Principles

- Maintain views to the historic Railway Station, particularly the significant view from Smollett Street (A)
- Control vehicle movement, formalise parking areas & maintain access for coaches. (B)
- Create a paved forecourt & pick-up area. (C)
- Improve pedestrian access & safety by widening footpaths & providing new pedestrian crossings.(D)
- Beautify the station masters garden with new trees, planter beds, seating and intergrated play elements for children (E).
- Use vegetation to define edges, beautify streets & screen car parking areas.
- Ensure new planting does not detrimentally impact on the view from Smollett Street to the Railway Station
- Resolve site levels to ensure the important relationship between new adjacent development and the Railway Station forecourt. Site levels need to be resolved to provide ground level entrances to these buildings from the public domain.
- The extension of the Railway Street to Atkins Street is an important element in the reinvigoration of the Railway Precinct, however the Railway Station forecourt concept is not dependant on this vehicular link.

02 STRATEGIES & INITIATIVES

Strategy 6: A City for Culture and Recreation



Young / Dean Street Plaza Illustrative Plan

Initiative 4: Young / Dean Street Plaza

To redesign the existing open space to have a youth focus, and improve connections to the adjacent historic building.

Principles

- Maintain the current pathway alignment with Dean Street and the overpass steps (A)
- Retain the existing palm trees flanking the axis pathway (B)
- Step / ramp the northern side of the site to address the adjacent heritage building, providing a strong relationship between the building and the park. (C)
- Provide additional shade trees to create a space which invites use in summer. (D)
- Design and build elements in the park such as steps and walls with robustness, to allow / encourage use by skateboarders.
- Provide good lighting in the park for nighttime surveillance.
- Ideally, encourage uses in the adjacent heritage building which compliment the youth focus in the park.
- Consult with youth in Albury to develop plans for this plaza to ensure design suitability for skateboarding, and a sense of youth 'ownership' of the space.

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation



CBD Planting Strategy

Initiative 5: CBD Planting Strategy

To provide Albury with a street tree planting strategy that reinforces the masterplan structure and improves the appearance of streets.

Principles

- Enhance existing street tree planting by providing additional regular planting in verges and medians.

Additional Street Tree Planting

Gateways & Bypass:

- 1 Brachychiton populneus (Kurrajong)/ Angophora costata (River Red Gum)
- 2 Platanus x acerifolia (Plane Tree)/ Ulmus parvifolia (Chinese Elm)/ Corymbia eximia 'Nana' (Golden Gum) - median
- 3 Platanus x acerifolia (Plane Tree)/ Pyrus calleryana/ Corymbia eximia 'Nana' (Golden Gum) - median
- 4 Platanus x acerifolia (Plane Tree)/ Pistachia chinensis (Pistachio)/ Corymbia eximia 'Nana' (Golden Gum) - median
- 5 Alnus cordata (Italian Alder)/ Ulmus parvifolia (Chinese Elm)/ Corymbia eximia 'Nana' (Golden Gum) - median
- 6 Alnus cordata (Italian Alder)/ Ulmus parvifolia (Chinese Elm)/ Euc. citriodora (Lemon-Scented Gum) - median
- 7 Celtis australis (Mediterranean Hackberry) - north end/ Corymbia maculata (Spotted Gum)
- 8 Alnus cordata (Italian Alder)/ Celtis australis/ Euc. sp. - median

Parkside:

- 9 Alnus cordata (Italian Alder)/ Celtis australis (Mediterranean Hackberry)/ Pyrus calleryana (Callery Pear) - median
- 10 Ulmus parvifolia (Chinese Elm)/ Pyrus calleryana (Callery Pear)

Pedestrian Streets:

- 11 Platanus x acerifolia (Plane Tree)/ Euc. sp. - median
- 12 Platanus x acerifolia (Plane Tree)/ Pistachia chinensis (Pistachio)

Kiewa Street civic precinct:

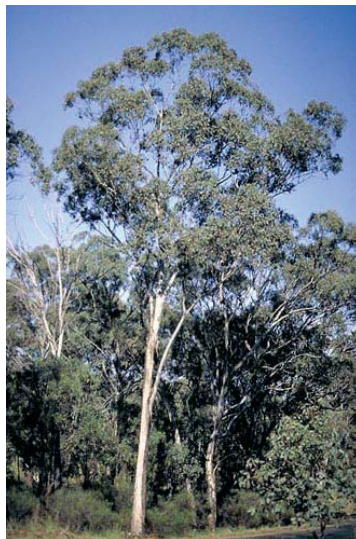
- 13 Ulmus parvifolia (Chinese Elm)/ Pyrus ussuriensis (Manchurian Pear)

Reinforce existing street tree planting on streets not indicated.
Final species selection subject to availability and detailed design of streets, verges and parking. Locate trees to avoid visual obstructions and conflicts with overhead power lines, underground services and driveway cross-overs.

- Intersection - feature tree planting on selected corners
- Roundabout - feature tree planting on selected corners / in centre

02 STRATEGIES & INITIATIVES

Strategy 6: A City for Culture and Recreation



Eucalyptus albens



Corymbia maculata



Pyrus calleryana



Pistachia chinensis

- Use tree planting to assist pedestrians, cyclists and drivers to navigate through and around the CBD.
- Select tree species proven to be well suited to local climatic and soil conditions.
- Locate feature tree planting at gateways, key intersections and open spaces to reinforce a sense of arrival and identify important community spaces, such as QEII Square.
- Select and locate tree species that maintain clear views of historic buildings, such as the railway station, and provide seasonal variations in colour, form and texture.
- Provide increased habitat by incorporating low maintenance indigenous plant species within CBD streets.
- Introduce new native tree planting that draws the Murray River landscape into the CBD.
- Encourage the use of structural soils for trees in footpaths and verges. Use high quality, free-draining topsoil for all new planting.
- Size planting pits appropriate to soil type (structured or urban soil) and spatial constraints. Trees are to be planted as per best practices (wok shape) and site constraints.
- Supply new trees at an advanced to super advanced size with a healthy root, trunk and canopy. Return trees delivered in poor health and structure.
- Use vandal-resistant tree guards in active areas.

STRATEGIES & INITIATIVES 02

Strategy 6: A City for Culture and Recreation



Pyrus ussuriensis

- Ensure clear sightlines for planting around intersections and pedestrian crossings.
- Tree pit sizes should be maximized where possible, with a minimum recommended size of 1.2m x 1.2m.
- Nursery advice should be sought regarding most suitable plant container size at installation.
- RTA consultation will be required for new planting on RTA controlled roads.



Ulmus procera

STRATEGIES & INITIATIVES 02

Strategy 7: A Beautiful Livable City

Strategy 7: A beautiful livable city

To simplify visual clutter, enhancing tree planting and identifying areas for public art and new public spaces.

Initiative 1: High Quality Streetscapes

Initiative 2: Respecting Heritage

Initiative 3: Better Carpark Design and Location

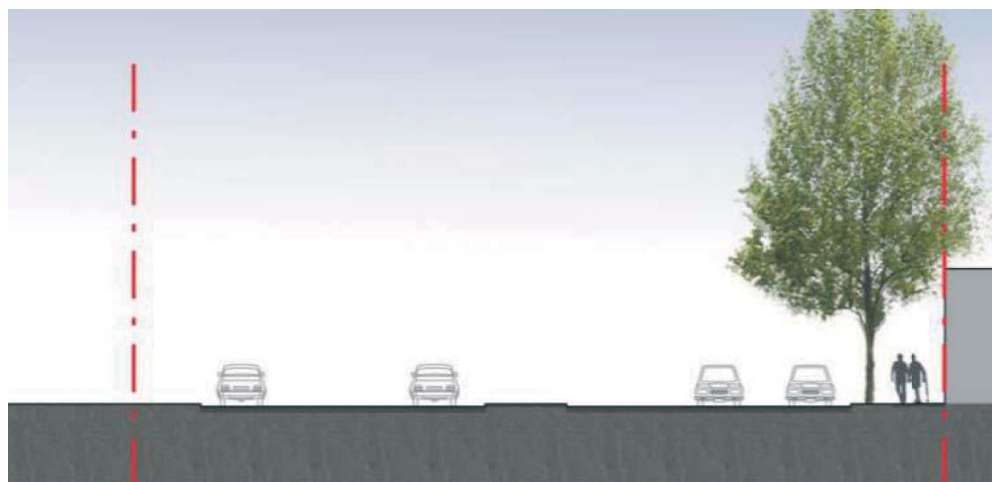
Initiative 4: Public Domain Elements



Strategy 7 Diagram: A beautiful livable city

02 STRATEGIES & INITIATIVES

Strategy 7: A Beautiful Livable City



Before



After

Initiative 1: High Quality Streetscapes

- Promote high quality streetscapes that are spatially defined by both the public street reserve and by the frontage of buildings that shape their edges.
- Define street edges that define the spatial character of a street or portion of street. Street edges are defined by building frontages and alignment through development controls including street setbacks, upper level setbacks and street wall heights. Refer to Section 3.4 Development Control Recommendations.
- Ensure future development responds to the desired scale of a street and manages the transition between the existing context scale and the future context scale.
- Locate taller buildings within the mid-block or setback from the street wall, where they will not detract from the fine grained, 2-3 storey scale of heritage streetscapes.
- Seek opportunities to infill voids (often carparks) in the street with new buildings that address the street and contribute to the overall streetscape.
- Prevent sub-basement carparking that provide blank facades to the street.
- Ensure the facades of new buildings include articulation such as punctuations, openings, repetition of architectural elements, reflecting the internal functions of the building. This is to avoid flat, blank facades.

STRATEGIES & INITIATIVES 02

Strategy 7: A Beautiful Livable City



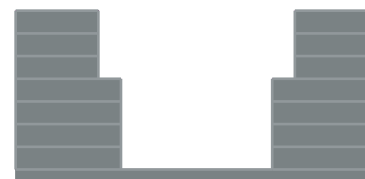
Consistent building form that determines Dean Street's character



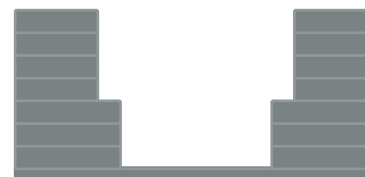
4 STOREY = 3 + 1 STOREY SETBACK
i.e. Dean Street



7 STOREY = 5 + 2 STOREY SETBACK
i.e. Kiewa & David Street



7 STOREY = 4 + 3 STOREY SETBACK
i.e. Smolett Street



7 STOREY = 3 + 4 STOREY SETBACK
i.e. Townsend & Olive Street

Upper level street setback define street scale

- Extend and augment the existing street tree planting within the CBD.
- Enhance the streetscape quality of the CBD's fringe where transitional uses such as bulky goods and car yards dominate.
- Enhance and repair the streetscapes of Young Street, Hume Street, and Wodonga Place (as traffic intensity has decreased due to the new freeway) and improve their pedestrian quality.
- Frame existing view corridors to the hills surrounding Albury.
- Ensure streetscape character incorporates other Strategies within this report.

02 STRATEGIES & INITIATIVES

Strategy 7: A Beautiful Livable City



Existing predominant 2 storey + parapet scale of Dean Street with its silhouette of parapets against the sky



An example of a new infill building that is sympathetic to the predominant 2 storey scale.



Provide uniquely wide awnings at a consistent height



Ensure that landmarks are the dominant visual elements of Dean Street

Initiative 2: Respecting Heritage

- Protect the heritage streetscape quality of Dean Street;
 - Ensuring that the landmark elements remain visually dominant and are the primary contributors to the Dean Street streetscape;
 - Maintaining its overall 2 storey + parapet scale with taller punctuating elements that are generally buildings of heritage significance;
 - Ensuring new infill buildings along Dean Street are sympathetic to the existing 2 storey + parapet scale;
 - Providing its uniquely wide awnings at a consistent height;
 - Protecting its silhouette of the parapets of the buildings against the sky;
 - Keeping the original face-brick finish of heritage items and historic buildings where they occur;
 - Seeking opportunities for adaptive re-use of buildings; this includes the potential for above ground residential;
 - Maintaining the predominant 2 storey streetwall of Dean street as redevelopment occurs;
 - Providing an upperlevel setback of 6m for the location of taller newer building elements behind the building alignment of Dean Street;
 - Reinforcing the pattern of taller elements at the corner.

STRATEGIES & INITIATIVES 02

Strategy 7: A Beautiful Livable City



Adaptively re-use heritage items within the Railway Precinct



Maintain views to the historic Railway Station from Atkins Street (eastern gateway to the CBD)



Continue to adaptively re-use houses for small scale commercial uses along Swift Street and Stanley Street



- Maintain the heritage quality of the Railway Precinct by:
 - Adaptively re-using heritage buildings on the Flour Mill site, retaining as much of its form and fabric as possible.
 - Maintaining views to the historic Railway Station from Smollet Street and at the gateway into the CBD on approach from Atkins Street.
 - Protecting the scale of the Railway Station by ensuring that new buildings addressing the new railway forecourt have a 2 storey streetwall. Refer to Section 3.2.1 Railway Precinct Tourist Centre.
- Respect the heritage residential streetscapes of Wilson, Swift, Smollett, Englehardt, and Hume Street by:
 - Continuing the trend of converting houses from residential to 'small scale' commercial uses around the fringe of the CBD.
 - Ensuring new buildings are sympathetic in material, bulk and scale.

02 STRATEGIES & INITIATIVES

Strategy 7: A Beautiful Livable City



Creatively design car parks creates multi-use and attractive spaces



Car park located above ground level



Shaded car park



Harvesting stormwater in car park using swales

Initiative 3: Better Carpark Design and Location

To improve the design of car parks to enhance their appearance and useability and to minimise their environmental impacts.

Principles

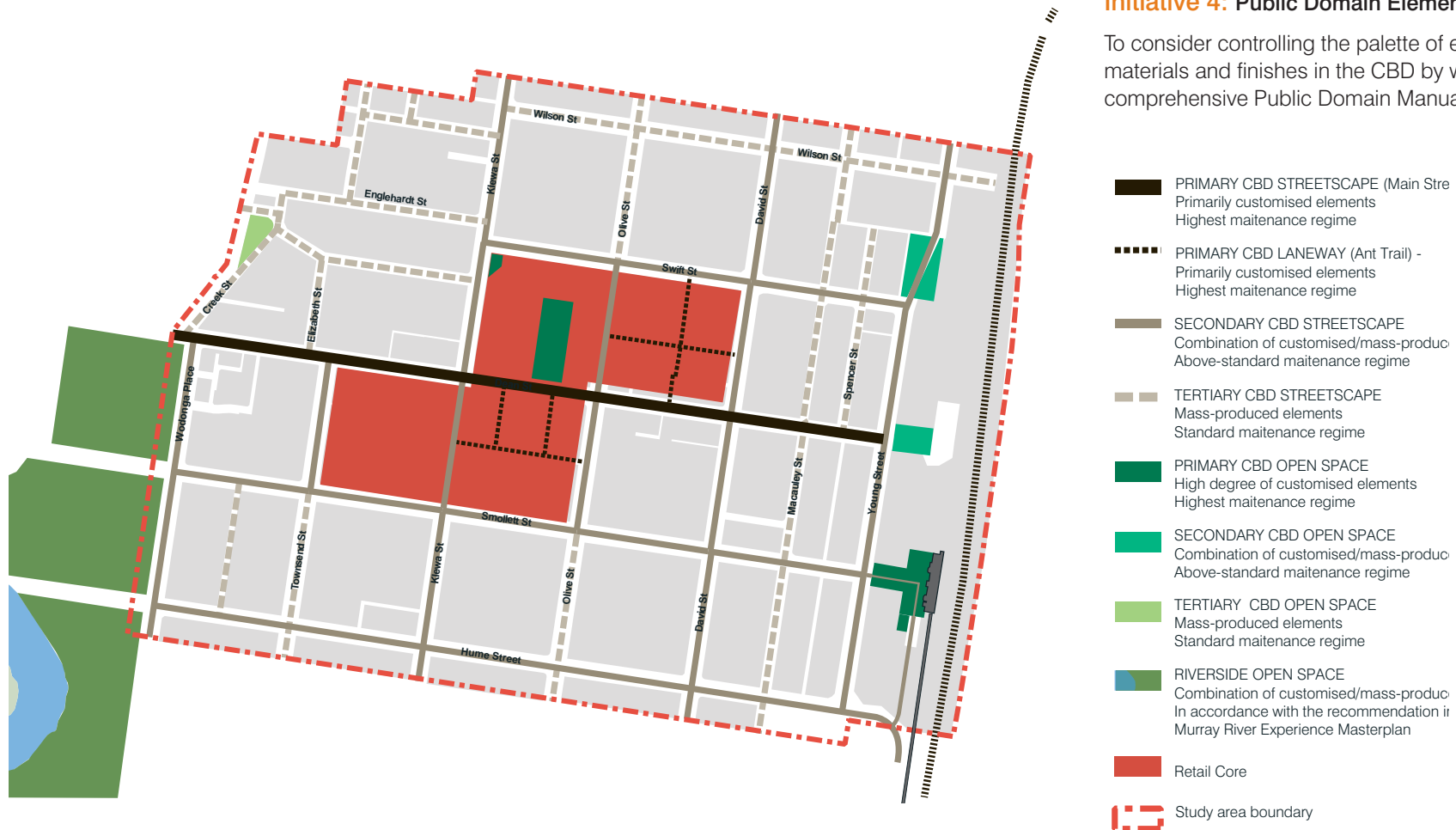
- Minimise heat island effect on on-grade car parks by increasing shade through appropriate tree planting.
- Harvest stormwater from permeable surfaces within car park to improve water quality and to ensure viability of tree planting.
- Sleeve multi level car parks which are built to the street edge with active uses at ground level, and screen the parking above with articulated building facades using high quality materials.
- Where surface car parks remain, reduce their impact on adjacent streets by defining their street edges with both tree and understorey planting.
- Consider short term projects to assist in the beautification of existing car parks. For example, improvements could be living (made with planting), super-graphics (painted on the ground surface) or nocturnal (created with lighting).
- Ensure levels of lighting in all car parks meet safety requirements and are maintained.

STRATEGIES & INITIATIVES 02

Strategy 7: A Beautiful Livable City

Initiative 4: Public Domain Elements

To consider controlling the palette of elements, materials and finishes in the CBD by way of a comprehensive Public Domain Manual.

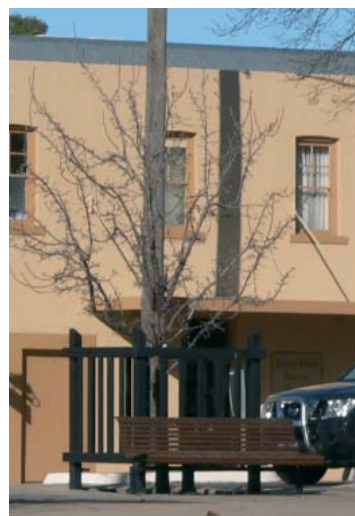


02 STRATEGIES & INITIATIVES

Strategy 7: A Beautiful Livable City



Different styles of timber and steel custom seating



Off the shelf seating with customised tree guards



Bench seating incorporating lighting elements

Principles

- Consider the public domain elements for the CBD area in an holistic way. The suite of elements, materials and finishes should give Albury a consistent, unique and considered look.
- Do not rely on 'theme-ing' the public domain to give the city a unique look. The public domain elements should support the existing character and qualities of the built and natural environment of Albury.
- Spend money on elements which have the greatest impact, such as planting, signage and lighting. Do not waste money on 'special' features in areas where a simple solution will look equally as effective (for example, special paving instead of good quality concrete on minor CBD streets)
- When selecting public domain elements, consider the hierarchy of the street / space. For example, Dean Street, QEII Square and the Railway Square are primary public areas and warrant more customised elements and higher maintenance requirements. Refer to the hierarchy of public spaces diagram for more details.
- Design / select street furniture which is robust and appropriate for its intended use.
- Within the CBD retail core, locate seating, bins and drinking fountains adjacent to public buildings, bus stops and rest areas; or at 200m intervals.

STRATEGIES & INITIATIVES 02

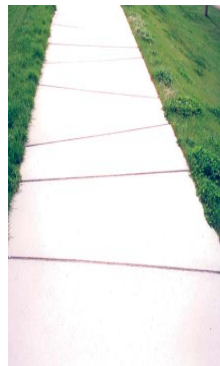
Strategy 7: A Beautiful Livable City



Customised seating with water play



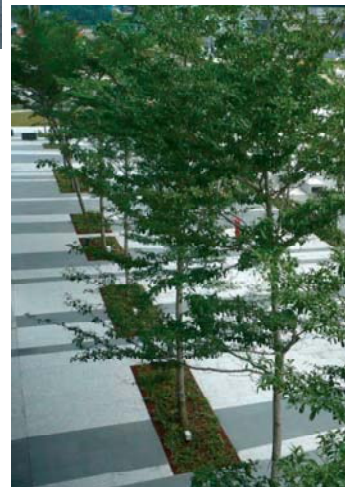
Up-lit trees provide a dramatic nighttime environment



Irregular saw-cuts individualise an otherwise standard concrete pathway



Wayfinding signage



Bold, graphic paving patterns can look effective in open plaza areas

- Within the CBD core, provide separate street and pedestrian lighting. Consider locating lighting to the underside of awnings. Light poles and fittings should be consistent throughout the CBD, simple in design and neutral in colour. Provide energy efficient luminaires to all streets.
- Select and locate light poles and fittings so they appear as supporting visual elements within the streetscape rather than prominent features. Ensure they visually recede in comparison with historically significant buildings and street trees.
- In parks and plazas, provide a variety of light fittings to emphasise the design of the space. For example, up-lighting of feature elements can be very effective.
- Select light fittings which are vandal resistant.
- Limit unit paving to areas of primary significance where higher budgets allow for beautiful, quality paving materials. Limit the colour of unit paving and where possible, encourage the use of regionally sourced materials.
- Directional signage should be considered as part of a comprehensive CBD and Gateways Signage Strategy.
- Signage is a functional and effective way of visually differentiating Albury city.

IMPLEMENTATION 03

03 IMPLEMENTATION

3.1 Managing Change in Albury CBD

Albury is a regional city with wide range of uses and building types. It is characterized by a highly diverse range of landownership patterns from small infill sites to large consolidated land holdings. Most buildings are under 3 storeys in height and there is a predominance of on-grade parking.

The urban form of Albury suggests a large capacity to accommodate growth. However future growth and resulting development capacity requirements will be determined by population growth and demand, by market speculation, and by the availability of suitable development sites. (Refer to Albury and Lavington Retail Floor Space Demand Analysis by Hill PDA dated May 2009 and recently approved Development Applications)

This Masterplan seeks to manage change on the range of lot sizes in the CBD. Small sites have different development issues to large sites. Large sites provide the greatest capacity for change and will play a significant role in the future character, environmental performance and scale of the CBD. Small sites will redevelop but incrementally over a long time period.

The Masterplan seeks to manage and guide future development through the following strategies:

Development Controls Strategy

The Masterplan proposes a range of primary development controls that will help shape the overall urban form of Albury CBD.

The primary controls are:

- Land use
- Street setbacks
- Building height
- Streetwall heights and upperlevel setbacks
- FSR

The primary controls of Height and FSR are proposed to inform Council's future LEP.

These controls work together to describe building envelopes for future development. Building envelopes demonstrate development capacity. They are not buildings but three dimensional areas within which a building or series of buildings can be designed.

Infill Development Strategy

This strategy illustrates a range of building types that could occur within small infill sites within the CBD. Redevelopment of these sites is likely to be incremental. As change occurs, some -existing uses will remain while others may change to a higher and better use. Building types are used to show how future buildings can respond to the desired uses and characters within the CBD.

Key Sites Strategy

This strategy addresses large consolidated sites and the opportunities available to accommodate significant change within the CBD both from a development capacity viewpoint and a public benefit

viewpoint.

Masterplan Strategy

This report recommends that sites or consolidated sites over 10,000m² are required to prepare a site specific Masterplan.

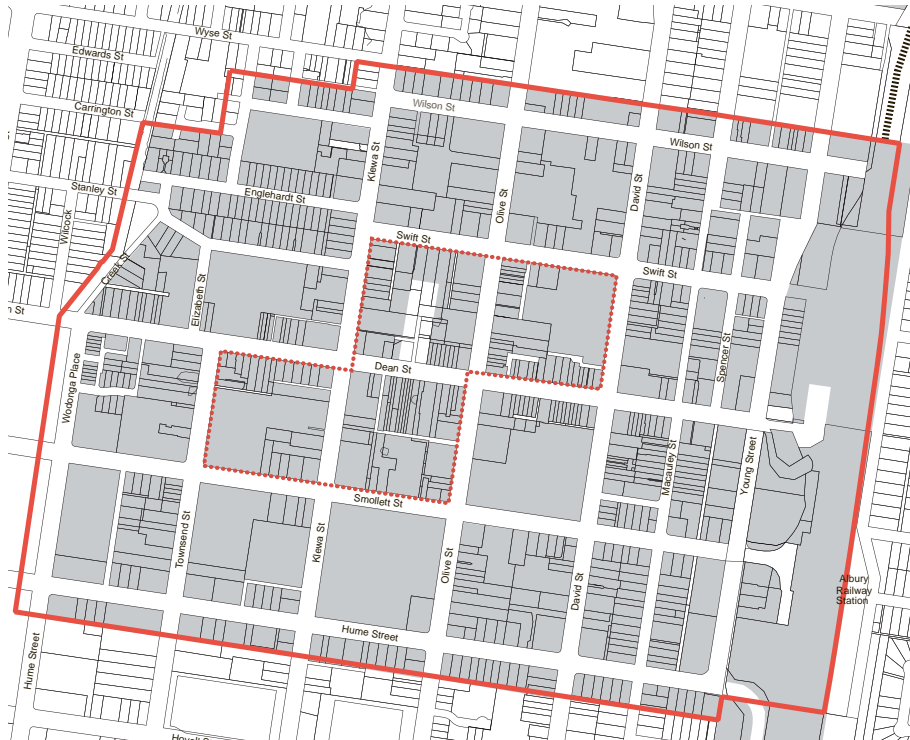
Masterplan sites are subject to merit assessment and are required to demonstrate that the FSR's are achieved by responding to:

- Objectives and strategies within this report;
- An Economic Impact Report which details floor space and impacts on existing uses within the CBD; proposed floor space and height; and
- Details of proposed public benefits such as through site links, open spaces, and/or sustainability initiatives.

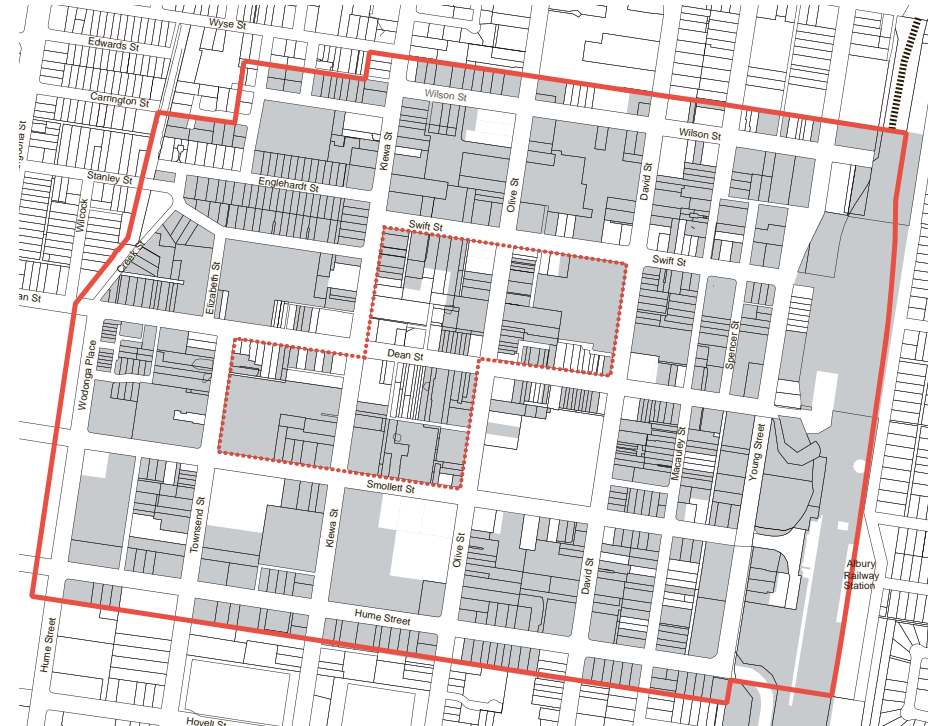
Opportunities for Change

The following series of drawings entitled Opportunities for Change, analyses the existing subdivision pattern of Albury to reveal which lots present the greatest opportunities for future development. The series sequentially subtract public open space, heritage, conservation areas, character areas, small sites, strata titled sites and recently development sites. The resulting map shows that medium size sites, amalgamated sites and large sites have the greatest development potential in the future. This is a useful tool to plan how and where future development occurs.

3.2 Analysis: Opportunities for Change



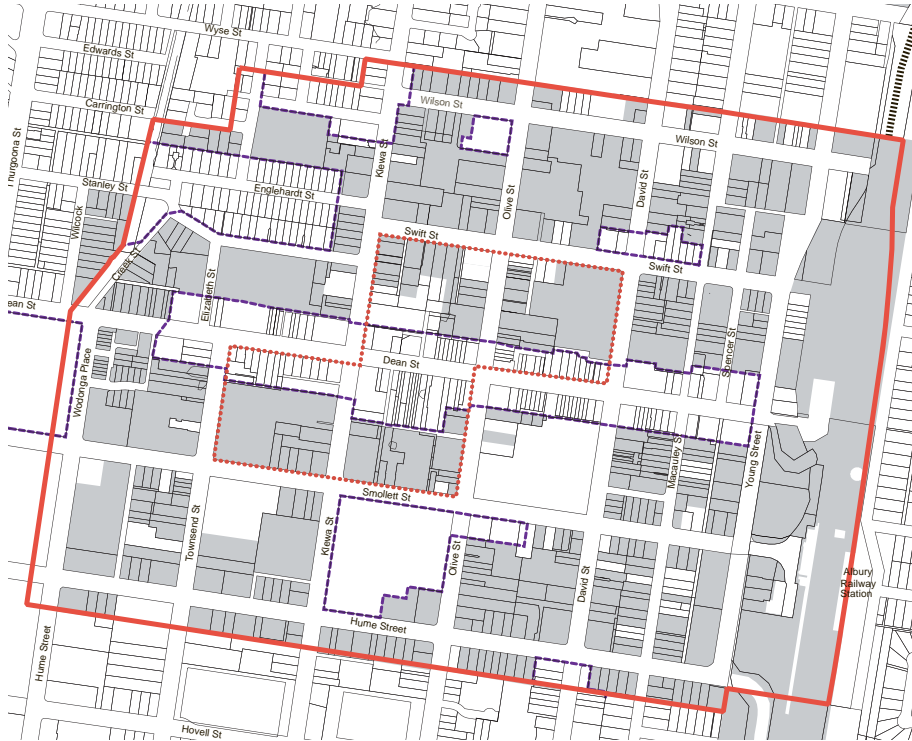
Development opportunities = Albury CBD - (Public open space)



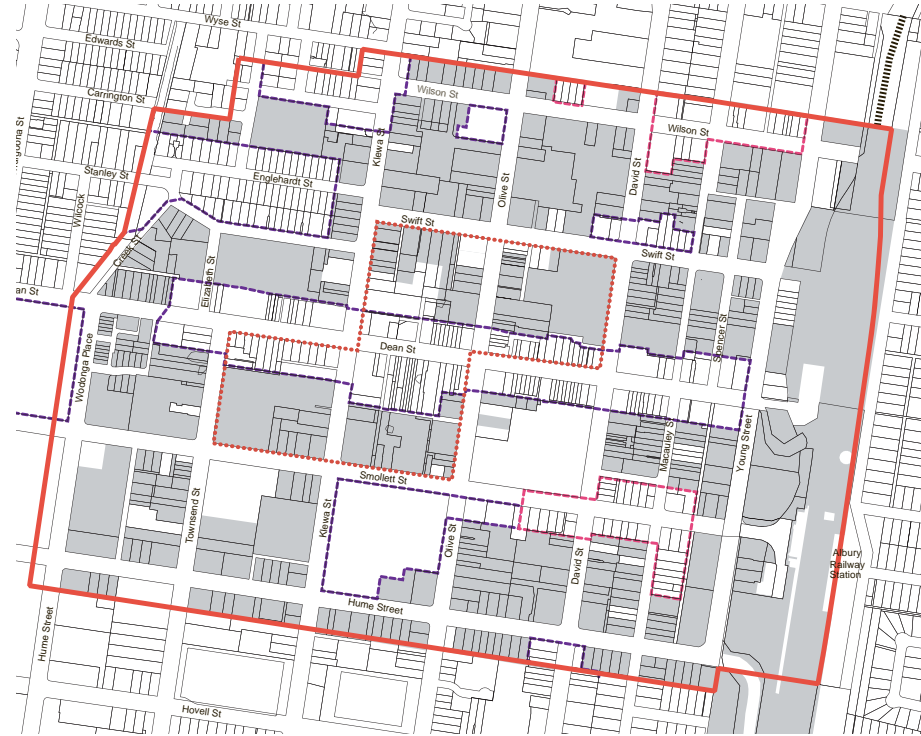
Development opportunities = Albury CBD - (Public open space + heritage items)

03 IMPLEMENTATION

3.2 Analysis: Opportunities for Change



Development opportunities = Albury CBD - (Public open space + heritage items + conservation areas)

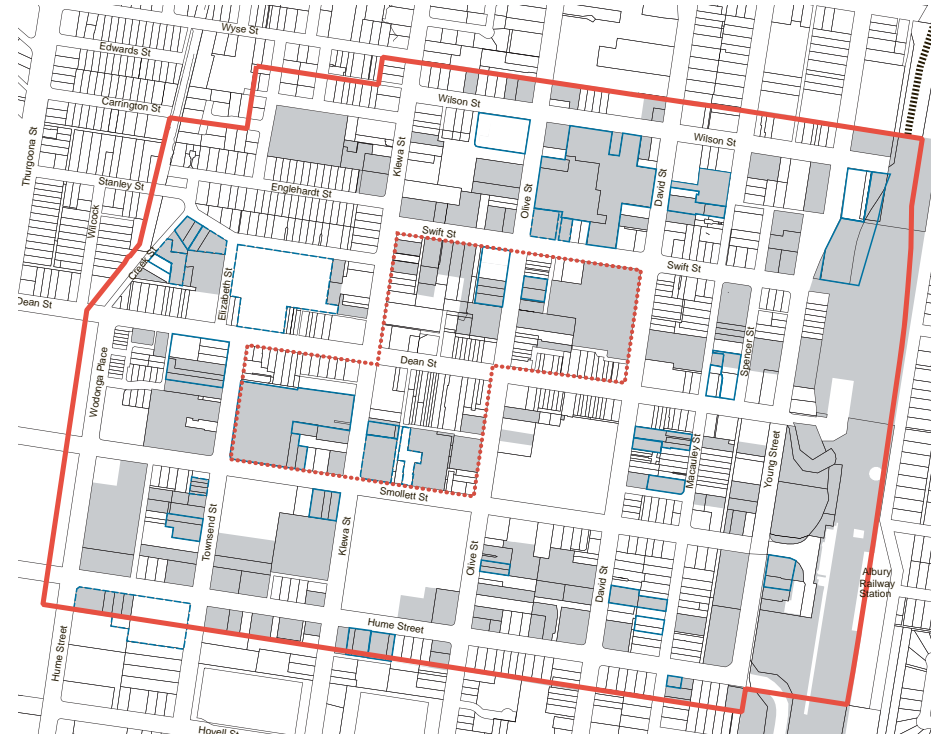


Development opportunities = Albury CBD - (Public open space + heritage items + conservation areas character areas)

3.2 Analysis: Opportunities for Change



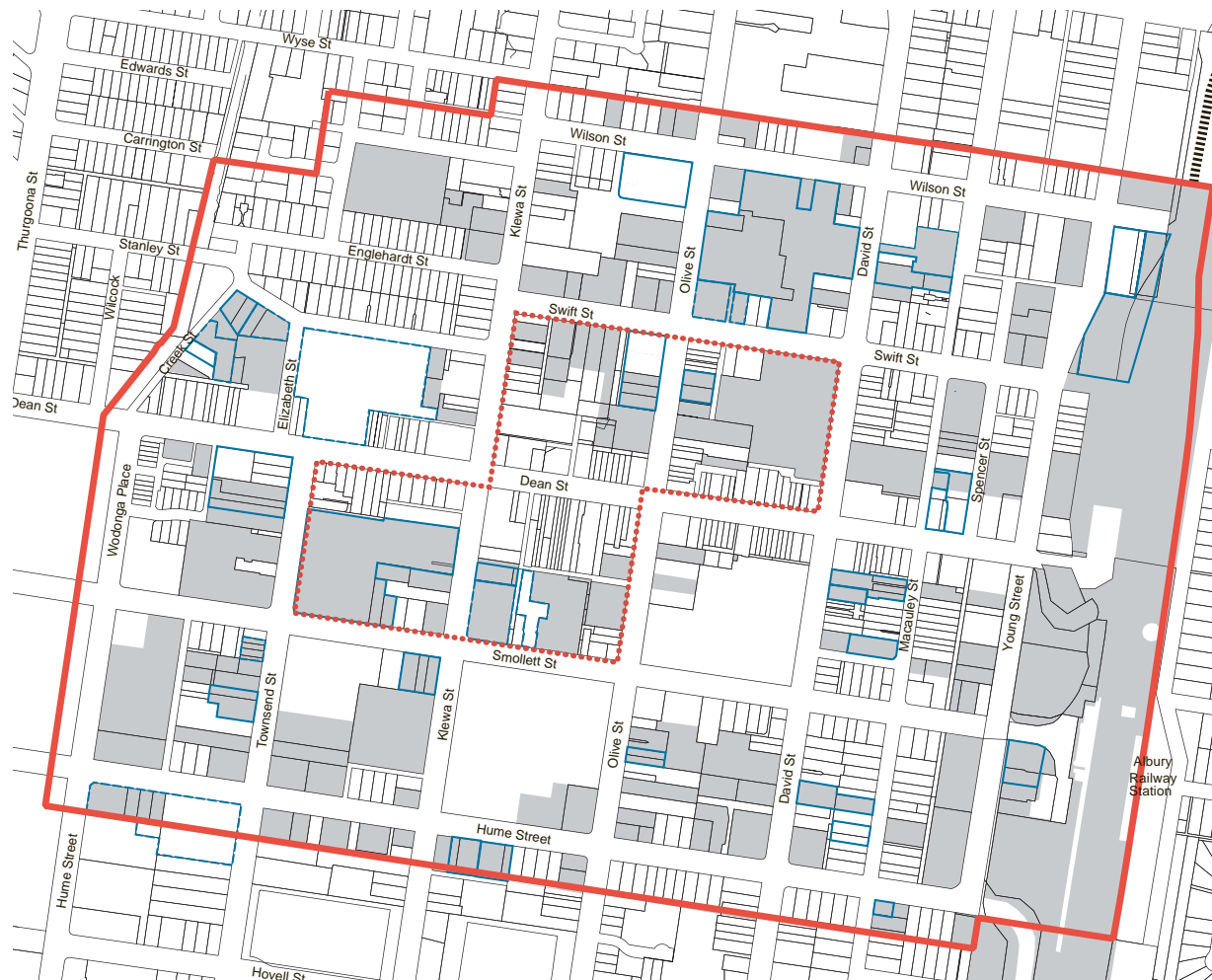
Development opportunities = Albury CBD - (Public open space + heritage items + conservation areas character areas + constraints to development ie. small sites, strata, recently developed sites)



Development opportunities = Medium sites + Amalgamated sites + Large sites

03 IMPLEMENTATION

3.3. Identification of Key Sites



Development opportunities = Medium sites + Amalgamated sites + Large sites

Through the Opportunities for Change Analysis and the Masterplan Process key sites have been identified. These include:

Detail Site Studies

Detail site studies have been prepared for the following site to provide future guidance on their redevelopment, as these sites or group of sites demonstrate great potential for change and therefore capacity to deliver initiatives within this report.

- Railway Precinct
- Council Depot Precinct

The masterplan contains structure diagrams, design principles, indicative building forms and precedent images for each Precinct.

Opportunity Sites

In addition, to detail site studies the masterplan identifies the following opportunity sites:

- Albury Centro
- Gasworks Site
- Volt Lane Precinct
- SS&A Club
- Meyer City Centre
- IGA Carpark

Opportunity sites are sites, where the existing development or on-grade parking areas, could be redeveloped or adapted over time to improve their relationship to the streetscape, pedestrian environment, and function of the public realm.

3.3. Identification of Key Sites

These sites also have the potential to significantly shift the economic dynamics of the CBD, such as over-extending or delivering future retail demand.

Detail Site Studies

- Railway Precinct
- Council Depot Precinct







These are explored in more detail in Key Sites

Opportunity Sites

- Albury Centro
- Gasworks
- Volt Lane Precinct
- SS&A
- Myer City Centre
- IGA Carpark

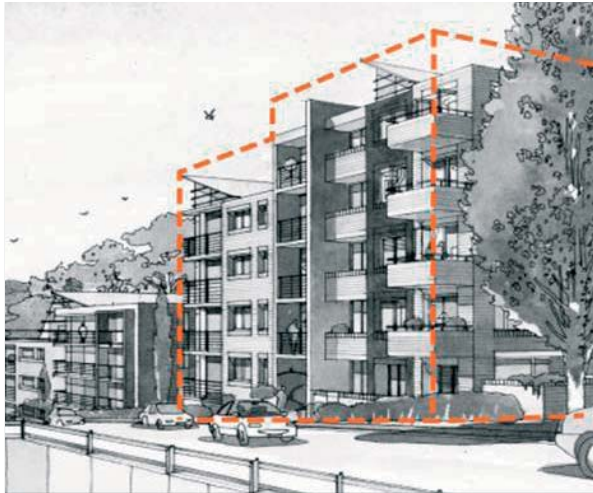


Key Sites Diagram

-  Visitors Loop
-  Public Domain Sites
-  Gateway Sites
-  Railway Precinct
-  Council Depot Site
-  Opportunity Sites
 - ① Albury Centro
 - ② Gasworks
 - ③ Volt Lane Precinct
 - ④ SS&A
 - ⑤ Myer City Centre
 - ⑥ IGA Carpark

03 IMPLEMENTATION

3.4 Development Control Strategy



Building envelopes predict future building form

The Development Control Strategy adopts an approach to determining controls that is design –based. This means that controls are seen as design tools for shaping the future character; defining the spatial form of the CBD, and promoting better quality development. These controls compliment existing performance based development controls guiding environmental performance and amenity.

The following development controls are recommended for inclusion within the Development Control Plan and should inform the preparation of the Comprehensive Local Environmental Plan.

Shaping the CBD

These controls relate to shaping the streets and public places with building edges and the skyline with building profiles.

Objectives

- To respect the existing scale and view corridors of heritage streetscapes, i.e Dean Street.
- To frame view corridors to surrounding hills.
- To promote landmark buildings at gateways.
- To spatially define the street to reflect its street hierarchy, use and character.
- To mediate between existing buildings and new buildings by defining a street wall datum.
- To respond positively to heritage buildings by providing sympathetic infill development.
- To assist in achieving visual privacy where ground floor residential uses area located.

- To improve the use and safety of laneways for both vehicle service access and pedestrian access to building frontages.
- To promote design quality by promoting loose fit between overall height, building envelope and floor space.
- To provide certainty for land owners, developers and the community.

3.4 Development Control Strategy

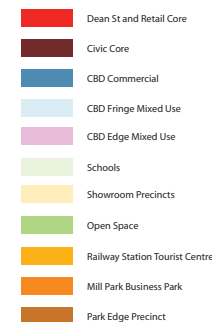
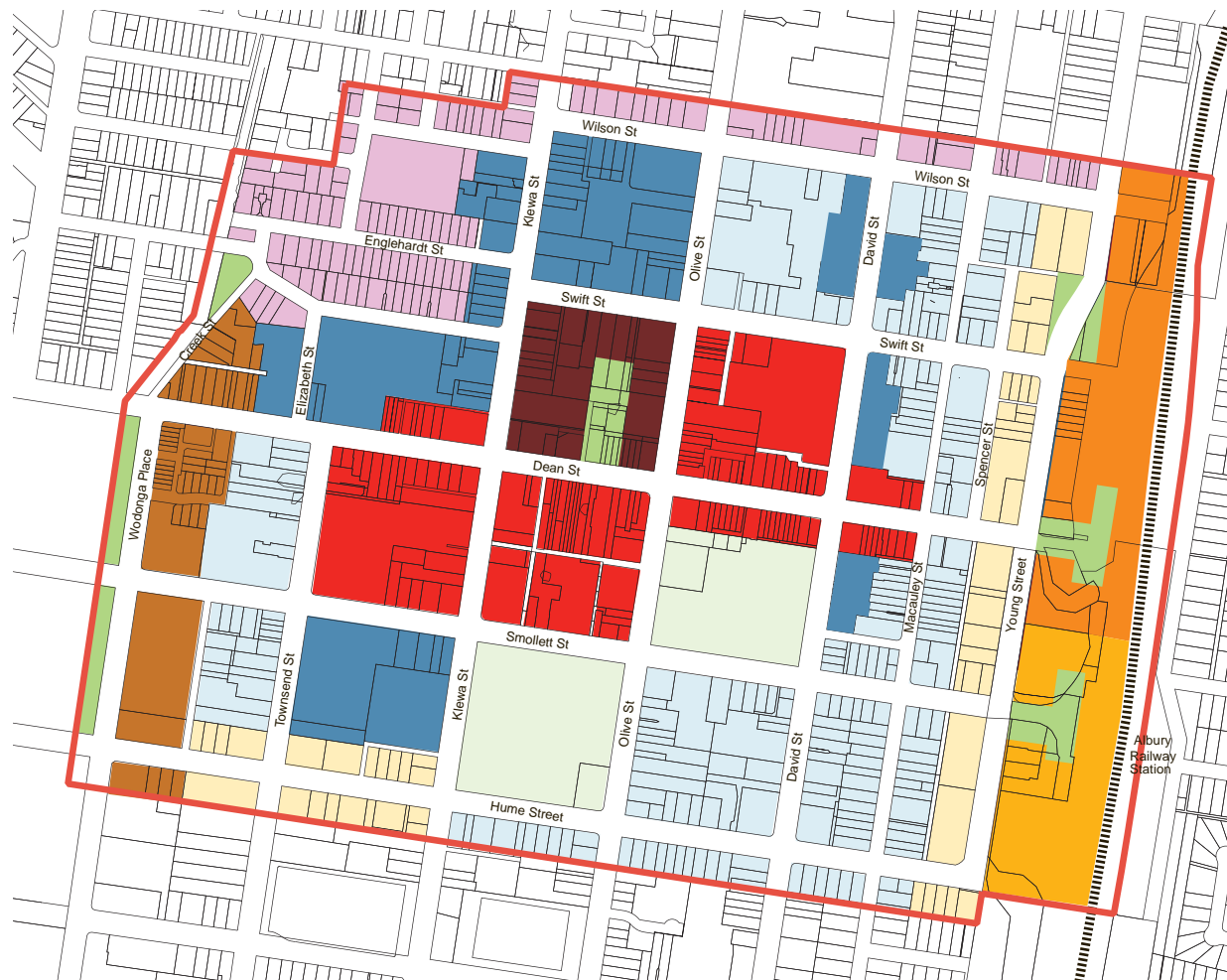
3.4.1 Land Uses

Objectives

- To protect the liveliness of Dean Street and the Retail Core of Albury CBD.
- To encourage a variety of uses within the CBD ensuring its 24 hour liveability.
- To encourage mixed use buildings.

General Controls

- Land uses are to comply with the Land Use Plan



Land Use Diagram

03 IMPLEMENTATION

3.4 Development Control Strategy



Street Setback Diagram

3.4.2 Street Setbacks

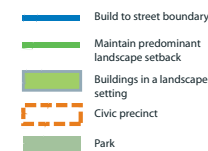
The street setbacks strategy is designed to protect and enhance existing streetscape character.

Objectives

- Build to the street boundary - to provide better street definition, active frontages and awnings to streets in the Retail Core and Dean Street. This control relates to the streetwall height controls.
- Maintain predominant landscape setback on residential streets - to manage change as it occurs to be consistent residential streetscape character.
- Buildings in a landscaped setting - to provide associated open space with special use buildings.

General Controls

- Street wall setbacks and build to lines are to comply with the Street Setback and Build to Lines Plan.
- Street setbacks should follow the predominant setback along a street.
- Where there is not a predominant setback (i.e. large sites or where a significant change in building use/type), a 3m street setback should be provided.



3.4 Development Control Strategy

3.4.3 Building Height

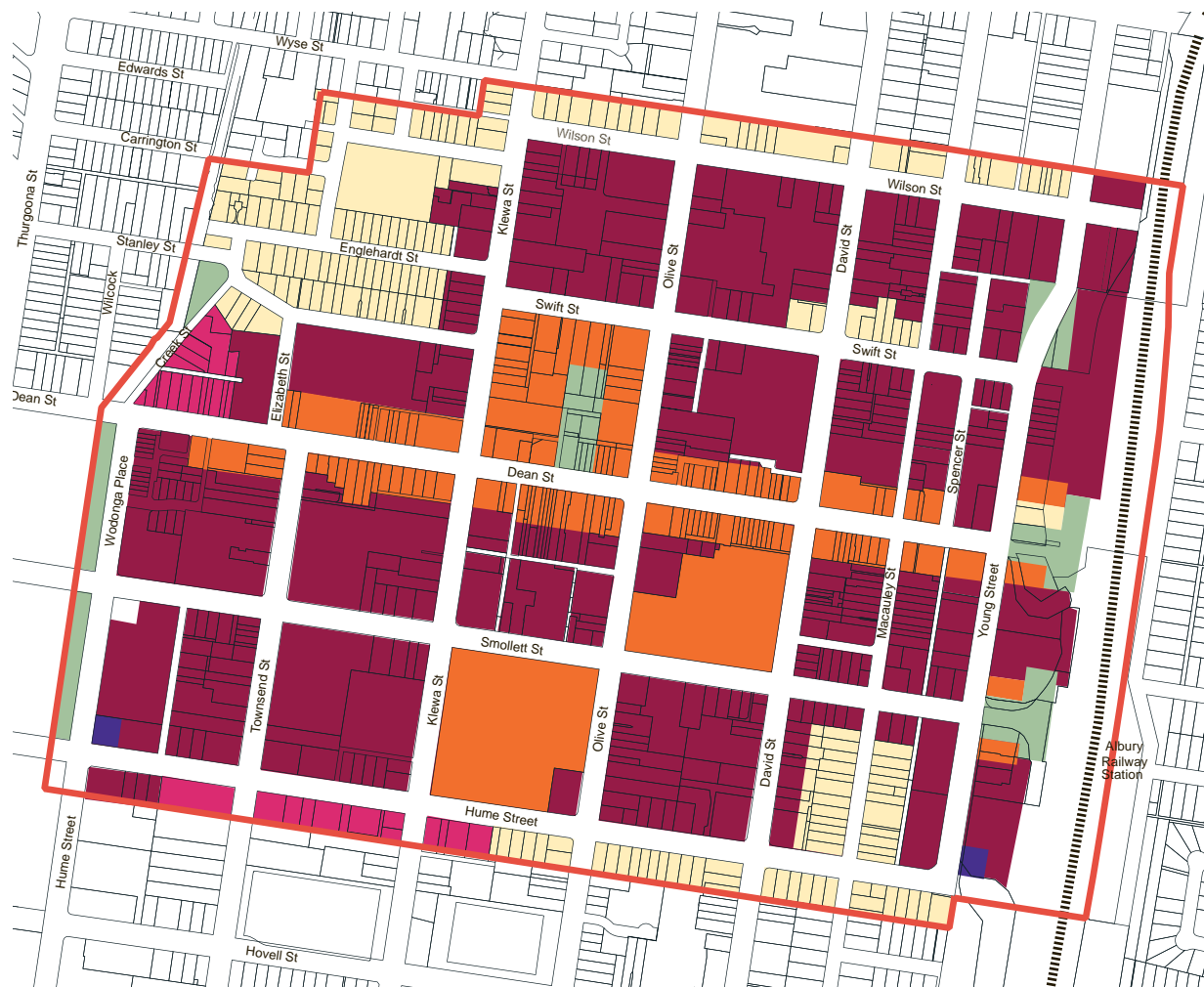
The Building Height Plan is for the overall building height of Albury CBD. Streetwall height controls will manage the scale of buildings to the street.

Objectives

- To respect the existing scale and view corridors of heritage and conservation streetscapes, i.e Dean Street.
- To promote landmark buildings at gateways.
- To spatially define the street to reflect its street hierarchy, use and character.
- To mediate between existing buildings and new buildings by defining a street wall datum.
- To respond positively to heritage buildings by providing sympathetic infill development.
- To promote design quality by promoting loose fit between overall height, carparking, building envelope and floor space.

General Controls

- Building heights are to comply with the Building Height Plan.



Building Height Diagram

03 IMPLEMENTATION

3.4 Development Control Strategy



Streetwall Heights and Upper Setback Diagram

3.4.4 Streetwall Heights and Upper Level Setbacks

Objectives

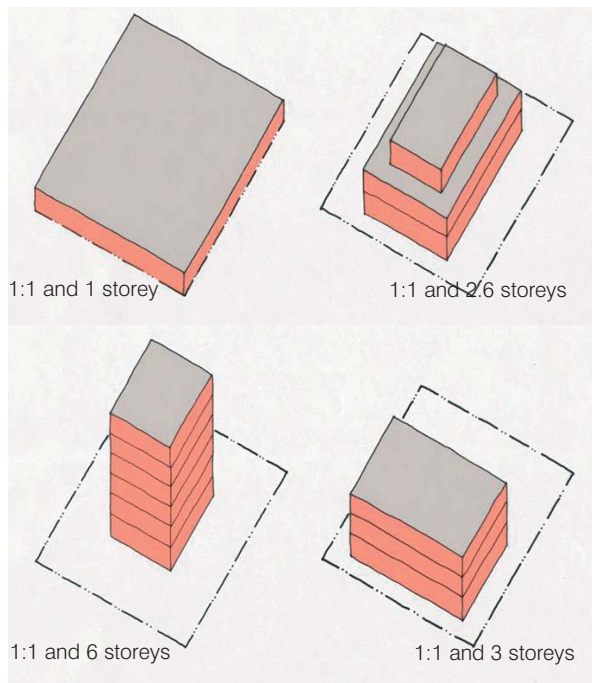
- To maintain the scale of streets as incremental change occurs.
- To protect the scale of Dean Street by requiring deeper upperlevel setbacks for the overall building heights.

General Controls

- Street wall heights are to comply with the Street Wall Height Plan.
- Upper level setbacks are required to achieve the overall height:
 - Along Dean Street – minimum 6 metres
 - Along other streets – minimum 3 metres



3.4 Development Control Strategy



Floor space ratio and building form

Floor Space Ratio

Floor space ratio (FSR) is the ratio of gross floor area of a development and the site area. It defines the permissible development capacity of a site, but does not predict the future building form or height.

As seen in this comparison of FSR's, the four example envelopes all deliver a FSR of 1:1, however each is a very different building form and suggest different building types.

Council is in the process of producing a Comprehensive Local Environmental Plan (LEP) that will contain FSR and Building Heights as a requirement of the Department of Planning. The masterplan will inform this process, however more detailed work by Council is required in relation to floor space demand, parking requirements, land values, and population projections within the Albury LGA.

FSR Strategy

Maximum FSR's may only be achievable on infill sites or consolidated sites over 24 metres in frontage. This is due to fit more parking on site and to allow access to multiple levels of parking and to achieve appropriate building separations and viable floor plates. In many cases, the development capacity on small lots is constrained by the number of parking spaces required more than by an achievable FSR.

Large or consolidated sites have lower FSR's that are commensurate with their site size and development capacity. For example a site with a site area of

25,000m² and an FSR of 2:1 has the potential to deliver 50,000m² of floor space. This development alone could provide enough floor space to ensure that no other developments are required in the CBD for a long time.

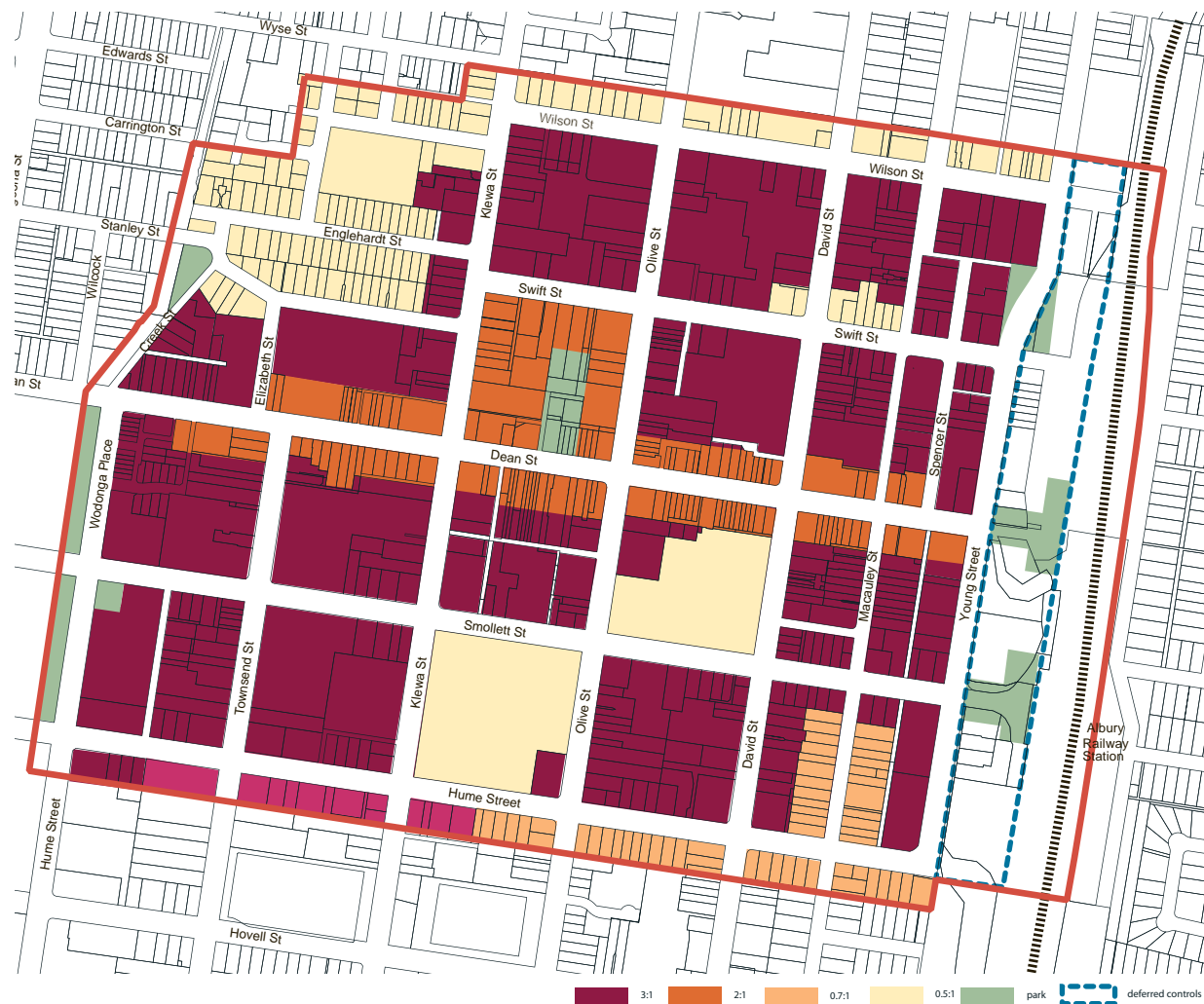
The relationship between large sites greater than 5000m² and FSR is generally an inverse proportion, that is the greater the site area the lower the FSR. This is due to:

- Large sites are required to provide more circulation such as roads and through site links to structure the site so that buildings have an address and public frontage.
- Multiple buildings on a site require separation to ensure amenity in the form of privacy, open space and solar access.
- The amount of gross floor area achievable is limited by the proposed building height controls.
- The amount of development generated on a large site can preclude any other site redeveloping in the CBD.

This masterplan has deferred an FSR for the Railway Precinct. A more detailed feasibility study and masterplan is required to determine an FSR that will stimulate change in this precinct that is commensurate with the infrastructure required such as new roads and parks. Site constraints such as the leaseholds and contamination also require further inquiry that can change the built form outcomes for this precinct.

03 IMPLEMENTATION

3.4 Development Control Strategy



FSR Diagram

3.4.5 FSR

Objectives

- To ensure equitable distribution of development across Albury CBD.
- To provide future development potential that is commensurate with site size and capacity.
- To protect conservation and heritage areas such as Dean Street.

General Controls

- Floor Space Ratios are to comply with the FSR Plan. The FSR's shown are the maximum FSR's. Although not all sites within the CBD will be able to achieve the maximum FSR due to site constraints. These sites include:
 - Sites with a street frontage under 24m will not be able to achieve the maximum FSR due to parking requirements.
 - Sites adjacent to heritage buildings or conservation areas.
 - Large or consolidated sites greater than 5,000m².
- Large or consolidated sites are subject to the following maximum FSR's:
 - Maximum FSR of 2:1 for sites between 5000m² and 10,000m²
 - Maximum FSR of 1.5:1 for sites between 10,000m² and 15,000m²
 - Maximum FSR of 1:1 for sites greater than 15,000m²
- FSR's for the Railway Precinct has been deferred.

3.5 Future Character Areas

3.5.1 Future Character Areas

Albury is comprised of many different 'character' areas. The zoning for the CBD of Albury allows for a variety of uses from residential to commercial.

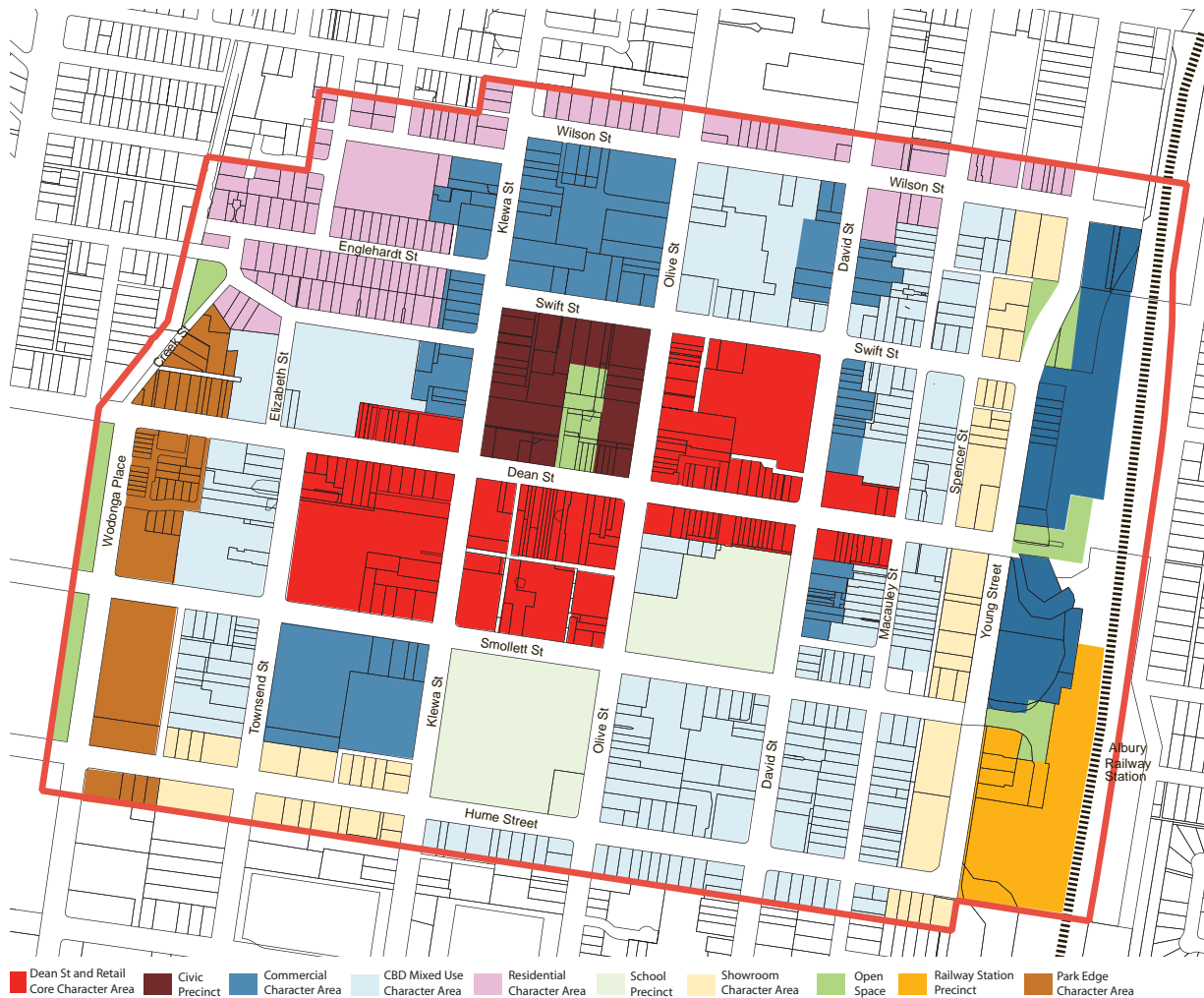
Character areas that contribute to Albury's identity are a result of:

- Consistent street setbacks either built to the street or landscape setbacks
- Consistent elements such as roof form and pitch or the use of parapets and awnings
- Consistent scale and form, this is an outcome of the building envelopes,; height ,width, depth floor to floor heights
- Consistent building expression such as the rhythm of vertical and horizontal articulation, palette of materials and colour

The intent of the Future Character Areas are to;

- Protect the intact streetscapes that contribute to the identity of Albury, such as conservation areas and Dean Street;
- Improve streetscapes under transition such as the fringe of the CBD; and
- Create new streetscapes where opportunities exist, such as the railway land along Young Street.

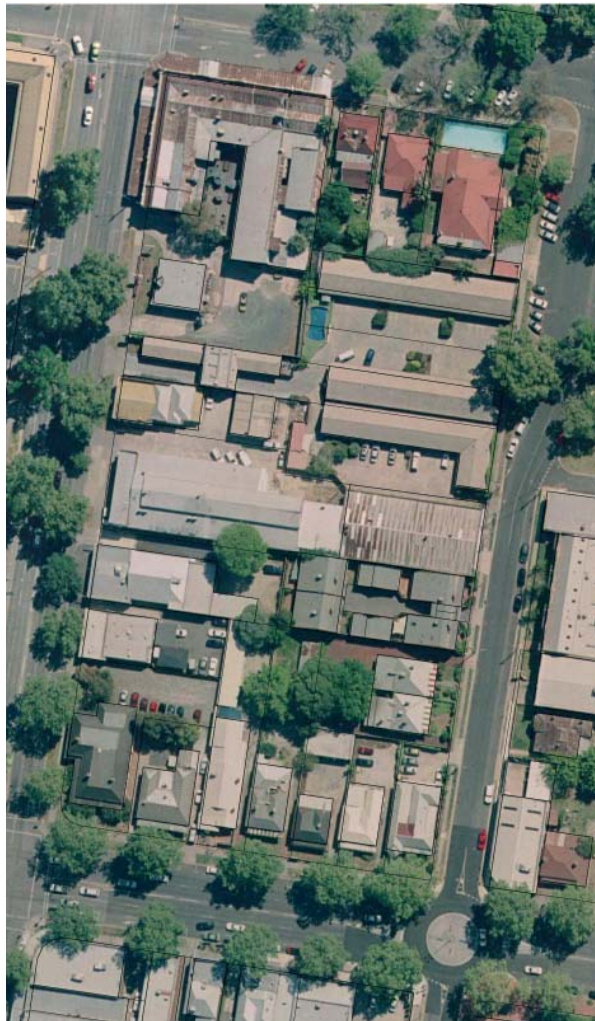
As change occurs over time, the infill strategy will manage the contribution of new buildings to existing streetscapes.



Future Character Areas Diagram

03 IMPLEMENTATION

3.6 Infill Development Strategy



Sample block demonstrating diverse uses within Albury

Infill Development Strategy

Albury is characterised by a diversity of lot sizes and shapes and building uses within the CBD. While the Retail/Civic Core and intact residential areas on the fringes have a consistency in built form and building siting, much of the CBD is characterized by a variety of uses and building forms mixed within urban blocks.

This diversity is demonstrated in the sample block within Albury bounded by David Street, Swift Street, Macauley Street and Wilson Street. This block contains a collection of lot sizes and building uses including:

- 12.5 m wide by 35m deep lots for single houses;
- 18m wide by 50m deep single storey commercial building;
- 70m wide by 45m deep 2 storey heritage hotel; and
- 55m wide by 60m deep single storey motel with secondary through block access.

As change occurs, some existing uses will remain, while others may change to a higher and better use. This may result in poor outlook for new buildings and compromised amenity for existing buildings. Flexibility is needed in planning to allow these sites to change and to respond to market demand. However new development also needs to achieve the desired built form outcomes and uses for the area; ensure new development respects heritage; and protect the amenity of existing building.

Infill development refers to incremental redevelopment on small to medium sized sites. Due to the size and dimensions of these sites limited built form outcomes can be expected within the primary controls these built form outcomes are known as infill building types

Building and Lot Types

Building types are generic building forms used to describe buildings with common three-dimensional form and characteristics. Building types provide a means for understanding and explaining built form character of an area. They also contribute to an understanding of development capacity in relation to lot size, its adjacent context, and the building use.

Building types are defined by:

- Their relationship to the site, i.e. a building may sit in the middle of the site with landscape around it;
- Their relationship to adjacent buildings, i.e. a building may be attached to its neighbour with a party wall;
- Their relationship to the street, i.e. a building may come to the edge of the footpath and have an awning;
- Their form, including height, bulk, frontage to the street and roof line.
- Their use or original use, i.e. a former post office may be adapted to a retail shop.

The following building types demonstrate desirable building form and site planning outcomes for infill sites.

3.6 Infill Development Strategy

General Infill Building Controls**Defining Building Form and Siting****Objectives**

- To ensure that siting of new development is appropriate to its siting and use.
- To manage the transition in building use and scale within low-scale multi-use areas.
- To facilitate better environmental performance of new buildings.
- To minimize amenity and privacy impacts between new buildings and existing buildings, particular for residential uses.
- To provide a consolidated area of useful private open space for building uses, particular for residential and commercial office uses.
- To assist with on-site drainage and stormwater re-use.
- To promote amalgamation of small sites to deliver better quality development and adequate on-site parking.
- To improve the microclimate and environmental performance of a site.

Side and Rear Setbacks

- For terraces, retail streets, and streetwall building types, adopt party wall construction where it is consistent with the adjacent context.
- For terraces limit the length of party wall construction to 12 to 14 metres.

- For additions to residential houses, a minimum side setback of 1.2m minimum and a minimum rear setback of 6m.
- For residential apartments and residential components of mixed-use buildings, apply the following rear setbacks:
 - Minimum 6 metres, where building height is 4 storeys or less.
 - Minimum 9 metres, where building height is 5 storeys or greater.
- For commercial uses with windows facing front and rear of lot, a minimum 3 metre side setback.
- Bulky goods may be built to one side and to rear boundary, where adjoining property is not a house, mixed-use development or commercial office building with facing windows.
- Minimum building separation of 9m for commercial buildings perpendicular to each other, where the maximum façade of one building does not exceed 20m.
- Where building separation cannot be met due to existing adjacencies or site configurations the following applies:
 - For free standing residential buildings on narrow sites, side setback controls regulate building separation. In these, instances habitable rooms should be oriented to the front and rear of a site.
 - For terraces, orient rooms and windows to maximize building separation and utilise other details such as louvered screens, translucent windows, and high level windows to minimise overlooking and increase privacy.

Building Separation

- Adopt SEPP 65 building separation standards for multi-unit residential or mixed use buildings over 4 storeys tall.
- For commercial buildings with windows to offices:
 - Minimum building separation of 12 metres is required between buildings facing each other on a site, where building height is 4 storeys or less.
 - Minimum building separation of 18 metres is required between building facing each other on a site, where building height is 5 storeys or greater.

Building Depth

- Residential buildings are limited in depth to 18m from glass line to glass line. Narrower buildings are encouraged to improve natural daylight access and energy performance/efficiency.
- Building depths for commercial office uses are limited in depth to 30m as this limits the distance from the core to glass and improves energy performance /efficiency. Alternatively, design should demonstrate green star performance.

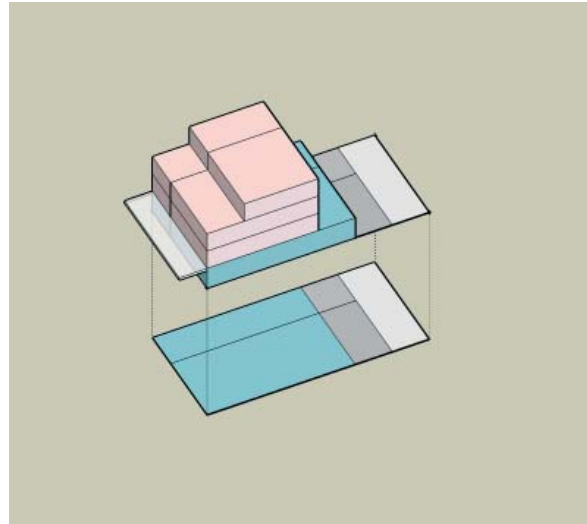
03 IMPLEMENTATION

3.6 Infill Development Strategy

Open Space, Landscape and Parking Areas

- Stormwater collection and re-use is to be integrated into the design of on-grade car parks.
- Parking area should be shaded.
- Communal open spaces for mixed use buildings and residential apartments are to be provided. Communal open space may be located above parking on a podium. Building structure should be designed to accommodate load of appropriate soil depths.
- Similarly, communal open spaces should be considered for commercial office buildings.
- Promote green roofs and their use not only for better environmental performance of buildings but also as communal open space.
- Retain significant existing trees, where possible.

The following infill building types are used to test the capacity for small lots within the CBD to sustain future redevelopment to a higher density.



Dean Street Retail

Building Type 1: Dean Street Retail

Preferred location

- Dean Street and Retail Core Future Character Area

Use

- Ground level retail, restaurant, commercial
- Upper level retail restaurant, commercial, and/or residential
- Upper levels limited in depth depending on use.

Height

- Maximum 3 storey street wall with a parapet, upperlevels are to be setback 6 metres;
- Floor to floor heights of new buildings are to congruent with adjacent conservation and heritage buildings.

Setbacks

- Built to the street boundary .
- Party wall are permitted on side boundaries with adjoining properties

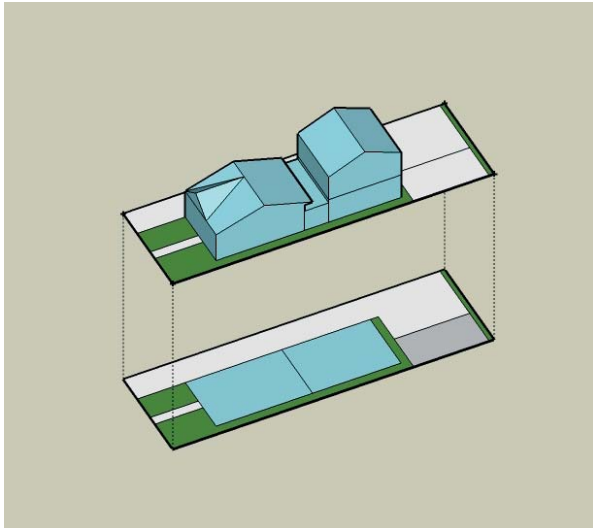
Parking

- On-grade parking at rear;
- On sites with a minimum 24m frontage, parking above ground level or underground may be possible.
- On grade parking is to be located behind active use at the main street frontage.

Building expression

- Continuous box awning are to be provided at the same height and depth as adjoining buildings.
- Buildings are to reflect the fine grade subdivision pattern through vertical articulation
- Building facades are to have a greater proportion of solid to void.

3.6 Infill Development Strategy



Conservation Areas - Adapted House

Building Type 2: Detached Houses**Preferred location**

- Residential character area

Use

- Residential and or continuing the trend of adapting for commercial use as professional offices or small businesses, single office home office (SoHo)

Height

- Retain single storey building form to the street.
- Maximum two storey addition to rear Houses

typically pitched roof forms;

Setbacks

- Maintain predominant street setback. Street setbacks are to be landscaped front gardens with low front fences or gardens walls
- Side setbacks are to follow the predominant pattern. For detached houses this typically consists of a small side setback generally 1m and a larger side setback 3-4m to allow for a driveway. Semi-detached houses typically have a party wall along one side and a larger side setback 3-4m to allow for a driveway.
- Rear setbacks are for converted houses typically have on grade parking at rear accessed along a side driveway; and where still a residential use, rear garden typically has mature landscaping.

Parking

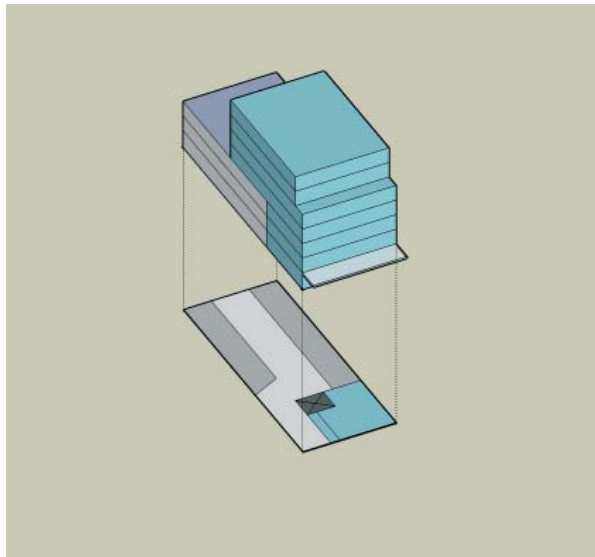
- On-grade parking at rear.

Building expression

- Maintain the pattern of front porches and verandahs are typically that are located on the street facade.
- Maintain the predominant roof form and pitch.
- Retain the use of face brick with architectural details painted or rendered. Timber details, doors and windows.

03 IMPLEMENTATION

3.6 Infill Development Strategy



Commercial located primarily in Commercial CBD Character areas

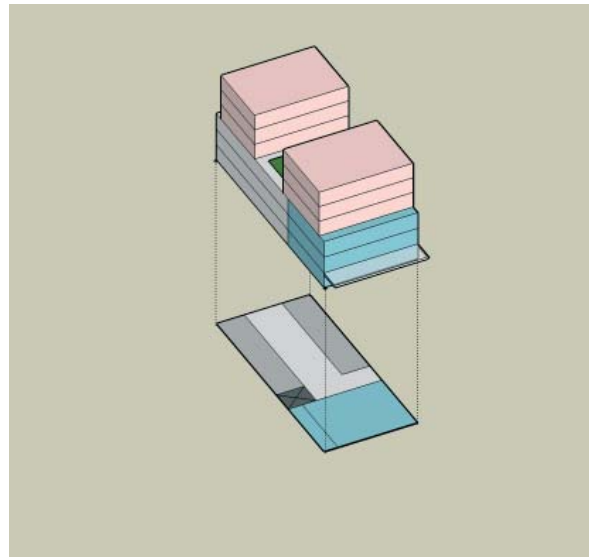
Building Type 3: Street Wall Buildings

Preferred location

- Located on midblock infill sites in the Commercial CBD, Mixed Use and Showroom Character Areas.

Use

- Mixed-use with retail at ground or commercial use with service commercial or retail at ground;
- Residential uses are permitted above ground in accordance with the SEPP 65 and the Residential Flat Design Code.



Mixed Use located primarily in CBD Mixed Use and showroom character areas

Height

- Overall maximum height is 7 storeys. To achieve this height sites have to have a minimum site frontage of 24m to accommodate parking requirements
- Maximum streetwall height will vary according to location. Refer to 3.5.4 Streetwall Heights and Upper Level Setbacks
- Upper levels are to meet desired street wall height and upper level setbacks of 3m;

Setbacks

- Build to the street boundary
- Party wall are permitted on side boundaries with adjoining properties

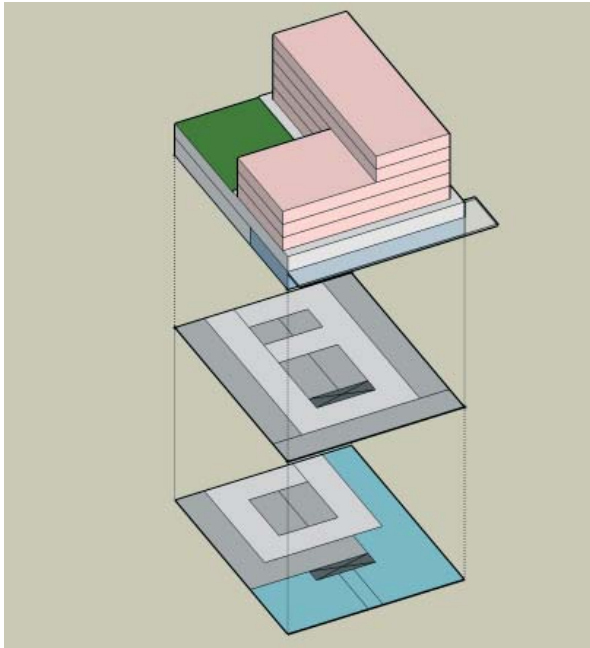
Parking

- Rear access or front access for vehicles;
- On-grade parking at side or rear;
- On grade parking is to be concealed behind active uses located on street frontage.
- On site with a minimum 24m frontage, parking above ground level or underground may be possible.

Building expression

- Continuous box awning are to be provided at the same height and depth as adjoining buildings.
- Streetwall building facades are to have a greater proportion of solid to void for the.
- Alternative upper level forms, depending on site depth and width, include "L," "T", and two distinct bars with one along the front and one along the rear with a courtyard between;
- Upper levels limited in depth depending on use;
- Communal open space above ground level is desirable for mixed use residential buildings.

3.6 Infill Development Strategy



Mixed Use - Corner site

Building Type 4: Corner Street Wall Buildings

- Variation on the Street Wall Building. Potentially higher development capacity than mid-block sites.

Preferred location

- Located on corner sites in the Commercial CBD, Mixed Use and Showroom Character Areas

Use

- Mixed-use with retail/ at ground or commercial use with service commercial or retail at ground;
- Residential uses are permitted above ground in accordance with the SEPP 65 and the Residential Flat Design Code.

Height

- Overall maximum height is 7 storeys. To achieve this height sites have to have a minimum site frontage of 24m to accommodate parking requirements
- Upper levels located at primary and secondary street alignment to meet desired street wall height and upper level setbacks. Refer to 3.5.4 Streetwall Heights and Upper Level Setbacks

Setbacks

- Build to the primary street boundary.
- Build to the secondary street boundary for a minimum distance of 50% of the length of the site.

Parking

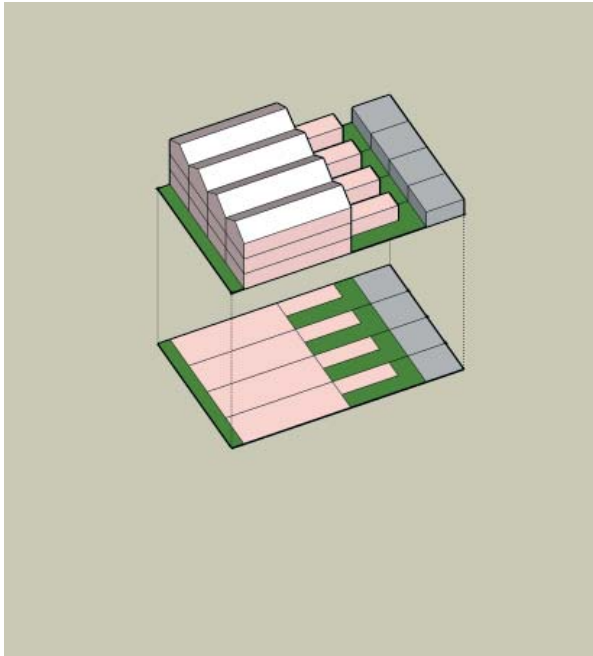
- Vehicle access from secondary street frontage or rear access;
- On grade parking is to be concealed behind active uses located on primary and secondary street frontages.
- On site with a minimum 24m frontage, parking above ground level or underground may be possible.

Building expression

- Continuous box awning are to be provided at the same height and depth as adjoining buildings.
- Active frontages are to be located on the primary street frontage and for a minimum of 50% of the secondary street frontage.
- Streetwall building facades are to have a greater proportion of solid to void for the.
- Alternative upper level forms, depending on site depth and width, include "L", "T", and two distinct bars with one along the front and one along the rear with a courtyard between;
- Upper levels limited in depth depending on use;
- Communal open space above ground level is desirable for mixed use residential buildings.

03 IMPLEMENTATION

3.6 Infill Development Strategy



Terrace house

Building Type 5: Terraces

Preferred location

- Mixed Use Character Areas.

Use

- Residential; Commercial Suites, Small Office Home Office (SOHO)

Height

- 2 to 3 storey with pitched and/or parapet roof forms.

Setbacks

- 2m landscape street setback or ground floor level up to a metre above the footpath with a 2m landscape terrace.
- Party wall are permitted on side boundaries with adjoining properties

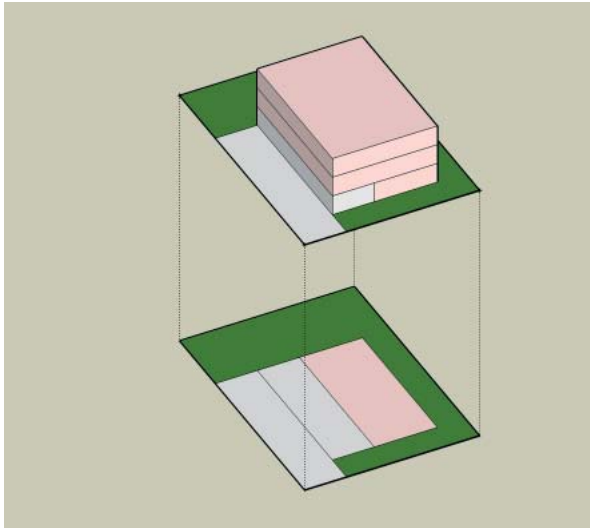
Parking

- Garages are to be located along rear laneway or if viable under building footprint.

Building expression

- Flexibility designed in to allow ground floor to be commercial use, home office, separate apartment (granny flat).
- Building limited in depth.
- Small rear gardens or courtyards;
- Internal building layout orients dwelling units to the front and rear of the site, similar to existing house and to avoid overlooking and poor outlook;

3.6 Infill Development Strategy



Residential Infill

Building Type 6: Urban Apartments

Preferred location

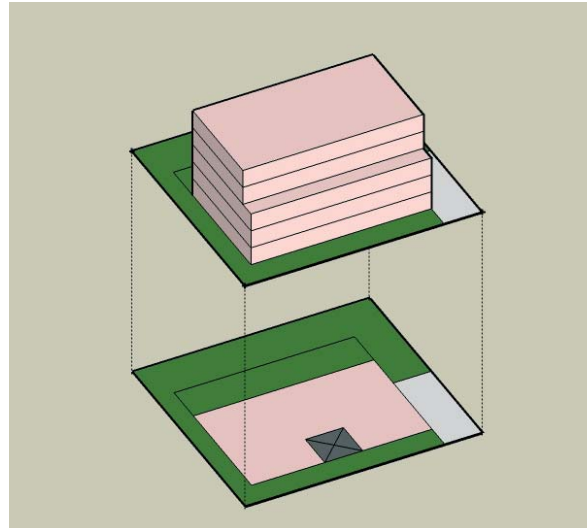
- CBD Mixed Use Character Area

Use

- Residential; Small Office Home Office (SoHo)

Height

- Height is limited by parking requirements, SEPP 65 and the Residential Flat Design Code.
- Maximum overall height is 7 storeys



Residential Infill - Large

Setbacks

- Maintain predominant street setback. Where predominant setback is a built to street edge, a street wall infill building is more appropriate. Refer to 3.5.2 Street Setbacks
- Provide landscaped front gardens within the front setback where there is an established pattern. In this way the private domain will contribute to the character of the public domain.

- Where detached houses on adjoining properties, future development will need to consider residential amenity and environmental impacts, this will be reflected in setbacks from the side and rear boundaries.
- Provide back gardens within the rear setback.

Parking

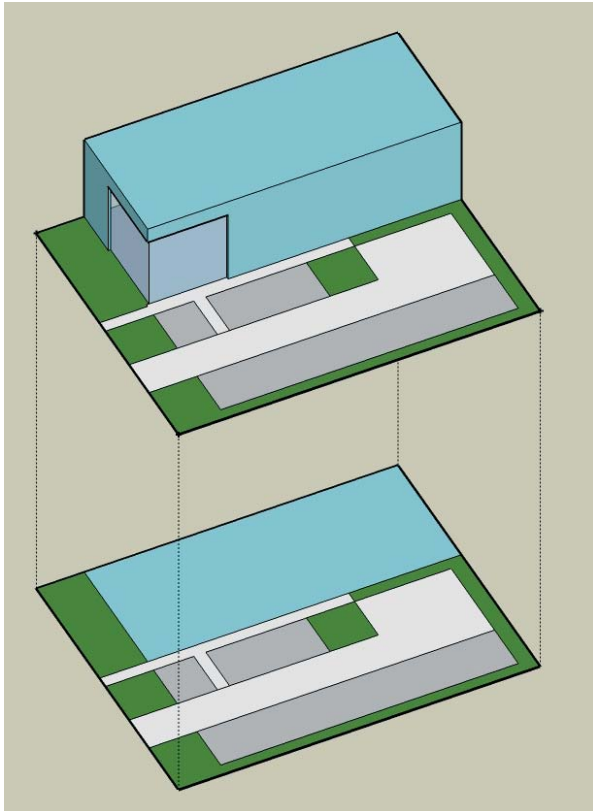
- Vehicle access is to be from the rear or front access.
- Parking may be located at ground level accessed along driveway, at rear or underground with at least partial use of ground floor activated by dwelling toward street.

Building Expression

- Small apartment building sites toward the front of the site.
- Building limited in depth.
- Internal building layout orients dwelling units to the front and rear of the site, similar to existing house and to avoid overlooking and poor outlook.
- Rear garden are landscaped and may be communal open space or part of ground floor units.

03 IMPLEMENTATION

3.6 Infill Development Strategy



Show room

Building Type 7: Showrooms

Preferred location

- Showroom Character Area

Use

- Showrooms, bulky goods, commercial suites

Height

- Refer to 3.5.3 Building Height for overall building heights in Showroom Character Areas.
- Refer to 3.5.4 Streetwall Heights and Upper Level Setbacks for Showroom Character Areas.
- Generally single storey, floor to ceiling heights can be up to the equivalent of 6-9m.
- Parking requirements will limit the overall height of this building type.

Setbacks

- Refer to 3.5.2 Street Setbacks.
- Provide high quality landscaping within the street setback area if a landscaped setback is required.

Parking

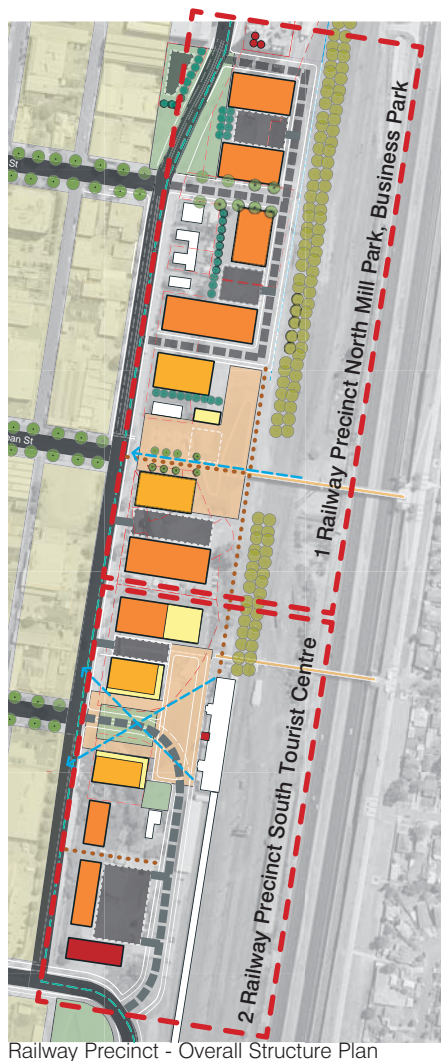
- On-grade carparking located at side where lot shape allows thereby minimizing impact of on-grade parking on street edge;

Building expression

- Building entries located on primary street frontage, or where located at side facing carpark ideally integrated into main frontage façade, i.e. display window;

- Showrooms built to the street boundary are to provide a box awning at the same height and depth as the adjoining buildings.
- Avoids extensive blank wall to street frontage by incorporating display windows and landscaped street setback;
- Signage integrated to building form or landscape.

3.7 Key Sites



Aerial view of the Railway Precinct showing building envelopes



Aerial view of the Railway Station forecourt showing building heights and articulation sympathetic to the historic Railway Station

3.2.1 Railway Precinct

The Railway Precinct is comprised of 2 parts:

1. Railway Precinct South - Tourist Centre

The predominant role of the Tourist Centre is to provide dedicated precinct for tourists to Albury; a 'launch pad' that allows them to navigate their way through the CBD and surrounding areas.

The other key role of this mixed use precinct is to provide for the needs of the ARTC in terms of accommodation for its workers and administrative and maintenance requirements.

2. Railway Precinct North - Mill Park, Business Park

The role of the Mill Park, Business Park is to revitalise the northern end of Young Street and to better connect the Railway Precinct to the CBD.

The intention is for this precinct is to create a premier address for Grade A, large floor plate commercial office buildings, similar to Dean Street's role as the premier retail street. A mixed use precinct, it will be predominantly for commercial uses and allows showrooms and retail at streetlevel.

03 IMPLEMENTATION

3.7 Key Sites



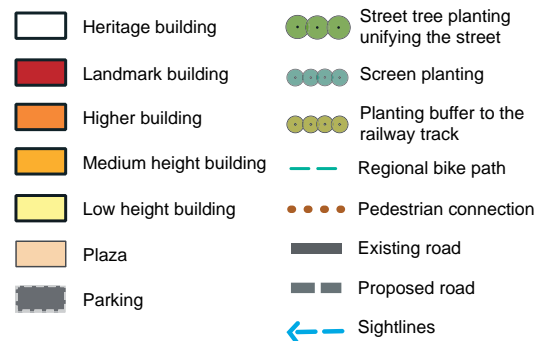
Railway Precinct North - Structure Plan



Railway precinct near the Silo

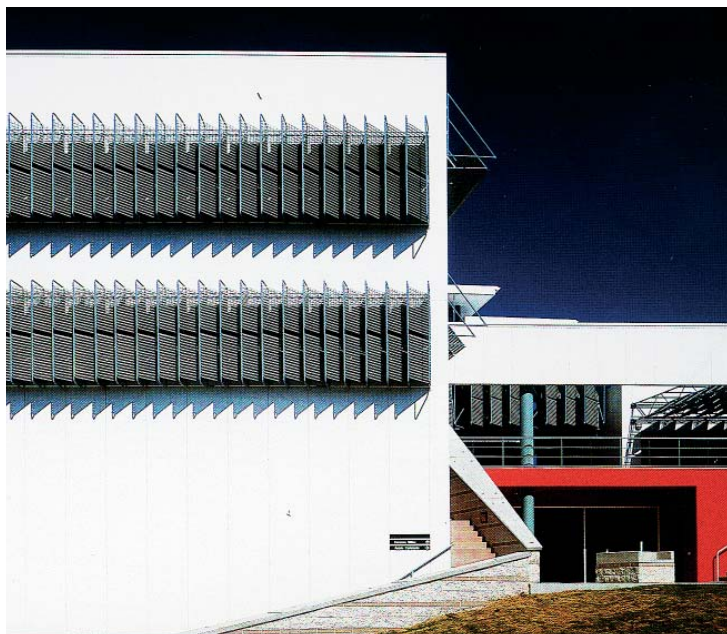


Young / Dean Street plaza



1. Mill Park Business Park

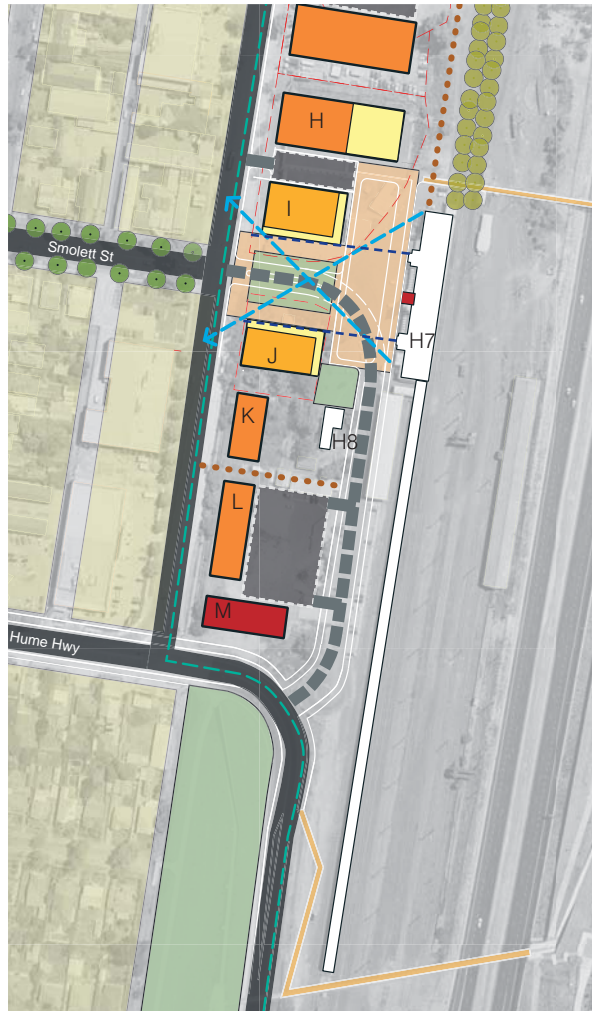
- Rethink the leasehold boundaries to optimise the development potential of the precinct.
- Create new streets to increase the permeability of the Railway Precinct and connect the Railway Precinct to the CBD. These new streets will also provide street frontage and address to new buildings.
- In general, allow overall building heights around Mill Park are 6 storeys comprising of 4 storey streetwall to Young street with an upperlevel setback of 3m for the remaining 2 storeys. The exceptions are:
 - Building A, 7 storeys is permitted at the corner to provide a landmark to Mill Park.
 - Buildings E & F have a maximum height of 4 storeys ensuring a sympathetic scale to the single storey heritage building on the square
- Ensure that new buildings are built to the predominant setback of 3m to Young Street. This is a 'build-to' line that follows the consistent setbacks provided by the heritage listed former railway buildings (H1-H5). The exceptions are Buildings A & B, these buildings are located to create an edge to Mill Park
- Screen on grade parking areas with trees.
- Maintain the vista from the pedestrian footbridge to Dean Street.



Mill Hill Business Park Building Character

03 IMPLEMENTATION

3.7 Key Sites



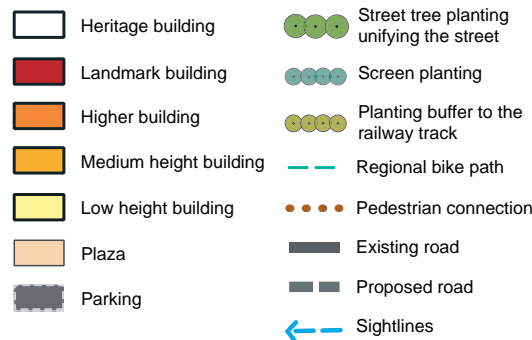
Railway Precinct South - Structure Plan



Railway Station drop off area



Approaching view from freeway



2. Railway Precinct South Tourist Centre

- Create a new entry point into this precinct from Atkins Street for tourists exiting from the freeway.
- Connect the new entry point to the extension of Smollett Street connecting this precinct to the CBD. This new street will also provide an address to the former Station Masters House
- Provide a tourist information service in either the historic Railway Station (H7) or Station Master's Residence (H8)
- For Buildings H, K & L, allow an overall building height of 6 storeys comprising of a 4 storey streetwall to Young street with an upperlevel setback of 3m for the remaining 2 storeys. Building H has a maximum building height of 2 storeys to the rear ensuring a sympathetic scale to the historic Railway Station (H7)
- Building M is a landmark or 'gateway' building and is permitted to have a maximum building height of 12 storeys at the corner of Hume Street and Young Street.
- Buildings I & J have an overall building height of 4 storeys comprising of a 2 storey base with a 6m upperlevel setback for the remaining 2 storeys, where indicated.
- Ensure that Buildings I & J respect the setback covenant or 'no build zone' either side of the extension of Smollett Street.
- Ensure that new buildings are built to the predominant setback of 3m to Young Street. This is a 'build-to' line.

3.7 Key Sites



Building landmark which are distinguishable from freeway entrance



Existing station as "I"



Refreshments



Hotel accomodation visible from freeway



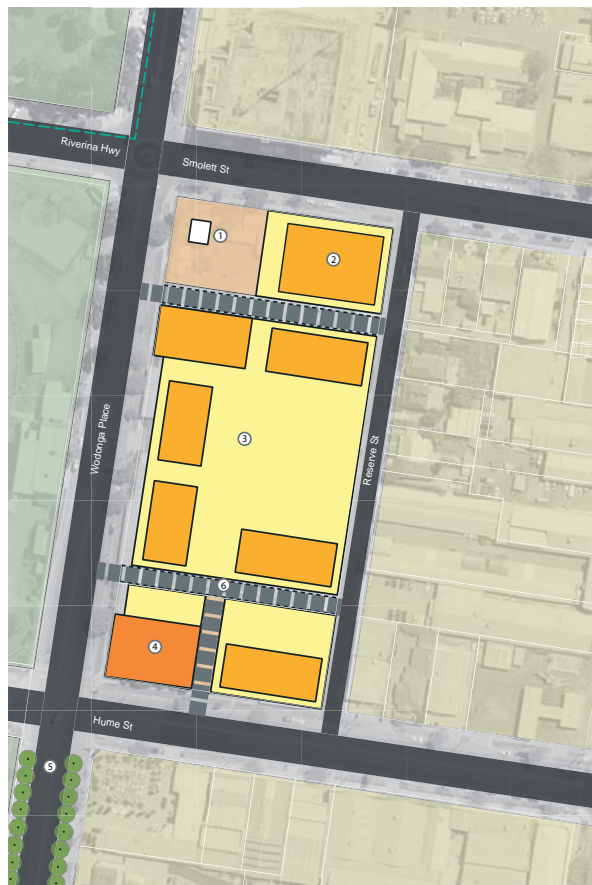
Cooling off and stretching the legs



Greening Albury demonstration project

03 IMPLEMENTATION

3.7 Key Sites



Council Depot Structure Plan



Heritage building within Council Depot Site



Indicative building massing of Council Depot Site



3.2.2 Council Depot Site

- Create a vibrant urban residential precinct along the park by ensuring some commercial and/or retail at streetlevel to provide active frontages.
- Provide landmark buildings at the corners of Smollett Street and Wodonga Place to create an entry point into the CBD when approaching from the south-west.(4)
- Ensure a curtilage around the heritage sewer building (1) by creating a square.
- The public domain interface (edges) of the square are to have:
 - Active frontages to enliven the space and to provide safety and security.
 - Awnings, colonnades or pergolas. These elements are to provide pedestrian amenity and a transition zone between the square and the buildings.
 - Public domain interface elements are to be co-ordinated between the staging of buildings to have a consistent outcome of proportion, materials and finishes.
 - As a guide the proportion of colonnades are to be 1.6:1 of height to width with a minimum width of 4.5m.
- Encourage greater permeability through small streets that act as through site links. Allow residential uses along the small streets provide frontage and address.

3.7 Key Sites



Landmark corner building



Mixed Use



Smaller scale terraces along new streets



Urban living



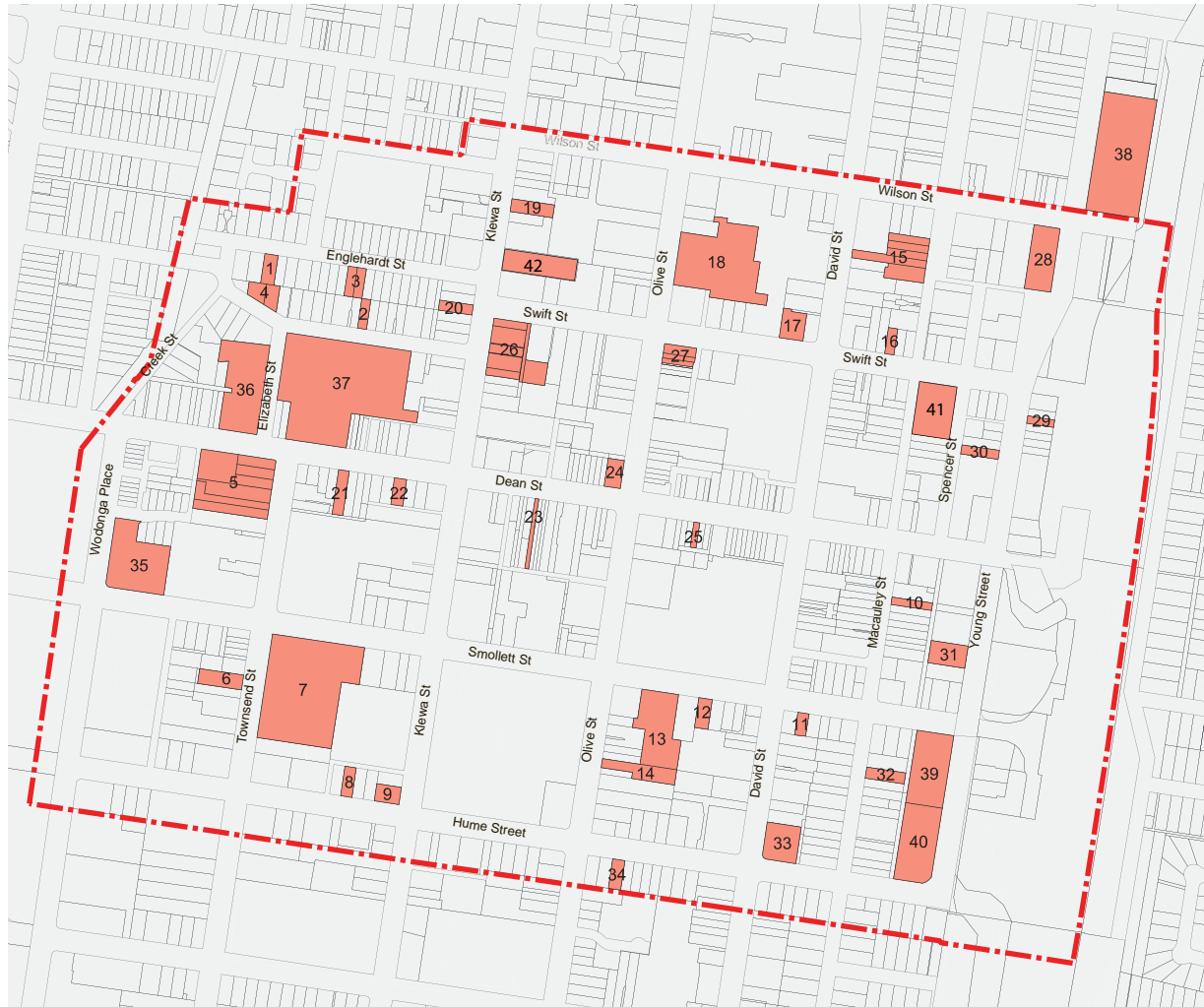
Along the parklands

- Refer to 3.5.2 Street Setbacks and 3.5.4 Streetwall Heights and Upper Level Setbacks.
 - Establish a landscape setback of 4m along Wodonga Place to contribute to the parkland setting.
 - Buildings are permitted to build to the street boundary for a maximum of 30m in length where indicated as built to the street boundary along Wodonga Place in 3.5.2 Street Setbacks
- Provide clear entry points and lobbies to residential above.
- Conceal car parking by providing active frontages to Wodonga Place and new small streets that 'sleeve' the car parking contained in the podium of the building (3)

APPENDIX

APPENDIX

Existing Lot Testing



Lot Testing Sites Diagram

APPENDIX

FSR Comparison Table

The accompanying table illustrates as a guide the FSR outcomes for the building types described in Section 3.: Development Control Strategy.

It shows:

- the FSR achieve by each of the sample building types:
- the FSR likely to be derived with a 7 storey overall height, as recommended within Section 3.4.1 Shaping the CBD.
- the likely resulting FSR if Council's preliminary LEP height was adopted; and
- the likely resulting height is Council's preliminary LEP FSR was adopted.

Higher FSR's may only be achievable on larger infill sites or consolidated sites over 24 metres in frontage. This is due to fit more parking on site and to allow access to multiple levels of parking and to achieve appropriate building separations and viable floor plates. In many cases, the development capacity on small lots is constrained by the number of parking spaces required more that by an achievable FSR.

APPENDIX

Precinct	Lot identification	Building type	Street setbacks*	Street frontage	Lot length	Lot size	Existing building footprint	Existing building height	Building envelope area	GFA commercial 90%	GFA residential 80%	FSR	Parking required under controls
	1	House	4.2	17.9	40.2	720	221.7	1	221.7		221.7	0.3	
	2	House	4.8	12.2	40.2	490	144.5	1	144.5		144.5	0.3	
	3	Houses	4.2	24.4	40.2	981	372	1	372		372	0.4	
	4	Houses	Varies	45.76	Varies	1111	389	1	389		389	0.4	
	5	Street retail	0	80.12	101.48	8131	5968	2	11936	10742.4		1.5	
	6	Street retail	0	20.1	59.6	1197.96	955	1	955	859.5		0.8	
	7	Mixed Use	0	116	140	15425	11602	2	23204	20883.6		1.5	
	8	Street retail	0	15.2	40.2	612	589	2	1178	1060.2		1.9	
	9	Street retail	0	33.5	23.4	786	642	2	1284	1155.6		1.6	
	10	Street retail	0	10	55	554	422	1	422	379.8		0.8	
	11	Street retail	0	15	30.2	455	455	1	455	409.5		1.0	
	12	House	8.3	18.2	40.5	740	277	1	277		221.6	0.4	
	13	Commercial	0	49.66	100.2	4977	2233	1	2233	2009.7		0.4	55.825
	14	House	7	12.2	100.9	1725	681	1	681	612.9	544.8	0.4	
	15	Motel	0	20	54	3796	1534	1	1534	1380.6		0.4	
	16	House office	5	12.5	35.3	441	110	1	110		88	0.2	
	17	House	5.6	32	40.1	1222	769	1	769		615.2	0.6	
	18	Retail	0	71.5	110.9	9788	6803	2	13606	12245.4		1.4	
	19	House Office	11.5	17.3	57.8	1005	469	1	469	422.1		0.5	
	20	Street retail	0	13.4	45.7	613	301.9	2	603.8	543.42		1.0	
	21	Street retail	0	14.4	60.34	872.9	631	2	1262	1135.8		1.4	
	22	Street retail	0	16.5	36.1	591.1	591	1	591	531.9		1.0	
	23	Street retail	0	5.05	95	481.46	266	2	532	478.8		1.1	
	24	Street retail	0	21.9	38	833.01	634.6	2	1269.2	1142.28		1.5	
	25	Street retail	0	7.92	34.2	270.864	270	1	270	243		1.0	
	26	Library	0	76.9	45.7	4559.8	2814	1	2814	2532.6		0.6	
	27	Street retail	0	25.7	43.5	1111.76	975.8	2	1951.6		1561.28	1.8	
	28	Commercial	0	86.29	35.39	3081.8	2015	1	2015	1813.5		0.7	
	29	House	3.6	10	36.5	368	171.11	2	342.22		273.776	0.9	
	30	Commercial	0	12.2	50.9	622	485.9	2	971.8	874.62		1.6	
	31	House	6.2	30.1	50.2	1515	908	1	908		726.4	0.6	
	32	House	7.1	14.9	53	790.6	219.8	1	219.8		175.84	0.3	
	33	Motel	9.7	46	49.66	2277	936.9	2	1873.8	1686.42		0.8	
	34	House	5.5	16.57	39.9	662.7	235	1	235		188	0.4	
	35	Medical Centre	4.8	87.56	varies	3847.5	2478	6	14432	12988.8		3.8	
	36	Hotel (138 rooms)	varies	51.74	120.9	6567	1159	8	7445	6700.5		1.1	138+
	37	Commercial Club	0	82	141	20075	15618	2	28367	25530.3		1.4	
	38	Bunnings		181.18	71.84	12866	6736	1	6736	6062.4		0.5	
	39	Officeworks		98.72	50.03	4919	2350	1	2350	2115		0.5	
	40	Good Guys		93.95	49.85	5123	2281	1	2281	2052.9		0.4	
	41	Commercial Office	4.5	51.2	71.4	3629.7	1470	4	5880	5292		1.6	
	42	Hotel (Quest)	0	30.6	100.5	3075.3	712	5	3560	3204		1.2	

Lot Testing Table

FSR Comparison Table

FSR Comparison Table

No	Building Type	Typical Site Area	Masterplan				Council Preliminary LEP			
			Height (storeys)	FSR	7 storey height	FSR	44m/11 storey height	FSR	Height (storeys) for 8:1 FSR	
1	Dean Street Retail	6x30 sqm or 12x30 sqm	4 (with on grade carparking accessed through rear lane)	2.2:1	N/A	N/A	N/A	N/A	N/A	
2	Detached Houses in Conservation Area	12.5x40sqm	1 storey heritage 2 storeys extension	0.5:1	N/A	N/A	N/A	N/A	N/A	
3	Street Wall Building a. Mixed use - rear access	20x45sqm	3 (included 1 level above ground parking)	1.4:1	7st (included 2 levels above ground parking*)	3.9:1	11st (included 3 levels above ground parking)	4.7:1	16st (included 4 levels above ground parking)	
							11st (building included 1 level above ground parking & 3 level underground parking)	6:1	13st (building included 1 level above ground parking & 3 levels underground parking)	
	b. Mixed use - front access	25x50sqm	3 (included 1 level above ground parking)	1.3:1	7st (included 2 levels above ground parking)	2.8:1	11st (included 3 levels above ground parking)	4.4:1	16st (included 4 levels above ground parking)	
							11st (building included 1 level above ground parking & 3 levels underground parking)	5.4:1	13st (building included 1 level above ground parking & 3 levels underground parking)	
	c. Commercial - rear access	20x45sqm	3 (included 1 level above ground parking)	1.5:1	7st (included 3 levels above ground parking)	3.1:1	11st (included 4 levels above ground parking)	4.5:1	19st (included 7 levels above ground parking)	
					7st (building included 1 level above ground parking & 3 levels underground parking)	3.7:1	11st (building included 1 level above ground parking & 5 levels underground parking)	6:1	12st (building included 1 level above ground parking & 6 levels underground parking)	
4	Corner Street Wall	35x45sqm	5 storeys for tower A 7 storeys for tower B	2.47:1	7st (included 2 levels above ground parking)	2.8:1	11st (included 3 levels above ground parking)	4.3:1	17st (included 4 levels above ground parking)	
							11st (building included 1 level above ground parking & 2 levels underground parking)	5.3:1	14st (building included 1 level above ground parking & 3 levels underground parking)	
5	Terraces	6x35sqm	3st front building & 1st back building with rear access double garage	1.25:1	N/A	N/A	N/A	N/A	N/A	
6	Urban apartment a. small	25x35sqm	3 (with on grade car parking)	0.7:1	7st (with 1 level underground carparking)	2:1	11st (with 2 levels underground parking)	3.3:1	21st (with 6 levels underground parking)	
	b. large	37.5x35sqm	5 (with 1 level underground parking)	1.5:1	7st (with 1 level underground carparking)	2:1	11st (with 3 levels underground parking)	3:1	24st (with 6 levels underground parking)	
7	Showrooms	36x45sqm	1 (with on grade car parking)	0.35:1	N/A	N/A	N/A	N/A	N/A	

* Above ground parking is included car parking located behind ground floor retail strip or commercial space

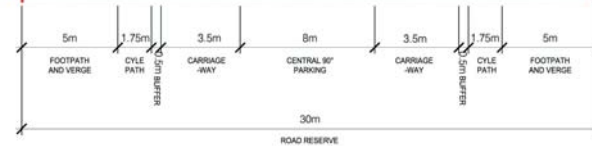
APPENDIX

CBD Cycle Loop

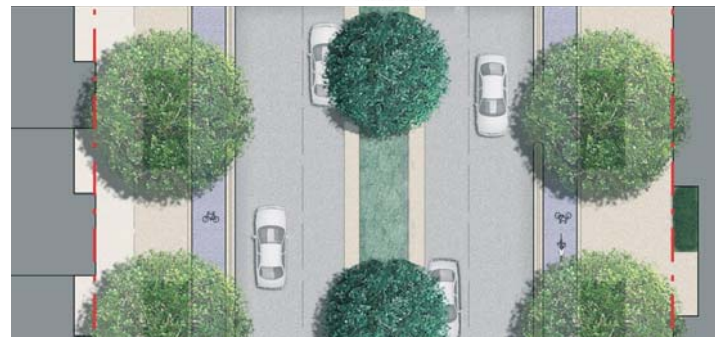
Swift Street before
(Kiewa to Olive Street)



Swift Street after

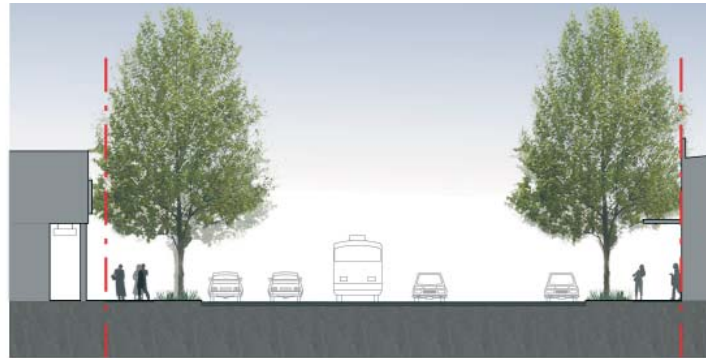


Swift Street plan



Note: Dimensions shown are for illustrative purposes only.
Detailed road studies are required to verify changes to street configurations.

Swift Street before
(Olive to Young Street)



Swift Street after



Swift Street plan



Note: Dimensions shown are for illustrative purposes only.
Detailed road studies are required to verify changes to street configurations.

APPENDIX

CBD Cycle Loop

Wodonga Place before
(Smollett to Dean Street)



Swift Street after



Swift Street plan



Note: Dimensions shown are for illustrative purposes only.
Detailed road studies are required to verify changes to street configurations.

Albury CBD Masterplan - Response to Submission			
Issue		Comment	Response
Building height	Recently approved 10 storey anomalies	<i>When I look at the building height graph on page 83, I only see two locations in blue with suggested building heights of 12 storeys. The next suggested building height is 7 storeys and that seems to be a reasonable height for buildings around some areas of the perimeter. I do not see any suggestions for 10 storey buildings and it s a pity a precedent has been set by allowing the Gould building to go ahead. Dorothy Smith pg1</i>	<ul style="list-style-type: none"> The purpose of the Albury and Lavington CBD's masterplan was to provide design input to help Council determine primary development controls (height and FSR) for future development through their consolidated LEP. Council recognises the importance of having a Vision for the future shape of the City and requires controls to assist them in avoiding inappropriate development. Currently, there are no controls that limit the height bulk and scale of buildings, the recently approved 10 storey buildings are a product of this no control environment. Until an LEP is gazetted developments are subject to a merit assessment.
		<i>The approval for the 10 storey building in Macauley Street should not have been granted when Council knew a recommendation for a 7 storey limit had been proposed. Margaret and Allan Coulter</i>	
	12 storey landmark buildings	<i>12 storey landmark building (Atkins St) is too high and out of proportion with the other heights within the city Dorothy Smith pg 3</i>	<ul style="list-style-type: none"> The intention of locating 12 storey buildings at the gateways is to create a sense of arrival at a major regional city. Both these gateway sites also have the opportunity to deliver public benefits in the form of public open space, new streets, public car parking and this contribution will need to be reflected in a trade off of floor space and/or height. In addition, these sites require remediation of contaminants. If the cost of remediation is higher than the development yield the sites will remain as they are, and provide poor public presentation at the entries to the City. Through the development of these sites significant improvements can be made to the way the City functions, for example better connecting the City to the Murray River and the Railway; improvements to the public domain in both quantity and quality; increased safety and security of those street edges. Further feasibility studies need to be done to determine the value of the public benefits and the trade off in heights and floor space, the cost of remediating the land, a rationalisation of the lease agreements over the railway land and the cost of relocating the sewer pump station
		<i>A large building on the corner of Young and Atkins Streets could detract from the work recommended for the railway precinct, We would agree with this, and further, feel that a height of seven storeys in this area could completely overwhelm what could become a most attractive area of the city. Margaret and Allan Coulter</i>	
		<i>12 storey high landmark building suggested for the Murray River Gateway is too high and out of proportion with other heights within the city. Dorothy Smith pg3</i>	
		<i>We would rather see a height limit of no more than five storeys in Wodonga Place opposite the riverside parks. Margaret and Allan Coulter</i>	
		<i>We want our city to thrive and develop, but we deserve better than to have ten or twelve storey buildings squashed in without any integrity of planning and design. We know we have to get used to taller buildings but we hope that it will hope that it will be done in an organised way. Most citizens would like firm rules with height limits, which would be adhered to. Ann Brennan</i>	

APPENDIX

Response to Submissions

Public domain	Railway forecourt	<i>Buildings I & J could be reduced in width to give more space to the forecourt. Reference Page 100 Dorothy Smith pg8</i>	<ul style="list-style-type: none"> The size of the proposed forecourt is 52.5m x 56m. The distance between Buildings I & J is 52.5m this is comparable to many civic spaces such as QEII Square and Sydney Square (at Town Hall, Sydney). The scale and dimension of the proposed square is appropriate to its location and function within the hierarchy of the public open spaces within Albury. Heritage input has helped determine the building footprints / alignments around the station
		<i>Is there any great need for buildings J and I shown at 3.7 Key Sites. The facade of the railway building could then be enhanced by the addition of some attractive open space on either side of the plaza which would also balance the riverside parks on the Western end of the CBD with the central CBD between. Margaret and Allan Coulter</i>	<ul style="list-style-type: none"> The facade of the railway building has never been seen in its entirety as the street wall of buildings along Smollett Street created the vista. The closer you got to the Railway Station building the more the facade revealed itself. The view of the facade of the Railway Station building has been enhanced by setting back buildings I & J. More of the facade will be seen than at present.
Signage		<i>I consider the Masterplan is a little lacking in information about the various forms of integrate (sic) signage available – more help could have been provided in relation to this issue. Dorothy Smith pg5</i>	<ul style="list-style-type: none"> Information on the various forms of signage was outside of the scope of our work. Signage issues and opportunities were identified and will inform further studies on this subject The master plan recommends a signage strategy to be undertaken by Council as part of the implementation of the master plan
Prioritising the strategies	Capital works program	<i>There is a suggestion that we “replace of modify existing RTA freeway sound barriers to provide a distinctive ‘Albury’ aesthetic which enhances the pedestrian and vehicle experience of entering the CBD” Great idea but I think it is pie in the sky wishful thinking idea. I know that the areas suggested are relatively small, but I ask who will pay for this? Dorothy Smith pg2</i>	<ul style="list-style-type: none"> Part of the role of the CBD’s masterplan is to provide a Vision and Strategies that can be prioritised and developed into a capital works Plan that will set out projects, their budgets and when they will happen. Council will need to consider these works as part of its capital works expenditure. Some improvements could be very cost effective e.g. painting or planting in front of walls.