

Lavington CBD Masterplan

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ALLEN JACK+COTTIER



Hill PDA



STAFF RESPONSIBLE FOR THIS REPORT WERE:

Allen Jack + Cottier :

Director Urban Design	: Deena Ridenour
Senior Associate	: Cindy Ch'ing
Urban designer	: Tri Setyani

Oculus :

Senior Associate	: Julia Pressick
Associate	: Ben Nacard

Hill PDA:

Land Economist	: Esther Cheong
----------------	-----------------

JPT :

Traffic Engineer	: Bob Citreon
------------------	---------------

Approved by: Deena Ridenour

Position: Director Urban Design

Signed:

Date:
August 2009

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INTRODUCTION 01

1.1 Project Overview

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 areas
- 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, 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 CBD were presented in a series of community workshops to gain community input. A preferred masterplan for each CBD was then developed that looked at 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 with the community and Council Staff which provided an explanation of the final outcome of the masterplans and their implications for each CBD. 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 Lavington CBD study area.

02 Strategies and Initiatives

This section will:

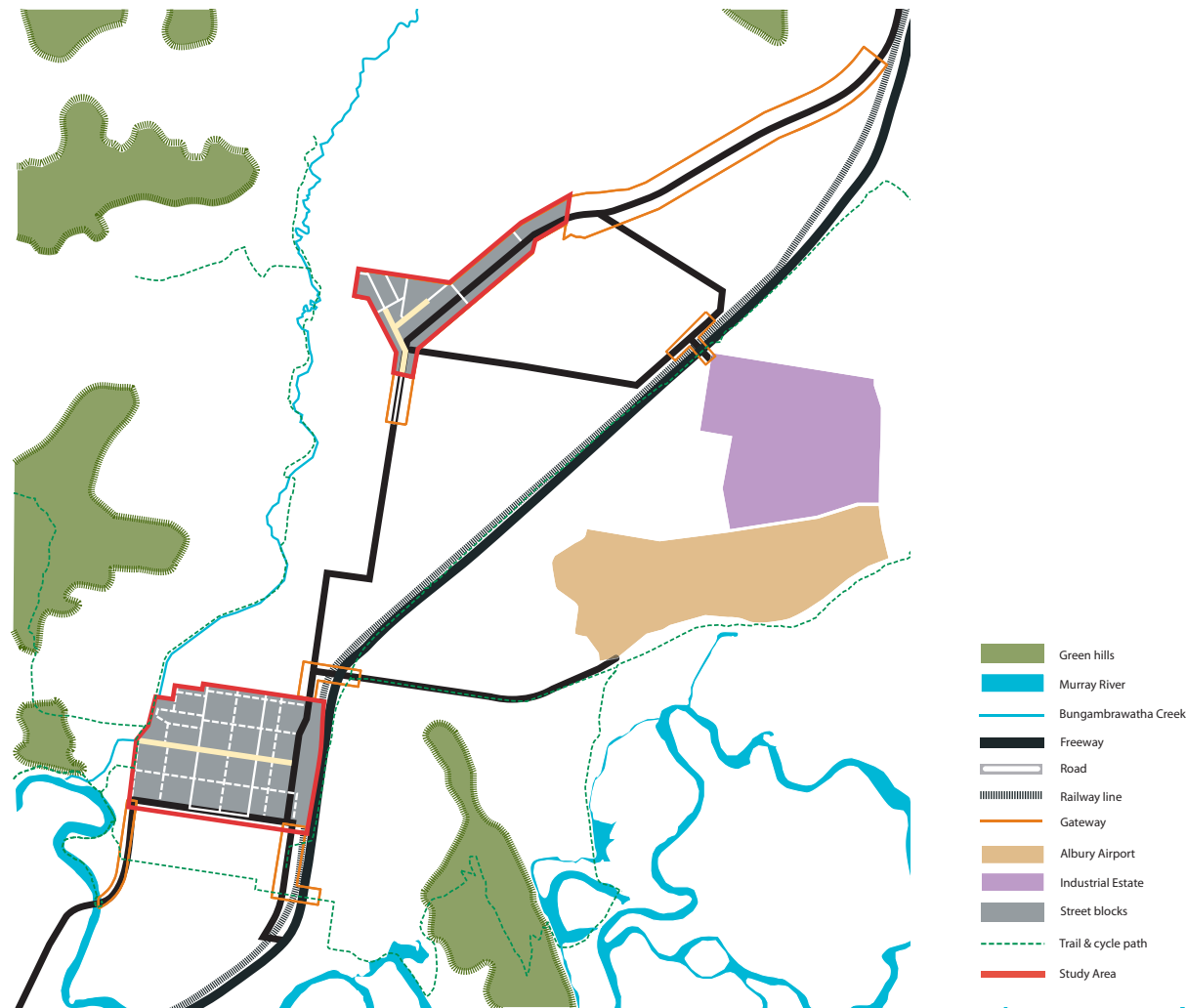
- Provide an overview of the 4 strategies that underpin the Lavington CBD Masterplan. These strategies are designed to stimulate change in specific locations.
- Investigate each strategy in more detail with objectives and key initiatives that comprise each strategy.

03 Implementation

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

01 INTRODUCTION

1.2 Albury & Lavington CBD's Context



Setting of Albury and Lavington CBD

- 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 located on Griffith Road 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.

1.3 The Study Area



The CBD of Lavington is defined as shown, it is comprised of long street blocks and is based around the primary roads of Waggga Road, Urana Road and Mate Street.

Lavington CBD is the leading location for convenience and everyday shopping. It is best known for Centro and Coles which are the main retail attractors in Lavington CBD.

The success of these two retail magnets has had a negative impact on the surrounding streets especially in terms of safety and security. These buildings and their associated carparking have resulted in a lack of active frontages to the surrounding streets of Griffith Road, Breen Street, Urana Road and Prune Street. This has removed the casual surveillance to these streets as the buildings provide only blank facades.

Several issues have been identified through this masterplan process:

Where is everyone?

- The CBD is dominated by car use and there is little incentive for people to walk. There is little in the way of pedestrian amenity along its long blocks, a lack of: street trees; continuous awnings; through site links; active frontages in the form of shopfronts, cafes restaurants; footpaths interrupted by driveway crossings.
- Many business located on-site parking within the front setback reduces the casual surveillance of streets.

Lavington Study Area

01 INTRODUCTION

1.3 The Study Area



5 Ways is an intersection for traffic not a place for people



Griffith Road dominated by cars



Lavington Library



Centro's parking provides no active frontages along Griffith Road

- The 5 Ways is an intersection for vehicular movements and traffic flow which acts as a barrier for pedestrians and disconnects the streets of the CBD - Union Road, Urana Road, Wagga Road and Mate Street. The process explored various design interventions to rationalise this intersection and to rethink the 5 Ways as a place within the CBD. These design solutions balanced the competing interests between pedestrians and vehicles (traffic testing input by JPT Melbourne) but have not been included in this report.

Where is the 'Heart'?

- There is no identifiable centre or 'heart' in Lavington CBD. When surveyed, the community responses varied to include Centro, the Library and 5 ways.
- Griffith Road is considered the 'main street' of Lavington, but has none of the premier retail qualities associated with traditional main streets.

Urban Form

Lavington lacks spatial definition, the urban form does not contribute to its legibility and hierarchy of its streets and places

- The predominant height of buildings in Lavington are single storey. There are instances of 2 storey buildings, and the Telstra building is an exception at 3 storeys.
- Buildings are located at varying setbacks to the street, this lack of consistency results in poor built form streetscapes, and a lack of spatial definition of the street edge.



Northern end of Wagga Road



Public domain improvements would beautify Lavington



Southern end of Wagga Road

- The various building types and their associated uses are permitted anywhere in the CBD. For example the storage facility located on Griffith Road. Attracting the right types of uses and building types to Griffith Road will be key to Griffith Road's success as a main street.

Public domain and public image

- There is no consistent public domain in Lavington that attempts to unify the CBD and to reinforce the hierarchy of streets and places.
- There is a lack of street tree planting to scale and beautify the streets; no consistent paving; poorly maintained medians.
- In the short term any public domain improvements in the form of street tree planting will enhance this precinct, providing visual consistency and attractiveness for the precinct.
- Formalising on-street parking will reduce the need for businesses in this precinct to provide on-site parking for customers.

This Masterplan report seeks to provide design and place based strategies and initiatives to mitigate these issues.



Urana Road near 5 Ways



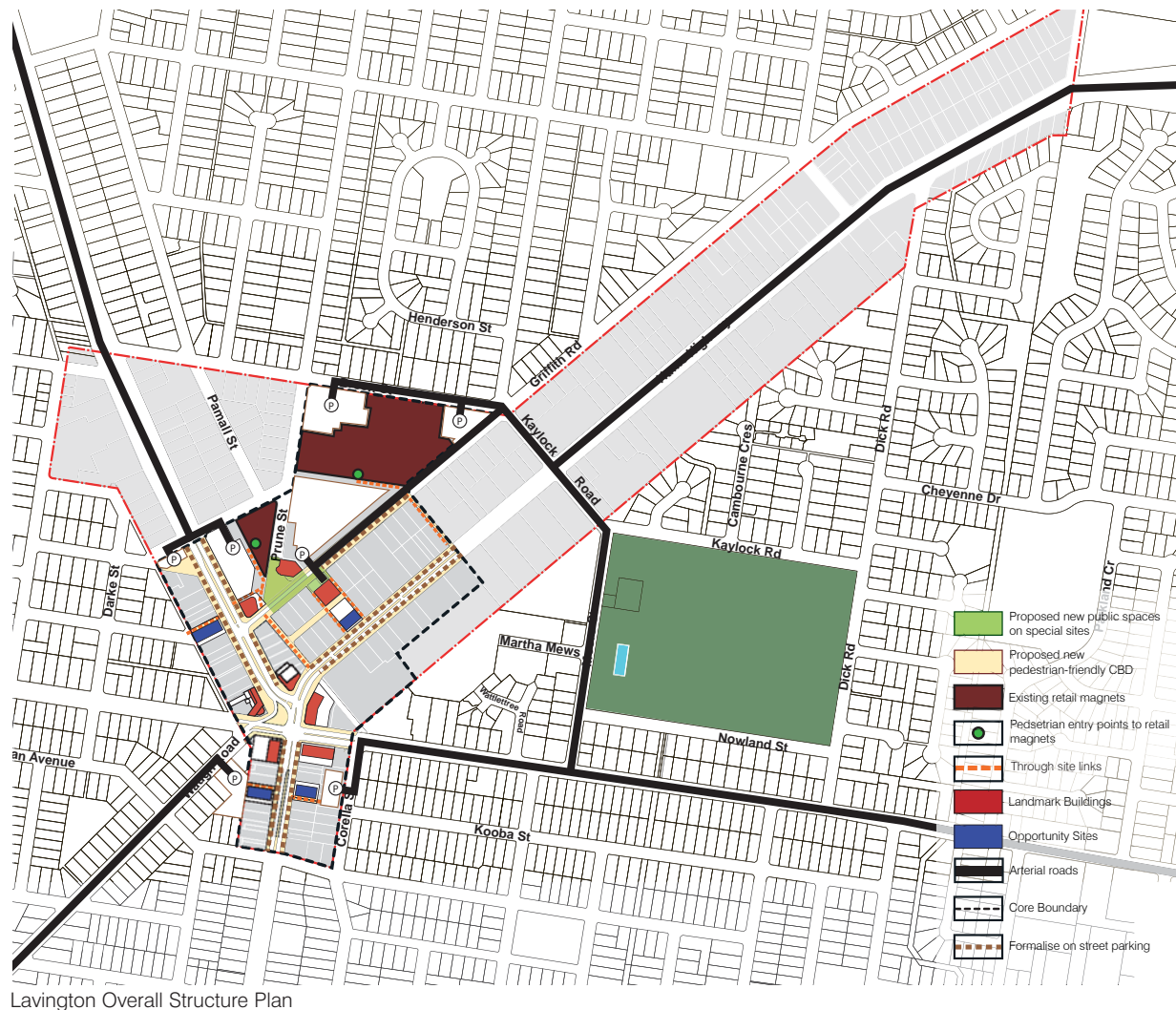
Western end of Urana Road



Mate street

01 INTRODUCTION

1.4 The Vision



The Structure Plan

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

Strategy 1: Improve Lavington's Identity

Initiatives in Strategy 1 explores:

- Creating a sense of entry to Lavington CBD at Union Road, Wagga Road and Mate Street through public domain improvements.
- Spatially defining the centre of Lavington at the new Town Square and 5 Ways.

Strategy 2: Create a Heart for People

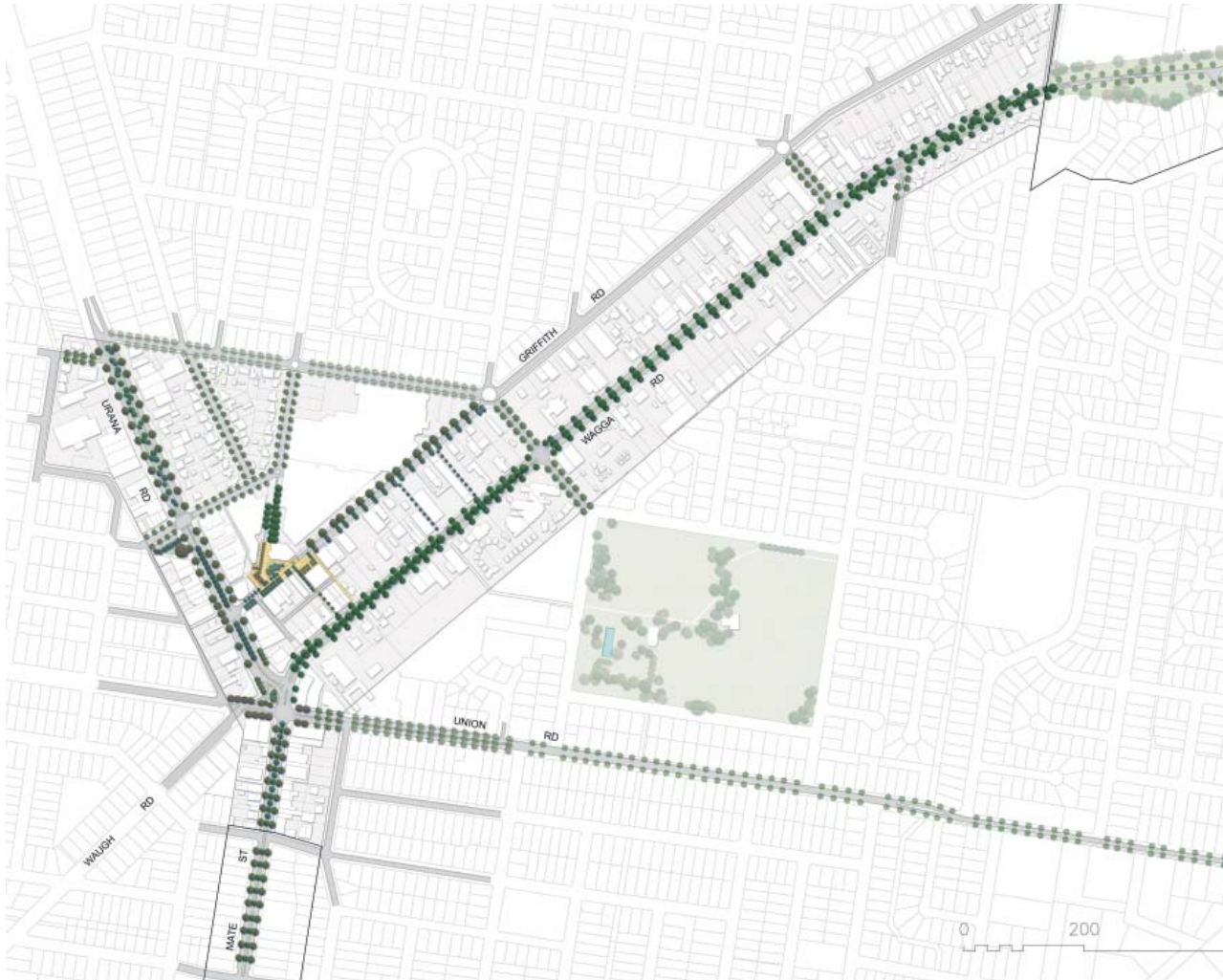
Initiatives in Strategy 2 investigates:

- Creating a civic and community heart through the delivery of a new Town Square that will act as the catalyst for Griffith Street to fulfil the role of a main street.

Strategy 3: Strengthen the Core

Initiatives in Strategy 3 promote:

- Stimulating change within the private domain in the Core,
- Encouraging primary retail uses, increasing the active frontages and pedestrian amenity.
- Improving connections between places in the Core through the creation of through site links as redevelopment occurs and improving the pedestrian amenity through the use of medians and increased footpaths.



Illustrative Lavington CBD Masterplan

- Rethinking access and movement to and around the Core by encouraging people to use car parks at the edges of the CBD and to filter through on foot.
- Providing cycleways that connect to Lavington CBD, offering other alternatives to the car.

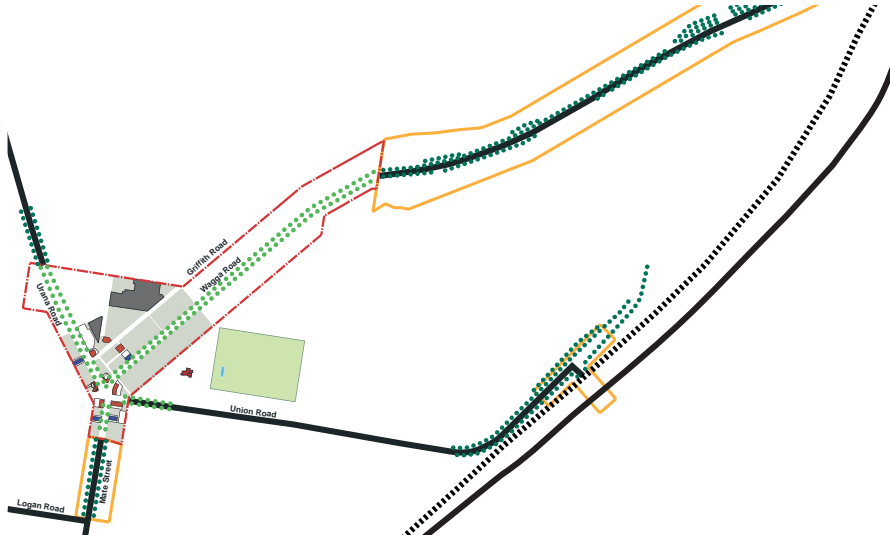
Strategy 4: Beautify Lavington

Initiatives in Strategy 4 envision:

- Delivering high quality streetscapes that include street tree planting, medians, street beautifications that in the short term will improve the attractiveness of Lavington CBD.
- Encouraging better relationships of buildings to the street edge and public open spaces
- Improving the built form and landscaped outcomes of car parks.

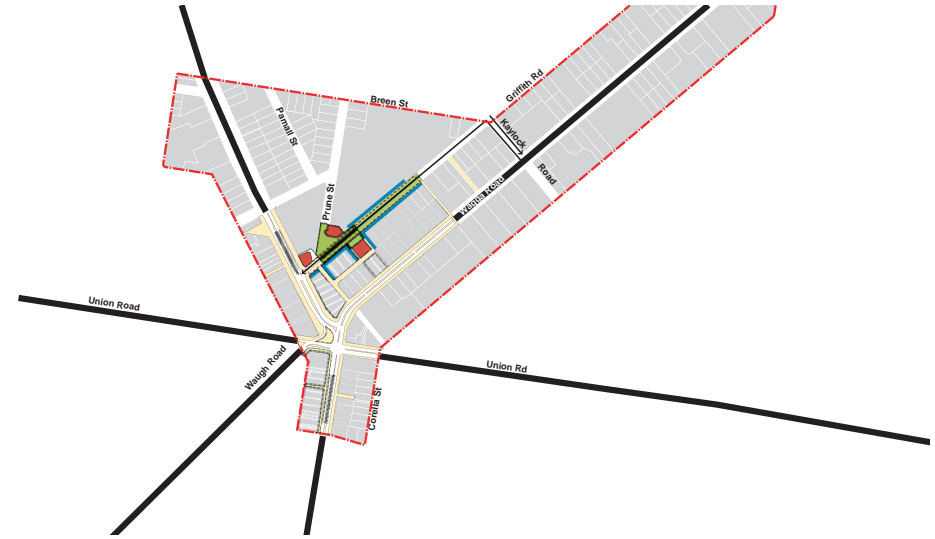
01 INTRODUCTION

1.4 The Vision



Strategy 1: Improve Lavington's Identity

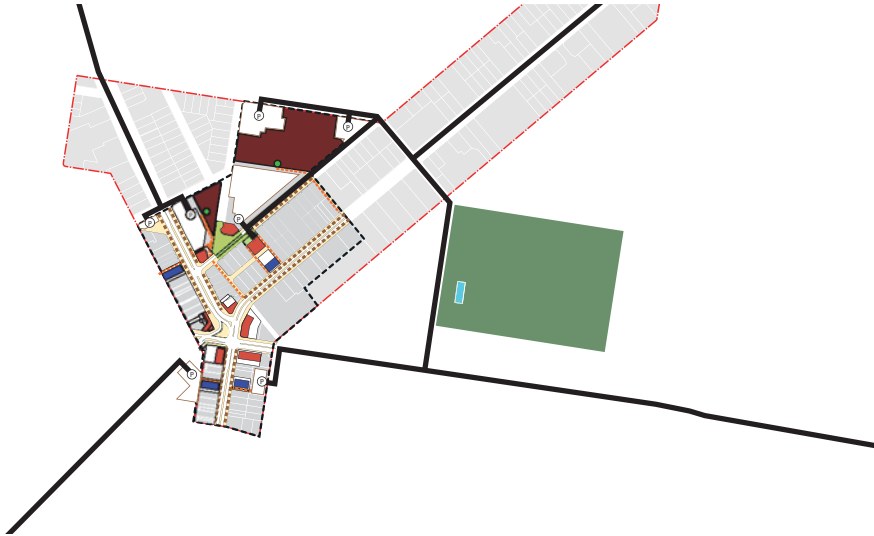
To create a sense of entry and arrival into Lavington's CBD and to spatially define the centre with landmark buildings.



Strategy 2: Create a Heart for People

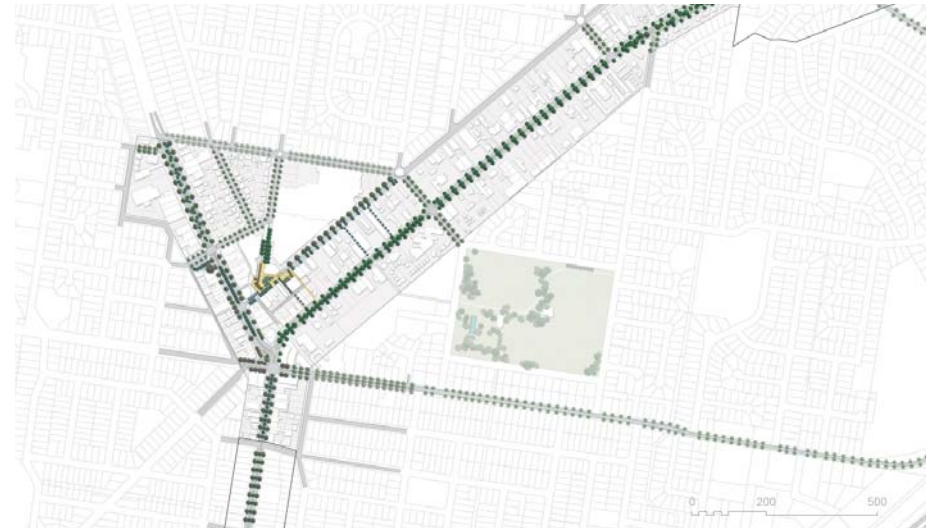
To provide a civic and community 'heart' in Lavington that enhances Griffith Road.

1.4 The Vision



Strategy 3: Strengthen the Core

To consolidate the core of Lavington's CBD to create a vibrant, active local centre.



Strategy 4: Beautify Lavington

To make Lavington a more attractive and desirable place to live and visit.

STRATEGIES & INITIATIVES 02

02 LAVINGTON

Strategy 1: Improve Lavington's identity

Strategy 1: Improve Lavington's Identity

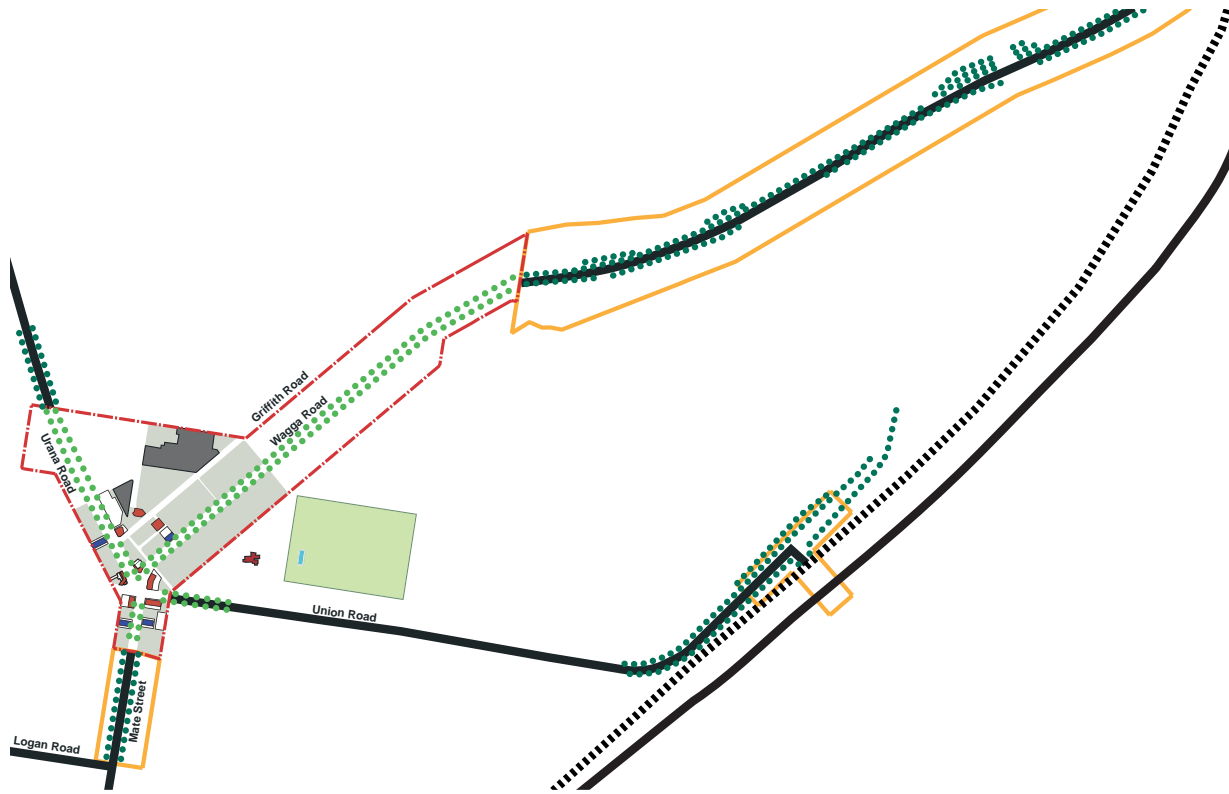
To create a sense of entry and arrival into Lavington's CBD and to spatially define the centre with landmark buildings.

Initiative 1: Union Road Gateway

Initiative 2: Wagga Road Gateway

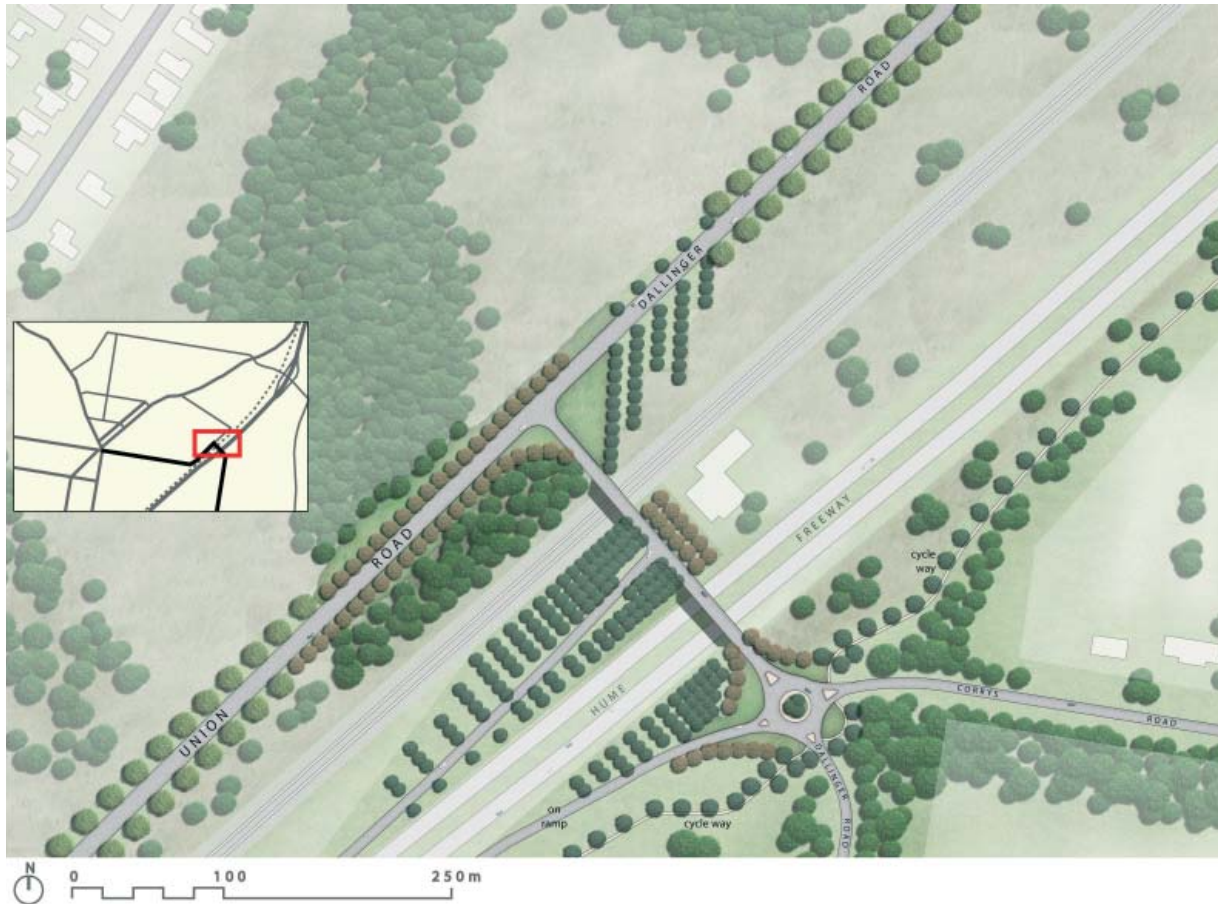
Initiative 3: Mate Street Gateway

Initiative 4: Landmark Buildings



02 LAVINGTON

Strategy 1: Improve Lavington's Identity



Initiative 1: Union Road Gateway

Principles

- Increase / incorporate avenue planting on the approaches to Lavington CBD to create a more inviting and distinctive gateway to the city.
- Use tree species to assist with wayfinding.
- Maintain clear sightlines.
- Arrange trees to focus views to Black Range.
- Plant shade trees along existing cycle paths.
- Provide habitat using indigenous vegetation.
- Select drought-tolerant, low maintenance plant species.



Mass, ordered tree planting as a distinctive element

Strategy 1: Improve Lavington's identity



Avenue tree planting and median planting



Public art interpretation of place incorporated into landscape



Tree planting integrated with public art elements

02 LAVINGTON

Strategy 1: Improve Lavington's identity



Wagga Road Gateway Plan

Initiative 2: Wagga Road Gateway

Principles

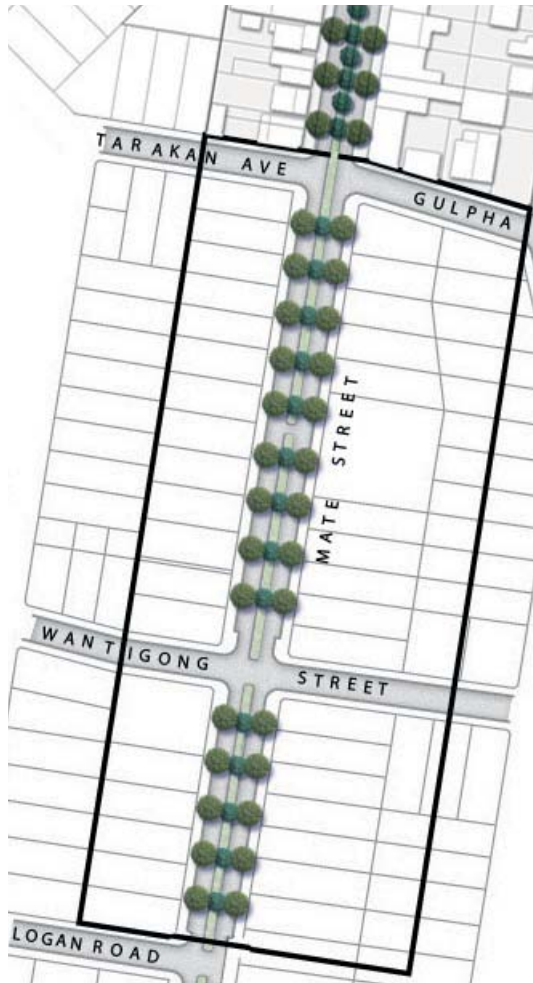
- Improve the arrival experience into Lavington, Springdale Heights & Thurgoona
- Establish a clear street hierarchy through street tree selection
- Extend footpaths to encourage walking & bicycle use and better connect neighbouring suburbs
- Maintain clear sightlines at intersections
- Create linear planting strips to focus views to Black Range
- Introduce new median, avenue planting & screen less attractive sites
- Provide habitat using low maintenance indigenous tree and understorey species
- Consult with RTA for modifications around the freeway and off-ramps, as these will require their approval.

Strategy 1: Improve Lavington's Identity

Initiative 3: Mate Street Gateway

Principles

- Provide consistent verge and median tree planting to the whole of Mate Street, retaining existing trees if they are good specimens which contribute positively to the landscape character of the street.
- Replace the concrete median with soft landscaping.
- Introduce regular tree / low planting in the parking lane to visually narrow the carriageway and regulate traffic speeds.
- Retain the current mix of residential, commercial and community uses within the Mate Street gateway area.



Mate Street Gateway Plan



Soft landscaping to replace concrete median.



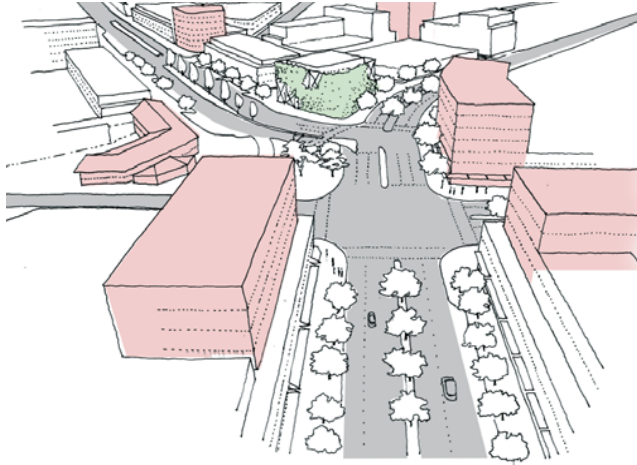
Low planting adds richness to the street, reduces visual emphasis on the carriageway.



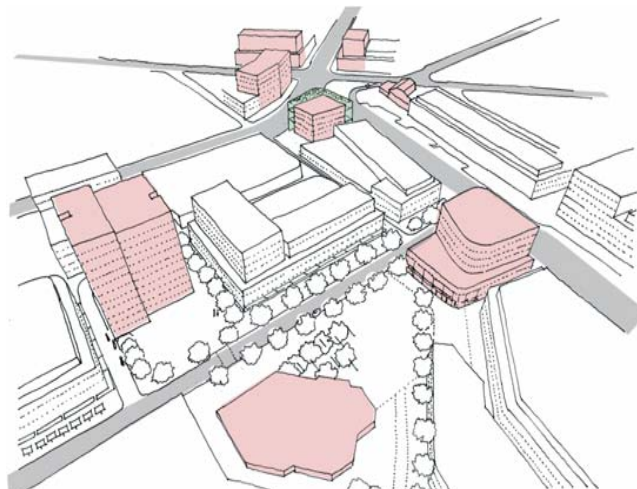
Verge planting provides visual interest and character, while assisting in storm water retention.

02 LAVINGTON

Strategy 1: Improve Lavington's identity



View looking down Mate Street to Wagga Road



Birds eye view above library looking at new town square with 5 ways in the distance.



Taller buildings mark important corners and enhance way-finding.



Green wall redefines Telstra Exchange as landmark.



New buildings spatially define the new town square and visually connect town square to the Lavington core.

Initiative 4 : Landmark Buildings

Principles

- Spatially define 5 Ways as a place within Lavington by locating taller development on designated corner sites and ensuring future development aligns with the street edge. This will also improve legibility and wayfinding within Lavington.
- Consider screening the Telstra Exchange with a green wall and creating a symbol of a more sustainable Lavington.
- Locate taller buildings at Griffith Road and Urana Road and at the new town square to visually mark the main street and town square and to enhance their legibility from five ways.
- Ensure landmark building are of high design quality.

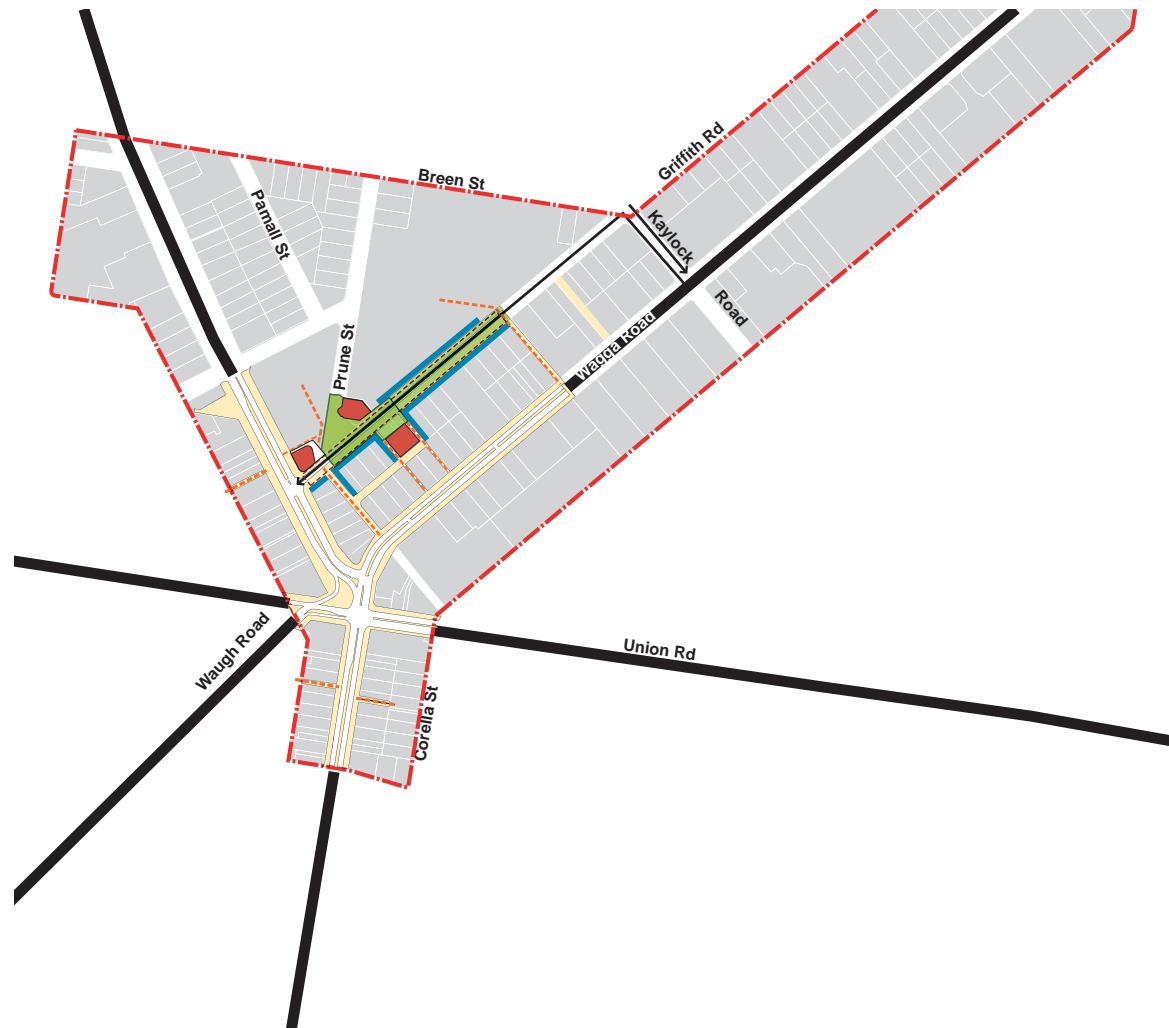
Strategy 2: Create a heart for People

Strategy 2: Create a heart for People

To provide a civic and community 'heart' in Lavington that enhances Griffith Road.

Initiative 1: Griffith Road as a main street

Initiative 2 : Lavington Town Square



- Griffith Rd Main Street and New Town Square
- Proposed new pedestrian-friendly CBD
- Primary active frontages built to the street
- Arterial roads
- Landmark Buildings
- Griffith Road as a Main Street
- Proposed two way along Griffith Road
- Proposed one way along Griffith Road

Lavington 'Heart' Strategy

02 LAVINGTON

Strategy 2: Create a heart for People



Griffith Road Plan

Initiative 1: Griffith Road as a main street

Principles

- Ensure future development reinforces and activates the street edge.
- Promote continuous awnings along the street.
- Promote infill along Centro's Griffith Road frontage, currently used for carparking, with active retail uses.
- Locate retail and commercial uses on Griffith Road, with community uses concentrated around the town square (also on Griffith Road).
- Reconfigure Griffith Road from a two-way carriageway into a one-way southbound dual carriageway.
- Maintain or increase on street parking by consolidating parking along western side in the form of angled or parallel parking. This will minimise impact of driveways to existing lots.
- Encourage slow driving speeds to create a safer pedestrian environment and a more pleasant main street.
- Locate pedestrian crossings along desire-lines, for example between a pedestrian linkage from Wagga Road and the Centro main entrance.
- Enhance the existing streetscape to create more shade, to minimise heat island effect and to improve the pedestrian environment.

Strategy 2: Create a heart for People

- Minimise vehicle crossing along Griffith Road over time as properties redevelop and amalgamate.
- Promote outdoor dining along the street and within the Town Square.



Before



After



Griffith Road

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

02 LAVINGTON

Strategy 2: Create a heart



Town Square Plan

Initiative 2: Lavington Town Square

Principles

- Consolidate the open space around the library to create a town square.
- Visually incorporate the adjacent segment of Griffith Road and the Council carpark into the town square, to create a larger, multi-use space where special events can occur. Create this effect through the use of a consistent materials palette.
- Retain the library in a location adjacent to the town square to provide a civic focus to the space.
- Incorporate places for sitting, library spill-out activities, small community gatherings, occasional markets shaded areas, planting, and lighting.
- Ensure all buildings edging the square incorporate active edges to increase the vibrancy of the space and to provide opportunities for passive surveillance.
- Restrict loading access provided through the square to off-peak times. Consider eliminating loading access altogether, as Prune Street provides adequate access to all retail premises.
- Relocate the entrance to the Coles carpark southwards, to provide a larger contiguous open space around the Library, uninterrupted by vehicular traffic.
- Provide clear wayfinding signage within the town square for pedestrians. Design this as part of a comprehensive signage strategy for the CBD.

Strategy 2: Create a heart



Initiative 2: Lavington Town Square

- In the longer term, redevelop the Council car park on Griffith Road and incorporate parking within the building to provide a public forecourt between the building and Griffith Street. This forecourt would form part of the town square.

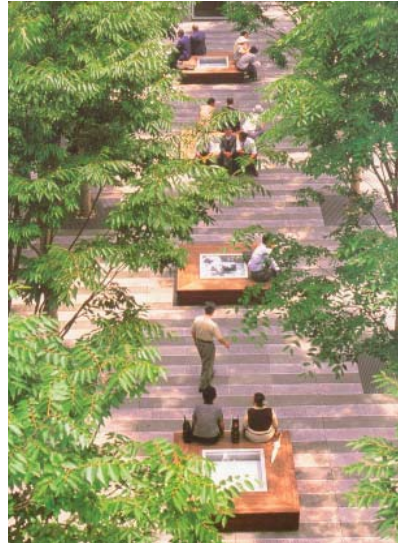
Artist Impression of new Lavington Town Square

02 LAVINGTON

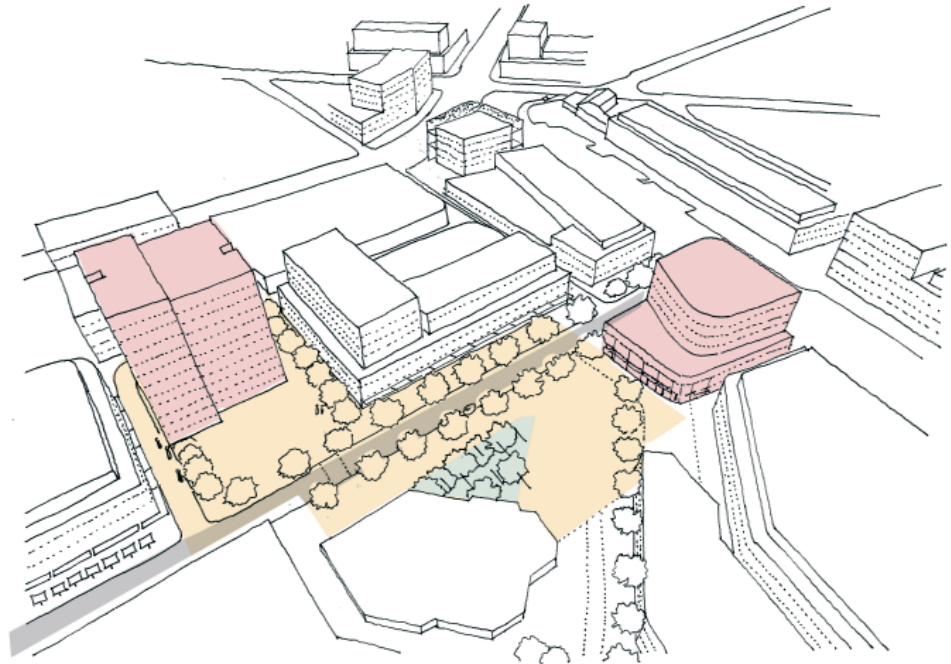
Strategy 2: Create a heart



A pleasant micro-climate



Outdoor seating areas



Bird eye view of town square



Places for gathering in the shade



Playful space



Sculpted green lawns for informal play



Cafe kiosk activates space

Strategy 3: Strengthen the Core

Strategy 3: Strengthen the Core

To consolidate the core of Lavington's CBD to create a vibrant, active local centre.

Initiative 1: Consolidate the retail core

Initiative 2: Connect places within the core

Initiative 3: Locate carparks at edges of the core

Initiative 4: Connect cycleways to the core.

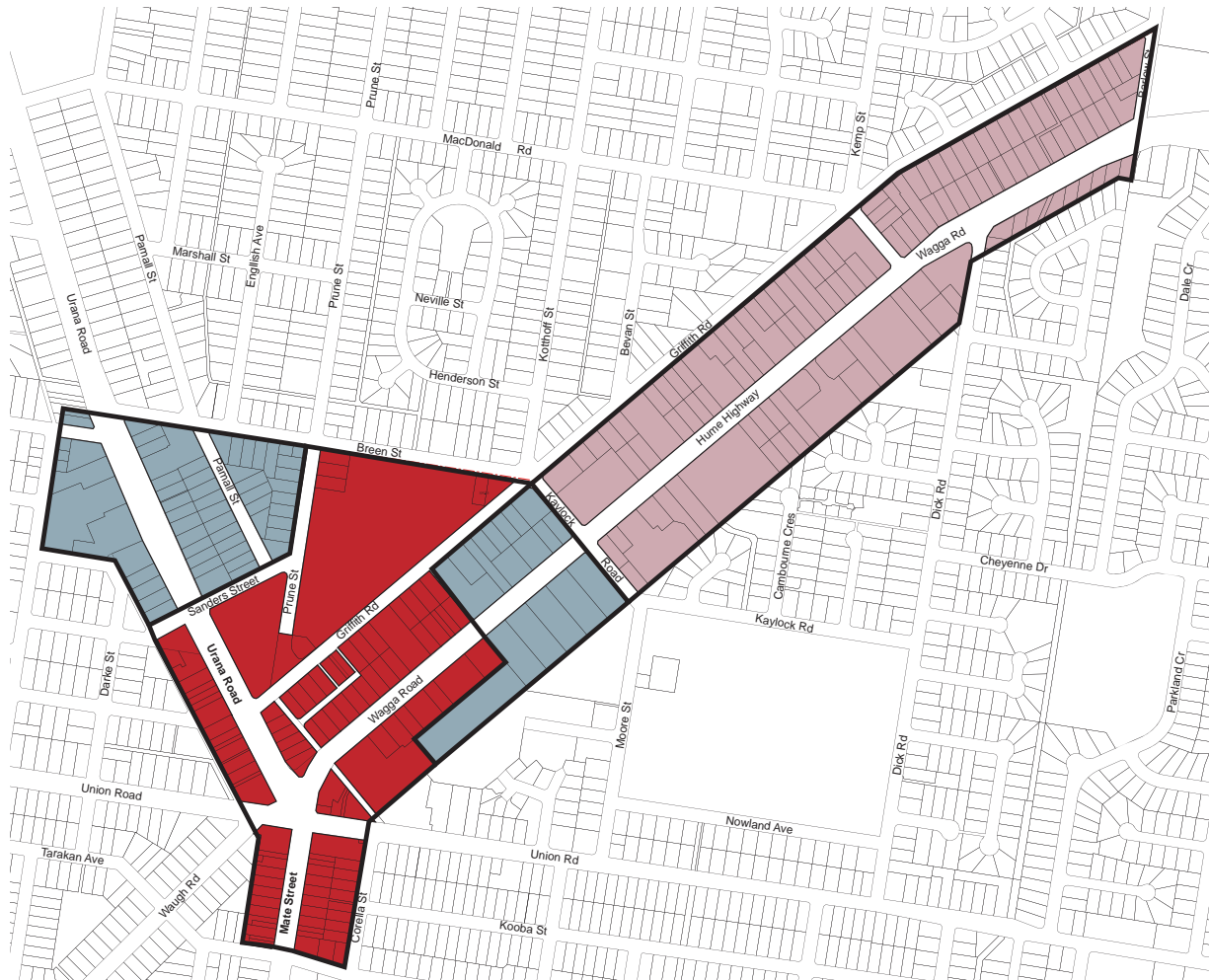


- Proposed new public spaces on special sites
- Proposed new pedestrian-friendly CBD
- Existing retail magnets
- Pedestrian entry points to retail magnets
- Through site links
- Landmark Buildings
- Opportunity Sites
- Arterial roads
- Core Boundary
- Formalise on street parking

Lavington Core Plan

02 LAVINGTON

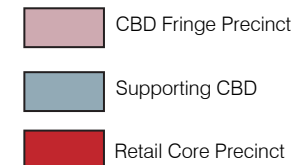
Strategy 3: Strengthen the Core



Initiative 1: Consolidate the retail core

Principles

- Concentrate primary retail uses, cafes, restaurants, entertainment uses, shop front commercial office, and professional services within the Retail Core Precinct.
- Promote shop top housing and mixed use with residential above ground level in the Retail Core.
- Reinforce existing, fine grain active retail along Mate Street and Urana Road south of Sanders Street.
- Encourage uses within the Supporting CBD precinct that augment and enhance the Retail Core. This can include factory outlets, bulky goods, destination commercial and showrooms. Other uses that may occur include residential uses and seniors living.
- Promote location of destination retail, bulky goods, car yards, workshops and storage facilities within CBD Fringe Precinct.



Precincts Plan

Strategy 3: Strengthen the Core



Pedestrian links with high quality amenity



Safe, pleasant footpaths



Active retail uses along through site links or arcades.



Initiative 2: Connect places within the core

Principles

- Improve pedestrian circulation, safety and amenity within the CBD.
- Reinforce the Retail Core by promoting a walkable town centre.
- Encourage pedestrian through site links between Wagga Road and Griffith Road. (1)
- Promote dual purpose laneways as active pedestrian and service zones within the Retail Core. (2)
- Widen footpath along north-eastern side of Urana Road to improve pedestrian connectivity between Griffith Road and Mate Street. (3)
- Locate pedestrian crossing to reinforce linkages between key destinations. (4)
- Improve pedestrian access and amenity within 5 Ways. Buffer edges along Urana Road and Wagga Road to provide safe pedestrian area. (5)
- Reconfigure Union Road west to eliminate dangerous right turn; and to reduce carriageway width to promote safer pedestrian crossing between Mate Street and Urana Road. (6)

02 LAVINGTON

Strategy 3: Strengthen the Core

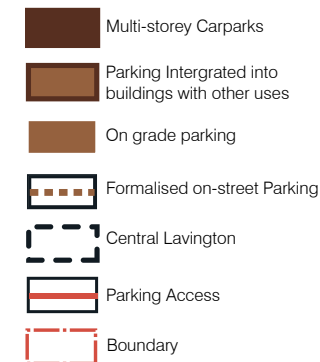


Carparking Strategy

Initiative 3: Locate car parks at edges of the core

Principles

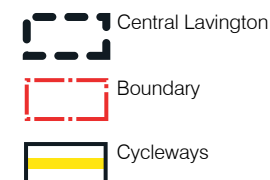
- Reinforce the location of car parks as well as vehicle access to car parks along edges of the retail core.
- As sites redevelop within the Retail Core, incorporate off-street parking into buildings with active uses at street level.
- Retain and enhance on-street parkings within the CBD.
- Consider a multi-storey carpark at the rear of Mate Street shops as a destination carpark to increase access to Mate Street businesses and to promote walking to other parts of the centre.
- Promote location and access to loading docks for major retail outlets from streets around the edges of the retail core.



Strategy 3: Strengthen the Core

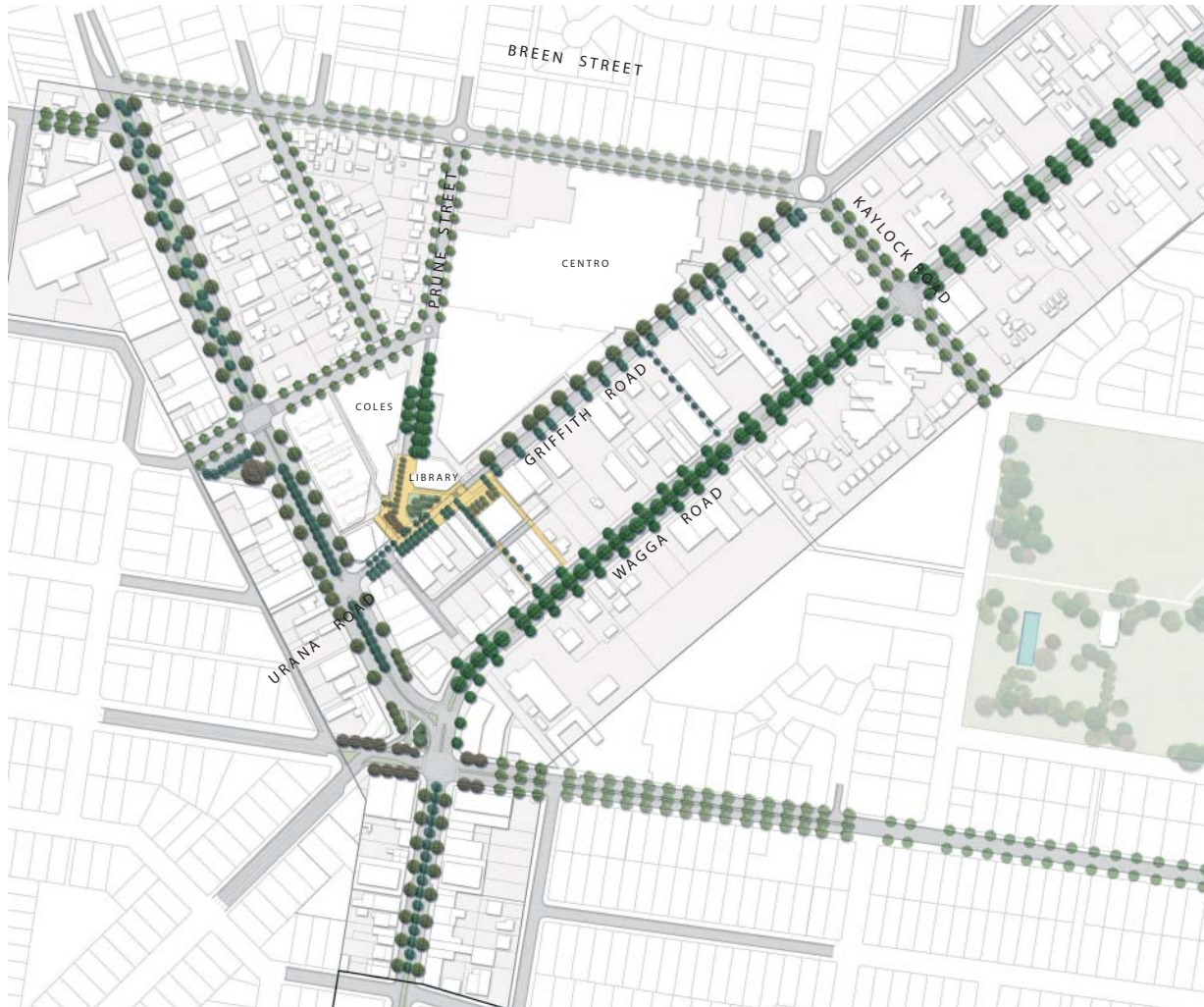
**Initiative 4: Connect cycleways to the core.****Principles**

- Provide off-road cycleways to both sides of Urana Road, connecting the Bungambrawatha Creek Trail to the Town Square.
- Provide shared cycleway along Union Street, connecting from the Bungambrawatha Creek Trail to the Thurgoona Trail.
- Provide bicycle racks within the CBD, particularly at the Town Square and key destinations.
- Promote on-site bicycle facilities and parking for employees, visitors and residents within the CBD.
- Consider implementing a bike sharing program within the CBD.



02 LAVINGTON

Strategy 4: Beautify Lavington



Lavington Streetscaping Plan

Strategy 4: Beautify Lavington

To make Lavington a more attractive and desirable place to live and visit.

Initiative 1: High quality streetscapes

Initiative 2: Buildings that define streets and places

Initiative 3: Better carpark design

Initiative 4: Public domain elements

Strategy 4: Beautify Lavington

Initiative 1: High quality streetscapes

Principles

- Increase street tree planting, creating a connected green web of streets and improving the microclimate within Lavington.
- Incorporate a central median on Wagga Road in the CBD to reduce crossing distances for pedestrians.
- Visually reinforce the public domain by restricting materials, finishes and street furniture to a simple coordinated palette. Implement high quality streetscapes through a comprehensive Lavington Public Domain Manual. This will provide a consistent approach to paving, lighting, street furniture and planting.

Additional Street Tree Planting

- 1 Callistemon sp. - Bottlebrush (verge)/ Ulmus parvifolia - Chinese Elm (parking) / Pistacia chinensis (Pistachio) - median
- 2 Pyrus calleryana (Callery Pear) - verge/ Platanus x acerifolia (Plane Tree) - parking / Schinus areira (Peppercorn Tree, sterile var.) - median
- 3 Corymbia citriodora (Lemon-Scented Gum) - western verge/ Celtis australis (Mediterranean Hackberry) - parking
- 4 Pistacia chinensis (Pistachio) - verge/ Platanus x acerifolia (Plane Tree) - parking/ Corymbia eximia 'Nana' (Golden Gum) - median
- 5 Platanus x acerifolia (Plane Tree)/ Ulmus parvifolia (Chinese Elm)/ Euc. sp. - median
- 6 Platanus x acerifolia (Plane Tree) - verge
- 7 Melaleuca stypelioides (Prickly-leaved Paperbark) - verge/ Corymbia eximia 'Nana' (Golden Gum) - verge
- 8 Melaleuca stypelioides (Prickly-leaved Paperbark) - verge/ Callistemon sp. (Bottlebrush) - verge
- 9 Corymbia eximia 'Nana' (Golden Gum)/ Pistacia chinensis (Pistachio)
- 10 Corymbia maculata (Spotted Gum)/ Prunus cerasifera 'Nigra' (Flowering Plum)

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



Street Tree planting Strategy

02 LAVINGTON

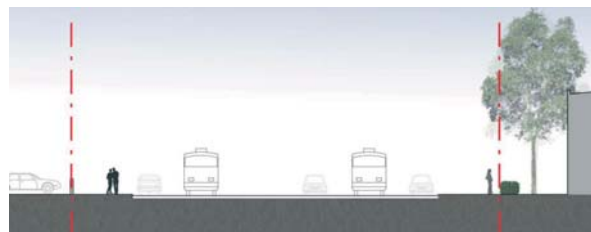
Strategy 4: Beautify Lavington



Before



After
Mate Street



Before



After
Wagga Road

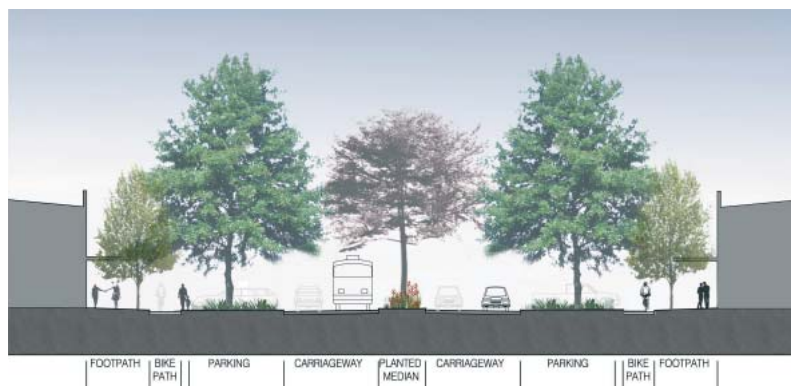
- Provide clear directional signage within the CBD for vehicles as part of a comprehensive signage strategy for the CBD and gateways.
- Reconfigure Wagga Road between Catherine Crescent and Kaitlers Road to rationalise the large area of bitumen. Incorporate a planted median, and formalise parking treatments.
- Select tree species to suit the street and the climatic conditions of Lavington.
- Maintain street trees to ensure low hanging branches with the potential to connect with trucks and buses are removed.

Considerations

- Street reconfigurations, as demonstrated, generally retain existing outside kerblines to reduce the cost of improvements. If parameters change (such as reduction of traffic lanes) it may be more opportune to reconfigure the street without constraints such as the existing kerb locations.
- There is currently no space available in the Mate Street and Wagga Road cross sections for cycle lanes as two traffic lanes in each direction have been retained (on advice from JPT). Should this change in the future and the streets are reconfigured, separated cycleways and verge widening should be prioritised.

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

Strategy 4: Beautify Lavington



After
Urana Road

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

02 LAVINGTON

Strategy 4: Beautify Lavington



A 3 storey street wall with setback upper levels is desired for the Retail Core.



A predominantly 3 storey street edge reinforces the human scale of the street



Above ground carparking is integrated into facade design above an active ground floor.



Large format retail and bulky goods can enclose and activate the public realm.

Initiative 2: Buildings that define streets and places

Principles

- Define the scale and containment of streets with high quality building edges. 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 03 Implementation for detailed controls.
- 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.
- Setback storeys above the street wall height, where they will not detract from the fine grained, 2-3 storey scaled 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, particularly within the Retail Core and Supporting CBD precincts.

Strategy 4: Beautify Lavington



Design for people first



Clearly denoted pedestrian paths



Harvesting stormwater in car park using swales



Shade on-street carparking areas

Initiative 3: Better carpark design

Principles

- Improve the design of carparks to enhance their appearance, usability and to minimise their environmental impacts.
- Minimise heat island effect on on-grade carparks by increasing shade through appropriate tree planting.
- Incorporate safe, clearly marked pedestrian paths through carparks.
- Harvest stormwater from permeable surfaces within carpark to improve water quality and to ensure viability of tree planting.
- Sleeve multi level carparks 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 carparks 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 carparks. 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 carparks meet safety requirements and are maintained.
- Retain and supplement existing trees within on-street parking areas.

02 LAVINGTON

Strategy 4: Beautify Lavington



Initiative 4: Public Domain Elements

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

Principles

- Consider the public domain elements for the CBD area in an holistic way. The suite of elements, materials and finishes should give Lavington a consistent, unique and considered look.

- PRIMARY CBD STREETSCAPE (Main Street) -**
Primarily customised elements
Highest maintenance regime
- PRIMARY CBD LANEWAY -**
Primarily customised elements
Highest maintenance regime
- SECONDARY CBD STREETSCAPE**
Combination of customised/mass-produced elements
Above-standard maintenance regime
- TERTIARY CBD STREETSCAPE**
Mass-produced elements
Standard maintenance regime
- PRIMARY CBD OPEN SPACE**
High number of customised elements
Highest maintenance regime
- SECONDARY CBD OPEN SPACE**
Combination of customised/mass-produced elements
Above-standard maintenance regime
- Study area boundary**

Strategy 4: Beautify Lavington



Different styles of timber and steel custom seating



Off the shelf seating with customised tree guards



Bench seating incorporating lighting elements

- Do not rely on 'theme-ing' the public domain to give the city a unique look. The public domain elements should enhance and supplement the existing qualities of the built and natural environment of Lavington.
- 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, the town square, Griffith to Wagga Road through site links and 5 Ways are primary public areas which 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 core locate seating, bins and drinking fountains adjacent to public buildings, bus stops and rest areas; or at 200m intervals.
- 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.

02 LAVINGTON

Strategy 4: Beautify Lavington



Robust seating and tables



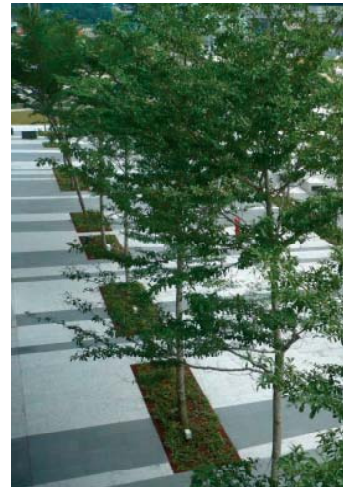
Up-lit trees provide a dramatic nighttime environment



Irregular saw-cuts individualise an otherwise standard concrete pathway



Wayfinding signage



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

- 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 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 Lavington.

IMPLEMENTATION 03

03 IMPLEMENTATION

3.1 Stimulating Change in Lavington CBD

Lavington CBD is the leading location for convenience and everyday shopping for the northern parts of the Albury LGA providing a range of services and uses within Lavington CBD, although it is best known for Centro and Coles.

Stimulating change to successfully revitalise Lavington CBD will rely greatly on improvements to the public domain. These improvements to the public domain can occur within shorter time frames and in a co-ordinated manner. This will improve the attractiveness of Lavington CBD, enhancing its image and providing a consistent character.

Incremental change within the private domain will occur over a longer time frame as there is an excess of land in relation to demand. The majority of buildings in Lavington CBD are single storey, with instances of 2 storey buildings. The urban form of Lavington CBD 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 2000.)

The height and FSR strategies have been proposed to realistically stimulate change in the private domain. The height provides a 'loose fit' to accommodate GFA and parking.

Primary Controls for Lavington CBD

The Masterplan seeks to manage and guide future infill development through the following primary controls:

- Street setbacks
- Building height
- Streetwall heights and upperlevel setbacks
- FSR
- Precincts

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

Precinct Specific Controls

The primary controls provide an overall guidance for Lavington CBD. This section will then provide a summary of the primary controls and more detail guidance on the built form outcomes for each of the 3 precincts that comprise Lavington CBD.

1. CBD fringe
2. Supporting CBD precinct – Wagga Road and Urana Road
3. The Retail Core

Landmark and Opportunity Sites

Within the Retail Core are landmark sites and opportunity sites:

- Landmark buildings – these buildings work together to spatially define the New Town Square and 5 Ways.

- Opportunity sites – these sites deliver public benefits in the form of through site links.

Infill Building types

A variety of building types exist within Lavington CBD:

- Shop top
- Commercial Infill
- Showroom
- Sheds
- Workshops
- Factories and associated outlets
- Bulky goods
- Motels
- Houses
- Seniors Living

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; and protect the amenity of neighbouring buildings.

In addition to the strategies and the precincts are:

3.2 Sites Requiring a Masterplan

Site Specific Masterplan Requirements for Large Sites

This masterplan report recommends that sites or consolidated sites over 5,000m² are required to prepare a site specific masterplan.

Sites requiring a Site Specific Masterplan identified in this report, include shopping centres such as Centro and Coles and the Zauner site.

Base FSR's are provided for these sites.

Bonus FSR's relating to the size of these masterplan sites will be offered on sites located within the Retail Core and Supporting CBD Precincts if public benefits are delivered.

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 new through site links, open spaces, and/or sustainability initiatives.



Sites identified over 5000m² will be required to prepare a site specific masterplan

03 IMPLEMENTATION

3.3 Street Setbacks



Street Setback Plan

Street Setbacks

The street setbacks strategy is designed to improve the built form character of Lavington:

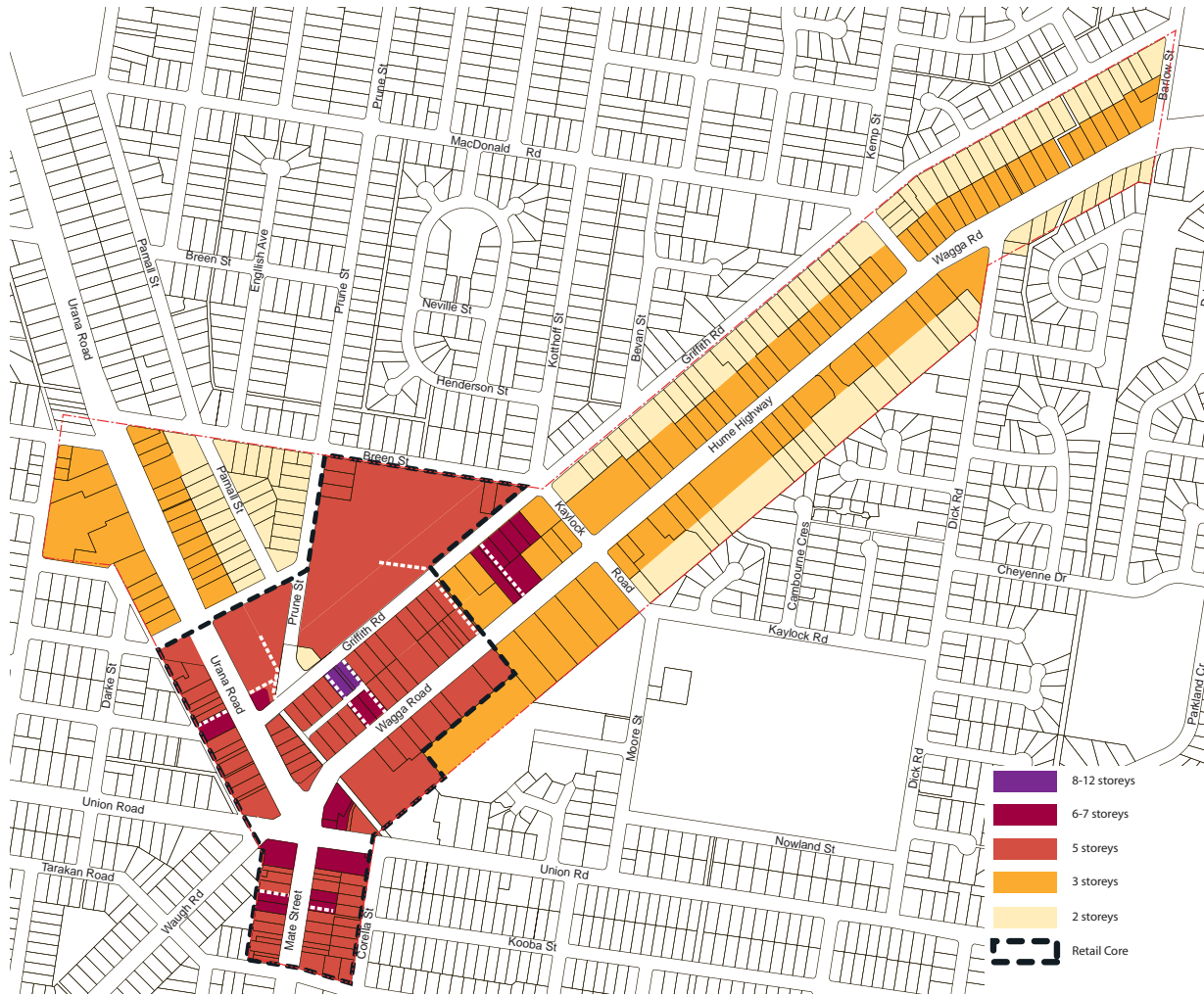
Objectives

- Build to the street boundary - to provide better street definition, active frontages and awnings to streets in the retail core. This control relates to the streetwall height controls.
- Minimum 50% Build to the street boundary - to allow businesses to provide display of their products and some customer parking whilst providing street edge and active frontages to the street.
- 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 Building height



Building Height Plan

Building Height

To encourage redevelopment in the retail core of Lavington CBD a height of 5 storeys is proposed. Lavington has a regular subdivision pattern; lots are generally 20m x 45m. This lot dimension is insufficient to achieve above or below ground parking as there is inadequate space within the site to ramp. In order to achieve this building height, sites are required to amalgamate to deliver the required carparking. This diagram is for the overall building height of Lavington CBD. Streetwall height controls will manage the scale of buildings to the street.

Objectives

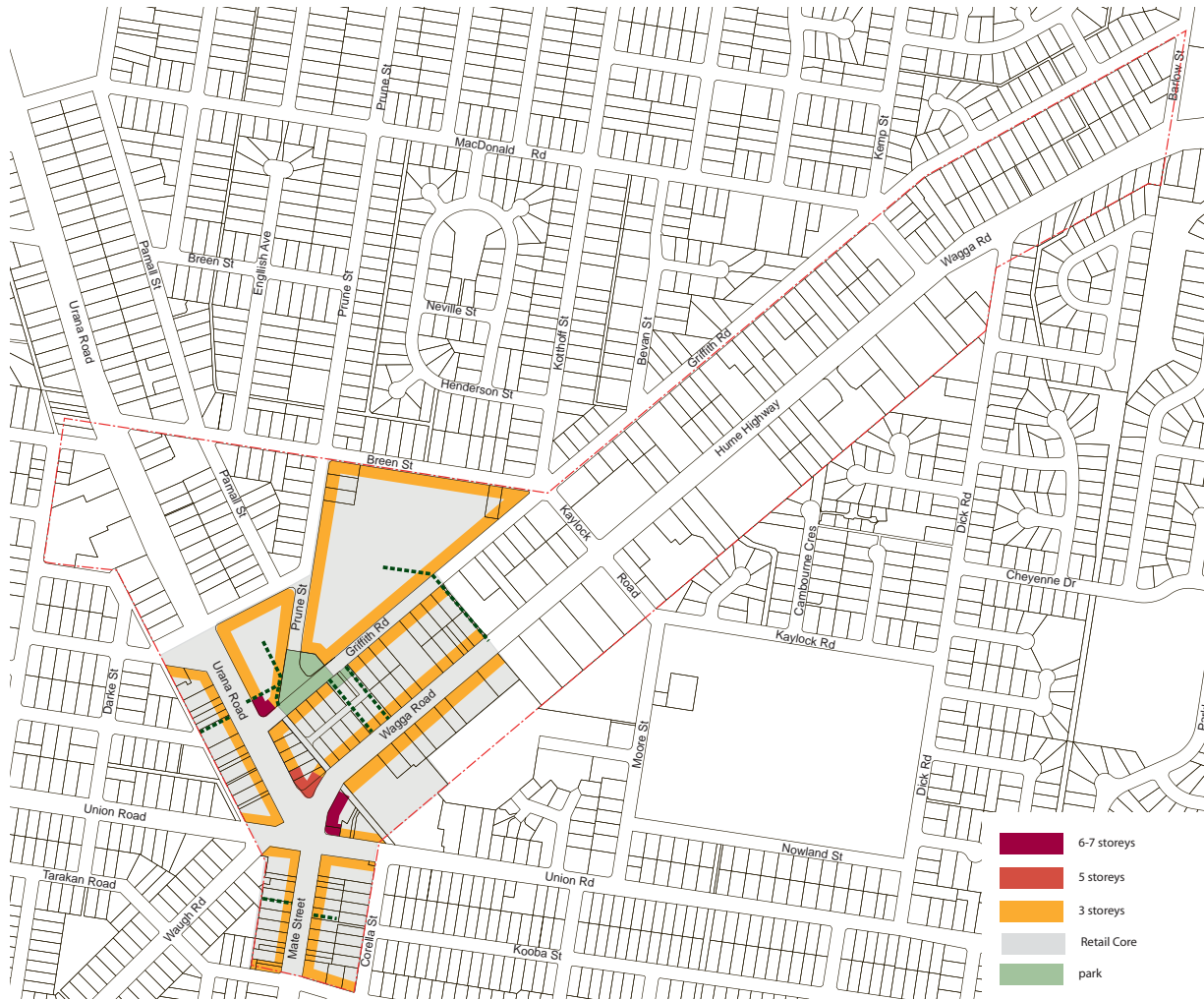
- To stimulate redevelopment in the retail core.
- To allow for above ground parking required to fulfil Council's requirements within the building envelope.
- To limit building height adjacent to residential areas.
- To allow additional building height for key sites that deliver public benefit in the form of through site links, public carparking or open space.
- To allow additional building height for key sites that contribute landmarks that improve the identity of Lavington CBD

General Controls

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

03 IMPLEMENTATION

3.5 Streetwall Heights and Upper Level Setbacks



Streetwall Heights and Upper Setback Plan

Streetwall Heights and Upper Level Setbacks

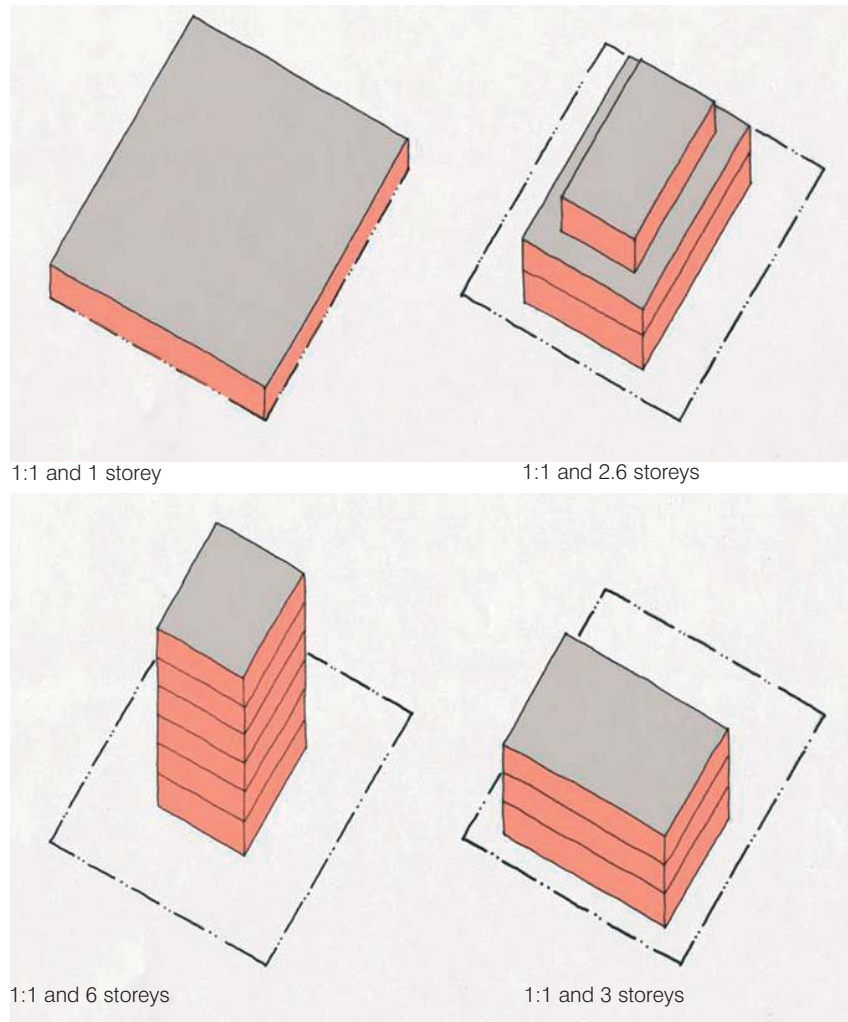
Objectives

- To maintain and improve the scale of streets as incremental change occurs.

Controls

- Street wall heights are to comply with the Street Wall Height Plan.
- Minimum of 3m upper level setbacks is required for buildings within the Retail Core that have an overall building height that exceeds the streetwall height.

3.6 Floor Space Ratio



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.

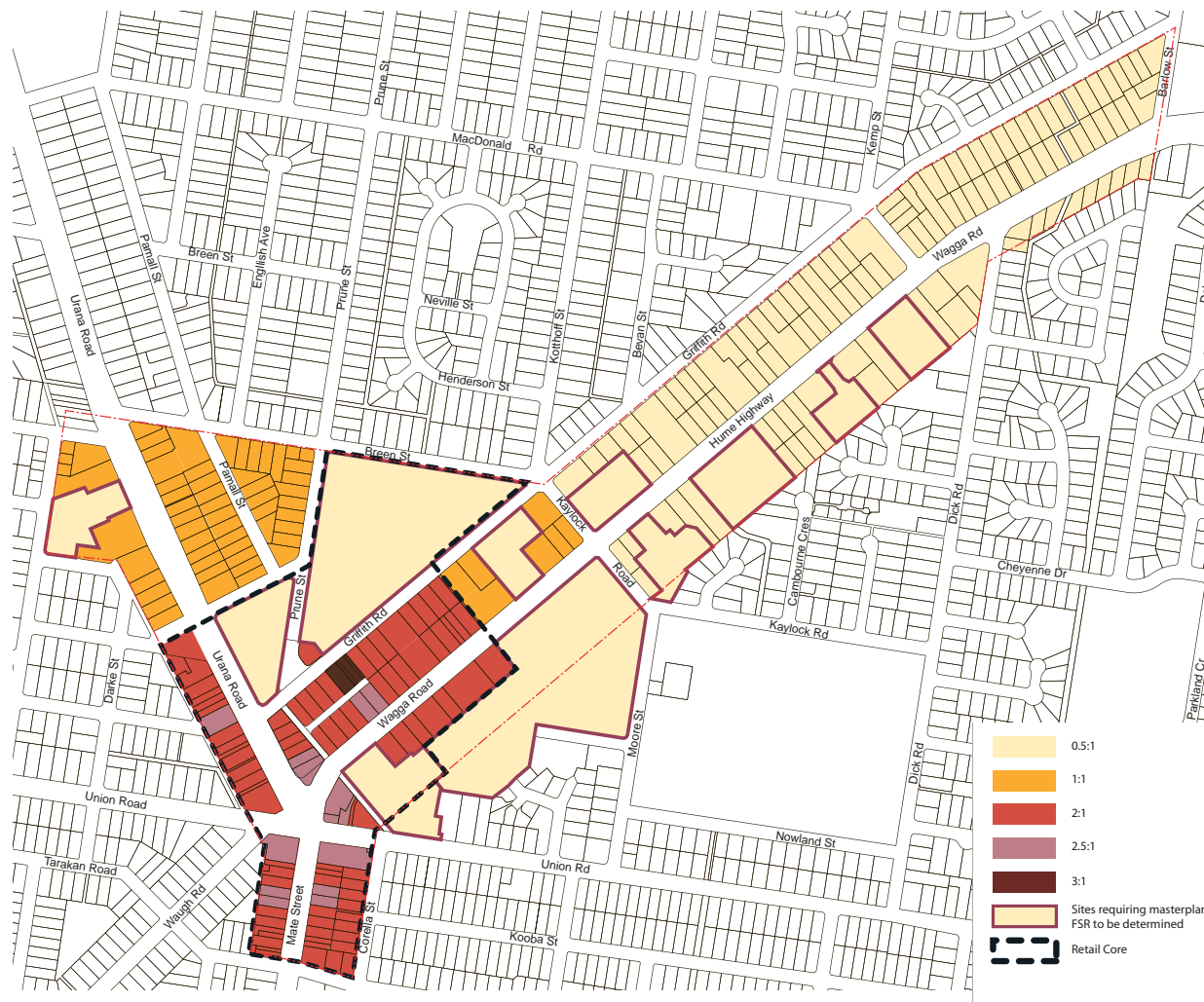
The following table illustrates as a guide the FSR outcomes for the building types described in Section 3.3: Infill Development Strategy.

The table also shows that maximum FSR's may only be achievable on larger infill sites or consolidated sites over 24 metres in frontage. This is due to these sites being able to fit more parking 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 lots is constrained by the number of parking spaces required being more than its achievable FSR.

Floor space ratio and building form

03 IMPLEMENTATION

3.6 FSR



FSR Plan

FSR

The proposed FSR's assume above ground parking. Should underground parking become feasible in Lavington CBD the FSR's will need to be reviewed to reflect the potential increase in gross floor area within the proposed heights.

Objectives

- To allow a 'loose fit' within the building height controls to accommodate such uses as above ground parking that is not counted as gross floor area but contributes to the overall height of the building.
- To stimulate development in specific locations that will improve the liveability of Lavington CBD.

General Controls

- Allow a maximum of FSR of 2:1 within the Retail Core for sites that can achieve a minimum site frontage of 24m
- Allow a maximum FSR of 1:1 for sites within the Supporting CBD Precinct
- Allow a maximum FSR of 0.5:1 for sites within the CBD Fringe.
- Sites over 5,000m² requiring a masterplan have a base FSR of 0.5:1.
- When public benefits are delivered on sites located within the Retail Core and Supporting CBD Precinct, the following bonuses apply:
 - 0.5:1 bonus FSR for sites between 5000m²-15,000m²
 - 0.25:1 bonus FSR for sites greater than 15,000m²

3.7 Precincts



Precincts plan

Precincts

3 precincts comprise Lavington CBD:

1. The CBD fringe
2. The Supporting CBD Precinct – Waggga Road and Urana Road
3. The Retail Core

The Lavington CBD precincts will help define roles for each part of the CBD and concentrate on stimulating development in the Retail Core. This will encourage Griffith Road as a main street to become the premier street in Lavington for businesses such as medical centres, banks etc. Other types of businesses such as the storage facility may relocate to other parts of Lavington as land prices increase.

The Supporting CBD Precinct provides for other uses that support the Retail Core. These uses include factory outlets that have a shopfront, residential and seniors living.

The CBD fringe plays an important role for destination retail uses and the precinct controls accommodate for these uses whilst promoting better built form outcomes.

03 IMPLEMENTATION

3.8 CBD Fringe Precinct



Precinct Specific Controls for CBD Fringe Precinct

Precinct specific controls for CBD Fringe

Use

- Encourage destination retail uses in this location on a major road with good exposure and easy car access to ensure that Lavington CBD remains competitive with other shopping destinations.
- Destination retail uses include bulky goods, car yards, workshops and storage facilities within CBD Fringe Precinct.

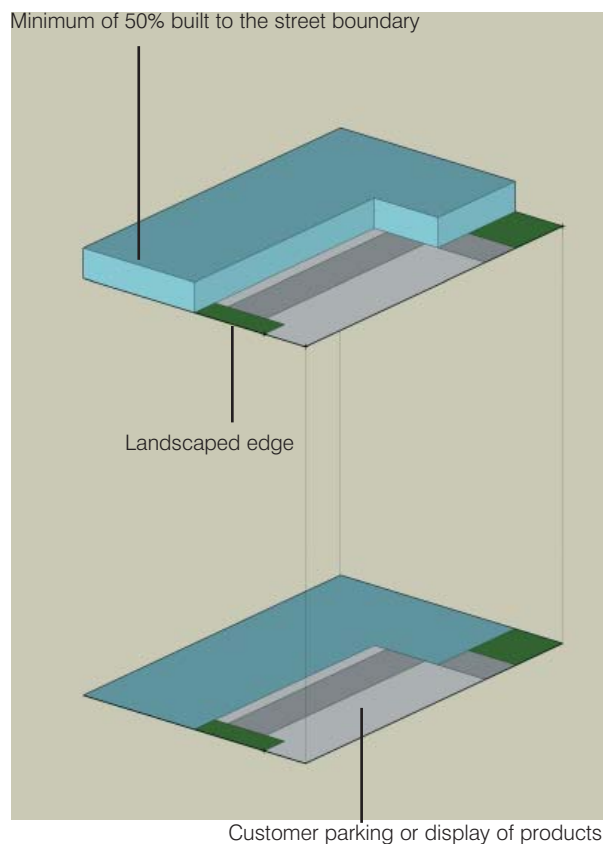
FSR

- A maximum FSR of 0.5:1 is permitted in this precinct for infill sites.
- Site specific masterplans are required for sites over 5,000m².

Building Height

- Maximum of 3 storey building heights are permitted along Wagga Road. If adjacent to residential uses this building height has to 'step down' to 2 storeys to protect the amenity of adjoining houses.
- Limit the height to a maximum of 2 storeys to the rear of sites adjacent to residential.

3.8 CBD Fringe Precinct

**Building Setbacks**

- Building types such as showrooms/sheds, workshops, bulky goods are required to be built to the street boundary for a minimum of 50% of the site frontage to provide street enclosure and definition. The remaining 50% of the site frontage can be setback to allow for display of goods and/or customer parking. The part of the site frontage that is setback is required to be landscaped with shrubs and/or trees at the street boundary.
- Maintain the predominant landscape setback of Griffith Road in this precinct to ensure that incremental change is sympathetic to the residential character of this part of Griffith Street.

Side and Rear Setbacks

- For streetwall building types, adopt party wall construction where it is consistent with the adjacent context.
- For additions to residential houses, a minimum side setback of 1.2m minimum and a minimum rear setback of 6m.
- 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.

Parking

- Parking is to be located to the side and the rear of buildings.

Signage

- Develop a signage strategy that allows signage to advertise the business but limits its location and size.

Public domain

- In the short term any public domain improvements in the form of street tree planting will enhance this precinct, providing visual consistency and attractiveness for the precinct.
- Formalising on-street parking will reduce the need for businesses in this precinct to provide on-site parking for customers.

03 IMPLEMENTATION

3.9 Supporting CBD Precinct



Precinct specific controls for Supporting CBD Precinct - Waggga Road and Urana Road

Use

- Encourage uses that support the Retail Core of the CBD. This can include factory outlets such as Foodworks and Sara Lee, bulky goods and showrooms. Other uses that occur in this area are residential and seniors living.

FSR

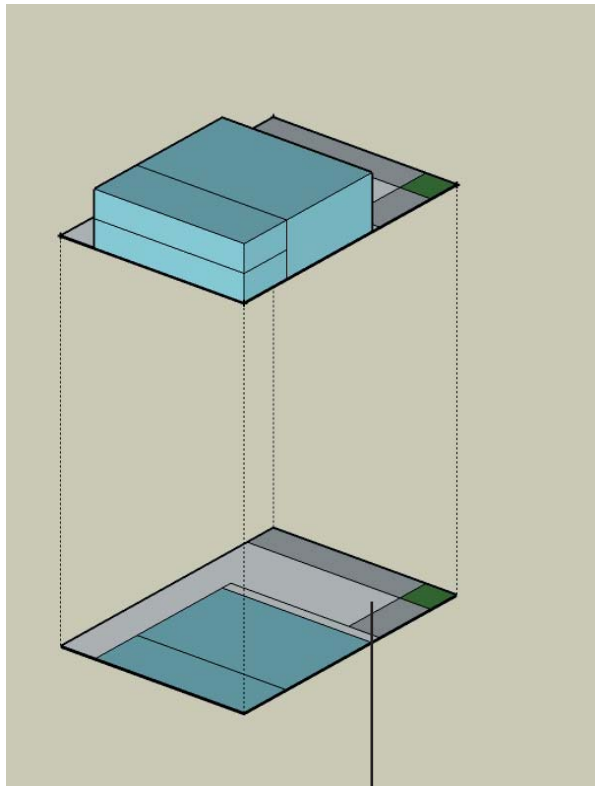
- A maximum FSR of 1:1 is permitted in this precinct for infill commercial and retail buildings. Site specific masterplans are required for sites over 5,000m².
- A maximum FSR of 0.5:1 is permitted for houses.

Building Height

- Maximum of 3 storey building heights are permitted along Waggga Road.
- Limit the height to a maximum of 2 storeys to the rear of sites adjacent to residential.
- Infill residential have a maximum building height of 2 storeys.

Precinct Specific Controls for Supporting CBD Precinct

3.9 Supporting CBD Precinct



Customer parking located to the rear

Street Setbacks

- Building types such as showrooms/sheds, workshops, bulky goods are required to be built to the street boundary for a minimum of 50% of the site frontage to provide street enclosure and definition. The remaining 50% of the site frontage can be setback to allow for display of goods and/or customer parking. The part of the site frontage that is setback is required to be landscaped with shrubs and/or trees at the street boundary.

Awnings

- In this precinct awnings are required for the 50% of the street wall built to the street boundary.
- Awnings are required for bulky goods building type.
- Maintain the predominant landscape setback for residential on Pamall, Breen and Prune Streets.

Side and Rear Setbacks

- For additions to residential houses, a minimum side setback of 1.2m minimum and a minimum rear setback of 6m.
- 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.

Parking

- Parking is to be located to the side and the rear of buildings.
- Parking area should be shaded.
- Stormwater collection and re-use is to be integrated into the design of on-grade carparks.

Signage

- Develop a signage strategy that allows signage to advertise the business but limits its location and size.

Public domain

- In the short term any public domain improvements in the form of street tree planting will enhance this precinct, providing visual consistency and attractiveness for the precinct.
- Formalising on-street parking will reduce the need for businesses in this precinct to provide on-site parking for customers.

03 IMPLEMENTATION

3.10 Retail Core



Precinct Specific Controls for Retail Core Precinct

Precinct specific controls for Retail Core Precinct

Use

- Encourage primary retail uses that contribute to a vibrant retail core such as cafes, restaurants, entertainment uses, shop front commercial office, and professional services within the Retail Core Precinct.
- Promote shop top housing and mixed use with residential about ground level in the Retail Core.
- Reinforce existing active retail along Mate Street and Urana Road south of Sanders Street.

FSR

- A maximum FSR of 2:1 is permitted in this precinct for infill commercial and retail and mixed use buildings. Site specific masterplans are required for sites over 5,000m².
- Landmark and opportunity sites within the Retail core will have site specific FSR's

Building Height

- Maximum of 5 storey building heights are permitted.
- Limit the height to a maximum of 3 storeys to the rear of sites adjacent to residential.

Street Setbacks

- Buildings are required to be built to the street boundary.

3.10 Retail Core

Building streetwall heights and upperlevel setbacks

- Maximum streetwall height of 3 storeys + parapet is permitted.
- An upperlevel setback of 3m is required from the streetwall for 5 storey buildings.

Awnings and active frontages

- All buildings are required to provide active frontages at groundlevel. This includes shopsfronts, cafes, restaurants, lobbies, showrooms etc.
- All buildings are required to provide box awnings with a minimum width of 3m at a height consistent to existing adjacent awnings.
- Negotiate with Centro and Coles to provide active frontages to streets as redevelopment occurs.

Side and Rear Setbacks

- For streetwall building types, adopt party wall construction where it is consistent with the adjacent context.
- For 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.

Building Separation

- Adopt SEPP 65 building separation standards for mixed use residential buildings

Building Depth

- Residential components of mixed use 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.

Parking

- Consider reducing on-site carparking requirements for businesses within the retail core.
- Parking is to be located to the side and the rear of buildings or above ground within buildings.
- Sites with rear lanes are not permitted to have driveways to parking areas from the primary street frontage.
- Driveways are to be a maximum of 6.5m and are to be located along a side boundary.
- Stormwater collection and re-use is to be integrated into the design of on-grade carparks.
- Parking area should be shaded.

Open Space and Landscape

- Communal open spaces for mixed use residential buildings 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 where communal open space is provided above natural ground, for example on a building podium.

- 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.

Signage

- Develop a signage strategy that allows signage to advertise the business but limits its location and size.

Public domain

- In the short term any public domain improvements in the form of street tree planting will enhance this precinct, providing visual consistency and attractiveness for the precinct.
- Formalising on-street parking will reduce the need for businesses in this precinct to provide on-site parking for customers.

03 IMPLEMENTATION

3.11 Landmark and Opportunity Sites



Location of Landmark and Opportunity Sites in Lavington

Landmark Sites and Opportunity Sites within the Retail Core Precinct

- Landmark sites have buildings that work together to spatially define the new Town Square and 5 Ways.
- Opportunity sites are sites that deliver public benefits in the form of through site links, open space and/or public carparking.
- Additional height and FSR are given to these sites to encourage redevelopment and the delivery of public benefits.

Landmark sites

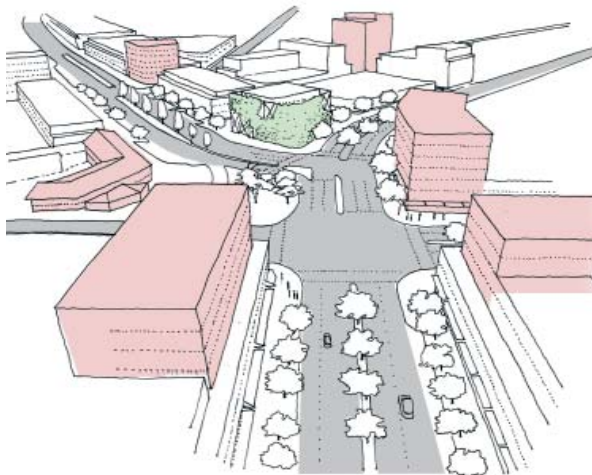
Height

- These sites have a maximum height of 7 storeys with the exception of:
 - Telstra Exchange, maximum 5 storeys and
 - Council car park site, maximum 12 storeys.

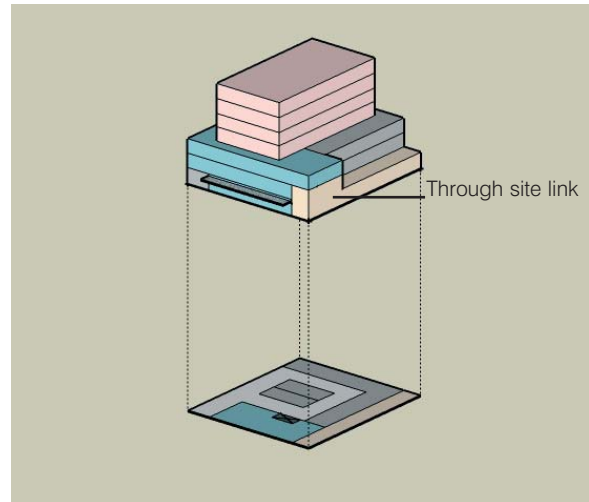
FSR

- Maximum FSR is 2.5:1 for these sites with the exception of Council's carpark site and the landmark building located on the Coles site.
- No FSR's will be determined for landmark buildings located on sites over 5,000m² that require a Masterplan. These sites require a merit assessment in keeping with intent and principles of this Masterplan.
- Council's carpark site this site can achieve a maximum FSR of 3:1 if it provides a public forecourt, through site links and public parking.

3.11 Landmark and Opportunity Sites



Landmarks spatially defining 5 ways, Lavington and the new town square



Example of a building located on an Opportunity Site

This site can potentially provide higher FSR's within the maximum height if it provides underground parking.

Opportunity Sites

Height

- These sites have a maximum height of 7 storeys.

FSR

- Maximum FSR is 2.5:1 provided these sites can achieve:
 - site amalgamation to achieve Council's parking requirements and
 - provide public benefits in the form of through site links

Through site links

Through site links are to have:

- Minimum 5m in width and 7m high when incorporated into a building. The minimum height of 7m does not apply if the through site links have a skylight over.

Encourage through site links to have:

- Access to natural daylight from above
- Active frontages
- Clear sight lines to promote safety and security

03 IMPLEMENTATION

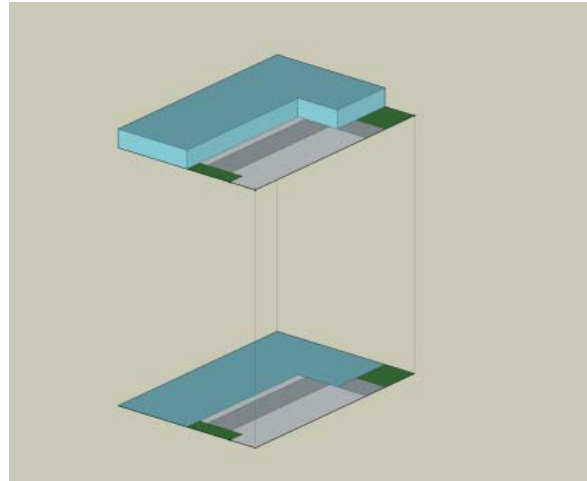
3.12 Infill Building Types

3.3.1 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:

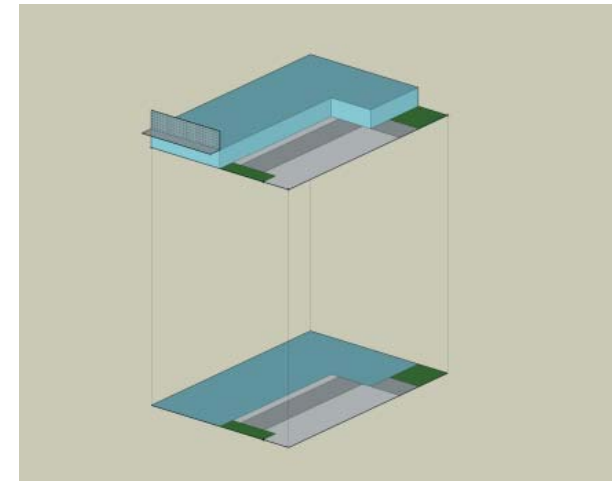
- Their relationship to the site, i.e. a building may sit in the middle of the site with landscape around it;
- Their relationship to adjacent buildings, i.e. a building may be attached to its neighbour with a party wall;
- Their relationship to the street, i.e. a building may come to the edge of the 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 infill building types are used to test the capacity of lots within the CBD to sustain future redevelopment to a higher density.



Type 1a: Showrooms/Sheds

This infill building type is permitted to be located in:

- CBD Fringe Precinct

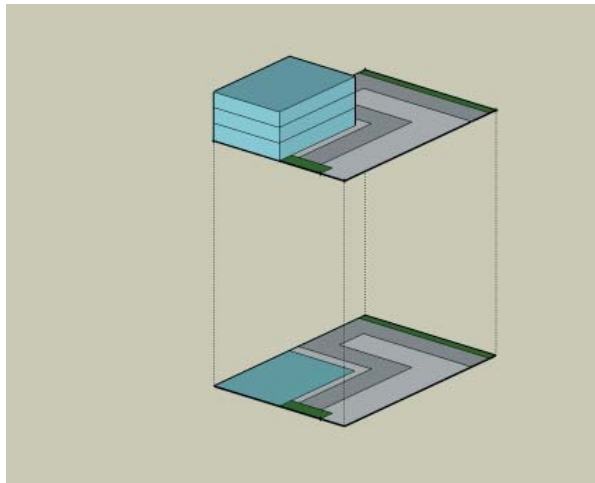


Type 1b: Showrooms/Sheds

This infill building type is permitted to be located in:

- Supporting CBD Precinct

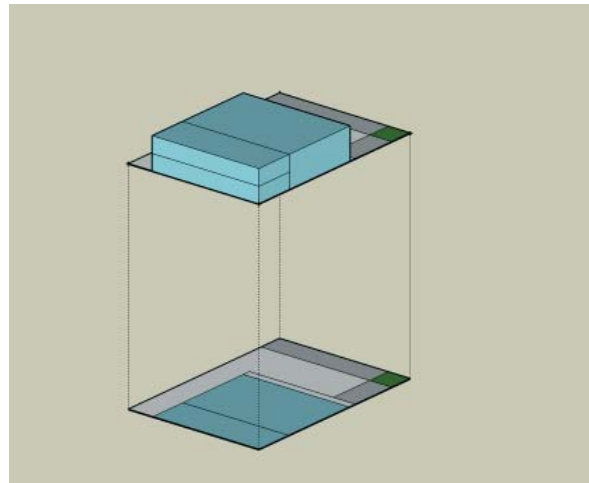
3.12 Infill Building Types



Type 2a: Bulk goods/Showrooms

This infill building type is permitted to be located in:

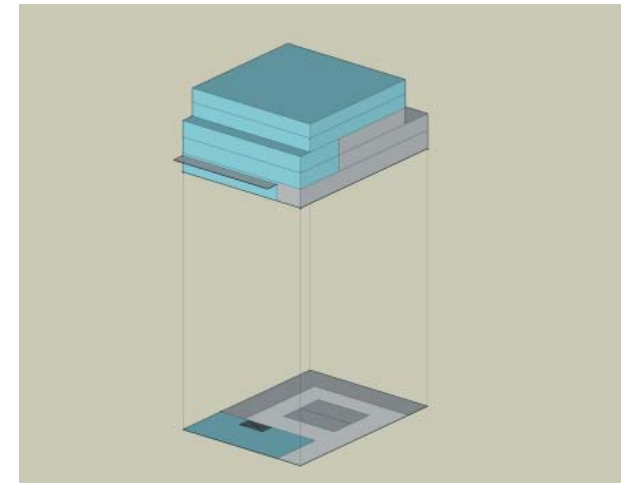
- CBD Fringe
- Supporting CBD Precinct- awning required



Type 2b: Bulk goods/Showrooms

This infill building type is permitted to be located in:

- CBD Fringe
- Supporting CBD Precinct - awning required



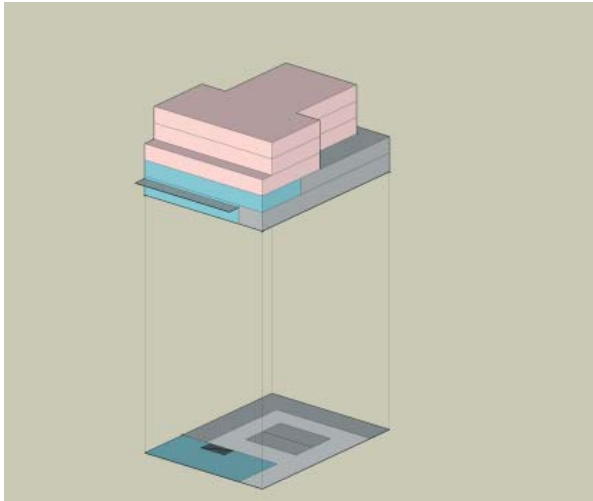
Type 3a: Streetwall Commercial

This infill building type is permitted to be located in:

- Retail Core - parking concealed by active frontages to the street

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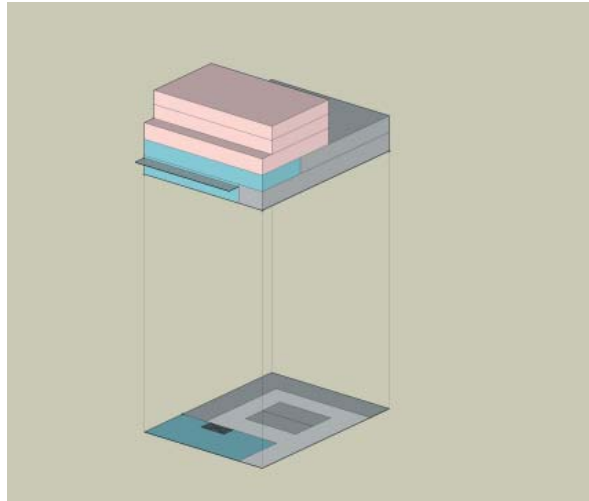
3.13 Infill Building Types



Type 3b: Streetwall Mixed Use

This infill building type is permitted to be located in:

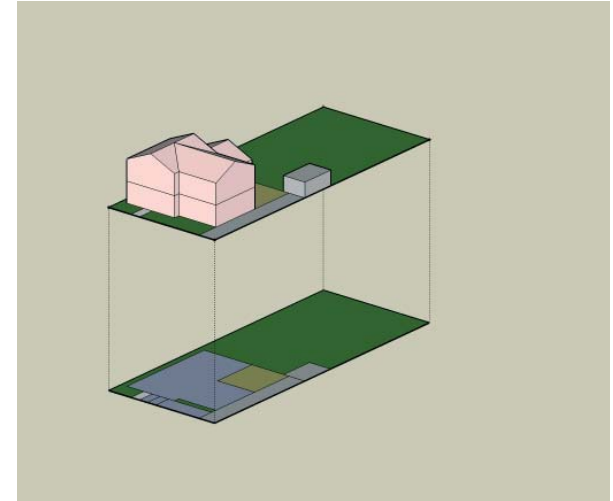
- Retail Core



Type 3c: Streetwall Mixed Use

This infill building type is permitted to be located in:

- Retail Core



Type 4: Houses

This infill building type is permitted to be located in:

- CBD Fringe Precinct
- Supporting CBD Precinct

APPENDIX 04

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Lot testing



Lavington landmarks and opportunity site testing

Site no.	building type & use	No. of levels	Use	Area	GFA total	Site Area	FSR
1	Council's Commercial/Special uses	G	active frontage parking	344.7	5034.4	1820	2.77 :1
			580				
		1	commercial parking	344.7			
			580				
		2	parking	966			
		3	parking	966			
		4	parking	966			
		5	parking	966			
		6	parking	966			
		7	commercial	869			
		8	commercial	869			
		9	commercial	869			
		10	commercial	869			
		11	commercial	869			
2	Corner building Commercial use	G	retail parking	1005.3	5561.1	2164	2.57 :1
			1047				
		1	commercial parking	1005.3			
			1047				
		2	commercial	526.5			
			1579				
3A	Street wall building with through site link Commercial use	G	retail parking	347.4	4522.2	1820	2.48 :1
			1073				
		1	commercial parking	347.4			
			1073				
		2	commercial parking	347.4			
			1073				
3B	Street wall building with through site link Mixed use (linear shape tower)	G	retail parking	347.4	3087.6	1820	1.70 :1
			1073				
		1	commercial parking	347.4			
			1073				
		2	residential	540			
		3	residential	463.2			
		4	residential	463.2			
		5	residential	463.2			
		6	residential	463.2			

APPENDIX 04

Lot testing

Lavington landmarks and opportunity site testing

site no.	building type & use	No. of levels	Use	Area	GFA total	Site Area	FSR
3C	Street wall building Mixed use (T-shape tower)	G	retail parking	347.4	4228.6	1820	2.32 :1
		1	commercial parking	1073			
		2	commercial parking	347.4			
		3	commercial parking	1073			
		4	residential	796.6			
		5	residential	796.6			
		6	residential	796.6			
4A	Corner building Commercial use	G	retail parking	749.5	4657.7	1820	2.56 :1
		1	commercial parking	940			
		2	commercial parking	785.5			
		3	commercial parking	904			
		4	commercial	584.3			
		5	commercial	584.3			
		6	commercial	584.3			
4B	Corner building Mixed use	G	retail parking	749.5	4398.1	1820	2.42 :1
		1	commercial parking	940			
		2	commercial parking	785.5			
		3	commercial parking	904			
		4	residential	519.4			
		5	residential	519.4			
		6	residential	519.4			
5A	Corner building Commercial use	G	retail parking	770.4	4822.2	1768	2.73 :1
		1	commercial parking	897			
		2	commercial parking	342.9			
		3	commercial parking	1386			
		4	commercial	841.5			
		5	commercial	841.5			
		6	commercial	841.5			

Lavington landmarks and opportunity site testing

site no.	building type & use	No. of levels	Use	Area	GFA total	Site Area	FSR
5B	Corner building Mixed use	G	retail parking	770.4	4448.2	1768	2.52 :1
		1	commercial parking	897			
		2	commercial parking	342.9			
		3	commercial parking	1386			
		4	residential	748			
		5	residential	748			
		6	residential	748			
6	Street wall building with through site link Mixed use	G	retail parking	238	3135.1	1392	2.25 :1
		1	commercial parking	890			
		2	commercial parking	269.4			
		3	commercial parking	858			
		4	residential	342.9			
		5	residential	858			
		6	residential	571.2			
7	Street wall building with through site link Mixed use	G	retail parking	255.6	2864.8	1274	2.25 :1
		1	commercial parking	788.9			
		2	commercial parking	288			
		3	commercial parking	752.9			
		4	residential	349.2			
		5	residential	752.9			
		6	residential	493			
8	Street wall building with through site link Mixed use	G	retail parking	239.4	3387.4	1520	2.23 :1
		1	commercial parking	1001			
		2	commercial parking	271.8			
		3	commercial parking	965			
		4	residential	325.8			
		5	residential	965			
		6	residential	637.6			
9	Typical street wall building Mixed use	G	retail parking	295	2495	1391	1.79 :1
		1	commercial parking	1061			
		2	commercial parking	328			
		3	residential	1025			
		4	residential	730			

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Response to Submissions

Lavington CBD Masterplan - Response to Submission			
Issue		Comment	Response
Building height	12 storey landmark building	<i>The 12 storey high landmark building suggested for the Council Carparking site is too high and out of proportion with the recommended maximum height of 7 storeys for other tall buildings within the CBD. Dorothy Smith pg 11</i>	<ul style="list-style-type: none"> The 12 storey high landmark building requires extra height because the site is delivering a high degree of public benefit: a new town square; public carparking (which takes up almost half the height of the building) to replace what exists; through site links connecting Wagga Road to Griffith Road. This height of this building was also designed to spatially mark the 'heart' of Lavington. If the site was not required to deliver public carparking it could be a lower building subject to a feasibility study.
		<i>Griffth Road might well work one way, south to north. I am very doubtful about north to south having spent time traversing that direction and through the 5 ways. Allen Hampton</i>	<ul style="list-style-type: none"> In consultation with Albury City and traffic consultants, Griffith Road was investigated. It results in minimal changes in traffic flow approaching Lavington from the north and improves the efficiency of operation of the signalised intersection of Griffith Road with Urana Road. A change in direction has significant implications for the 5 ways intersection due to queuing. Access to the Centro car parks from Urana Road would primarily be via the signalised intersection at Sanders Road or via Breen Street and is not expected to cause significant inconvenience to shoppers. The option of south to north one-way flow in Griffith Road is expected to result in a redirection of southbound traffic onto Wagga Road (primarily via Kaylock Road which may require provision of additional storage at the Wagga Road signals) or along Breen Street to access the Centro car parks. Other options could be considered in the future if and when redevelopment occurs. Parking locations, including Kaylock Road, would need to be reviewed as part of the detailed design of the local street network. Some changes may need to
Traffic	One way on Griffith Street	<i>I repeat my concern about Kaylock Road should Griffith Road become one way. I suggest that there be no street parking in Kaylock Road from Wagga Wagga Road to ease traffic flows into Griffith Road. Bruce Pennay</i>	
		<i>After attending the recent meeting at Lavington and hearing a gentleman suggest the Griffith Road be made South-North and having observed this suggestion I greatly agree with this. Pamela Browne</i>	
		<i>Conversely if Griffith Road became one way south to north...a greater ease of traffic flow at the Urana Road intersection than a north/south flow, providing suitable adjustments were made to traffic lights. Bruce James</i>	
		<i>I formally lodge on behalf of Centro Properties Group (Centro Lavington) a submission stating that we do not support Griffith Road being converted to a one way thoroughfare as it has the potential to significantly impact on our customers ability to easily reach our car parks and thereby greatly reduce our sales. Wayne Harris, Centre Manager, Centro Properties Group.</i>	

Response to Submissions

			<ul style="list-style-type: none"> be made to parking locations and time limits. Centro serves as a Regional Catchment, it is a retail destination. As a shopping centre it does not rely on drive-by trade which requires convenience parking. The majority of the access is via Kaylock Road or from the intersection of Urana Road and Sanders Street. Centro will benefit from improvements to the overall Lavington CBD as it will attract more people, and this will add value to Centro. South to North flow is expected to result in unacceptable congestion at the Kaylock/Griffith Roundabout and in Kaylock Road.
Traffic	Traffic flow	<i>From my observations the idea of trees and narrowing of streets was NOT assented to by the majority of the persons present at any of the meetings I attended, Those ideas were, in my belief, frowned upon by most of those present as it was believed they will cause traffic to avoid the area and particularly that intersection with detriment to the other local street areas and detriment to the shops in the area. Bruce James</i>	<ul style="list-style-type: none"> From our observations it appeared that shade was important to the microclimate of Lavington and to promote better pedestrian use. It would also help change the perception of Lavington being the 'poor second cousin' to 'Green' Albury. Improving the quality of the streets will improve the business and trade and vibrancy of these streets. Road narrowing was discussed at the community presentations/consultations (plans were shown on the large screen projector) They provide for the same number of traffic lanes and indented parallel parking in the Mate Street, Union Road and Wagga Road legs. Capacity along these routes will therefore not alter and is not expected to result in displacement of traffic onto local streets. Traffic modelling of the various intersection layout options for the 5 Ways indicates that pedestrian mobility can be improved around the intersection without significant detriment to the operation of the intersection The narrowing of lanes at the five ways is to encourage pedestrian use of the intersection to all shopping areas not only Centro. This work will not bias any shopping area from a traffic perspective.
		<i>The article was not clear on the extent Wagga Road and Mate Street the "narrowing and tree planting" would occur. From the plan with the article it appears that Union Road 9east) would also be affected. I am concerned that these plans may be construed as designed to encourage traffic on to Griffith Road and therefore in to the Centro shops, and away from the Mate Street/Wagga Road commercial area. Bruce James</i>	
		<i>I spoke to Mr Egan this morning. He was concerned that the Lavington CBD strategy proposed the reduction of Mate Street to one lane travelling in each direction, I have assured him that the strategy proposes retention of the two lanes in both directions but does include streetscape improvements both either side of the street and through the central medium....I also promised to pass on his objection to any proposal to reduce Mate Street to single lane (even though it is not proposed)</i>	
		<i>The five (5) ways does not get mentioned, neither does traffic flow around and through the Lavington CBD. I am</i>	

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Response to Submissions

		<i>beginning to think that Urana Road may give more options further on as a main street for Lavington as Griffith Road is dominated on one side completely by Coles and Centro. Urana Road could have more diverse shopping area than Griffith Road. Albury Chamber of Commerce and Northside.</i>	<ul style="list-style-type: none"> The concept is to improve the environment on Mate Street and Wagga Road to encourage increased shopping and visitation ie make the place more inviting and increase shopping duration The plans for the major arteries radiating from 5 Ways indicate a re-allocation of roadway and footpath space to include landscaped medians and reduce pedestrian cross-walk distances. Parking is proposed to be retained or catered for in any designs to allow convenient, direct access to shops and other businesses The master plan provides flexibility to allow Urana Road or Griffith Road to develop and take on a main street role. Private investment has a strong role to play in which street/s will become dominant in the future. Road space must be balanced against other needs e.g. pedestrians, bicycles, outdoor dining etc.
		<i>You are inviting people from Sydney to come here and live, if they all come you will need all the road space you can get for the extra traffic. Shirley Thomson</i>	
	Lack of parking in the middle of Urana Road	<i>The most popular suggestion.....would be to convert the current median strip to provide the required additional parking. We ask that Council now address this issue as well as undertaking some beautification work to the area. Urana Road Traders</i>	<ul style="list-style-type: none"> Kerbside angle parking, provides the most convenient and safe access to shops. Centre of road parking has safety implications, particularly with regard to pedestrian access to/from the cars. It is also associated with higher levels of property damage collisions between through traffic and cars manoeuvring out of the bays and is therefore generally reserved for low speed applications. There was general agreement that the street needed to be beautified and median planting was seen as a key ingredient in this. However, 90 degree centre parking combined with parallel parking along the outer edges offers a more efficient use of road width compared with 60 degree parking along the outer edges. There would be concerns with safety and congestion issues they may emanate from this configuration. Introduce a self regulating 40 km/h environment by retaining the signals at Griffith Road and Sanders Street, construction of a roundabout at Breen Street and the installation of mid-block pedestrian (zebra)

Response to Submissions

			<p>crossings along the length. Would also need to ensure adequate clearance from the parking to the intersections and may require the signals hardware to be upgraded with mast arms to ensure good visibility to the lanterns.</p> <ul style="list-style-type: none"> All the above items should be considered to ultimately support the provision of a pedestrian and traffic friendly environment for the shopping centre/s.
Pedestrian movement	Pedestrian -friendly	<i>Are there any thoughts of putting in pedestrian crossings and slowing traffic to 40kmp? Currently people coming from Coles to Centro have to either walk on the road on the southern side and come around trucks in the loading bay and risk their lives with smaller vans pulling out or cross to the northern sides and then cross Prune to Centro. Pamela Browne.</i>	<ul style="list-style-type: none"> This suggestion has some merit and could be worth further investigation. Restricting traffic flow in Griffith Road will simplify traffic movements and present an opportunity to introduce pedestrian improvements in this precinct, including consideration of a 40 km/h speed zone. A focus in the masterplan to improve the pedestrian amenity
Public image		<i>Need to help improve look of Mate Street and also at the Northend Hotel. Albury Chamber of Commerce and Northside.</i>	<ul style="list-style-type: none"> The master plan proposes these improvements.
Public domain	Plant selection	<i>How much attention has been paid to plant species selection? Allen Hampton</i>	<ul style="list-style-type: none"> The species list has been developed based on advice from Council, health and vitality of existing species, nursery advice and for other reasons such as choosing trees that will provide more habitat for birds and attractive flowering.
		<i>How much attention has been given to the existing vandalism? Even advanced specimens are easily pulled out. Allen Hampton</i>	<ul style="list-style-type: none"> It is hoped that improvements to the town centre will build a greater sense of civic pride and care. Some vandalism however is inevitable and cannot be avoided.
	Tree retention	<i>Regarding five ways, if and when there is some development there, would it be possible to retain the beautiful eucalypts that are situated on the island near the Northend Hotel?</i>	<ul style="list-style-type: none"> Yes we are intending to retain the beautiful eucalypts, but is subject to detailed design of the intersection.

04 APPENDIX

Page Subheading

	Signage	<i>Signage is very important. Especially for road travellers arriving from the north. Allen Hampton</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 Consultation comments on this topic have been forwarded to Council.
Prioritising the strategies	Capital works program	<i>They are all great plans, but ones that will cost a lot. A community expectation is building that Council is going to do some more works....Does Council have the money to meet the expectations they have created? Albury Chamber of Commerce and Northside.</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. The Consultation feedback will help Council prioritise projects.