



Traffic Impact Assessment

Albury Entertainment Centre

Swift Street

Albury NSW

August 2021

Prepared by:

Spotto CONSULTING

For:

Peddle Thorp Architects

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1 INTRODUCTION

Spotto Consulting have been engaged by Peddle Thorp Architects to complete a Traffic Impact Assessment. The study is in response to a proposed development at the Albury Entertainment Centre (AEC) on Swift Street, Albury. The development involves refurbishment of 1,500m² of the existing function (western) wing of the building plus demolition of part of the existing building and construction of 2,800m² of new build area, capable of accommodating functions, conferences and meetings for up to 800 persons over two levels. Only minor modifications are proposed for the theatre (eastern) wing of the building, and there will be no impact on the size or seating capacity of the theatre.

The purpose of the assessment is to review the existing conditions in the vicinity of the site, including traffic, parking and servicing, as well as the performance of the surrounding network. An evaluation is then required of the traffic and parking requirements for the proposed development, and the impacts on the surrounding road network.

The assessment concluded that:

- Traffic surveys and modelling of nearby intersections (including accesses to site) show that the intersections currently operate at a satisfactory Level of Service (LOS C) or better. The midblock level of service on all roads surrounding the site is good (LOS B) or better;
- Parking surveys carried out on a typical weekday show that there is generally a satisfactory amount of on-street parking in the vicinity of the site to meet current demand, although the off-street parking (particularly all day parking) experiences a high level of demand;
- The proposed development is anticipated to generate 138 vehicles per hour for Functions (inbound in the PM peak period and outbound later in the evening), and 140 vehicles per hour for major Conferences/Meetings (inbound in the AM peak period and outbound in the PM peak period), which will not have a significant impact on the performance of the road network in the immediate vicinity of the site (including nearby intersections and midblock sections of road);
- The proposed development does not have sufficient off-street parking to meet the minimum parking space requirements specified in *Albury Development Control Plan (DCP) Part 17 Off-Street Car Parking*;
- There is insufficient parking within 400m of the site to cater for parking demand associated with a major Conference/Meeting during the day (although all other events are able to be catered for);
- Facilities for servicing and delivery vehicles do not comply with the requirements of *Albury DCP Part 17* and *Australian Standard AS2890 Parking Facilities Part 2 Off Street Commercial Vehicle Facilities*; and
- Adequate provision has been made for pedestrians and cyclists.

The assessment recommended that:

- Parking for the proposed development should be provided via public parking within the Albury CBD, and managed in accordance with the principles and recommendations contained within the *Albury CBD Parking Strategy 2020-2025*;
- A Transport Management Plan should be developed to detail how parking is to be managed (both for the Albury Entertainment Centre generally, and for specific major events);
- Access to the loading dock on the western side of the building (between the Albury Entertainment Centre and the Albury LibraryMuseum) be managed through the development and implementation of a Transport Management Plan (both for the Albury Entertainment Centre generally, and for specific major events); and
- Additional bicycle parking racks capable of accommodating 18 bicycles be located in the vicinity of the proposed development.

2 EXISTING CONDITIONS

2.1 Site

The site is located in the Albury Central Business District (CBD), on the southern side of Swift Street between Kiewa Street and Olive Street, as shown in Figure 2-1, below.

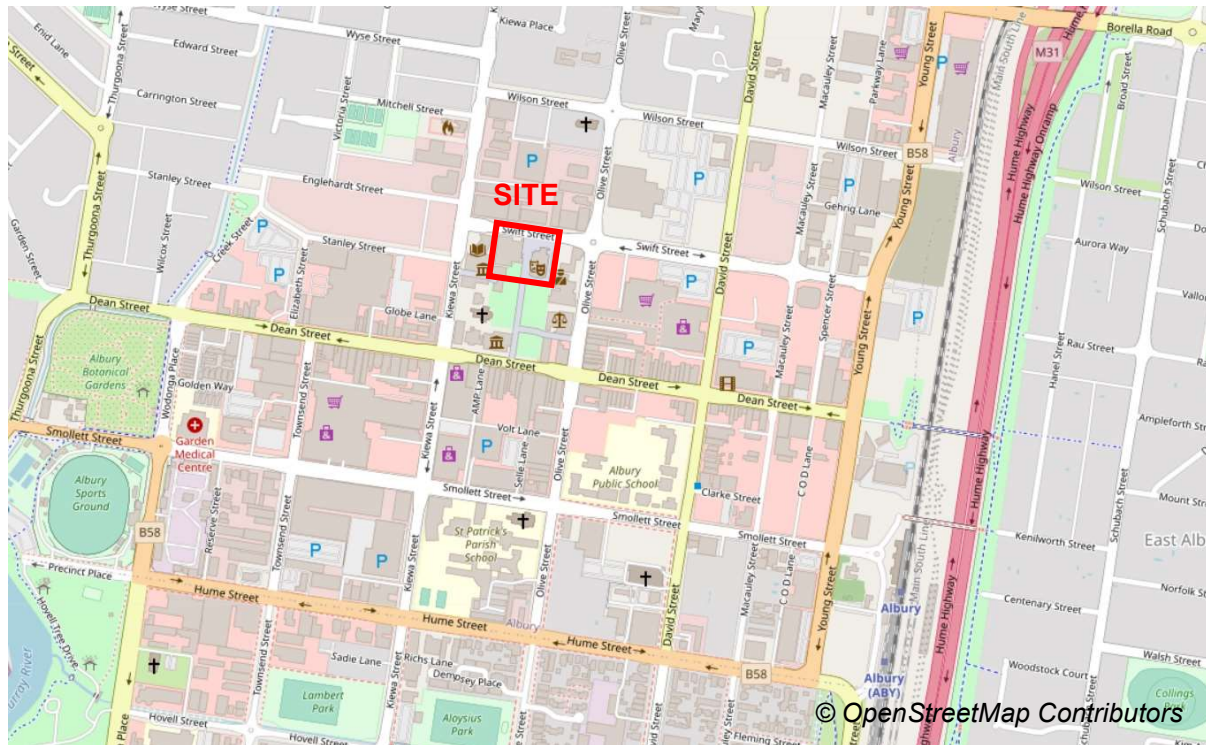


Figure 2-1: Locality Plan

The site comprises a number of lots, and operating as the Albury Entertainment Centre (AEC) is essentially divided into two main components:

- The eastern part of the site, which contains a theatre; and
- The western part of the site, which contains a convention wing.

Access to the site is available from Swift Street to the north, and also from Dean Street (via QEII Square) to the south. Swift Street provides the primary vehicular access, with loading areas to the east and west, along with a drop off/pick up and limited parking area in the centre. Vehicular access from Dean Street is generally restricted through the use of bollards, which can be removed when necessary.

Pedestrian access to the site is available from all directions, with movement between the two buildings on site facilitated through the use of a covered walkway.

Key roads in the vicinity of the site, as well as site access arrangements, are shown in Figure 2-2, below.

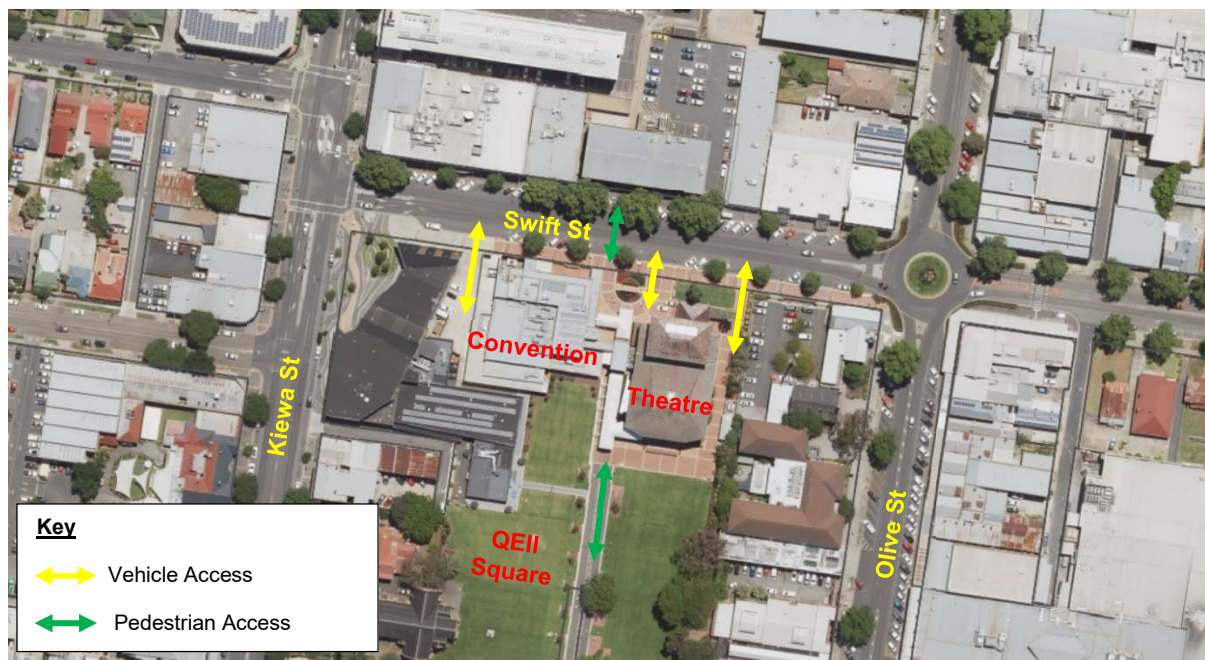


Figure 2-2: Site access and surrounds (Source: Albury City Council)



Figure 2-3: Looking south-east at the site from Swift Street, showing the convention wing and vehicular access to the loading dock



Figure 2-4: Looking south-west at the site from Swift Street, showing the theatre and vehicular access



Figure 2-5: Looking south at the site across the existing raised pedestrian crossing in Swift Street



Figure 2-6: Looking north at the site from QEII Square, with convention wing on the left hand side and theatre on the right

2.2 Surrounding Land Use

The site and immediate surrounds are currently zoned B3 Commercial Core under the *Albury Local Environmental Plan 2010* (Albury LEP), as shown in Figure 2-7, below. Areas further north-east and north-west from the site are zoned B4 Mixed Use (typically 200-400m from the site), eventually giving way to areas zoned R1 General Residential (typically more than 300m from the site).

The surrounding properties include a variety of uses typical of those found in a CBD location. Adjacent to the site are the Albury Library/Museum (west), the Albury Police Station and court house (east) and civic open space known as QEII Square (south). Commercial buildings are located on the northern side of Swift Street, providing a range of professional and business services and offices.

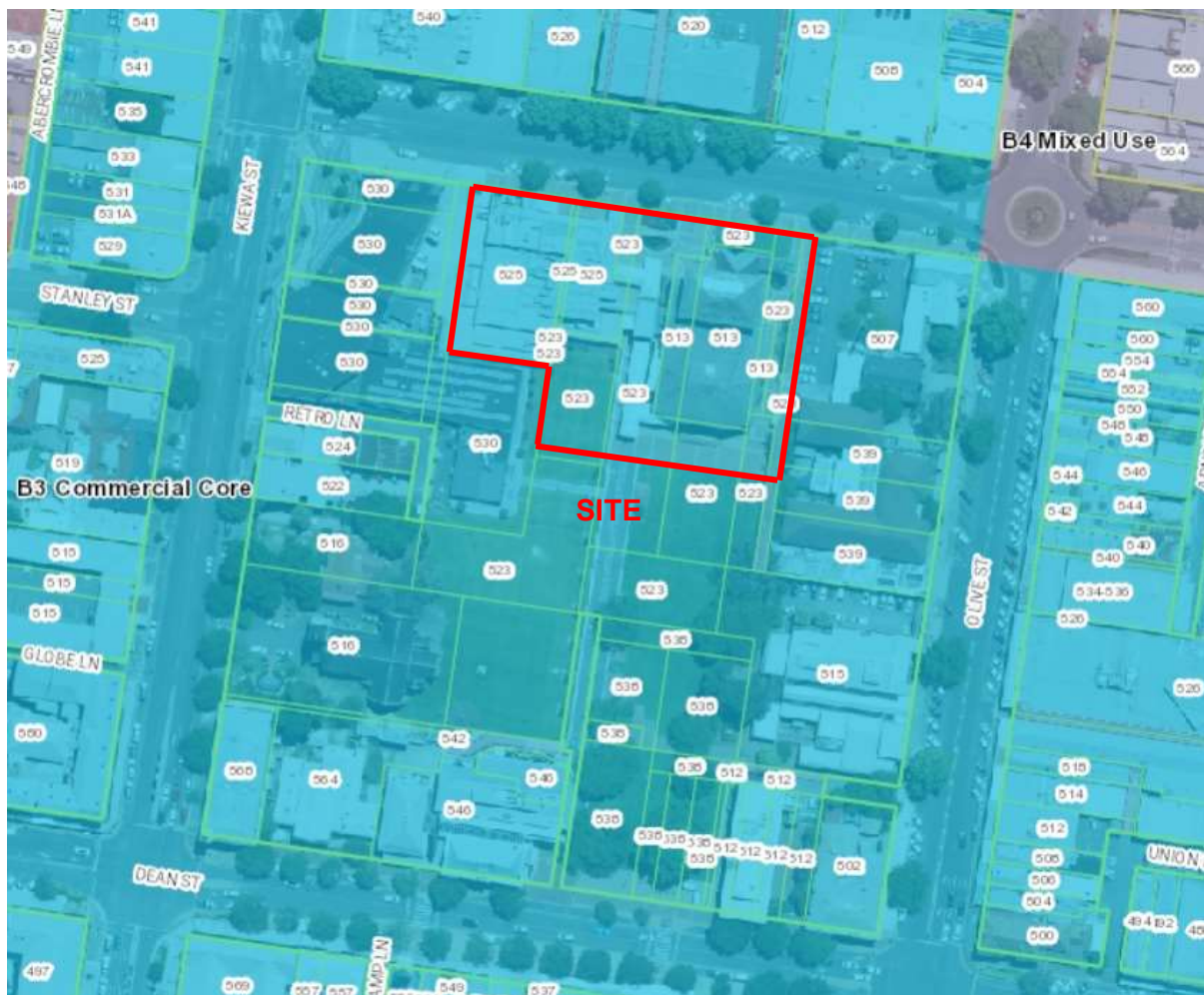


Figure 2-7: Land Zoning (Source: Albury City Council)

2.3 Consultation

In preparing this report, consultation has been undertaken with officers from Albury City Council. Spotto Consulting appreciates the opportunity to discuss key issues relating to the local transport network with these officers, and acknowledges the insights gained through this consultation.

Background information has also been obtained from a number of publications, documents and strategies, with key outcomes that relate to the site and the proposed development from these summarised below.

Albury CBD Master Plan (2009):

- Kiewa Street and David Street are the primary north/south routes across the CBD;
- Access to be provided to major off-street car parks on the fringes of the CBD core;
- CBD (particularly core) to become a walkable city with reduced reliance on motor vehicles; and
- Bicycle loop to be developed within the CBD, including Englehardt Street and Swift Street.

CBD Parking Strategy (2020):

- Improve all day parking in the Albury CBD, including extension of the Wilson Street multideck works;
- Review of parking precincts and facilities and improvement of provision of information for parking guidance;
- Review of rates of parking required for various developments; and
- Improving parking and end of trip facilities for cyclists.

Albury CBD Bike Loop Fact Sheet (2020):

- Bike loop originally planned in CBD Master Plan to be progressed;
- Loop to include Swift Street and Kiewa Street in the vicinity of the site; and
- Range of facilities to be used, including kerbside, laneside and shared bicycle lanes depending on street type and configuration (Swift Street and Kiewa Street proposed to be developed with protected kerbside lanes).

AEC Convention Wing Redevelopment – Concept Design Report (2020):

- Redevelopment of convention wing, generally retaining existing structure with reconfiguration of internal areas plus extension increasing total area to 4,300m²; and
- Primary focus is hosting of concurrent events in the order of 100-250 (meeting the regional need) as well as being sized to meet the optimal national level average event size of (400-450).

2.4 Road Network

2.4.1 Surrounding Streets

The site's primary frontage is to Swift Street, which is located north of the site and runs roughly east-west. Contained within a 30m-wide road reserve, Swift Street has a carriageway width of 20m, defined by upright kerb and gutter and containing a single lane of travel in each direction with 45-degree angle parking. Footpaths are located on both sides, along with street trees and overhead lighting. The speed limit is the default urban speed limit of 50km/h.

Kiewa Street and Olive Street both intersect with Swift Street, and are located to the west and east of the site (respectively). Running roughly north-south, both streets are contained within 30m-wide road reserves with 20m-wide carriageways defined by upright kerb and gutter. Kiewa Street has two through lanes in each direction with parallel on-street parking, while Olive Street has one through lane in each direction with 45-degree angle parking. Footpaths are located on both sides, along with street trees and overhead lighting. The speed limit is the default urban speed limit of 50km/h.

Dean Street is located south of the site, across QEII Square. Running roughly east-west, Dean Street is contained within a 30m-wide road reserve, with a single lane of travel in each direction and parallel on-street parking. Carriageway width varies, from a minimum of 9m adjacent to QEII Square up to 20m further east. Footpaths are located on both sides, along with street trees and overhead lighting. The speed limit is the default urban speed limit of 50km/h.

In accordance with the principles outlined in the Albury CBD Master Plan, the roads surrounding the site have the following roles:

- Kiewa Street is the highest order road, forming part of the "the loop" (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);
- Swift Street forms part of the CBD Bicycle Loop, whose role is 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;
- Dean Street's role is focussed on pedestrian priority access, to provide a high level of pedestrian amenity within the city to promote a vibrant, safe and easy-to-navigate pedestrian environment; and
- Olive Street balances through movement for vehicles with access to premises and on-street parking, as well as movement for pedestrians and cyclists.



Figure 2-8: Looking west along Swift Street, with the site on the left hand side



Figure 2-9: Looking east along Swift Street adjacent to the site



Figure 2-10: Looking south along Kiewa Street between Swift Street and Dean Street



Figure 2-11: Looking south along Olive Street between Swift Street and Dean Street

2.4.2 Intersections

The key intersections in the vicinity of the site include:

- Swift Street/Englehardt Street and Kiewa Street – located to the west of the site, this is a four-leg signalised intersection, with Swift Street and Englehardt Street offset approximately 30m in a configuration known as an “offset T”; and
- Swift Street and Olive Street – located to the east of the site, this is a four-leg roundabout. The central roundabout has one circulating lane, while all legs have one approach lane and one departure lane.

Both intersections are on local streets under the control of Albury City Council, however the traffic signals at Swift Street/Englehardt Street and Kiewa Street are the responsibility of Transport for NSW.



Figure 2-12: Looking north-west at intersection of Kiewa Street and Swift Street/Englehardt Street



Figure 2-13: Looking north-east at intersection of Swift Street and Olive Street

2.5 Existing Traffic Conditions

2.5.1 Data Collection

The following data was provided by Council:

- Traffic counts undertaken on Swift Street between Kiewa Street and Olive Street in February 2019 (Metrocount files including detailed volume, speed and vehicle classification data);
- Turning counts undertaken in November and December 2019 at intersections in the vicinity of the site (8AM-10AM, 11AM-2PM and 4PM-6PM); and
- Parking data for on-street and off-street areas in the vicinity of the site.

A summary of the midblock data for the key sections of roads in the vicinity of the site, including daily traffic volumes (in vehicles per day), peak hour traffic volumes (in vehicles per hour) and Level of Service (LOS) is provided in Table 2-1, below.

Table 2-1: Midblock traffic data – existing conditions

Location	Daily	Weekday AM Peak		Weekday PM Peak	
	Veh/d [#]	Veh/h	LOS*	Veh/h	LOS*
Swift Street (Kiewa St to Olive St)	5,800	475		570	
Eastbound		244	B	250	B
Westbound		231	B	320	B
Kiewa Street (Swift St to Dean St)	10,270	819		1,030	
Northbound		327	A	516	A
Southbound		492	A	514	A
Olive Street (Swift St to Dean St)	5,580	445		560	
Northbound		203	B	272	B
Southbound		242	B	288	B
Dean Street (Kiewa St to Olive St)	5,410	466		508	
Eastbound		217	B	257	B
Westbound		249	B	251	B

[#] Daily traffic volume determined by taking the average of the AM and PM peak hour and assuming this represents 9% of the total daily volume (as per Swift Street midblock surveys)

* Level of Service calculated based on typical midblock capacities for two-way/two or four lane urban roads from Austroads Guide to Traffic Management Part 3: Traffic Studies and Analysis.

The level of service for all roads in the vicinity of the site is good (LOS B) or better, indicating the roads generally have adequate midblock capacity for the current levels of traffic observed in the road network.

Modelling was also completed for several of the intersections in the vicinity of the site by Albury City Council as part of a project assessing the performance of signalised intersections throughout the CBD. A summary of the performance of these intersections is provided in Table 2-2, below.

Table 2-2: Intersection performance summary - existing conditions

Intersection [#]	Total Flow (veh/h)	Degree of Saturation	Average Delay (sec)	Level of Service*
Kiewa St & Swift St/Englehardt St				
AM	1,186	0.570	26.4	B
PM	1,413	0.574	28.8	C
Kiewa St & Dean St				
AM	1,121	0.485	32.2	C
PM	1,171	0.549	34.5	C
Olive St & Dean St				
AM	993	0.480	30.9	C
PM	1,202	0.618	33.3	C

[#] The analysis only assessed signalised intersections, hence other intersections in the vicinity of the site such as the roundabout at Swift Street and olive Street were not included

* Level of Service (LOS) is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom to manoeuvre. It ranges from A (best) to F (worst), and is calculated using average delay.

Council's objective is to have key intersections operating at a LOS of D or better (Albury 2030, Albury's Community Strategic plan). The analysis demonstrates that under existing traffic volumes, all intersections in the vicinity of the site currently operate at an acceptable Level of Service (LOS C) or better in both the AM and PM peak periods. This indicates intersections operating with moderate levels of delay and saturation, and with some spare capacity.

2.6 Parking Supply and Demand

The existing parking in the vicinity of the site was surveyed on Tuesday 13 July 2021 to determine the number of available and occupied spaces.

The existing road network and off-street parking was surveyed to determine the amount of publicly-available parking spaces in the vicinity of the site. This takes into account the location of driveways, intersections and designated "no stopping" zones, as well as numbers of linemarked spaces on-street and off-street. The type of parking was also identified, including whether timed or untimed, and whether designated for specific uses (eg. Parking for persons with a disability, loading zones, taxi zones, bus zones). It excludes car parking on private sites.

A parking survey was also undertaken, which involved manually counting the number of vehicles parked off-street and on-street at two hour intervals across the day (from 8AM to 8PM).

These investigations allow both the supply and demand of publicly-available parking in the vicinity of the site to be determined, as well as the usage across the day. Council's *CBD Parking Strategy* notes that "the industry standard, generally accepted distance for commuters to walk from their car to their place of work in a CBD setting is approximately 400m". A distance of "less than 500m for major events" is specified in the *Austroads Guide to Traffic Management Part 11: Parking Management Techniques*, and acknowledging that users in regional areas such as Albury often expect parking to be provided as close as possible to their ultimate destination, a figure of 400m from the site is considered appropriate. The survey incorporates all publicly-available parking within a 400m radius of the site.

Data was also sought from Albury City Council. A limited amount of data was provided for some of the streets surveyed, and together with data from Council's CBD Parking Strategy 2020-2025, a comparison is able to be made between Council data and the survey data collected by Spotto Consulting specifically for this assessment. In general results from Spotto Consulting's surveys were within 5-10% of Council's data, indicating that the Spotto Consulting surveys generally represent a typical day's operation (most notably for the key off-street car parks near the site such as the Wilson Street Multideck and the SS&A car park).

Full details of the parking survey are included in Appendix A, and summarised in Table 2-3.

Table 2-3: Summary of Key Parking Survey Results – 400m radius from site

Area	Average Usage Business Hours (10AM-4PM)	Peak Usage	After Hours Usage (6PM)
On-Street			
Time-limited	465/852 (55%)	488/852 (57%)	297/852 (35%)
Untimed	31/59 (53%)	37/59 (63%)	10/59 (17%)
Total	496/911 (54%)	525/911 (58%)	307/911 (34%)
Off-Street			
Time-limited	190/572 (33%)	227/572 (40%)	74/572 (13%)
Untimed	628/889 (71%)	670/889 (75%)	146/889 (16%)
Total	817/1,461 (56%)	892/1,461 (71%)	220/1,461 (15%)
Total			
Time-limited	654/1,424 (46%)	709/1,424 (50%)	371/1,424 (26%)
Untimed	659/948 (70%)	697/948 (74%)	156/948 (16%)
Total	1,313/2,372 (55%)	1,406/2,372 (59%)	527/2,372 (22%)

Key points to note from this include:

- A peak usage of 85% is considered high (*Austrroads Guide to Traffic Management Part 11: Parking* and *Albury CBD Parking Strategy 2020-2025*)
- Average and peak usage for all parking spaces within 400m of the site is generally less than 85%, indicating an appropriate balance between parking supply and demand;
- Within a 400m radius of the site, at times of peak parking demand there are a minimum of 966 parking spaces available, noting that 715 of these are time-limited and only 251 are untimed/all day;
- Parking usage is significantly lower after hours, indicating capacity within the parking network for events held at the site in the evening;
- Overall on-street parking has a peak usage of less than 85% near the site (noting that parks close to the site are generally time-limited);
- Peak usage for on-street parking overall is below 85%, indicating appropriate balance between on-street parking supply and demand (although individual areas closer to the centre of the CBD experience high levels);
- Peak usage for off-street parking overall is generally below 85%, although demand is higher for untimed/all-day parking;
- Although there are two significant all day off-street parking areas within 400m of the site (being the Wilson Street car park and the SS&A car park), demand is significantly higher at the Wilson Street car park (peak of 66% in SS&A vs 90% for Wilson Street), indicating a high demand for untimed parking close to the site; and
- There is some evidence of all day parking in many of the time-limited parking areas, both on-street and off-street (for example, observing the same vehicle parked in position all day with sunshades in place).

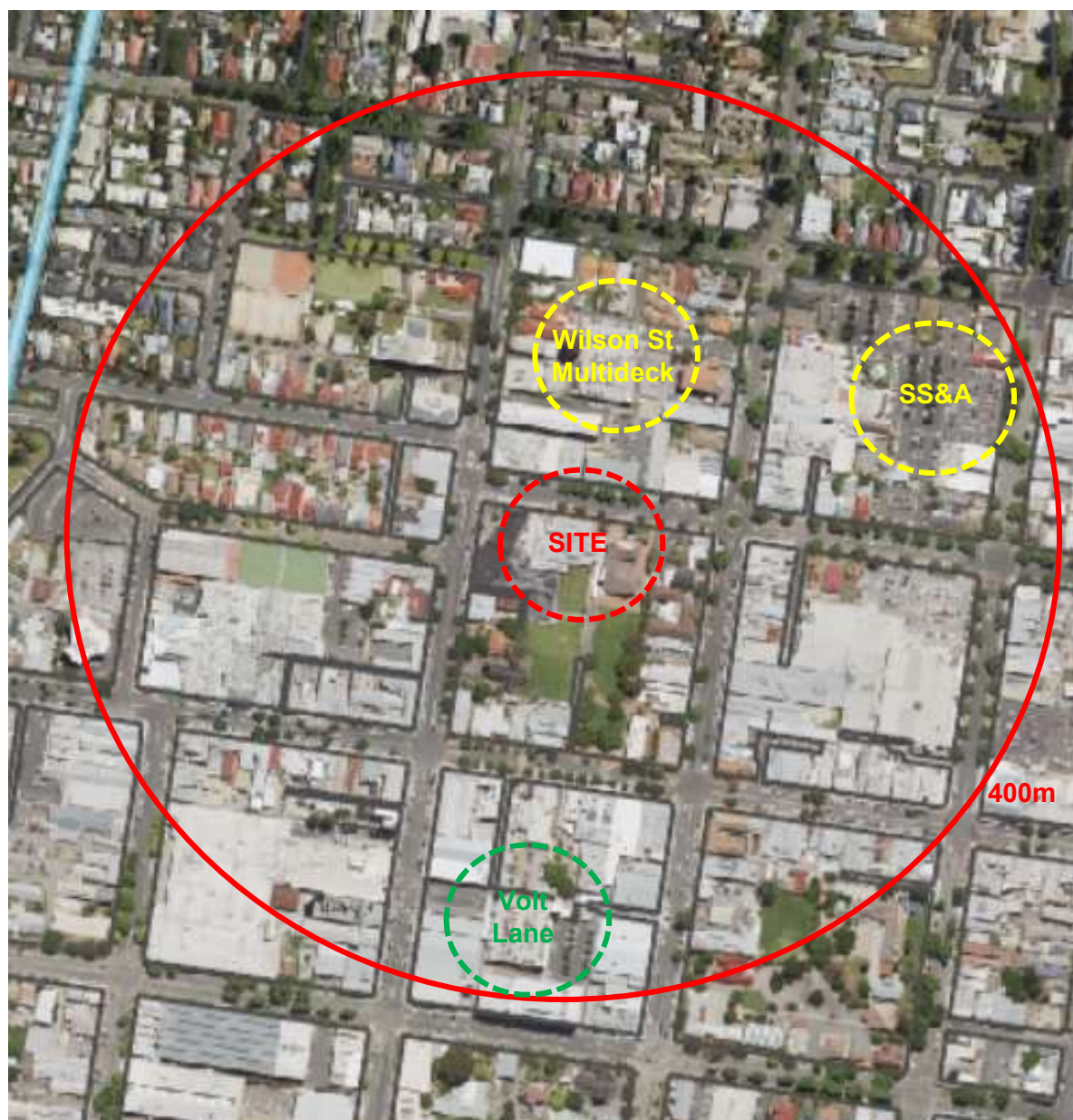


Figure 2-14: Off-street parking within 400m of site

2.7 Existing Site Traffic and Parking

The generation of traffic and demand for parking associated with the existing site cannot be directly measured, as the site has minimal off-street parking. However they can be estimated based on data from the AEC and assumptions regarding the travel patterns of attendees and staff.

The primary focus of this investigation is the redevelopment of the convention wing, however events at the AEC are classified into one of three types:

- Theatre events – typically performances such as music or dance concerts, comedy shows and presentation ceremonies;
- Functions – graduations/awards nights, debutante balls, citizenship ceremonies and celebrations such as weddings and birthdays; and
- Conferences/meetings – generally business-related gatherings.

The AEC have provided data on events for the three financial years up to March 2020 (at which time the venue was significantly impacted due to COVID-19 related closures and restrictions). Analysis in this assessment does not include any events from March 2020 onwards.

Events in the theatre are generally limited in size to the capacity of the theatre (currently 820 seats). Analysis of data from ticket sales to recent major shows indicates that approximately 70% of ticket sales come from postcodes incorporating Albury/Wodonga and surrounds (2640, 2641, 3690 and 3691), showing that the majority of attendees are locals within a 20-30 minute drive of the venue.

Functions and conferences/meetings generally take place in the convention centre, although there can be crossover to the theatre for some events. The distinction is that functions typically take place outside of normal business hours or on weekends, while conferences/meetings typically occur during normal business hours on weekdays. The larger the event, the higher the likelihood that attendees will travel from outside the region to attend.

The largest events in terms of attendee numbers (major functions and theatre shows) therefore generally take place outside of business hours or on weekends, where traffic levels and demand for parking in the surrounding network are lower. Conversely, smaller conferences/meetings tend to occur during business hours/on weekdays, when traffic and parking usage are higher.

Analysis of the AEC data for 2018/19 and 2019/20 (up to March 2020) shows that events fall into a range of sizes, as summarised in Table 2-4, below

Table 2-4: Summary of Event Types and Attendance Numbers

Event Type	Notes	Attendance	
		Typical Event*	Major Event#
Theatre	After hours/weekends	400-500 Local or capital city acts	Up to 820 Major national or international acts
Function	After hours/weekends	450-550 Deb Ball, Graduation	700-800 Large high school graduation
Conference/Meeting	Business hours/weekdays	150-250 Local conference or niche interest	700-800 Expo, State/National Conference

* Size of Typical event based on 75th-85th percentile sized event from AEC data 2018/19 and 2019/20

Size of Major Event based on 90th percentile sized event from AEC data 2018/19 and 2019/20

The sizing of 150-250 persons for typical convention events is in line with those outlined in the AEC Convention Wing Redevelopment Concept Design Report (December 2020), which noted that:

- According to Destination NSW (Regional Conferencing Research Report 2018/19) the average attendees per interstate conference in regional NSW was 217; and
- According to a Riverina based Conference Organiser the larger inbound events have been around 200 – 250 persons.

The AEC have also indicated the following in relation to staffing numbers:

- Nine full-time staff work at the AEC, generally during normal business hours;
- For an evening event function, approximately 20 staff would be employed on a casual basis, generally arriving late in the afternoon; and
- For a conference/meeting of 200 persons, approximately 15 staff would be employed on a casual basis, with their hours aligning with the conference (generally normal business hours).

In order to determine the number of vehicles associated with each type of event (as summarised in Table 2-5, below), the following assumptions have been made:

- Major events – 1 per 5 attendees (in line with the rate specified in Albury DCP Part 17 for Function Centres, Places of Public Assembly and Restaurants, all of which are likely to have similar movements to that seen at major events);
- Typical event – 1 per 4 attendees (reflecting the fact that typical events are likely to be attended by a higher proportion of locals than major events, with lower usage of nearby accommodation and walking to the site accompanied by higher levels of private motor vehicle usage); and
- 1 per 2 employees (a typical employee rate from Albury DCP Part 17).

Table 2-5: Summary of Event Types and Vehicle Numbers – Existing

Event Type	Attendees		Staff		Total Vehicles
	Number	Vehicles	Number	Vehicles	
Theatre					
Typical Event	450	113	20+9	15	128
Major Event	820	164	36+9	23	187
Function					
Typical Event	500	125	20+9	15	140
Major Event	750	150	36+9	23	173
Conference/Meeting					
Typical Event	200	50	15+9	12	62
Major Event	750	150	40+9	25	175

It should be noted that attendee numbers are generally higher than staff numbers, and as a result peak traffic volumes are related to movements by attendees. In general, the majority of attendees will travel into the site prior to the event (in the afternoon/evening for theatre events or functions, and in the morning for conferences/meetings), with outbound trips occurring on completion of the event (late in the evening for theatre events or functions, and in the afternoon/evening for conferences/meetings).

2.8 Crash Data

Data on crashes was obtained from the Transport for NSW Centre for Road Safety Interactive Crash Statistics database. In the most recent five year period for which data is available, the database showed that there were no crashes midblock on Swift Street adjacent to the site, and 12 crashes on the roads and intersections in the vicinity of the site, as shown in Figure 2-15, below.



Figure 2-15: Crashes in vicinity of site 2015-2019 (Source: TfNSW Interactive Crash Stats)

These 12 crashes resulted in a total of 6 injuries. Of these, 2 crashes involved pedestrians (causing 2 injuries). The majority of crashes involved multiple vehicles, typically occurring at or near intersections from different directions, or mid-block involving rear-end collisions.

2.9 Public Transport

The nearest public transport services to the site are the town bus services provided by Martins Albury and Dysons. A range of bus routes are available, providing access to other suburbs in Albury, as well as connections to Wodonga. All bus routes are accessible from Dean Street, less than 200m walk south of the site.

A loading zone on the southern side of Swift Street 50m west of the site is also able to be used as a drop off and pick up point for buses servicing the AEC.

Inter-city coach and rail services are available from the Albury Train Station, which is located approximately 800m south-east of the site on the eastern edge of the Albury CBD.

2.10 Pedestrians and Cyclists

Pedestrians can utilise footpaths on both sides of roads in the vicinity of the site to travel in all directions. Dedicated pedestrian crossings are located on Swift Street adjacent to the site (providing access to the Wilson Street car park), as well as on Dean Street south of the site. Features such as the pedestrian crossings at signals (including all-direction “scramble” crossings on Dean Street) and kerb extensions at nearby roundabouts also assist in safe and easy movement on foot.

Cyclists are able to ride on-road, and there are no dedicated cyclist lanes, paths or other facilities in the immediate vicinity of the site. The nearest facilities include on-road lanes on Swift Street east of Olive Street (approximately 200m east of the site), with shared paths including the Bungambrawartha Creek Track and the Albury-Thurgoona Trail located 500m west and 800m east of the site, respectively. Council’s CBD bike loop is proposed to be implemented on Swift Street adjacent to the site, incorporating protected kerbside lanes.

3 PROPOSED DEVELOPMENT

The proposed development consists of refurbishment of 1,500m² of the existing function wing of the building plus demolition of part of the existing building and construction of 2,800m² of new build area.

The centre will primarily be over two levels. The ground level will be sized to host a banquet of up to 800 persons, but with retractable walls capable of accommodating a variety of multiple smaller meeting room configurations. The upper level will include a refurbishment of the existing theatrette, along with an additional eight meeting rooms (like the ground floor, these will also be capable of a variety of configurations). Pre-functions spaces and building verandahs will also be provided.

Back-of-house facilities such as food storage and preparation, loading areas and services will be refurbished, along with facilities for staff. Amenities will be increased on both levels.

Accessibility for vehicles will continue to be available from the loading dock to the west of the site. The area in front of the building on Swift Street currently used for drop off/pick up and parking of five vehicles will be reconfigured to remove vehicular access and improve pedestrian accessibility. Connectivity will be maintained through the site between Swift Street and QEII Square.

Only minor modifications are proposed for the theatre wing of the building, and there will be no impact on the size or seating capacity of the theatre.

Plans of the proposed development are included in Appendix B.

4 IMPACT OF PROPOSED DEVELOPMENT

4.1 Road Network

4.1.1 Traffic Generation and Distribution

Traffic generation levels for proposed developments are typically determined by reference to published standards such as the *RTA (TfNSW) Guide to Traffic Generating Developments*, with the amount of traffic generated depending on the land use. In some cases, previous studies of similar sites can be used where published standards do not provide clear or up-to-date guidelines. Alternatively, traffic generation rates can be determined by a first-principles approach, based on an understanding of the site's operations.

Neither the TfNSW Guide or any of the corresponding interstate or overseas guides publish traffic generation rates for theatres or function/convention centres. It is therefore most appropriate to use the vehicle numbers determined in Section 2.7, above, for each of the different event types as a guide to the number of trips that could be generated by the proposed development.

In relation to the events held at the centre, the following is noted:

- As noted in Section 3, above, only minor modifications are proposed to the theatre wing of the building, with no effect on the size or seating capacity of the theatre. No analysis is required for theatre events as a result of the proposed development;
- Functions will primarily continue to serve the local community, and it is not anticipated there would be a significant change in the size of functions held at the venue; and
- As noted in Section 2.3, above, the primary focus of the redevelopment is to facilitate the staging of conferences/meetings, with the aim being to stage concurrent events in the order of 100-250 as well as being sized to meet the optimal national level average event size of 400-450. It is assumed that the size of a typical event will therefore increase to 400 persons (being a single event of 400 persons, or two concurrent events of 200 persons each).

Using the assumptions outlined in Section 2.7, above, the anticipated traffic levels for typical and major events can be calculated, as summarised in Table 4-1, below.

Table 4-1: Summary of Event Types and Vehicle Numbers – Proposed

Event Type	Attendees		Staff		Total Vehicles
	Number	Vehicles	Number	Vehicles	
Function					
Typical Event	500	125	20+9	15	140
Major Event	750	150	36+9	23	173
Conference/Meeting					
Typical Event	400	100	20+9	15	115
Major Event	750	150	40+9	25	175

Other assumptions used to determine traffic generation and distribution for the site are that:

- For attendees and staff, 80% of vehicles will travel inbound to the site in the peak hour prior to the event (in recognition that a small amount will arrive earlier or later). For functions, this is in the afternoon/evening (4-6PM), while for conferences/meetings, this is in the morning (8-10AM);
- Similar logic is applied following the event, with 80% of vehicles travelling outbound in the peak hour after the event. For functions, this is late in the evening (8PM onwards), while for conferences/meetings, this is in the afternoon/evening (4-6PM);

A summary of the traffic generated for each event type (including inbound/outbound split in the peak period) is provided in Table 4-2, below.

Table 4-2: Summary of Event Traffic – Proposed

Event Type	Total Vehicles	Inbound		Outbound	
		Number	Time	Number	Time
Function					
Typical Event	140	112	4-6PM	112	8PM+
Major Event	173	138	4-6PM	138	8PM+
Conference/Meeting					
Typical Event	115	92	8-10AM	92	4-6PM
Major Event	175	140	8-10AM	140	4-6PM

Based on assessment of traffic volumes at key Albury CBD gateways and analysis of the distribution of urban areas around the Albury CBD, it is estimated that the traffic volumes have the following origin/destination splits:

- To/from the north and east – 50%;
- To/from the south – 40%; and
- To/from the west – 10%.

4.1.2 Traffic Impact

The impact of the traffic associated with the proposed development is difficult to quantify: the lack of parking at the site means that vehicles do not travel directly to/from the site. In addition, access to a variety of on-street and off-street parking options for staff and attendees at the site further complicates the travel patterns. For example, vehicles travelling to the site from the north and east are most likely to seek on-street parking as close as possible to the site (for events held during the evening), or use the Wilson Street car park (for events held during the day).

Based on the total traffic generated by each event, and the origin/destination splits (detailed in Section 4.1.1, above), a summary of the distribution of inbound and outbound traffic associated with each event is presented in Table 4-3, below.

Table 4-3: Summary of Event Traffic and Distribution – Proposed

Event Type	Total Vehicles	Inbound		Outbound	
		Number (N+E/S/W)	Time	Number (N+E/S/W)	Time
Function					
Typical Event	140	112 (56/45/11)	4-6PM	112 (56/45/11)	8PM+
Major Event	173	138 (69/55/14)	4-6PM	138 (69/55/14)	8PM+
Conference/Meeting					
Typical Event	115	92 (46/37/9)	8-10AM	92 (46/37/9)	4-6PM
Major Event	175	140 (70/56/14)	8-10AM	140 (70/56/14)	4-6PM

As noted, this traffic will be distributed across the road network, and its impact on specific midblock sections and at intersections is difficult to estimate precisely. However, it is noted that the peak impacts will be associated with inbound Function traffic in the PM peak period, and also with inbound and outbound Conference/Meeting traffic in the AM and PM peak periods (respectively).

Traffic volumes are generally higher in the PM peak than in the AM peak (refer to Section 2.5, above), and even for the highest proportion of traffic (to/from the north), the additional volume of 69/70 vehicles per hour associated with a major function or conference/meeting represents approximately 10% of midblock volumes on nearby streets such as Kiewa Street and Olive Streets, and approximately 5% of traffic volumes using intersections such as Kiewa Street and Swift Street/Englehardt Street. As all midblock sections and intersections are operating at a satisfactory level of service, it is considered that the traffic associated with such events will have a negligible effect upon the operation of the road network.

4.2 Car Parking

As discussed in Section 2.1, above, the Albury Entertainment Centre has only a handful of parking spaces on-site, and therefore neither the existing site nor the proposed development complies with the requirements of Albury DCP Part 17 in terms of the minimum number of off-street parking spaces (depending on the type of land use). The site, and the proposed development, is therefore entirely reliant on the use of publicly-available on-street and off-street parking spaces to meet demand for staff and attendees.

The number of parking spaces in the vicinity of the site was surveyed and is discussed in Section 2.6, above. The anticipated number of vehicles associated with the proposed development is detailed in Section 4.1.1, above. Based on this, it is possible to determine the number of available spaces within existing parking for each event, and then evaluate the impact of each event on that parking.

It must be noted that the parking demands for each type of event vary depending upon the type of event:

- Functions are anticipated to occur in the evening, when there is more parking available in the surrounding parking network, and time limits generally do not apply. Consequently the figures for all parking (time limited and untimed) at 6PM have been used to determine existing supply and demand levels; and
- For Conference/Meetings, peak parking demand is anticipated to occur throughout the day, and require long term parking. The figures for all-day (untimed) parking available between 10AM-4PM have been used to determine existing supply and demand levels.

The balance of parking supply and demand for Functions is shown in Table 4-4, and for Conference/Meetings in Table 4-5, below.

Table 4-4: Summary of Parking Supply and Demand – Function (All Parking, 6PM)

Event Type	Total Vehicles	Parking – 400m	
		Existing	Future
Function			
Typical Event	140	527/2372 (22%)	667/2372 (28%)
Major Event	173	527/2372 (22%)	700/2372 (30%)

Table 4-5: Summary of Parking Supply and Demand – Conference/Meeting (Untimed Parking Only, 10AM-4PM)

Event Type	Total Vehicles	Parking – 400m	
		Existing	Future
Conference/Meeting			
Typical Event	115	659/948 (70%)	774/948 (82%)
Major Event	175	659/948 (70%)	834/948 (88%)

Noting that the accepted peak parking demand is 85%, the analysis shows that within 400m of the site:

- There is adequate parking to accommodate all scale of functions within the existing parking network; and
- There is sufficient parking to accommodate typical conference/meetings, however there is insufficient parking to cater for major conference/meetings.

As the Albury Entertainment Centre is a civic building located in a civic precinct within the Albury CBD, it is appropriate that the shortfall in parking be managed in accordance with the principles and strategies detailed in Council's *Albury CBD Parking Strategy*. The strategy identifies a number of initiatives that could be implemented specifically for the identified parking shortfall for major events at the Albury Entertainment Centre. These are detailed in Table 4-6, below.

Table 4-6: Albury CBD Parking Strategy Recommendations and Opportunity for AEC Parking

Item	CBD Parking Strategy Recommendation	AEC Parking Opportunity
5	An in-depth parking study be carried out in high demand areas to determine the requirement for any pay parking proposal, and provide sound reasoning for any subsequent recommendations and actions.	Introduction of pay parking within the CBD would modify demand for parking. Payment for parking could be included as part of fees for attendance at AEC events, allowing the number of required spaces to match those available under pay parking arrangements.
6	Encourage CBD workers to park on the CBD fringes and walk to work, to make the Albury CBD more pedestrian friendly and less congested. Consider developing a campaign to promote the 'two-block walk'. Improvement to pedestrian facilities, such as walking paths and adequate lighting, must be implemented.	Attendees at conferences could be encouraged to park on CBD fringes by providing them with information on parking areas, travel routes to the site and possibly dedicated transport such as shuttle buses. This would minimise the impact on existing parking areas.
7	Bring forward the Wilson Street Multi-deck facility extension works, and consider the possibility of extending by two levels.	Each additional level of the Wilson Street car park would add at least 114 spaces within 400m walk of the site, allowing any shortfall to be catered for.
9	Investigate opportunities for the construction of additional All-Day multi-deck facilities in the eastern end of the CBD – consider unused railway land, or existing at-grade car parks.	Parking facilities within 400m of the site would allow any shortfall to be catered for.
10	Consider interim measures to increase availability of off-street All-Day parking in the Albury CBD.	This could include conversion of time-limited parking to all day parking, or issuing of permits to allow attendees at events to park all day in time limited parking. For example, issuing of permits allowing conference attendees to park all day in the 3 hour time-limited parking in Volt Lane for the duration of the conference would allow a parking area that is within 400m of the AEC and is currently operating at low levels of usage to be more fully occupied, and minimise the impact on other parking

Table 4-6 shows that there are a number of methods for addressing the identified parking shortfall for major conference events at the Albury Entertainment Centre. It is recommended that the alternative methods be evaluated and a Transport Management Plan which specifically addresses parking be developed for the Albury Entertainment Centre.

Any additional parking will also need to comply with other aspects of Albury DCP Part 17, including provision of parking for persons with a disability and motorcycles.

4.3 Site Access and Servicing

Service and delivery vehicles include deliveries of goods (linen, food and drink) and services (trades or maintenance persons), as well as collection of refuse. Access for service vehicles will continue to be available via two locations:

- East – Access is available from Dean Street via QEll Square through the use of removable bollards. This provides access to the eastern or Theatre building, with vehicles exiting to Swift Street; and
- West – Access is available from Swift Street to a loading/parking area shared between the AEC and the adjacent LibraryMuseum.

No change is proposed to either access as a result of the proposed development, with the primary access being the western access.

The western servicing area is accessed via a driveway on Swift Street. The driveway is 7.8m wide at the kerb, narrowing to 5.0m at the site boundary. The access driveway does not comply with several requirements of *Australian Standard AS2890: Parking Facilities* (AS2890), including:

- Insufficient width to cater for articulated vehicles (AS2890.6 Section 3.4.3 and Table 3.1 requires a minimum of 12.5m); and
- Inadequate forward sight distance from exiting vehicles to pedestrians on Swift Street due to the proximity of the building on the right hand side (AS2890.6 Section 3.4.5 requires a 2.0m x 2.5m cut-out in the building).

In addition, the area between the AEC building and the LibraryMuseum is insufficient to allow vehicles to allow vehicles to turn around on-site, requiring servicing and delivery vehicles to either reverse into or out of the site. This is only permissible under AS2890.6 where the service vehicle accesses the site less than once per day.

In light of these deficiencies with the access, movement and parking areas for service and delivery vehicles, the following protocols are recommended:

- Servicing and delivery by vehicles up to and including a Small Rigid Vehicle (SRV, such as standard passenger vehicles, vans and other light commercial vehicles) to be permitted to access the western loading area with no restrictions;
- Servicing and delivery by vehicles larger than an SRV to be directed to use the on-street Loading Zone on the southern side of Swift Street adjacent to the LibraryMuseum;
- Infrequent servicing and delivery (less than once a day) that are able to be controlled under commercial arrangements (such as refuse collection) to be permitted to reverse into or out of the site, with movements timed to coincide with off-peak hours of road usage; and
- Loading/unloading under all other circumstances (particularly during major conferences/events such as expos) to be managed through the development and implementation of a Transport Management Plan (both for the Albury Entertainment Centre generally, and for specific major events).

4.4 Pedestrian and Cyclist Impact

Access to the site will continue to be available primarily from Swift Street and QEII Square. Movement through the site (between the theatre and function wings) will continue to be available.

It is not proposed to make any significant change to the layout of the footpaths around the site, and therefore it is not anticipated that there would be any significant impact on pedestrians as a result of the proposed development.

It is likewise not proposed to make any significant changes to the layout of cyclist facilities in the vicinity of the site (noting that Council plan to provide a bike lane on-street in Swift Street as part of the CBD Bike Loop).

Albury DCP Part 17 requires a minimum of one bicycle parking space for each 10 car parking spaces, and while the proposed development does not provide any off-street parking, the anticipated peak parking demand of 175 vehicles (as detailed in Section, above) warrants the provision of 18 bicycle spaces to meet this requirement. Given that public parking is to be used to satisfy car parking requirements, it is considered appropriate that a similar approach be taken for the provision of bicycle parking. It is recommended that bicycle parking be provided in the following locations:

- Swift Street and QEII Square in the vicinity of the site; and
- Incorporated into upgrade works for the Wilson Street car parl.

It is concluded that adequate provision has been made for pedestrians and cyclists within the site, and that there is no adverse effect on nearby cyclist and pedestrian facilities as a result of the proposed development.

5 CONCLUSIONS AND RECOMMENDATIONS

It is concluded that:

- Traffic surveys and modelling of nearby intersections (including accesses to site) show that the intersections currently operate at a satisfactory Level of Service (LOS C) or better. The midblock level of service on all roads surrounding the site is good (LOS B) or better;
- Parking surveys carried out on a typical weekday show that there is generally a satisfactory amount of on-street parking in the vicinity of the site to meet current demand, although the off-street parking (particularly all day parking) experiences a high level of demand;
- The proposed development is anticipated to generate 138 vehicles per hour for Functions (inbound in the PM peak period and outbound later in the evening), and 140 vehicles per hour for major Conferences/Meetings (inbound in the AM peak period and outbound in the PM peak period), which will not have a significant impact on the performance of the road network in the immediate vicinity of the site (including nearby intersections and midblock sections of road);
- The proposed development does not have sufficient off-street parking to meet the minimum parking space requirements specified in *Albury Development Control Plan (DCP) Part 17 Off-Street Car Parking*;
- There is insufficient parking within 400m of the site to cater for parking demand associated with a major Conference/Meeting during the day (although all other events are able to be catered for);
- Facilities for servicing and delivery vehicles do not comply with the requirements of *Albury DCP Part 17* and *Australian Standard AS2890 Parking Facilities Part 2 Off Street Commercial Vehicle Facilities*; and
- Adequate provision has been made for pedestrians and cyclists.

It is recommended that:

- Parking for the proposed development should be provided via public parking within the Albury CBD, and managed in accordance with the principles and recommendations contained within the *Albury CBD Parking Strategy 2020-2025*;
- A Transport Management Plan should be developed to detail how parking is to be managed (both for the Albury Entertainment Centre generally, and for specific major events);
- Access to the loading dock on the western side of the building (between the Albury Entertainment Centre and the Albury LibraryMuseum) be managed through the development and implementation of a Transport Management Plan (both for the Albury Entertainment Centre generally, and for specific major events); and
- Additional bicycle parking racks capable of accommodating 18 bicycles be located in the vicinity of the proposed development.

APPENDIX A – PARKING SURVEY DATA

Parking Study
Albury, NSW
Tuesday, 13 July 2021

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
Wilson Street	Kiewa-Olive	Nth 2P	Spaces	No	33	33	33	33	33	33	33	33	33	33
			Occ	No	2	10	10	10	8	1	0	6	10	10
		Sth 2P	Spaces	No	33	33	33	33	33	33	33	33	33	33
			Occ	No	1	8	8	13	12	2	0	6	10	13
		Sth Dis	Spaces	No	27	27	27	27	27	27	27	27	27	27
			Occ	No	0	0	0	0	1	0	0	0	0	1
	Olive-David	Nth 2P	Spaces	No	15	15	15	15	15	15	15	15	15	15
			Occ	No	3	8	6	6	5	5	10	6	6	10
		Sth 2P	Spaces	No	16	16	16	16	16	16	16	16	16	16
			Occ	No	2	7	5	5	7	1	1	4	6	7
		Sth Dis	Spaces	No	16	16	16	16	16	16	16	16	16	16
			Occ	No	3	10	5	5	7	1	1	5	7	10
Kiewa Street	Guinea-Wyse	East	Spaces	No	16	16	16	16	16	16	16	16	16	16
			Occ	No	3	10	5	5	7	1	1	5	7	10
		West	Spaces	No	15	15	15	15	15	15	15	15	15	15
			Occ	No	9	13	9	8	9	4	4	8	10	13
	Wyse-Wilson	East 2P	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	1	2	2	1	1	1	1	1	2	2
		West 2P	Spaces	No	8	8	8	8	8	8	8	8	8	8
			Occ	No	0	1	0	3	2	0	0	1	2	3
	Wilson-Swift	East 2P	Spaces	No	14	14	14	14	14	14	14	14	14	14
			Occ	No	6	10	9	10	5	5	5	7	9	10
		West 2P	Spaces	No	13	13	13	13	13	13	13	13	13	13
			Occ	No	4	8	7	7	5	6	2	6	7	8
	Swift-Dean	East 1P	Spaces	No	19	19	19	19	19	19	19	19	19	19
			Occ	No	1	14	15	10	15	1	1	8	14	15
		East 1/4P	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	0	1	2	3	3	0	0	1	2	3
		East Mail	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	0	1	0	0	0	0	0	1
		West 1P	Spaces	No	17	17	17	17	17	17	17	17	17	17
			Occ	No	2	13	9	6	9	3	0	6	9	13
		West 1/4P	Spaces	No	6	6	6	6	6	6	6	6	6	6
			Occ	No	1	3	2	2	2	1	0	2	2	3
	Dean-Smollett	East 1P	Spaces	No	25	25	25	25	25	25	25	25	25	25
			Occ	No	3	20	23	23	25	15	14	18	23	25
		East Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	1	0	0	0	0	1	1
		West 1P	Spaces	No	15	15	15	15	15	15	15	15	15	15
			Occ	No	7	14	14	13	11	9	13	12	13	14
		West Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	0	0	0	0	0	1	1
		West LZ	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	1	1	2	0	1	1	2	1	1	2

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
Dean Street	Elizabeth-Kiewa	Nth 1P	Spaces	No	23	23	23	23	23	23	23	23	23	23
			Occ	No	3	12	15	14	17	16	12	13	15	17
				%	13%	52%	65%	61%	74%	70%	52%	57%	65%	74%
		Nth Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	0	0	0	0	0	1	1
				%	0%	100%	100%	0%	0%	0%	0%	0%	100%	100%
		Nth LZ	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	0	0	0	0	0	2	0	0	0	2
				%	0%	0%	0%	0%	0%	67%	0%	0%	0%	67%
		Nth Taxi	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	1	2	0	4	1	3	1	2	2	4
				%	25%	50%	0%	100%	25%	75%	25%	50%	50%	100%
		Sth 1P	Spaces	No	37	37	37	37	37	37	37	37	37	37
			Occ	No	7	21	26	22	23	34	14	21	23	34
				%	19%	57%	70%	59%	62%	92%	38%	57%	62%	92%
		Sth Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	0	0	0	0	0	1	1
				%	0%	100%	100%	0%	0%	0%	0%	0%	100%	100%
		Sth Bus	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Kiewa-Olive	Nth 1/2P	Spaces	No	9	9	9	9	9	9	9	9	9	9
			Occ	No	0	3	7	4	7	6	6	5	5	7
				%	0%	33%	78%	44%	78%	67%	67%	56%	56%	78%
		Nth LZ	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	0	1	0	1	1	0	0	1
				%	0%	0%	0%	100%	0%	100%	100%	0%	0%	100%
		Nth Bus	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	1	1	1	0	0	0	0	0	1	1
				%	50%	50%	50%	0%	0%	0%	0%	0%	50%	50%
		Sth 1/2P	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	1	2	1	3	1	1	1	1	2	3
				%	33%	67%	33%	100%	33%	33%	33%	33%	67%	100%
		Sth LZ	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	2	2	1	0	1	1	1	1	2
				%	0%	100%	100%	50%	0%	50%	50%	50%	50%	100%
		Sth Bus	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Olive-David	Nth 1P	Spaces	No	22	22	22	22	22	22	22	22	22	22
			Occ	No	0	15	20	19	14	14	17	14	17	20
				%	0%	68%	91%	86%	64%	64%	77%	64%	77%	91%
		Nth Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	1	1	0	0	0	0	1	1
				%	0%	0%	100%	100%	0%	0%	0%	0%	100%	100%
		Nth LZ	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	0	0	0	0	1	1	0	0	1
				%	0%	0%	0%	0%	0%	50%	50%	0%	0%	50%
		Sth 1P	Spaces	No	28	28	28	28	28	28	28	28	28	28
			Occ	No	29	26	23	21	26	21	0	21	24	29
				%	104%	93%	82%	75%	93%	75%	0%	75%	86%	104%
		Sth Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	1	0	1	0	0	0	1	1
				%	0%	0%	100%	0%	100%	0%	0%	0%	100%	100%
		Sth LZ	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	0	1	1	0	0	0	1	1
				%	0%	100%	0%	100%	100%	0%	0%	0%	100%	100%

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
Olive Street	Guinea-Wilson	East	Spaces	No	25	25	25	25	25	25	25	25	25	25
			Occ	No	0	11	14	11	10	4	3	8	12	14
				%	0%	44%	56%	44%	40%	16%	12%	32%	48%	56%
		West 2P	Spaces	No	28	28	28	28	28	28	28	28	28	28
			Occ	No	6	10	20	17	15	12	5	12	16	20
				%	21%	36%	71%	61%	54%	43%	18%	43%	57%	71%
	Wilson-Swift	East 2P	Spaces	No	22	22	22	22	22	22	22	22	22	22
			Occ	No	6	13	13	14	10	9	6	10	13	14
				%	27%	59%	59%	64%	45%	41%	27%	45%	59%	64%
		East 1/4P	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	1	1	2	2	1	2	0	1	2	2
				%	50%	50%	100%	100%	50%	100%	0%	50%	100%	100%
		East Taxi	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		West 2P	Spaces	No	20	20	20	20	20	20	20	20	20	20
			Occ	No	2	12	12	12	13	8	4	9	12	13
				%	10%	60%	60%	60%	65%	40%	20%	45%	60%	65%
		West Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	1	0	0	0	0	1	1
				%	0%	100%	100%	100%	0%	0%	0%	0%	100%	100%
	Swift-Dean	East 1P	Spaces	No	36	36	36	36	36	36	36	36	36	36
			Occ	No	7	28	36	26	26	20	7	21	29	36
				%	19%	78%	100%	72%	72%	56%	19%	58%	81%	100%
		East Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	1	0	1	0	0	0	1	1
				%	0%	0%	100%	0%	100%	0%	0%	0%	100%	100%
		East LZ	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	1	0	0	0	0	0	0	0	1
				%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
		West 1P	Spaces	No	26	26	26	26	26	26	26	26	26	26
			Occ	No	11	18	16	17	18	15	8	15	17	18
				%	42%	69%	62%	65%	69%	58%	31%	58%	65%	69%
		West Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	1	0	0	0	0	0	1	1
				%	0%	100%	100%	0%	0%	0%	0%	0%	100%	100%
		West Police	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	4	3	4	4	2	4	1	3	3	4
				%	100%	75%	100%	100%	50%	100%	25%	75%	75%	100%
	Dean-Smollett	East 1P	Spaces	No	29	29	29	29	29	29	29	29	29	29
			Occ	No	3	12	23	22	16	12	9	14	18	23
				%	10%	41%	79%	76%	55%	41%	31%	48%	62%	79%
		East Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	1	1	0	0	0	0	1	1
				%	0%	0%	100%	100%	0%	0%	0%	0%	100%	100%
		West 1P	Spaces	No	20	20	20	20	20	20	20	20	20	20
			Occ	No	2	19	18	19	13	9	8	13	17	19
				%	10%	95%	90%	95%	65%	45%	40%	65%	85%	95%
		West Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	1	0	0	0	0	0	0	0	1
				%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%
		West Taxi	Spaces	No	5	5	5	5	5	5	5	5	5	5
			Occ	No	1	0	0	1	2	2	0	1	1	2
				%	20%	0%	0%	20%	40%	40%	0%	20%	20%	40%

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
					No	No	No	No	No	No	No	No	No	No
Swift Street	Kiewa-Olive	Nth 1P	Spaces	No	35	35	35	35	35	35	35	35	35	35
			Occ	No	13	29	27	20	18	13	1	17	24	29
				%	37%	83%	77%	57%	51%	37%	3%	49%	69%	83%
		Nth Dis	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	1	1	1	0	0	0	1	1
				%	0%	0%	100%	100%	100%	0%	0%	0%	100%	100%
		Nth LZ	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Sth 1P	Spaces	No	9	9	9	9	9	9	9	9	9	9
			Occ	No	1	8	6	7	6	3	0	4	7	8
				%	11%	89%	67%	78%	67%	33%	0%	44%	78%	89%
		Sth Dis	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	1	2	0	0	0	0	0	1	2
				%	0%	50%	100%	0%	0%	0%	0%	0%	50%	100%
		Sth Police	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	1	1	2	1	2	2	2	2	2	2
				%	50%	50%	100%	50%	100%	100%	100%	100%	100%	100%
		Sth Bus	Spaces	No	1	1	1	1	1	1	1	1	1	1
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Olive-David	Nth 1P	Spaces	No	12	12	12	12	12	12	12	12	12	12
			Occ	No	1	9	7	8	5	5	0	5	7	9
				%	8%	75%	58%	67%	42%	42%	0%	42%	58%	75%
		Sth 1P	Spaces	No	8	8	8	8	8	8	8	8	8	8
			Occ	No	1	7	5	5	5	7	2	5	6	7
				%	13%	88%	63%	63%	63%	88%	25%	63%	75%	88%
Wyse Street	Victoria-Bonegilla	Nth 2P	Spaces	No	5	5	5	5	5	5	5	5	5	5
			Occ	No	2	2	2	2	1	1	1	2	2	2
				%	40%	40%	40%	40%	20%	20%	20%	40%	40%	40%
		Sth 2P	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	0	0	1	0	0	0	0	0	0	1
				%	0%	0%	25%	0%	0%	0%	0%	0%	0%	25%
	Bonegilla-Kiewa	Nth 2P	Spaces	No	10	10	10	10	10	10	10	10	10	10
			Occ	No	1	0	0	0	0	1	0	0	0	1
				%	10%	0%	0%	0%	0%	10%	0%	0%	0%	10%
		Sth 2P	Spaces	No	11	11	11	11	11	11	11	11	11	11
			Occ	No	5	1	3	4	5	4	6	4	3	6
				%	45%	9%	27%	36%	45%	36%	55%	36%	27%	55%
Elizabeth Street	Englehardt-Dean	East 2P	Spaces	No	14	14	14	14	14	14	14	14	14	14
			Occ	No	3	9	7	0	4	8	6	5	5	9
				%	21%	64%	50%	0%	29%	57%	43%	36%	36%	64%
		West 2P	Spaces	No	16	16	16	16	16	16	16	16	16	16
			Occ	No	1	7	0	3	2	4	4	3	3	7
				%	6%	44%	0%	19%	13%	25%	25%	19%	19%	44%
Bonegilla Street	Wyse-Mitchell	East 2P	Spaces	No	5	5	5	5	5	5	5	5	5	5
			Occ	No	1	1	1	1	2	2	3	2	1	3
				%	20%	20%	20%	20%	40%	40%	60%	40%	20%	60%
		West 2P	Spaces	No	7	7	7	7	7	7	7	7	7	7
			Occ	No	1	1	0	0	1	1	2	1	1	2
				%	14%	14%	0%	0%	14%	14%	29%	14%	14%	29%
Mitchell Street	Victoria-Bonegilla	Nth 2P	Spaces	No	7	7	7	7	7	7	7	7	7	7
			Occ	No	1	3	2	2	5	0	0	2	3	5
				%	14%	43%	29%	29%	71%	0%	0%	29%	43%	71%
		Sth 2P	Spaces	No	9	9	9	9	9	9	9	9	9	9
			Occ	No	0	0	0	0	3	1	0	1	1	3
				%	0%	0%	0%	0%	33%	11%	0%	11%	11%	33%
	Bonegilla-Kiewa	Nth 2P	Spaces	No	19	19	19	19	19	19	19	19	19	19
			Occ	No	12	16	14	16	15	5	3	12	15	16
				%	63%	84%	74%	84%	79%	26%	16%	63%	79%	84%
		Sth 2P	Spaces	No	17	17	17	17	17	17	17	17	17	17
			Occ	No	0	6	8	5	7	1	1	4	7	8
				%	0%	35%	47%	29%	41%	6%	6%	24%	41%	47%
Victoria Street	Wyse-Mitchell	East 2P	Spaces	No	6	6	6	6	6	6	6	6	6	6
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		West 2P	Spaces	No	7	7	7	7	7	7	7	7	7	7
			Occ	No	0	1	2	1	1	1	1	1	1	2
				%	0%	14%	29%	14%	14%	14%	14%	14%	14%	29%
	Mitchell-Englehardt	East 2P	Spaces	No	9	9	9	9	9	9	9	9	9	9
			Occ	No	1	4	2	1	1	0	0	1	2	4
				%	11%	44%	22%	11%	11%	0%	0%	11%	22%	44%
		West 2P	Spaces	No	7	7	7	7	7	7	7	7	7	7
			Occ	No	2	4	1	1	1	0	0	1	2	4
				%	29%	57%	14%	14%	14%	0%	0%	14%	29%	57%

Parking Study
Albury, NSW
Tuesday, 13 July 2021

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
Englehardt Street	West of Creek	Nth	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	2	3	3	3	3	1	0	2	3	3
				%	67%	100%	100%	100%	100%	33%	0%	67%	100%	100%
		Sth	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	2	3	3	1	1	0	0	1	2	3
				%	50%	75%	75%	25%	25%	0%	0%	25%	50%	75%
	Creek-Victoria	Nth 2P	Spaces	No	6	6	6	6	6	6	6	6	6	6
			Occ	No	1	3	2	4	1	1	0	2	3	4
				%	17%	50%	33%	67%	17%	17%	0%	33%	50%	67%
		Sth 2P	Spaces	No	9	9	9	9	9	9	9	9	9	9
			Occ	No	2	1	4	2	5	2	0	2	3	5
				%	22%	11%	44%	22%	56%	22%	0%	22%	33%	56%
	Victoria-Kiewa	Nth 2P	Spaces	No	18	18	18	18	18	18	18	18	18	18
			Occ	No	6	13	7	13	11	1	0	7	11	13
				%	33%	72%	39%	72%	61%	6%	0%	39%	61%	72%
		Sth 2P	Spaces	No	19	19	19	19	19	19	19	19	19	19
			Occ	No	6	10	14	11	14	2	2	8	12	14
				%	32%	53%	74%	58%	74%	11%	11%	42%	63%	74%
Stanley Street	Creek-Elizabeth	Nth 2P	Spaces	No	5	5	5	5	5	5	5	5	5	5
			Occ	No	2	2	0	0	0	0	0	1	1	2
				%	40%	40%	0%	0%	0%	0%	0%	20%	20%	40%
		Sth 2P	Spaces	No	5	5	5	5	5	5	5	5	5	5
			Occ	No	3	3	0	0	0	0	0	1	1	3
				%	60%	60%	0%	0%	0%	0%	0%	20%	20%	60%
	Elizabeth-Kiewa	Nth 2P	Spaces	No	23	23	23	23	23	23	23	23	23	23
			Occ	No	5	17	10	14	5	4	5	9	12	17
				%	22%	74%	43%	61%	22%	17%	22%	39%	52%	74%
		Sth 2P	Spaces	No	25	25	25	25	25	25	25	25	25	25
			Occ	No	2	20	13	9	8	1	1	8	13	20
				%	8%	80%	52%	36%	32%	4%	4%	32%	52%	80%

Parking Study
Albury, NSW
Tuesday, 13 July 2021

Location			Parking									Avg (All)	Avg (10-4)	Peak	
					8:00	10:00	12:00	14:00	16:00	18:00	20:00				
Wilson Street Multi-deck	L1	Res	Spaces	No	55	55	55	55	55	55	55	55	55	55	
			Occ	No	30	50	46	42	37	9	8	32	44	50	
				%	55%	91%	84%	76%	67%	16%	15%	58%	80%	91%	
		Other	Spaces	No	55	55	55	55	55	55	55	55	55	55	
			Occ	No	49	54	53	53	49	8	4	39	52	54	
				%	89%	98%	96%	96%	89%	15%	7%	71%	95%	98%	
		Dis	Spaces	No	4	4	4	4	4	4	4	4	4	4	
			Occ	No	0	4	4	2	1	0	0	2	3	4	
				%	0%	100%	100%	50%	25%	0%	0%	50%	75%	100%	
		L2	Other	Spaces	No	110	110	110	110	110	110	110	110	110	110
				Occ	No	46	110	109	109	103	1	0	68	108	110
					%	42%	100%	99%	99%	94%	1%	0%	62%	98%	100%
	Dis		Spaces	No	4	4	4	4	4	4	4	4	4	4	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	L3		Other	Spaces	No	118	118	118	118	118	118	118	118	118	118
				Occ	No	2	79	87	90	74	2	0	48	83	90
					%	2%	67%	74%	76%	63%	2%	0%	41%	70%	76%
		Dis	Spaces	No	7	7	7	7	7	7	7	7	7	7	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Wilson St via Olive St	G	Other	Spaces	No	60	60	60	60	60	60	60	60	60	
				Occ	No	18	59	57	58	53	6	3	36	57	59
					%	30%	98%	95%	97%	88%	10%	5%	60%	95%	98%
AEC	East (Forecourt)	Spaces	No	4	4	4	4	4	4	4	4	4	4		
		Occ	No	0	1	1	1	0	0	0	0	1	1		
			%	0%	25%	25%	25%	0%	0%	0%	0%	25%	25%		
	West (Library Museum)	Spaces	No	6	6	6	6	6	6	6	6	6	6		
		Occ	No	2	4	4	6	4	1	1	3	5	6		
			%	33%	67%	67%	100%	67%	17%	17%	50%	83%	100%		
SS&A	Other	Spaces	No	546	546	546	546	546	546	546	546	546	546		
		Occ	No	76	297	359	360	297	129	124	235	328	360		
			%	14%	54%	66%	66%	54%	24%	23%	43%	60%	66%		
	Dis	Spaces	No	16	16	16	16	16	16	16	16	16	16		
		Occ	No	0	9	13	11	10	7	14	9	11	14		
			%	0%	56%	81%	69%	63%	44%	88%	56%	69%	88%		
Volt Lane	L1	Target	Spaces	No	10	10	10	10	10	10	10	10	10	10	
			Occ	No	2	6	8	5	3	0	0	3	6	8	
				%	20%	60%	80%	50%	30%	0%	0%	30%	60%	80%	
		3P	Spaces	No	83	83	83	83	83	83	83	83	83	83	
			Occ	No	11	47	73	60	43	27	10	39	56	73	
				%	13%	57%	88%	72%	52%	33%	12%	47%	67%	88%	
		Dis	Spaces	No	3	3	3	3	3	3	3	3	3	3	
			Occ	No	0	1	3	3	2	0	0	1	2	3	
				%	0%	33%	100%	100%	67%	0%	0%	33%	67%	100%	
		L2	3P	Spaces	No	97	97	97	97	97	97	97	97	97	97
				Occ	No	3	26	51	49	35	12	1	25	40	51
					%	3%	27%	53%	51%	36%	12%	1%	26%	41%	53%
	Dis		Spaces	No	3	3	3	3	3	3	3	3	3	3	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	L3	3P	Spaces	No	97	97	97	97	97	97	97	97	97	97	
			Occ	No	2	4	8	13	5	0	0	5	8	13	
				%	2%	4%	8%	13%	5%	0%	0%	5%	8%	13%	
		Dis	Spaces	No	3	3	3	3	3	3	3	3	3	3	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	L4	3P	Spaces	No	97	97	97	97	97	97	97	97	97	97	
			Occ	No	1	3	3	3	3	0	0	2	3	3	
				%	1%	3%	3%	3%	3%	0%	0%	2%	3%	3%	
		Dis	Spaces	No	3	3	3	3	3	3	3	3	3	3	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	L5	3P	Spaces	No	101	101	101	101	101	101	101	101	101	101	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
		Dis	Spaces	No	3	3	3	3	3	3	3	3	3	3	
			Occ	No	0	0	0	0	0	0	0	0	0	0	
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Parking Study
Albury, NSW
Tuesday, 13 July 2021

Location			Parking		8:00	10:00	12:00	14:00	16:00	18:00	20:00	Avg (All)	Avg (10-4)	Peak
Target		2P	Spaces	No	37	37	37	37	37	37	37	37	37	37
			Occ	No	3	26	34	34	36	8	8	21	33	36
				%	8%	70%	92%	92%	97%	22%	22%	57%	89%	97%
		Dis	Spaces	No	3	3	3	3	3	3	3	3	3	3
			Occ	No	0	1	3	3	2	0	0	1	2	3
				%	0%	33%	100%	100%	67%	0%	0%	33%	67%	100%
Market		P15	Spaces	No	17	17	17	17	17	17	17	17	17	17
			Occ	No	2	11	15	14	9	6	3	9	12	15
				%	12%	65%	88%	82%	53%	35%	18%	53%	71%	88%
		1P	Spaces	No	43	43	43	43	43	43	43	43	43	43
			Occ	No	6	38	43	37	35	21	13	28	38	43
				%	14%	88%	100%	86%	81%	49%	30%	65%	88%	100%
		PWD	Spaces	No	2	2	2	2	2	2	2	2	2	2
			Occ	No	0	2	1	2	1	1	0	1	2	2
				%	0%	100%	50%	100%	50%	50%	0%	50%	100%	100%
		Service NSW	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	0	0	2	0	1	0	0	0	1	2
				%	0%	0%	50%	0%	25%	0%	0%	0%	25%	50%
		MC	Spaces	No	4	4	4	4	4	4	4	4	4	4
			Occ	No	0	0	0	0	1	0	0	0	0	1
				%	0%	0%	0%	0%	25%	0%	0%	0%	0%	25%

APPENDIX B – PLANS OF PROPOSED DEVELOPMENT

NOTE:
Fire Services Pump Room, Fire Services Tank,
Authority Master Cold Water Meter & Brigade
Booster Assembly to be investigated as part of
a Precinct-wide approach and located off-site.



Northbank Place East
Level 1, 525 Flinders Street
Melbourne Victoria
Australia 3000

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W www.pta.com.au

ACN 006 875 886

Albany Entertainment Centre - CWR
525 Swift St,
Albany NSW 2640
PROJECT NO:
3-20-0028

PROJECT DATE:
2021

REASON FOR ISSUE:

Site Plan
Albany City Council

REVISION:

SHEET DATE:
12/04/2021

SCALE:
1:1000 @ A3

DRAWING NO:
A100

NOTE:
All dimensions & levels are
approximate only and are to be
checked and verified on site.



12/04/2021 3:39:50 PM

KIEWA STREET

SWIFT STREET

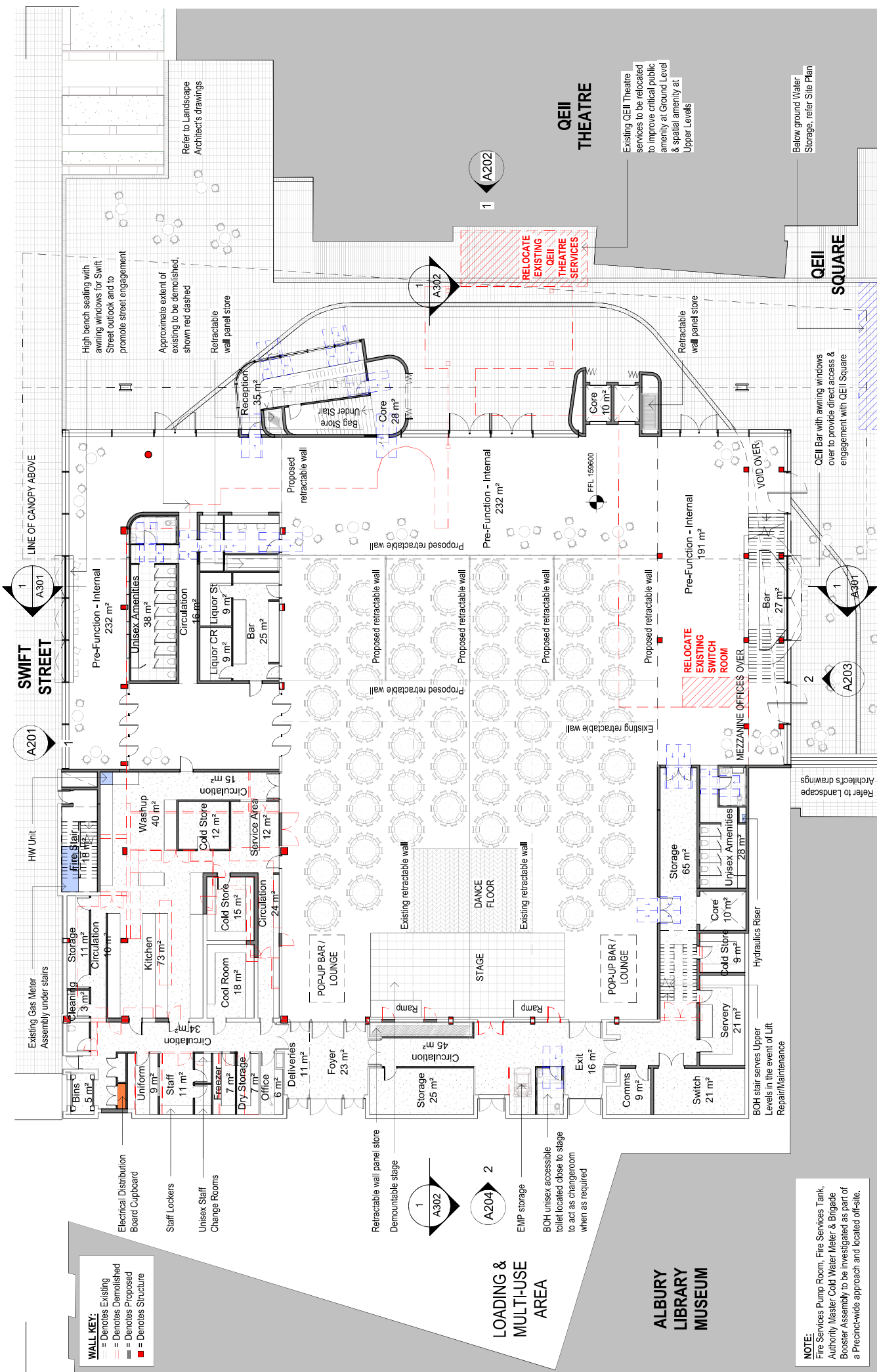
OLIVE STREET

ALBANY
LIBRARY
MUSEUM

QEII
THEATRE

QEII SQUARE

WATER
STORAGE



- WALL KEY:**
- = Denotes Existing
 - - - = Denotes Demolished
 - . - . = Denotes Proposed
 - = Denotes Structure

NOTE:
Fire Services Pump Room, Fire Services Tank, Authority Master Cold Water Meter & Brigade Booster Assembly to be investigated as part of a precinct-wide approach and located off-site.

Northbank Place East
Level 1, 525 Flinders Street
Melbourne Victoria
Australia 3000

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F + 61 03 9923 2223
E info@pta.com.au
W www.pta.com.au

Albury Entertainment Centre - CWR
525 Swift St,
Albury NSW 2640

Ground Level
Albury City Council

DRAWING NO:
A101

NOTE:
All dimensions & levels are approximate only and are to be checked and verified on site.

SCALE:
1:250 @ A3

SHEET DATE:
12/04/2021

REVISION:

REASON FOR ISSUE:

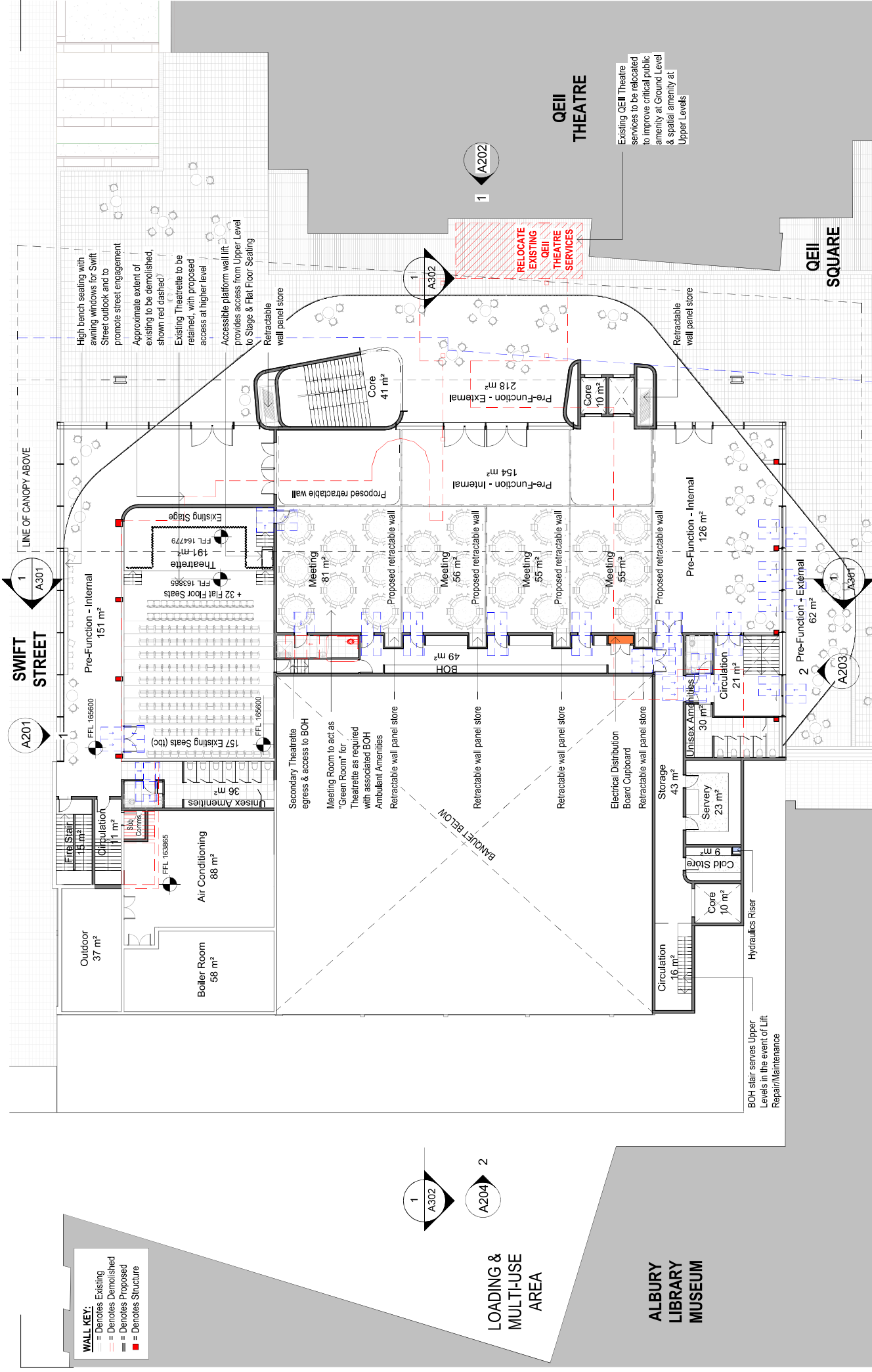
PROJECT DATE:
2021

PROJECT NO:
3-20-0028

ACN: 006 875 886

12/04/2021 3:40:18 PM





WALL KEY:
= Denotes Existing
= Denotes Demolished
= Denotes Proposed
= Denotes Structure

LOADING & MULTI-USE AREA

ALBURY LIBRARY MUSEUM

PEDDLE THORP
furlongandkain

Northbank Place East
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Melbourne Victoria
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Albury Entertainment Centre - CWR
525 Swift St,
Albury NSW 2640
PROJECT NO: 3-20-0028

Upper Level
Albury City Council

REASON FOR ISSUE:
REVISION:
SHEET DATE:
12/04/2021

SCALE:
1:250 @ A3

DRAWING NO:
A103



NOTE:
All dimensions & levels are approximate only and are to be checked and verified on site.

12/04/2021 3:41:26 PM



DRAWING NO:

A104

NOTE:
All dimensions & levels are approximate only and are to be checked and verified on site.

SCALE:

1:250 @ A3

SHEET DATE:

12/04/2021

REVISION:

Roof Plan

Albury Entertainment Centre - CWR
525 Swift St,
Albury NSW 2640

PROJECT NO: 3-20-0028
PROJECT DATE: 2021
REASON FOR ISSUE:

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PEDDLE THORP
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