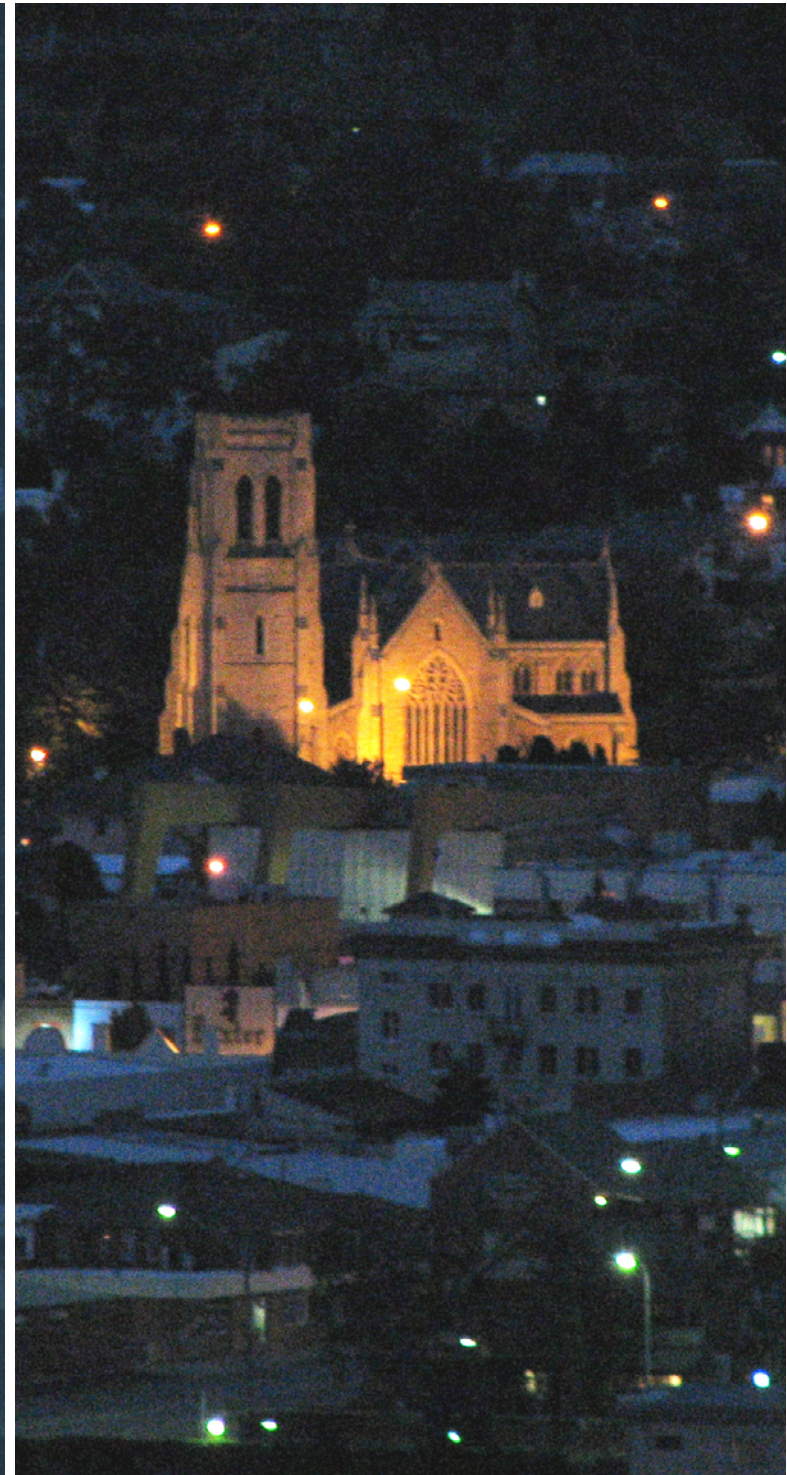
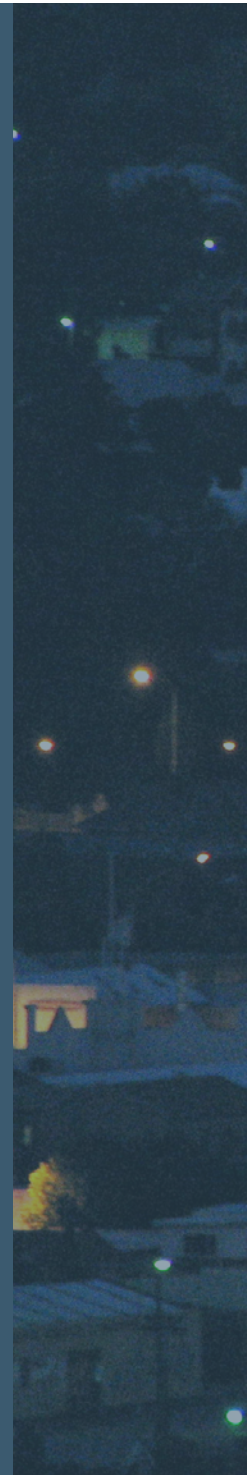


# Goulburn CBD Plan

Goulburn Mulwaree Council

Part 2: Masterplan

07 December 2009





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## The Vision

The process that has led to development of the Goulburn CBD Plan has included an on ground analysis of the centre along with a review of previous planning strategies, a community workshop and review submissions received from the community. Out of this process, a planning vision has emerged leading to a series of planning principles informing the urban design policy which identifies and guides appropriate change within the CBD.

The Vision for the CBD is:

The Goulburn CBD will reflect its heritage as Australia's first inland city and develop as a vibrant urban place providing a variety of services and a high level of amenity to residents, workers and visitors.

# Planning + Design Policy: Summary of Principles

This planning and design policy is a set of principles to inform the master plan for the CBD. The principles create a framework for the urban design and planning actions and a traffic management plan for the CBD. The principles address each planning issue identified in the urban analysis process (described in Part One of this document). The key actions needed to achieve these principles are:

## Principles:

### 1. Economic Viability

Planning initiatives and controls are set to encourage development and activities that will stimulate the economic viability of the CBD and Goulburn / Mulwaree.

### 2. Social Values

The recommended mix of uses and distribution of development within the CBD contributes to its value as a place for residents and visitors to Goulburn Mulwaree.

The CBD provides comprehensive services that address the specific needs of residents and visitors to Goulburn. These urban design principles are formulated to provide for the ongoing expansion of socio economic activity and residential development in the CBD whilst maintaining its essential character and qualities.

### 3. Heritage Values

The brief requires that the Masterplan provides an urban design policy for new & remodelled buildings and public & private open spaces.

This masterplan was formulated to accommodate and provide principles which are fundamental to the retention and enhancement of the urban quality of the CBD. In applying these principles through a DCP, appropriate limits for development can be identified. In addition, opportunities for new development can be considered with the application of these principles as a priority.

### 4. Urban Structure

Future development will reinforce the CBD main street and enhance the city's historic grid street and subdivision pattern.

The CBD core is defined and consolidated through appropriate development within identified infill development sites. These new developments are to be supported by a series of activity spaces integrated with the existing lanes. These actions will be the catalyst for an expanded range of commercial and social activity in the core. In addition, the proposed residential infills will compliment this increased activity thus strengthening the CBD. The connection of the CBD with the Mulwaree River is re-established.

## 5. Views and Vistas

Development within the CBD should strengthen the legibility of the city grid layout, particularly in views from the main road entry to the city and from the ridge line to the east.

## 6. Built Form

The positive elements of the existing built character of the CBD are identified and should be enhanced by future development.

New buildings should contribute positively to the architectural character, activity and security of the CBD's public domain. In particular, it should compliment the heritage values of the retained historic building fabric. The CBD's heritage character is a key attribute that the masterplan retains and enhances to improve the image, attractiveness, and functionality of the CBD.

## 7. Landscape Setting + Public Domain

Public places in the CBD should contribute to its function as a place for people and promote a distinctive sense of place.

The design of the public domain and landscaping should showcase the existing heritage attributes of the CBD and facilitate pedestrian amenity and commercial activity.

This is to be achieved by enhancing public spaces for passive recreation and outdoor eating.

## 8. Access + Movement

Pedestrian amenity is maximised by this masterplan throughout the CBD with a concentration of amenity within the CBD core (around Auburn and Montague Streets).

Vehicle movement is efficient within the CBD and through traffic is encouraged to by-pass the CBD core.

The operation of key intersections in the CBD could be improved through the future introduction of traffic signals.

Sufficient car parking is to be provided in appropriate locations throughout the CBD.

The CBD is to be serviced by an efficient and accessible public transport system.

Bicycle riding through and around the CBD is accommodated at acceptable standards.



# Principles

## 1. and 2. Economic Viability and Social Values

Planning initiatives and controls should seek outcomes that contribute to the economic viability of the CBD and Goulburn Mulwaree.

- / Plan to accommodate the projected 25 year demand for retail, commercial and residential development within the CBD.
- / Set a planning framework to facilitate complementary and integrated retail, commercial, and residential uses across the CBD so as to avoid fragmentation and loss of market share.
- / Adopt a precinct based approach to land use distribution within the CBD incorporating the following actions:
  - / Establish a vibrant north south Auburn Street accommodating a range of retail and commercial businesses with improved pedestrian flow, reduced vehicular traffic and a series of activity nodes between Clinton Street in the south and Bradley Street in the north to break-up the trip for pedestrians and promote linkages.
  - / Introduce an improved east west activity path, including redevelopment of laneways into supporting niche retail precincts below residential development to increase population mass.
  - / Encourage a dedicated commercial office precinct at the western fringe of the CBD to allow the CBD to remain as a concentrated retail precinct with high pedestrian activity focused on hospitality services and shop front retailing.
  - / Encourage large format household goods retailing concentration at the northern end of the CBD. This area presents the leading location for larger format retail and commercial space given the size of the sites, their gateway location and high exposure to passing trade, and the relative affordability of the land compared with the CBD Core.
- / The precinct based approach, including the combination of compatible land uses as well as the other masterplan provisions will improve the CBD's identity, economic sustainability and its role as a regional centre. The encouragement of residential development of different housing types throughout the precincts is fundamental to broadening the range of socioeconomic backgrounds of the CBD's residents. This enrichment of the social fabric of the CBD is necessary to maintain the values of the CBD as a social service centre and its commercial role for residents and visitors.

### 3. Heritage Values

The CBD Masterplan identifies, protects and enhances the cultural heritage values of Goulburn.

Appendix 2 is the report of the heritage consultants City Plan Heritage. It recommends that the outstanding actions of previous heritage studies be implemented. These actions include preparing a strategic management plan using the approach detailed in the document “Streetwise: A Practical Guide for the Revitalisation of Commercial Heritage Precincts and Traditional Main Streets in Australian Cities & Towns” 1996, by Elizabeth Vines.

These actions include:

- i. Determine the scope of the strategy
- ii. Define the brief
- iii. Compilation of background material
- iv. Establish the cultural significance of the precinct
- v. Early photographs
- vi. Community Consultation
- vii. Media Coverage
- viii. Local Resources
- ix. Identify relevant government programs
- x. Preparation of concept ideas and draft report
- xi. Final strategy and consultation
- xii. Implementation Strategy

Some of above actions have already been carried out and achieved by the studies and actions since the 1983 Heritage Study such as early photographs, background information, the cultural significance of the CBD and community consultations. The need for any further information, finding funding resources or further community consultation that would be the base for future enhancement programs is acknowledged by Council.

The following principles should be included in the future DCP in order to enhance and revitalise the Goulburn Central Business District to a place that would attract visitors to come and experience a historic environment and appreciate its exceptional heritage significance as the key centre of the 1800s for the southern tablelands.

### 3. Heritage and Urban Design Principles for the CBD

The aim of these principles is to enhance and revitalise the CBD as a place that would attract visitors to experience the historic environment and appreciate its exceptional heritage significance as the key centre of the Southern Tablelands in the 1880s. The principles below are taken from the report by City Plan Heritage Consultants 'Goulburn CBD masterplan preliminary heritage report & conservation principals / guidelines August 2008'. See chapter 6 of Analysis Document.

- / Retain the existing street pattern that reflects the original successive grid subdivision pattern of the CBD and its context.
- / Keep the distinctive predominantly uniform single to two-storey cohesiveness of the streetscapes including leafy quality and garden settings (where applicable) in accordance to their identified characteristics in section of this report.
- / Avoid amalgamation of the small allotments in the CBD. Amalgamation should be allowed only where the new or replacement development is in the form of those existing single or semi-detached dwellings on separate allotments, or commercial buildings' in the form of bays reflecting single shop appearance. Amalgamation of larger allotments particularly at either end of the study area is acceptable provided that urban design guidelines address the treatment of street edges in order to be consistent with the desired future character of the area.
- / Buildings that are not listed as heritage items but contributory to the streetscape and their context should not be demolished and their contribution to the area is to be maintained or enhanced. It is an aim to improve the streetscape qualities of buildings through the removal or reversal of unsympathetic elements, where applicable.
- / New contemporary dwellings and commercial developments must contribute to the special character of the CBD contributing to the quality of the built environment.
- / Buildings that are considered by the Council's Heritage Advisor as non-contributory may be demolished but must be replaced by a building that will not diminish the heritage significance and character of the CBD and contribute to the exceptional historic character of the CBD.
- / Proposals for alterations and infill dwellings/commercial developments including businesses should be considered on a performance basis with particular regard to the significant patterns of forms, scale and materials in the streetscape by aiming to retain and enhance those patterns and qualities.
- / No new intrusive changes or elements should be permitted in the residential parts of the study area including :
  - high, visually impenetrable front fences,
  - the painting of face brick façades,
  - the removal of original detailing,
  - unsympathetic alterations and additions such as first floor additions over the original front section of a dwelling or;
  - the enclosure of verandas.
- / First floor additions :
  - must not impact upon the contribution of a building to the streetscape,
  - should be restricted to the rear of a dwelling,
  - must minimise impact upon the original roof form when viewed from the public domain,
  - should be recessive and not dominate the original form and character of the dwelling.
  - First floor additions which interrupt the front roof plane of a heritage item or contributory building should not be permitted
- / Similarly, no new intrusive changes, infill developments or elements should be permitted in the commercial streetscapes of the CBD including :
  - single or oversized buildings that are uncomplimentary to the heritage context,

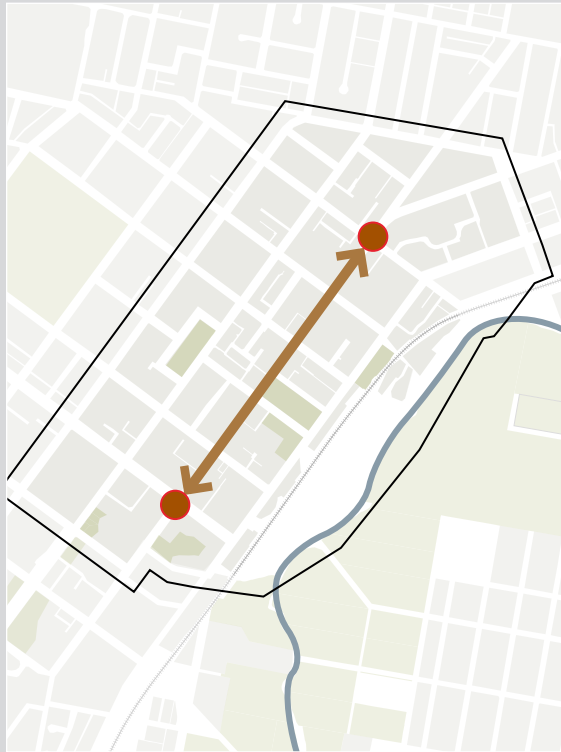


- the removal of original detailing,
  - unsympathetic alterations and additions such as large signs,
  - horizontal facades or inappropriate colour schemes, design elements with no consideration to the traditional main street character,
  - removal of any original verandas/ balconies.
- / The established character of the main streetscapes should be reflected in the form, design, materials and signs of the infill and corporate developments. New developments should be compatible with the dominant streetscape and town centre character.
- / Significant continuous, two / three-storey streetscape frontages should not be broken up by single-storey buildings, service stations or car parking developments. This is particularly important along Auburn Street and at the corner sites. It is a traditional design element that the corner buildings address both streets facades with a prominent tower-like corner element and generally splayed entrance or corner.
- / Encourage new development to employ the simple, uncluttered characteristics of a historic town. Simplicity minimises the risk of competing with and compromising heritage items and uniform streetscapes.
- / Maintain various layers of street surfaces where applicable.
- / Encourage interpretive signs or materials to create a 'living museum' throughout the CBD similar to those in Market Street, Railway weighing bridge and Mendelson's Hotel in Sloane Street.
- / Explore opportunities for adaptive reuse of under utilised sites and buildings with possibility for establishment of speciality shops and places that reflect the important historical trading past of Goulburn or its role as a meeting place such as tearooms, cafes in the style of Devonshire tea, and chain department stores.
- / Revitalisation and enhancement works should be unique to Goulburn CBD and should not copy solutions from elsewhere. Implement the recommendations of previous studies particularly the Goulburn Heritage Study (1983 & 2004), Main Street Study (1992) and the Street Master Plan Study (1991).
- / All façade improvements and restorations including reconstruction of missing elements must be based on historical or physical evidence. Council's Main Street Study provides a comprehensive background information, historical photographs and recommendations that should be taken into consideration as a main supporting document. Review of the study may be required to update any new historical findings for the places.

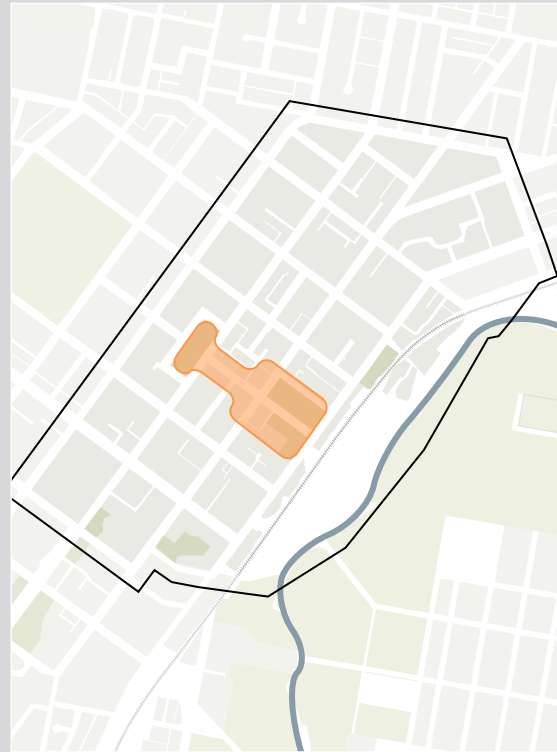
## 4. Urban Structure

Future development should reinforce the CBD main street and enhance the City's grid street and subdivision pattern. The CBD core is defined, consolidated and activated through appropriate development within identified key development sites.

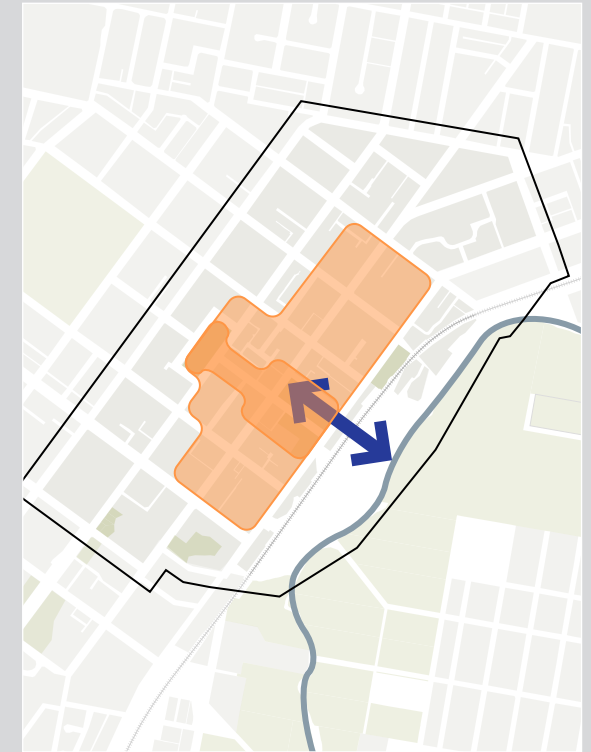
- / Define the extent of the CBD and its residential periphery.
- / Define, maintain and strengthen the traditional commercial axis as a 'Main Street' with two CBD 'Gateways'.
- / Re-establish the historic civic precinct along the Montague Street axis.
- / Ensure connections between the two future development precincts at the north eastern and south western ends of the CBD to support activity along the main street.



- Gateways
- ➔ Main street



- Historic core



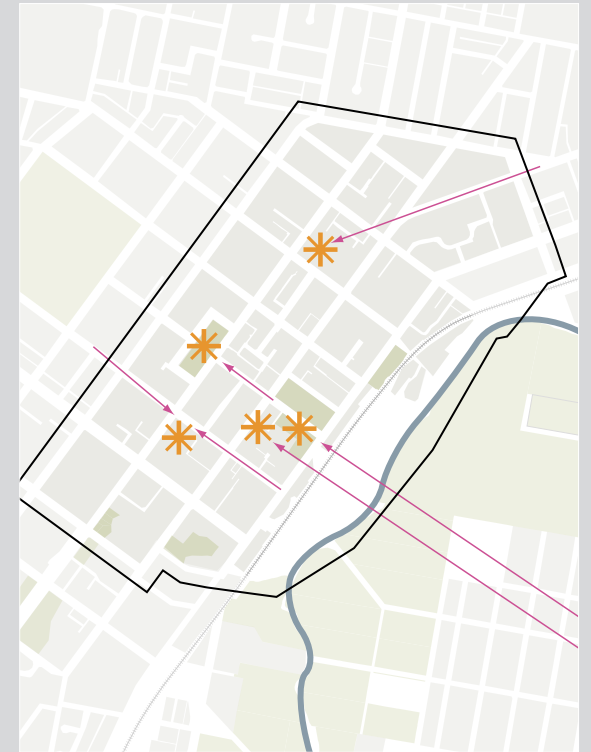
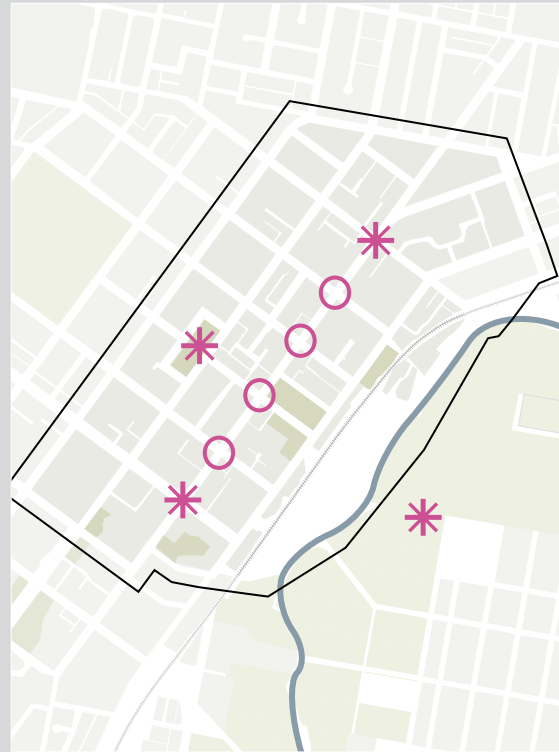
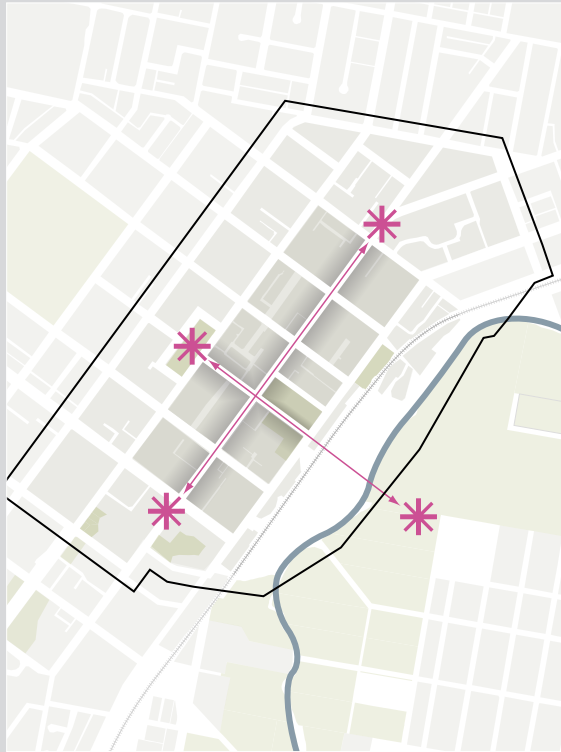
- CBD
- Historic Core
- ↔ Link to Mulwaree Ponds, thus the connection of the CBD with the Mulwaree River is re-established.







## 5. Views + Vistas

Development within the CBD should strengthen the legibility of the city grid layout, particularly regarding views from the main road entry to the City and from the ridge line to the east.

- / Visually define the grid with landmark structures and street treatments such as avenue tree plantings.
- / Extend the Montague Street east-west visual axis from St. Saviours Cathedral across the rail line to the river.
- / Define the Auburn Street axis with landmark buildings at Bradley and Clinton Streets.
- / Define corner sites on Auburn Street between Bradley and Clinton with vertical architectural forms.
- / Protect views to the existing distinctive vertical elements within the townscape: St Patricks, St Saviours and the Uniting Church bell towers, the Post Office tower and the Court House cupola.



-  Axis Landmark
-  Existing Landmarks, protected and enhanced
-  Views
-  Focal Points

## 6. Built Form

The positive elements of the existing built character of the CBD are identified and should be enhanced in future development.

New buildings should contribute positively to the architectural character of the CBD.

Built form should contribute to an active and secure public domain.

- / Establish a Goulburn architectural style as a design guideline for future development in the CBD:

### **Institutional**

- / Retain and enhance dominance of the CBD churches in the built environment.

### **Residential**

- / Define appropriate precincts within the CBD for low and medium density residential development.
- / Define sites within the CBD core for residential uses in mixed use development.
- / Define appropriate locally derived architectural style for low, medium and mixed use residential development.

### **Commercial**

- / Define major intersections with distinctive built form.
- / Buildings built to the street boundary to create continuous street walls along the main street (Auburn Street) axis.
- / Ensure built form is open and active at street level.

### **Entertainment**

- / Ensure built form addresses the street and includes open, active street frontages.

### **Ancillary structures on all buildings within the CBD**

- / Encourage reduction in or discreet location of overhead wiring along the streets within the historic core.
- / Install underground cabling systems whenever possible.

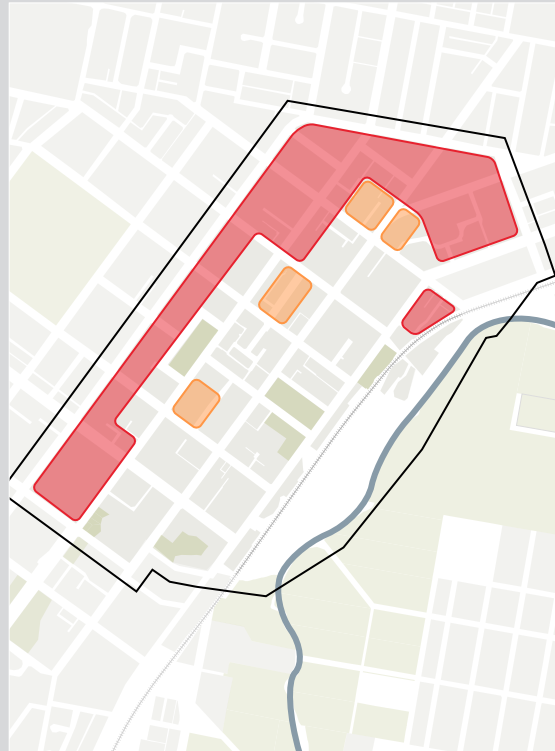
- / Avoid an increase in the number of power poles and/or telecommunications equipment within the historic core.

- / Establish a signage strategy / guidelines to create a consistent streetscape presentation within the historic core.

- / Avoid cluttering the airspace of buildings within the historic core with signs, overhead wiring, antennas and mobile phone towers/dishes etc.

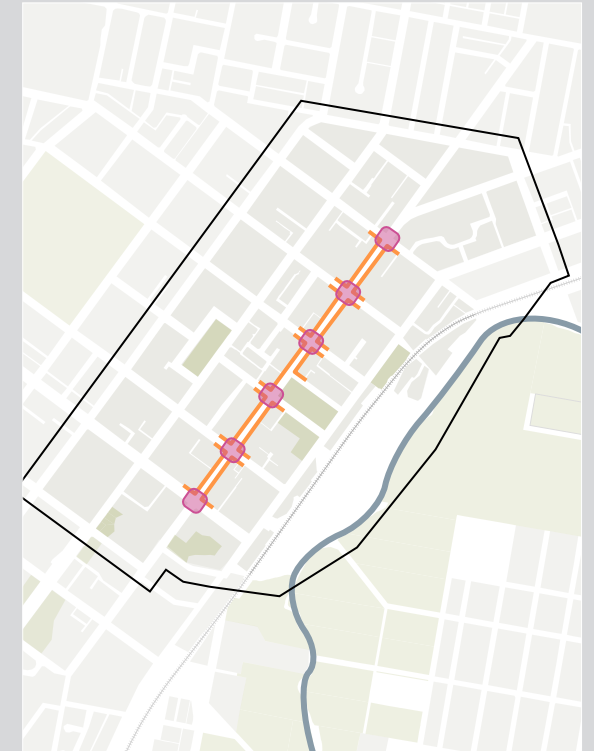
- / For more detail, see the section 3 of this document which shows urban design principles for the CBD. These principles address 'what to keep' and 'what to avoid' in new developments or works on heritage buildings terms of built form and desired future character. These principles should form the basis of an urban design policy (within a future DCP) for 'new and remodelled buildings' as required by the brief.





### Residential

- Low/ medium residential precinct
- Mixed use



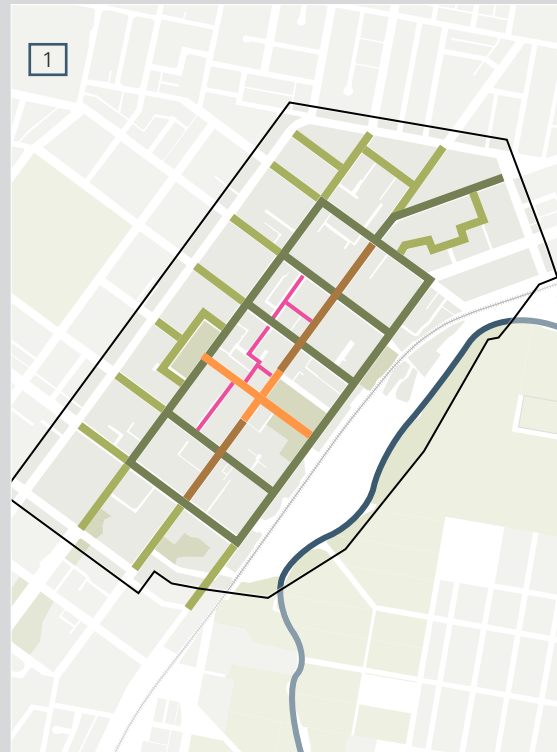
### Commercial

- Intersections with distinctive built form
- Building edge

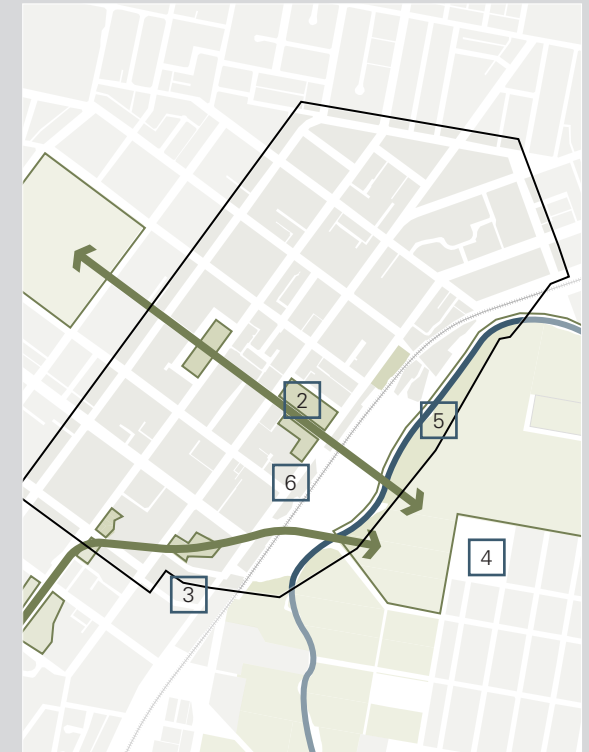
## 7. Landscape Setting + Public Domain

Develop a clearly defined public domain structure. Different parts of the CBD core should be identified by a hierarchy of public domain treatments.

- / The hierarchy should facilitate activities appropriate for the land uses of that part of the CBD. The hierarchy should also provide a distinct identity to each of the components of the CBD being the Heritage Core, the Main Street, Urban and Residential Streets and Lane ways.
- / The distinct identities comprising the CBD should also have a common theme providing coherence and a unifying its character. Actions to achieve this identify and character are recommended for each precinct in following pages.
- / Facilitate a variety of high quality public places including heritage parks, plazas, urban and suburban walkways and lane ways. One new urban plaza and one new park are proposed.
- / Develop a legible public domain / green link connection following the line of drainage from south of the CBD through Manfred Park towards the Mulwaree River.
- / Re-connect the CBD with the Mulwaree River - Extend the public domain to provide an accessible connection across the rail to the Mulwaree River foreshore.
- / Maintain and / or strengthen street tree planting in Sloane Street along the rail edge and in residential streets surrounding the CBD.



- Heritage Core
- CBD Main Street
- Urban street scape
- Residential street scape
- Lane ways







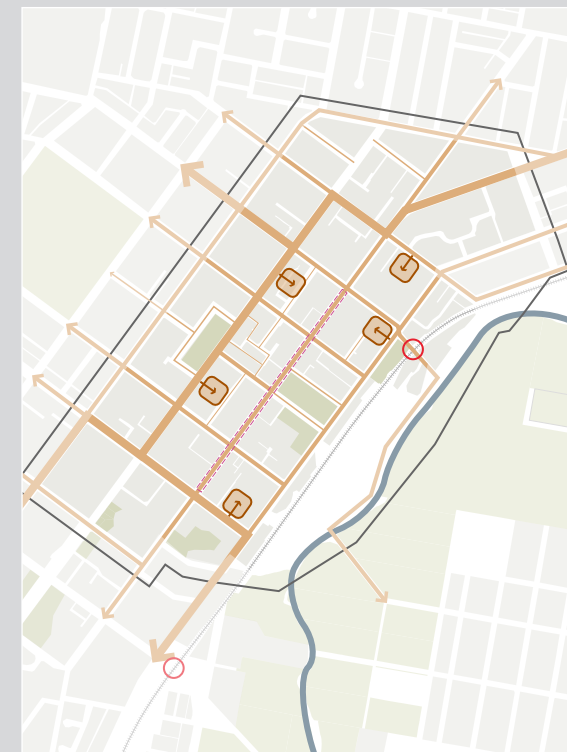
- Park
- Proposed Green Link

## 8. Access + Movement

In response to the improvement to the CBD core required by the brief, Improve pedestrian amenity and safety in the CBD core surrounding Auburn Street by;

- / Introducing traffic control measures to amend the existing road hierarchy create a CBD bypass loop. This loop should provide access to the key development sites and to off street parking stations. To facilitate the bypass loop some intersection widening or signalisation may be required as the precinct develops in the future.
- / Kerbside parking in the CBD core should be amended to allow for widening of footpaths to increase pedestrian amenity; any loss of street parking should be accommodated in new development, nearby streets and off street parking structures.
- / The use of public transport including bus and trains should be encouraged by means including the improvement of bus frequency, passenger access to bus stops and cycle access to the train station and through the CBD.

-  Primary Road
-  Secondary Road
-  Neighbourhood Road
-  Laneway
-  Main Street
-  Car Park
-  Upgrade Vehicle Crossing





# Concept Plan – Strategies



This diagram indicates the key strategies of a plan to guide future change in the Goulburn CBD. The key components of a planning framework to achieve the Vision for the CBD are derived from the Planning and Design Principles.

The planning framework should have the following mechanisms:

## Consolidate

1. Define a CBD core and a series of land use precincts that support and enhance its function.

## Integrate

2. New development zones including key redevelopment sites identified by council at the northern and southern ends of the CBD are designed to enhance and strengthen the integrity of the CBD Core.

## Humanise

3. Define a pedestrian focussed, traffic calmed precinct within the CBD Core
4. Encourage north - south through traffic to travel around the Core via Goldsmith, Bourke and Clinton Streets.
5. Encourage service and local through traffic to travel east of the Core via Sloane Street.
6. Concentrate people orientated place making measures on Auburn and Montague Streets and the parks, streets and laneways in this vicinity.

## Connect

Reinstate the connection of the CBD with its context along two principle lines:

7. The historic East-West Axis is reinforced and extended to re-connect the CBD with the Mulwaree River foreshore and Victoria Park.
8. The open space connection to the river at the southern edge of the CBD is reinstated and strengthened.

# Masterplan

- key
- Historic Core/ Gateway
  - CBD Main Street
  - Urban street scape
  - Residential street scape
  - New buildings
  - Existing Buildings
  - Laneway access

## Montague Street

High pedestrian amenity between Bouke and Sloane Streets with broad walkways, narrowed carriageway, parallel parking only. Strengthen visual access to St. Saviours Church.

## Cartwright Plaza

New supermarket, with associated small scale retail outlets in a pedestrian oriented precinct. Public bus access is to be maintained. Basement parking on site and possible decked parking location.

## Auburn St military site and Manfred Park.

New townhouses, apartments and mews houses in parkland setting.

## Lilac Place

Entertainment and Community precinct. Rationalise traffic movement and parking to free-up additional area for pedestrians. Potential new development site on Union

Redevelopment of Ellesmore Street including commercial uses, formalise decked parking and pedestrian priority areas

## Bradley St/Auburn St Gateway

Taller buildings (3/4 storeys) at corners. Commercial on CBD side of Bradley St. Mixed retail/residential north-east of Bradley St.

Formal avenue on Lagoon St approach to CBD

Street realignment and new low density residential subdivisions to Fenwick Crescent (1/2 storeys)

Target Country and large floorplate household goods and internalised decked car parking. Built to three storeys with activated street frontages to all streets.

Upgraded rail crossing at Blackshaw Road for improved pedestrian/cycle/ vehicle connection to the river.

2/3 storey

2/3 storey with corner towers

New pedestrian overbridge

Pedestrian connections to new amphitheatre

New pedestrian bridge over river

Replace existing tourist information centre in medium term with two 'bookend' buildings to strengthen the Montague Street axis.







# Masterplan Actions

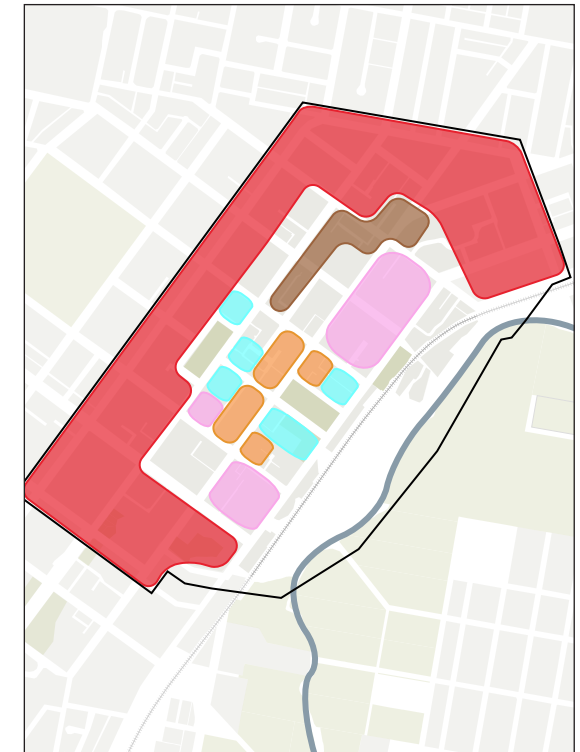
## Land Use: A New DCP for the CBD and LEP amendments

Land uses within the CBD should be arranged to provide a complimentary range of services as shown on the figure opposite. This combination will contribute to the CBD's amenity, economic sustainability and enhance its function as a regional service centre. The key infill development sites identified in the masterplan will be the catalyst for this process. Actions could include the following.

The land use diagram suggests parts of the CBD with the urban design and functional potential for a concentration of particular uses e.g. boutique retail. The suggested mix of uses will establish distinct precincts within the CBD and contribute to a strong sense of place.

This arrangement of permissible uses could be encouraged by council through a series of incentives including public domain leasing arrangements and traffic management improvements.

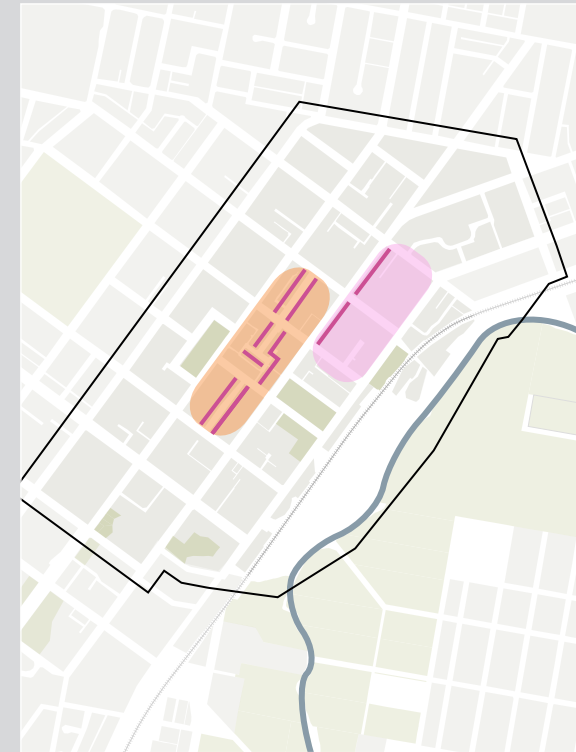
- / Define and strengthen the traditional retail core through encouragement of cafes, restaurants and specialist small scale 'boutique' retail outlets.
- / Encourage refurbishment of shop top spaces for small scale commercial uses.
- / Define large format retail precincts to increase retail service range, capture additional markets and contribute to the overall economic viability of the CBD.
- / Define and strengthen the Civic / Cultural Precinct as the heart of the CBD.
- / Define areas of mixed use and medium density residential development to provide housing choice and proximity to services thus to promote activity in the CBD core.
- / Define areas of low density residential development to protect heritage values and existing low density residential character.
- / Allow for appropriate commercial uses and home office activity within the low density residential precinct.



- Boutique retail
- Large format retail
- Civic/cultural
- Residential
- Commercial

## Street/Laneway Activation

Consolidate the retail precinct and encourage active frontages along Auburn Street. Techniques include requiring design of new buildings to minimise blank walls and service entries that front the public domain. Strengthen laneways by encouraging active shop fronts and provide high amenity connections to the main street.



— Activate street and lane frontages



## Access + Movement



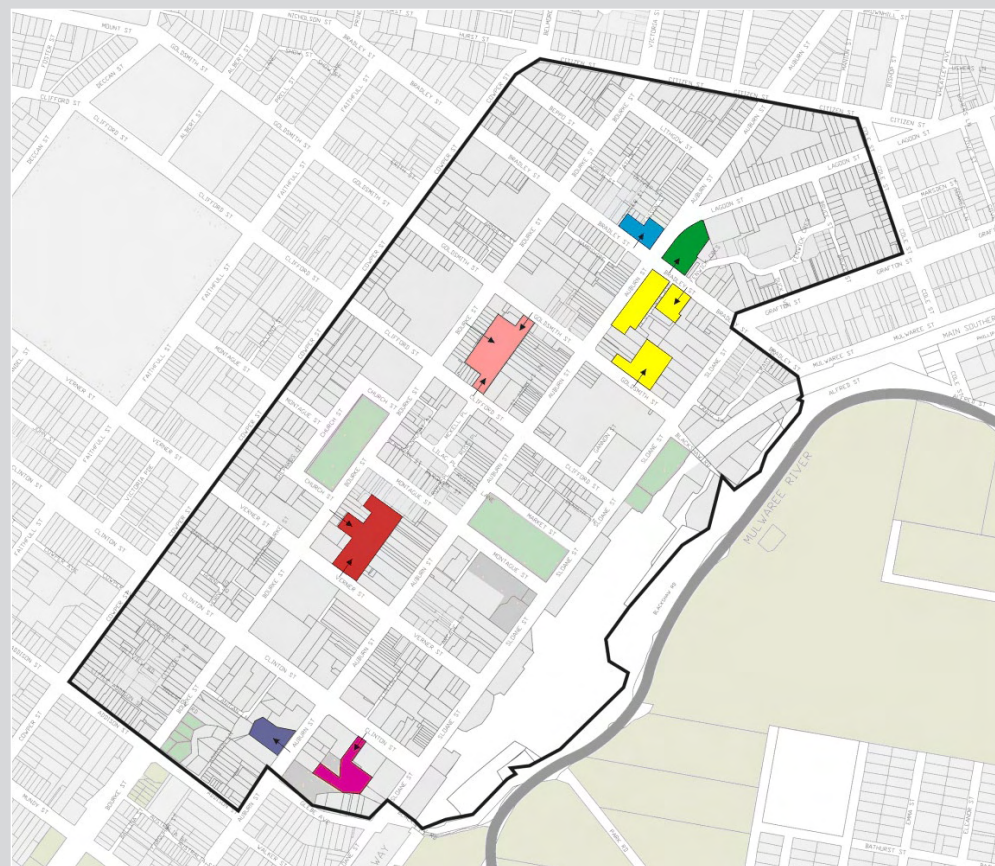
- Primary Road
- Secondary Road
- Neighbourhood Road
- Laneway
- Main Street
- Car Park
- Upgrade Vehicle Crossing








### a. Road Hierarchy and Traffic Management

- / Appendix 3 is the consultant's Traffic Study – 'Goulburn CBD Plan Masterplan Development Assessment Traffic, Transport and Parking' 25 August 2008 by GTA Consultants
- / The consultant's report analyses the traffic and parking implications of the recommended public realm improvements and for the redevelopment of the key sites.
- / The Masterplan adopts the GTA recommendation to develop a clear road hierarchy which diverts through traffic away from Auburn Street and the CBD retail core while providing adequate access and parking for local traffic.
- / A bypass loop around the CBD has been created to reduce the number of vehicle movements along Auburn Street. Diverting these vehicle movements enables the pedestrian amenity within the CBD to be enhanced. The bypass loop includes the following roads:
  - Bradley Street (Auburn Street to Bourke Street);
  - Bourke Street (Bradley Street to Clinton Street);
  - Sloane Street (Bradley Street to Clinton Street); and
  - Clinton Street.
- / As a result of creating the bypass loop, the arterial road network is to be changed to include Bradley Street (Auburn Street to Bourke Street) and Bourke Street (Bradley Street to Clinton Street).
- / The road network is to be complemented by "Gateway" treatments at the entry points to the CBD, including directional signage and traffic calming, to divert both through traffic and local traffic away from Auburn Street.
- / The proposed key development sites are expected to generate in total up to some 1,000 vehicle movements in a typical weekday PM peak hour.



- / All intersections within the Goulburn CBD and on the arterial road network are expected to operate satisfactorily in the future following full build out of the key development sites subject to a level of traffic being diverted onto the surrounding road network. Those intersections which would require future investigation to assess the requirement for any intersection widening and/or modification include Sloane St/Bradley St, Bradley St/Bourke St, Clinton St/Sloane St and Clinton St/Bourke St.
- / During the investigation process for new development in the vicinity of Bradley Street and Auburn Street, this intersection is to be considered for conversion to traffic signals to better accommodate the expected increase in the level of pedestrian activity and crossing movements. It is noted that this would be the responsibility of the RTA but Council should work with them to ensure that safety and intersection capacity is achieved at this intersection.
- / All future site accesses for proposed key development sites should be reassessed at the development application stage to determine their feasibility.



	Key Site 1 – Residential & Commercial		Key Site 5 – Residential
	Key Site 2 – Residential & Commercial		Key Site 6 – Residential
	Key Site 3 – Retail		Key Site 7 – Car park
	Key Site 4 – Retail		

## **b. Car Parking**

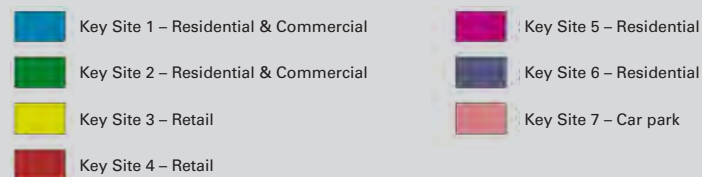
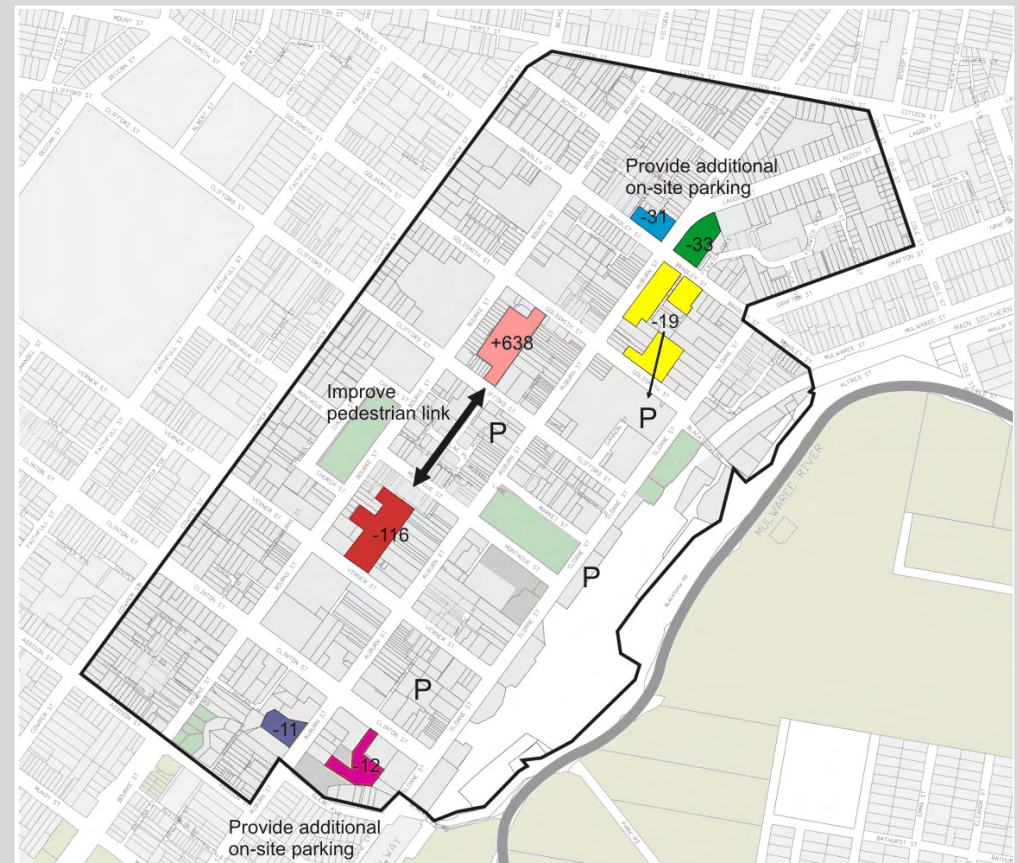
- / The Masterplan frees up additional public domain space in the Main Street by providing some areas of parallel parking in place of angle parking along Auburn Street.
- / The Masterplan also rationalises car parking into a series of high capacity parking facilities accessible from the CBD bypass loop and accessible into Auburn Street via a network of pedestrian lane ways.
- / The Masterplan streetscape changes to Auburn Street, Montague Street and Market Street are likely to result in a deficit in on-street parking at these locations.
- / There is existing on-street parking capacity on other streets within the CBD to accommodate the expected future on-street parking deficits.
- / The proposed future Masterplan development sites generate a total parking requirement of 683 spaces.
- / Vehicle access into the proposed new developments is to be from the new CBD bypass loop. This would include access to off-street parking, both existing and that proposed as part of the future development. Vehicle access points to the developments are indicated by black arrows on the diagram opposite.
- / The proposed supply of 461 spaces associated with the development sites does not meet the future parking demand requirements.
- / The future deficit of 222 spaces is to be accommodated through the provision of additional on-site parking (residential and commercial land uses) or available vacancies within the CBD (retail land uses).

## **c. Alternative Transport Infrastructure**

- / Masterplan improvements within the CBD are expected to create a safer environment for pedestrians.
- / Alternative transport should be encouraged in the future through a range of measures with the aim of increasing the number of people using public transport, walking and cycling.
- / Accessibility to the train station is to be improved for all connecting transport modes, including buses, pedestrians, cyclists, taxis and vehicles drop-off/pick-up (I.e. kiss and ride).
- / In consultation with the Ministry of Transport and local bus operators, service frequencies of existing bus services within the CBD should be encouraged to be increased during both peak and off-peak times.
- / The proposed Masterplan works must take into consideration the routes detailed in the latest bicycle plan included in the Goulburn Mulwaree Bicycle Strategy 2008-2018. This includes consideration of the proposed hierarchy changes and how this may affect the suitability of any proposed bicycle facilities (for example, Bradley Street).
- / Facilities at the existing railway crossing of Blackshaw Road to the northeast of the station are to be upgraded to better accommodate bicycle and pedestrian movements.

#### d. Future Development of key sites and Parking Supply/Demand

Each of the new development sites are proposed to have parking accommodated on-site sufficient to meet the needs of the proposed land use. The figure on this page illustrates these recommendations from the GTA Consultants report "Goulburn CBD Study Existing Conditions Assessment – Traffic, Transport and Parking August 2008" in Appendix 3.



#### **e. Pedestrian Amenity**

- / Pedestrian amenity should be maximised throughout the CBD with a concentration of amenity within the CBD core (around Auburn and Montague Streets). Bicycle riding should be accommodated to acceptable standards.
- / Ensure traffic circulation is efficient within the CBD and through traffic is encouraged to by-pass the CBD core.
- / Ensure the CBD is serviced by an efficient and accessible public transport system.

#### **f. Pedestrian movement:**

- / Improve pedestrian amenity in Auburn Street and provide nodes of pedestrian amenity to encourage pedestrian movement along the full length of the identified retail axis (from Bradley to Clinton Street).
- / Improve pedestrian access and amenity in laneways
- / Provide pedestrian access across rail line to the Mulwaree River foreshore.
- / For details refer to Public Domain, CBD main street, Actions pg 36-39 of this document.

#### **g. Public transport**

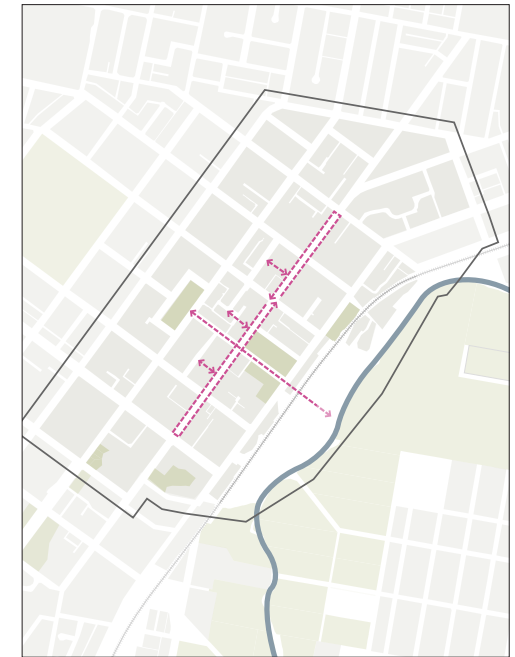
- / Provide for public bus services to the rail station, along Auburn Street and connecting to the suburban residential areas of Goulburn.

#### **h. Bicycle movement**

- / Maintain a safe and efficient cycle network through and around the CBD.
- / Provide safe bicycle storage at strategic locations throughout the CBD including notably along Auburn Street, at the rail station and close to other nodes of activity.

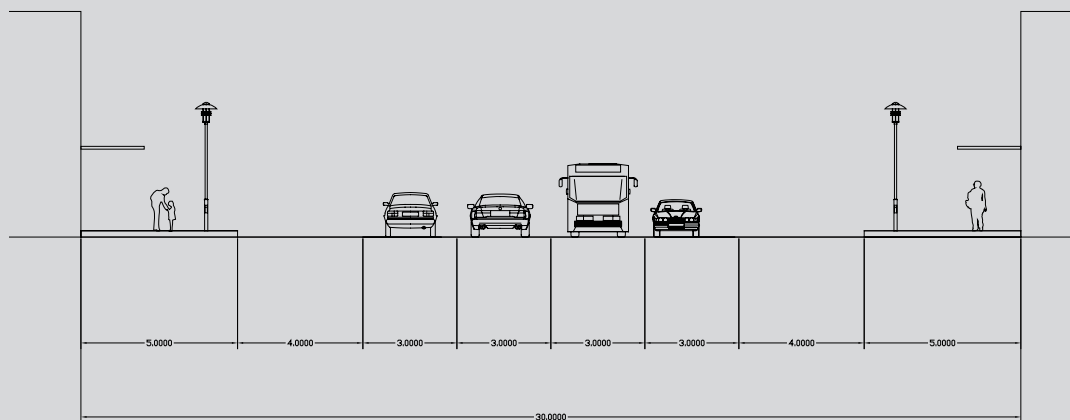
#### **i. Railway Crossing**

The upgrade currently underway of the existing railway crossing at Blackshaw Road and Sloane Street will help provide better connection across the barrier of the railway line for all road users, including cyclists and pedestrians.

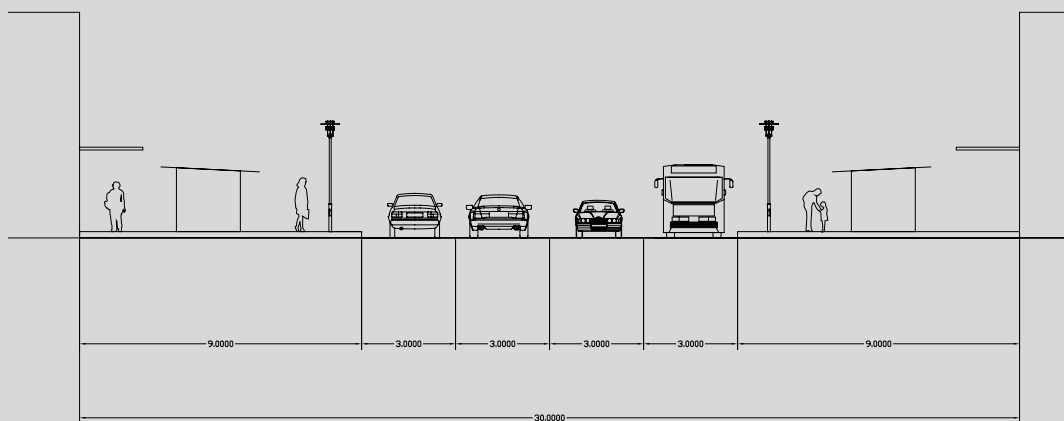


←→ Pedestrian Movement

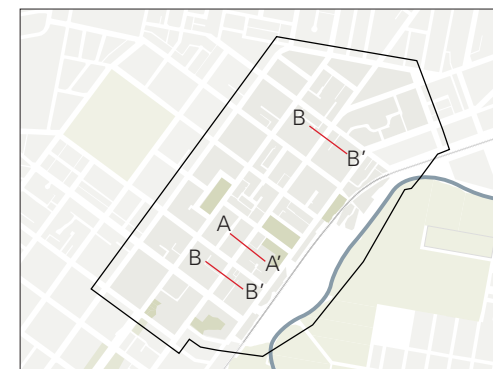




CBD Main Street A — A'



Gateway streetscape B — B'

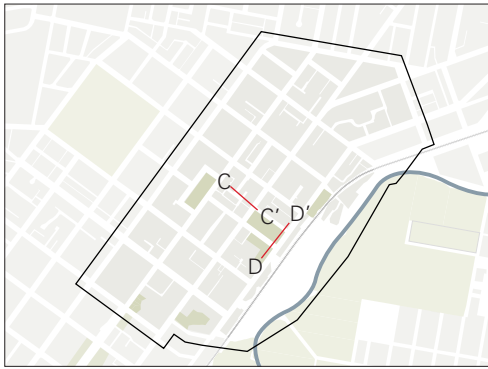


### CBD Main Street

- / existing street profile
- / 5m footpath, 45 degree angle parking and two lanes each direction
- / possibility to park in front of shops

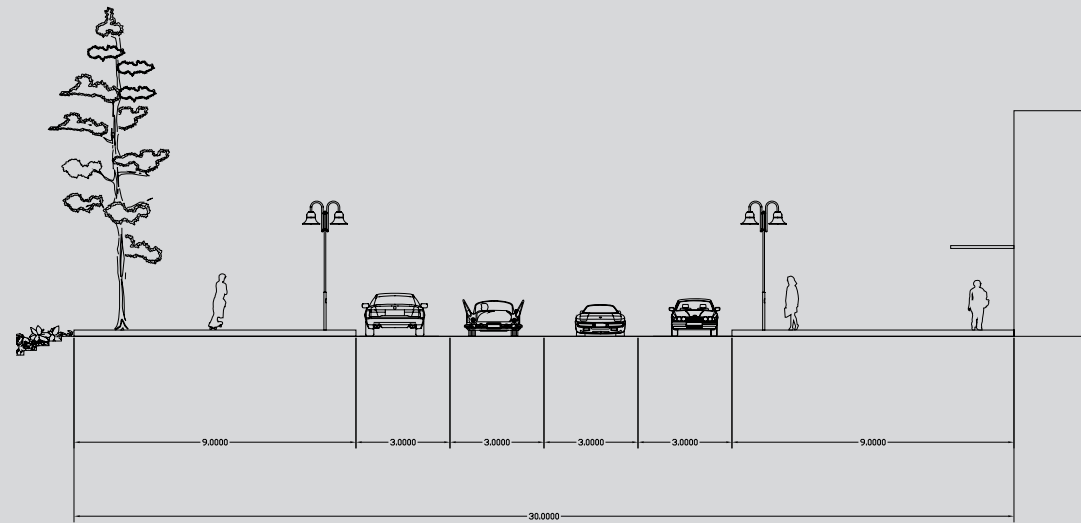
### Gateway Streetscape

- / at both ends of Auburn Main Street
- / 9m wide footpath with integrated outdoor dining or kiosks, no 45 degree angle parking
- / two lanes each direction
- / pedestrian orientated
- / active frontages due to outdoor dining and kiosks
- / more lively city
- / pedestrian friendly



### Heritage Core

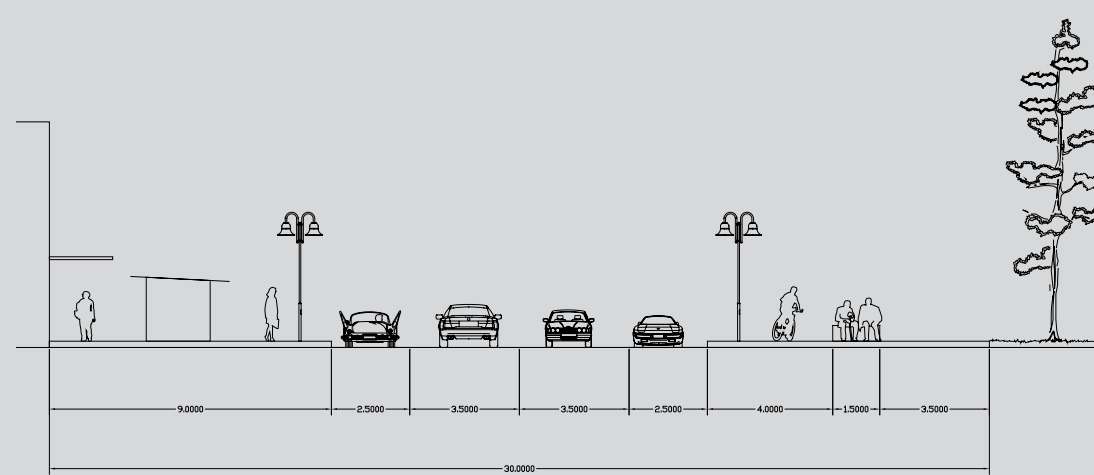
- / along the Park on Auburn Street
- / 9m wide footpath, no 45 degree angle parking
- / two lanes each direction
- / pedestrian orientated
- / focus on heritage items and pedestrian movement



Heritage Core C — C'

### Heritage Core

- / on Market Street
- / 9m wide footpath with integrated outdoor dining or Kiosks, no 45 degree angle parking
- / two lanes each direction
- / pedestrian orientated
- / focus on heritage items and pedestrian movement



Heritage Core D — D'



# Overall Scope of Works

**Total Cost of Works:**

- \$7-\$8 million - Auburn and Lagoon St
- \$8-\$9 million - Heritage Core
- \$TBC - Cartwright Plaza (mainly private)
- \$1.2-\$1.5 million - Manfred Park Green Link
- \$4-\$5 million - Riverside Park

This opinion of probable cost does not include infrastructure costs.

**Key Sites:**

The re-development of these key building sites and recommended planning actions will provide the catalyst for improvement to the adjacent public realm spaces. This can be achieved through conditions of development consent.

- A

 Residential & Commercial (Northern Gateway Element)
- B

 Residential & Commercial (Northern Gateway Element)
- C

 Retail (Target Country)
- D

 Retail (including public plaza provided by the development)
- E

 Residential (frontage park)
- F

 Residential (frontage park)





## Auburn St indicative Public Realm



1 Streetscape design for Auburn St / Clinton St intersection

2 Streetscape design for Auburn St / Bradley St intersection

This plan shows the gateways and key intersections along Auburn St. Each intersection has a distinctive streetscape design and taller corner buildings to emphasise the major role of Auburn St in the CBD core.

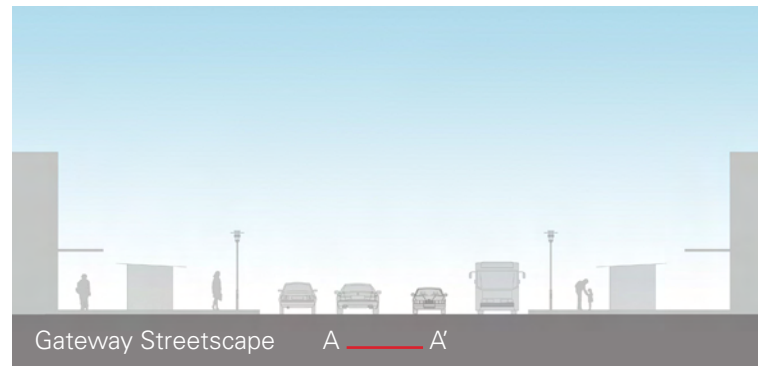
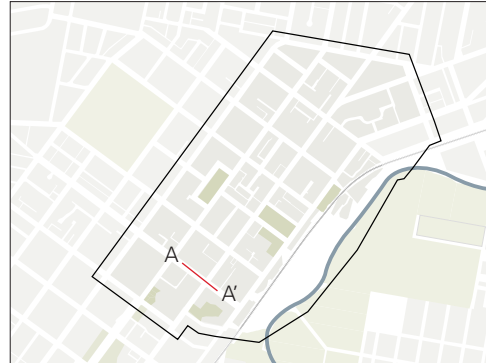




## Auburn and Lagoon St

### Gateway Streetscape Actions:

- / Two car lanes in each direction.
- / Take out some of the 45 degree angle parking.
- / Widen footpath up to 9m in places.
- / Install outdoor dining pavilions or kiosks to activate after hours street life.
- / Active building frontages with outdoor dining and kiosks.
- / Install distinctive paving.



## Auburn and Lagoon St Works Phasing

### Phase 1. \$410,000

Bradley St Intersection Gateway treatment, enhance heritage character with unique paving at gateway points to signify entry to CBD core, compatible with strong corner elements on redeveloped buildings.

Three Key retail & commercial redevelopment sites. Note: Street frontage of redevelopment site, paving and public realm upgrades could be made required conditions for development consent. These costs are not included in this cost estimate. These sections of work will be the benchmarks for the continued upgrade of public realm in adjacent spaces over time.

### Phase 2. \$410,000

Clinton St Intersection Gateway treatment, enhance heritage character with unique paving at gateway points to signify entry to CBD core, compatible with strong corner elements on redeveloped buildings.

### Phase 3. \$308,570

Lagoon St. Plant formal avenue on approach to CBD.

### Phase 4. \$1.29 million

Auburn St from Bradley St to Goldsmith St.  
*Traffic Upgrades:* Increase road width to allow for 2 lanes of traffic each way.  
*High Quality Public Realm Upgrades:* Widen footpath to 9m & pave to v kerbside with distinct stone paving; remove 45° parking and replace with parallel parking; install street furniture, pedestrian lighting, grilles, bollards & ornamental plantings to create distinctive "main street identity." Shop fronts opened and outdoor dining catered for with the construction of pavilions/kiosks.

### Phase 5. \$1.35 million

Auburn St from Goldsmith St to Clifford St. Includes traffic and public realm and upgrades as per Phase 4

### Phase 6. \$1.36 million

Auburn St from Clifford St to Montague St. Includes traffic and public realm upgrades as per Phase 4.

### Phase 7. \$1.47 million

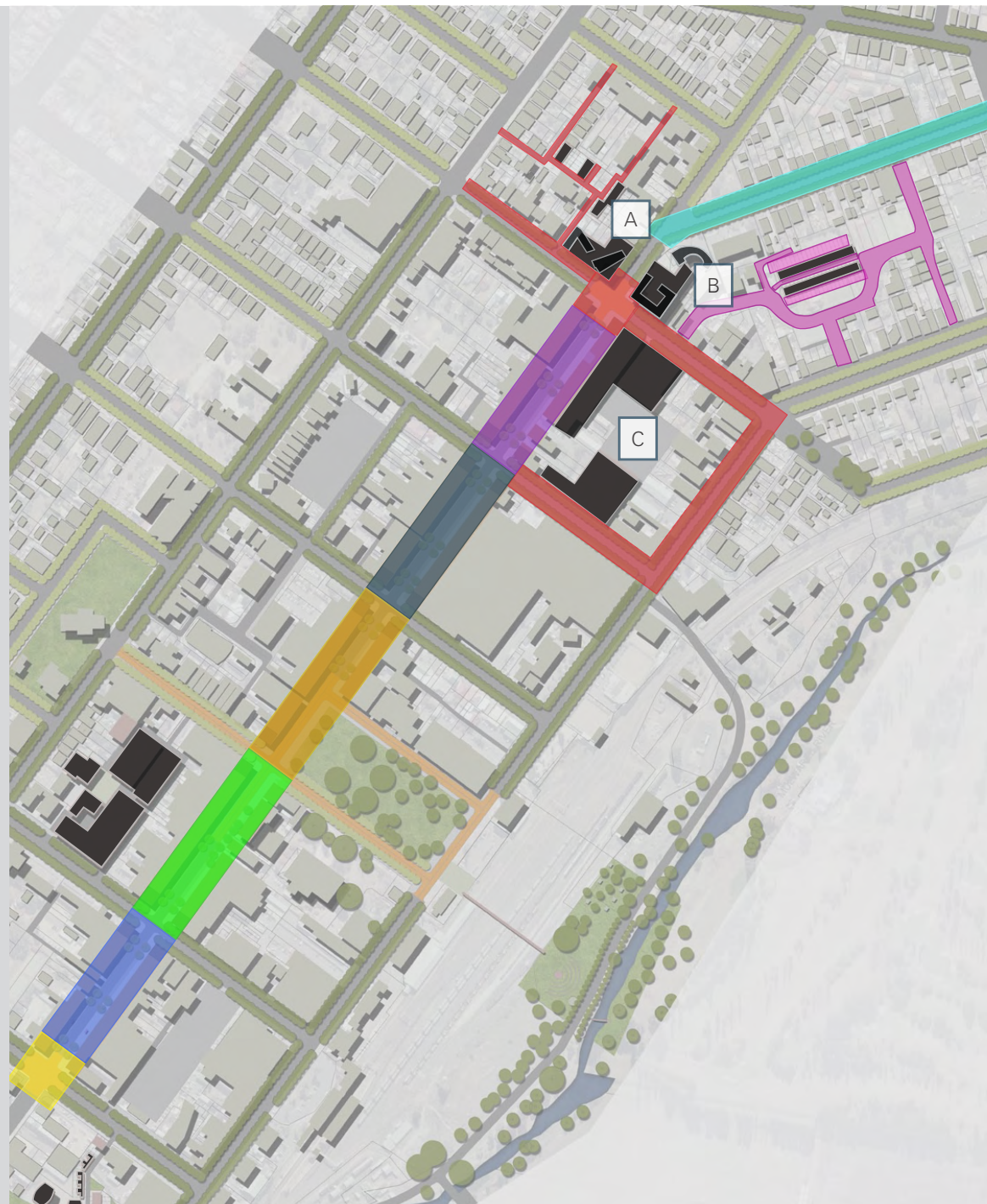
Auburn St from Montague St to Verner St. Includes traffic and public realm upgrades as per Phase 4

### Developer Contributions

Fenwick Crescent residential development: Street realignment, paving and public realm upgrades as per Phase 4 surrounding development could be made conditions of development consent. These costs are not included in this cost estimate.



- Phase 1
  - Phase 2
  - Phase 3
  - Phase 4
  - Phase 5
  - Phase 6
  - Phase 7
  - Phase 8
  - Developer Contributions
  - Building Footprint
- A Key building sites for redevelopment





## Heritage Core: Showing key parks, buildings on redevelopment sites and linkages



- 1 Heritage Park
- 2 Montague Street
- 3 Court house
- 4 New retail development
- 5 Saint Saviour's Cathedral

This drawing shows the footprints of exciting CBD developments, new development on key sites and distinct paving plans to strengthen the important role of the Heritage Core within the CBD.

