

# 8

## Site specific Provisions



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### 8.1 Goulburn City Business District

#### Preliminary

##### Aim

- Develop a plan for Goulburn City's Business District that facilitates future management by balancing development and conservation in a sustainable way.

##### Objectives

- Develop standards, guidelines and principles to improve the image, attractiveness and functionality of the Business District of Goulburn City
- Attract business, tourism and residents to Goulburn Mulwaree.
- Maintain, protect, enhance and promote Goulburn City's built and natural heritage.

#### 8.1.1 Land to which Plan applies

This Plan applies to the land identified on the map shown as **Figure 8-1-1**



**Figure 8-1-1: Land to which Plan applies – Goulburn City Business District**



## 8.1.2 Background context material

### (a) Historic context

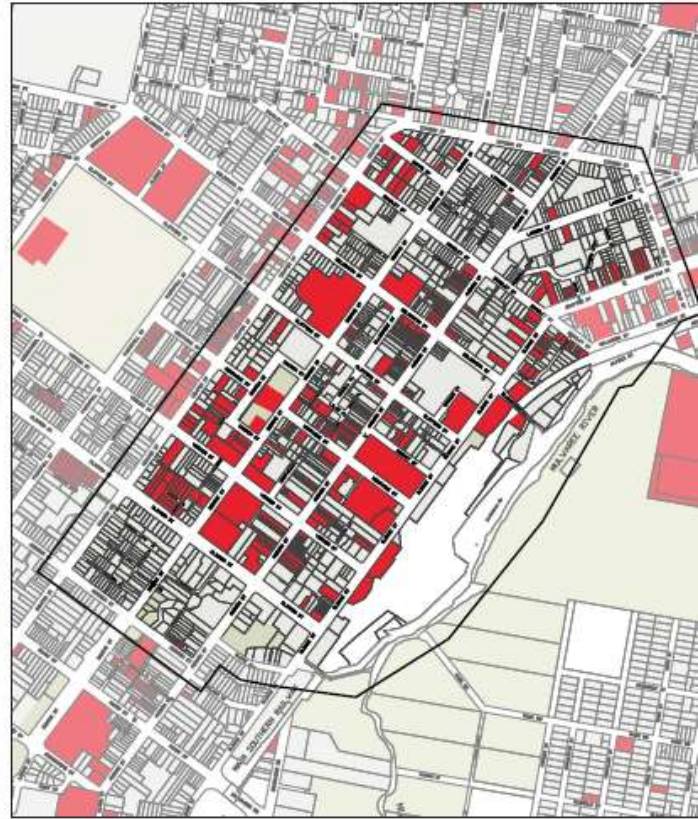
The CBD has developed around its original planned city centre incorporating a uniform grid subdivision pattern. The formal axis along Montague Street from Victoria Park through St. Saviours Church to Belmore Park was an important component of the original town plan.

1817-1820	Exploration by Hume, Thorsby, Meehan and Oxley alerted early colonists to good grazing potential of the southern highlands
1828	Governor Macquarie marked out the new town of Goulburn as a key service centre for the southern highlands – built at the confluence of the Wollondilly and Mulwaree Rivers
1833	Present city centre laid out on higher land to the south west to avoid repeated flooding
1841-1845	Town population increased from 655 to 1,200
1868	Construction of railway completed and physical connection of the City Centre with the river severed
1880s	Period of significant growth in the City (1881 Auburn Street Post Office opened);
1887	Court House opened
Early 20 <sup>th</sup> C	Moderate expansion with only minor change. Rail as an employment focus diminished with growth in road transport
1950s>	Period of decline with many regional headquarters relocating to Sydney or other regional centres
1992	Hume Highway by-pass. Loss of highway traffic caused a change in business mix but not significant loss of business. Council began Main Street Improvement Program to capitalise on new opportunities for public domain improvement.

*Reference: Goulburn CBD Plan, Interim Report 1, 29 August 2008 Edaw/AECOM.*



**b) Heritage Context**



**Scheduled Items of Heritage Significance (Draft LEP)**



**1882 Town plan of Goulburn**

Reference: Heritage Report and Conservation Principles / Guidelines, City Plan Heritage July 2008.

A report on heritage matters as they pertain to planning for the CBD have been provided by City Plan Heritage. The results of this work are described in the report available on Council's website.

Items of Heritage Significance scheduled in the Goulburn Mulwaree Local Environmental Plan (LEP) 2009 are indicated in the heritage significance map.

"The City Plan report describes the following characteristics as being critical to the heritage significance of the CBD:

- The original grid form subdivision pattern dating from the establishment of Goulburn including nightsoil lanes, various rectangular allotment sizes addressing the street, and parks/open spaces.
- Predominately single-storey and uniform streetscapes with mostly intact Victorian and Federation housing stock.
- Relatively intact consistent main street commercial streetscape with two to three storey continuous historic character.
- Common residential architectural features such as street facing prominent gables, hipped or pitched corrugated iron or tile roofs, timber framed windows, front verandas, asymmetrical facades, face brick finished, and low fencing in keeping with the styles of the period.
- Common commercial architectural features including vertically proportioned above awning facades, decorative parapets with advertising evident in public and administrative buildings, two-storey continuous streetscape, verandas supported on posts over footpaths, dominant tower elements or splayed facades at the corner allotments, traditional shop windows and uncluttered above awning facades.
- Streetscapes that are dominated by mature trees creating a dense leafy setting generally concealing the houses in street-long views and frame views to houses close to the viewer.
- Maintained garden settings with generally low or no fencing to the street along residential zones of the CBD.
- Topography that is characterised by a number of small hills and ridges allowing the city to be experienced as a whole when approached from north whilst creating a distinctive view corridors and vistas towards north, south and particularly east from the ridge of the CBD (along Montague Street) in and out as well as within the study area.
- Well established public domain including roads with kerbed footpaths and grasses verges traffic management devices throughout, street trees and parks.

Conversely, the following elements are described as intrusive to the CBD's heritage values:

- Uncoordinated and unregulated advertising and business signs along consistent streetscape creating unpleasant presentation.
- Unsympathetic single-storey or oversized infill development within a consistent two to three storey streetscape.
- Corporate buildings with their respective designs, corporate colours and signs.
- Contemporary buildings with no regard to the established heritage streetscape.
- Vacant allotments, service stations, car parking or car repair workshops / car sales yards.
- Overhead wires and antennas in some residential areas.”

Reference: Goulburn CBD Plan, Interim Report, 29 August 2008, EDAW/AECOM

### **(c) Street Character Statements**

The character statements for each street that is located within the boundaries of the Goulburn Central Business District are provided in the form of dot points outlining the significant and dominant aspects of the street. The character statements also identified issues and negative aspects of the individual streets. The Statements are based on the Goulburn Mulwaree CBD Master Plan, Heritage Report and Conservation Principles / Guidelines, the Street Character Statements, July 2008, City Plan Heritage.

Note: The point of the statements and their accompanying photographs is to illustrate good and bad design elements.

It is the writers opinion and not necessarily the opinion of Council. It is not meant as a personal criticism and if taken that way please accept the writers apology.



**(i) Addison Street**

**Good Elements:**

- Consistent single storey residential streetscape (Photos 1 and 2)
- Wide footpath, street trees and small landscaped front garden (Photo 1)
- Setback building alignment (Photo 1)
- Pitched and multi gabled corrugated iron or tiled roofs (Photos 1 and 2)
- Low brick fence or no fence with open front gardens (Photo 2)
- Veranda with asymmetrical façade (Photo 3)
- Well established street trees (Photo 4)
- Significant dwelling cluster between Auburn Street and Addison Lane (Photo 5)



**Intrusive Elements:**

- TV antennas and street overhead wiring (Photo 6)
- Eastern block (north side is a disjointed character mix of open space, community, industrial and residential activities (Photo 7)





Photo 5



Photo 6



Photo 7

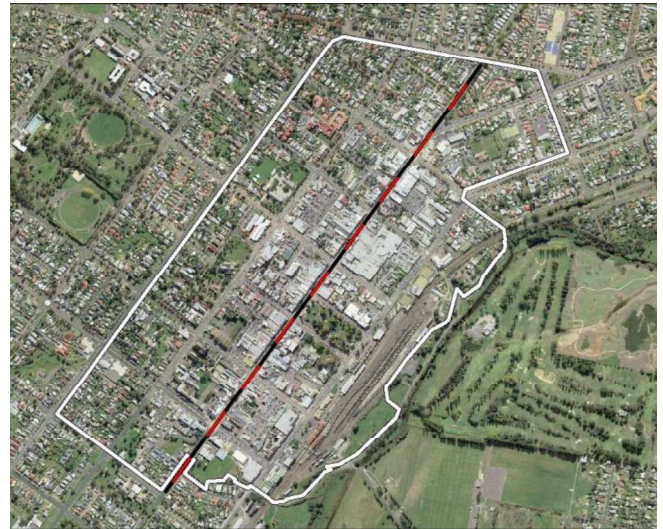


**(ii) Auburn Street**

Auburn Street is the main commercial street of the CBD since the establishment of the town featuring a high number of heritage items and consistent traditional commercial strips.

**Good Elements:**

- Two to three storey cohesive Victorian and Federation period. Shops with flats / offices above dominate the street particularly between Verner and Bradley Street (Photo 1).
- Important public and administrative domain buildings (Photo 2).
- Improvements to Belmore Park (Photo 3).
- Above awning façades (Photo 4).
- Well defined corner allotments with original buildings (Photo 5).
- Contemporary buildings reflecting some traditional design elements (Photo 6).



**Intrusive Elements:**

- Above awning signs (Photo 7).
- Infill buildings having no regard to the established character of the street (these include banks, government office, car yards, motels and shopping centre) (Photo 8).
- Loss of below awning and fascia signs (Photo 9).
- Out of character corporate developments and signage (Photo 10).
- Service station development at the northern end of Auburn Street (Photo 11.1 & 11.2) – this is an important “gateway” entry.
- New building at the corner of Market Street complicates the simplicity of the traditional shops (Photo 12).







Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11.1



Photo 11.2



Photo 12



**(iii) Beppo Street**

A short, residential and no thoroughfare street that runs between Cowper and Bourke Streets.

**Good Elements:**

- Mainly federation period residential dwellings (Photo 1).
- Established streetscape with dwellings ranging from two to single storey with large allotments (Photos 2 and 3).
- Tree lined quiet neighbourhood friendly street (Photos 2 and 3).





**(iv) Bourke Street**

Bourke Street is typified by mixed developments and features a number of scattered heritage items, residential housing, motels, Conservatorium Technical College, a number of churches, St Saviours Cathedral at the highest point, Goulburn civic centre, Goulburn Public School, St John of God Hospital, fire station, and Apex Park. The residential developments are located at the northern and southern ends of the Street with consistent streetscape character.

**Good Elements:**

- Two storey form and mass (Photo 1).
- Institutional and religious buildings providing interesting and dominant streetscape elements (Photo 2).
- Mixed uses with residential developments at north and south ends (Photo 3).
- Significant dwelling cluster between Clinton and Verner Streets on western side (Photo 4)
- Significant Churches and associated ecclesiastical buildings; St Peter & Pauls, St Saviours, Uniting & Baptist Churches (Photos 5, 6 ,7 & 8)



**Intrusive Elements:**

- Lack of street trees in some sections (Photo 9).
- Lack of streetscape consistency (Photo 10).



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6







**(v) Bradley Street**

Bradley Street forms the northern boundary of the original grid town layout extending between Cowper Street on the west and Sloane Street on the east.

**Good Elements:**

- Good streetscape at western end with dominant residential use and roundabout treatment at Bourke Street intersection (Photo 1).
- Consistent street facades at Bourke Street (Photo 2).
- Good example of Commercial buildings that make a positive contribution to the streetscape (Photo 3).
- Good tree line and streetscape (Photo 4.1, 4.2).

**Intrusive Elements:**

- Service station at Auburn Street corner (Photo 5).



Photo 1



Photo 2



Photo 3



Photo 4.1





**(vi) Citizen Street**

**Good Elements:**

- Citizen Street has generally a leafy streetscape with a tree lined avenue at the eastern end where it meets Cole Street (Photo 1). The street trees lose their dominance between Bourke and Auburn Streets.
- It is characterised by single storey residential development dating from the Victorian, Federation and 20th Century. The northern side of the street contains a more cohesive and early building stock some of which are listed as heritage items. The southern side of the street also presents consistent but lesser early and intact building stock (Photo 2).
- Low height well maintained front fencing provides consistent and pleasant streetscape (Photo 3).
- Some good infill developments (Photo 4).
- Significant housing cluster (Photo 5).
- Towards the eastern end the street's character changes with the insertion of a corner shop and more established street trees creating a good tree lined streetscape (Photo 6).
- Roundabout treatment at the intersection of Citizen, Belmore, Cowper and Hurst Streets creates a good neighbourhood character (Photo 7).
- Garages are generally well setback to the rear of the allotments with concrete and grass strip driveways (Photo 8).

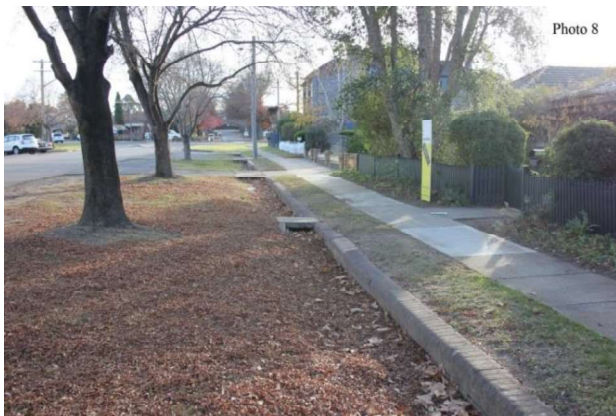


**Intrusive Elements:**

- Street trees lose their dominance between Bourke and Auburn Streets (Photo 9).









**(vii) Clifford Street**

Featuring the Council Chambers and Goulburn Public School, Clifford Street has only limited consistency mainly on the western end towards Cowper Street.

**Good Elements:**

- Some two to single storey building consistency at western end towards Cowper Street (Photo 1).
- Avenue street trees along western end to Cowper Street and beyond (Photo 2).
- Two key corner heritage item buildings at Auburn Street. Excellent examples of Goulburn's traditional corner buildings with their tower like structures (Photo 3).



**Intrusive Elements:**

- No particular character with a mix of building styles (contemporary civic centre / bank / church and contemporary shopping mall) (Photos 4.1, 4.2).



Photo 1



Photo 2



Photo 3





**(viii) Clinton Street**

Clinton Street is one of Goulburn’s major transport streets and it’s character is affected by service station and accommodation premises.

**Good Elements:**

- Two to single storey buildings (mainly residential) towards Cowper Street end on northern side (Photo 1).
- Some new central avenue street trees (Photo 2).
- View to west (Photo 3).
- Wide footpaths (Photo 4).
- Relatively consistent bulk and scale of commercial developments (Photo 5).



**Intrusive Elements:**

- Overhead wiring (Photo 6).
- Corners occupied by service station and motel buildings. The corner of Clinton and Auburn Street is an important “gateway” (Refer S.8.6.3(d)(i)) (Photo 7).
- Large corporate signage (Photo 8).
- Lack of streetscape character between Auburn and Sloane Streets (Photo 9).







Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

**(ix) Cole Street**

**Good Elements:**

- Public park at the intersection of Lagoon and Citizen Streets – Park creates an open setting and link between early grid subdivision and the later expansion. Good approach point to focus on (Photo 1).
- Established character between Lagoon and Mulwaree Streets (Photo 2).
- Build fabric – interwar to late 20th century (Photo 3).
- Well established street trees (Photo 4).



**Intrusive Elements:**

- Motel development dominates (Photo 5).
- There are some poorly maintained houses







**(x) Cowper Street**

Creating the western boundary of the CBD, Cowper Street is a residential street with good examples of Victorian, Federation periods and Georgian style housing stock particularly on the western. Cowper Street has consistency at the north and south blocks of the street.

**Good Elements:**

- Consistent face brick single storey gabled houses with low traditional fencing (Photo 1).
- Infill residential development at the north east corner intersection with Clinton Street (Photo 2).
- Significant view corridors and vistas from highest point at the Montague Street intersection to the Central CBD, St Saviours Cathedral and the extended townscape (Photo 3).
- Laneway development in Little Addison Street, Hillview Road and Thorne Avenue (Photo 4).
- Neighbourhood character at the intersection of Addison Street (Photo 5).
- Vista looking north from Montague Street onto a well maintained tree lined street (Photo 6).
- Significant dwelling cluster between Montague and Clinton Street (Photos 7.1, 7.2, 7.3 & 7.4)



**Intrusive Elements:**

- Service station and industrial development at the southern intersection (Photo 8).
- Infill between Clifford and Goldsmith Street is unsympathetic to surrounding neighbourhood (Photo 9).







Photo 3



Photo 4



Photo 5



Photo 6



Photo 7.1



Photo 7.2



Photo 7.4



Photo 7.3



Photo 8



Photo 9



**(xi) Goldsmith Street**

**Good Elements:**

- Established streetscape west between Auburn and Cowper Streets (Photo 1).
- The early phase single storey free standing houses and shops (Photo 2).
- Methodist Church, Goulburn Public School garden and Georgian style cottages (Photo 3).
- Quality former bank building on the corner with Auburn Street. The brick building addresses both street frontages and makes a positive contribution to the streetscape (Photo 4).
- Significant dwelling clusters (Photos 5.1 5.2).



**Intrusive Elements:**

- Inconsistent streetscapes in the eastern and middle blocks (Photo 6).
- Unsympathetic buildings break the street wall appearance (Photo 7).
- Lack of street trees in the eastern block (Photo 7).
- Side elevations and central car parking of shopping mall further dominates the traditional streetscape character (Photo 8).
- The service station at Bourke Street intersection dominates the traditional streetscape character (Photo 9).







Photo 3



Photo 4



Photo 5.1



Photo 5.2



Photo 6



Photo 7



Photo 8



Photo 9



**(xii) Grafton Street**

**Good Elements:**

- Early major approach road to CBD to north (Photos 1.1, 1.2, 1.3, 1.4 & 1.5). This street, much of which is outside the study area, contains some 21 heritage items from an early phase.
- Good tree lined streetscape with mature trees and central tree island (Photo 2). Mostly sympathetic residential.

**Intrusive Elements:**

- Car yard (Photo 3).



Photo 1.1



Photo 1.2



Photo 1.3



Photo 1.4



Photo 1.5



Photo 2



Photo 3



**(xiii) Lagoon Street**

**Good Elements:**

- Mixed residential and commercial streetscape with some of the dwellings being adaptively reused offices (Photo 1.1 & 1.2).
- Some federation period houses remain intact and contribute to the streetscape with their low fencing and characteristic features of their style (Photo 2).
- Good tree lined pedestrian pathway in sections (Photo 3).
- Park at the intersection of Lagoon & Auburn Streets (photo 4)



**Intrusive Elements:**

- Number of motel designs (Photo 5).
- Unsympathetic signage (Photo 6.1, 6.2).



Photo 1.1



Photo 1.2



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6.1



Photo 6.2



**(xiv) Lithgow Street**

**Good Elements:**

- A good tree lined residential streetscape with mature trees (Photo 1).
- Narrow allotments with few as early as 1840s – 60s semi-detached dwellings and former shop and residence (Photo 2).
- Single to two storey free standing or semi-detached housing with corrugated or tile hipped or pitched roofs (Photo 3).
- Asymmetrical façade and front veranda (Photo 4).
- Few garages placed discreetly to the rear of their respective sites with side driveways (Photo 5).
- Street parking is provided between the trees (Photo 6). Note: New colour scheme.







**(xv) Market Street**

Previously a busy commercial street Market Street has lost its integrity due to changes to the early buildings including the introduction of the uncharacteristic club building.

**Good Elements:**

- The surviving early buildings (heritage items) provide physical evidence of Market Street early commercial phase (Photo 1).
- Use of appropriate signs (Photo 2).
- Remaining Bull and Woodward Arch has been conserved (Photo 3).



**Intrusive Elements:**

- Street car parking dominance (Photo 4).
- Club building (Photo 5.1, 5.2) and street replacement building at Auburn Street. These two key corner sites have been compromised by these two buildings. The replacement building does have some traditional architecture elements but overstates them by the use of dominant vertical piers and moulded panels that make it an unsuccessful infill development.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5.2



Photo 5.1



**(xvi) Montague Street**

Montague Street forms the central axis of the original street grid pattern with extensive view corridors up and down in both directions along the street focussed on the St Saviours Cathedral hill.

**Good Elements:**

- Good consistent streetscape between Auburn and Bourke Street terminating with St Saviours Cathedral (Photo 1.1, 1.2).
- Contains two of the most important early features of the City – Goulburn Court House group and Belmore Park (Photo 2.1, 2.2).
- Contains central axis view corridor to St Saviours Cathedral (Photo 3.1, 3.2).
- Contains significant portion of heritage architectural character of area (Photo 4.1, 4.2).
- Belmore Park with its important traditional street lights, good pedestrian friendly traffic managements and landscaped treatments (Photo 5.1, 5.2).
- Good adaptive reuse of early building as a Café (Photo 6).



**Intrusive elements:**

- Key corner occupied by unsympathetic bank building and signage which also breaks up the streetscape (Photo 7).





Photo 2.1



Photo 2.2



Photo 3.1



Photo 4.1



Photo 4.2



Photo 3.2



Photo 5.1





Photo 5.2



Photo 6



Photo 7

**(xvii) Mulwaree Street**

**Good Elements:**

- A street that is characterised by a row of single-storey semi-detached brick cottages associated with the railway development some of which present the same architectural detailing in groups suggesting their construction by the same builder(s) (Photo 1.1, 1.2).
- Good streetscape with mature trees along the railway line containing (together with Bradley Street) some of the oldest trees in Goulburn (Photo 2).



**Intrusive Elements:**

- Uncharacteristic and unsympathetic alterations and modifications to the buildings' fabric and fencing are evident (Photo 3).



Photo 1.1



Photo 1.2



Photo 2



Photo 3

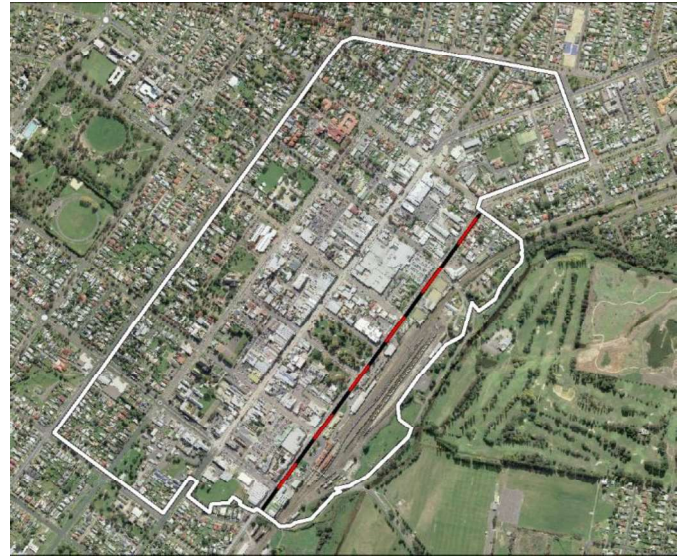


**(xviii) Sloane Street**

Sloane Street has a similar role and importance to Auburn Street as one of the main commercial and administrative streets of Goulburn from the early years of settlement. It contains a number of buildings from early period however it has lost its cohesive traditional appearance with the majority of public movements shifted to Auburn Street. Sloane Street contains a large number of heritage items of local and state significance.

**Good Elements:**

- Scattered two storey terraces at northern end (Photo 1).
- Warehouses including former railway workshop adaptively reused building in a sympathetic manner (Photo 2).
- Belmore Park, Courthouse precinct, railway precinct buildings and traditional hotels (Photo 3).
- View and vistas especially vistas towards St Saviours Cathedral along Montague Street (Photo 4).
- Early buildings adaptively reused – old Connolly’s Mill (Photo 5).
- High quality government & privately owned buildings including the former Courthouse, Railway, Alpine Lodge Hotel & Railway/Coolavin Hotel (Photos 6.1, 6.2, 6.3 & 6.4)



**Intrusive Elements:**

- Bowling Club car park area, contemporary hotel, railway yards, open storage areas and major car parking for shopping mall break the continuity of the street (Photo 7).
- Corporate signage. Though it was incorporated some of the traditional design elements and compatible colour scheme, the signage makes it an unsuccessful development (Photo 8).
- Communication Tower (Photo 9).



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6.1



Photo 6.2



Photo 6.3





Photo 6.4



Photo 7



Photo 8



Photo 9

**(xix) Verner Street**

**Good Elements:**

- Good streetscape with trees on both sides (Photo 1).
- Vista from Cowper Street to the town centre and the hills beyond on the eastern edge (Photo 1).
- Views to Cowper Street and Church from Sloane Street end (Photo 2).
- Traditional early buildings of similar scale on north side between Auburn and Sloane Streets (Photo 3).
- Well defined corner allotments by two storey buildings (Photo 4).
- Church buildings (Photo 5.1, 5.2).
- Significant housing cluster on western end both north and south sides (Photo 6).



**Intrusive Elements:**

- No uniform streetscape towards Bourke Street due to the dominance of motel car park and bank car park (Photo 7.1, 7.2).



Photo 1



Photo 2



Photo 3



Photo 4







**(xx) Laneways**

**Good Elements:**

- Thorne Avenue – Good use of timber post and rail pedestrian balustrade, timber pailing and picket fencing and pavements grassed on one side and paved on the other (Photo 1).
- Hillview Road – Good laneway streetscape with mature garden landscaping (Photo 2).
- Little Addison Street – Established narrow streetscape with single to two-storey housing stock (Photo 3).
- Horne Square – Complete physical evidence of identical Victorian period detached dwellings built by former mayor c1869 – 1871 (Photo 4).



**Intrusive Elements:**

- Lanigan Lane – No particular consistency or dominate features (Photo 5).







**(d) Levels of Heritage Significance**

**(i) Items of Environmental Heritage**

These items are of key importance to the areas character eg. building works, relics, places, landscapes, gardens, trees or vegetation of historic, scientific, cultural, social, natural or aesthetic significance as listed in Schedule 5 of Goulburn Mulwaree Local Environmental Plan 2009 and shown in **Figure 8-1-2**.

**(ii) Contributory Items**

These items are of moderate significance and contribute to the predominant character and visual attractiveness of the Schedule 5 items above. Again shown in **Figure 8-1-2**.

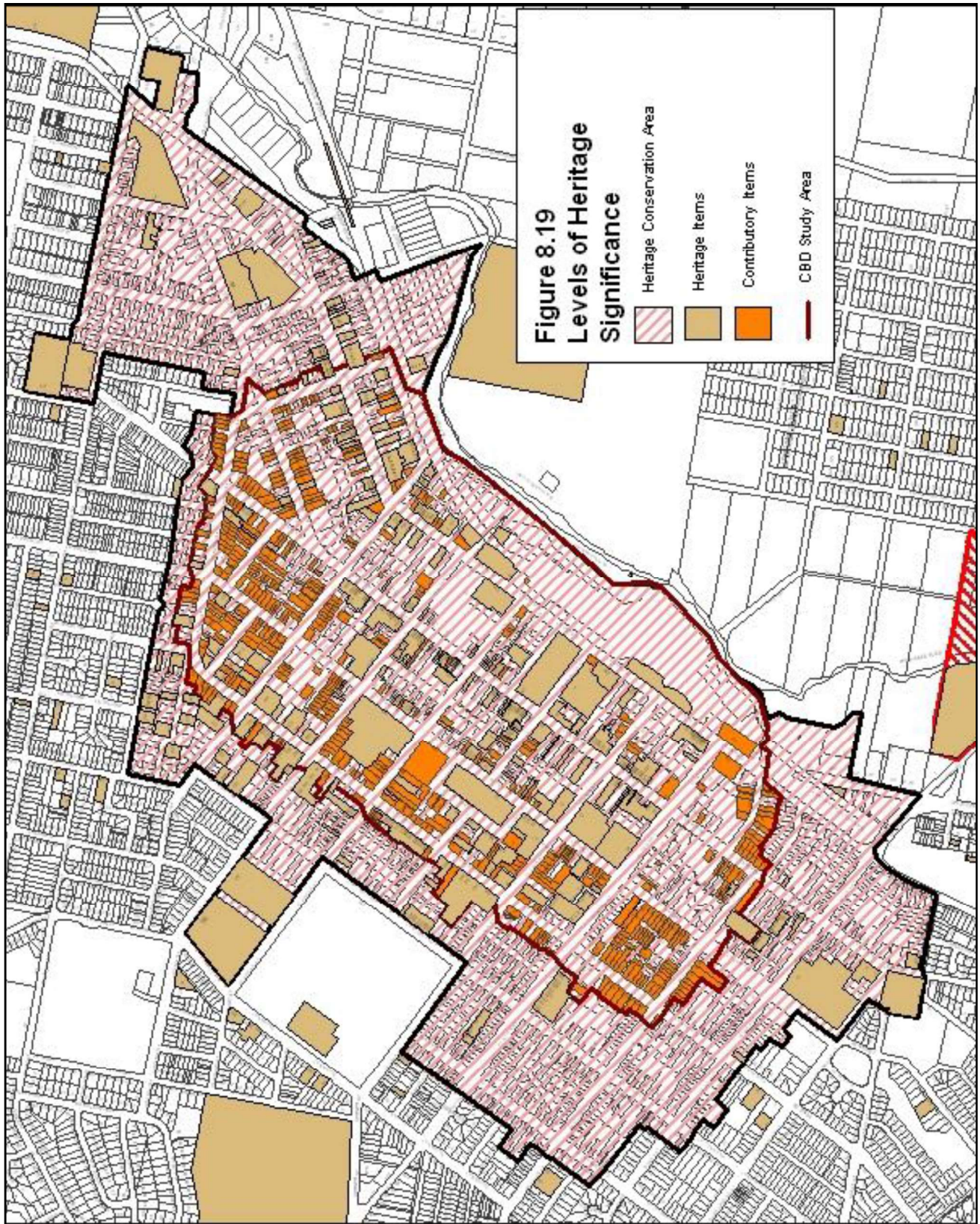
**(iii) Non-Contributory Items**

These items are buildings or places that have either a neutral or detrimental contribution to the areas character. Such items are buildings and places not mapped as a Heritage Item or Contributory Item in **Figure 8-1-2**.

**(iv) Heritage Conservation Areas (HCA)**

Applicable HCA's are mapped in Goulburn Mulwaree Local Environmental Plan 2009 and shown in maps HER 004, 005, 006, 007, 008, 009 and 010. The objective of the HCA is to conserve the heritage significance of the Area included associated fabric, setting and views.

Clause 5.10 of Goulburn Mulwaree Local Environmental Plan 2009 details statutory requirements that need to be addressed in development applications which fall within the HCA.





**(e) Protective structures in the public domain**

**Objectives**

Any structures within the public domain should principally serve to enhance public use and amenity in terms of shade, shelter, comfort, egress and safety.

The structure should enhance the building and streetscape.

Where restoring a lost structure this should be done on the basis of the known evidence and Burra Charter principles.

Structures that are new to the building should be identifiably modern whilst complementing the style and form of the building.

Structures can provide other benefits such as improved private open space or commercial opportunities such as outdoor dining, providing that these do not compromise the public amenity.

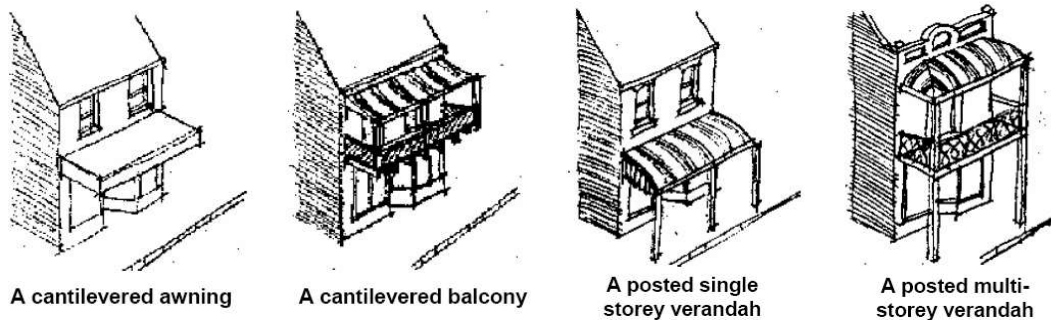
**Controls**

Generally all buildings in a commercial centre should have permanent protective structures over footpaths. The only exceptions are where such structures are not compatible with the heritage or architectural values of the building. This is usually the case with civic buildings, churches, and often with banks.

Where a building has heritage value either as a Heritage Item or is contributory to a heritage precinct or Heritage Conservation Area, the approach should be to restore on the basis of known evidence, preferably photographic, as well as by the detailed examination of the structure and surrounds. Where the evidence is lacking, appropriation of conjectural detail from a nearby structure of similar form and style may be reasonable.

Where an existing building is not consequential in heritage terms, or a new building is proposed, the protective structure should be complementary to the building in terms of form, material, detail etc, and compatible to the row if it is in a row of like buildings. The options are identified in **Figure 8-1-3** below.

**Figure 8-1-3: Preferred public domain protective structures**



Generally protective structures over footpaths are light, open, timber or steel structures. The structural members are normally exposed and the structure unlined so that any upper floor is exposed and any roofing is exposed to the underside. This gives them a light and airy appearance, appropriate to their function and location. All structures need to be carefully crafted as with a piece of joinery or street furniture, as the whole structure is exposed to view. All structures also need to be robust given their exposure to public use and risk.

The traditional materials are usually timber for the structure with often metals including cast iron for decorative elements. The timbers are always planed and usually shaped such as with stop chamfering, with hardwood tongue and groove flooring which falls to the kerb, and corrugated profile roofing. These materials are appropriate for reinstatements. It may be appropriate to use other materials such as steel and metals, or glass and acrylics with new structures.

Post supported structures are often appropriate in heritage precincts and Heritage Conservation Areas both for new structures and restorations. Posts can enhance the rhythm and composition of a building and streetscape, provide a protective edge to the pedestrian space, and frame the views in and out. They should be placed so as to minimise obstruction of pedestrian access, and the structure designed so that it will continue to stand intact even if a corner post or posts are damaged or removed due to a vehicle or similar collision.

**(f) Principles for Goulburn City Business District**

**(i) Commercial Development**



- New, infill and alteration developments are to respect and contribute to the special character of the CBD demonstrated in the street character statements;
- Prominent corner buildings are to maintain the traditional corner design element of addressing both street facades with a prominent tower-like corner element and generally splayed entrance or corner;
- Façade and restoration works are to be based on sound historical or physical evidence (Reference Main Street Study);
- New large scale developments are to respect and retain the existing grid subdivision street pattern;
- Intrusive elements such as uncomplimentary oversized buildings, unsympathetic alterations and additions, large sizes, horizontal facades, inappropriate colour schemes, and out of character design elements must be avoided.

(ii) Residential Development

- Proposed residential development in the mixed business area is to keep uniform single to two-storey cohesiveness of streetscapes including leafy quality in accordance with their identified street characteristics.
- No intrusive changes or elements will be permitted in the residential portions of the study area including high, visually impenetrable front fences, the painting and rendering of face brick facades, the removal of original detailing, or unsympathetic alterations and additions such as first floor additions.

**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 original roof form when viewed from the public domain,
- should be recessive and not dominate the original form and character of the dwelling, and

- which interrupt the front roof plane of a heritage item or contributory building, will not be permitted.
- 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.

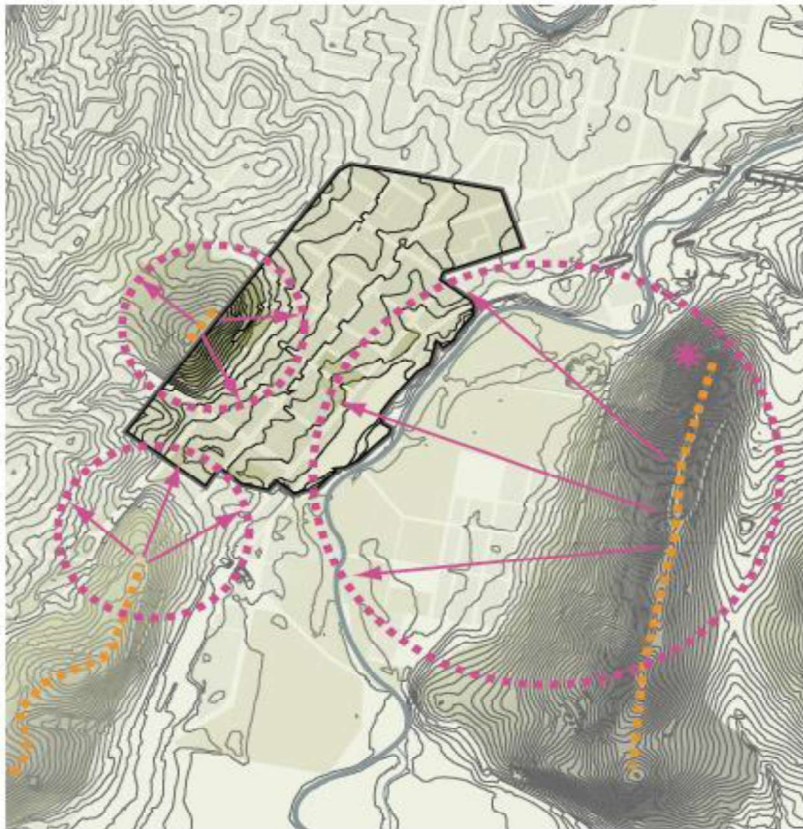
Reference: Goulburn Mulwaree CBD Master Plan, Heritage Report and Conservation Principles / Guidelines, July 2008, City Plan Heritage.

(iii) Demolition

- Buildings that are listed as heritage items and contributory items should not be demolished unless such demolition is justified in a Heritage Impact Statement (HIS). Applicants must retain as much as possible of the existing building fabric particularly those aspects that contribute towards the items visual / heritage significance and the identified streetscape qualities. This process must be informed by an assessment of the heritage / streetscape significance of the items (this does not apply to the removal of unsympathetic elements).
- Non – contributory items may be demolished but must be replaced by a building that will contribute to the character and significance of the streetscape.

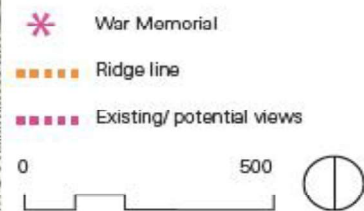


(g) Views and Vistas



Panoramas into the CBD are available from the ridge line to the south east. These views illustrate the importance of the grid street pattern and the City's spires and towers to its visual character. Any development within the CBD must protect and enhance these elements of the city's viewscape.

Views from knolls and ridges to the north-west and south-west of the City are less panoramic due to their orientation but they equally illustrate the significance of these visual elements.

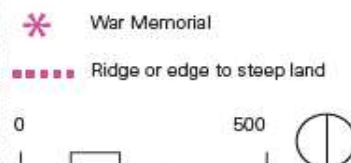


Views available from within the CBD are strongly influenced by the grid street and subdivision pattern. Long vistas east to the ridge line are available down most of the north-west to south-east streets. The ridge forms a green backdrop to the CBD in these views.

In north-east to south west streets, long views terminate at the ridge line to the south west of the centre.

Internally, important elements of the viewscape are in built form and include notably:

- / the aerial view down Montague Street to St. Saviours Church;
- / the spire of the Uniting Church (which is a particularly important element in views from the road when entering the CBD from the north-east (see view 5); and
- / spires and towers across the cityscape generally which form focal points and points of orientation in numerous views with and across the city.



Reference: Goulburn Mulwaree CBD Plan, Interim Report 1, 29 August 2009,

**(h) Economic Viability and Social Values**

All new developments are to demonstrate a contribution to the economic viability of the Business District.

New development may achieve this outcome by:

- (i) following Council's precinct based approach to land use distribution:

**Concept Development Plan**



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

Contributing to:

- (ii) vibrant north south Auburn Street accommodating a range of retail and commercial business:

- (iii) an improved east west activity path, including redevelopment of laneways into supporting niche retail precincts below residential development to increase population mass.

- (iv) the 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.



- (v) 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.
- (vi) the development 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.

## General Contextual Built Form Study

### 1.1 Existing Buildings and Concept Building Envelopes for Redevelopment Sites



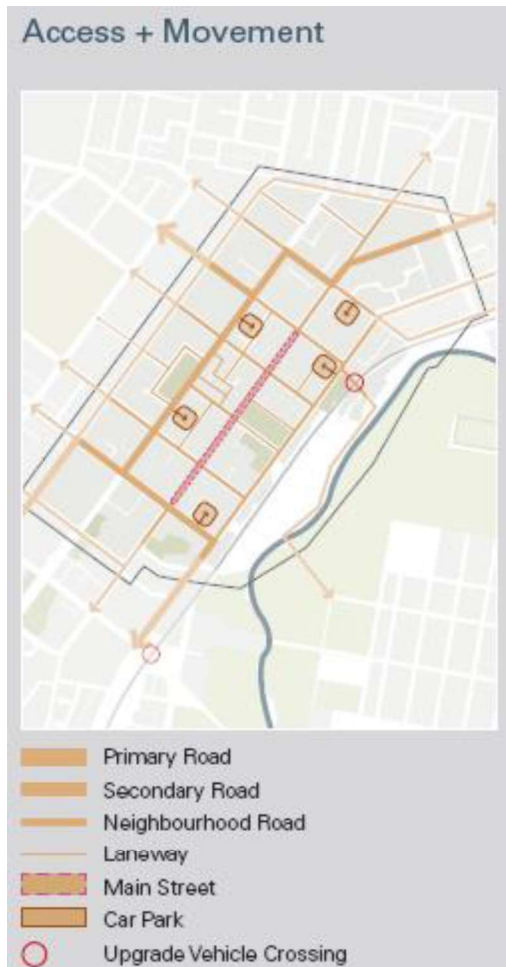
Reference: Goulburn CBD Plan, Master Plan, 29 August 2008, EDAW/AECOM

#### (i) **Landscape and access**

New developments are to contribute, in-kind or by monetary means towards the following public domain treatments:

- (i) heritage parks, plazas, urban and suburban walkways and lane ways.
- (ii) green link connection following the line of drainage from south of the CBD through Manfred Park towards the Mulwaree River.

- (iii) green link along the historic east-west axis connecting the CBD with the Mulwaree River foreshore and Victoria Park.
- (iv) additional street tree planting in Sloane Street along the rail edge and in residential streets surrounding the CBD.
- (v) traffic control measures.



Reference: Goulburn Mulwaree CBD Plan, Master Plan, 29 August 2008, EDAW / AECOM

**(j) Strategies**

Concept Plan – Strategies

The following diagram indicates the key strategies of this 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 in the EDAW / AECOM Master Plan document.



### **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**

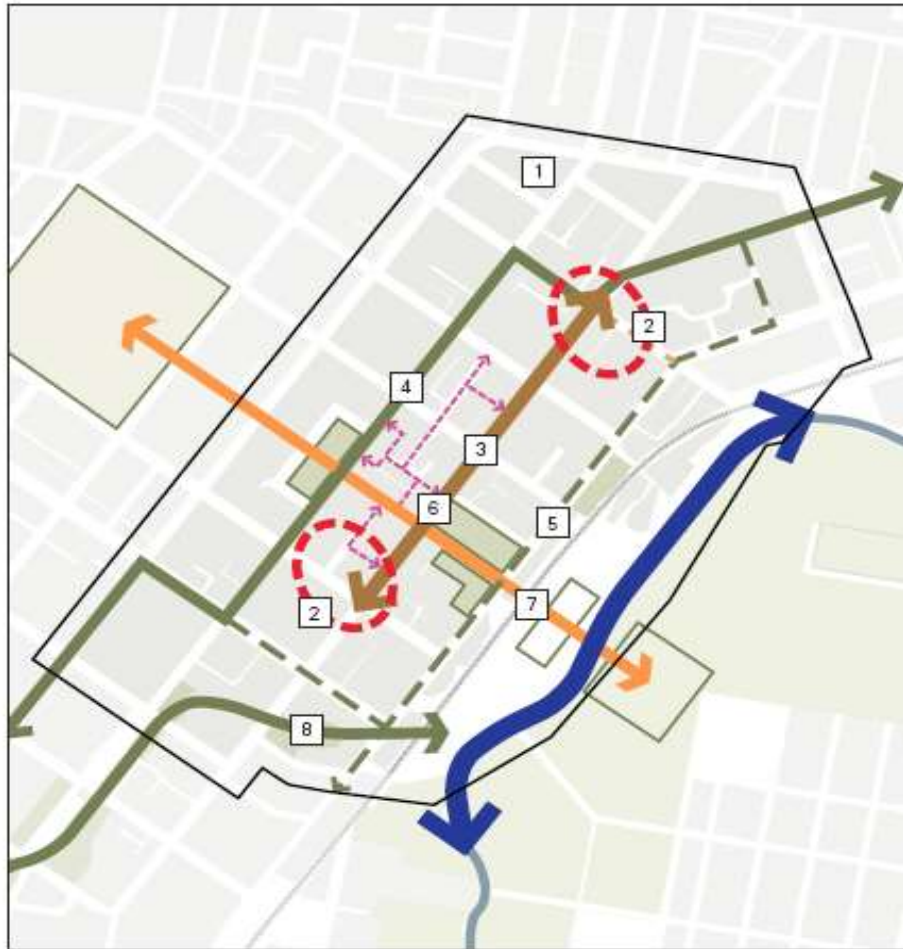
3. Define a pedestrian based precinct within the CBD core.
4. Encourage north – south through traffic to travel around the core via Goldsmith, Bourke and Clinton Streets.
5. Encourage service and local through traffic to travel east of the Core via Sloane Street.
6. Concentrate people orientated place 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 reconnect 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.

## Concept Plan – Strategies



Reference: Goulburn Mulwaree CBD Plan, Master Plan, 29 August 2008, *EDAW / AECOM*.

### 8.1.3 Acknowledgements

- Goulburn Mulwaree CBD Plan, Interim Report 1 and Part 2, Master Plan, 29 August 2008, *EDAW / AECOM*.
- Goulburn Mulwaree CBD Master Plan, Heritage Report and Conservation Principles / Guidelines, July 2008, City Plan Heritage.
- Goulburn Mulwaree CBD Plan, Master Plan Development Assessment, Traffic, Transport and Parking, 25 August 2008, *GTA Consultants*.
- Goulburn Mulwaree CBD Master Plan, Economic Assessment, July 2008, *AEC Group*



## 8.2 Marulan Local Business Centre

### Aim

Develop a plan for Marulan's Local Business Centre that facilitates future management by balancing development and conservation in a sustainable way.

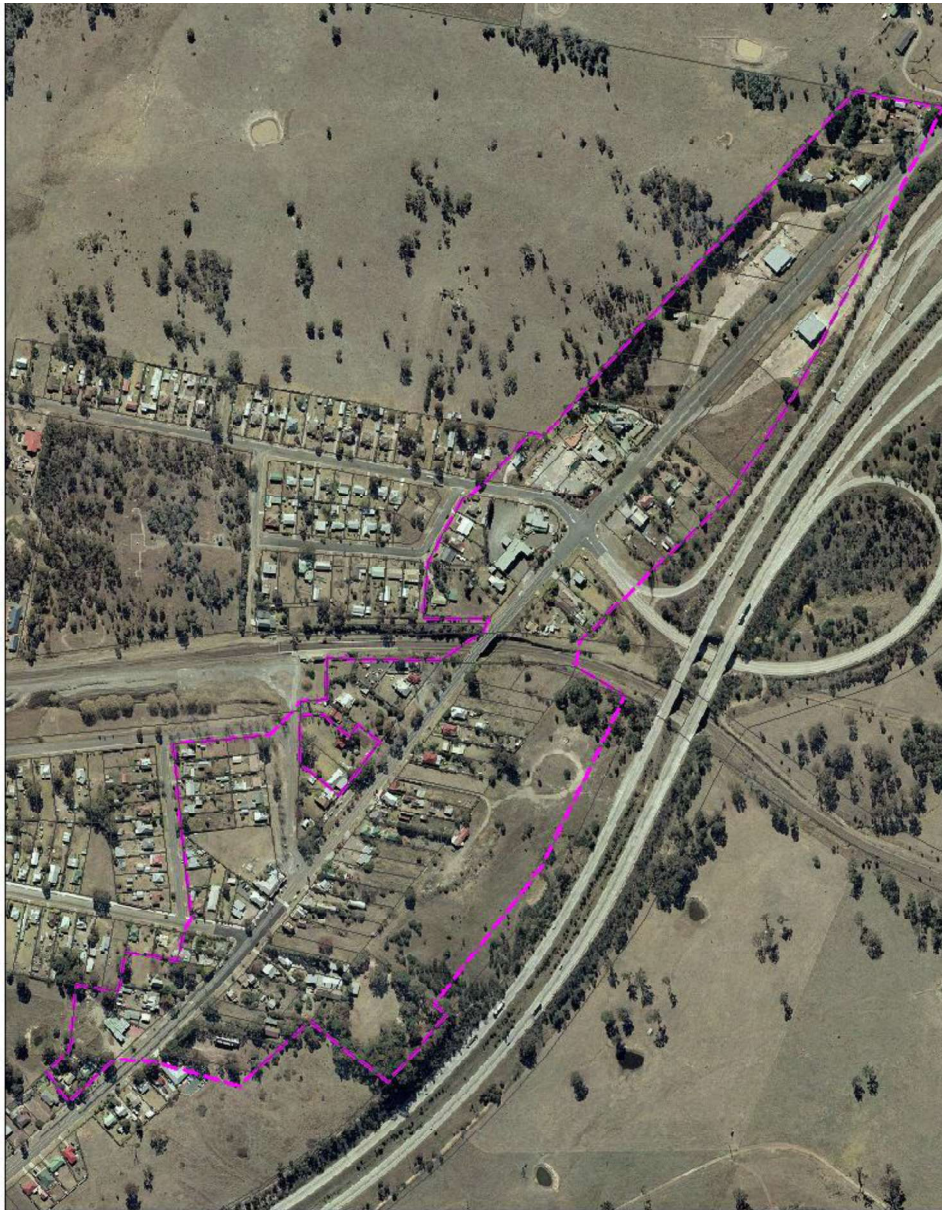
### Objectives

- Create a plan that allows for the fulfilment of the aspirations of the Marulan community for their Local Business Centre;
- Maintain, protect and enhance the Local Business Centre's existing visual, built and environmental heritage and landscape character;
- Develop standards and recommendations to maintain and improve the image, attractiveness and functionality of the Local Business Centre in accordance with its existing character;
- Provide an appealing and sustainable living and working environment for existing residents;
- Attract new residents, business and tourism to Marulan;
- Describe Council's requirements in the form of performance criteria to achieve the objectives above;
- Plan for economic development and growth initiatives in accordance with the Goulburn Mulwaree Economic Development Plan 2008.

### 8.2.1 Land to which Plan applies

This Plan applies to the land identified on the map shown as **Figure 8-2-1** - George Street Marulan, Local Business Centre.

**Figure 8-2-1: Land to which Plan applies – Marulan Local Business Centre**



## **8.2.2 Performance Criteria**

### **8.2.2.1 Visual Character of Marulan**

Old Marulan was surveyed in 1834 by Surveyor Hoddle. Old Marulan was located at the junction of the Bungonia Road and the Hume Highway. When a location for the new Railway Station was chosen it was 2.5 km north of the old village. The railway station was built in 1867 adjacent to the Terminus Hotel that was built in 1866. Old Marulan declined and the town became one in 1878 on the site of the current Marulan. Old Marulan is now only an archaeological site.



In the 1890's the main part of town had ten stores, Police Station, Post Office, an Oddfellows Hall (also used as the Court House), School of Arts, a number of Churches and numerous residences. Many of these buildings can still be seen.

For fifty years Marulan was a highway town until it faded in importance following the construction of the freeway by-pass in 1985. Marulan Local Business Centre's role as a refreshment stop has been usurped by the vast roadhouses that have been built alongside the highway including the one at the south of the town. Marulan proper has reverted to a sleeper but more pleasant village.

Marulan's character in 2008 is a mixture of fine but often run down historic buildings and more recent buildings of various qualities. George Street has a number of now derelict service stations that do nothing to enhance the image of the town. A number of businesses are lifting the aesthetic quality of the precinct.

The length of George Street located in the Village Business Centre Zone can be divided into four character sections. Heading north;

- The southern section to the intersection with Goulburn Street has spaced out buildings of various uses and is primarily residential but also includes two churches on large blocks, a disused service station, the school and the former Baldock's General Store buildings. Baldock's store buildings are a fascinating time capsule from the past and are an important component of Marulan's character;
- Next the centre of town has something of a "gap toothed grin" in that quality items are interspersed with vacant, run down or poor quality items. This section contains the Terminus Hotel that dates from 1866 but now has a somewhat awkward Spanish Mission façade, the wonderful but underutilised Royal Hotel, the Post Office and Police Station and a number of small businesses and residences;
- The section of George Street to the north of the rail bridge to Brayton Road can't readily be perceived from the centre of town. This is because of the physical separation caused by the rail line and the way the land falls away from the rail bridge. This section is dominated by the former service station on the corner but also includes a number of residences. This is the image that visitors from the north see when approaching Marulan. All items north of the rail line are assessed as being non-contributory to Marulan's heritage;
- The area north of Brayton Road is open and in parts rather messy. It is dominated by the former RTA truck weigh stations and includes a number of residences and the nursery/landscape supply business.

Marulan is set amongst a landscape of mature specimens of the Endangered Ecological Community – Yellow Box/ Blakely's Red Gum Woodland. The trees link to remnant

vegetation in the surrounding farm land to provide fauna habitat. The mature gum trees, regardless of their environmental value give the town a leafy outlook and aspect.

The area also has mature examples of exotic tree and shrub species that are significant to the towns character e.g. Oak, Date Palm, Cypress etc. More recently part of George Street has been planted with Chinese Pistachio; the trees are well suited to the street.

### **8.2.2.2 Retention of Visual Character**

The two significant elements that create visual character are the landscape and the built environments; gardens, parks, road reserves, public spaces and built structures contribute to the Local Business Centre's visual character;

### **8.2.2.3 Levels of Heritage Significance**

#### **(a) Items of Environmental Heritage.**

These items are of key importance to the areas character e.g. buildings works, relics, places, landscapes, gardens, trees or vegetation of historic, scientific, cultural, social, natural or aesthetic significance as listed in schedule 5 of Goulburn Mulwaree Local Environmental Plan and shown on **Figure 8.11** (below);

#### **(b) Contributory items.**

These items are of moderate significance and contribute to the predominant character and visual attractiveness of the schedule 5 items (Environmental Heritage items above) as shown in **Figure 8.11**.

#### **(c) Non-contributory items**

These items are buildings or places that have either a neutral or detrimental contribution to the areas character. Such items are also shown on **Figure 8.11**.



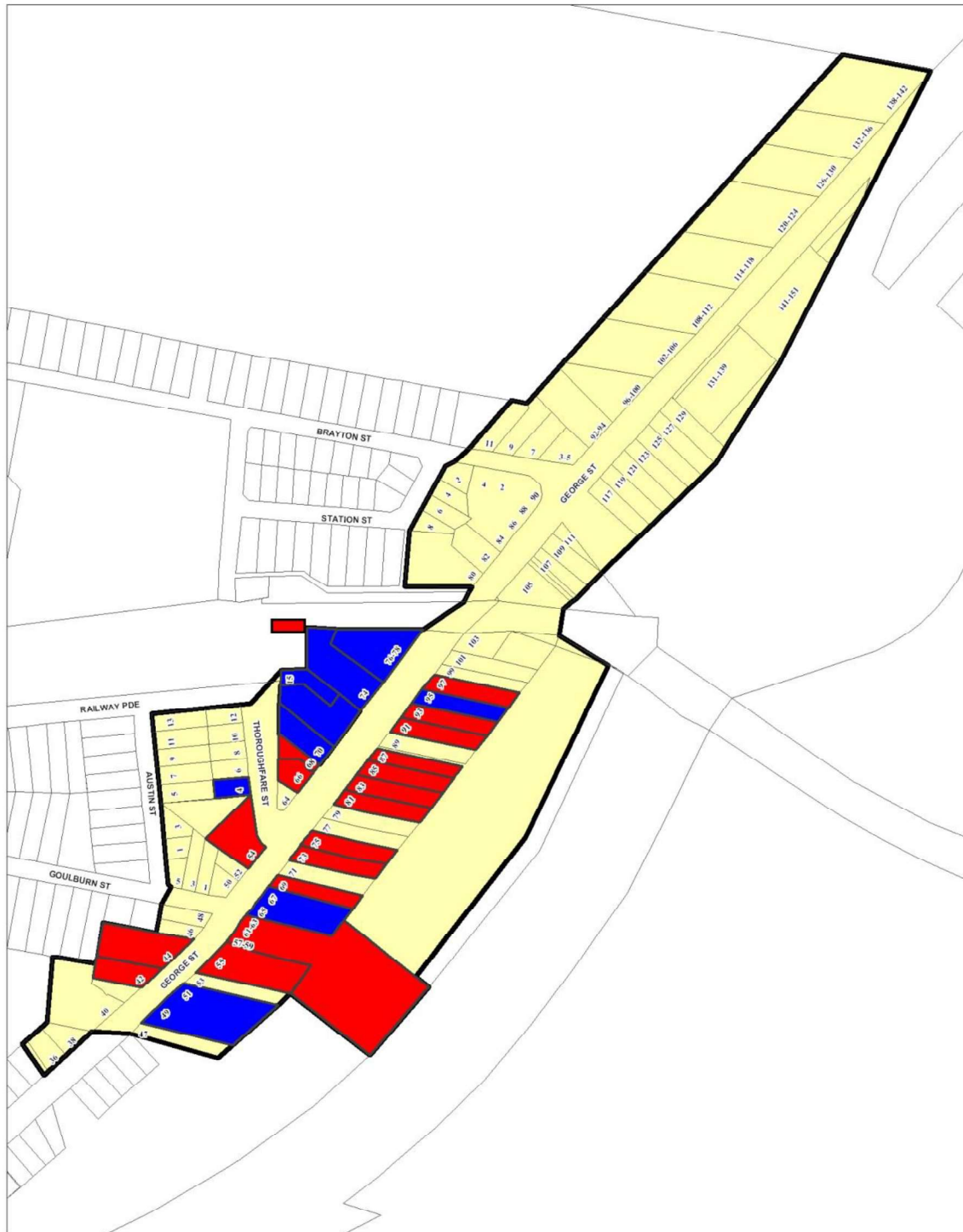


FIG 8.11 - HERITAGE AND CONTRIBUTORY ITEMS

**LEGEND**

- ENVIRONMENTAL HERITAGE
- CONTRIBUTORY
- NON-CONTRIBUTORY

## **8.2.3 Performance objectives for Environmental Heritage, Contributory Heritage and Non-Contributory buildings and places**

The following performance objectives must be achieved by each development proposal in the area covered by this plan.

### **8.2.3.1 For environmental heritage items**

- (a) Retain as much as possible of the existing building fabric particularly those aspects that contribute towards the items visual/heritage significance. This process should be informed by an assessment of the heritage significance of the item;
- (b) Where possible remove unsympathetic building elements and additions;
- (c) Reconstruct original detail based on research and avoid mimicry e.g. mock details;
- (d) Paint buildings and structures in colour schemes based on schemes of the relevant period and retain natural surface finishes;
- (e) Avoid modification to door and window openings, spacing and proportions;
- (f) Prohibit cladding of traditional building facades with modern materials and do not allow rendering or painting of external brick work or stone wall elements;
- (g) Ensure building additions are sympathetic to the item and its setting in terms of setback, scale, building design and form, materials, proportion and spacing of openings, shopfront/awning treatment etc. and achieve a subtle contrast between old and new. The original item should be able to be distinguished from the new work;
- (h) Ensure that development of items adjoining items of heritage significance is sympathetic in siting, design, scale and materials and where relevant maintain the group significance of a cluster of items;
- (i) Site and design public on street infrastructure so as to maintain the significance of adjacent heritage items;
- (j) Where subdivision occurs around heritage items ensure that an appropriate curtilage area is identified, retained and protected including gardens and landscape elements;
- (k) Identify vistas both to and from heritage items and ensure that development does not encroach upon or diminish these vistas.



### **8.2.3.2 For contributory items**

- (a) Retain the qualities and details that form the stylistic character of the item and organise alterations and additions so as not to compromise that character;
- (b) Discourage the introduction of building elements that are unsympathetic to the style of the building or adjacent heritage items;

### **8.2.3.3 Non-contributory items**

- (a) Restrain the visual prominence of non-contributory items by the use of subtle colour schemes, materials and finishes. Ensure that franchise type businesses respect the character of the area in the detailing of their buildings, signage and landscape treatments;
- (b) New and redeveloped non-contributory items shall respect the scale, form and pattern of other development in the locality;

### **8.2.3.4 New buildings on vacant properties or sites to be wholly redeveloped**

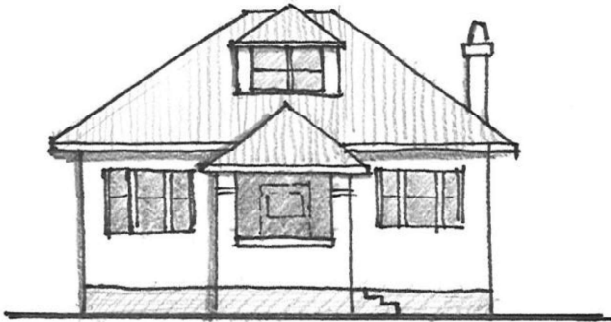
- (a) Avoid large scale monolithic buildings and achieve small scale and discreet built forms by the use of sympathetic detailing;
- (b) Respect the visual prominence and scale of existing items of heritage, contributory items and the streetscape generally by means of selective planning for setback, height, architectural design, materials and colour schemes;
- (c) Retain sunlight penetration to footpaths and other public spaces;
- (d) Avoid mock heritage building styles and fenestration (fenestration refers to windows and other openings).
- (e) Enhance the landscape with thematic use of plant species and styles i.e. identify common local plant varieties used and styles of planting e.g. hedges etc.

## **8.2.4 General Development Controls**

### **8.2.4.1 Street Frontage**

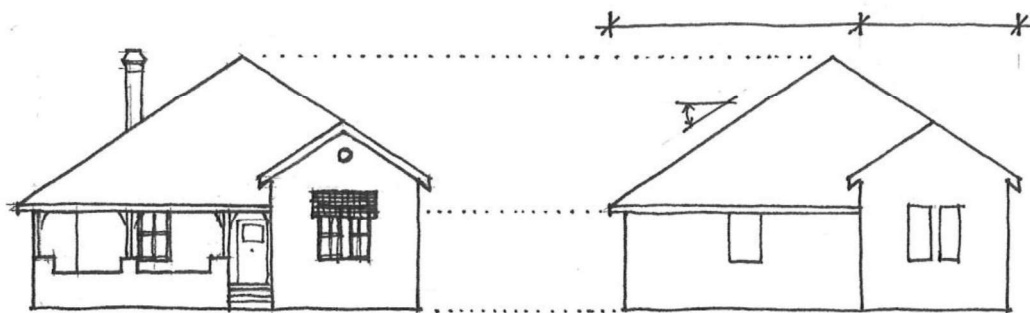
The predominant character of smaller scale historic buildings is that the frontage is narrower than the depth. Modern housing and businesses etc tend to have a wider street frontages and this will detract from the existing character of the Local Business Centre zone, particularly in George Street.

To maintain the character of the village the front façade of buildings is to be narrower in width than it is deep or long.



***Example of modest two storey dwelling where the second storey is contained in the roof area, this reduces the bulk and scale and therefore the impact of the building.***

To reduce impact the bulk of larger buildings should be located set back from the front of the site. Designs for new buildings must respect the scale, height and massing of adjacent buildings. Refer to **Figure 8-2-3**.



**Existing**

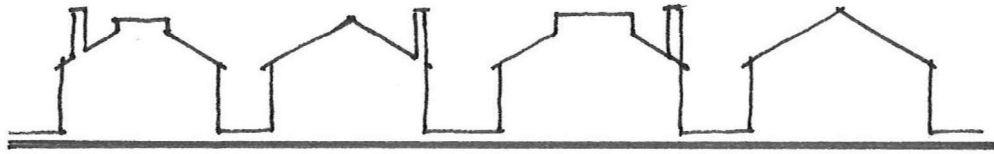
**New**

**Respect adjacent scale, heights and massing;**

**Maintain roof form and rhythm;**

**Locate the bulk of new buildings to the rear.**





**Figure 8-2-3: Building Design**

#### 8.2.4.2 Roof Pitch

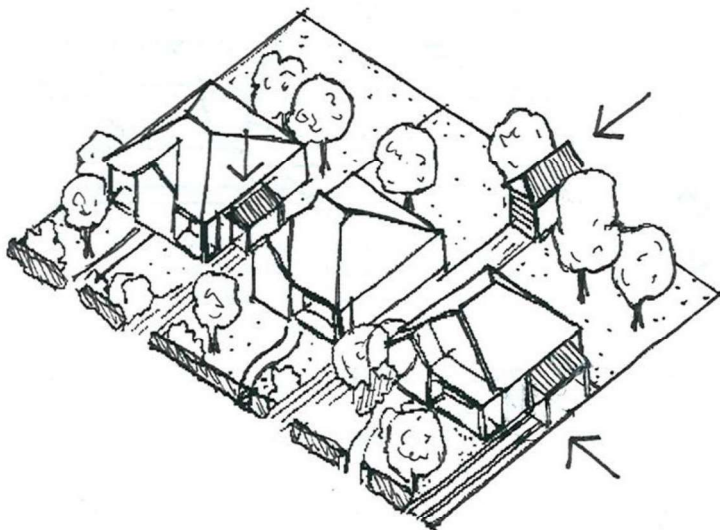
Historically roofs were pitched at 27.5 to 33 degrees. This is a steeper pitch than is used on modern buildings that tend to be pitched at around 22 degrees.

The roof pitch of new buildings or additions shall be similar to that of adjacent buildings e.g. above 27.5 degrees.

#### 8.2.4.3 Garages and Outbuildings

The existing character of historic garages and outbuildings is that they are generally separate buildings set to the rear of the main building. It is preferred that garages not be incorporated into the main building in new work. Where garages are proposed they shall be located fronting the side or rear of the allotment as per **Figure 8-2-4**. Outbuildings shall also be located to the side or rear of the main building.

**Figure 8-2-4: Siting of Carports and Garages**

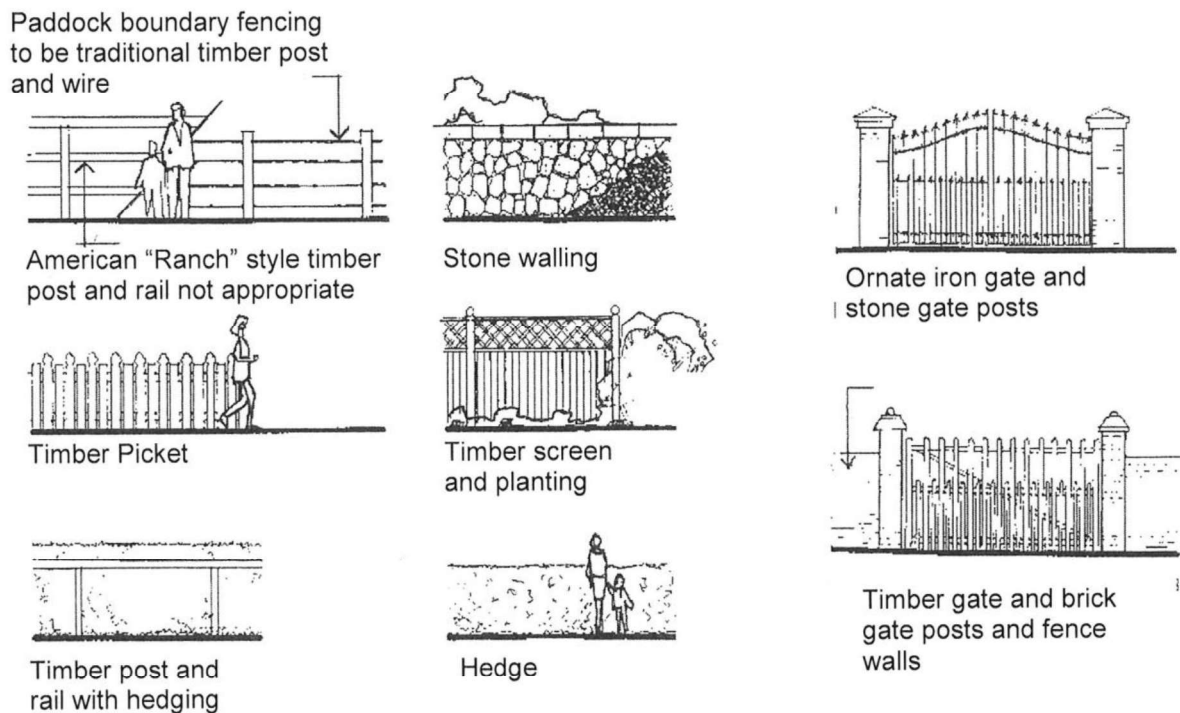


### 8.2.4.4 Fencing

Fencing, walling and gates should complement and enhance the existing streetscape and the locality where they are erected in the village. This is particularly so where they can be view from a public place. Materials used should reflect materials used historically. If timber, brick or stone was predominantly used then these materials should be used in new work.

The following materials have typically been used in Marulan and should be used in new work. Particular attentions should be paid to the type of building and type of fencing selected. In general simpler buildings used simpler fencing styles and materials.

**Figure 8-2-5: Fence Diagrams**



### 8.2.4.5 Landscape Character

Public and private landscapes contribute significantly to the character of the Local Business Centre. New development should be designed to minimise its impact on significant landscape elements. Avoid development in the vicinity of major plantings.

Prior to beginning design of a new development a site analysis is required. Significant vegetation including native vegetation and exotic trees and shrubs should be included in the site analysis. See Appendix G for information on preparing a Site Analysis.



If development proposes the removal of significant vegetation an assessment by a suitably qualified Arborist or Horticultural professional will be required. If vegetation is rated of moderate or high significance then a statement will be required in the application that discusses what alternatives have been considered and if removal is proposed justifying why removal is the selected outcome.

Where possible extend existing landscape themes e.g. planting, fence styles etc. into new work. See Appendix G for information on preparing a Landscape Plan.

### 8.2.5 George Street, Marulan Landscape Concept Plan

Council has prepared a George Street, Marulan Landscape Concept Plan. The actions proposed in the plan and endorsed by Council are;

Priority	Item
1	Street tree planting- 25 advanced trees & road treatment south end George street
2	Southern entry feature
3	In front of Post Office and adjacent areas
4	Pedestrian crossing
5	Northern entry feature

The Council adopted the recommendation;

“That the amount included in the adopted 2008/9 Management Plan for “George Street Marulan – Streetscape beautification be used to:

- (a) undertake landscape works to the northern end of the “Post Office median strip” area specifically the replacement of the scoria garden and replanting;
- (b) undertake replanting of the garden adjacent to the pedestrian crossing in George Street.

Funding for additional actions included in the table above will be considered in future Council Management Plan budgets.

#### **Acknowledgement.**

Acknowledgement is made of material used from Wingecarribee Shire Council Development Control Plan No. 54 - Exeter including text and sketches.

## 8.3 Marulan Estates Urban Release Area

### 8.3.1 Land to which Plan applies

This Plan applies to the land identified on the map shown as **Figure 8-3-1**.

**Figure 8-3-1: Land to which Plan applies – Marulan Estates**



### 8.3.2 Urban Release Area (Goulburn Mulwaree LEP 2009 – Part 6)

#### 8.3.2.1 Staging Plan

**Figure 8-3-2** shows the staged residential land release area for the Marulan precinct. Approximately half of the southerly zoned R1 General Residential area off Wilson Drive is proposed to be staged released.

This area will not be released until Council has made an assessment off:

- (a) the stock of vacant, serviced, undeveloped or underdeveloped residential land and the potential housing opportunities available within the general Marulan R1 General Residential zone; and



- (b) the rate of supply, the degree of choice and the current and projected rate of take-up and demand for residential land and housing types within the Marulan R1 General Residential zone; and
- (c) Council is satisfied that:
  - there is insufficient land available within the R1 General Residential zone to cater for projected household growth having regard to the need to ensure the efficient functioning of the housing market or
  - the land available within the R1 General Residential zone is inadequate to satisfy housing preferences or requirements of all segments of the housing market; and
  - adequate arrangements via a planning agreement have been made with Council for the provision of infrastructure and services to the land including essential services of:
    - the disposal and management of sewage;
    - reticulated water supply;
    - stormwater drainage management; and
  - the modification of the 'at grade' intersection at George Street – Portland Avenue and the Hume Highway intersection to left turning traffic only.





### 8.3.2.2 Transport movement hierarchy

Marulan is serviced by a major arterial road (Hume Highway) and a number of Collector Roads:

- (a) Brayton Road, connecting the Hume Highway to the northern end of Portland Avenue;
- (b) George Street, connecting Brayton Road to the southern end of Portland Avenue;
- (c) Portland Avenue south, and George Street intersection connecting the Hume Highway to Wilson Drive; and
- (d) Wilson Drive connecting Portland Avenue to the Urban Release Area.

Staged release area is required to contribute towards the upgrading of collector roads Wilson Drive, Portland Avenue and George Street.

**Figure 8-3-3** shows the road hierarchy.

Chapters 7.2 and 7.3 of this plan sets out detailed requirements for access roads, general road provisions, drainage and water sensitive urban design principles.

**Figure 8-3-3: Road Hierarchy and Remnant Vegetation Map**



Figure 8.14.2 - Road Hierarchy and Remnant Vegetation Map

— Arterial Road  
 - - - Collector Road  
 ▲ Eastern Bottling Bat  
 ● Black Chinned Honeyeater  
 + Koala

### 8.3.2.3 Overall landscape strategy

The overall landscape strategy for the urban release area is to protect, enhance and retain:

- remnant vegetation shown on **Figure 8-3-3**; and
- important vegetated areas within land zoned RU2 Rural Landscape and RU6 Transition.

Chapter 3.3 of this plan sets out detailed landscaping requirements for future development applications.

### 8.3.2.4 Passive and active recreation areas

Further to the landscape strategy recreation areas in the Wilson Drive urban release area include:

**(a) Passive:**

- (i) Area of land zoned RU2 adjacent to the Main Southern Railway; and
- (ii) Bio - retention swales and basins and proposed artificial wetlands to be developed as part of the stormwater management plan; and

**(b) Active:**

- (i) Bio - retention basin proposed in the south-eastern corner could also be utilised for playing fields; and
- (ii) the main active playing fields are located adjacent to the north-eastern corner and zoned RE1 – Public Recreation and are known as the Portland Avenue sporting fields.

### 8.3.2.5 Stormwater and water quality management

Stormwater and water quality management controls are detailed in chapter 7.3 – Drainage and soil and water management.

Patterson, Britton and Partners, December 2005 have developed an “indicative stormwater management plan and a water sensitive urban design (WSUD)” strategy for the Wilson Drive urban release area. Both documents’ principles are recommended for inclusion in development applications.

Principles:

“The WSUD strategy includes measures such as:

**(a) Residential areas:**

- (i) rainwater tanks for reuse of roof runoff in washing machines;
- (ii) use of recycled water (treated effluent) for toilet flushing and irrigation;



- (iii) water saving devices on all residential development;
- (iv) gross pollutant traps; and
- (v) bio-retention / detention basins / swales along the edges of parkland corridors / and artificial wetlands to remove pollutants and to reduce peak flow rates. In some instances, detention storage to attenuate peak flow rates can either be separate or incorporated into the bio-retention basins or artificial wetlands.

**(b) Industrial areas:**

- (i) use of recycled water and rainwater for non-potable uses;
- (ii) installation of water saving devices;
- (iii) gross pollutant traps;
- (iv) bio-retention / detention basins / swales along the edges of hard stand areas to remove pollutants and to reduce peak flow rates. In some instances, detention storage to attenuate peak flow rates can either be separate or incorporated into the bio-retention basins; and
- (v) permeable pavers for car parking areas, although, permeable pavers would not be used on high traffic hard stand areas (eg. delivery access ways) because of the greater load of vehicles using these areas.”

**(c) Ground water management:**

- (i) limit additional impervious areas on the site; and
- (ii) encourage water infiltration at the base of bio-retention basins and swales.

**(d) River protection:**

The site is at the top of two drainage catchments and as such:

- (i) significant existing vegetation is to be retained through the middle of the site as part of the drainage corridor; and
- (ii) the perimeter of the drainage corridor is to incorporate further run off water quality treatment measures like retention swales / basins and artificial wetlands.

### 8.3.2.6 Natural and Environmental hazards

**Figure 8-3-4** depicts identified environmental hazards and indicative solutions that need to be addressed and satisfied in future development applications for the Wilson Drive residential and industrial zoned areas.

These include:

**(a) Flooding hazard**

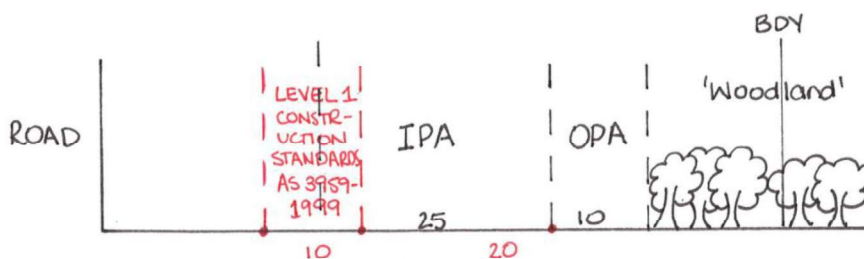
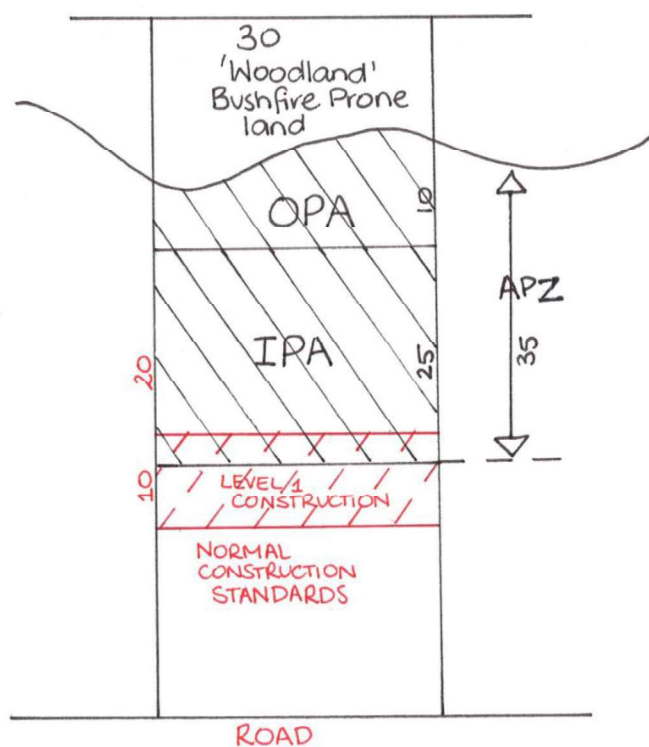
- (i) Patterson, Britton and Partners, December 2005 have approximated the 100 year ARI flood extent and the PMF flood extent. Both these events have been plotted onto **Figure 8-3-4**. The accompanying report concludes that the

catchment flood flows are relatively minor and should be incorporated into the piped trunk drainage system and overland flow areas in roadways and drainage reserves for up to the 100 year ARI flood extent in accordance with industry best management practice.

**(b) Bushfire prone land**

- (ii) Environmental Resources Management (ERM), November 2005 have identified bushfire prone land for the Wilson Drive Marulan site. This map has been incorporated into **Figure 8-3-4**. The ERM report concludes that development within the identified bushfire prone land will require:
- (iii) a preliminary assessed APZ (asset protection zone) of 35m, which incorporates an OPA (outer protection area) of 10m and an IPA (inner protection area) of 25m. This will need to be reassessed at DA stage;
- (iv) "Level 1 construction standards (AS 3959-1999) are required for any development within bushfire prone land that is between 20m and 30m from the hazard (woodland) (not including the OPA)"; and
- (v) "no construction standards will be required for development that will be more than 30m from the hazard (not including the OPA) or within land outside that

classified as bushfire prone".



SKETCH 1:500



**(c) Noise assessment**

Noise sources include:

- (i) existing industries (Boral Concrete batching plant);
- (ii) operation of Marulan's waste management facility;
- (iii) Main Southern Railway adjoining on the north;
- (iv) Hume Highway to the east;
- (v) proposed State significant hard rock quarry to the west; and
- (vi) proposed industrial zone on the southern side of Wilson Drive.
- (vii) Proposed Quarry
- (viii) ERM Consulting (November 2005) advise as follows:
  - (ix) "A proposed Readymix quarry is understood to have been granted approval nearby the site. A review of the noise and blasting assessment part of the May 2005 Environmental Impact Statement (EIS) has been undertaken. Based on this document, noise and blasting at the proposed quarry are predicted to be within appropriate limits at proposed residences subject of this review. Hence, no development restrictions are anticipated as a result of the quarry."
  - (x) Further to this report the quarry has been granted Part 3A development consent.
  - (xi) In addition, the proposed quarry's current owners have objected against the proposed residential development on land zone R1 at Wilson Drive, Marulan.
  - (xii) ERM noise control requirements:
  - (xiii) ERM have recommended an acoustic barrier at the eastern edge of the land zoned IN2 light industrial.
  - (xiv) Design of such barrier and future residential dwellings will depend on quantification of noise coming from the proposed quarry, and industrial areas to the west and south of residential release area.
  - (xv) House design may take the form of reducing openings facing noise sounds, providing air conditioning and double brick and window construction.
  - (xvi) Noise from industrial sources, freeway and rail traffic can also be controlled by employing noise barriers and buffer zones. These can take the form of solid panels or an earth type bund forming part of a nature strip or a combination of both.
  - (xvii) The following ERM Consulting recommendations have been adopted:
    - 3m high solid noise barriers adjacent to the Main Southern Railway and proposed residential development along the northern boundary.

- 4m high solid noise barrier adjacent to the Boral batching plant and the Wilson Drive Road reserve along the eastern and southern boundaries (for a distance of 300m along the southern boundary).
  - acoustic buffer between the proposed industrial zone, and the residential zone.
- (xviii) This plan also recommends that:
- acoustic buffer also be included adjacent to the southern road reserve of Wilson Drive from the 4m high solid barrier to the RU6 zone.
- (xix) All barriers to be positioned along the north, east, south and west residential boundaries are to ensure that any proposed dwellings are to be shielded so that the line-of-sight from the noise source, be it rail, Hume Highway or the future industrial development to the south and west and the receptor location is blocked.

**(d) Heritage assessment**

- (i) Aboriginal sites
- ERM Consulting (November 2005) have located some five sites within the subject Wilson Drive precinct. A section 90 consent under the NPW Act is required from DECC for the two sites found within the residential release area (Lot 1 DP 221236). Also respective Aboriginal representatives have expressed the wish to collect Aboriginal objects from those sites. Lot 3 DP 517713 which contain the remaining three sites is to be maintained as a conservation area. This area has been zoned RU2 Rural Landscape.
- (ii) European items
- There are no European heritage items within the residential urban release area.
- (iii) Soil and contamination
- Coffey Geosciences Pty Ltd, February 2004 advise that there appears to be no significant geotechnical constraints and that likelihood of contamination being present that would pose constraints to residential development of the subject release site is considered to be low.
- (iv) Drainage lines
- Indicative stormwater management plan has been prepared by Patterson, Britton and Partners, December 2005, though the locations of swales etc may vary the principles developed in this plan will remain the same for the subject residential release area.



Figure 8-3-4: Natural and Environmental Hazards (Part 1)

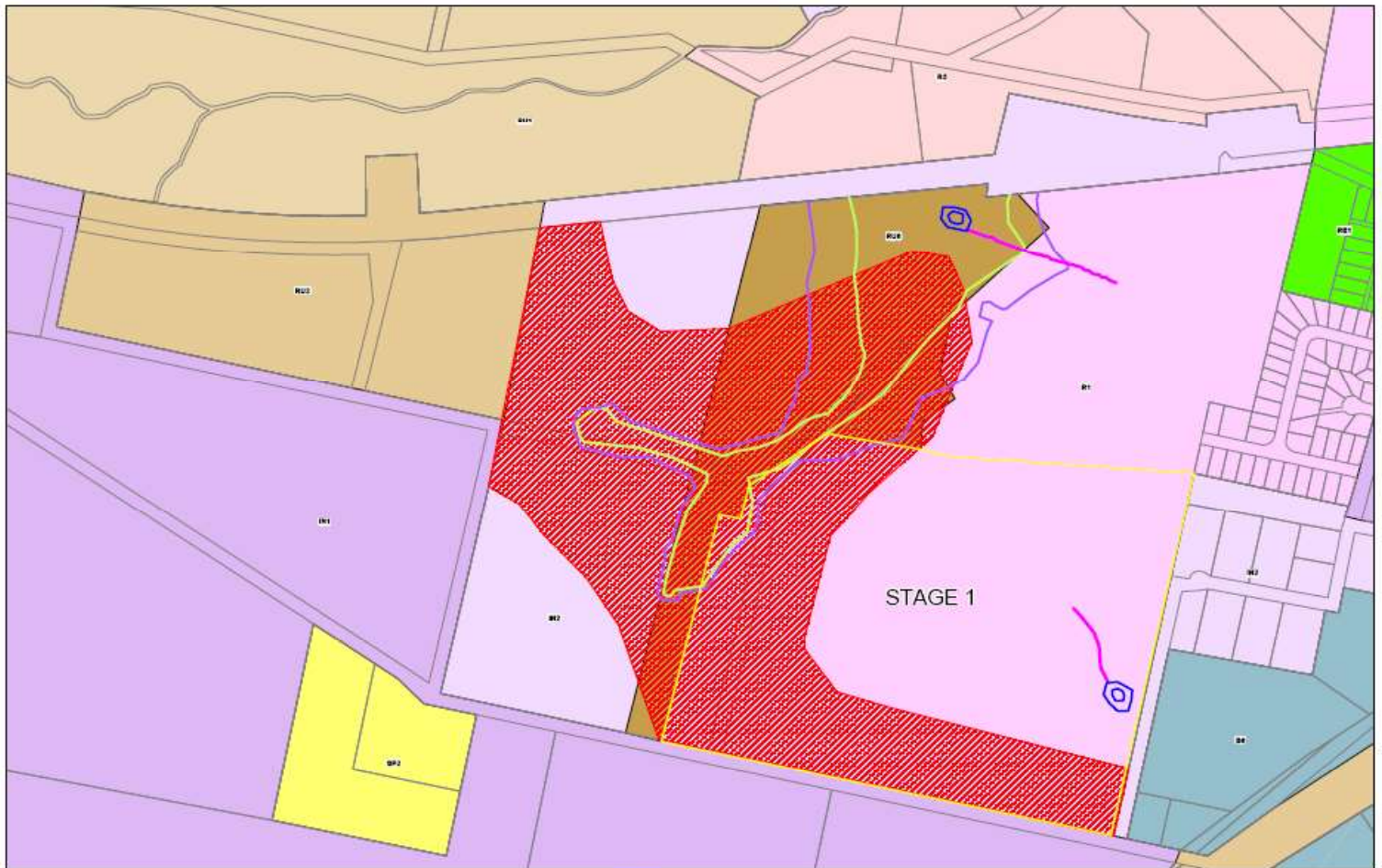


Figure 8.14.3 - Natural And Environmental Hazards  
Part 1



**Figure 8-3-5: Natural and Environmental Hazards (Part 1)**  
Public facilities and services

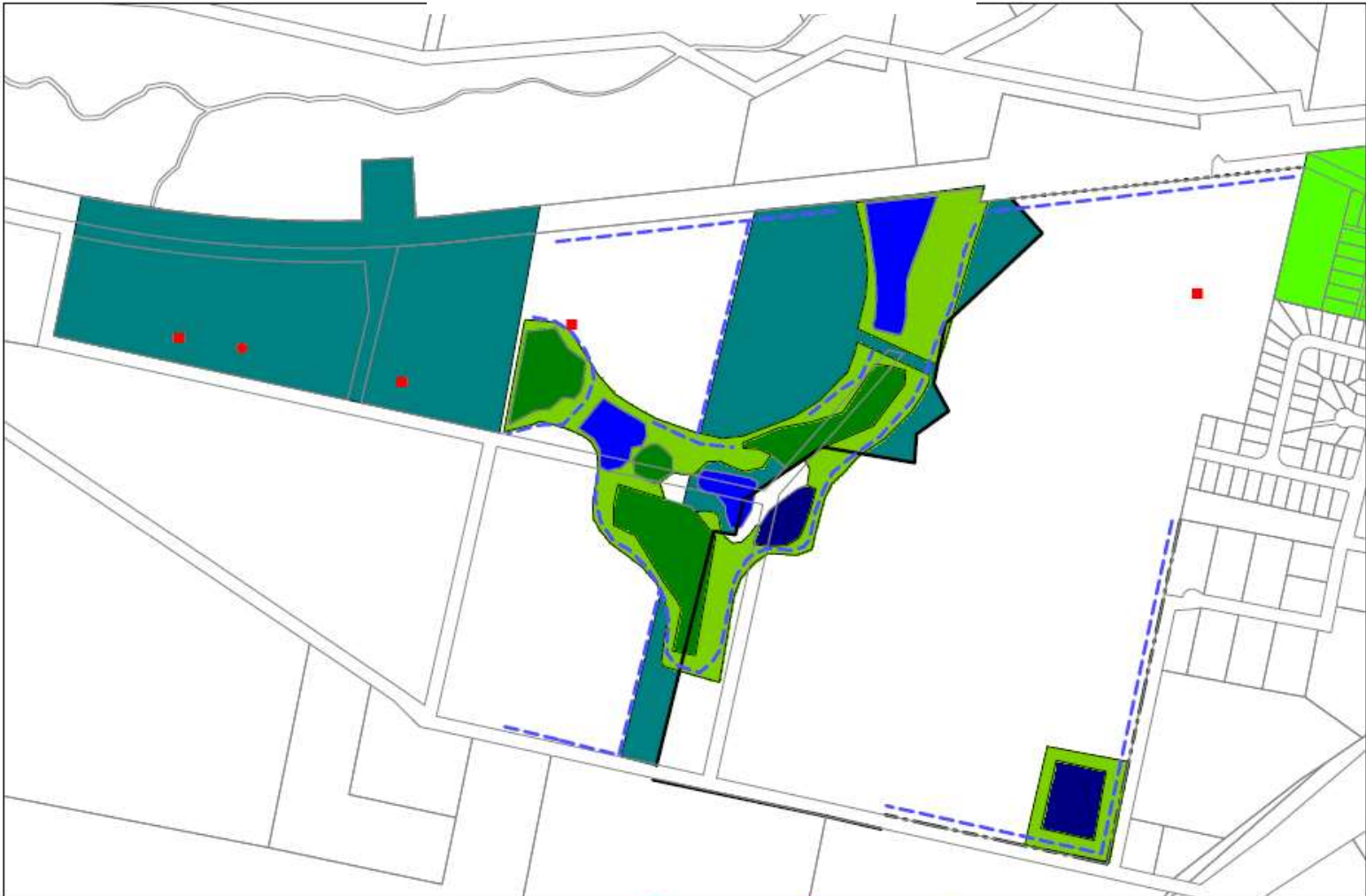


Figure 8.14.3 - Natural And Envi  
Part 2 - Indicativ

- Active Recreation Area
  - Passive Recreation Area
  - Official Wetland
  - Bioretention Basin
  - Vegetation To Be Retained
  - Open Space
- Environmental Resource Management  
 - Suggested Hole Barrier and Buffer - 2005  
 - Locations of heritage sites - 2004  
 - Patterns, Boundaries and Features  
 - Indicative Stormwater Management Plan



Figure 8-3-6: Zoning and Lot Size Map

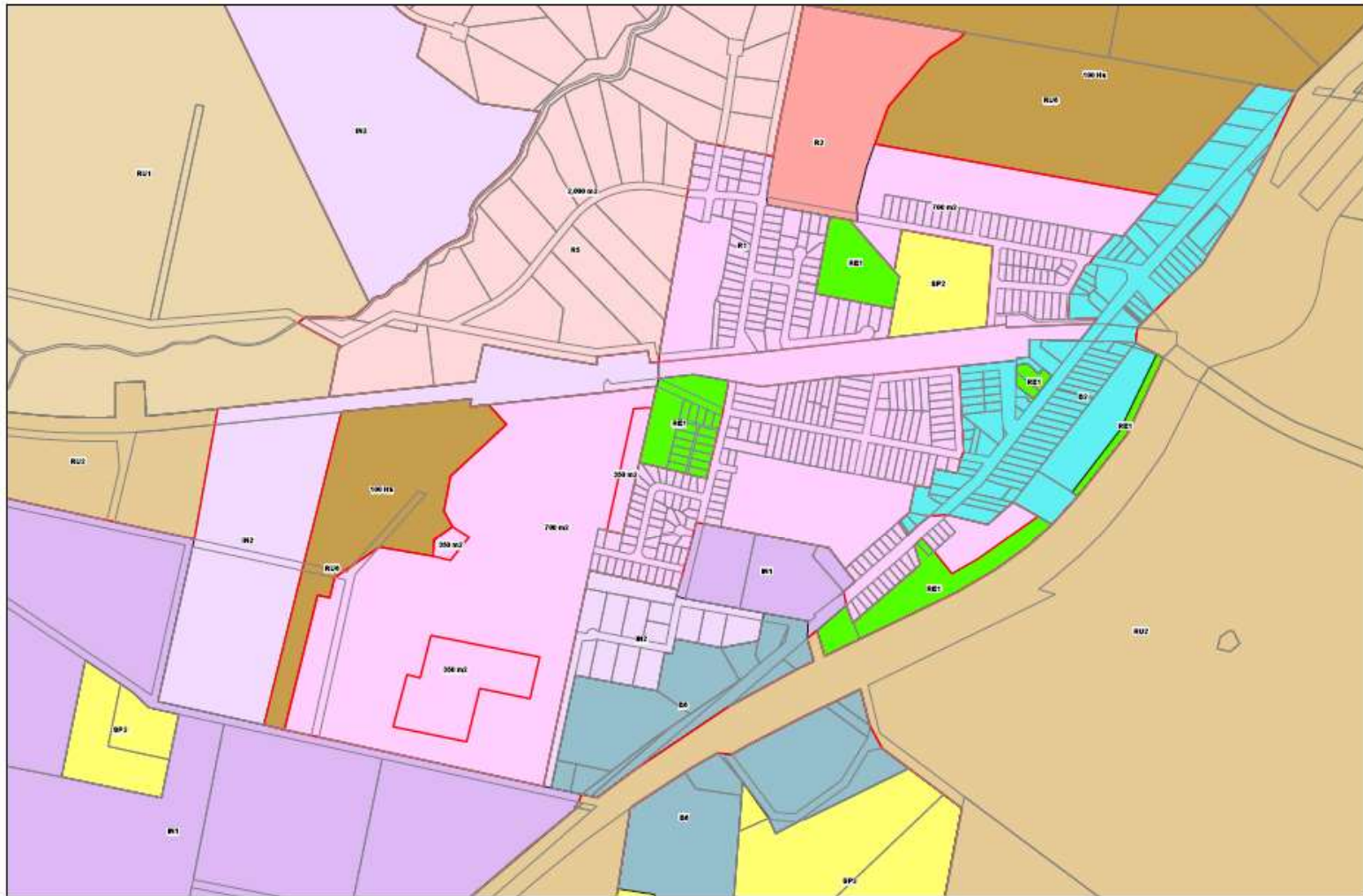
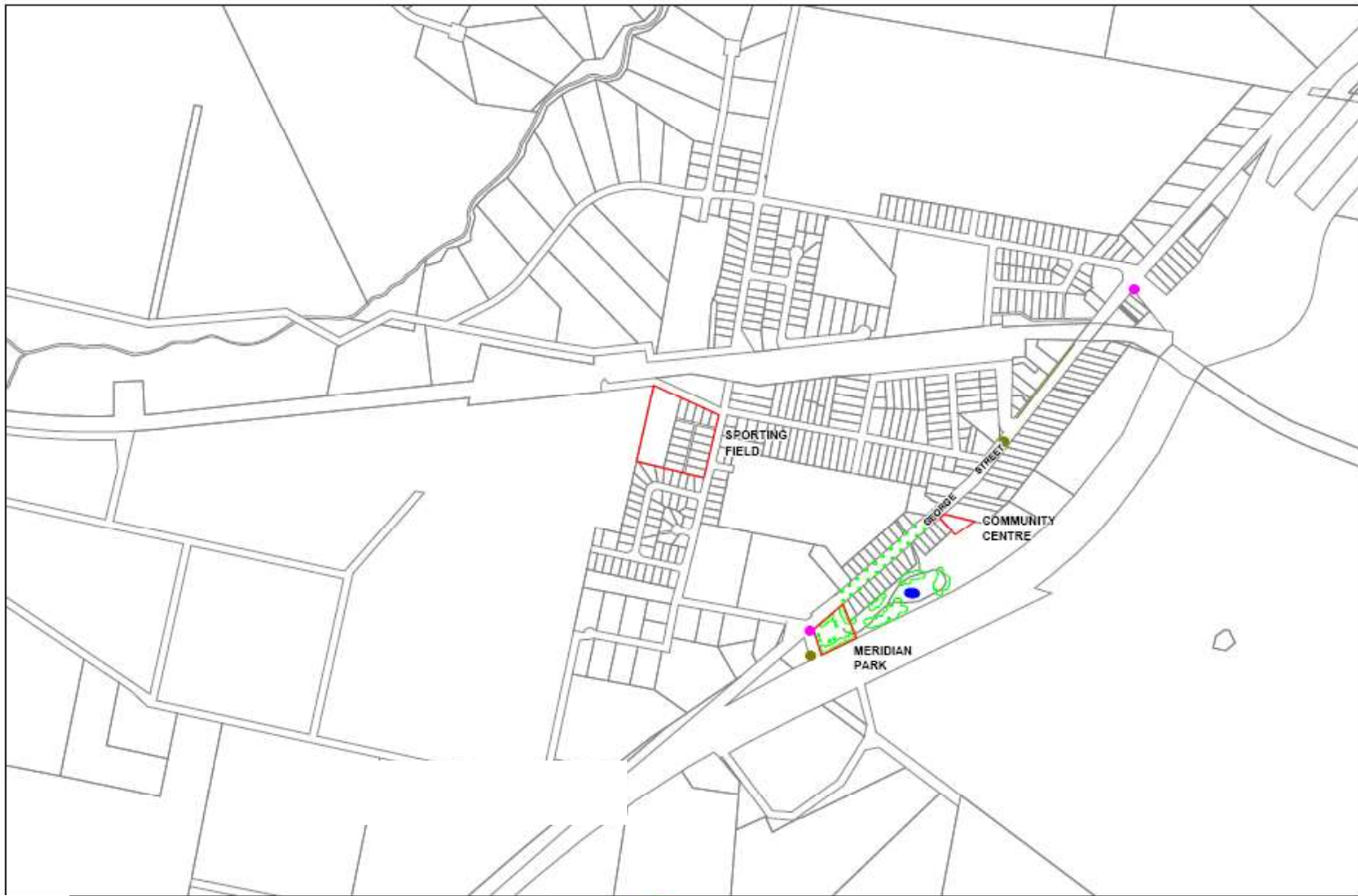
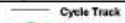






Figure 8-3-7: Public Facilities



8.14.5 - PUBLIC FACILITIES

-  Cycle Track
-  Entry Signs
-  Proposed Trees
-  Road Feature Upgrades
-  Dam



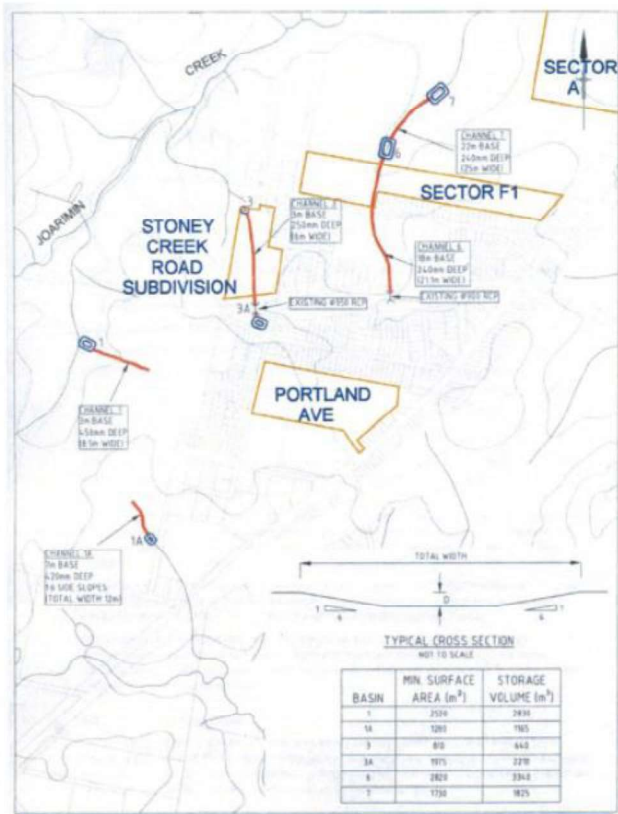
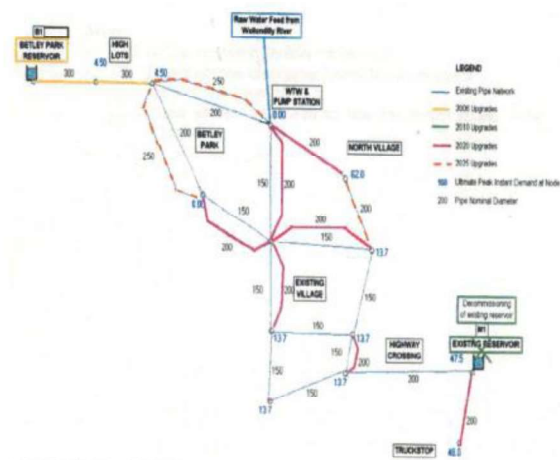


Figure 8-3-9: Sewer



Figure 8-3-10: Water



## 8.4 Charles Valley – Long Street Goulburn

### Objectives

The overall objectives of this plan are:

- to identify the development constraints to urban development of land in the Study area
- to provide an indicative plan for the future land use, subdivision and development of the area
- to identify and protect natural and heritage assets in the study area

### 8.4.1 Land to which Plan applies

This Plan applies to the land identified on the map shown as **Figure 8-4-1**.

### Constraints

Investigations have been undertaken into the potential for residential development in the land subject to this plan. The reasons for these investigations were to identify opportunities and constraints to development to guide future residential development and to be used for any rezoning of land in the area.

The initial planning process included the identification of main constraints to development within the area, which includes:

- water infrastructure requirements (and estimated costs)
- road requirements (access is not available off Memorial Drive)
- drainage lines

- stormwater runoff
- land capabilities for on site effluent disposal and building envelopes
- land ownership patterns
- existing development, including house locations
- remnant vegetation
- historic features
- potentially contaminated land
- bushfire hazards
- steep land
- the adjoining public recreation area to the west and environmental conservation area to the east
- preservation of rural character
- potential aboriginal artefacts

The major constraints of bushfire hazard/buffer, drainage lines, vegetation and steep land (contours) were mapped on cadastre and aerial photograph which identified potential developable land. The other constraints identified will require consideration and investigation at the development application stage.

The land subject to major constraints is not considered suitable for rural lifestyle development.

Any development application for the locality will need to reflect all potential constraints and produce an overall master plan for the locality.

These major main constraints to development are mapped and shown in **Figure 8-4-2**.



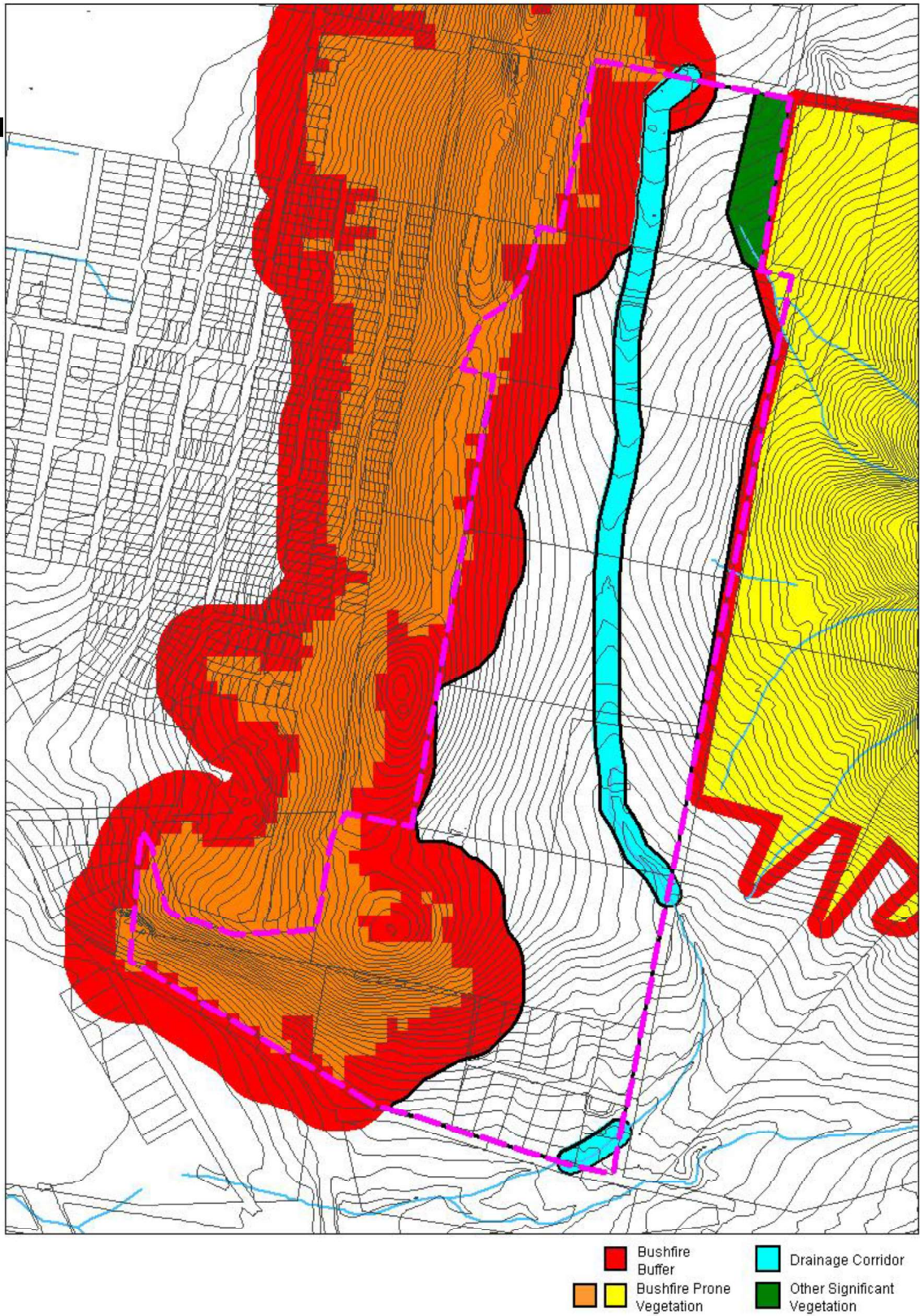
**Figure 8-4-1: Land to which Plan applies – Charles Valley**





Figure 8-4-2: Constraints

8.4.1.1



#### **8.4.1.1 Aboriginal sites**

The Goulburn Mulwaree Council Aboriginal Archaeological Survey Policy identifies specific criteria as being an indicative of a site/area in which Aboriginal artefacts are likely to occur. Several of these criteria are located within the Charles Valley development area.

In accordance with the Aboriginal Archaeological Survey Policy, where a particular site within the Charles Valley development area is deemed to meet one or more of these criteria the following procedure must be followed.

A preliminary assessment to determine the likelihood of artefacts at the site. This assessment to include:

- review of the site history
- identification of the level of disturbance
- literature review and consultation with the National Parks and Wildlife Service on information they hold
- site inspection by a person skilled in identifying Aboriginal artefacts
- any consultation with the local Aboriginal community
- a statement as to the likelihood of artefacts being found and the need, if any, for a more detailed Archaeological survey

An Archaeological Survey undertaken by an appropriately accredited person/organisation in accordance with relevant guidelines on the preparation of such documentation.

#### **8.4.1.2 Potentially contaminated sites**

Grazing has been the main agricultural use in the area and no sites have been identified as being potentially contaminated.

#### **8.4.2 Development potential**

Land that has potential for development has been identified by removing land subject to the major constraints identified. The total area covers 120ha and the area of land available for development totals approximately 66ha. The existing lot pattern is shown in **Figure 8-4-3**. The minimum lot size to be created within the areas is 2ha.

Factoring in the major land constraints, the approximate developable area has a potential for an approximate additional 33 dwellings.

It is important that an estimate is made on the number of potential dwellings, rather than calculating that all available land will become lots of 2ha. This is because infrastructure must be designed to meet the needs of the expected population. If infrastructure is



designed that overcompensates for the actual population, the cost of providing the infrastructure would effectively stifle any further development in this locality.

With occupancy rate of 2 persons per household (from Goulburn Mulwaree Strategy 2020) and assuming each lot will be used for a single dwelling there is the potential for an ultimate population of 66 people.

POTENTIAL DWELLINGS:            33 dwellings (excluding existing dwellings)

POTENTIAL POPULATION:        Between 60 and 100 people

**Note:** Range of population figures is given because individual lots have the right to a “secondary dwelling”.

Figure 8-4-3: Developable land



## 8.5 Clyde Street

### **Objectives**

To:

- Identify the development constraints to larger size residential development of land.
- Provide an indicative plan for future residential subdivision and development.
- Estimate the future population and any community services that may be required.
- Identify and protect natural and heritage assets.

### 8.5.1 Land to which Plan applies

This Plan applies to the land identified on the map shown as **Figure 8-5-1**, an area of approximately 213 hectares. This land is bounded by:

- Wollondilly River to the north
- the catchment boundary to the south (i.e. contour line running to the south west between Clinton Street and Addison Street)
- the catchment boundary to the east and west

### 8.5.2 Constraints

Investigations have been undertaken into the potential for residential development in the land subject to this plan. The reasons for these investigations were to identify opportunities and constraints to development to guide future residential development and to be used for any rezoning of land in the area.

The initial planning process included the identification of main constraints to development within the area, which includes:

- water and sewer infrastructure requirements (and estimated costs)
- road requirements
- drainage lines
- flooding
- land capabilities
- land ownership
- existing development, including house locations
- remnant vegetation
- historic features



- potentially contaminated land

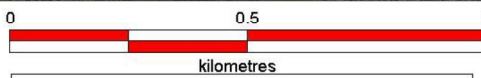
The constraints were mapped on cadastre and an aerial photograph, which identified land free of constraints i.e. developable land. The developable land was then refined with the provision of a Ring Road and stormwater management areas identified. Demand for shops, schools and other community facilities were then considered based on potential population numbers.

The main constraints to development are mapped and shown in **Figure 8-5-2**. The land subject to constraints is not suitable for urban development and this will need to be reflected in any development applications.

**Figure 8-5-1: Land to which Plan applies – Clyde Street**



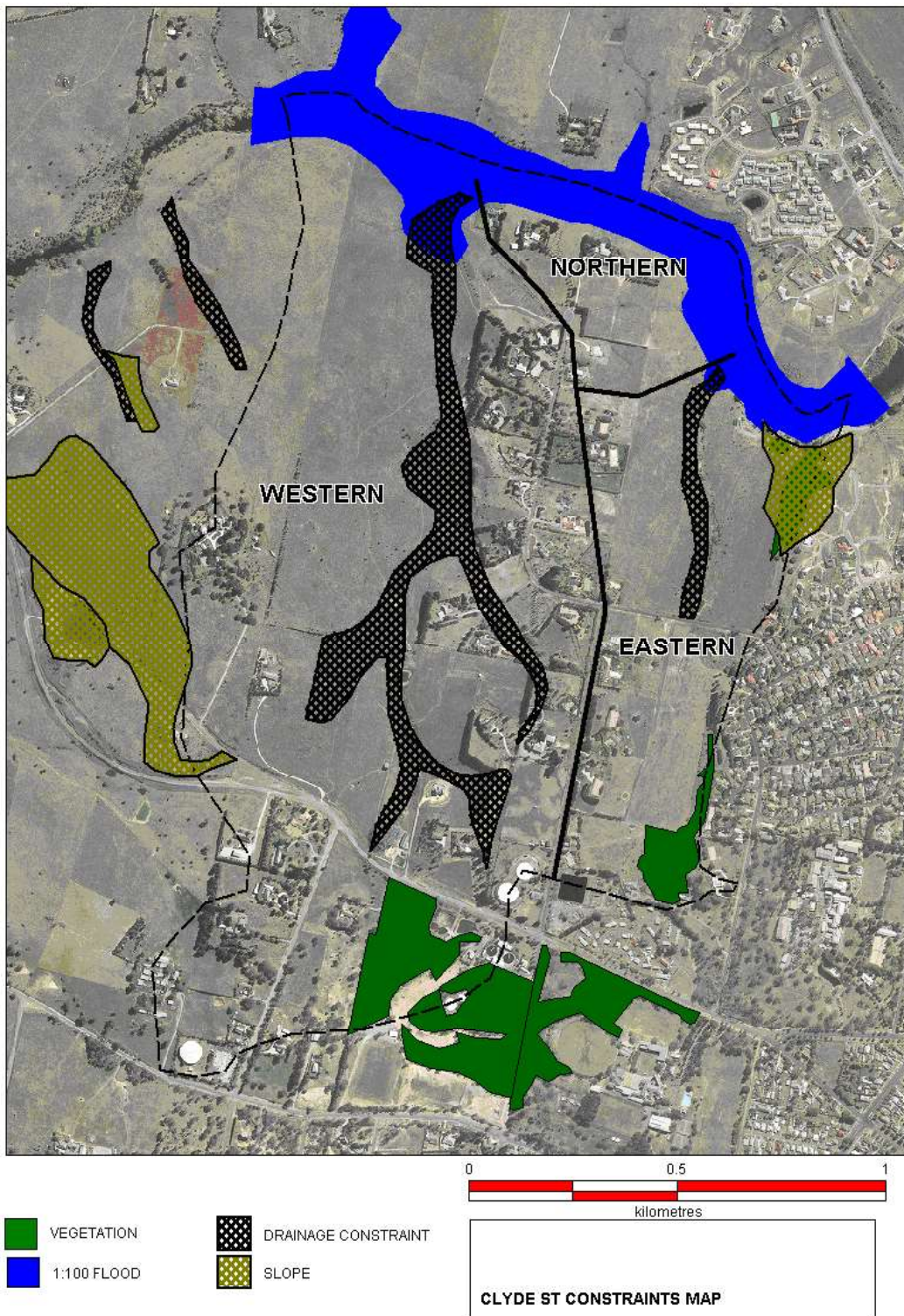
 STUDY AREA BOUNDARY



**FIGURE 1  
CLYDE STREET  
DCP & CONTRIBUTIONS PLAN  
LAND TO WHICH PLAN APPLIES**



Figure 8-5-2: Constraints





### 8.5.3 European heritage

In the LEP 2009, Schedule 5 the following heritage items have been identified:

- 199 River Street
- 24 Gilmore Street

All development proposals are subject to clause 5.10 of the LEP.

It will be necessary to impose design guidelines for future residential development in the vicinity of these items to ensure that the new development does not compromise the elements of heritage significance.

### 8.5.4 Aboriginal heritage sites

The Goulburn Mulwaree Council Aboriginal Archaeological Survey Policy identifies specific criteria as being an indicative of a site/area in which Aboriginal artefacts are likely to occur. Several of these criteria are located within the Clyde Street development area, namely, land that is in proximity to a watercourse, identified by a “blue line” on the 1:25,000 topographic map; land in close proximity to the Wollondilly River; lower slopes of undulating hills; ridgelines and hilltops.

According to the studies completed for Goulburn on Aboriginal archaeology and site location, there are no specific Aboriginal sites have been identified in the Clyde Street area.

In accordance with the Aboriginal Archaeological Survey Policy, where a particular site within the Clyde Street development area is deemed to meet one or more of these criteria the following procedure must be followed.

A preliminary assessment to determine the likelihood of artefacts at the site. This assessment to include:

- review of the site history
- identification of the level of disturbance
- literature review and consultation with the National Parks and Wildlife Service on information they hold
- site inspection by a person skilled in identifying Aboriginal artefacts
- any consultation with the local Aboriginal community
- a statement as to the likelihood of artefacts being found and the need, if any, for a more detailed Archaeological survey

An Archaeological Survey undertaken by an appropriately accredited person/organisation in accordance with relevant guidelines on the preparation of such documentation.

### **8.5.5 Potentially contaminated sites**

Grazing has been the main agricultural use in the area and no sites have been identified as being potentially contaminated.

### **8.5.6 Development potential**

Land that is suitable for development has been identified by removing land subject to the constraints identified. The total area covers 213ha and the area of land available for development totals approximately 169ha. The distribution of these lots is shown in **Figure 8-5-3**. The minimum lot size to be created within the developable land areas is 2000m<sup>2</sup>. This would yield approximately 845 lots if all land could be developed to the 2000m<sup>2</sup> minimum. Factoring in land constraints, location of existing houses and road requirements, the yield is estimated to be 500 (including existing houses). The overall density of development expected within this locality following further development is one dwelling per 3300m<sup>2</sup>. In reality the land constraints in the area will result in a variety of lot sizes.

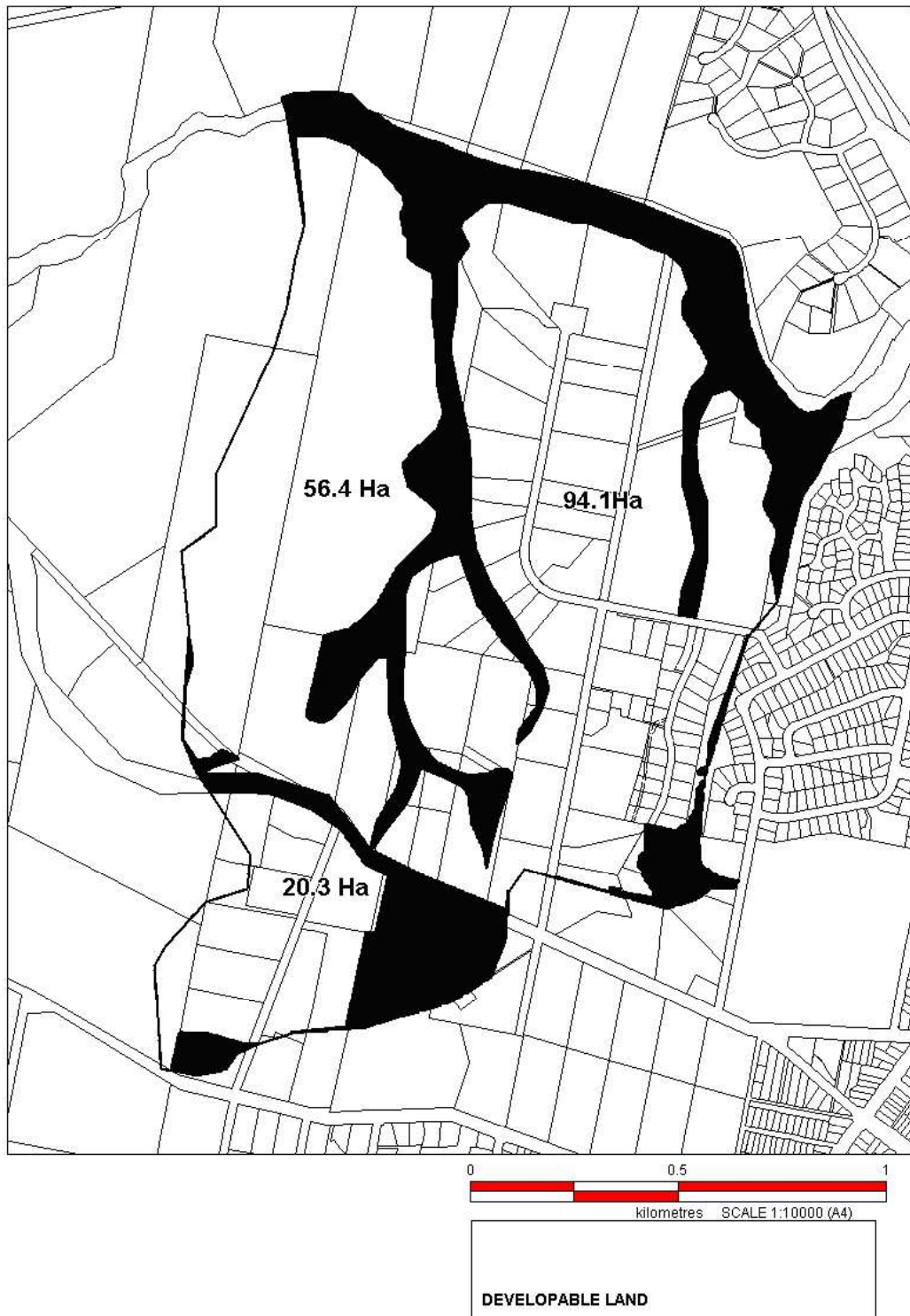
The number of lots for the area has been calculated based on the anticipation that owners of parcels of land greater than an area of 5 hectares will account for the majority of new lots created. It is also anticipated that approximately half of owners of parcels of land of between 1 and 5 hectares in area will subdivide their land to create an additional lot. It is important that an estimate is made on the number of new lots created, rather than calculating that all developable land will become lots of 2000m<sup>2</sup>. This is because infrastructure must be designed to meet the needs of the expected population. If infrastructure is designed that overcompensates for the actual population, the cost of providing the infrastructure would effectively stifle any further development in this locality.

With occupancy rate of 2 persons per household (from Goulburn Mulwaree Strategy 2020) and assuming each lot will be used for a single dwelling there is the potential for an ultimate population of 1,000 people.

POTENTIAL RESIDENTIAL LOTS: 500 lots (including existing lots)

POTENTIAL POPULATION: 1000 people

**Figure 8-5-3: Development potential**





## 8.6 Common Street

### *Objectives*

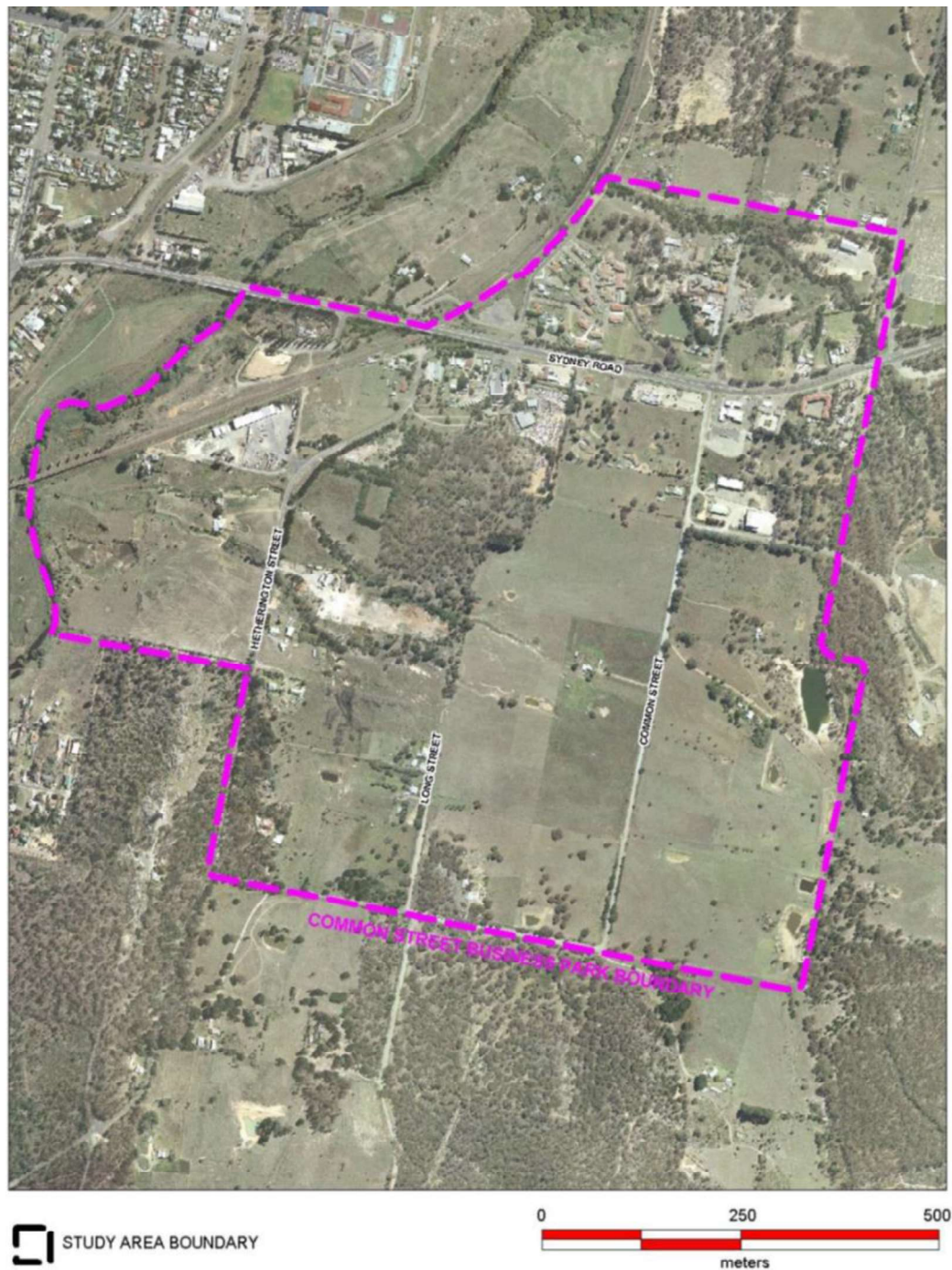
- To facilitate industrial development on Common Street.
- To ensure that new development is protected from flood risk.
- To ensure that new development does not exacerbate flood risk.
- To ensure appropriate stormwater management and water quality controls are applied.

### 8.6.1 Land to which Plan applies

This Plan applies to the land on the map shown as **Figure 8-6-1**. This land is bounded by:

Harris Street, Gorman Road, Waste Management Centre, Chiswick Street, Hetherington Street, Arthur Street, Eaton Street, Main Southern Rail Line, Long Street (north).

**Figure 8-6-1:** Land to which Plan applies – Common Street



### 8.6.2 Development potential

The land has been zoned to facilitate the development of an industrial precinct with limited rural and residential development permitted as well.

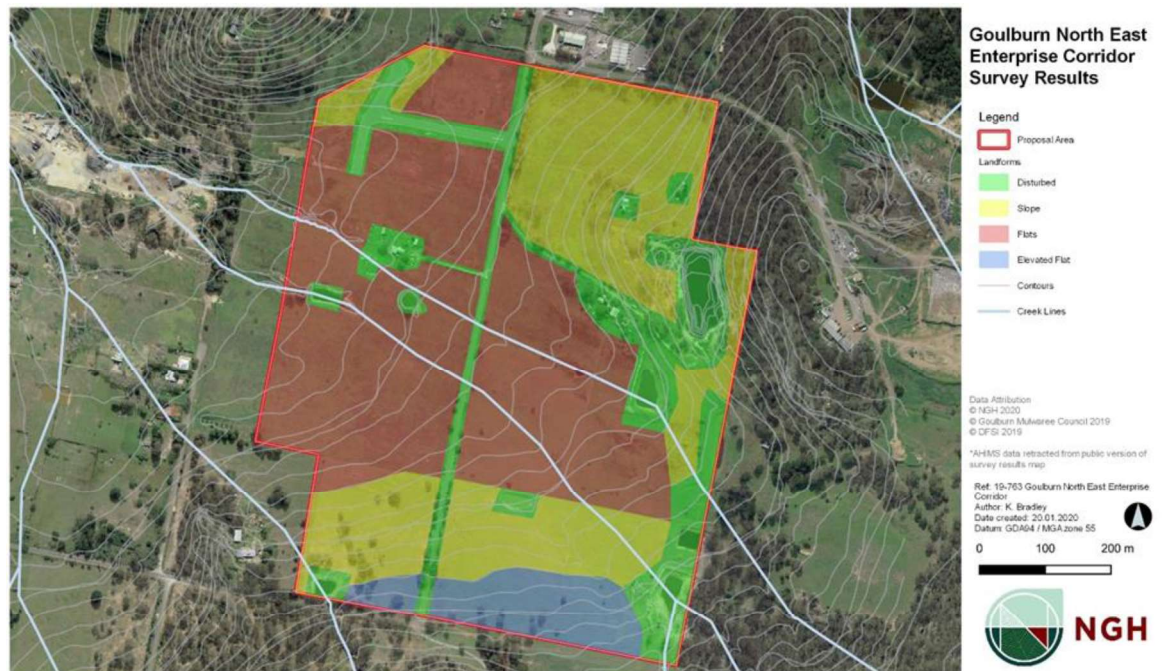
Restrictions are also applied with respect to flood prone areas.

While much of the land has been used for grazing, some land has been subject to intensive livestock production and use as a junkyard. Any development application would therefore require an assessment of the potential for land to be contaminated.

### 8.6.3 Aboriginal heritage sites

Much of the undeveloped land on Common Street has been subject to an Aboriginal due diligence assessment. In accordance with this due diligence assessment, any development or other disturbance proposed on land identified as 'flats' or 'elevated flats' in **Figure 8-6-2** must be subject to subsurface testing in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW*. Should any identified Aboriginal sites be disturbed by the proposed development, then a full Aboriginal Cultural Heritage Assessment must be prepared and an Aboriginal Heritage Impact Permit be obtained.

**Figure 8-6-2:** Goulburn North East Enterprise Corridor Survey Results



### 8.6.4 Bushfire Hazards

Most of the subject area is considered to be bushfire prone land at the time of writing, including all undeveloped land. Applicants are encouraged to view the bushfire prone land map directly on NSW Planning Portal as it is amended regularly.

Any development proposed for the site must adhere to the requirements of the NSW Rural Fire Service's *Planning for Bushfire Protection*.



### 8.6.5 Subdivision

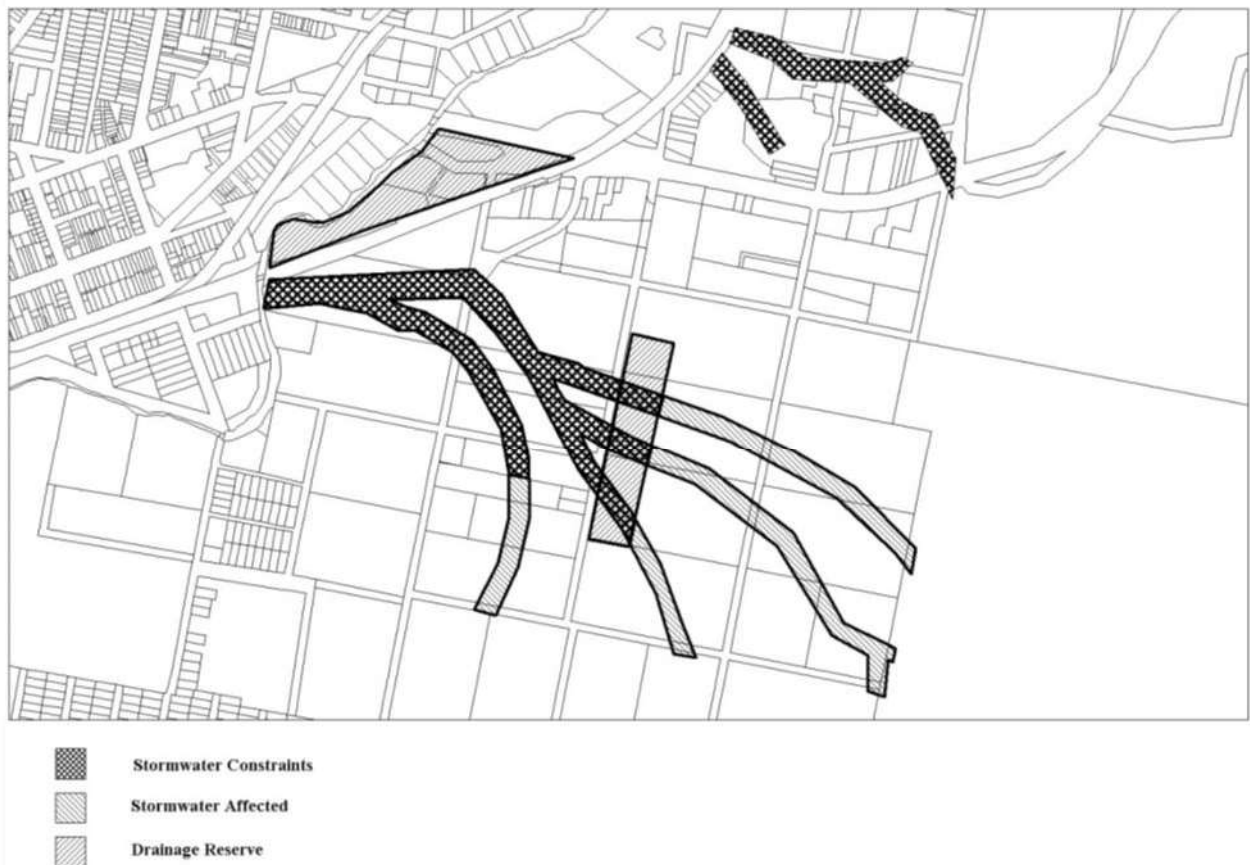
Battle-axe lots and right of carriageways are not supported.

Any proposed subdivision to create a lot smaller than 10,000m<sup>2</sup> in the IN1 General Industrial zone must demonstrate how this subdivision will facilitate the development of the locality as a semi industrial or industrial precinct.

### 8.6.6 Stormwater Management

Where possible, land identified as ‘drainage reserve’, ‘stormwater affected’ or ‘stormwater constraints’ in **Figure 8-6-3** should be utilised as a natural drainage reserve and stormwater management area, with minimum widths of between 31-46 metres for upper catchment drainage reserves and 44-66 for lower catchment drainage reserves. Where practicable, this should also include the retainment or restoration of riparian areas. This land is also reflective of land constrained under a 1% Annual Exceedance Probability (AEP) flood and are also subject to flooding controls under this Plan.

**Figure 8-6-3:** Common Street drainage constraints.



All stormwater management infrastructure must likewise also be designed to withstand a 1% AEP stormwater event.

Alternative engineered drainage infrastructure may also be considered, provided that it does not burden any other lots in the subject area (either upstream or downstream) with any additional works or land dedication that would otherwise not be required if the drainage reserve was maintained. For the purposes of implementing this control, any alternative engineering solutions identified must be capable of complying with all relevant stormwater management and Water Sensitive Urban Design Controls, assuming all other lots in the subject area are developed to the fullest possible extent as allowed under this plan.

Any alternative engineering solution must also be capable of withstanding and containing a 1% AEP stormwater event and demonstrate a neutral or beneficial effect on water quality in accordance with the *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*.

Where possible, Stormwater Quality Improvement Devices (SQIDs) are not to be located directly in the path of land effected by overland flow flooding under the 1% AEP stormwater event and be located above the 2% AEP stormwater event flood level (Note: the report prepared by STORM Consulting in 2003 only modelled the 1% AEP stormwater event).

### **8.6.7 Flood assessment**

Parts of the subject area are prone to flooding from overland flow. The former Goulburn City Council engaged STORM Consulting in 2003 to provide a stormwater assessment for the subject area to assist any developers with addressing flood concerns. This assessment is available on Council's website. However it should be noted that this assessment does not include the modelling of a Probable Maximum Flood (PMF) event.

Any developments proposed in the subject area must be accompanied by a risk assessment to address the possible impact of a PMF flood event. Sensitive uses such as aged care, hospitals or centre based child care facilities are not permitted anywhere in land affected by the PMF flood.

In the event that any later Council endorsed overland flow assessment is undertaken on any particular site, that later assessment is considered to supersede the 2003 assessment. Any controls in this Plan referring to land subject to a particular kind of stormwater or flooding event must be taken to refer to land modelled as being affected by the stormwater or flooding event as modelled under the latest study endorsed by Council.

No development is to occur on land susceptible to a 1% AEP stormwater event. This land must also not be used for the storage of plant or materials.

All stormwater management infrastructure must be designed to control and withstand a 1% AEP stormwater event.

### **8.6.8 Water Sensitive Urban Design**

All developments requiring consent must demonstrate a neutral or beneficial effect on water quality, in accordance with the *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*.

Development applications will need to identify and assess the condition of existing natural and artificial water features including existing farm dams. Use of existing farm dams and drainage features as stormwater infrastructure is permitted, however further augmentation works and revegetation may be required in order to demonstrate a neutral or beneficial effect on water quality. Removal of these dams and drainage feature is likewise only permitted if a neutral or beneficial effect on water quality can be determined. Where farm dams are proposed to be filled, the details of the release of water, future capture and release of water, new alternative drainage measures, sediment and erosion control and engineered fill are to be provided.

Porous paving and riparian area protection and revegetation is encouraged where possible.

### **8.6.9 Servicing**

Any new development requiring potable water or sewage treatment must be connected to Council's reticulated water and sewerage network.

### **8.6.10 Road access requirements**

Proposed roads widths are to be 22m with a 13m pavement in the IN1 General Industrial zone, plus kerb and gutter.

### **8.6.11 Maximum site Coverage**

No development in the B6 Enterprise Corridor zone or the IN1 General Industrial zone is to have more than 70% of the lot being covered in hardstand surfaces.

## **8.7 Marys Mount**

### **Objectives**

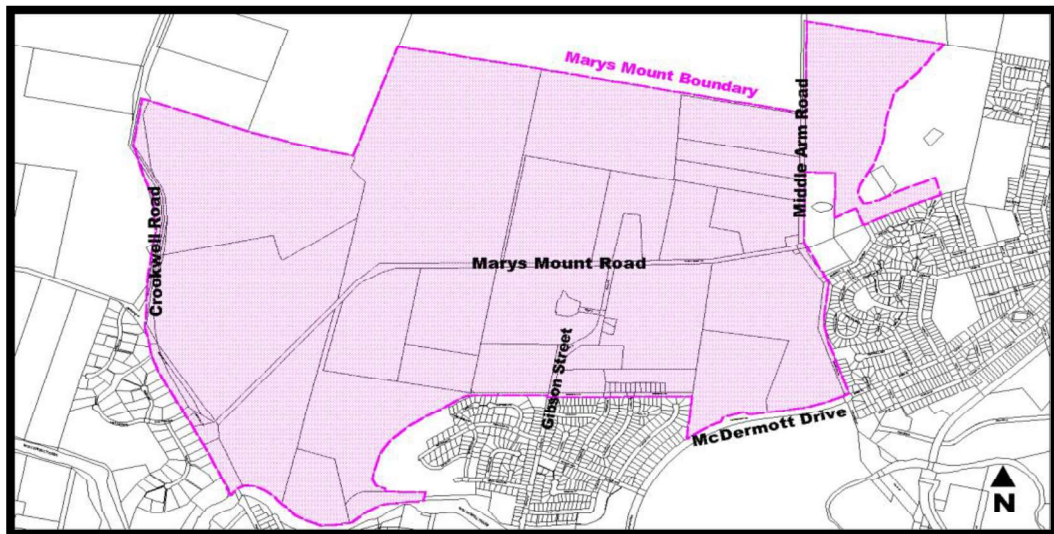
- To provide an indicative plan for the future residential subdivision and development of the area based on the development constraints and infrastructure design.
- To identify and protect natural and heritage assets in the Marys Mount development area.

### **8.7.1 Land to which Plan applies**

This Plan applies to the land identified on the map shown as **Figure 8-7-1**.



**Figure 8-7-1: Land to which Plan applies – Marys Mount**



### 8.7.2 Constraints

Opportunities and constraints to development have been identified to guide future residential development and for any future planning proposals.

The initial planning process included the identification of the main constraints to development within the area, which includes:

- a) Water and sewer infrastructure requirements (and estimated costs)
- b) Road requirements
- c) Drainage lines
- d) Flooding
- e) Land capabilities
- f) Land ownership
- g) Remnant vegetation
- h) Historic features
- i) Potentially contaminated land

These constraints were mapped on cadastre and an aerial photograph, which identified land free of constraints (i.e. developable land).

The developable land was then refined with collector roads and open space areas identified. Demand for shops, schools and other community facilities were then considered based on potential population numbers.

The main constraints to development are mapped and shown in **Figure 8-7-2**.

### **8.7.2.1 European heritage**

In the LEP 2009, Schedule 5 the following heritage items have been identified:

- 133 Marys Mount Road; and
- 38 Marys Mount Road.

All development proposals involving these sites are subject to clause 5.10 of LEP 2009.

It will also be necessary to impose design guidelines for future residential development in the vicinity of these items to ensure that the new development does not compromise the elements of heritage significance.

The Ledgerville property also has some local heritage value and a similar approach is to be taken.

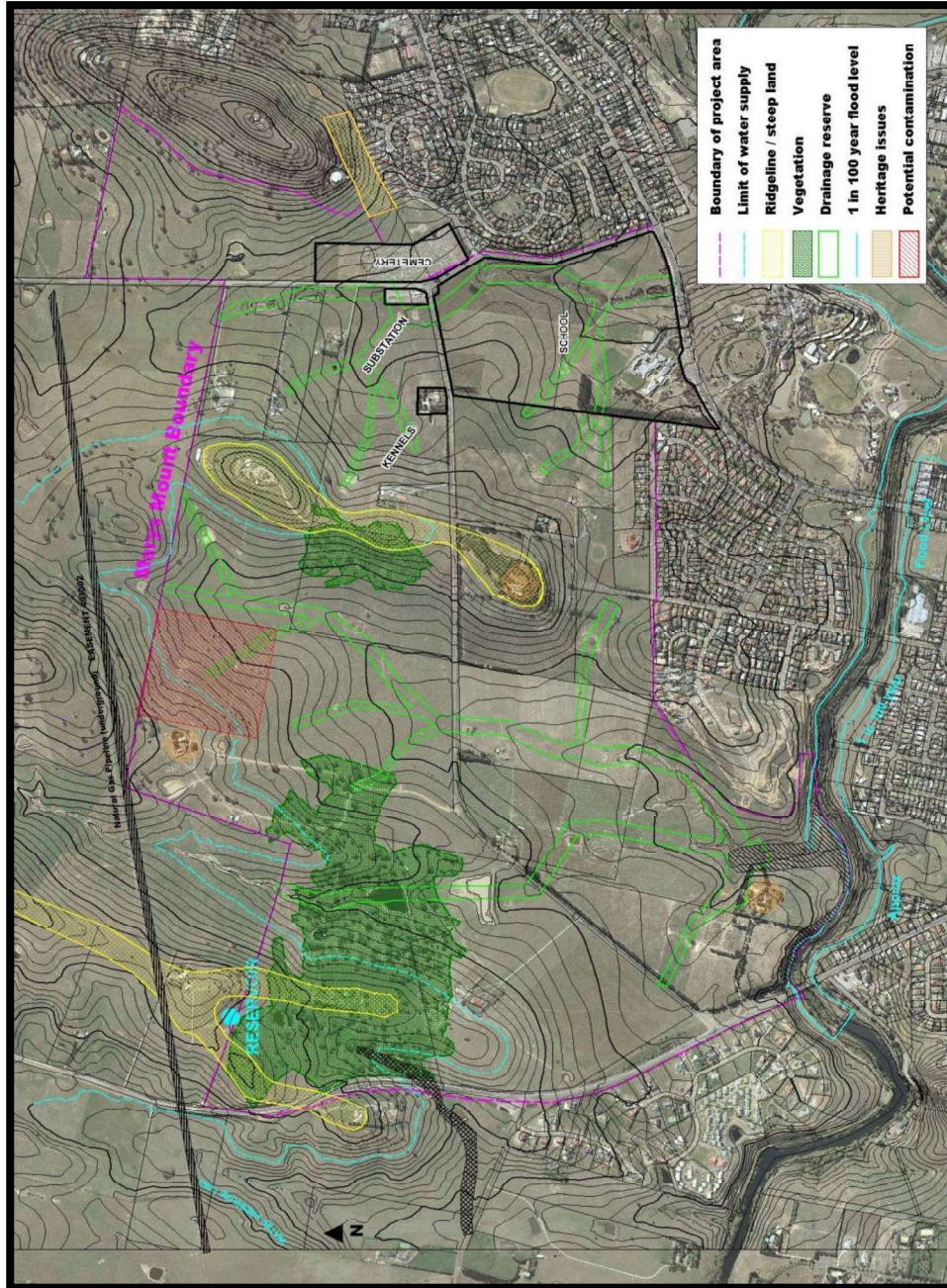
### **8.7.2.2 Aboriginal heritage sites**

According to the studies completed for Goulburn on Aboriginal archaeology and site location, no aboriginal sites have been identified in the Marys Mount area. However, there may be potential for some sites near the Wollondilly River.

### **8.7.2.3 Potentially contaminated sites**

Pastoral grazing has been the main agricultural use in the area and no sites have been identified as being potentially contaminated. However, the orchard area around "Tenneriffe" may have involved the use of chemical sprays. An assessment in accordance with State Environmental Planning Policy No.55 – Remediation of Land will be necessary prior to any rezoning/subdivision proposal for the site.

Figure 8-7-2: Environmental constraints



### 8.7.3 Development potential

Land that is suitable for development has been identified by removing land subject to the constraints identified. The area of land available for development is approximately 234 hectares based on an average residential lot size of approximately 1,000 m<sup>2</sup>.



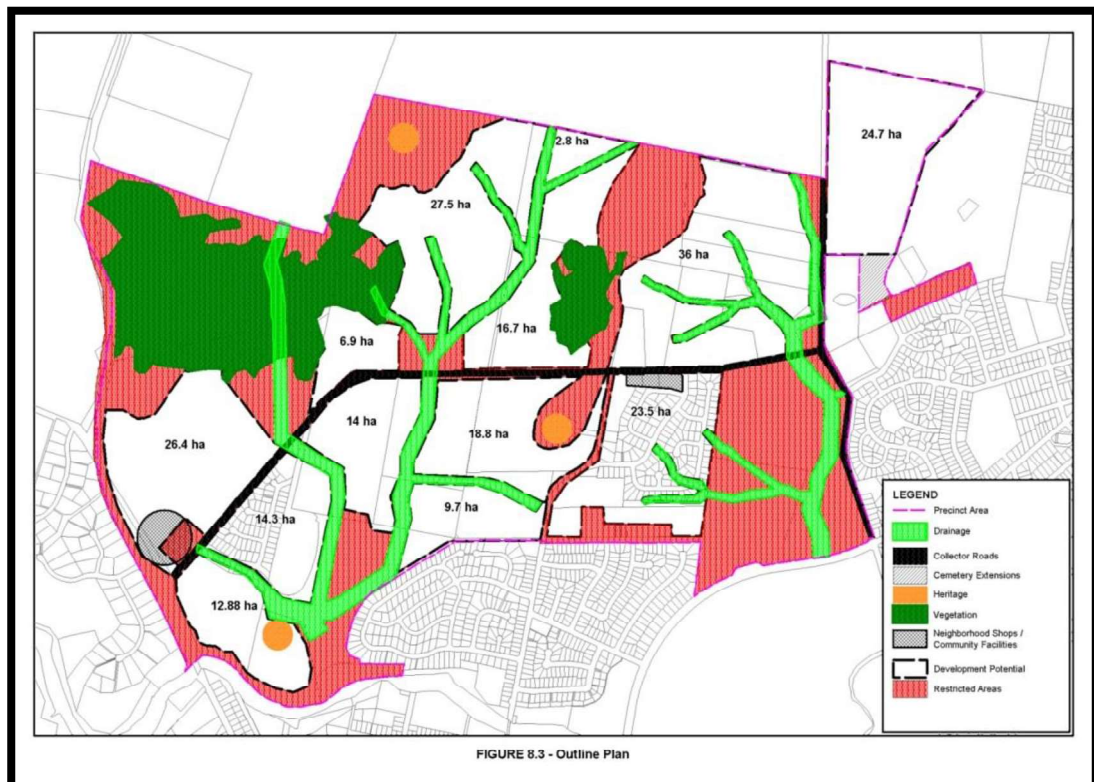
With an occupancy rate of 2 persons per household (from Goulburn Mulwaree Strategy 2020) and assuming each lot will be used for a single dwelling there is the potential for an ultimate population of 4,000 people.

The development potential is displayed in **Figure 8-7-3** (below).

POTENTIAL RESIDENTIAL LOTS: 2,000

POTENTIAL POPULATION: 4,000

**Figure 8-7-3: Development potential**



## 8.7.4 Urban release areas

### 8.7.4.1 Staging plan

- (a) **Figure 8-7-6** shows the sequence of staged residential land release areas.
- (b) Stage 1, is the first residential land release area is on the corner of Marys Mount and Middle Arm Roads while the second stage is on the Eastern side of Middle Arm Road.
- (c) Once stage 1 has been assessed and released, stage 2 will then go through the same process before released.
- (d) Neither stage will be released until Council has made an assessment of:

- (i) the stock of vacant, serviced and undeveloped or underdeveloped land and the potential housing opportunities available within the low density residential zone R2 and;
- (ii) the rate of supply, the degree of choice and the current and projected rate of take-up and the current and housing types within the R2 Residential zone and;
- (iii) Council is satisfied that there is insufficient land available within the R2 Residential zone to cater for projected household growth and having regard to the need to ensure the efficient functioning of the housing market or;
- (iv) the land available within the R2 residential zone is inadequate to satisfy housing preferences or requirements of all segments of the housing market, and;
- (v) adequate arrangements have been made with Council for the provision of infrastructure and services to the land including essential services of:
  - the disposal and management of sewerage;
  - reticulated water supply;
  - the upgrading of Marys Mount Road;
  - landscaping provisions; and
  - stormwater drainage infrastructure, to support an orderly residential land release of stage 1 than stage 2.

#### 8.7.4.2 Overall landscape strategy

- (a) **Figure 8-7-6** shows the areas that need protection and enhancement for the Marys Mount precinct. They include:
  - i. ridgelines and steep land;
  - ii. remnant vegetation areas;
  - iii. riparian area;
  - iv. drainage reserve areas;
  - v. neighbourhood riverside park; and
  - vi. cycle ways
- (b) Chapter 3.3 of this plan sets out detailed landscaping requirements
- (c) Stage one residential release area is affected by extensive drainage reserves and Stage Two residential release area is affected by steep land.
- (d) All developments in the precinct are required to contribute towards the enhancement of drainage reserve areas, cycle-ways and the neighbourhood riverside park.

### 8.7.4.3 Passive and active recreation areas

- (a) **Figure 8-7-6** shows the recreation network consisting of:
  - (i) drainage reserves to be used as passive and active recreation areas;
  - (ii) cemetery reserve
  - (iii) passive remnant vegetation areas to be protected and enhanced; and
  - (iv) the precincts active neighbourhood riverside park site.
- (b) Stage 1 of the residential release area is directly affected by extensive drainage reserves and stage 2 by the cemetery reserve. Drainage reserves are subject to the provisions of **Chapter 7.3** of this plan.
- (c) The part of stage 2 (**Figure 8-7-6**) that is the cemetery reserve extension should be excluded from potential residential development. Dedication of such land by future applications would be treated as a 'material public benefit' for the purpose of Goulburn Mulwaree s94 Development Contributions Plan 2009.

### 8.7.4.4 Stormwater and water quality management

- (a) Stormwater and water quality management controls are detailed in **Chapter 7.3** of this plan.
- (b) Stage 1 of the residential release area is subject to extensive drainage lines which are to be constructed and designed in accordance with water sensitive urban design principles (**Chapter 7.3.2**) and soil and water management requirements (**Chapter 7.3.3**).

### 8.7.4.5 Public facilities and services

- (a) **Figure 8-7-6** identifies the following public facilities and services in the Marys Mount Precinct:
  - (i) cemetery reserve
  - (ii) electricity substation
  - (iii) high school site;
  - (iv) neighbourhood riverside park site;
  - (v) required drainage reserves; and
  - (vi) traffic management zones.
- (b) Residential release area stage 1 is affected by an electricity substation and proposed drainage reserves while stage 2 is affected by existing cemetery reserve and steep land.
- (c) Goulburn Mulwaree Section 94 Development Contributions Plan 2009 Chapter 6- 'Marys Mount' details required development contributions towards 'neighbourhood



riverside park', 'rustic cycle parks', and 'road upgrading and traffic management' for both release areas.

Figure 8-7-6: Staging Plan

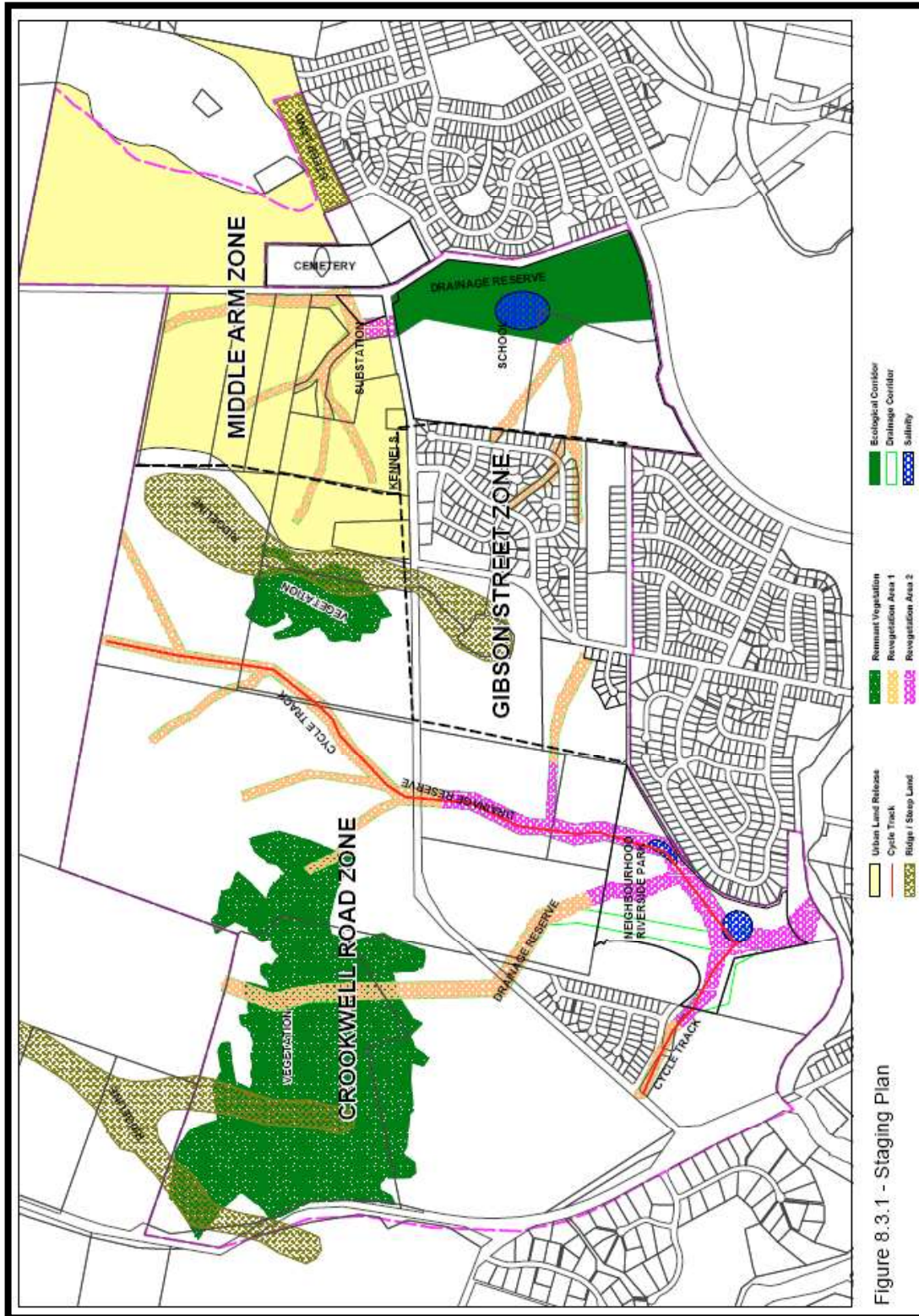


Figure 8.3.1 - Staging Plan

## 8.8 Mistful Park Commercial Precinct

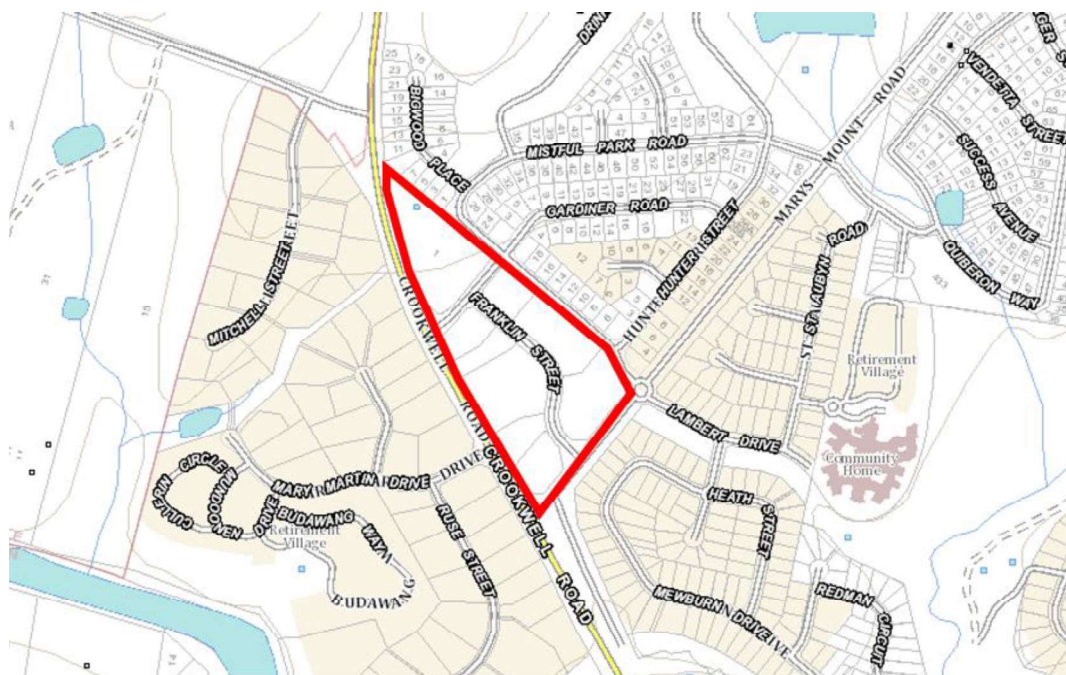
### Objectives

- To facilitate the provision of commercial and retail services to the immediate surrounding community and commuters on Crookwell and Marys Mount Road.
- To ensure that Goulburn’s existing CBD remains the primary centre for business and commerce in Goulburn.
- To facilitate medium density living close to commercial services in Mistful Park.
- To ensure that medium density residential development adequately provides for landscaping, design and car parking

### 8.8.1 Land to which this Plan applies

This Plan applies to the land on the map shown as Figure 8-8-1.

**Figure 8-8-1: Land to which Plan applies – Mistful Park Commercial Precinct**

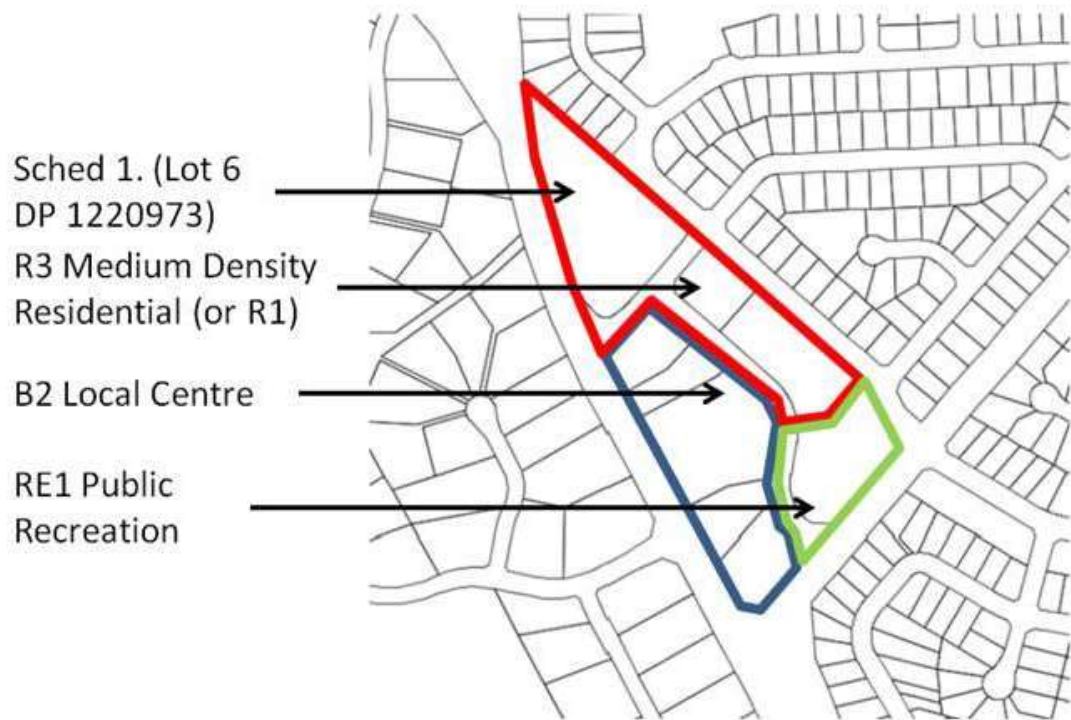


### 8.8.2 Development Potential

The Land has been zoned to facilitate the development of a small commercial centre and medium density housing, with accommodation also permitted on Lot 6 DP1220973 (Figure 8-8-2).



**Figure 8-8-2: Indicative zone map**



Based on existing approvals, floor space ratio restrictions and current plans for the site, development identified as suitable for the land zoned as B2 Local Centre includes:

- (a) A mid-size supermarket of around 1500m<sup>2</sup>;
- (b) Three (3) retail tenancies ancillary to the supermarket with a combined floor space of approximately 250m<sup>2</sup>;
- (c) Seven (7) commercial tenancies with a cumulative floor space of approximately 1000m<sup>2</sup>;
- (d) Two (2) medical tenancies of any size;
- (e) A take-away food and drinks premises;
- (f) A car wash; and
- (g) A petrol/service station.

The land zoned R3 Medium Density Residential is suitable for medium density housing given that it would be within walking distance from future commercial services, Riverside Park and public transportation. Low density residential development would also constitute a highly inefficient use of the land.

Lot 6 DP 1220973 is suitable for the development of camping grounds or caravan park in the near term, whilst remaining open for the development of a more permanent tourist or visitor accommodation and medium density housing in the future.

### **8.8.3 Restriction on commercial development**

Council will only grant consent to commercial development that is beyond or significantly different to the commercial development indicated in 8.8.2 if an economic impact assessment is prepared and demonstrates, to the satisfaction of Council, that the development does not pose a significant threat to the commercial viability of Goulburn's CBD and its businesses. For the avoidance of doubt, an economic impact assessment is not required for development that does not cause the cumulative floor space of commercial development in the Mistful Park Commercial Precinct to exceed 3500m<sup>2</sup>, assuming that it consists primarily of:

- (a) A mid-size supermarket of around 1500m<sup>2</sup>;
- (b) Approximately three (3) retail tenancies with a combined floor space of approximately 250m<sup>2</sup>;
- (c) Approximately seven (7) commercial tenancies with a cumulative floor space of approximately 1000m<sup>2</sup>; and
- (d) A take-away food and drinks premises of approximately 550m<sup>2</sup>.
- (e) But not including:
  - (f) Two (2) medical tenancies;
  - (g) A childcare facility;
  - (h) A car wash;
  - (i) A petrol/service station;
  - (j) Any accommodation or residential development.

It is recommended that the developer liaise with Council prior to the preparation of an economic impact assessment in order ensure that it is completed to the satisfaction of Council. If the economic impact assessment fails to address any key concerns raised by Council, then it may not be accepted.

### **8.8.4 Additional and alternative requirements for medium density residential development and tourist and visitor accommodation**

To facilitate the orderly development of medium density housing in Mistful Park the following alternative controls apply and exceed to the extent of any inconsistency with any other part of this Plan:

Height	Development for the purposes of medium density residential housing or tourist and visitor accommodation must not exceed three (3) storeys in height.
Siting	Accesses and entries to any dwellings or tourist and visitor accommodation proposed must face towards Box Avenue and/or Franklin Street.
Private open space/communal open space	<p>For multi storey residential flat buildings, dwellings on ground level should have private open space of at least 25m<sup>2</sup> with a minimum length and width of 4m.</p> <p>For multi storey residential flat buildings, dwellings not on ground level must have access to balconies extending out of living areas in a northerly direction with a minimum depth of 2m.</p> <p>Multi storey residential development should provide between 25 and 35% of the site area as communal open space.</p> <p>For attached or semi-detached residential development, between 40m<sup>2</sup> of private open space must be provided with a minimum length and width of 4m.</p>
Landscaping	<p>Development for the purposes of tourist and visitor accommodation should set aside between 25 and 35% of the site area for landscaping.</p> <p>Landscaping for the purposes of communal open space must provide for a variety of plantings and must not consist of large impermeable surfaces so as to minimise run off and the heat island effect.</p>
Parking and access	<p>Parking for the purposes of multi dwelling housing must be provided at the alternative rate of:</p> <ul style="list-style-type: none"> <li>• 1 space per 1 or 2 bedroom unit (including studio units)</li> <li>• 2 spaces per each unit with 3 bedrooms or more.</li> <li>• 0.25 spaces in visitor parking per dwelling.</li> </ul>



	<p>Where parking cannot be provided without non-compliance with open space or land scaping requirements, it must be provided either underground or under the building, provided that sufficient screening is provided.</p> <p>If secure parking or storage facilities are to be provided, they must be adequately screened from view from the street.</p>
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## 8.9 Lansdowne Street

Lansdowne Street site specific controls will be uploaded following the gazetting of the corresponding amendment to the *Goulburn Mulwaree Local Environmental Plan 2009* in due course.

### Objectives

The objectives of this chapter are to:

- Reduce land use conflicts between residential development in the subject area and existing light industrial and industrial activities to the north and east.
- Protect the ecological values of the site, namely the Box Gum Woodland Endangered Ecological Community that includes known habitat for the vulnerable Varied Sittela.
- Protect the North – South landscape and ecological connectivity from the Mulwaree River, including the unformed section of road on Cathcart Street adjoining the site.

### 8.9.1 Land to which Plan applies

This chapter applies to the land indicated in **Figure 8-9-1** below. The subject land is bound by Lansdowne Street to the north, Robinson Street to the east, Cathcart Street to the west and incorporates Theatre Drive

**Figure 8-9-1** : Land to which Plan applies- *Lansdowne Street*



### 8.9.2 Development Control

The majority of the subject site is zoned R5 Large Lot Residential to support the development of dwellings on lots no smaller than 1000m<sup>2</sup>, provided that measures are taken to limit the impact of noise on any proposed future dwelling.

The land zoned as B6 Enterprise Corridor is suitable for limited commercial or semi-industrial development, provided that operating hours are limited in accordance with this section and operational noise does not make it more difficult for residential development to comply with noise abatement controls in this section.

The remainder of the site is zoned E3 Environmental Management to protect the ecological value of the site and support no more than one (1) dwelling.

### 8.9.3 Access

No dwelling in the subject area is to have access driveway access directly onto Cathcart Street, Lansdowne Street or Robinson Street.

A pedestrian footpath must be provided between Cathcart Street and Robinson Street and along Robinson Street as indicated in **Figure 8-9-2** prior to dwellings being occupied on land between Theatre Drive and Robinson Street.

**Figure 8-9-2:** Land between Theatre Drive and Robinson Street (in red) and indicative pedestrian footpath area (in blue).



#### 8.9.4 Cathcart Street

The vegetated unformed section of Cathcart Street is to remain closed so as to provide ecological connectivity with the E3 Environmental Management zone portion of the site.

#### 8.9.5 Noise Management for Residential Dwellings

Residential dwellings are to be designed to meet Australian Standards for noise (AS 2107) and to provide appropriate measures to ensure that the following LAeq levels are not exceeded:

- (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,
- (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.



Bedrooms in dwellings should be located at the furthest point from noise sources in the B6 Enterprise Corridor zone.

All boundary fencing in land zoned R5 Large Lot Residential must consist of hard wood timber lapped and capped fencing to a height of no less than 1.8m, except for any fencing adjacent to Lansdowne Street, where it must be built to a height of no less than 2.1m.

An acoustic report is to be submitted with each development application for a dwelling to address the controls above.

### **8.9.6 Development in the B6 Enterprise Corridor zone**

Development in the B6 Enterprise Corridor zone is to be limited to single storey development.

Any development proposed in the B6 Enterprise Corridor zone is to have operational hours restricted to between 7am and 6pm. Any such development must also not emit noise that would prejudice the ability of future residential development in the area to comply with this clause.

### **8.9.7 Development in the E3 Environmental Management zone**

Residential dwellings are not to be constructed in the E3 Environmental Management zone until public playground equipment is provided on the land.

Residential dwellings are not to be constructed in the E3 Environmental Management zone until public pedestrian access is provided from Theatre Drive to Cathcart Street and any direct road access from Theatre Drive to Lansdowne Street is sealed.

Residential dwellings are only to be located on land designated as MZ03 in the *Conservation Management Plan* prepared by Biosis and dated 15 June 2017 on behalf of Simgrow Pty Ltd (**Figure 8-9-3**). The MZ03 area being the northern section of the subject site which has been highly disturbed and previously cleared and is dominated by introduced grasses and forbs.

**Figure 8-9-3 : Land suitable for residential development (in green)**



During the construction phase of any development in the E3 Environmental Management zone the following management activities are to be undertaken to minimise potential impacts within the site. These activities include:

- Use of appropriate dust suppression to minimise deposition of dust on vegetation within the subject site.
- Implementation of weed hygiene control measures for vehicles and machinery to minimise the risk of new weeds establishing within the subject site – this activity will reduce the risk of novel weed introductions and subsequent habitat degradation within the subject site.
- Run-off and erosion controls to be implemented to prevent soil erosion or discharge of loose sediment to the subject site – this activity will minimise the risk of erosion, smothering and/or nutrient enrichment and subsequent habitat degradation within the site.

## 8.10 Hovell Street

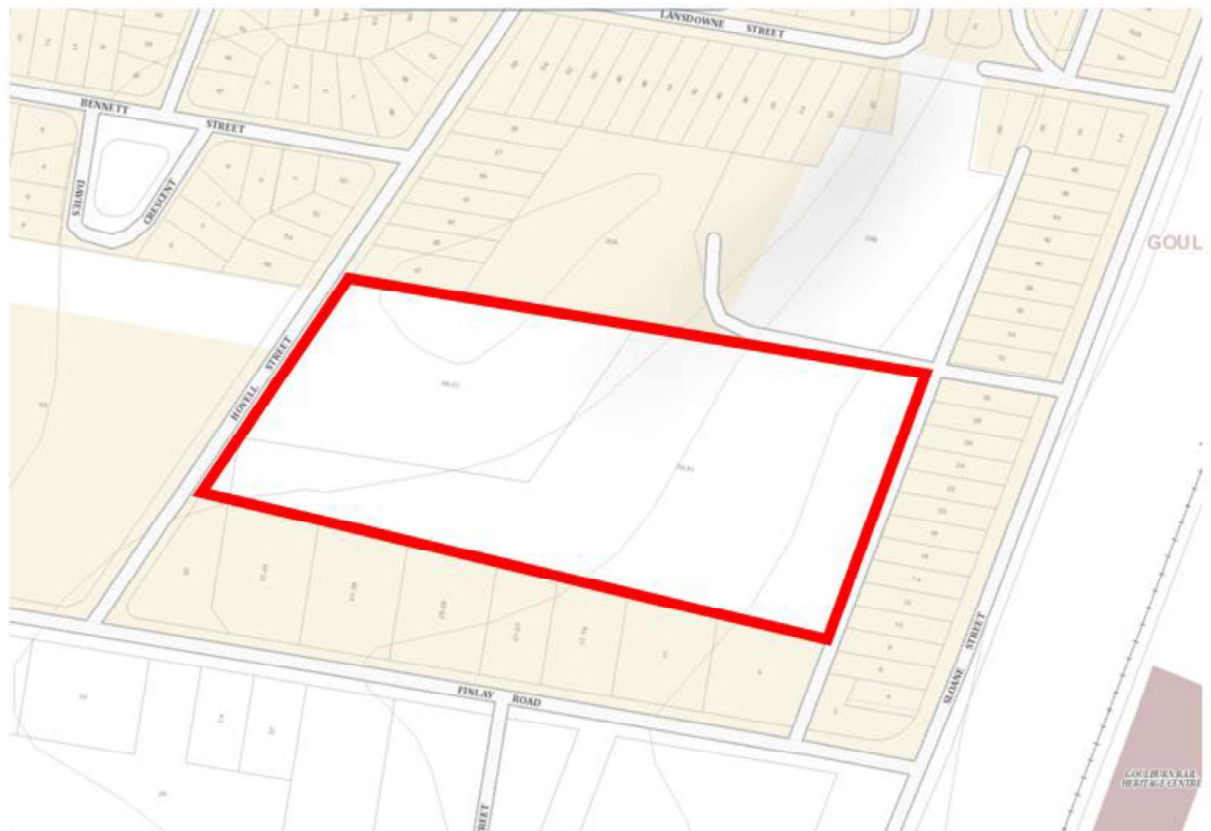
### Objectives

- Reduce land use conflicts between residential development in the subject area and existing light industrial and industrial activities to the south (Finlay Road).
- Provide for public open space.
- Provide for controls suitable for a sloping site and lower density of residential development.
- Reduce the impacts associated with urban heat islands.

### 8.10.1 Land to which this Plan applies

This chapter applies to the land indicated in **Figure 8-10-1** below. The subject land is known as 59 – 61 Hovell Street, Goulburn and has frontage to both Hovell Street and a laneway to the rear of properties fronting Sloane Street

**Figure 8-10-1:** Land to which Plan applies- *Hovell Street*





## 8.10.2 Development Potential

The subject site is zoned R1 General Residential, however a minimum allotment size of 1000m<sup>2</sup> is identified in order to provide for:

- greater separation with industrial development to the south;
- the slope of the site; and
- to reduce the urban heat island effect via an increased landscape component.

Further controls are also applied in this section to ensure connection to Council reticulated water and sewer services and to restrict development density on the sloping site and to limit the potential for land use conflict and increased stormwater runoff.

## 8.10.3 Water and Sewer Services

All lots are to be connected to Council's reticulated water and sewer services.

## 8.10.4 Aboriginal Cultural Assessment

The subject site has been identified as potentially being of Aboriginal heritage significance. An Aboriginal cultural heritage due diligence assessment is required prior to the determination of any development application for any physical works proposed on the land. Any subsequent development must adhere to the recommendations of this due diligence assessment, including any requirement to undertake further archaeological work.

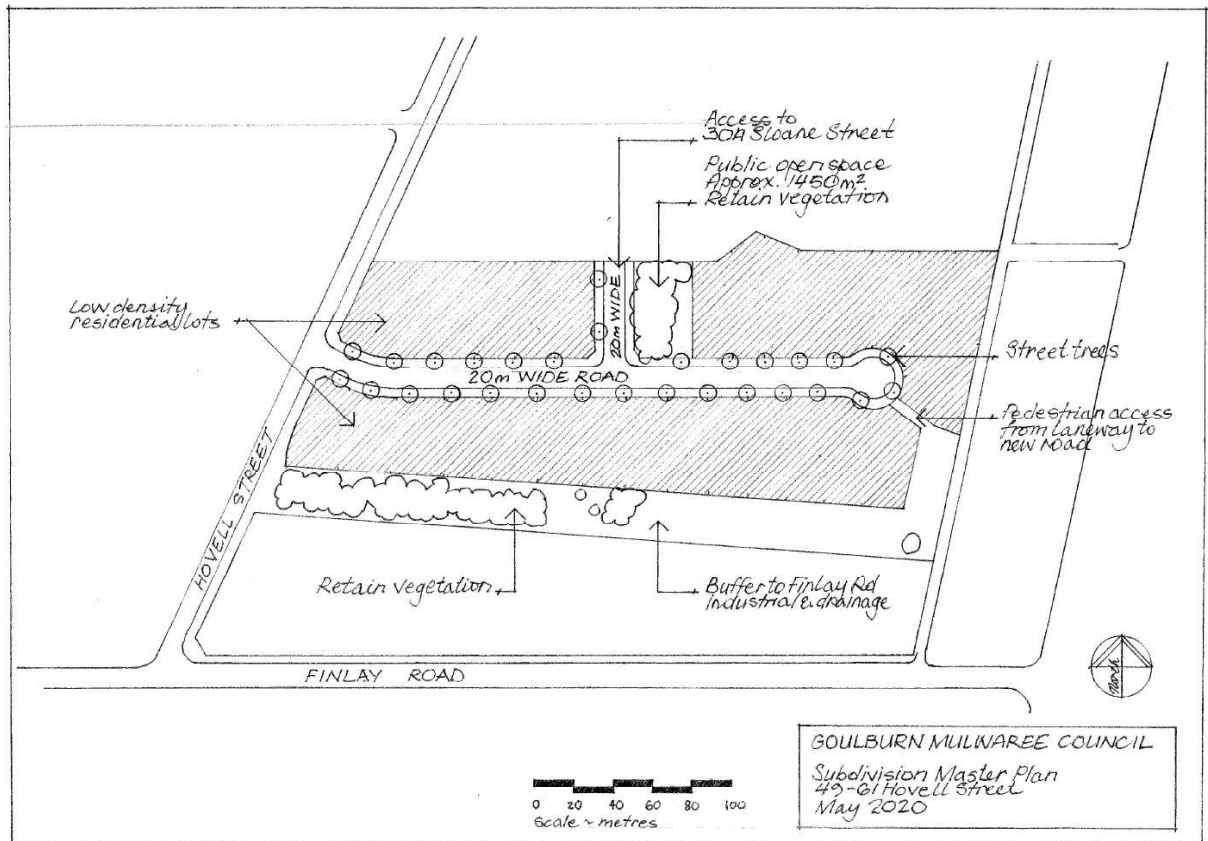
## 8.10.5 Site Planning

Subdivision of this land is to be made in accordance with the indicative Master Plan shown below (**Figure 8-10-2**). This requires that the following be provided in the indicative locations shown on the Master Plan:

- Public open space of approximately 1450m<sup>2</sup> to be dedicated to Council. This land must not be developed for any other use and any remnant native vegetation on this land must not be removed as part of the subdivision.
- 20m wide road reserves to be provided with principle access onto Hovell Street, with an internal connection to 20a Sloane Street.
- Pedestrian access to the laneway on the eastern side of the subject area.
- Provision of a buffer to industrial development on Finlay Road. This buffer can also act to retain remnant vegetation and act as a stormwater reserve.
- Provision of street trees.

- Low density residential subdivision.

**Figure 8-10-2: Indicative Subdivision Master Plan**



### 8.10.6 Site Coverage and Heat Island Mitigation

Site coverage of any development is not to exceed 40% of any given lot. The remainder of the land should be preserved for landscaping and permeable surfaces so as limit stormwater run-off and the formation of heat islands during heatwaves.

Dual occupancies, semi-detached dwellings and multi-dwelling housing are generally not supported as they would conflict with the above control.

Landscape plans are to be submitted with any development application for dwelling houses. Landscape plans should include suitable tree species with broader tree canopies to maximise shade. A Landscape Plan shall be submitted either at the development application stage for the subdivision or prior to issue of a subdivision certificate for the public open space area to include a children’s playground.

Materials, particularly for pavements and roofs, should be reflective where possible to limit heat absorption. It is recommended that all development adheres to the technical

guidelines contained with *Urban Green Cover in NSW (2015)*, published by the former Office of Environment and Heritage.

### **8.10.7 Noise Management for Residential Development**

The site adjoins IN1 General Industrial zoned land on Finlay Road. In order to reduce residential/industrial interface issues greater noise mitigation measures are required as part of the design for new dwellings.

Residential dwellings are to be designed to meet Australian Standards for noise (AS 2107) and to provide appropriate measures to ensure that the following LAeq levels are not exceeded:

- (a) in any bedroom in a dwelling—35 dB(A) at any time between 10.00 pm and 7.00 am,
- (b) anywhere else in the dwelling (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

An acoustic report is to be submitted with each development application for a dwelling to address the controls above.

## **8.11 Ross Street Mixed Use Precinct**

### **Objectives**

The objectives of this chapter are to:

- Protect Aboriginal cultural heritage and state heritage items.
- Manage flood risk associated with the site.
- Account for future development of the Goulburn-Crookwell rail reserve.
- Mitigate against any potential future land use conflict.

### **8.11.1 Land to which Plan applies**

This chapter applies to the land indicated in **Figure 8-11-1** below. The subject land is bound by the disused Goulburn-Crookwell rail reserve to the north and west, Ross Street to the east and the Wollondilly River to the South.



**Figure 8-11-1:** Land to which Plan applies- *Ross Street Mixed Use Precinct*



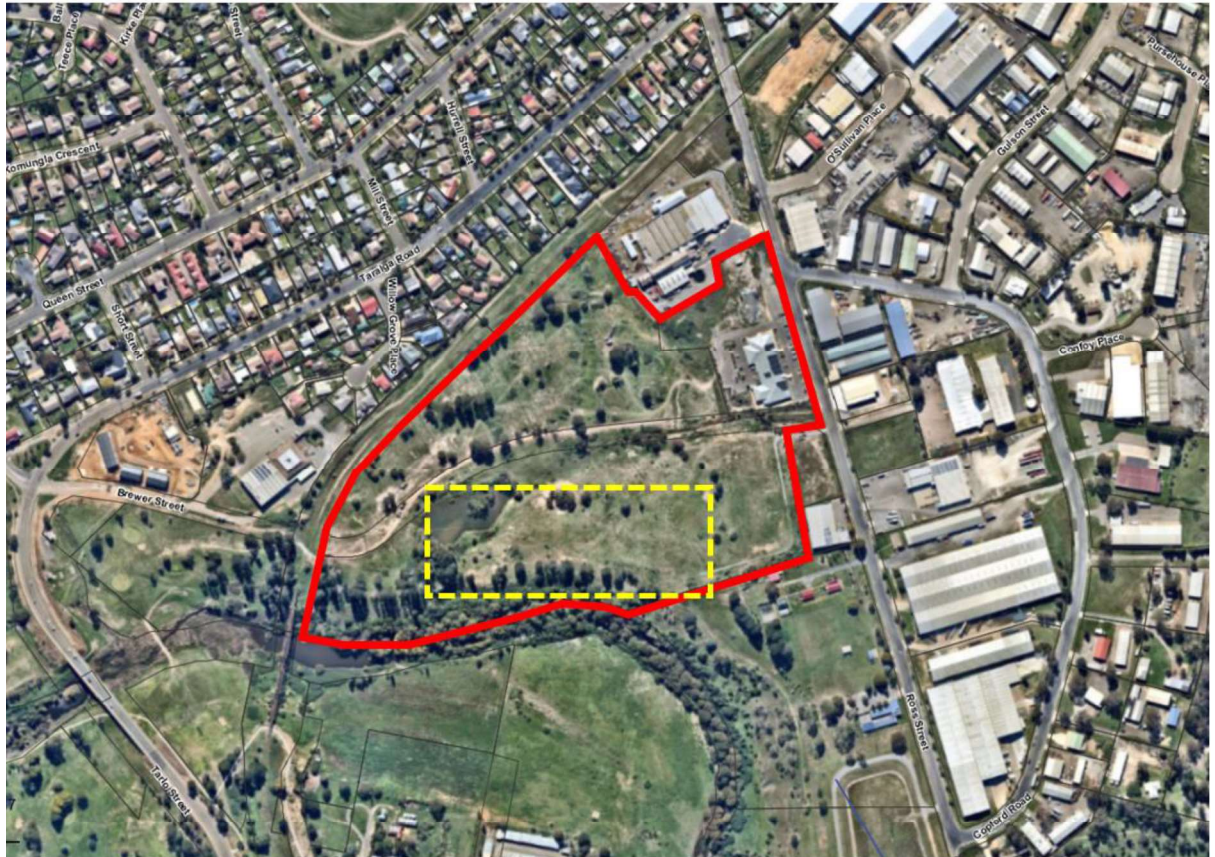
### 8.11.2 Aboriginal cultural heritage

No development is to occur on land identified in **Figure 8-11-2** below in yellow unless it is in accordance with a detailed archaeological assessment undertaken in consultation with the local Aboriginal community and any applicable Aboriginal Heritage Impact Permit. This area may be further refined and reduced with the submission of an Aboriginal Cultural Due Diligence Assessment that identifies more precisely the location of a Potential Archaeological Deposit (PAD), in which case this control only applies to the PAD area plus a boundary of 10m.

Barrier fencing must be installed if any works are proposed adjacent within 10m of the area identified in the above control.



**Figure 8-11-2:** Area (in yellow) where no development is to occur without an Aboriginal archaeological assessment.



### 8.11.3 European heritage

The subject area is located north of the state heritage listed 'Riversdale' to the south (**Figure 8-11-3**). Any proposed subdivision or subsequent development of the subject area will require a Heritage Impact Statement. This Heritage Impact Statement must include at a minimum the significant views to and from the heritage item and any mitigation measures to avoid or minimise visual impacts. Mitigation measures may include (but are not limited to):

- Setbacks.
- Buffer distances.
- Sympathetic building form.
- Limitations as to bulk and scale of development.



For multi storey development or development in excess of 8m in height, this Heritage Impact Statement must also consider any impacts on the state heritage listed ‘Goulburn Correctional Centre Complex’, located further to the south (**Figure 8-11-3**).

**Figure 8-11-3:** Location (in yellow) of the state heritage listed “Riversdale” and “Goulburn Correctional Centre Complex”.





Heritage Impacts Statements must be prepared in accordance with Heritage NSW's *Statements of Heritage Impact*.

#### **8.11.4 Flood Planning**

All of the subject land is flood prone in different flooding events up until the Probable Maximum Flood (PMF). All development must therefore adhere to the *NSW Floodplain Development 2005* (or any superseding version if applicable).

Any subdivision design must allow for continuous egress for vehicles up to the PMF, requiring a continuous rise of any road network out of the floodplain.

Sensitive uses such as aged care facilities, hospitals, day care facilities or other developments that pose significant difficulties when evacuating occupants due to their age, illness, disability, lack of ability to undertake responsibility for personal transport must not be developed anywhere on land affected by the PMF.

Flood planning controls in this clause do not apply to existing approved developments.

#### **8.11.5 Development adjacent to rail reserve**

Any development on or adjacent to the Goulburn-Crookwell rail reserve (**Figure 8-11-3**) must demonstrate how privacy is to be maintained and landscaping is to be provided, in consideration of the potential of this rail reserve to be developed into a rail trail or highly trafficked walking and cycling route.

**Figure 8-11-3:** Location (in yellow) the Goulburn-Crookwell rail reserve.



Solid fencing is not to be erected fronting the rail reserve without a landscaping plan showing a landscaped buffer between the fence and the rail reserve.

### 8.11.6 Noise management for residential development

Residential dwellings are to be designed to meet Australian Standards for noise (AS 2107) and to provide appropriate measures to ensure that the following LAeq levels are not exceeded:

- a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,
- b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

Bedrooms in dwellings should be located at the furthest point from noise sources in the adjacent or nearby B6 Enterprise Corridor or IN1 General Industrial zone.

An acoustic report may be required to demonstrate compliance with the controls above.