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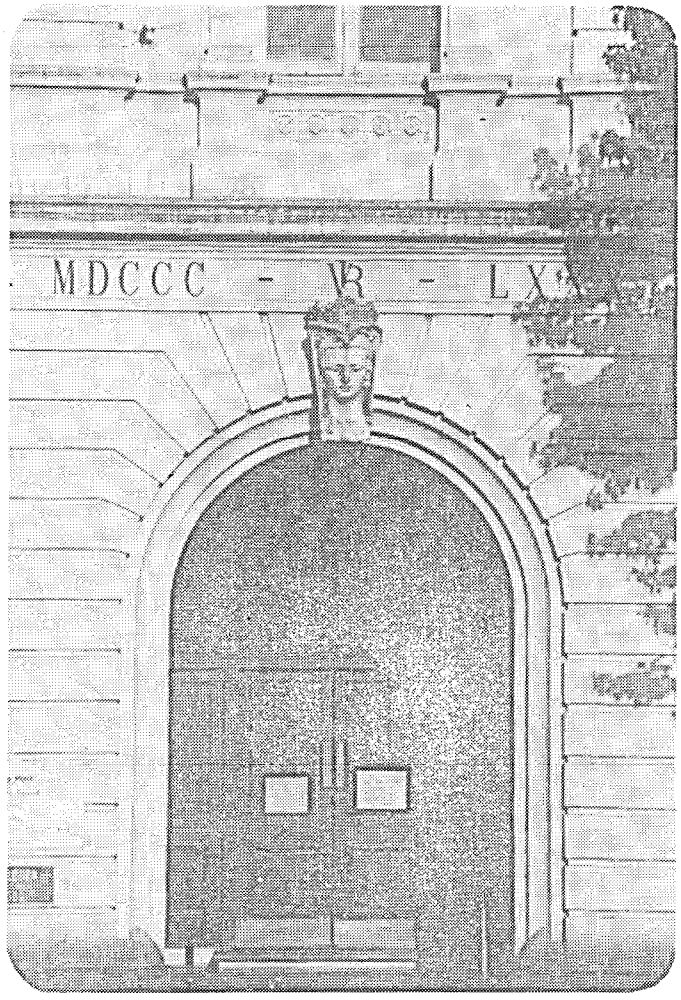

GOULBURN HERITAGE STUDY

Lester Firth Associates Pty Ltd

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FINAL REPORT

Prepared for Goulburn City Council and
Department of Environment and Planning

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STUDY OBJECTIVES

The objectives of this study are:

- to identify and record items of heritage significance considered worthy of conservation within the context of an historical, architectural and environmental assessment of Goulburn.

- to identify and describe the particular environmental qualities of Goulburn, its unique and typical areas, assessing the relationships of physical landscape, built environment and townscape which contribute to its recognised character.

- to evaluate identified heritage items and matters in the light of existing planning controls and other planning policies for the area to highlight existing conflicts.

- to recommend conservation objectives, policies and strategies for use in a local environmental plan.

- to propose priorities for heritage conservation action in Goulburn.

STUDY STRUCTURE

Section One the "Thematic Examination of the History of Goulburn" provides a detailed historical perspective of the development of Goulburn until the present time and highlights those items or areas of heritage significance which establish a link with the past.

Section Two briefly examines locational, social, economic and attitudinal influences which influence heritage concerns.

Section Three identifies and analyses the physical and environmental qualities which influence the character of Goulburn today, including City Setting, Land Use, Movement Systems, Views, Landmarks, Open Space and Building.

Section Four is concerned with existing heritage and planning controls in the City, schedules existing "protected buildings or areas " and highlights particular heritage threats.

Heritage Objectives and Polices at a City-wide level are proposed in Section Five. These are comprehensive statements and cover City Setting, City Character, Urban Conservation, New Development, Land Use, Movement Patterns, Economic Activity and Community Awareness.

Section Six deals with the detailed assessment of historic and environmental conditions on a precint-ual basis. Eleven planning precincts within the city are examined and heritage guidelines proposed.

The recommended Heritage Strategy is set out in Section Seven to guide implementation of the Study Objectives and detailed conservation guidelines.

Finally Section Eight provides the list of Items considered to be of heritage significance to the City of Goulburn.

section 1

SECTION ONE : THEMATIC EXAMINATION OF THE HISTORY OF GOULBURN

Introduction

Goulburn's significance within the Southern Tablelands region and its wider role within New South Wales has changed through time. This section of the report addresses the economic, social and environmental influences that have helped to progressively shape the structure of present day Goulburn.

The aim has been to identify key phases and themes in the development of Goulburn and thus provide a social and economic context for the present day heritage elements within the city and its immediate environs.

The Goulburn area was first explored as early as 1798 but not 'discovered' until 1818, by James Meehan. In the 1820's the Goulburn Plains were being used for 'stock stations' and land owners and settlers followed initial Government grants. The early northern township of Goulburn Plains was designed in 1828, but in 1832 Sir Richard Bourke selected a new site for the town further south above the Mulwarree Ponds. The town grew with the completion of the Great South Road and the expanding wool industry and by 1847/50 had become a Government centre with the establishment of a substantial courthouse.

During the 1850's the gold rushes did not dramatically affect the town's fortunes, but in 1869 the railway from Sydney reached Goulburn heralding the boom years which lasted through to the mid 1890's. Goulburn remained a railhead until 1875, commercial and manufacturing industries grew and Government functions multiplied. There was an unprecendented land and building boom until the depression of the 1890's when Goulburn's population growth began to drop relative to other centres.

Federation and the World War I saw economic recovery and a great deal of building and wool growing. The rural surrounds were economically important through the inter war period. From the 1940's Canberra emerged as a competing centre and today exerts influence over the region formerly focused on Goulburn.

Relative Size

Until the post war years Goulburn was comparatively large. Dubbed the 'Queen City of the South' it was the third largest centre in New South Wales for most of the 19th Century. In 1891, it was overtaken by Broken Hill, but managed to retain its position as the fourth largest centre in the State after Sydney, Newcastle and Broken Hill until 1947. Because Goulburn was a large provincial centre, governments and churches established administrative bases in the city. Impressive public and institutional buildings were constructed.

Since 1947 however, Wagga Wagga, Albury, Bathurst, Orange, Dubbo, Tamworth, Lismore, Maitland, Gosford, Campbelltown, The Entrance and Wollongong, Queanbeyan and Canberra have all outstripped Goulburn in terms of population growth.

The slowing down of growth in post war years has influenced Goulburn's ability to attract further administrative functions, industry and as a result population.

Economy

It is locally held that Goulburn's economy is sufficiently diverse to sustain the city against slumps or dramatic rises.

As a Government service centre, it has been partially insulated from the vagaries of the private sector. Today, Goulburn struggles to retain the current level of Government activity with campaigns for the retention of staff and activity at the railways, hospital, College of Advanced Education, Gaol and Kenmore Mental Hospital.

Such concern for government activity is not new and from the earliest days Goulburn has battled to secure favours from city-based governments.

Goulburn is a transport centre and over the years has been dependent on both road and rail. The opening of the railway in 1869 and the construction of major railway facilities generated employment and influenced Goulburn's form and social structure. The significant growth of road transport in the post war years has modified the earlier focus on the railway station yards and workshop.

As a country town, Goulburn is dependant on its hinterland. The drought and poor economic return for the produce of the countryside at the end of the 19th Century badly affected the city and its prospects. In contrast, the prosperity of the wool industry in the inter-war and immediate post war years benefitted the city. In 1958-9 Goulburn survived the challenge to re-site wool sales and subsequently developed large wool stores in and adjacent to the city. Poor seasons and falling prices in more recent times have led to a reduction in livestock and the closure of the town-based abbatoir. Mineral extraction has also contributed to the city with the Captain's Flat Mine (1938-62) and Woodlawn Mine after 1978.

Religion and Social Composition

Goulburn has differed from other centres in some aspects of its social, religious and ethnic composition. At the end of the 1860's, the

relatively equitable balance between the sexes demonstrated a more settled urban community with fewer of the masculine dominated frontier community characteristics of other centres. In the 1980's the comparatively small number of people in their late teens and twenties distinguishes it from larger centres which do not have the same difficulty in offering post-school educational and employment opportunities.

Denominational allegiances and birth place patterns show Goulburn as a Celtic-Australian centre. Its people have, in the main, been drawn from and relate to the traditions of the British Isles.

Goulburn has long had a strong Anglican presence signified by the prominence of St Saviours Cathedral. The Anglican community has not been without its difficulties, and at one time last century the disputes that arose between Comte de Rossi and Bishop Thomas caught the attention of the rest of New South Wales. Comte de Rossi's occupation of the Cathedral building in 1887 and 1891 led to parochial and cathedral parties arguing the issues and the courts were involved in adjudication.

Catholics have always been strongly represented in Goulburn. This influence reflects the large proportion of Irish settlers, the development of a strong Catholic centre and subsequently Goulburn becoming the seat of the Catholic bishop. In the late 19th Century and early 20th Century Goulburn, like the rest of the State, was troubled with sectarian strife. Arguments, for example, about state aid for education or the regulation of mixed marriages were given some local edge by the residential presence of the bishop and other church spokesmen. As late as 1962, Goulburn again caught the attention of the rest of Australia when the bishop closed Goulburn's Catholic schools 'as a protest against the failure of successive governments to recognise the justice of claims for financial assistance to education'.

Wesleyans were vigorously involved in disputes between Catholics and Protestants and they also helped establish Goulburn as a temperance centre. The water fountain in Belmore Park marks an endeavour by temperance enthusiasts to provide refreshment for passing travellers without having to subject themselves to the temptation of visiting a public house.

The aphorism, 'as solid as a Goulburn Jew' is reputed to have had currency in the 19th Century. Visitors were struck by the Jewish names of the proprietors of business houses. The Jewish community was influential if not large. A site for a synagogue was reserved in the 1850's but never developed. A summer house at the rear of Lansdowne is said to have served as a synagogue at a later time and there are remnants of a neglected Jewish cemetery. Apart from the above, there is little evidence today of Jewish involvement in the city.

In spite of changes in the ethnic composition of Australian society in post-war years the number of people born overseas in Goulburn has remained small. Apart from a sizeable Greek community which has built a new Greek Orthodox Church there are no other European or Asian ethnic organisations, and Goulburn remains primarily Celtic-Australian.

Districts

Within the city, several districts can be distinguished by date, and sometimes class of housing. Goulburn like most other country centres, remained a pedestrian city until the introduction of the motor bus between the wars and the increasing use of private vehicles in post war years.

The early influences led to the more affluent building close to the city centre, choosing elevated sites or those that faced the north, protected from the south and west. The less

well-to-do acquired housing toward the periphery of the city and in low lying areas. In recent times expansion of the city and ease of private travel has led to the development of housing areas in more distant parts, eg., Bradfordville, Hoddle Avenue, Cathcart Street, Eastgrove and on small farm lots in the adjoining Mulwarree Shire.

North Goulburn is perhaps the earliest of the identifiable districts. There remain numerous early dwellings dating from the subdivisions of the 1850's which accompanied the building of the Fitzroy Bridge. There is still evidence of the straggle of buildings along the Reynolds/Grafton Street into the city proper and those stretching to the old town. North Goulburn Primary School was opened in 1877 before the boom of the 1880's.

Anglican and Catholic churches, hotels and shops, and a North Goulburn railway platform all helped to establish a feeling of detachment. Early enrolment records at the school show that parents were drawn from a limited range of fairly humble occupations. In the 1880's the proximity of brickworks, gaol and bridge construction work attracted workmen to comparatively small allotments in Maud and Wayo Streets.

South Goulburn developed slightly later than the north and had its origins in working class housing. Advertisers presented it as a district close to the Clinton Street mills and factories and to the railway workshop, an excellent location for artisans. Much of this early inner city housing stock still remains. In the post war years there was Housing Commission activity in the south.

With the central area, the early Southern Road through the city via Reynolds, Grafton, Sloane, Clinton and Cowper Streets made it difficult to establish Auburn Street as the commercial focus. In the 1850's the development of buildings around Belmore Park helped move business towards Auburn Street.

A subsequent preference for Lagoon Street as the major entry route confirmed the dominance of Auburn Street, which was secured and maintained in the 1860's and more particularly in the 1880's. Fashionable villas appeared on Church Hill and higher still in Cowper Street in the 1880's. The builders continued along Cowper Street to the north establishing a 'West End' within walking distance of the city centre. Development pushed further westward and as a result Faithful, Deccan and View Streets now represent the successive waves of Federation, 1920's and post war development.

Sloane Street was in parts low lying, particularly near Bradley and Goldsmith Streets and the intrusion of the railway helped local people to decide that the area was not suitable for a hospital. In the 1880's there were Chinese quarters in Sloane Street and parts were regarded as sleazy and a haunt for larrikins.

Auburn Street extended both to the north and the south in times of prosperity. In the 1920's several new large buildings influenced business activity northward from the centre (Belmore Park), AMP (1928), Empire/Odeon (demolished, K-Mart site), Ritz (demolished, Kentucky Fried Chicken Site), CML (1933), Liedertafel (1929), St Andrews (1925) and Craigs (now Waltons). In more recent times the opening of K-Mart has had a similar effect.

Today, the central area is impaired by the traffic and environmental affects of routing the Hume Highway along Auburn Street.

Until recent times Eastgrove has been the Cinderella suburb of the city. Situated on 'the other side of the track' much of its early development was low lying and flood prone. Early citizens were frequently critical of its lack of services and 'rude approaches'.

During World War I and inter-war years there was a great deal of building at Ifield to the north and then Garfield to the west. It was not until the post war years and following considerable Housing Commission activity that West Goulburn School was built in 1952.

Kenmore, north of the Wollondilly River, developed separately along the line of the Taralga Road in 1883. The establishment of the Kenmore Mental Hospital and large Catholic Girls Orphanage about the turn of century encouraged nearby settlement. The siting of a woollen mill on the Taralga Road in 1923 provided a big boost to this district, as did the subsequent building of Bradfordville. In more recent times the Bradfordville-Kenmore area has grown significantly and since 1969 a large shopping centre, together with primary and secondary schools, has been developed.

An alternative major road route was established with the opening of the Victoria Street bridge which served the newly constructed Teachers College. Two large Housing Commission estates at Marys Mount and on the other side of Middle Arm Road have been built since 1975 and are still expanding. The area north of the river is new, and there remains little of historical significance other than the Marys Mount Monastery and the Kenmore Hospital.

The preceeding paragraphs provide a broad introduction to the thematic development of the city. The following sections detail the historic influences, phases and themes.

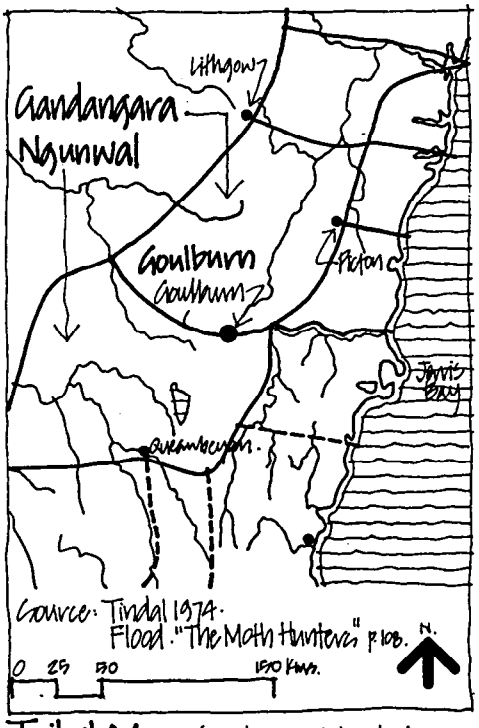
1.1 Aboriginal Presence, Exploration and Land Grants

Aboriginal Presence

Little evidence survives of Aboriginal presence in the Goulburn area and no specific work or research has been undertaken on Aboriginal sites. The indications[1] are that there were limited numbers of Aborigines in the area. Early explorers made few recordings of any Aboriginal people, although several 'native's fires' were sighted. Upon reaching Mt Towrang close to Goulburn in 1798, explorer Wilson commented that:

> "We really believe that there never was a native in this part of the country"[2]

There may be a number of reasons for this lack of contact including limited Aboriginal occupation of the area, shyness, safety and mobility.



Tribal Map. Southern Uplands Area.

The tribal map by Tindal shows the area of Goulburn divided between the Gandangara to the north and the Ngunawal to the south, covering the Lake George and Canberra areas.[3] An estimated pre-European population density for the Ngunawal is put at one person/36 km with a total tribal strength of around 500.[4] It is probable that large groups only came together on ceremonial or related occasions such as initiations and corroborees or intertribal wars.

The limited Aboriginal community was rapidly displaced and reduced by the arrival of the Europeans and the subsequent impacts in terms of land alienated and transmitted diseases.

By the 1840's the earlier nomadic lifestyle had changed and Aborigines were generally camped near settler's homes.

The influenza epidemic of 1846/47 was particularly severe and further accelerated the disappearance of the remaining Aborigines. In 1848, the Goulburn

Bench of Magistrates estimated the number of Aborigines in Goulburn to be 25 and others claimed a maximum of 150 in the district.

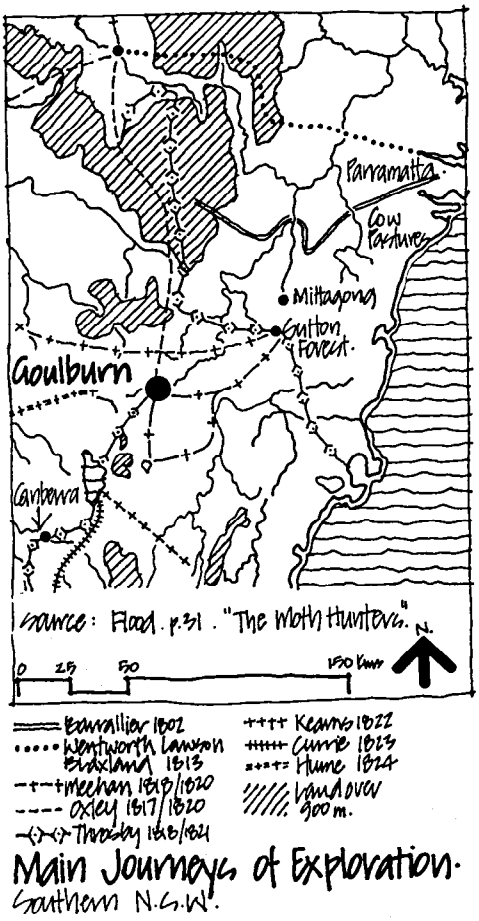
By the mid 1860's the Aboriginal population had virtually disappeared from the region. This followed a smallpox epidemic in 1830, as well as influenza and a severe measles epidemic in the 1860's. In 1856 the 'Canberra Tribe' (Ngunawal) numbered about 70, but by 1873 there was only one surviving Ngunawal, 'Queen' Nellie Hamilton, who died in Queanbeyan about 1897.

MacAlister mentions four local "tribes", the Mulwarrie, Tarlo and Burra Burra and refers to the Wollondilly having their burial place on the hill above Lansdowne House. Wyatt reports Aborigines camping on the hill near Lansdowne in the 1840/50's and also notes that as late as the 1860's, some of their graves could be seen.[5] Reference to a corroboree on the site of All Saints Church in Eastgrove and to an old tribal badge being found at Tirranna inscribed "King John Cry, Chief of the Duedolgong Tribe, Argyle" is also given by Wyatt.[6]

A small red soil hill behind Kenmore Hospital is understood to be a bora or initiation site for the Aborigines of Burbong. The site of Rocky Hill is referred to by Wyatt as an Aboriginal burial site.[7]

Little work has been undertaken in the Goulburn area on Aboriginal sites. Some 25 surface sites close to the City have been recorded by the National Parks and Wildlife Service (NSW), mainly as the result of a systematic archaeological survey. It is likely that other sites will be identified in the future.

The National Parks and Wildlife Service of NSW advise there are four sites of archaeological importance within the study area. None is likely to be affected by the proposals of this study.



Main Journeys of Exploration. Southern N.S.W.

Exploration

The Goulburn area was first explored by a party of convict volunteers sent south from Sydney by Governor Hunter. The aim appears to have been to prove the futility of attempts by convicts to escape from New South Wales to some 'fancied Paradise or to China', an idea which then prevailed among the Irish convict population. It was on their second journey in March 1798 that the party reached Mount Towrang, near the site of Goulburn.[8]

The area was not further explored until 1814 and 1818 by Hamilton Hume, Charles Throsby and James Meehan. Hume described these explorations in the following account.

> "In the year 1814, accompanied by my brothers, I discovered that tract of country now called Argyle. I was also there in the years 1815 and 1816, and in the year 1817, I accompanied Throsby to that part of the country. In the year 1818 I again accompanied Throsby and the late Mr Meehan. Mr Meehan discovered the beautiful lake, now called Lake Bathurst and Goulburn Downs."[9]

In March 1818, Meehan discovered the Mulwarree Ponds, passed through Inveralochy, Springfield and Tirranna, viewed the Gundary Plains, but the closest he came to the site of present day Goulburn was Brisbane Grove, south of Thorne's Bridge. Two years later Meehan, with Governor Macquarie, crossed the site of Eastgrove during Macquarie's inspection of the 'new country'. The party camped near Lansdowne Bridge. Meehan is acknowledged to have selected the name Goulburn Plains as a compliment to Henry Goulburn, then Secretary of State for War and Colonies.[10]

Further exploration led to an increased knowledge of the Argyle country and subsequently to settlement of the Goulburn Plains in the 1820's. The primary purpose was to provide for cattle and sheep from the over-stocked lands near Sydney. Other explorations included Captain Currie's 'excursion to the southward of Lake George' in 1823 and Captain Sturt's explorations of 1828.

Land Grants

"Norwood" was promised to Wm Lithgow on 2/11/1825 and granted 20/7/1830. "Rossville" was granted to F N Rossi on 28/1/1826. "Brisbane Grove" promised to John Walker on 12/11/1825 and granted 12/7/1839. "Tirranna" promised to Dr Andrew Gisbon 26/7/1827 and granted on 9/4/1835. "Murrhwary" promised to Wm Bradley 3/5/1825 and granted 8/3/1831. "Lansdowne" promised to Jonas Bradley 3/5/1825 granted 8/3/1831. "Gundary" promised to Thos Bradley 3/5/1825 and granted 8/3/1831. "Springfield" promised to Wm Pitt Faithfull 12/10/1827 and granted 18/2/1837. "Kelburn" promised to Janet Templeton 11/8/1831 granted 18/10/1839. "Strathern" promised to H Howey 21/10/1826 granted 7/7/1835. "Maxton" promised to Jas Kinghorne 26/3/1833 granted 16/3/1840. "South Lockleyer" promised to Edmund Lockyer, Junr 31/11/1826 granted 6/7/1835. 1200 acres promised to Rev Robert Cartwright 22/11/1822, granted to Jas Chisholm 29/10/1824.[9]

Old Crown Grants
List of 47 principal grants in vicinity of the Town of Goulburn. Ref. Wyatt. p.33.

1820 marked the discovery or crossing of the present site of the City of Goulburn. Early in the 1820's, the Goulburn Plains were being utilised as the 'stock stations' of landowners in Sydney, often with the sons of these families overseeing the property and subsequently settling the land. As early as 1815 Governor Macquarie allowed several settlers to graze stock in Argyle County. By 1821 there were at least 14 land holdings in the district under the system of temporary pasturage and ticket of occupation. Macquarie apparently saw Argyle as a 'temporary pasturage' pending a careful settlement of the Bathurst district. He directed only the 'great stock holders' to Bathurst and the majority of graziers requiring additional land to Argyle. So, while Bathurst was settled by great stockholders Argyle was settled by all classes of society. In 1828 the population of Argyle included higher percentages of colonial-born and ex-convict settlers than any other district. This meant that Argyle developed differently in the 1820's as its less affluent settlers grazed more cattle than sheep. In comparison with Bathurst, Argyle was a 'small man's cattle frontier'.[11]

The early buildings on such grants were the simplest of bark and slab huts as Waugh noted in 1835.

> "A man goes and sits down - as it is called - on land as he pleases, builds a hut in three days and lives there for a dozen years.... I live in a house that you would not put a pig into in Scotland .... I had seen a man with 1,000 sheep living in a house made of sheets of bark like the letter A."[12]

By way of contrast Lansdowne (built by 1830) and belonging to William Bradley was considered a fine house by writers of the time and described as:

> "A large weatherboard dwelling house, with substantial farm buildings and one of the best barns in the country".[13]

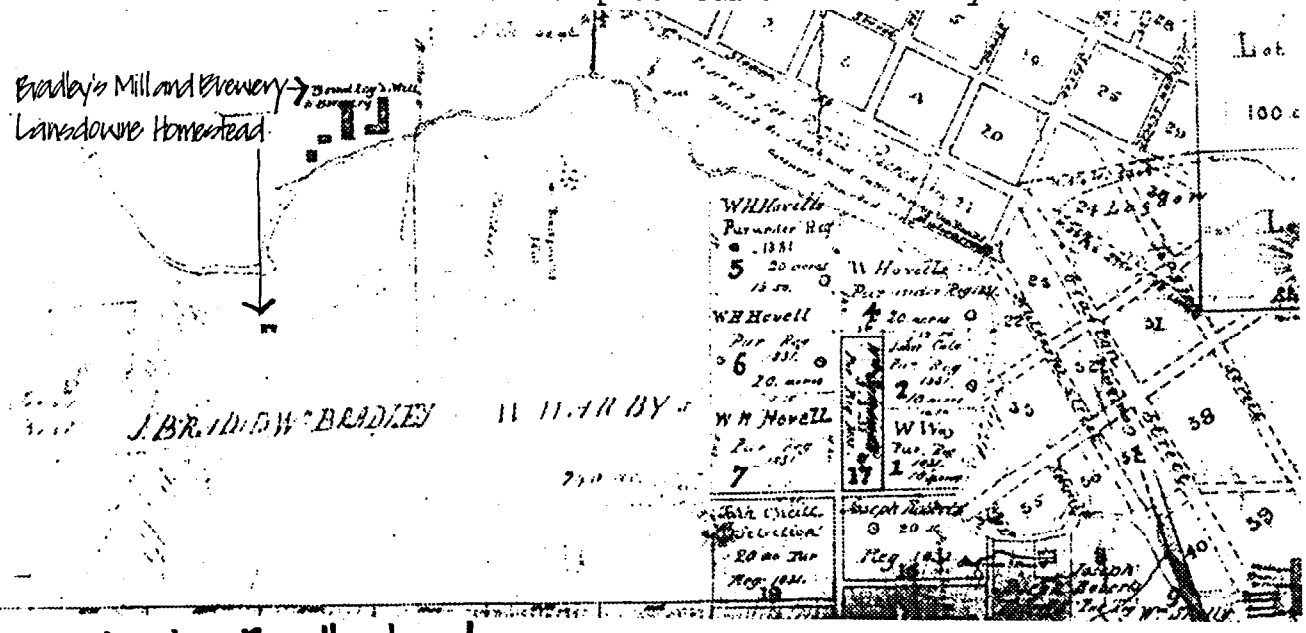
Waugh also commented on the "fine house" of Mr & Mrs Bradley, although little reference to or description of is found for other dwellings in the district (ie., pre 1834). The main dwelling and out buildings of Lansdowne still exist today.

Bradley's slab cottage. Photograph from Roxburgh R. "Early Colonial Homes of N.S.W.

The Bradleys of Lansdowne were among the more successful landholders. Jonas Bradley had arrived in the colony as a sergeant in the NSW Corps in 1791. He was granted 75 acres of farmland near Windsor in 1800, and he and his two sons, Thomas and William each received 100 acres near Goulburn in 1825. These initial grants were extended by purchase and grant and were consolidated in the name of William. By the time of William's death in 1868, he held about 32,000 acres in the immediate Goulburn district and further afield in the Monaro area he held over 300,000 acres.

Generally, substantial dwellings such as Lansdowne were not constructed before the late 1830's given that improvements had to be carried out, land surveyed and deeds secured. By this time the European market for Australian wool was established and increased numbers of skilled tradesmen or "mechanics" were emigrating to New South Wales, enabling residences of quality to be erected. Examples of fine substantial buildings in the district include Wollogorang (Goulburn), Glenrock (Marulan, post 1841), Inverary Park (Bungonia), Lockyersleigh (Longreach) and Norwood c 1835.

It is clear that 20 or more stations, including Rossiville, Baw Baw, Cardross, Lansdowne, Maxton, Norwood, Strathallen, Springfield and Tirranna were settled by the end of the 1820's, well before the township of Goulburn was surveyed and built.



Map showing Bradley Lands. State Archives N.S.W. G948

1.2 Early Goulburn Town, 1828 - 1849

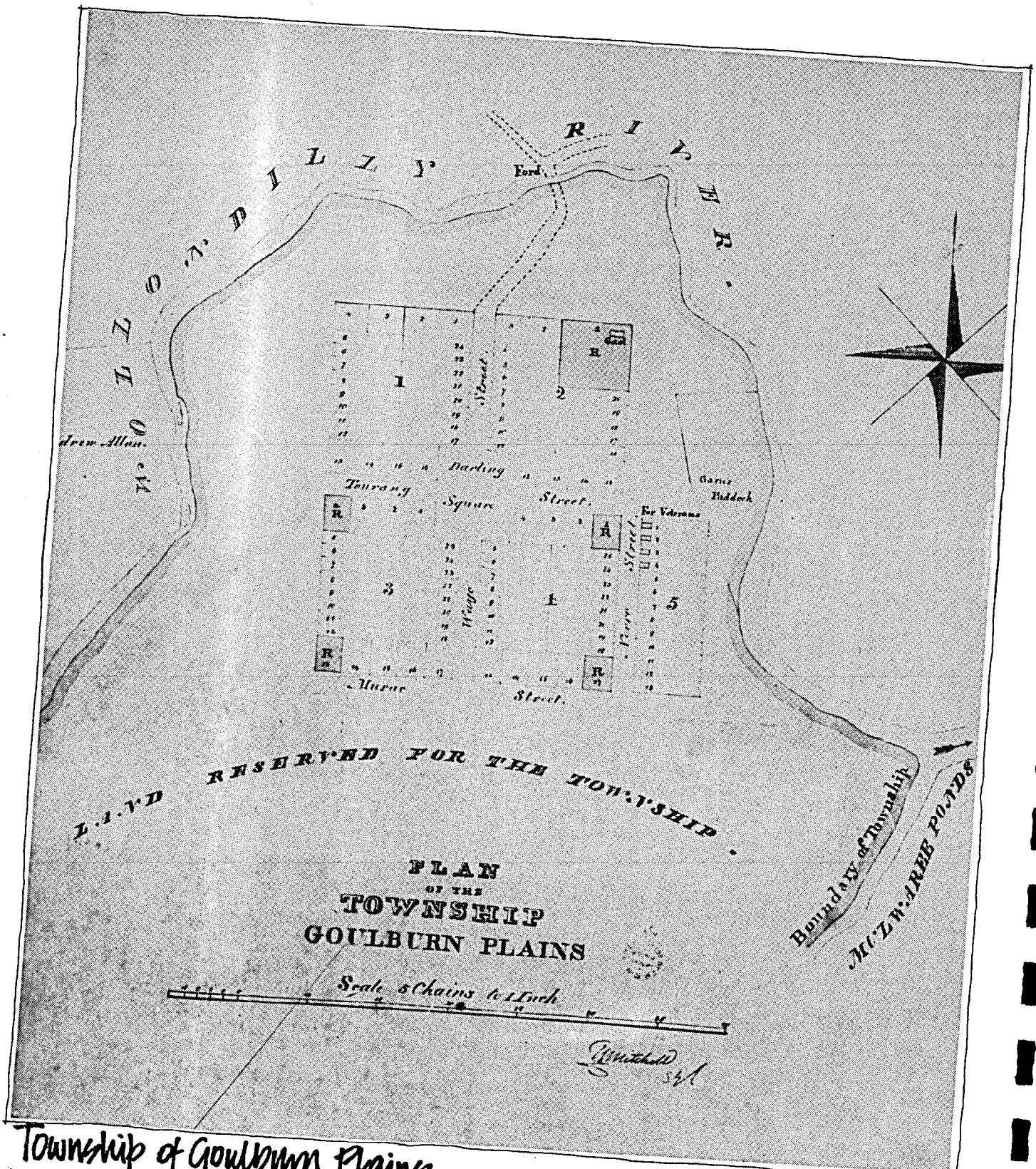
The Township of Goulburn Plains

Wyatt suggests that the original town plan of Goulburn had its origin in a scheme for settlement of discharged soldiers from the NSW Royal Veteran Companies[15]. In 1828 Mr R Dixon, assistant surveyor, designed a few allotments for a 'township of Goulburn Plains', situated within the bend of the Wollondilly River, immediately above its confluence with Mulwarree Ponds. The plan was approved as 'part of the town' in 20 May 1829.

In 1829, the Bench of Magistrates at Goulburn, which consisted of local land holders, was pressing the Colonial Secretary for a plan of the township. Clearly with the pioneer pastoralists and farmers settled on the Plains, a town was required to act as a commercial and government centre in addition to providing for the settlement of discharged soldiers.

In 1829 assistant surveyor Elliot was sent to mark out lines for "the immediate purpose of locating several discharged men of the Royal Staff Corps" at Goulburn according to the plan. Elliot proposed a more extensive subdivision than Dixon's, and his plan was approved by Governor Darling on 1 October 1829 as 'Plan of Township of Goulburn Plains'. (See Map No. 1).

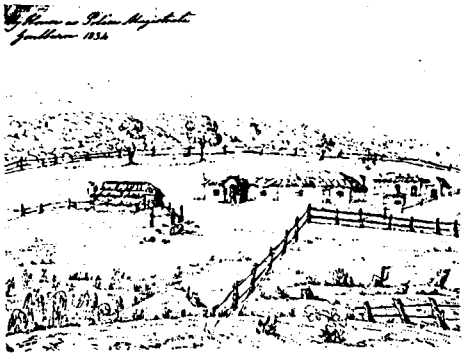
The plan was a small rectangular grid layout with a central open space named Darling Square. It was located on the early northern access track from Sydney which came via Sutton Forest and Tarlo. The other early road to Goulburn was from Sutton Forest via Bungonia.



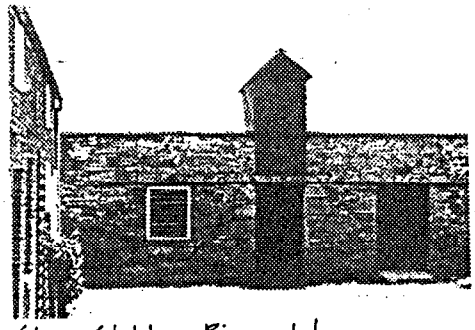
Township of Goulburn Plains

Source: Archives Authority N.S.W. AO Map 121

Map 1



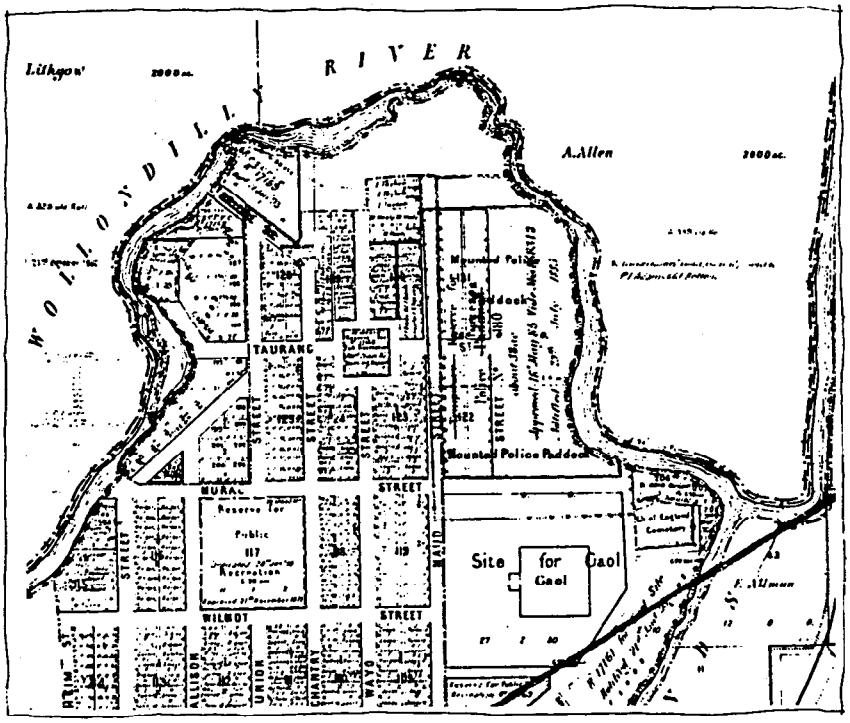
Police Magistrate's House · Goulburn 1834
Mitchell Library.



Stone Stables · Riversdale

The first Goulburn Court House and lockup was built in 1830 in the 'old township' and comprised a little rough hewn timber courthouse. Nearby were the bark roofed quarters of the officers and the humpies of the mounted police. It is believed that barracks and accommodation for the mounted police were established in the vicinity of Riversdale from about 1827, although Riversdale was not built until 1837-1840. There are references to early Inns in the old township, 'The Mounted Police Inn' (later the Policeman's Arms), with the licence held by John Cole 1831. The old stone stables, still evident at Riversdale, may have been those of the mounted police and are reputedly the oldest stone building (c 1833) remaining in Goulburn.

A later plan for the Old Township (1882 plan), retained some of the features of the Old Goulburn Plains subdivision. However, it, too, was changed with the building of the northern branch line to Crookwell and industrial developments. The Supertex factory and Tully Park Golf Links occupy much of the area today.



Plan of City of Goulburn. 1882
Archives Authority N.S.W. 20 map 940

The Plan for the Town of Goulburn

The Governor, Sir Richard Bourke, on a visit to Argyle in June 1832, objected to the northern 'Goulburn Plains' site for the future town on the grounds of flood susceptibility and the revised location of the main south road. He selected a new site to the south west above the Mulwarree Ponds.

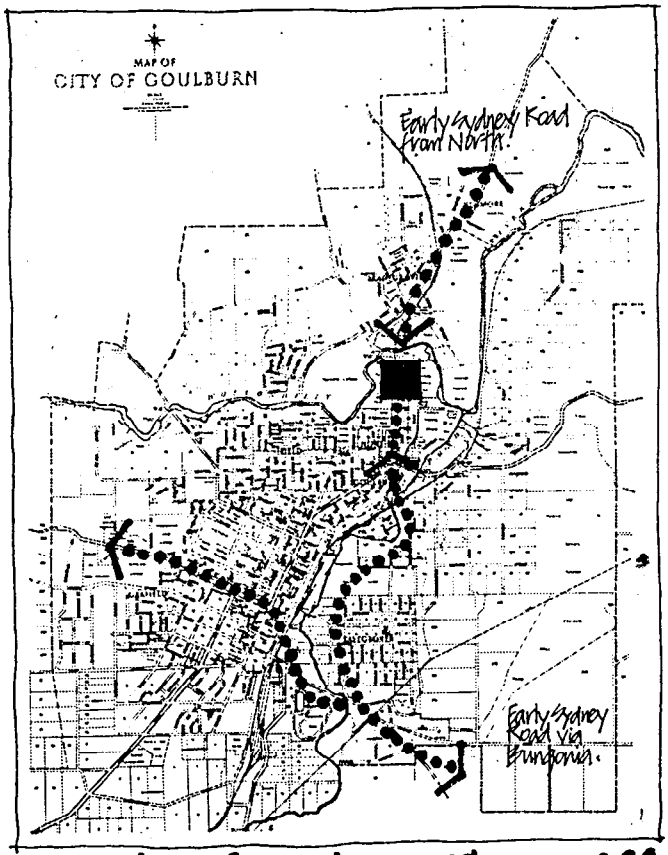
Govett prepared a plan and the allotments were marked on the ground by Hoddle in 1833. The plan was notified as the 'Town of Goulburn' on 21 January 1833. (See Map No. 2).

This 'new township' was planned on the standard rectangular grid or chequerboard pattern favoured at the time. Sections were generally 10 chns x 10 chns (200 m x 200 m), while the original allotments had 1 chn (20 m) frontages and 5 chn (100 m) depths. Streets 99 ft (30 m) wide separated the sections. Although little regard was paid to contours, the surveyor's variation of the pattern to give townscape prominence to a site for a church (St Saviours) shows a degree of town planning skill, together with engineering practicality.

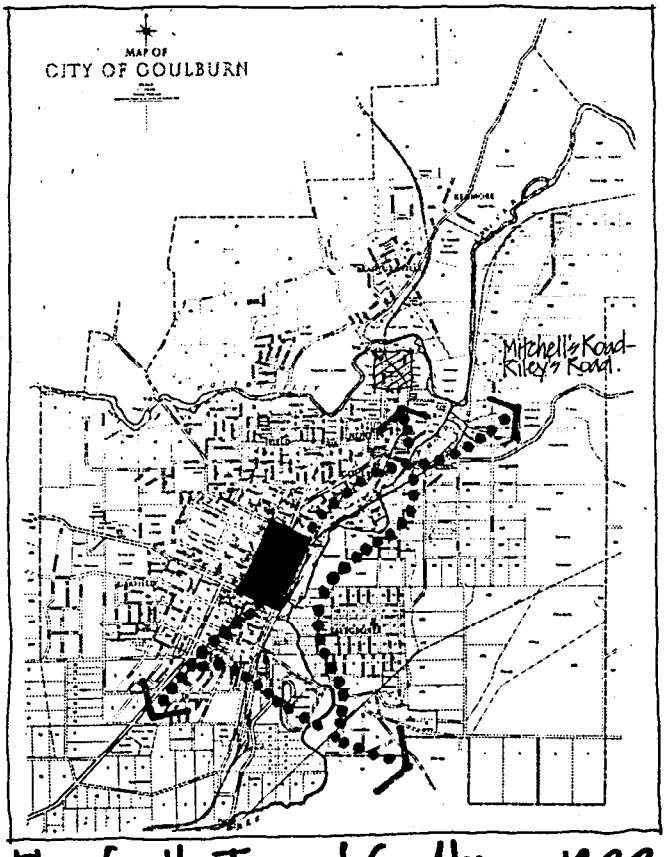
The plan of eight town blocks bounded by Sloane, Goldsmith, Bourke and Clinton Streets was aligned with the course of the Mulwarree River at some 25° east of north. This was at variance to the pattern of the earlier northern settlement. Lands between Sloane Street and Mulwarree Ponds were reserved for public recreation, later to become the railway station and yards. In the centre at Montague and Auburn Streets, land was also reserved for a Courthouse and Gaol, and on the opposite northern corner, a Market Place, today's Belmore Square.

Plan for the Town of Goulburn. Govett 1832. Source: Goulburn Historical Society. **Map 2**

Plan drawn by surveyor Govett. Streets and allotments marked on the ground by Hoddle in 1833. Plan approved and notified March 27 1833.



Township of Goulburn Plains 1829



Plan for the Town of Goulburn 1833

Plans show early subdivisions with respect to present day Goulburn.

Location of the Main South Road

The alignment of the main south road from Sydney was influential in determining the town's settlement pattern. The first roads to Goulburn followed the tracks of the explorers over the Mittagong Range, through Bong Bong to Bungonia and Lake Bathurst, a circuitous indirect route. In 1820 Meehan and Oxley used a crossing on the Wollondilly at Kenmore to proceed to Lake Bathurst and Macquarie followed the route from Paddys River via Kenmore.

Rileys Road from 1822 took a similar direction, but avoided the passage over the Cookbundoon Range and remained the main route for a considerable period.

In 1829 the settler's expressed a great deal of dissatisfaction with the poor standard of roads, and the Government was also under pressure from influential settlers around Bungonia to locate the road to the southern limits of the colony through their district. A year after the marking out of the early Goulburn Plains township, no approval had been given for the route of the main south road beyond Barbers Station (Marulan).

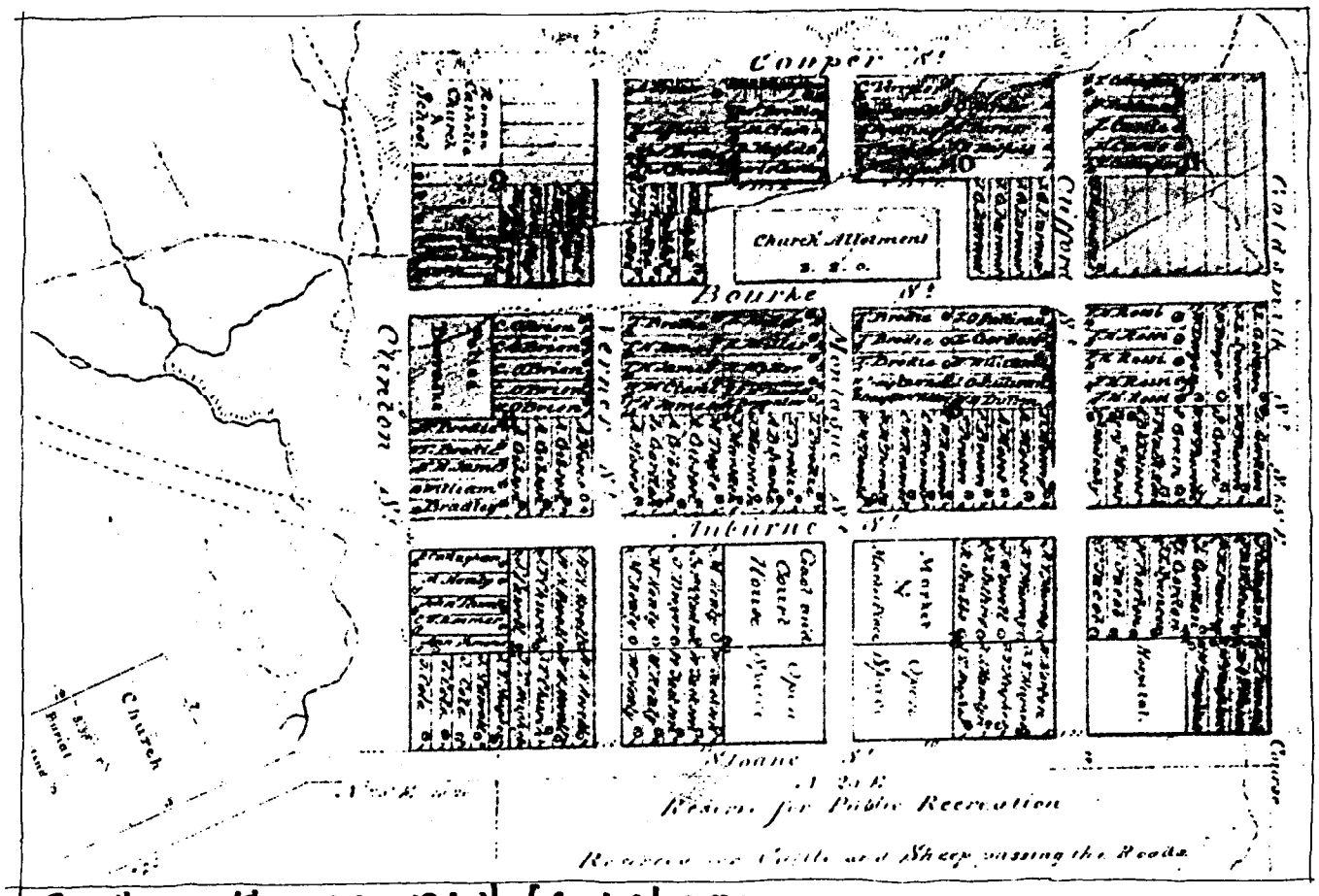
In 1830, Mitchell recommended a new road line via Bowral to Berrima on to Marulan where the road split to Goulburn and to Bungonia. Subsequent southern development favoured the Goulburn branch as the principal southern route.[16]

During Bourke's visit in 1832 the landholders and residents of the district again complained that the circuitous and unfinished state of the roads was a major factor hindering development and growth. His Excellency replied that the roads to the Capital (Sydney) from southern and western parts of the colony would be completed without delay, and the Surveyor General was directed to complete the work as expeditiously as possible. Nevertheless in 1836 the 'new great southern road' was still incomplete.

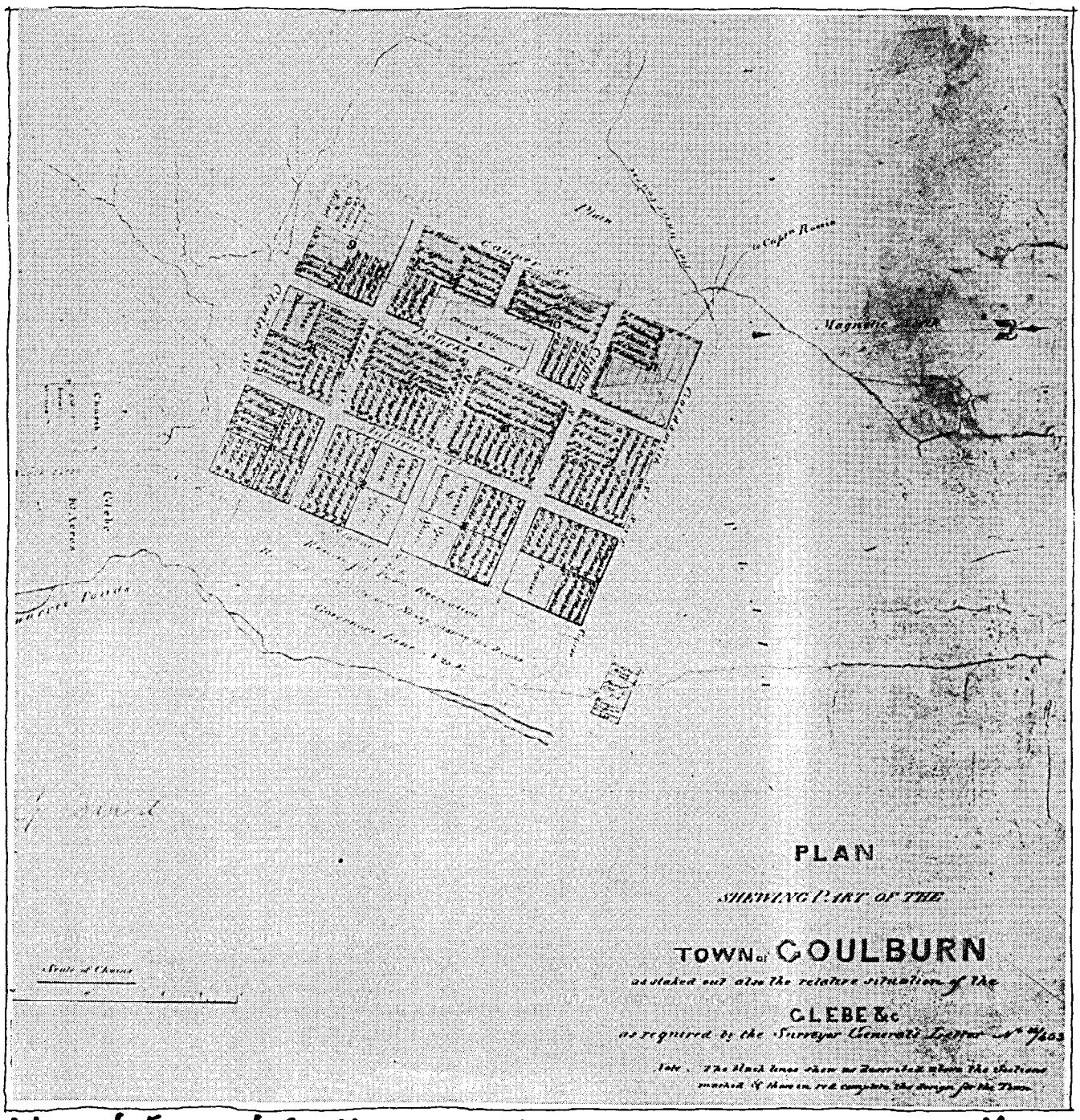
With the route of the main southern road fixed and the plan of the new township approved by 1833, the settlement grew with the increasing traffic activity as lands further south were settled. In 1832 postal services were extended to Goulburn and a temporary hospital established in 1834.

The road over Governor's Hill was built by convicts in the 1840's. The main road crossed the Mulwarree River into Grafton Street and led into the town.

The limited extent of subdivision since the 1833 plan is shown on Map No. 3 (1840) with Cowper Street forming the western edge of the settlement. 'The great road from Sydney to the Murrumbidgee' was located to the south of the Glebe reserve lands near Bradley's Mill and Brewery.



Goulburn Plan 1840 - Detail of central area - Archives Authority NSW.
Note reserves for Gaol and Court House, Market, Open space and Church Allotment.



Map of Town of Goulburn 1840 Source: Archives Authority N.S.W. 6000. Map 3

Stone Bridge Towrang 1839

Towrang Stockade and the Great South Road

The Towrang Stockade and the road building programme played a significant role in the development of early Goulburn. The Great South Road was built by convict road gangs to facilitate the movement of produce and people to Sydney and to enable development of the interior of the Colony. Semi-permanent stockades as headquarters were established along the route with convicts working on the roads in ironed gangs with a convict overseer. The gangs slept at night in portable wooden huts.

The Stockade at Towrang 9.5 km from Goulburn was the chief penal camp in the southern district from about 1833 to 1843 and operated as the headquarters for the road building operation. Goulburn became the garrison town. The numbers of convicts involved varies with the sources investigated. MacAlister[17] suggests that there were hardly ever less than 250 prisoners at Towrang, while another report puts the numbers in 1838 at 70 men in irons and 21 out of irons.

The Stockade (which is outside the study area) is the best surviving relic of the great road building program, begun by Macquarie in 1810 with the road over the Blue Mountains. Much of the physical evidence of the Stockade has survived to the present day, including the powder magazine, three headstones in the cemetery area, stone foundations of soldier's and convict's huts, remains of the Harrow Inn, a series of stone culverts and an excellent small stone bridge. The bridge, believed to have been designed by David Lennox, bears a keystone dated 1839 and is in remarkably good condition. The effective conservation of the stockade site is important and a Heritage Council Grant has been made to aid conservation of the culverts.

Development of the Township

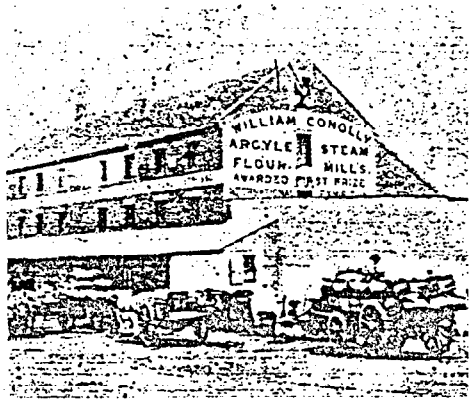
The 1830 and 1840's period in Australia were characterised by the huge expansion of the wool growing industry and the acquisition of land by

settlers. The 1830's was a period of great pastoral expansion based on the export value of Australian merino wool and Goulburn was to become one of the Colony's best wool growing areas. The town grew to support the settlers and to provide services for trading and the shipment of goods along the main south road, particularly after 1836.

In the early 1830's the township contained only a few bark and wooden habitations. There were also the homesteads of the surrounding settlers, eg., Lansdowne Park, Cardross, Norwood and Dr Gibson's farm at Tirranna near Soldiers Flat where a 100 acre subdivision for veterans, was farmed for tobacco and other crops.

In 1836 the township was described as follows.

> "The old town of Goulburn consisted of a courthouse of slabs, covered with bark, a lock-up house, a few huts occupied by the mounted police and constables, a cottage of roughly cut timber and a small inn... as well as a better house or two at a short distance."[18]



Early Mill · small picture file · Mitchell Library

The new township, about a mile distant was described as a 'few scattered buildings of brick and others of wood'[19]. One old timer was later to recall it as a place of bark humpies where storekeepers sold rum in five gallon casks to shepherds.[20]

Bradley's Mill · Eastgrove

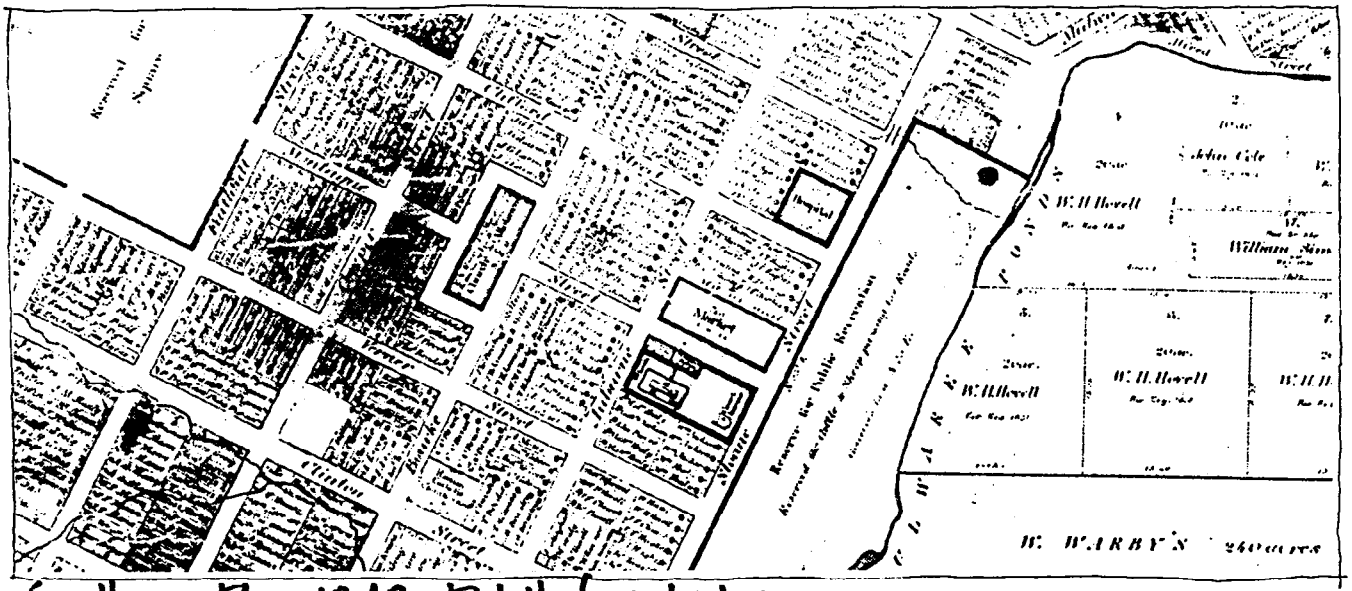
Works related to the produce of the rural surrounds were started in or near the town in the 1830's and 1840's. They operated on a modest scale because road freight charges were exorbitant, thus inhibiting local farmers seeking a Sydney market. By 1838 there were four flour mills worked by horses, one windmill and Bradley's newly completed steam mill to serve local farmers.

Through the forties as a whole Goulburn prospered, particularly in the later years, and it emerged as a well established town at the end of the decade. Drought and depression from about 1838 to 1842 adversely affected local pastoralists who turned to the production of tallow. A boiling down works operated from about 1844 to the mid-1850's and kindred enterprises such as a tanneries and soap factories were also started. In 1846 the population was 1,171, by 1851 it was 1,526 and there were 296 houses of which 212 were of stone or brick providing an air of permanence to the town.[21]

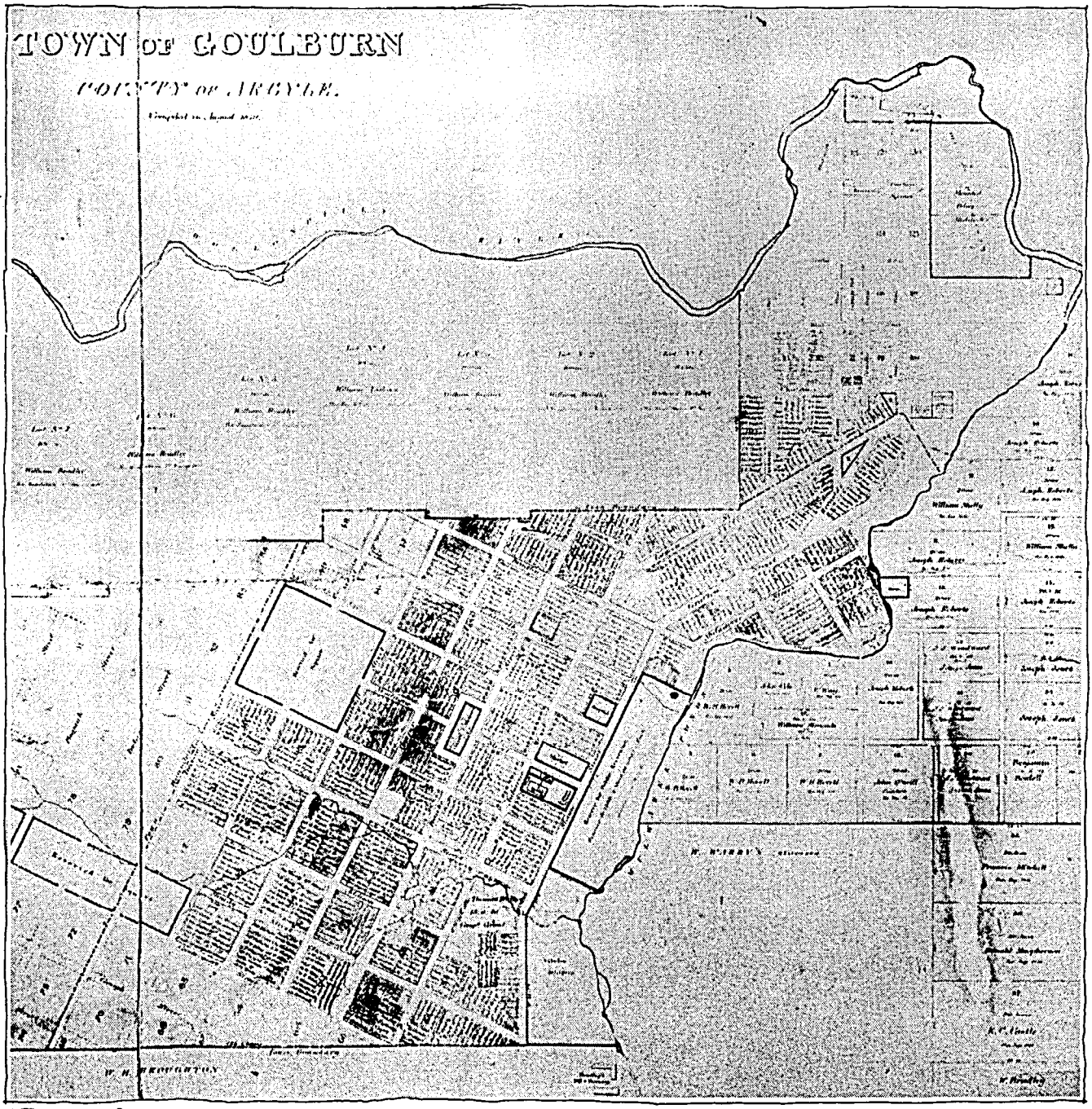
The government recognised the importance of the town in the 1840's. A large gaol was built in 1842 on the site of the present Court House. One advertiser of real estate described Goulburn as a town to which the government has given the 'impress of a municipal character', another spoke of it as 'The capital of the Southern Districts of the Colony'.[22] Goulburn people actively sought government activity. In particular they argued vigorously that the government had erred in siting a substantial courthouse at Berrima instead of Goulburn. The decision to place Circuit Courts and Quarter Sessions at Goulburn was seen as a victory. The establishment of a substantial Court House in the new township (1847-50) was proper recognition of the town and signified that it had become a 'halfway metropolis' serving the south of the colony just as Maitland served the north and Bathurst the west.[23]

The extent of growth in the 1840's and further expectations are reflected in the Town of Goulburn map of August 1849. Subdivision has extended to Deccan Street in the west, Combermere Street to the south and into the north to link the old and new townships. Eastgrove does not yet exist and northern expansion is clearly inhibited by the lands of Bradley and Lithgow. Victoria Park is shown reserved for a square, the Gaol and Court House are built and sites have been identified for the Market and Hospital.

There were also strong arguments to retain the land east of Sloane Street as a reserve.[24]



Goulburn Plan 1849 · Detail of central area.



Plan of Town of Goulburn Aug. 1849. Archives Authority of N.S.W. Map 4.

There were strong arguments to retain the land east of Sloane Street as a reserve.[24]

Major Heritage Items

Surviving buildings or heritage items from the early colonial period reflect the initial establishment of the town and generally are both architecturally and historically significant.

The principal remaining heritage items have been grouped into the following categories:

- Residential
- Commercial
- Institutional/Public Works.

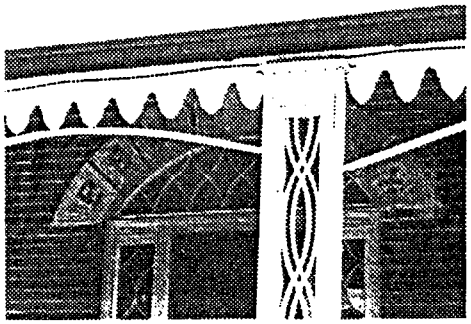
Residential

TO LET WITH IMMEDIATE POSSESSIONS

All those old established and extensive premises lately in the occupation of Mr B Gould, known as the Victoria Hotel (Riversdale), and situated in the Old Township, comprising a verandah, dwelling of fourteen rooms with stabling for thirteen horses, a large garden, stocked with choice fruit trees, yards, piggeries and out offices, also an excellent well of water, which is never dry. These premises are admirably adapted either for a gentleman's mansion, a respectable hotel, or for a public institution....

(Goulburn Herald, 19 August 1848)

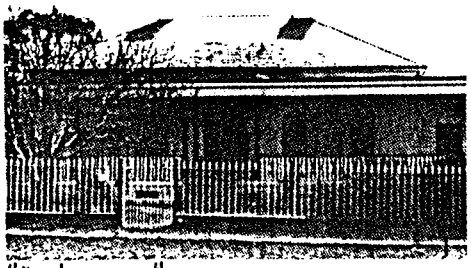
The earliest remaining residential work is the Lansdowne Park original cottage. The cottage was built by 1830 and occupied by William Bradley. It is constructed of timber slabs, covered with weatherboard and plaster lined. The series of the rubble stone outbuildings, the stables, store, barns (pre 1850's), have gables finished with carved barge boards and retain some original rude timber fittings. The so-called 'Jewish Temple' on the estate is believed to have been built as a summer house by N C Phillips, the manager of Bradley's Mill, who lived at Lansdowne, and was later turned into a place of worship when S Emanuel bought the property after Bradley's death in 1868.



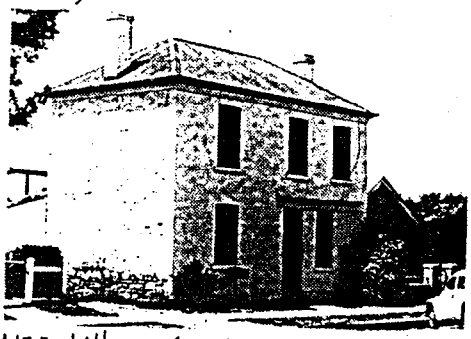
Riversdale · c.1840 · North Goulburn.

'Riversdale' is perhaps the best known historic residence in Goulburn, being a National Trust (NSW) property and open for public inspection. It was built c 1840 as a coaching inn and residence and is an excellent example of a single storey Colonial/ Georgian building type with original outbuildings and a landscape setting.

St. Clair Cottage. c.1843.



"Ardgowan".



No 5 Lithgow Street

Stone cottage · 191 Nicholson Street.

Stone Cottages · Goldsmith Street.

James Sinclair is known as Goulburn's first architect and was a man of considerable influence in Goulburn during the 1840's. In 1843 he purchased land in Sloane Street and had built St Clair Cottage, a fine classical late Colonial townhouse or villa, by 1848. The building has been restored and is currently utilized as the Goulburn Historical Society premises. Sinclair is also believed to have built 'Ardgowan' (10 Cowper Street), and several other buildings since demolished (including Sinclair's Cottages, the Goulburn Hotel and the Argyle Flour Mill).

It is possible that the worker's stone cottages in Goldsmith Street date from the 1840's and are connected with a Mr Peard who sold water from a well near the cottages. The remaining bluestone cottage in Goldsmith Street is likely to have been built in the same period.

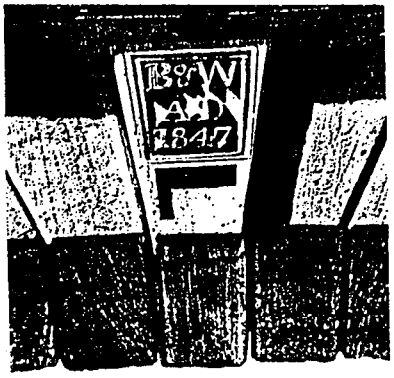
The pair of Georgian shop/residences in Clifford Street date from the 1840/50's and the residence at 5 Lithgow Street is a good example of a two storey stone Georgian residence.

Examples of early Georgian residential buildings are also located at 6 and 8 Grafton Street, 56 Chatsbury Street, 4-6 Lithgow Street, 145 Clifford Street, 20 Chantry Street and elsewhere.. The simple symmetrical cottage form continued to be built into the Victorian period (eg., Addison Street terraces). A number of early timber and stone cottages are located in the northern areas which were not subdivided until after Bradley's death in 1868, eg., Bishop Street, 191 Nicholson Street and 169 Kinghorne Street.

Commercial Buildings

The most important surviving early colonial commercial endeavour is undoubtedly the Goulburn Brewery (formerly Bartlett's Brewery and Bradley's Brewery) on Bungonia Road.

It is located on 67 hectares of river flat on the Mulwarree Chain of Ponds River and comprises an exceptional complex of 19th century industrial buildings and machinery. Bradley's Flour Mill 1836; Mews and Stables 1830's; Malting, Cooperage, Brewing Tower and Hall 1840'; Bottling room and new engine room 1874-1929.



It ceased to function as a Brewery in 1929 although the last brewer lived there until 1976. The complex was purchased by a charity organisation.

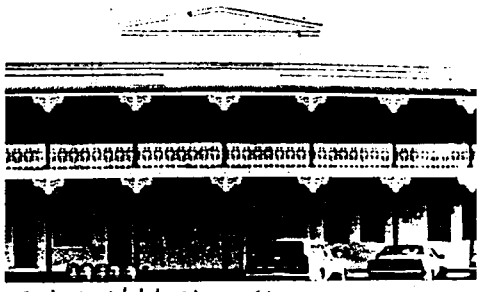
The simple vernacular buildings are devoid of decoration apart from the castelated brewing tower. The seemingly haphazard layout is characteristic of such vernacular complexes.

Bull and Woodward (general suppliers) started business and the stone archway leading into their premises can still be seen in Market Street. Coach making was important, a boot factory was established in 1850 and the Goulburn Herald opened in 1848.

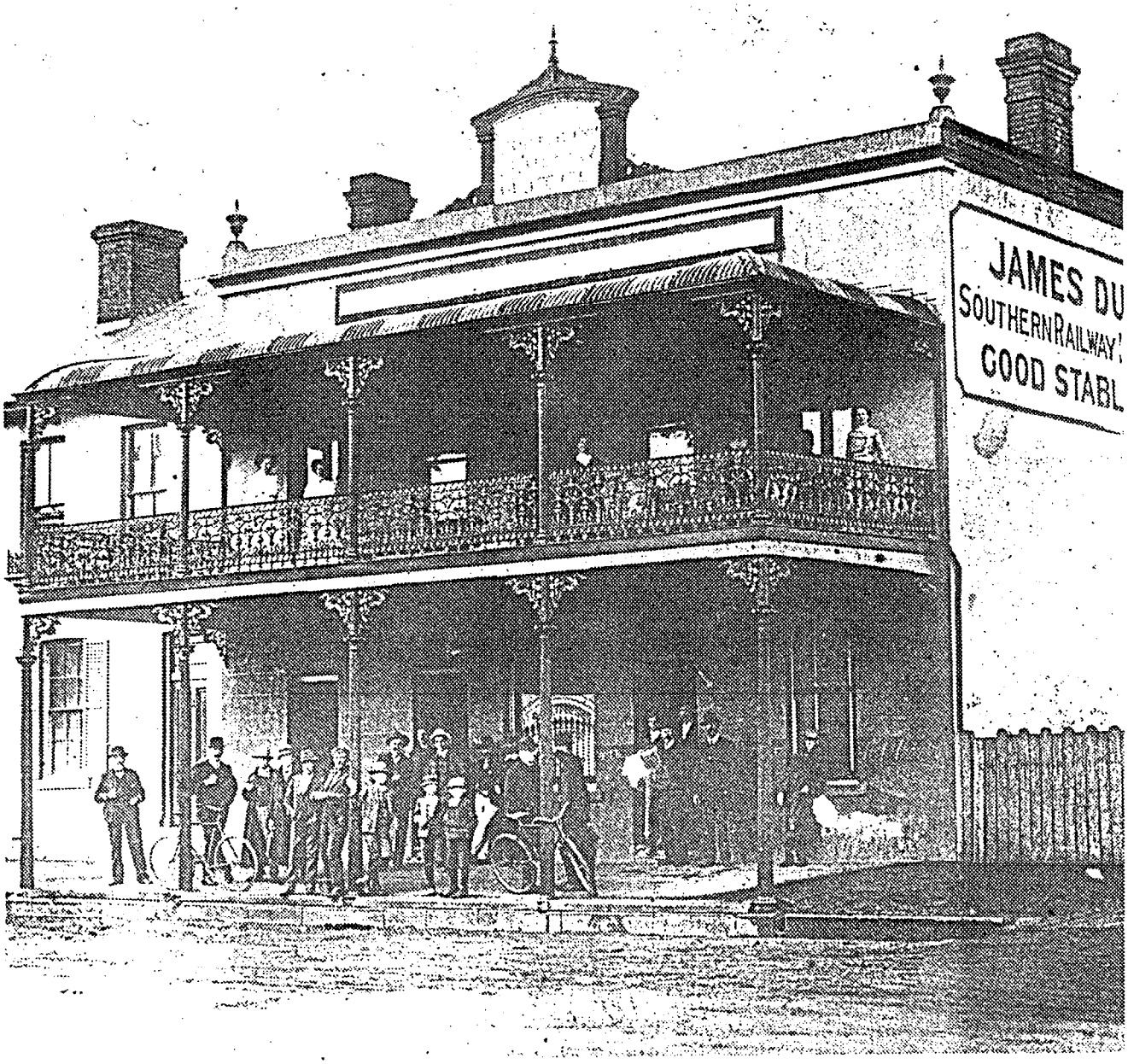
There were reports of a row of shops in Sloane Street facing the reserve and a new steam mill (since demolished) nearby in 1849.

Bradley's Mill and Brewery • Photograph: Heritage Conservation News. Winter 1982 · Otto Ceerhalmi.

The inns of Goulburn played an important role within the expanding town, providing accommodation for travellers, space for functions, such as early Circuit Court hearings, as well as public meetings and concerts. A number of de-licensed inns remain in Grafton Street, eg., The Coach and Horses and the Carriers Arms.[25] The Commercial Hotel (recently demolished), known as The Goulburn, was built and opened by James Woodward of Bull and Woodward on the 1 January 1849 and Mandelsohns (1845) on the corner of Sloane Street still remains, though the street elevation is barely recognizable.



Coolavin Hotel. Sloane St. c.1850.



Southern Railway Hotel · Early photograph · source · Proprietor ·

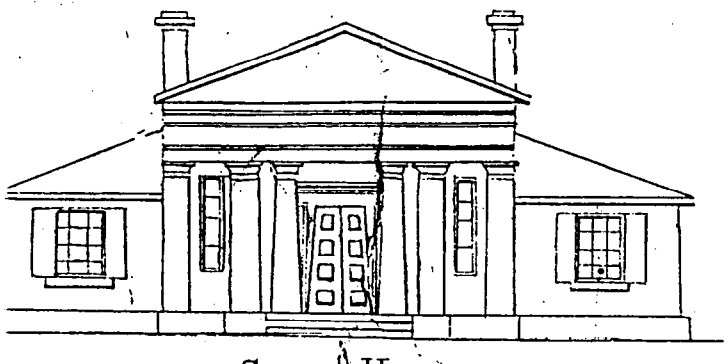
Institutional/Public Works

Educational and ecclesiastical facilities were established in the late 1830's and 1840's. By 1844 Goulburn boasted of three churches with a fourth being erected.[26] The early Anglican, Presbyterian, Catholic and Baptist Churches were rebuilt again, mainly in the 1880's. However, the remnants of a schoolhouse adjacent to the site of the first Presbyterian church are used today as a removalist's premises in Craig Street.

The fine stone Court House in Sloane Street was designed by the Colonial Architect Mortimer Lewis and built in 1849 by Sinclair. The building is of considerable historic and architectural interest. Earlier the main court room pavilion was flanked on both sides by lower wings and the entrance enhanced by a fine classical portico.

The building has been modified over time and recently re-opened as an art gallery. A second Gaol was built by Sinclair in 1845 and subsequently replaced by the construction of the existing Court House in Montague Street (1887).

The 1840's represented a time of immigration and Caroline Chisholm, the 'immigrant's friend', was associated with Goulburn. The Goulburn Immigration Barracks, a place where families waiting for employment or changing places might stop and where they were sure of being in a respectable home, were in use in Clifford Street in 1841.[27] No physical evidence of the barracks remains today.



Court House

Early sketch of Court House. Arch. M. Lewis.
Source: Map of Goulburn. St. Marks Library. Canberra.

1.3 From Town to City, 1850 - 1868

Steady Growth

The discovery of gold in other localities in 1851 interrupted the growth of Goulburn. Initially it seemed as if the town would be deserted.

> "The once busy bustling town of Goulburn is now reduced to a hitherto unknown site of quietness. Shops are lacking customer, some are closed, men are scarce, husbands have left wives, servants quitted their employment. In short, nearly all that could have packed up and are off for the diggings around Braidwood."

FARMERS TO YOUR DIGGINGS

Not to the diggings of Ophir - but to the diggings of the plough-share; the most valuable of all the diggings that will be found in the Colony. At your diggings you will not have to work up to your middle in water, rocking the earth in cradles, exposed to the inclemency of a dreary and rigorous winter.... a prey to ague and rheumatism, which may cling to you through life and make cripples of your now strong and robust frames....

(Editorial, "Goulburn Herald", 31 May 1851, dissuading locals from joining the gold rushes).

Rewards were offered to stimulate prospectors to search for a local goldfield and the Goulburn Herald described the unattractive features of life in the goldfields to deter some from going.[28]

By 1856 the town had made some recovery and the population of 1,518 in 1851 had grown to 1,779. This was mainly because the town acted as a supplier on the main transport route to the Tuena and Braidwood goldfields. The opening in 1854 of a grander and more substantial bridge (Fitzroy Bridge) across the Mulwarree Ponds at the point of entry into the town facilitated the movement of goods and people along a route from Towrang to Reynolds, Grafton, Sloane, Clinton and Cowper Streets. By the end of the 1850's Auburn Street was emerging as the main commercial street and there had been building activity around Belmore Park which established its centrality.[29]

Agitation for Goulburn to become a municipality was taken up in 1856 with demands for 'clear, fresh and cheap water', and in roadworks and drainage schemes. In 1859 Goulburn was incorporated as a municipality.

Municipality of Goulburn

The effective functioning of the municipality proved difficult. Many meetings lapsed through lack of a quorum and a lawsuit to test the constitution of the council effectively negated council work until 1868 when the Municipalities Act 1867 was passed.

In the meantime Goulburn became a city. In 1863 the Queen by Royal Letters Patent created the new bishopric of Goulburn, appointed Rev Mesac Thomas as the first bishop, and ordained that 'the town of Goulburn shall henceforth be a city'.[30] This meant it became Australia's first inland city, a distinction of which local people are still proud.

The new city impressed visitors with its wide streets and dark red brick houses 'well and substantially built', although they noted few signs of growth in the mid 1860's.'[31]

The visitors may not have observed that the population structure had changed so that the proportion of sexes was now fairly even. In this way Goulburn was distinguished from other country centres where the high proportion of males indicated a frontier-type of social life, rather than a more settled and urban lifestyle. It did not, however, mean that the city was free of the scourge of bushrangers who troubled those who lived in the outskirts about 1865.

It was in the countryside about Goulburn that there was most growth in the 1860's. While Goulburn grew from 3,241 in 1860 to 4,453 in 1871, the electorate of Argyle which took in the surrounds grew from 6,583 to 9,303. Selectors and tenant farmers tried wheat growing, particularly to the north. Several large estates in the district were subdivided and offered for sale.[32]

In 1868 the city received what was perhaps its greatest economic boost when the railway reached it. The arrival of the railway had been much anticipated. Locals had dwelt happily on the prospects of the stimulus it would provide for agriculturalists, pastoralists and local traders. The first signs of advantage to Goulburn were the employment the railway contractors offered for the construction of cuttings, supply of bricks, building of a large viaduct at North Goulburn, and demolition of houses in what were Mulwarree, Cole and Sterne Streets.

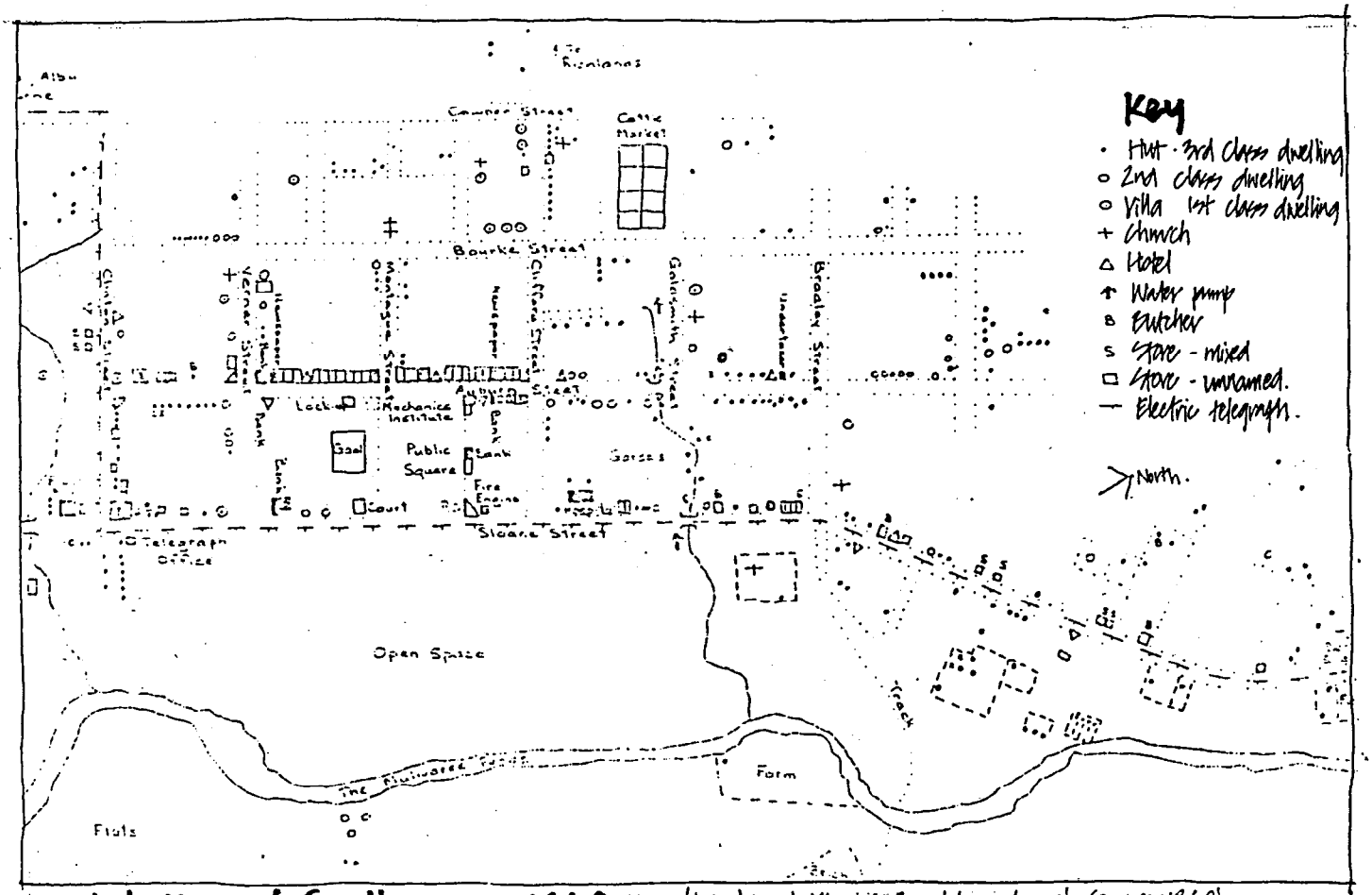
Almost immediately, new mills (since demolished) appeared on the corner of Auburn and Clinton Streets, a short lived meat preserving company began operations in Bradleys Mill and Brewery and land about the newly erected Goulburn Railway Station was subdivided and offered for sale.

Major Heritage Items

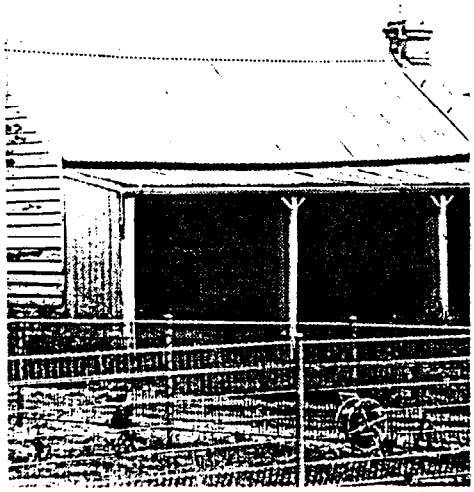
Economic activity during this period centred on trade, with Goulburn the town at the crossroads. Coaching firms were numerous and many of the earlier slab and bark inns and huts were replaced by brick or stone buildings. The 'Social Map of Goulburn 1860' clearly shows Sloane Street as the major civic frontage with telegraph office, courthouse, post office, fire engine station and hospital, as well as stores and banks along its length. Auburn Street was the commercial centre with a continuous row of shops on the western side. The main road from Berrima and Sydney travelled along Grafton Street into Sloane Street. Clifford Street developed as a major thoroughfare linking the city to the north via Marsden's Crossing Place.

Both Sloane and Auburn Streets were improved with culverts constructed in 1857 and Lagoon Street became more attractive when attempts were made to drain the lagoon. 'Empire' reported on 2 June 1857 that the principal street was Auburn and that

Auburn, Sloane and the north side of Market Square were 'well built on'. The majority of houses and public buildings were built of red brick, a few cottages were of a 'coarse kind of flaky stone' and 'inferior in appearance'. Census returns confirm that over 70% of Goulburn's houses were of brick, stone or concrete in the latter half of the 19th Century and this may help explain why so many remain.

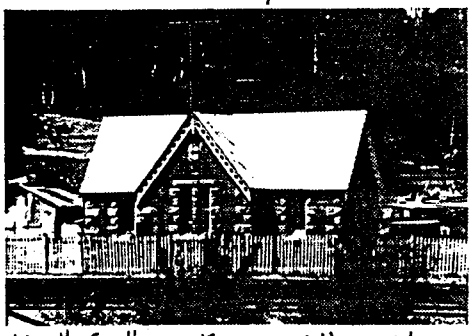


Social Map of Goulburn c.1860. Based on Jevon's Map 1859 and Lansdowne's Survey 1860's. Source: Goulburn Historical Society.



Early timber cottage form - Nth. Goulburn

Addison Street Cottage.



North Goulburn - Former station residence.

Residential

A range of residential dwelling types from this period may be identified. They include the mainly humble, relatively simple, timber, brick or stone cottages of Georgian derived simplicity, the more elaborate early Gothic Revival or Victorian style buildings and the substantial homesteads or inns built in the immediate surrounds of Goulburn.

The early cottages, sited close to the street frontage, are simple and symmetrical with a central door and matched windows to each side. The multi-paned front sash windows were often protected by shutters. The central panelled door may have been flanked by sidelights and topped by a fanlight, though this was more common in the 1870-80's. The roof was often steeply pitched.

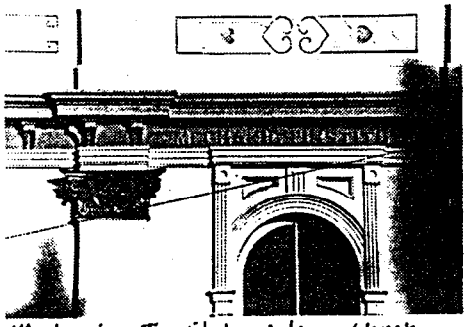
Timber and brick dwellings in Grafton, Mulwarree, Bradley, Australia and Addison Streets, as well as others scattered through the early city area date from around this period.

Other dwellings of significance include the semi-detached Georgian Brackley Cottages (c 1850) and major homestead buildings including Garroorigang (c 1859) on the Braidwood Road.

Commercial Buildings

Advertisers of real estate made much of anticipating the commercial advantages and residential convenience of being near the new crossing place (Fitzroy Bridge), and new line of road in 1853-54 and the railway station site in 1868-69. Appropriate subdivisions were offered for sale.

A number of two storey delicensed inns/residences in Grafton/Reynolds Street and some early shop fronts in Auburn Street survive from this period, although specific building dates are difficult to obtain for other than major buildings.



Mechanics Institute - Auburn Street.

The two storey Coolavin Hotel, previously the 'Southern Railway Hotel' was built at the beginning of this period, c 1850, and today is the only hotel in Goulburn with its verandah intact. Although modified, the building retains much of its character and the cast iron columns, balustrading and unusual dragon pattern quatrefoil brackets are of interest. The stone remains of the Kennedy/Argyle Brewery in Faithful Street are from this period (1862).

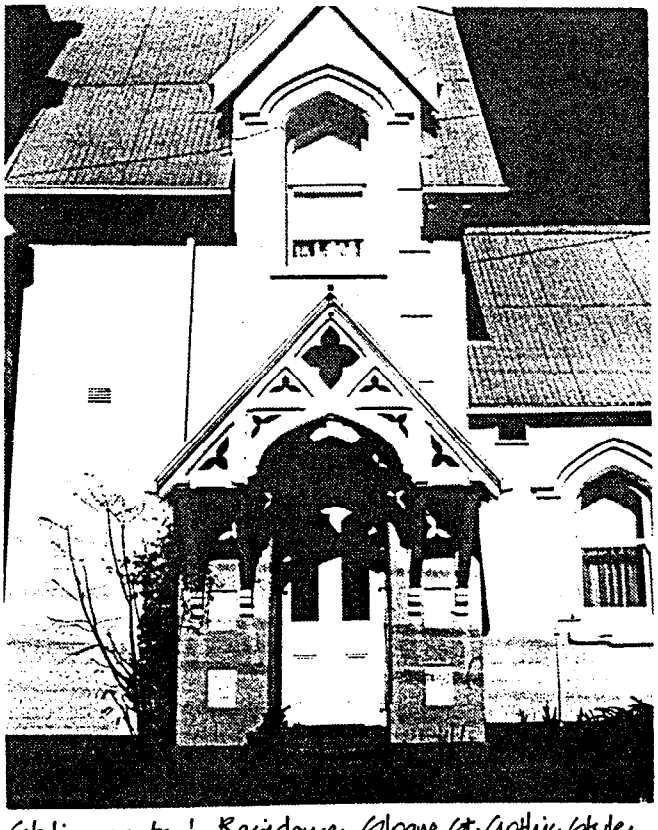
Former Argyle Brewery - Faithful Street.

- Rock of Cashel Inn (c 1858), now Craigs Funerals, opposite Leisure Centre, Sloane Street.

- A drug house and business premise of Dr Robert Waugh (1853-54) in Market Street.

Institutional/Public Buildings

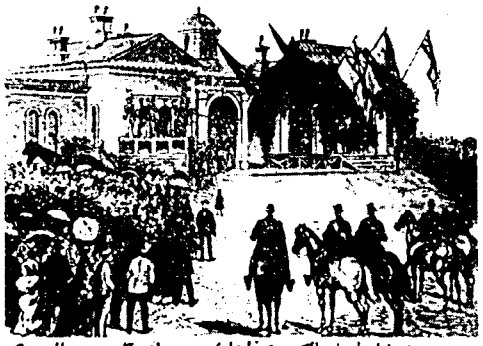
The Mechanics' Institute was built during 1859-60, however the facade was remodelled in 1881 and again in 1926.



Stationmaster's Residence - Sloane St - Gothic Style

1.4 The Late Colonial Boom, 1869 - 1893

The Railway and Public Works Program



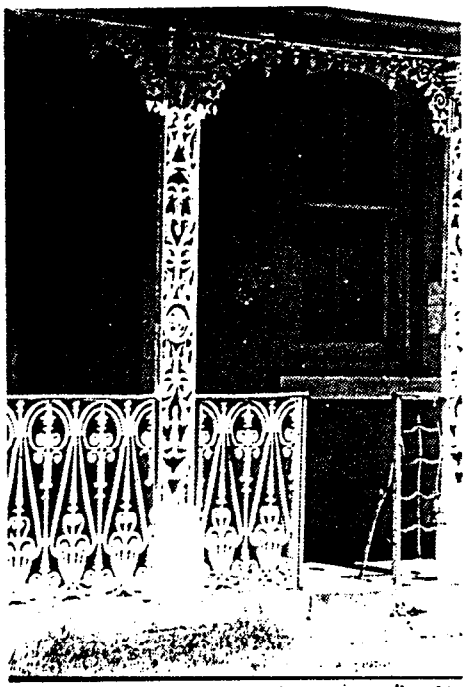
Goulburn Railway Station. Illustrated Sydney News 18th Jan. 1873.

The railway from Sydney reached Goulburn in 1869 and was not extended further until the 30 km stretch to Gunning was added in 1875. Work then proceeded quickly to reach Albury in 1881 and spurs to tap the major centres of the Riverina were also built.

For Goulburn there were a number of consequences. Initially, it remained the railhead from 1869 to 1875 while the Colonial government debated further development of the railway. The city had the opportunity to develop as a rail centre, a place where farmers brought their wheat to be milled and their wool and other produce to be railed to Sydney. It also developed as a railway administrative centre, a convenient distance from Sydney for crew changes. A permanent way workshop was established in 1882 with the Goulburn office responsible for the oversight of the permanent way from Picton to Albury.

The district's primary production was stimulated by the possibilities of cheap rail transport. Initially wheat, then wool production rose. The number of sheep in the district increased from 318,902 in 1881 to 521,979 in 1891. The extension of the railway to the Riverina stimulated wheat growing in that area which quickly overtook the Tablelands as a wheat district.

The town's commercial and manufacturing enterprises endeavoured to use the advantage of rail. Some firms, notably Rogers, opened up branch stores along the line. Another firm, R T Ball and Co's foundry and engineering works secured contracts for railway stock which they supplied into the 1890's.



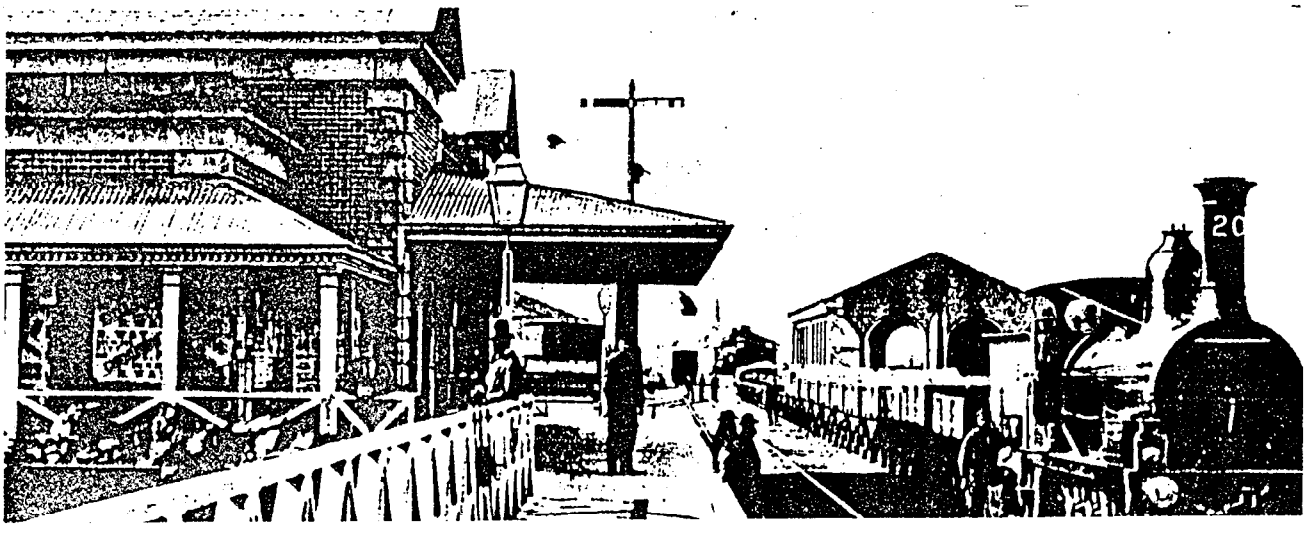
Cast Iron · Byrne + Son Goulburn · Bradley St.

Other iron foundries and engineering works were busy manufacturing engines, boilers, agricultural machines and building materials such as cast iron columns and lace work.

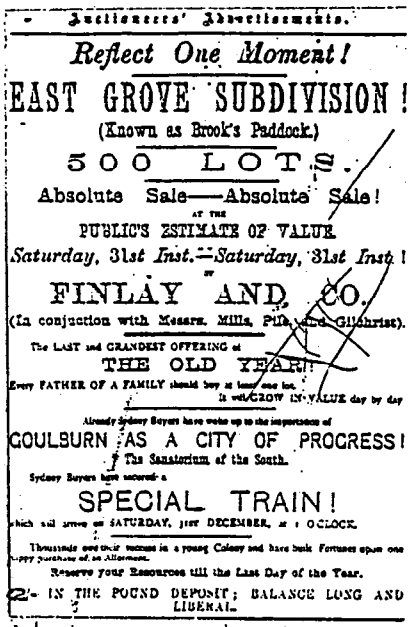
Goulburn's aspiration to become a great commercial and manufacturing centre serving the southern railway line was however short-lived. The Colonial government adopted a policy of differential railway rates which made it cheaper to dispatch goods between Sydney and more distant centres, than between country towns along the line. The government's aim in rushing the rail line through to the Riverina was to capture that trade for New South Wales, or more particularly, Sydney. The policy had the effect of disadvantaging towns such as Goulburn, in terms of supplying goods and services to other centres, compared with Sydney.[33]

The extension of the railway in the late 1870's was part of a policy adopted by the government to vigorously promote public works, particularly between 1873 and 1885. The government's spending policies boosted employment in Goulburn on projects such as the Post Office, Gaol, Court House and Cooma Railway. The Gaol alone directly employed 100 men on construction, while local industry supplied most of the materials including some five million bricks. Once again the city was identified as a government service centre and an appropriate place to establish major government buildings and agencies.

Goulburn Station · c.1875 · Mitchell Library Files.



Victorian Expansion - Land and Building Booms



Auctioneers' Advertisements.

Reflect One Moment!

EAST GROVE SUBDIVISION!

(Known as Brook's Paddock.)

500 LOTS.

Absolute Sale—Absolute Sale!

AT THE

PUBLIC'S ESTIMATE OF VALUE

Saturday, 31st Inst.—Saturday, 31st Inst.!

BY

FINLAY AND CO.

(In conjuction with Messrs. Mills, Pile, and Gilchrist).

The LAST and GRANDEST OFFERING of

THE OLD YEAR!!

Every FATHER OF A FAMILY should buy at least one lot. It will GROW IN VALUE day by day

Already Sydney Buyers have woke up to the importance of

GOULBURN AS A CITY OF PROGRESS!

The Sanatorium of the South.

Sydney Buyers have secured a

SPECIAL TRAIN!

which will arrive on SATURDAY, 31ST DECEMBER, at 1 O'CLOCK.

Thousands are daily making a young Colony and have built Fortunes upon one happy purchase of an Allotment.

Reserve your Resources till the Last Day of the Year.

£2- IN THE POUND DEPOSIT; BALANCE LONG AND LIBERAL.

Advertising material 1880's.
From Penrey.B. "Goulburn 100 yrs Ago."
N.S.W. Dept. Education. 1980.

Goulburn, like the rest of the colony, had a boom in land sales particularly in 1881 and 1882. Subdivisions opened up Eastgrove, North Goulburn, Ifield, Garfield and City View with a great deal of buying and selling. The large areas of land in North Goulburn beyond Citizen Street, previously held by Bradley, were released after his death (1868) and subdivided with a north/south grid orientation similar to that of the old town creating today's marked directional inconsistency between north and central Goulburn. The Victoria Recreation Ground that faced Citizen Street was subdivided, and Park and George Streets formed. As sometimes happened the subdivisions resulted in land sales, but not necessarily immediate house building. Five hundred allotments were offered at Eastgrove (with a special train being run from Sydney) and the Lansdowne Estate was subdivided.[34]

The speculative Eastgrove subdivision was carried out with little regard to the natural features of the site. Roads run at right angles to the steep contours in the east with resultant scouring and maintenance problems, while the lower areas are subject to flooding.

Typical Victorian Residence - Lagoon St.
Recurring style in boom period. Symmetrical, cast iron columns and trim, close to street. Use as freestanding or semi-detached-terrace.

In addition to the land boom there was a significant amount of building activity. By 1888 the number of houses had increased to 2,050, almost doubling the 1,141 houses recorded in 1881. The city began to stretch beyond the compact area it had occupied previously, which was defined by Cowper Street (known as the West Side), Clinton and Sloane Streets as the southern and eastern peripheries and a straggle from the new to the old township in the north. New or improved bridges provided better access over the Mulwarree near Bartlett's or Bradley's Brewery at the Fitzroy crossing, and over the Wollondilly to Kenmore at Confoy's Kenmore Hotel. Just as important was the extension of Auburn Street with a well constructed

bridge at Clinton Street that made possible closer connection of South Goulburn. From 1881 to 1891 the population rose from 6,839 to 10,916. The City of Goulburn grew more rapidly than in any other decade and the large number of public buildings testify to the city's prosperity at that time. In addition to the Post Office, Town Hall and Court House, and the nearby Catholic and Anglican Cathedrals, there were churches and schools in central and suburban locations, new shops in Auburn Street, the massive gaol, a new hospital and Marsden's Weir.

In terms of social activity, the 1880's saw the establishment of many 'friendly societies lodges' for the mutual benefit of members, together with Temperance societies, Bands of Hope and Rechabites to discourage over-indulgence. Oddfellows Lodges, Glee clubs, harmonic, philharmonic, choral societies and the Goulburn Liedertafel (1891) provided entertainment.

Rogers Arcade Building - Demolished.
Today's Huntley Arcade site - Illustrated News.

In the commercial sphere, Charles Rogers was prominent in the boom period. Based on his father's furniture business, he developed the Great Arcade (1886), on the site of the present State Government Office Block. The arcade was an elephantine building, 330' (100 m) by 66' (20 m) and four to five storeys high, capped with a tall tower 112' (34 m) high. Earlier he built some cottages and a series of large dwelling houses fronting Sloane Street to the rear of the arcade (c 1880). In 1889 he opened the Arcadian Skating Rink which became the Arcadian Drapery Palace, and in 1889 employed 100 people. In 1880's Furner Bros and Jones built the main part of the building now used by Youngs, and stores were built extensively along Auburn Street.

During this period there are constant references to business and manufacturing ventures many of which have since disappeared. These included breweries, boiling down works, soap factories, clothing manufacturers, condiments, cake and biscuit

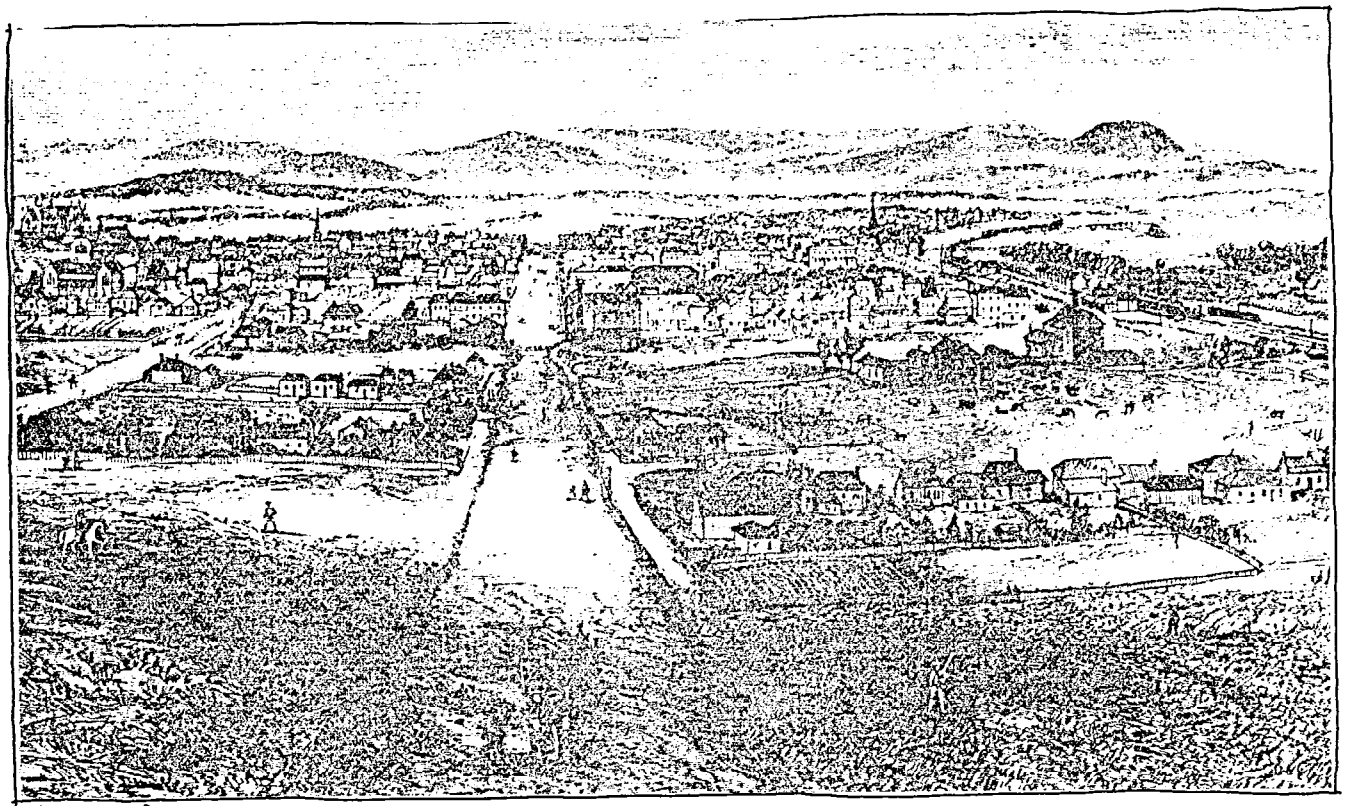
factories and engineering works. The Fitzroy brickworks were established c 1880. Local iron foundries provided much of the decorative cast iron, so popular during the Victorian period which lost favour at the turn of the century.

The environmental character, extent and form of the city is clearly shown in a series of excellent elevated pictorial views of Goulburn during the 1880's.

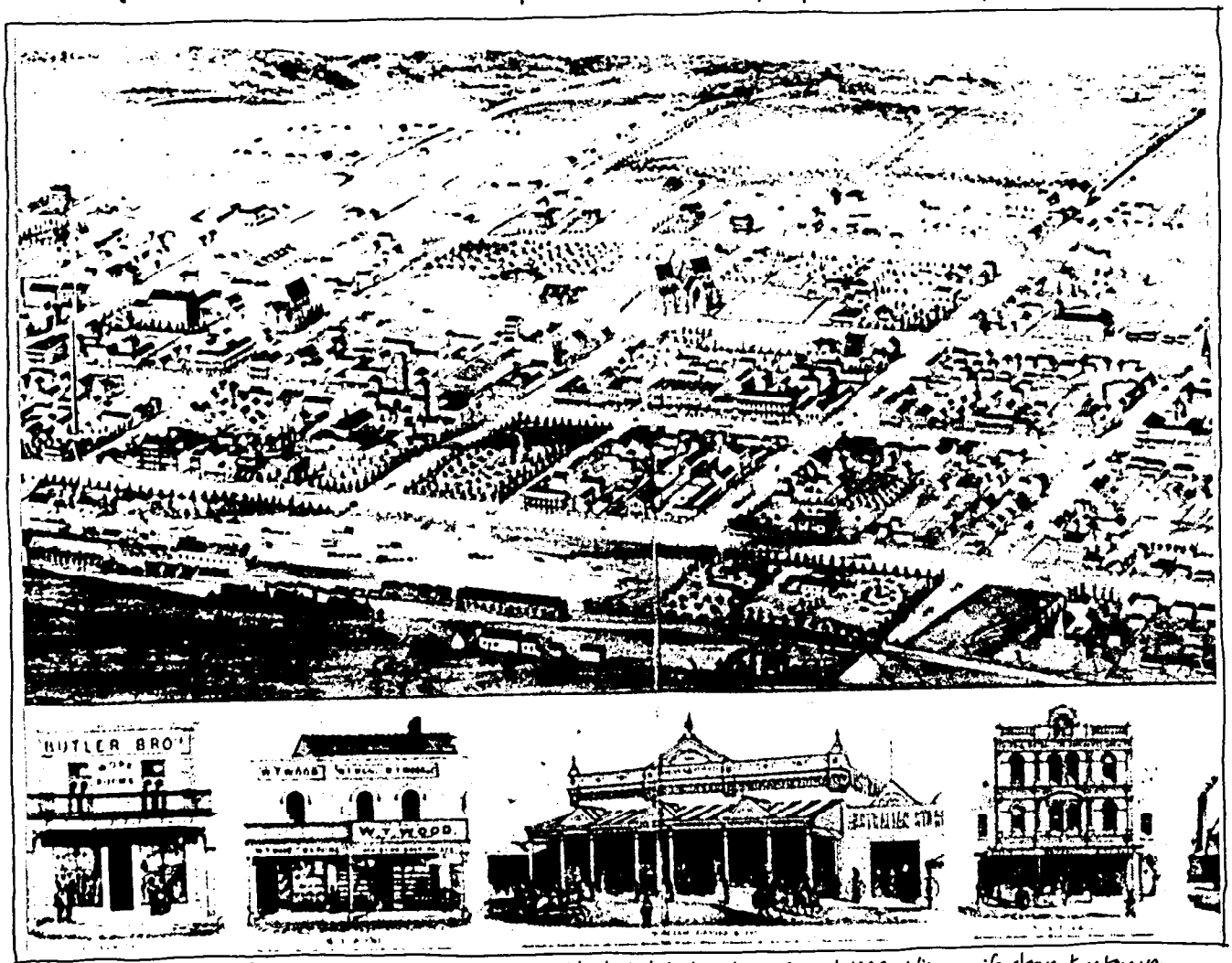
The drawings demonstrate a changing emphasis and character. The first is from the 'Australasian Sketcher' 10 April 1880 looking from South Hill down Auburn Street, and conveys the image of 'the city in the plains' emphasising a rural aspect.

The second (1882) shows Goulburn from above Eastgrove and focuses attention on the railway. The drawing shows detail of the form and buildings of the central area. The newly constructed Post Office without clock, the nearby Old Gaol, Lewis's early Court House facing Sloane Street, the Hollis building in Auburn Street and the character of the newly planted and renamed Belmore Square can be seen.

The third is from the 'Illustrated Sydney News', 25 October 1888 and emphasises the manufacturing aspect of Goulburn's economy. The foreground shows the mills, R T Ball and Co's foundry and engineering works, the railway workshop and the bridge link to the south. Although Goulburn was a prosperous, thriving growing city in the 1880's, the shades of the coming depression were already beginning to be cast by 1887.



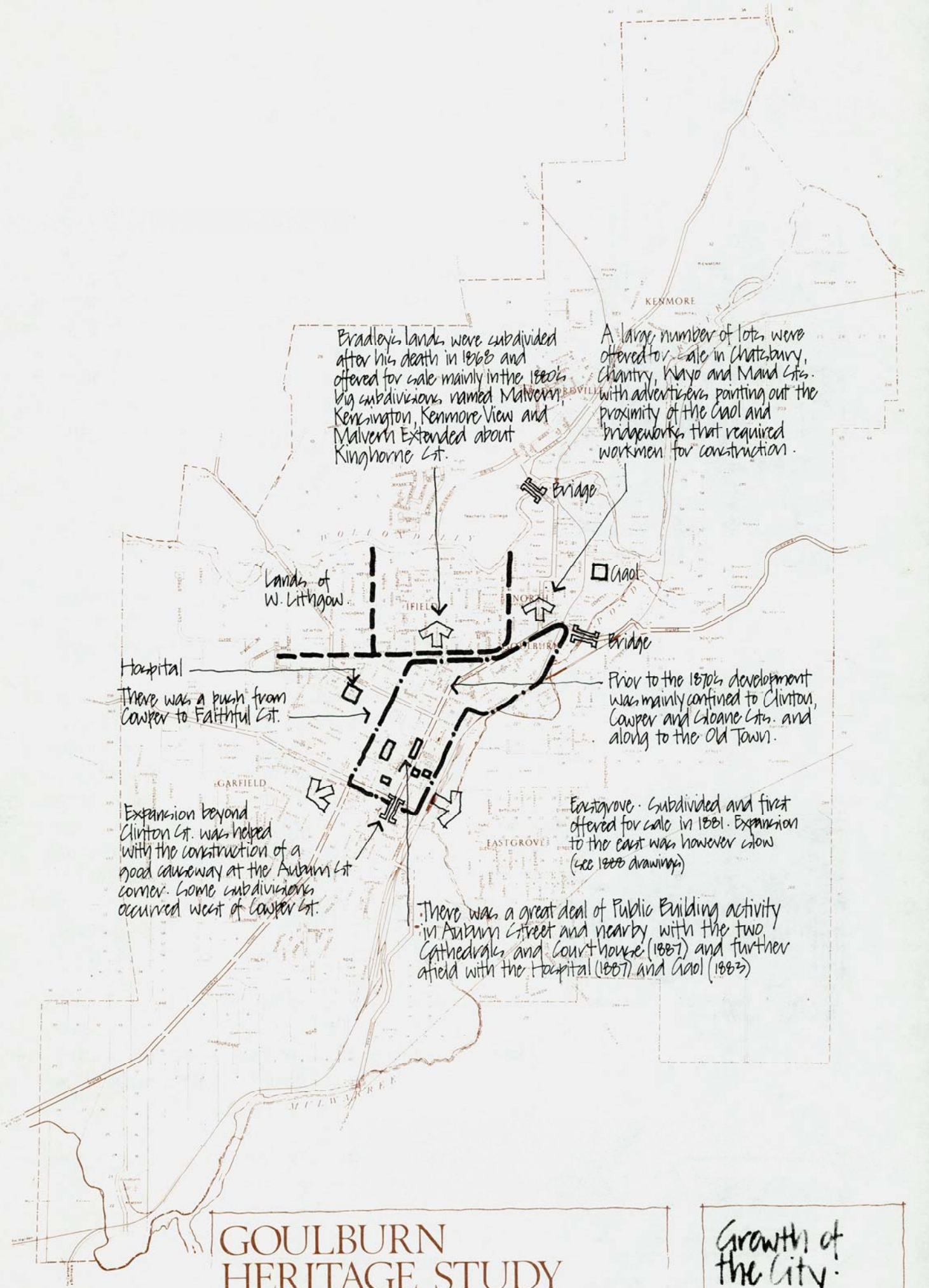
View of Goulburn 1880 Source: Australasian Sketcher 10 April 1880. Looking north down Auburn street from near todays Mcaill Memorial Building. Emphasis on rural aspect.



View of Goulburn 1882 Source: Illustrated Sydney News 30 sept 1882. View as if above Eastgrove. Emphasis is on the railway and prosperous central area.

View of Goulburn 1888

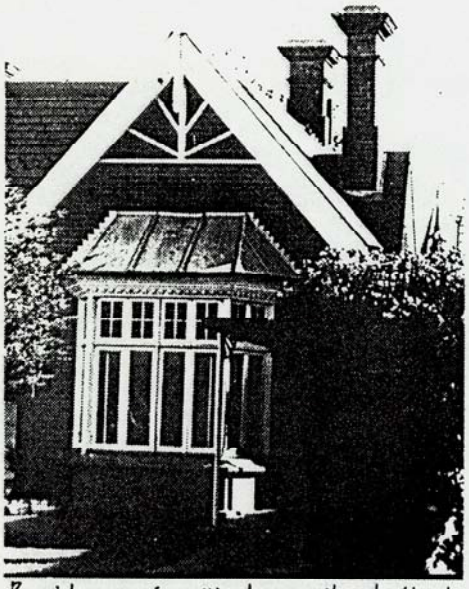
Source: Illustrated Sydney News 25 Oct. 1888. Above Bourke Street looking south. Emphasis on industry and manufacturing.



GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

Growth of the City:
1880's
Map 5



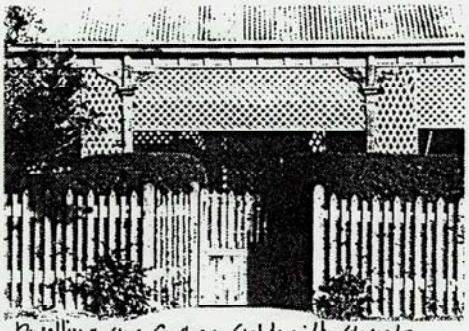
Residence · Cnr. Montague + Church Streets
Architect E.C. Manfred.

Major Heritage Items

The architect E C Manfred was pre-eminent in the 1880's and built a large number of private and government buildings including at least eight prestige houses on Church Hill (1881-84), some 15 new shops and premises, the Town Hall, Hospital and AMP building (demolished). The Government Architect James Barnet, together with E T Blacket and Manfred were responsible for the outstanding buildings of the period, many of which remain today.

Residential

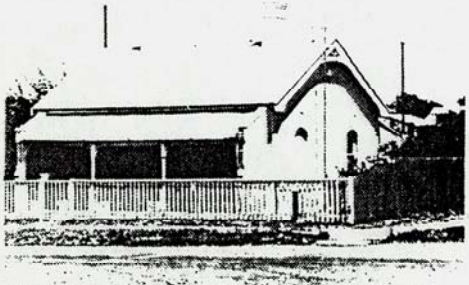
In the domestic sphere, Manfred was providing architectural services primarily for the wealthier clients of the time, although he also designed a number of smaller cottages (eg., 32 Chantry Street). The residences are primarily located in 'prestige' suburbs, eg., the areas of 'Church Hill' or 'West End', Bradley, Goldsmith and Church Streets, elevated sites overlooking the city, or in then recently subdivided areas like Hurst Street. Examples of his work are located at 44 Montague Street (1888), 'Tarcoola', corner of Verner and Cowper Streets (1893), 213 and 215 Faithfull Street, 211 and 227 Cowper Street, 6 Hurst Street (1890), 63 Clinton Street (1886), 16-18 Beppo Street (1883) and 82-84 Union Street (1880).



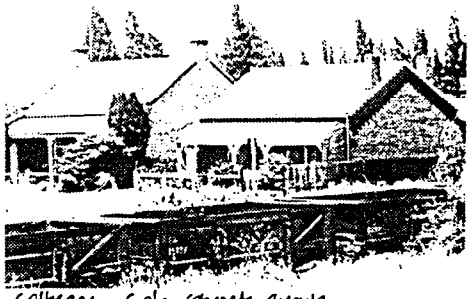
Dwelling cnr. Cowper + Goldsmith Streets
Architect: E.C. Manfred.

Housing for the working class was located in North Goulburn (associated with the gaol), the inner south, or Eastgrove. In 1888 ten lots in City View Road (between Clinton and Bourke Streets) were advertised as being:

> "Specially designed for the artisan and those whose occupation lies close to the city, near Mill, Factory, Railway, Church and Chapel, close to Ball's engineering establishment."[35]



32 Chantry St. designed by Manfred.



Cottages · Cole Street group.

Typical Victorian dwelling types. Montague St.

Terrace form · mid 1880's · Cowper Street.

Victorian terrace form · Sloane Street.

Boom period terrace form · Polychrome brickwork, elaborate parapet · George Street.

Vacant lots in Maude Street, North Goulburn, were advertised in 1882 as being close to the new gaol and offering a "splendid opportunity for working men to erect residences in the vicinity of their occupation".[36] The extraordinary volume of residential building was concentrated in the inner housing areas, often in terrace but mainly in semi-detached forms, close to the city and employment.

The 'standardised' plan or generic Victorian type which occurs through Goulburn is a simple cottage form with front verandah, symmetrical facade arched false panels to the verandah ends and cast iron columns and trim, eg., 150-180 Cowper Street and 14-20 Bradley Street. The other prevalent form was the two storey row house with decoration, eg., Montague Street, opposite St Clair Cottage in Sloane Street, in Bradley Street and elsewhere. The simpler smaller cottages of Australia, Addison and City View Streets represented building of a higher density catering for the lower end of the market.

Building styles to 1890 include Victorian Gothic and Italianate. Detached house forms are asymetrical, roofs high pitched and pointed with steep gables and ornamentally carved barge boards. Attached terrace houses feature cast iron columns and balustrades. Polychrome brickwork and patterned roof slates were popular.

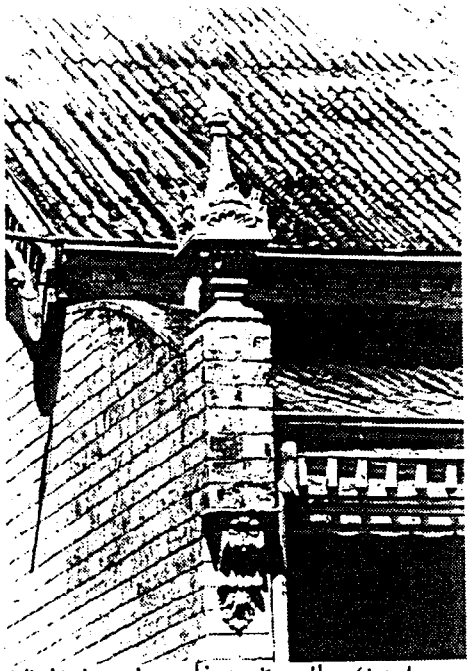
The Victorian Italianate style is well represented in Goulburn with characteristic complex window forms, elaborate mouldings and cast iron decoration on verandahs, fences, arches and roof ridges. Exotic Moorish or Flemish elements, Rococco shell decoration, decorative friezes, rosettes, gables, urns, parapet balusters provided a wealth of rich detail and may be found on later commercial and residential buildings of the period. Ground floor windows were often triple light arched with hood moulding, or round headed or full height double

hung sash, or french doors with shutters. Front fences for villas were typically iron palisade with bull nosed plinth.

Typical Italianate dwelling form. Cowper Street

Goulburn possesses a wealth of buildings from this boom period which add considerably to the environmental character evident today. Styles are mixed, somewhat less flamboyant and perhaps some five to ten years later than their capital city counterparts.

Other major residential buildings of the period include the three storey terraces built by Rogers in Sloane St (c 1880), Rossneath 'Cottage Villa' (1881), Ravensworth (Mary's Mount Monastery, 1885 by Manfred), 'Carrawarra' (1883), 'Antrim House' (George Street, c 1880), and the grand houses of Cowper Street.

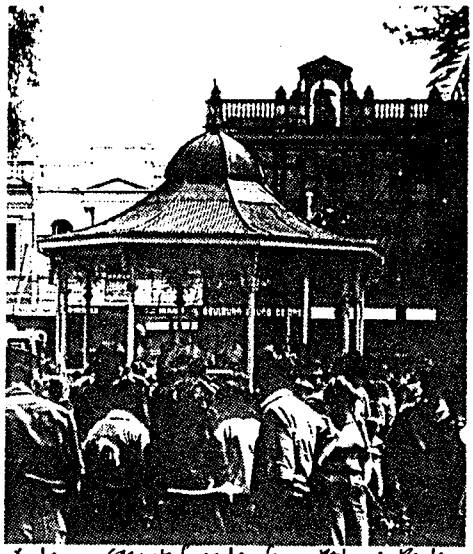


Victorian decoration - Bradley Street.

Rich architectural detailing. Wilmot Street and Goldsmith Street.

Commercial Buildings

During this period of commercial expansion, the environmental character of the city changed dramatically. The typically Georgian style main street buildings with plain symmetrical facades and straight parapets, gave way to the more prosperous flamboyant, brick and stone buildings of the Victorian period.



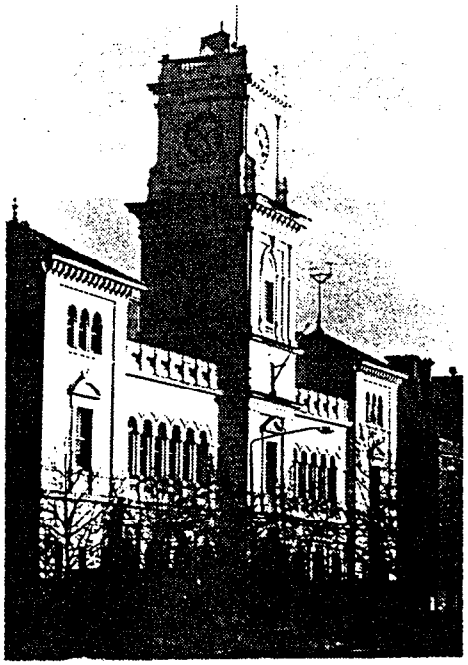
Auburn Street facades from Belmore Park

The new commercial style was a version of the classical with elaborate facade decoration, cornices, pilasters and parapets often crowned with urns, trophies or animals signifying the retail produce. Some of these can still be seen above the cantilevered awnings of Auburn Street, while much is hidden by advertising billboards and metal deck facades. Of particular note are the facades of 194-204 Auburn Street providing a rich architectural edge to Belmore Square.

Institutional/Public Works

This prosperous period in Goulburn's history culminated in four major buildings of high architectural quality, the Post Office, St Saviour's Cathedral, the Court House and the Town Hall.

The Post Office was designed by NSW Colonial Architect James Barnet in 1880 and completed the following year. It is a large two and three storey Victorian Italianate building with a dominant central clock tower, stuccoed and painted.

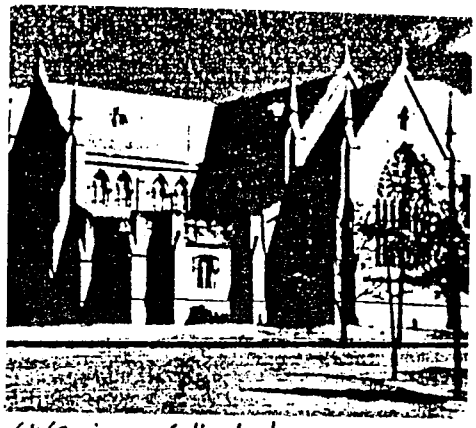


Goulburn Post Office. 1880.

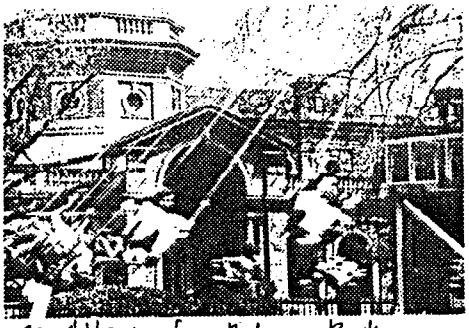
St Saviour's Anglican Cathedral was designed by Edmund Blacket (c 1874) and completed ten years later. The building is of rough Bundanoon stone with smooth buttresses and projecting pinnacles and is sited to terminate the vista up Montague Street from the city centre. The adjacent church hall is by Blacket (1874) and rectory by Manfred (1916).

The magnificent Goulburn Courthouse was designed by James Barnet in 1885, is Victorian Italianate in style, symmetrically planned around a central copper dome on an octagonal base and flanked by long arched arcades.

Construction is polychrome brickwork and its formal garden of trees and front high iron picket fence and gates, contribute an invaluable townscape element to the city.



St. Saviours Cathedral



Court House - from Belmore Park.

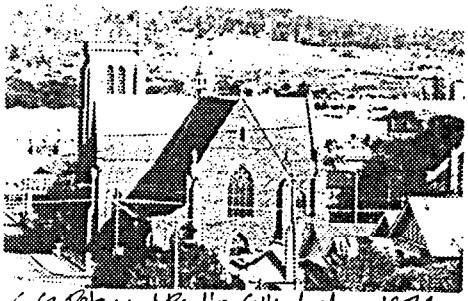
Detail - Town Hall

E C Manfred designed the Town Hall (Queen Anne/ Flemish style, c 1887) adjacent to the Post Office in Auburn Street. The two storey building is constructed of locally made red brick with stone trim and features a central entrance bay crowned by a Dutch gable with semi-circular pediment containing a stone shell motif.

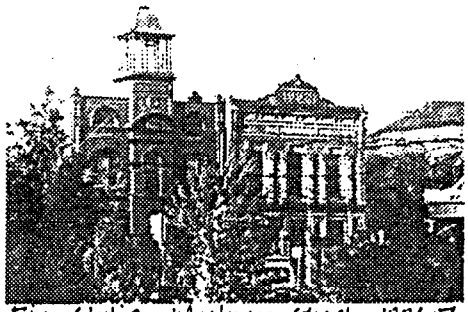
Other major works remaining today include:

- 1870/80 St Nicholas Anglican Church, by Blacket.
- 1870's Goulburn Railway Station and Station Masters' Residence.
- 1871 Wesleyan Church, Cnr Goldsmith and Bourke Streets.
- 1872/90 S S Peter and Paul Cathedral, by Spadacini and Stombuco.
- 1873/4 St Patricks College, by Spadacini and Stombuco.
- 1880/83 Goulburn Reformatory, by Barnet.
- 1883 St John of God Hospital, Bourke Street, by Manfred.
- 1884 Christ Church, West Goulburn.
- 1886 Temperance Fountain, front of Belmore Park.
- 1887 Hospital, by Manfred.
- 1888 Old Police Station, adjacent to Court House, Sloane Street.
- 1889 Technical Education Classroom, at rear of Mechanics Institute.
- 1890 Fire Station, by Manfred.

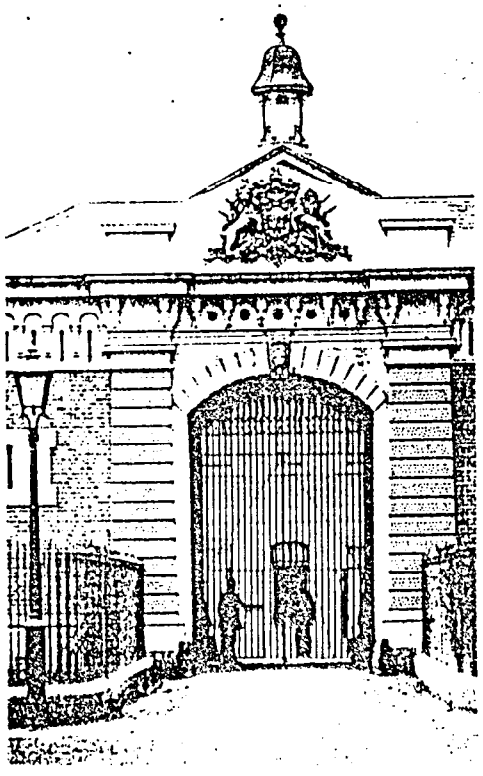
The Gothic Revival style popular in the 1860-70's is represented by a number of important domestic scaled buildings including the former North Goulburn Rectory in Chantry Street (c 1870), a railway employee's house in North Goulburn (1867) and the station master's house in Sloane Street.



S.S. Peter and Paul's Cathedral 1872



Fire Station · Montague Street. 1886-7.



Original entrance · Goulburn Gaol. 1880.
Source: Mitchell Library. Small Picture File.

Important civic works corresponded with the opening of the Railway in 1869. Belmore Park was dedicated after the Earl of Belmore who opened the railway. The Countess of Belmore planted an oak tree in the square which survives today. The park itself is a fine example of a prosperous 19th Century country town civic open space, complete with lawns, flower beds, English trees, (many of which were planted in the 1870's), a Victorian cast iron bandstand, temperance fountain (1886), obelisk and war memorial.

The permanent way workshops associated with the railway in Sloane Street are still evident and were in use in 1980.

The Marsden Pumping Station provided the town's water supply in 1883. The engine and boiler house which contained the original steam and boiler machinery now form the nucleus of the Goulburn Steam Museum, probably the only operating installation of its kind in Australia.

Belmore Park · Bandstand · Lilac Time Festival.

1.5 The Turn of the Century, 1890 - 1914

Depression and Droughts

In contrast to the previous land boom and building boom, the next 20 plus years were marked by depression, drought and cautious recovery.

The depression of the 1890's reflected the world wide depression with capital inflow to Australia virtually ceasing in 1891. The 1861-90 period of massive investment in new pastoral stations, arable farms, in railways and mines, and in the towns and cities, had largely come to an end. Wyatt reports that the wave of financial failures begins to occupy increasing space in the Goulburn newspapers from 1891-94.[37] Speculative ventures and building society collapses were followed by bank closures and suspension of payments.

The earlier boom caused by government and railway activity was somewhat dampened by differential rates for the transport of goods. As a result, by the end of the century the large railway workshops were scaled down putting men out of work. These actions also affected supporting industries such as the iron foundries.

The major Government buildings were completed by 1887. The Penny Post in 1886 records that:

> "For a time great good was caused. Business was brisk, houses were let before they were finished and tradesmen of all sorts had their hands full. When the work was finished many of the men had to go away, and in 1886 Goulburn is emphatically dull. No work to speak of is going on and the number of tradesmen

> out of work seems to be increasing.... The disastrous season has left the farmers who are the backbone of the city, in a bad state, and the fall in the price of wool had made a bad matter worse".[38]

The depression of the 1890's also hit the wool industry and Goulburn was ill located to benefit from the rise of the wheat and dairying industries that were responsible for the colony's economic recovery. However local fruit production did rise.

In 1881 Goulburn was the third most prominent city in the colony after Sydney and Newcastle but by 1891 had given way to Broken Hill. Other cities, particularly those in the wheat and dairying districts grew in size and influence, while the population of Goulburn dropped marginally.

In 1899, along with many other centres, Goulburn made claim on becoming the Federal Capital. The choice of nearby Canberra in 1908 was greeted with some enthusiasm by those who foresaw the benefits that the building and development of a national capital nearby might confer on Goulburn.[39]

Kenmore and other Developments

Kenmore Hospital - Main Building. 1890's.

About the turn of the century the principal developments in Goulburn were toward the north. The building of Kenmore Lunatic Asylum (as it was then known) was a major project that began in 1894, although tenders for buildings were still being let in 1909. Kenmore was an expanding area at this time and a large Catholic orphanage was built not far from the mental hospital. Kenmore school was opened in 1906 and subdivisions opened up Kenmore for housing. There was development in the rural surrounds with the opening of the Crookwell railway line in 1902. A new Marsden bridge opened in 1909 and Kingsdale school in 1909. The biggest stimulus

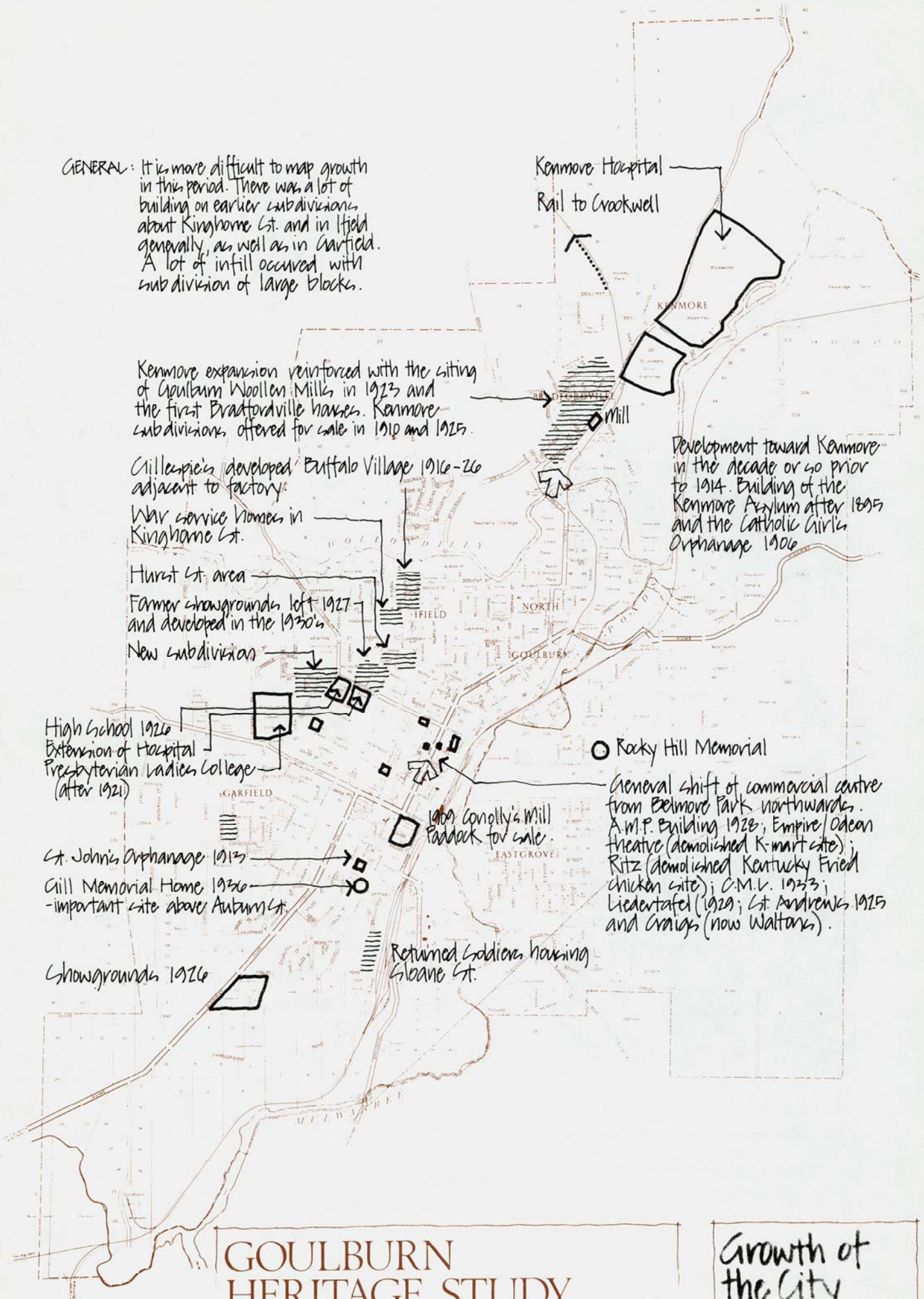
was the government's Closer Settlement Scheme which resulted in the subdivision of large properties near Taralga and closer to Goulburn in 1909-10.[40]

However, despite the above stimulus, between 1891 and 1911 there was a marginal decrease in Goulburn's population and an almost static housing stock.

	1891	1901	1911
Population	10,916	10,612	10,023
Occupied dwellings	1,828	1,904	1,985

Nevertheless, there were changes in and around Auburn Street, especially c 1906-1909. By 1901 Rogers had moved to what is now Youngs store and subsequently constructed additions in Montague Street. Marcus Clark and Co opened in a store previously occupied by Maples, baths were built in Sloane Street, closed and then opened in Victoria Park. In 1908 William Conolly moved his Mill to the site of the baths (the Mill today has been successfully recycled as an amusement centre/skating rink), the Catholic presbytery next to SS Peter and Paul Cathedral had substantial additions and renovations, Anglicans launched an ever hopeful appeal to build a tower for St Saviour Cathedral and new police buildings were erected on the corner of Sloane and Clifford Streets and in North Goulburn.

The new Lansdowne Bridge was opened in 1902 and the advent of the motor lorry made demands on district and town roads. Streets and footpaths were constructed and the planting of street trees urged by the Goulburn Tree Planting Association (100 Plane, 22 Wattles and 50 Elm Trees were planted in Goldsmith and Auburn Streets). Trades connected with carts, sulkies, buggies and waggons declined and the first motor garage opened in 1911. Horse traffic was still common however into World War I.



GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

Growth of the City 1900 - 1939

Map 6

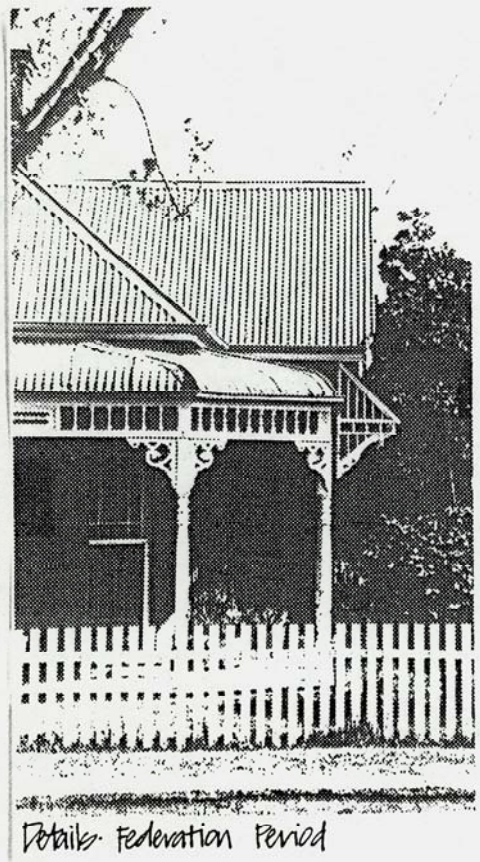
Major Heritage Elements

Compared with the previous period there was a reduced building activity, although the changes in architectural style are quite evident particularly in the residential sphere.

Residential

Residence - Clifford St. - Queen Anne

The dwellings of this 'Federation Period' have diverse, imported stylistic origins including Queen Anne, Picturesque, Art Nouveau, Shingle Style, Arts and Crafts and Edwardian. Variety of sources and the range of architectural work in this period highlights the difficulty of defining the relevant elements. This difficulty is compounded in Goulburn where styles often arrived relatively late and lingered well into a subsequent period.

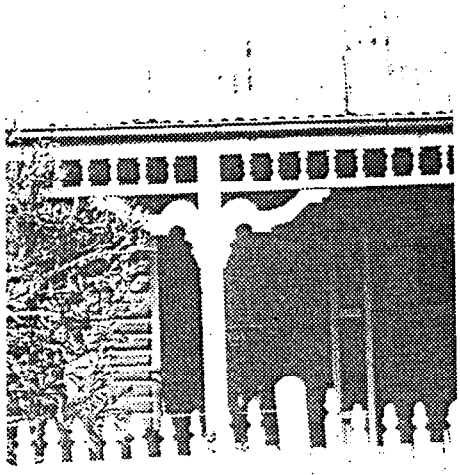


Details - Federation Period

The 'Queen Anne' style originated in England in the 1870's and residences were distinctive with their picturesque outline, decorative detail and colour; red bricks for walls, orange marsailles roof tiles and terra cotta terminations on the roof, turned timber, painted white for verandah and porch supports and half timbering with rough cast in the gables. Windows are often treated with stained or coloured glass.

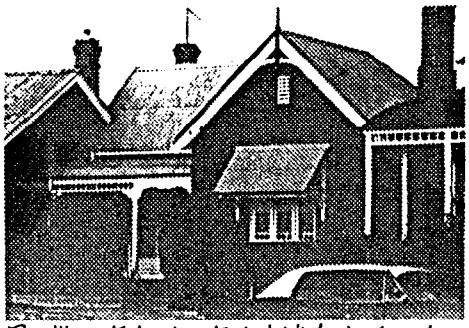
In country towns such as Goulburn, the marsailles tiles and decorative ridge tiles were less common and roofs were often slate or galvanised iron. The best examples of the Queen Anne style can be found in Church, Clifford and Hurst Streets and the inner north area (eg., 14 Church Street with characteristic turret, terra cotta cresting and turned timber detailing, and 17 Kinghorne Street and the dwelling on the corner of Kinghorne and Princes Street).

In Melbourne, the Queen Anne style continued up until World War I, while in Sydney the simpler Federation Style suburbs and dwellings (eg., Haberfield) were proceeding until the 1930's.



Detailing. Federation Period.

Federation style semi-detached type. Typical form. Mulwaree St. Continue to be built into the 1920's.



Dwelling. Federation Period. Victoria Street.

Goulburn Permanent Building Society c.1910.

A number of Manfred's residences fall into this Federation period and show clearly the more restrained design influences, eg., 12 Hurst Street, 85 Bradley Street (1907), which followed the excesses of the boom period.

The Federation style, pre World War I in Goulburn was a style of red brick with galvanised iron roofing and white painted timber decorative elements to the front verandah and balustrades. The roof lines break into a variety of gables, ridges and deep jutting eaves. Some half timbering, rough cast plaster work and shingles are evident. Bay windows with leadlight or coloured glass windows and internally pressed metal ceilings were popular.

Typical dwellings from this period can be seen at:

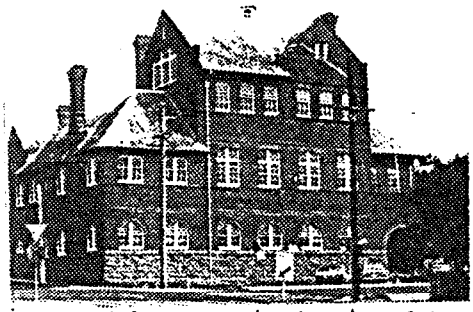
- 216 Cowper Street
- Bourke Street and 8 Beppo Street
- 24 Hurst Street
- 133 Kinghorne St
- 44 Montague St.

Commercial Buildings

- 180-186 Auburn Street, Youngs Store (1901) by Manfred.
- Goulburn Permanent Building Society, Former ANZ/Union Bank, corner Auburn and Clifford Streets (c 1910). Accomplished Edwardian building with Queen Anne influences.
- 380-386 Auburn Street, Edwardian shopfronts.
- Northern End of Auburn Street, a produce store was erected for Wright Heaton and Co in 1912.

Institutional/Public Works

- Boer War Memorial, 1904.
- Hollis Fountain, 1899.
- Stone piers front fence to Park, 1902.


Technical College - Bourke Street. 1900.

- Knowlman Memorial, 1909.
- Belmore Park Boer War Memorial (1904).
- Goulburn Police Station residences (additions 1975).
- 160 Bourke Street, Goulburn Technical College (1901), by NSW Government Architect W L Bernon. Influenced by the 'Glasgow School' of C R MacIntosh.
- Kenmore Mental Hospital Precinct.
- 36 Verner Street, Bishop's Residence and Presbytery (1908) by E C Manfred. Alterations. Central Gothic Revival gable bay.
- Victorian Band Pavilion (1892), Belmore Park, Manfred.
- Public baths 1892-1907, now Leisure Centre.
- Orphanage, Kenmore 1906.

1.6 Wars and Inter-War Period, 1914 - 1945

The Great War

The economic recovery that occured after 1906 continued into the war years. The population of Goulburn fluctuated with the arrival and departure of soldiers at the AIF camp in the old showground and wheat lumpers employed on the huge wheat store established by the Wheat Board in 1917-18. In 1911 there were 10,023 people and 1,985 occupied dwellings; in 1921 the population had risen to 12,715 and there were 2,467 occupied dwellings. There was fairly constant building activity. In 1911, 1912 and 1913 Council approved about 30 new dwellings each year. In 1919, when 38 were approved, there was comment that this represented a drop in the number of approvals in comparison with previous years. In spite of this activity, it was certainly the impression of local people that there were too few houses in Goulburn. The sanitary inspector reported that 1-in-7 of 700 houses inspected in 1914 had two, three or four familites living in it, and cited sad cases of overcrowding to Council, such as that of four families consisting of 18 persons sharing a four-roomed cottage in 1916. His work in supervising building construction had grown so great in 1914 that the Council provided him with a bicycle to visit different sites.[41]

The relocation of Conolly's Mill and subdivision of the old site provided Council with a gift of Manfred Park. A number of houses were built in Walker Street and the newly opened Glebe Avenue.

Elsewhere in the city housing approvals clustered in Kinghorne, Clinton, Bradley, Faithful and Verner Streets. Most were for brick dwellings, as builders probably took advantage of the improvements made at Gulson's Brick and Pottery Co works with the introduction of steam powered plant in 1913. In other streets where there was building

such as Lagoon and Coromandel, weatherboard seems to have been more common. In Opal Street there were approvals for a mixture of weatherboard and brick dwellings.[42]

Giant wheat stacks stretched from Baxters Boot Factory to 'Garroorigang' and beyond to the roundhouse as the Wheat Board used Goulburn to store the wheat crop in the last years of the war. It seems that about 70 men were employed lumping the wheat, and that local residents were sometimes discomforted by weevils and mice from the reject wheat. Gillespie's enjoyed a boom with large defence department contracts for boots, and when the Auburn Street factory was destroyed by fire in 1915, the company began planning a new tannery and garden suburb for workmen on and around Gibson Street. Work began on the project in 1917.

The Churches continued to be expansive. The Sisters of Mercy had acquired St Michael's Novitiate in Kenmore Street, just prior to the war in 1910, a Catholic Boys Orphanage, Manfred designed, had been opened at the end of 1913, and in 1916 St John of God Hospital was opened. All three carried out functions for the diocese which had continued to grow, since 1890, at a greater pace than Goulburn itself.

Council gave considerable attention to providing electricity, water and sewerage services to Goulburn residents in the war years and the 1920's.

A power station was erected in 1913 and the electric light first switched on in May 1914. There were big increases to the plant to meet demand in 1917 and 1919, and again in the 1920's. Sewerage schemes had been considered since at least 1883, but at last the works were built and the first ten places were connected by January 1919. By 1910 it was realised that the water storage at Marsden Weir was inadequate. Schemes to supplement the storage were advanced which led to the construction of

Rossiville Weir in 1915 and a services reservoir at the rear of St Patricks College. Another proposal of 1910 to bring water from Pejar by a pipeline was rejected.

With the provision of such services it seemed, at that time, appropriate for Goulburn to launch the Greater Goulburn Movement publicising the attractions and possibilities of the city. Moving pictures and journal articles were prepared in 1918 to make the city's appeal known to tourists, investors and business enterprises. Goulburn emerged from the war aggressively trying to diversify and augment its economic base.

'The Twenties'

During the inter-war period Goulburn claimed a position as fourth largest city in the State after Sydney, Newcastle and Broken Hill. Year books reported that by 1921 Goulburn had developed after 20 years of stagnation into the leading town of the interior not dependent on mining.

Population grew, particularly in the 1920's, and the census of 1921 recorded 12,715 which by 1933 had increased to 14,349, when growth seems to have steadied. By way of contrast the rural surrounds remained almost static with the Shire of Mulwarree recording populations of 7,009 in 1911, 7,135 in 1921 and 7,270 in 1933.

There was a great deal of building activity in the 1920's reaching a peak in 1926 and 1927. The number of occupied dwellings rose from 1,985 in 1911 to 2,467 in 1921 and to 3,248 in 1933. Three housing estates of note were established. In the late war years Gillespie and Co Ltd had opened up Buffalo Crescent with model housing for employees.

The planning of the estate was influenced by the 'garden city' movement of the time and featured individual bungalows arranged about a central common recreation reseve. In 1923 the newly established Goulburn Woollen Mills provided cottages for a manager, secretary and nine workmen along Taralga Road in a suburb to be called Bradfordville. There were also two groups of houses built with the aid of the War Services Commission in Kinghorne and Sloane Streets. However, some questioned whether the soldiers' homes really were 'homes fit for heroes'.[43]

The majority of housing either infilled vacant inner city land or was constructed in the areas north of Citizen Street and south of Clinton Street, particularly in what is now known as west Goulburn. There were frequent re-subdivisions of large blocks, sometimes around large villas, for example 'Cooyal' with blocks to Deccan, Verner and View Streets (1926) and Hurstville/Bulwarra (1923). The subdivision of the old showground (Goldsmith, Cowper, Albert Streets) which was replaced by the Yass Road site (now Workers' Arena) was not built on until the 1930's.

The Depression

The struggle to develop a manufacturing base continued into the inter-war period and showed some success in the early 1920's, although the initial growth could not be sustained particularly during the depression years. Gillespie and Co closed in 1926. Goulburn Woollen Mills were in trouble in 1929 and gave way to Amalgamated Textiles Ltd. In 1929 Tooth and Co stopped brewing at Bartlett's brewery which they had acquired in 1921 and turned it into a depot. Several other enterprises were short lived once the depression of 1929 hit. With the Wall Street 'crash' unemployment increased dramatically and building virtually ceased Australia wide. Wyatt records that in Goulburn the

number of people engaged in secondary industries increased in the twenties from 677 in 1917-18, to 752 in 1927-8 and fell to 635 in 1937-8.

For Goulburn people one of the visible reminders of the depressed times was the camp that grew up at the foot of Governor's Hill. The makeshift dwellings were tolerated by the council and the camp survived into the house-hungry 1940's and 1950's. Other homeless folk squatted in paddocks along the riverfront.

Signs of Recovery

However, Goulburn's recovery from the depression of 1929 which stretched into the 1930's, was slow if building activity is taken as a guide. Goulburn did not share the building progress that other large centres were able to report in the three or so years prior to 1939. This meant that Goulburn remained 'house-hungry' from the depression through the thirties and war years. Many families were forced to continue to share houses with one or two other families. This increased pressure for accommodation in the subsequent post war period, 1945-54.

Little building took place after 1928 until the late 1930's. There were, however, improvements made to the roads and streets, some changes in Auburn Street, and the construction of several buildings to serve the city in its new found role as a wool selling centre.

There had been a considerable increase in road traffic in the inter-war years. The highway was improved when it was concreted to Marulan by 1929. A deviation over Governor's Hill made it an easier climb for motor lorries, but an abrupt bridge over the Crookwell railway line on the northern approach to Goulburn continued to cause concern. Auburn Street was reconstructed and the middle lanes concreted. To locals it seemed to be 'probably the finest shopping centre in any inland centre'.

There was a spirited defence given for nose-in angle parking, even if it did mean the loss of recently built garden plots mid-street. More long-lived were some of the 2,000-3,000 trees council had planted in streets and parks between 1934 and 1939.

In Auburn Street, the city council made important changes when it decided to remove all verandah posts and balconies in 1927. The change was not swift and notices for compliance were still being issued in 1935. For some it seemed that the new cantilever awnings of the 1930's 'served to brighten and modernise the city's shopping area'.[44]

There were other changes in and around Auburn Street. Picture theatres such as the Empire/Odeon and the Ritz (now demolished) and chain stores such as Selfridges appeared. A Salvation Army Home (1936) on the hill to the south overlooked the street. Around into Montague Street the CWA Rest Room and Montague Premises were built.

The most important new buildings were the huge wool stores for they signified a new economic activity. R D Gray and Sons began as wool sellers in 1930. Ray Bladwell and Company began shortly after in 1934. They built on the corner of Clinton and Sloane Streets in 1936-7, amalgamated with Farmers and Graziers in 1942 and built again at the corner of Verner and Sloane Streets in 1943-5. In 1939 Goulburn was given official recognition as an appraisement centre by the Central Wool Committee. As a wool selling venue, Goulburn attracted overseas buyers to the area. It gave status to the city as a wool centre with important sheep studs in its hinterland.

World War II

The war interrupted the city's recovery from the Great Depression.

"Goulburn is lagging behind other country towns.... If part of that (tourist) traffic can be persuaded to spend but half a day here it will mean many tens of thousands of pounds for the principal people of Goulburn, the retailers. So far we have done nothing in that direction"

(Goulburn Evening Penny Post, 2 June 1939)

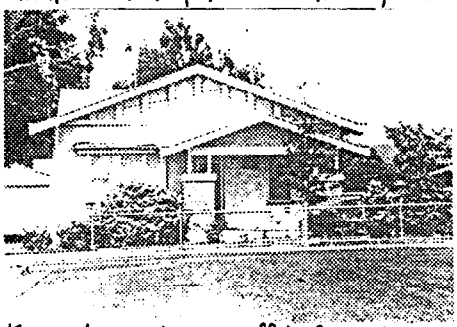
Goulburn endured drought between 1939 and 1945 which cut back rural activity. War time restrictions on travel, such as petrol rationing affected local retailers adversely, though the presence of soldiers encamped at the showground (now the Workers Arena) brought some spending to the town.

There was very little building activity in Goulburn during the years of World War II. In 1939 there were 27 Council approvals for dwellings. The figure dropped to just over a dozen in 1940 and again in 1941, three in 1943, four in 1944 and six in 1945. There was a general shortage of materials and manpower, as well as government regulations that impeded building. Farmers and Graziers erected a huge wool store at the corner of Verner and Sloane Street. A munitions factory, subsequently converted to Pacific Chenille Craft Co factory in Chantry Street, was built and the gasworks extended to supply it. St Joseph's College at North Goulburn was extended to provide retirement accommodation for the sisters, and a chapel was erected.

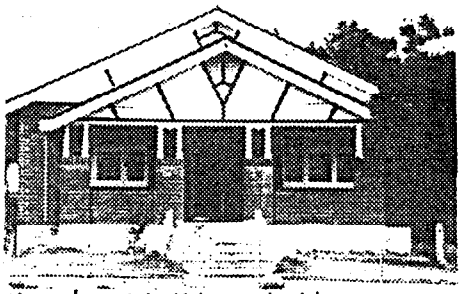
By 1944 plans for post war reconstruction were being formed and implemented. The Chief Clothing Co factory opened in Manion Street, one of 100 factories to that date deliberately sited in country towns to provide employment, particularly for women. The factory employed 120 in 1954.

By the end of the war there was some promise of continuing with the recovery that had been so rudely interrupted by outside forces. Governments spoke boldly of recovery, full employment and decentralisation policies that augured well for Goulburn in the post war years.

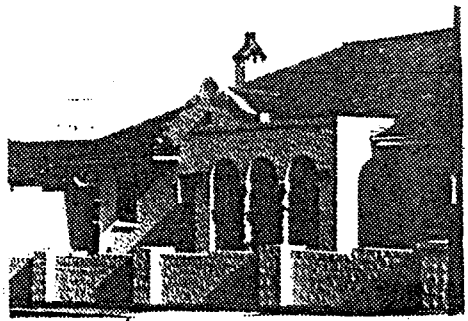
Faithful Street duplexes. Federation Style c1910



Bungalow Style · Buffalo Crescent c.1925



Bungalow Style · Between the Wars.



Spanish Mission Style · Kinghorne St. c.1924.

"Moderne · Bauhaus" style · Victoria Street

Major Heritage Items

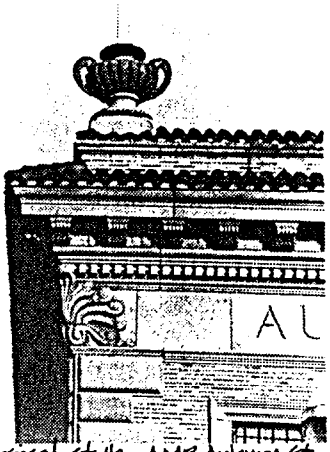
Residential

In addition to the Federation Style houses which continued to be built after the Great War, Californian Bungalow and Colonial Revival styles were introduced in this period notably in Kinghorne Street and Buffalo Cresent, but also as individual infill houses in the inner city area, eg., 278 Bourke Street and in Hurst Street.

The Colonial Revival dwellings feature symmetry, a return to small pane windows with shutters, hipped roofs and verandahs, while the Californian Bungalow expressed massive front pylons supporting a front flat roof or gable to the porch, front gable main roof form, shingled gable ends, lattice vents and rough cast walls. The later became a popular 1930/40's suburban style and can be seen throughout Goulburn.

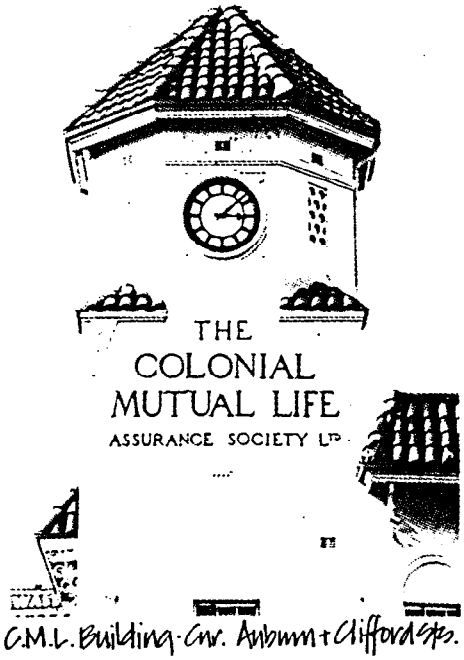
Typical buildings and building groups of the period include the Federation duplex row of Faithful Street (c 1923), the post World War I soldier settler's housing (c 1918) on Kinghorne Street, between Prince and Gibson, and Victorian and Avoca Streets, the bungalows of Buffalo Crescent and the streetscape of Glebe Avenue.

There are relatively few residential examples of the later Spanish Mission style (1 Murray Street, c 1924) or the International/Moderne/Ocean liner style in Goulburn (78 and 80 Deccan Street).



"Neo-classical style. AMP. Auburn St.

Elmslea Chambers. Richly decorated c.1935



C.M.L. Building Cnr. Auburn + Clifford Sts.

Commercial Buildings

The commercial buildings of the period display the range of styles from the 'Neo-Classical Mediterranean' AMP Building, through the picturesque 'Spanish Mission' influenced CML Building, to the superb richly decorated 'Art Deco' Elmslea Chambers in Montague Street.

Significant commercial buildings from the period include:

- 7 Montague Street, Solicitor's Building, c 1915
- Former CML Building, 1933, Cnr Auburn and Clifford Streets. Architects Henessy and Co.
- J W Craig's (today Waltons Store), 1923.
- 191 Auburn Street, AMP Society Branch, 1926, attributed to Wright and Apperly.
- 17 Montague Street, Elmslea Chamber, 1935-36.
- 20-22 Montague Street, Halsbury House 1938.
- Goulburn Evening Post Building.
- Goulburn Golf Club, two storey extensions, 1925.
- Tully Park Golf Club House (now STEC Chantry Street), 1939.

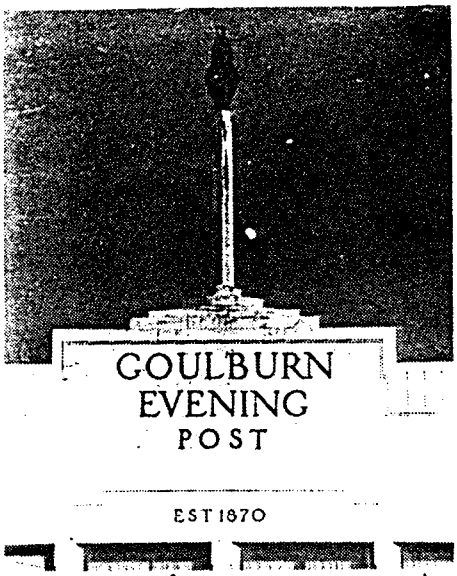
Institutional/Public Works

The most notable city landmark is the City War Memorial, Rocky Hill, designed by H C Manfred in 1925.

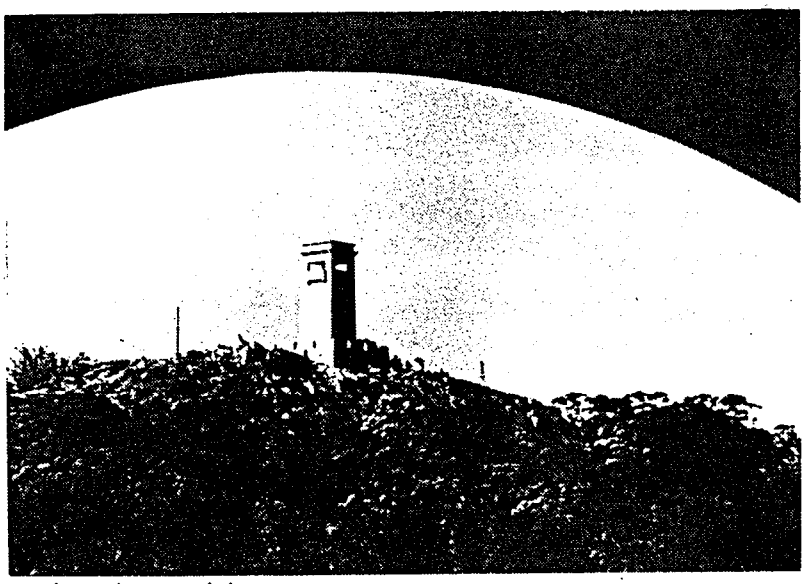
During the Depression years (1929) the first of the Government loans to provide work for the unemployed was utilized. Roads and parks were built and drainage improved. The Oval at Victoria Park was constructed under the unemployment relief schemes in 1933/34. Building of the new showgrounds and pavilion was in 1929.

Other buildings include:

- St Andrews Presbyterian Church 1924/25.
- Cowper St Methodist Church 1925.
- Masonic Temple, Bourke Street, 1928, by Manfred.
- Goulburn High School, 1928, featuring Moorish turrets and Flemish influenced gables.
- CWA Rest Room, 1937.
- Alterations interior, S S Peter and Paul, 1928.
- Nurses Quarters, 1928/39, Private Wards, Base Hospital, 1933/37.
- Mortuary Chapel, Catholic Cemetery, 1938.
- Church House, St Saviours Grounds, 1923.



"Art Deco" influenced · Auburn Street.


Rocky Hill Memorial · 1925

Housing · Wheatley Avenue.

Housing Commission dwellings · Hume Hwy.

1.7 Post-War Growth and Change, 1945 - 1969

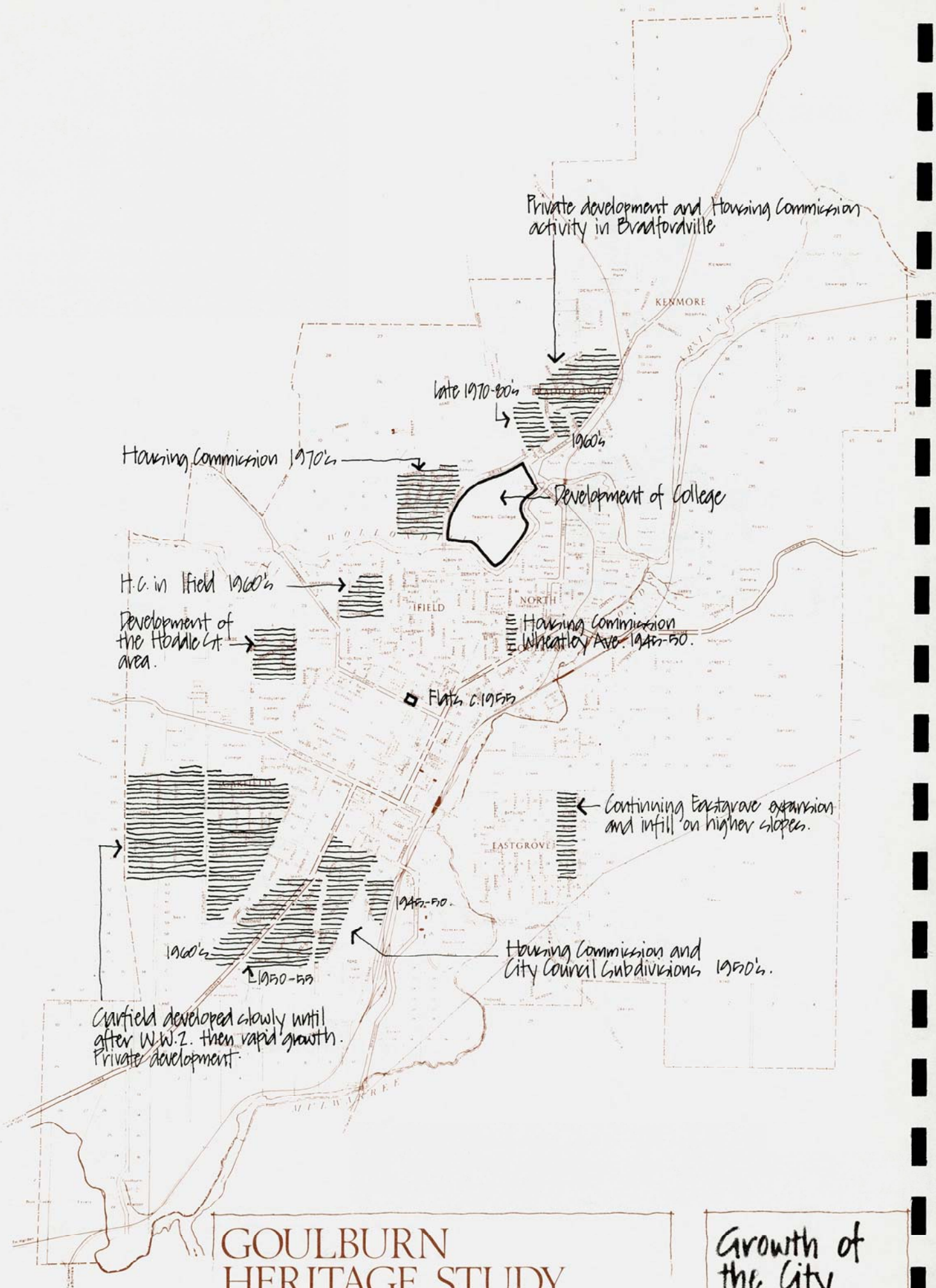
Immediate Post War Housing and Development

In the immediate post war years and into the mid 1950's Goulburn's population grew rapidly from 15,991 in 1947 to 19,187 in 1954. The growth created housing problems especially in the forties when building materials were very scarce. The NSW Housing Commission erected its first houses in Wheatley Avenue and Kinghorne Street in 1945. By 1953 it had built 135 houses, mainly in the south and west, to help meet the demand. There were a large number of approvals for new buildings particularly in 1949 and 1950. Many chose fibro and galvanized iron as building materials since they were readily available and comparatively cheap.

The rural surrounds prospered after the drought of the war years when the number of sheep in NSW had fallen from 125 million in 1942 to 96 million in 1945. Wool prices soared during the period of the Korean War to the satisfaction of local producers and agents. Council opened modern, well equipped abbatoirs in 1951 that stimulated the production of cattle and fat lambs.

There was confidence that the city would continue to grow. The locomotive depot was still the largest in the southern part of the state. Super-tex had started production in the munitions factory built during the war. A planning document of 1956 predicted a future population of 75,000.[45]

The increased post-war birth rate created problems for Goulburn schools as accommodation was inade-quate for the rising enrolments. A government and a Catholic primary school were opened in West Goulburn in 1952, mainly in response to the Housing Commission building programme along the Hume High-way between Mary and Kelso Street, in Gray Avenue, Lansdowne Street and Finlay Road.



GOULBURN HERITAGE STUDY

by
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architects urban planners environmental consultants
for
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Growth of the City 1950's - 1980

Map 7

Hostel photo Nissen Huts, Yass Road showground

"....Living quarters with their colourful ashphalt-tiled (sic), pastel coloured walls and large louvred windows are much the same as flatettes, except that toilet facilities are on a community basis".

(Goulburn Evening Penny Post, 1 March 1951)

A further stimulus to growth in that area was the migrant hostel which operated between March 1951 and March 1954 in Nissen huts adjoining what had been the Yass Road Showground. The Showground had given way to the Recreation Area in Braidwood Road for the conduct of shows. In the other direction Kenmore and Bradfordville were added to the Municipality in 1951.

Growth of Canberra

"Goulburn is neither the front door nor the back door to the Federal Capital. It will probably tend to be overshadowed by its new neighbour (new by the standards of Goulburn's respectable antiquity) but there is no rivalry between Goulburn and Canberra. On the contrary their interests are so different that there is not even the intercourse that might be expected".

(R T Wyatt, 1941).

From the mid 1940's onwards, Canberra emerged as a competing centre. Hitherto Canberra's growth had been modest and Goulburn had felt little or no threat, but from 1955 Canberra soared ahead. In 1939 fears had been expressed that Goulburn school leavers left the district for Sydney, Wollongong or Melbourne. In 1969 it was Canberra that seemed to attract Goulburn's youth.[46] Through the sixties insurance companies opened major offices in Canberra leaving only local branches in Goulburn. Catholic and Anglican bishops had moved to the more populous Canberra and the Nation's Capital began to exert hegemony over the region that had once been Goulburn's. Queanbeyan also grew closer in size to Goulburn but still had to look to Goulburn as the State Government's administrative centre for the region.

	1947	1954	1961	1966	1971
Goulburn	15,991	19,193	20,554	20,871	21,606
Mulwaree	5,601	5,063	4,900	4,442	3,853
ACT	16,905	30,315	58,828	96,032	144,063
Queanbeyan	5,033	7,310	9,448	12,515	16,058

Other Challenges

"....The pity of it is that many of this year's school leavers will have to depart from Goulburn and seek employment elsewhere".

(Editorial, 'Goulburn Evening Post', 12 January 1966).

Goulburn's challenges were not only from within the region. The amalgamation of councils to form the City of Greater Wollongong in 1947 had displaced Goulburn as the fourth largest city in the state. From 1954 to 1971 Goulburn had one of the slowest rates of growth in the state.[46b]

In 1958-59 the city struggled to retain its status as a wool selling centre. Success led to the establishment of large wool stores to the south. The city also struggled to gain a teachers college, partly to stem the exodus of school leavers. It eventually extracted a government commitment to locate a college in Goulburn in November 1966.

There was a slowing in the pace of building approvals in this period. Brick veneer began to emerge as a common building material from 1965 on but more particularly after 1969. The Housing Commission built another 500 dwellings between 1954 and 1966 in the West, South, Ifield, and a few in Bradfordville.

Development up to 1947 was largely confined to infilling gaps in the old subdivision pattern. This resulted in a level of stylistic mix and, in a broad sense, the degree of homogeneity in the inner residential district evident today. By the 1959's the Housing Commission and Council were providing large subdivisions primarily in the South. The suburbs of Garfield and Ifield expanded.

Dwelling types fall into two categories, the double fronted single storey fibro Housing Commission type which was criticised in a 1953 Town Planning Report as not having sufficient variety of design or building material to present a pleasing aspect, and the typical red brick rectangular or 'L' shaped post-war style with standard timber or steel windows and little decoration.

Centrally, chain stores continued to expand with a Woolworths supermarket in 1966. Picture theatres were unable to withstand the advent of television which reached Goulburn via Wollongong and Canberra. 'Odeon' succumbed first in 1966 and 'Hoyts Ritz' in 1971. A new Government office block was promised in 1966 as an apparent pledge of continued government activity.

Schools expanded, a new Olympic pool complex was opened in Victoria Park (1966) and McKell Place was graced with the long awaited Lilac Time Hall (1960) added to its doctor's surgery block (1956) and Lady McKell nursery (1954).

Council received a large number of building applications for service stations and motels as more and more private motor vehicles increased the highway trade. There were expressions of disquiet about the likely effect of the introduction of diesels on local railway activity.

Manufacturers remained difficult to entice to the city and Goulburn continued to look to its rural surrounds, its function as a transport node and to government for stimulus to growth.

1.8 Adjusting to Steady State Development, 1969 - 1982

Major Developments

Goulburn College of Advanced Education.

The commitment of a multi-million dollar teachers college encouraged Council to construct the McDermott Drive bridge in 1969 and to facilitate development in Bradfordville. Sewerage connection to Bradfordville began in 1962, stretching to Kenmore in 1974-5. Industrial sites were planned and serviced at Bradfordville (1969-74) and the Bradfordville Shopping Centre opened about 1973. In 1975-78, the Housing Commission constructed 222 dwellings at Marys Mount. In 1979 it began to develop another 80 at its nearby Bradfordville site. Bradfordville and Wollondilly Primary Schools and Mulwarree High School were built during 1969-74 and a new block added to Goulburn High School in 1970.

Recent suburban development.

From 1969 to about 1973 Goulburn appeared to be progressing well. A Department of Decentralisation report predicted an increase of population to 35,000 by the year 2000. This contrasted with a prediction of 23,000 by the Development Corporation of NSW.[47] The abbatoirs were extended in 1971. A quality housing area opened in Hoddle Avenue/ McAlister Drive and a Greek Orthodox Church was built in 1972. In Auburn Street, the Huntley Arcade and Corinthean Mall gave promise of small specialist offstreet shopping. Parallel parking was eventually adopted and traffic lights appeared in 1970. The Council began to plan a large civic centre near St Saviours Church, a water storage scheme at Pejar in 1974 and a new fire station was built in 1970.

A large number of scholarship students were directed to the College giving it an annual enrolment of about 900. The College continued to acquire staff, especially in 1974 and 1975. To some extent this

expansion offset the parallel decline in the manufacturing workforce which dropped by 220 or 16%, in spite of the appearance of new small enterprises such as the National Brush Co and Golden Pet Foods at Bradfordville.[48]

The demand for housing increased. Students favoured low price rental accommodation, college staff looked to quality housing. The number of new dwellings approved each year was substantially higher than the 60 or so each year in the 1960's.

Council Approvals*

	New dwellings	Additions Alterations	New commercial premises	New Flats
1969	58	164	7	3
1971	59	166	6	7
1972	71	142	8	25
1973	109	215	5	117
1974	73	197	10	6
1975	90	244	8	0

* (These figures are for approvals. There were several applications for example, for town house/flat development in 1973 that were approved but not constructed).

Land values rose and Council entered the market selling 39 lots in 1970 and 29 in 1971 mainly in Bradfordville, the Hoddle Avenue area and also at Eastgrove. The latter area had been connected to the sewerage scheme in 1970 and as a result moderately priced new dwellings were subsequently built.

The Housing Commission played a considerable part in the move towards Bradfordville.[49] Since the mid 1960's the Commission had developed in Ifield about Albert, Meekhan, Gerathy and William Streets.

The houses built in Queen and Nichols Streets, Bradfordville, in Allison and Joshua Streets to the north and in Ifield passed relatively quickly into private ownership. In the early 1970's the Commission developed a large number of houses in the south about Ottiwell and Broughton Streets. In 1973-75 there was a break in its building programme before the move towards Bradfordville.

By 1982 the Commission had built 1,250 dwellings in Goulburn. At that stage 870 still remained for rental and of these 280 were being purchased. There were about 90 occupied by Department of Decentralisation sponsored personnel, teachers, policemen, corrective services personnel and other government employees. Only Wagga had a higher number of similarly designated houses. This bears out Goulburn's heavy dependence on State Government activity. In 1976 32% of Goulburn's workforce was employed by the State Government as compared with 15% of NSW's workforce.

Mid 1970's Recession

The recession that began in the mid 1970's affected Goulburn adversely. Drought and poor markets hurt livestock producers. The total number of sheep on the Southern Tablelands fell from 7,434,370 in March 1969 to 6,154,810 in 1978 and 3,611,415 in 1980-81. The number of cattle fell from what seems to be a peak of 589,500 in March 1975 to 457,654 in March 1978 and 256,148 in 1980-81.[50]

The abbatoirs, which employed 250, curtailed production and eventually closed in 1980. The continued depression in metal prices cast a cloud over the further development of Woodlawn Mines, that was fully operative from 1978, at nearby Tarago.

Reductions in government expenditure affected public instrumentalities in the town. Big employers such as Kenmore Mental Hospital, Goulburn Base Hospital, local schools and the College of Advanced Education cutback on staffing. Student and staff numbers at the College were further reduced when teacher education scholarships were phased out, and the College amalgamated with Riverina College of Advanced Education in 1982. However, the State Rail Authority built a large waggon repair centre, increasing its involvement in the town, when it closed the Permanent Way Workshop in 1981.

In 1974-75 the State and Commonwealth governments agreed on groupings of local government authorities to provide the basis for regional management in the State. A subsequent report found that Canberra exerted a strong social and economic influence on the south-east region. Goulburn was the region's major rural distribution centre, as well as the regional centre for the State government administration.[51] An exchange between the mayors of Queanbeyan and Goulburn over the direction of a Commonwealth funded air traffic controllers centre to Queanbeyan reveals something of continuing sensitivities.

Ald Madew (Mayor of Queanbeyan) said Goulburn for many years had received a "very fair share" of expenditure of State and Commonwealth Governments. In comparison, Queanbeyan had developed as a satellite of Canberra and had not attracted its fair share of development...."(Queanbeyan) has the regional headquarters of several State Government departments, but it has very little regional role in the terms of State Government administration. All these facilities are related to the servicing of Canberra and to the limited extent the south coast and lower Monaro....With a population equal to Goulburn Queanbeyan does not even have a technical college."

Ald K Cole (Mayor Goulburn) replied "The fact of (much) money being spent to develop Canberra and indirectly Queanbeyan, has been very much to the detriment of Goulburn. It took from this, the oldest inland city in Australia, its primacy. We lost many of the services which we had provided in the past to the Canberra-Queanbeyan area, but we have accepted this".[52]

Between 1976 and 1981 Goulburn's population increased marginally from 21,735 to 21,750. Only Broken Hill and Armidale experienced less growth in that period. Since 1947 Goulburn has been overtaken by Wagga Wagga, Albury, Bathurst, Orange, Dubbo, Tamworth, Lismore, Maitland, Gosford, Campbelltown, Wollongong and The Entrance.

The number of housing approvals declined from an annual of 70 or more, to 44 in 1981 as finance became more difficult with the rise in interest rates. The increase in Goulburn's housing stock did not keep pace with the rest of the State and nor did real estate values. Values peaked relatively early and the Valuer-General's report of 1981 indicated that Goulburn was the only town or city where value had declined.

A study of the effects of a proposed highway by-pass on Goulburn's retail trade was gloomy in its predicitions, but made the point that the economy of the city was broadly based and that Goulburn was more than 'the Star of Highway 31' that local tourist officers were promoting.[53]

In Auburn Street the principal change was the opening in 1980 of K Mart which shifted commercial activity to the northern end of Auburn Street. This development led to the closure of Knowlmans, an old local firm.

The opening of the F5 motorway in 1981 brought Sydney within quicker reach. Hopes were raised that Sydney manufacturing and distribution firms might reach as far as Goulburn to establish branches, as they had already in Picton, Bowral and Moss Vale. It was also thought that the availability of natural gas would make the city attractive for industry.

Times were bad, but they had been so before and there was confidence that the people of the oldest inland city could meet the challenge of the 1980's as they had met previous challenges.

section 2

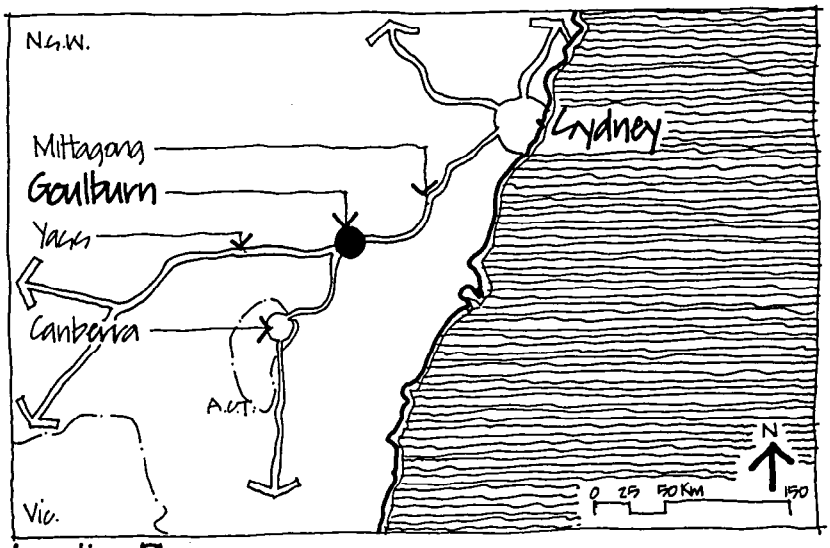
SECTION TWO : SOCIAL AND ECONOMIC INFLUENCES

2.1 Location

The City of Goulburn is situated on the Southern Highlands of New South Wales some 200 kms south west of Sydney.

It stands at the confluence of the Wollondilly River and the Mulwarree Ponds on the Hume Highway close to its junction with the Federal Highway. Canberra is located 97 kms to the south west of the city.

Goulburn is also situated on the Great Southern Railway with branch lines leading to Canberra and Cooma, Crookwell and Taralga.



Location Plan.

2.2 Goulburn and the South Eastern Region

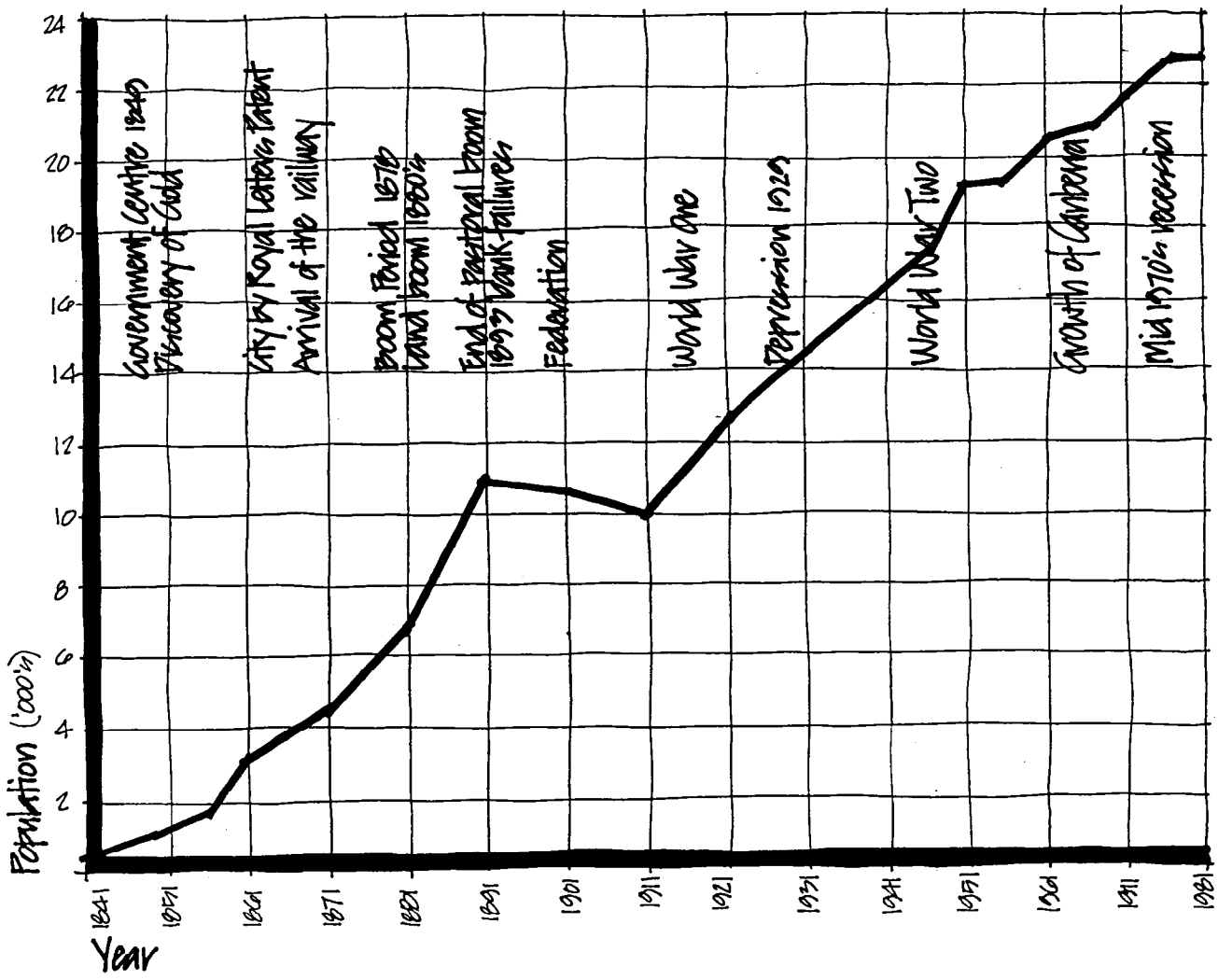
Goulburn is the principal city of the south-eastern region of New South Wales, and apart from the Canberra/Queanbeyan urban area, contains the largest population. It has long had the advantage of being recognised as a regional centre with strong administrative, distributive and rural centre roles, as well as providing regional services such as the Training Centre, Psychiatric Hospital, educational facilities, the railway etc. Goulburn remains the principal agricultural sales and service centre of the region, given its location on the Hume Highway and the Sydney/Melbourne rail line, as well as its central location within the region.

The development of the Canberra/Queanbeyan area has had a significant impact on the region and in particular on Goulburn. While growth in Queanbeyan has paralleled that of Canberra, Goulburn's growth has declined and over the last few years there has been a net loss in population.

During the last decade, Goulburn has had one of the lowest rates of growth of the smaller cities of New South Wales. Essentially the city is a rural centre with a comparatively small catchment area and a relatively high level of public sector activity. The private manufacturing sector is small and recent measures to attract further industry have not been particularly successful.

2.3 Population Growth till the Present Day

The relationship between population growth and major events is shown graphically below. The highest growth rates occurred after the gold discoveries in the mid 1850's, during the Victorian boom years 1880-90 and immediately after World War II. The slowest and negative growth periods were after the 1890 - depression through to first World War and over the past five years.



Coulburn · Population over time.

2.4 Present Day Population, Employment and Economy

The following data is largely drawn from a Report prepared for the Council by Consultants on the Goulburn economy [54].

In June 1981 the population of Goulburn was 22,050. This represented a reduction of 0.3% compared with the 1976 population and was brought about by a net migration out of the City. The proportion of residents born overseas is substantially below that of the State. Compared with other country towns Goulburn has fewer young children and a slightly higher proportion of people in the 45-59 age group. The possible retirement of this group to coastal areas may have a negative influence on the economy in the future.

Employment is highly reliant on the tertiary sector with government or public agencies being most prominent. It should be noted that some 27% of City workers are directly dependent on the primary producing sector in the surrounding district. Within the tertiary sector the ratio of Government employment to private employment in Goulburn is 3 to 2 while for NSW overall it is 1 to 3. This high level of Government support provides a degree of stability in terms of income and employment to the City. Unemployment is understood to be at much the same level as elsewhere in Australia.

The Goulburn economy has a substantial rural base although only the sheep and beef components are significant. Wool sales and stores are an important part of this activity and merino wool accounts for some 75% of all wool produced. Due to the existing proportion of improved pasture and optimised stocking rates it is believed that rural production will not further contribute to the economy in the medium term future. The region is characterised by a large number of small properties which are thought to be barely economic in existing conditions and real farm incomes are likely to continue to fall.

There is little cropping in the region due to poor soils and adverse conditions while mining is significant with Woodlawn Mines at Tarago employing around 300 persons and Blue Circle Southern Cement at Marulen employing about 200.

Manufacturing industry is relatively small (total employment around 1000 persons) with some 40 firms serving local, regional and other markets. The largest employer by far is Supertex (carpets - 300 persons) followed by Baxters Shoes (92 persons), and G.W.P. (wool processing - 70 persons).

Public sector tertiary activities are dominant in Goulburn employing some 4000 people. (eg. Council, County and Shire offices, State Departments, Corrective Services, Railways, Education Department, Telecom, CES and so on). The largest public sector employer is the Health Commission (1200 persons). There are some 800 private establishments serving the needs of Goulburn and its surrounds. Approximately 12% of these establishments are connected with accommodation, entertainment and food. Many, including 13 motels, 15 hotels, 3 caravan parks, 9 restaurants, 3 roadhouses and 13 cafes/11 take-away food outlets, rely on tourism or highway generated trade.

It has been estimated that highway generated trade in 1978 amounted to $8-10M or about 12-14% of the total gross retail turnover in Goulburn [55].

Economic studies of the proposed Goulburn bypass have predicted a short term loss of some 50% of highway related revenue and over 200 jobs in the short term.

It is possible that the tourist potential of Goulburn could be further developed given its strategic location on the Hume Highway. Expansion of the tourist market could result in a significant increase in income and employment and in this regard the recognition and promotion of the city's environmental and cultural heritage is important.

2.5 Community Attitudes and Liaison

Discussions conducted during the Heritage Study indicate a general awareness within the Goulburn community of the need to retain, protect and restore important buildings, such as the Court House, Post Office, Town Hall, St Clair, Riversdale and Garroorigang. However, there does not appear to be wide-spread support for seemingly "lesser" buildings (eg., Brackley Cottage and Clifford St terraces currently of interest in the press due to redevelopment pressures) nor an appreciation of area or precinctual conservation, apart from the awareness created by the Interim Conservation Order placed over Belmore Park Precinct.

One of the purposes of this report is to increase the level of the community awareness of the City's cultural heritage and to provide guidelines for public and private actions to help conserve the town's heritage. In this way there is an opportunity to effectively and economically maintain physical evidence of the past.

It is important to note that conservation is a positive planning process aimed at the retention of significant heritage qualities of a town, place or building. According to the particular circumstances (eg., individual importance, location in historic group), the process may involve preservation or restoration, as well as maintenance, re-construction or adaptation.

The last decade has evidenced an unprecedented rise in interest in our cultural and natural environmental heritage. Resident action groups and green bans have led to State and Federal government involvement in environmental issues. In NSW the Environmental Planning Act and the Heritage Act lead the Governments commitment to Conservation. The work and experience of conservation practitioners such as restoration architects, historical archaeologists, conservation planners and historic landscape experts has led to the development of a

code of "heritage ethics" known as the ICOMOS Australia Burra Charter. It carefully defines conservation terminology and practice in the following way:

- Preservation means maintaining the fabric of a pace in its existing state and retarding deterioration.

- Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

- Reconstruction means returning a place as nearly as possibly to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either re-creation or conjectural reconstruction which are outside the scope of this Charter.

- Adaptation means modifying a place to suit proposed compatible uses.

- Compatible use means a use which involves no change to the culturally significant fabric, changes which are substantially reversible, or changes which require a minimal impact.

Conservation in Goulburn is primarily concerned with influencing and managing change to achieve the retention of character and enhancement of those places which significantly contribute to the city's cultural heritage. The responsibility for achieving effective conservation rests primarily with Local and State Governments, community leaders and interested groups.

Apart from the liaison with interested organisations conducted during the course of this study, it is envisaged that the study findings and proposals will be displayed and the resultant comment incorporated in the Local Environmental Plan as part of the conservation planning strategy for the City.

section 3

SECTION THREE : PHYSICAL AND ENVIRONMENTAL INFLUENCES

3.1 Introduction

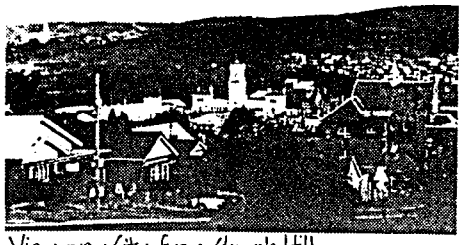
The character of Goulburn today reflects the cumulative legacy of past decisions and actions which have progressively shaped the form and fabric of the city since its inception in the early 1830's. The decisions and actions have been influenced in turn by the city's topographic setting, as well as a range of social, political and economic forces.

This section of the report examines the critical environmental elements which contribute to the present day character of Goulburn. The identification of such elements is important since any future action to retain and reinforce the essential character of the city must place the contributing elements in context.

The analysis is structured as follows:

- City Setting
- Existing Land Use and Movement Patterns
- Views and Landmarks
- Landscape and Open Space
- Architectural Character
- Special Precincts, Building Groups and Listed Buildings
- Other Townscape Elements.

3.2 City Setting



View over City from Church Hill.

The urban area of Goulburn is primarily located on flood free land south west of the confluence of the Wollondilly River and Mulwarree Ponds. The land rises from the flood prone areas adjacent to the river systems to the south west. The western edge of the city is contained by the ridge west of St Patrick's College.

On the east bank of the Mulwarree Ponds, low river flats, which are subject to flooding extend to the base of Rocky Hill, a major city landscape and landmark element. The Rocky Hill ridge visually contains the urban area to the east presenting a treed skyline, while the suburb of Eastgrove is located on the lower eastern slopes.

The formal city area extends beyond the ridge (rural land uses only) and the boundary is defined by the higher north south Governor's Hill/Mount Gray ridgeline.

The Cookbundoon Range provides northern definition of distant views from Goulburn, while the land immediately north of the city is mostly cleared and undulating with recent suburban development.

Important secondary landforms include Monastery Hill (Mary's Mount) and Kenmore Hill to the north, Governor's Hill and the railway cutting to the east, Cowper St/Church Hill knoll immediately west of the central area, South Hill knoll (Gill Memorial) at the southern end of Auburn St and the low spur of Lansdowne Estate shapes the southern boundary of Eastgrove. The southern extent of the city is defined by the wool stores, sale yards and undulating cleared land broken by eroded gullies adjacent to Finlay Rd.

The immediate bush covered skyline (dry Schlerophyll forest) to the east and west also help to provide a level of visual containment and enclosure and reinforce the topographically influenced north east/south west linear urban growth pattern of the city.

The northern entry provides the most dramatic approach to the city given the scale of urban containment and the excellent views from Governor's Hill. The image of the "city in the country" is also reinforced with views from Rocky Hill which are generally framed by immediate and or distant bush covered or partly cleared ridges and skylines.

Map No. 8, City Setting, identifies the significant natural features within and adjacent to the immediate city environment and provides an indication of the measure of topographical containment.

Lester Firth Associates Pty Ltd

GOULBURN HERITAGE STUDY

by
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architects urban planners environmental consultants
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City Setting

Map N°8

3.3 Existing Land Use and Movement Patterns

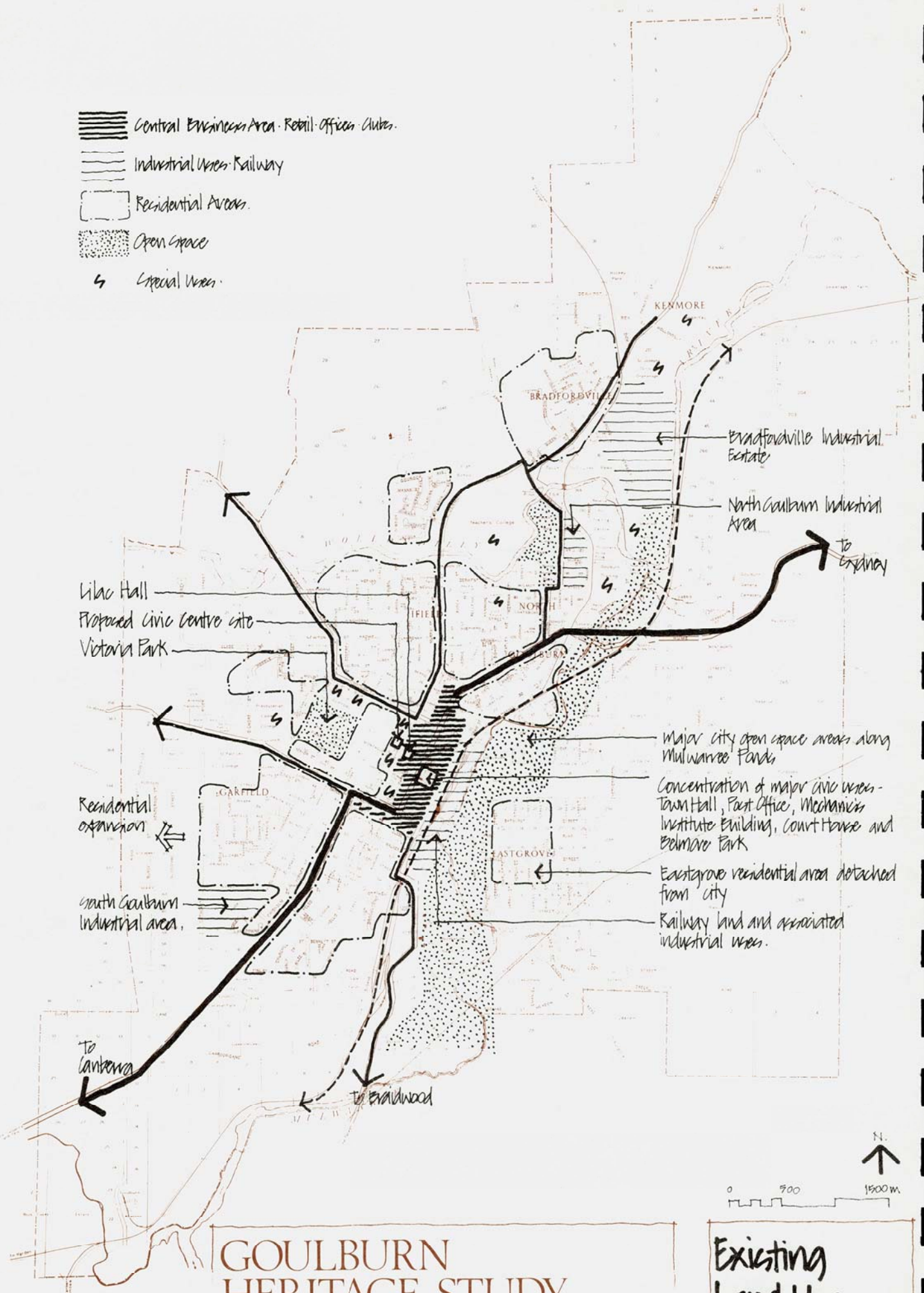
Existing Land Use

The pattern of land use clearly indicates a strong dominant linear central core which contains the majority of commercial and retail uses. The linear retail function of Auburn St is extended by the progressive transition to automotive/tourist accommodation uses at both the northern and southern ends. The linear retail focus is reinforced by complementary commercial/office/civic functions which occur along the Auburn St frontage and in adjacent areas along the 1.2 km length of Auburn St.

The provision of carparking space adjacent to the Auburn St core has also helped to consolidate and complement the dominant central business area functions. Most of the civic uses are concentrated in the area adjacent to Belmore Square. They include Town Hall, Post Office, Council Offices, Library and Court House. This concentration of activity is in the process of change given the construction of the Lilac Hall in McKell Place and the proposed civic centre which would be immediately west of the main central business district.

To the east, the central business district is defined by the main Melbourne/Sydney rail line and the associated industrial uses. To the west, it is framed by residential and public/ecclesiastical uses such as the two Cathedrals, Wesley Church, Bourke St School and Our Lady of Mercy Convent.

Principal residential areas are located to the north and south of the city centre. These areas are traversed by the Hume Highway and the road to Kenmore. Apart from Eastgrove, which is separated from the city by flood prone lands, the rest of the residential areas are contiguous. For the most part shopping is concentrated within Auburn St, although there is a local shopping centre within the Bradfordville/Kenmore area and small corner shops throughout the residential areas.



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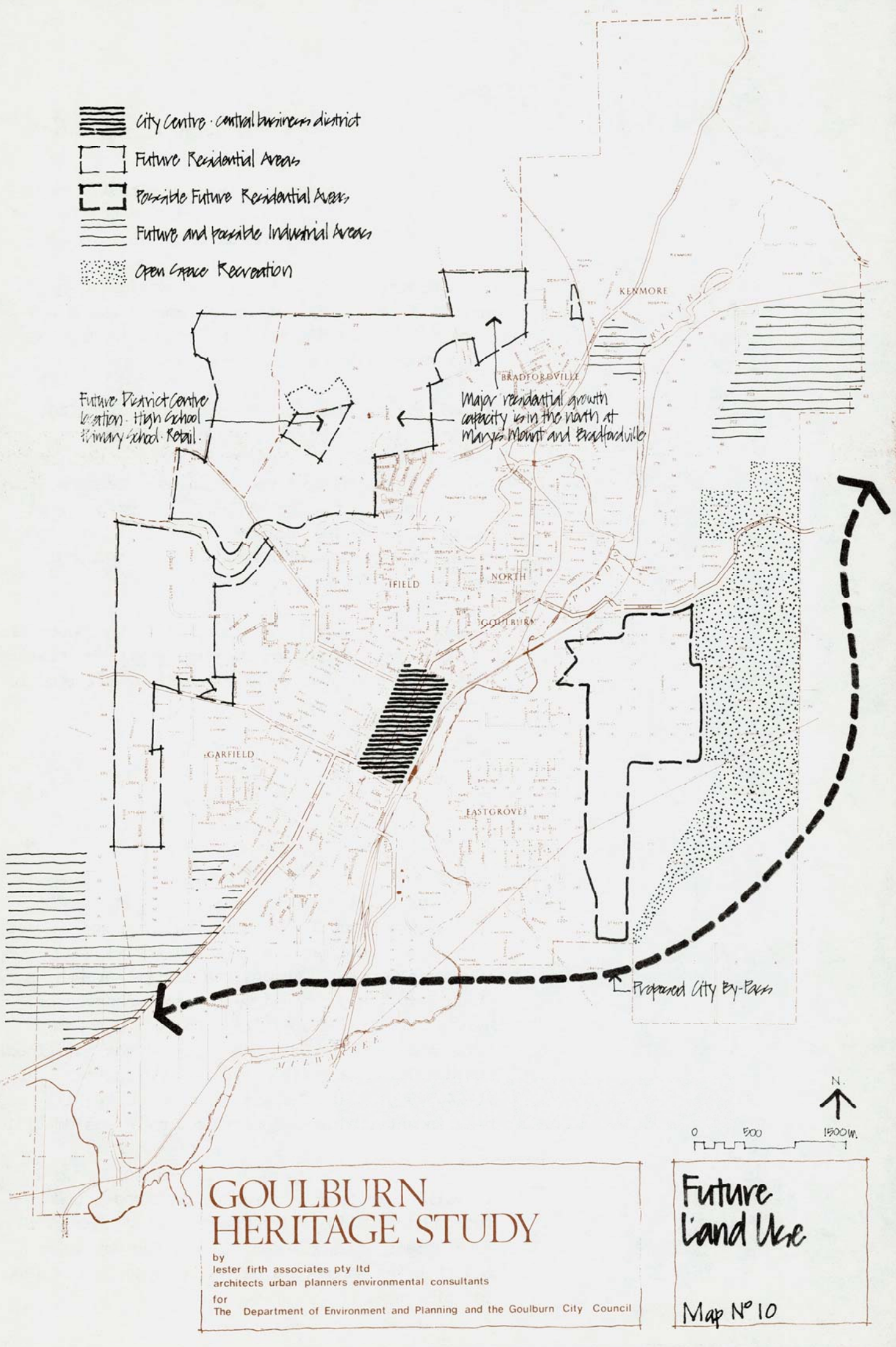
Existing Land Use

Map N°9



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Future Land Use

Map N° 10

Although there are some rural residential uses on the fringes of the city for the most part there is a clear transition from urban to rural land use.

The northern entry to the city is dominated by industrial and strip commercial uses. There are three main industrial estates located in Bradfordville, South Goulburn and North Goulburn.

The major open space system stretches along the Mulwarree Ponds and this combined with the rail corridor effectively separates the city into two parts. Other key open spaces include Belmore Park, a fine example of a formal 19th Century park, and Victoria Park which includes a large central open space, as well as sports grounds and an Olympic pool.

A number of cemeteries are located to the north of Goulburn and adjacent to the High way. The historical significance of these cemeteries will require recognition in future planning proposals.

Map No. 9 provides a generalised view of the existing land use pattern.

Proposed Future Land Use

The future land use pattern is shown on the "City of Goulburn Structure Plan" in which areas are set aside for future residential, industrial and commercial growth. Future residential growth is planned to the north and west with expansion of Mary's Mount, Bradfordville, the Hoddle Avenue area, and Garfield. The capacity of the additional residential areas will provide for a further 21-24,000 people. The area east of Rocky Hill has been indentified as a "possible future residential area".

It will be important to ensure that vegetated intermediate ridge and skylines within the future development areas are not cleared for development, and that the sense of a city contained by bushland is reinforced and enhanced.

The future city centre is planned to be contained within Clinton, Bourke, Bradley and Sloane Sts. Other commercial uses to include a District Centre for Mary's Mount, and a neighbourhood centre in the Hoddle Avenue area.

Tracts of land are identified for industrial areas particularly south of Garroorigang Road and at Bradfordville, east of the Taralga Road. Some expansion of the industrial area adjacent to the Gaol into existing residential uses is also envisaged.

Map No. 10 shows the generalised pattern of proposed future land use. This pattern does not impact on any major heritage elements or areas.

Movement Patterns

The Hume Highway or "Great South Road" as it was known has had a significant influence on Goulburn's physical and economic development. Today it serves a national function linking Sydney, Canberra and Melbourne. The nature and volume of traffic is no longer environmentally compatible with a safe, pleasant and efficient city central area. The alternative heavy vehicle route via Grafton/Sloane Sts and Finlay Road has never been promoted and is not satisfactory due to the grades of Finlay Road, the poor quality road condition of Grafton St and the narrow width and residential uses of Sloane St south. Heavy vehicles which use Sloane St invariably use Clinton St. Traffic levels render the main street shopping environment barely tolerable and have resulted in engineering measures such as excessive road widening and local traffic barriers, being implemented elsewhere to the detriment of the character and convenience of the city.

Central area carparking is located off street on either side of Auburn St. Parking is particularly haphazard in the McKell Place area and the larger carparking areas east of Auburn St are poorly landscaped and visually dominant from Sloane St. With the exception of Auburn St, the country town 'nose in' parking is common.

The recent developments of Bradfordville, Mary's Mount and the Riverina College of Advanced Education have led to increased traffic flows to the north of the city along Victoria St and Union/Chantry Sts. This has led to the reconstruction of these streets and construction of a roundabout or rotary in Goldsmith and Bourke St, a second rotary under construction at Hurst St, closure of Joshua St and traffic modifications at Auburn and Lagoon St.

The environmental impact of some of these works is evident when comparing previous and present streetscape conditions. The removal of mature street trees, road carriageway widening and standard concrete kerb and guttering has substantially modified the early street character. A degree of spatial enclosure and intimacy, shade for parked cars and the screening of traffic from housing have in some cases been lost. Similar actions have taken place in Combermere and parts of Bourke, Verner and Joshua Sts, where increased traffic capacity of the streets is far in excess of recommended performance standards.

Much of the character of Goulburn as a large country town stems from the existing residential street cross section, combined with the mature street trees and early building styles. While the particular character of the street will vary with different vegetation eg., compare Joshua St and Allison St, the cross section remains basically the same, that of a central 5 to 8m sealed road pavement, gravel and/or grassed edge with uniformly spaced tree, and gutter and kerb to the verge

sometimes in stone (eg. Goldsmith St) or bullnose brick (eg. Hurst St, Mulwarree St). The unsealed shoulder provides good conditions for tree growth, the trees provide shade and enclosure for both cars and pedestrians and at the same time help moderate high summer temperatures. The maintenance of gravel edges does provide some problems for both residents and Council.

Rail

Goulburn is a major railway depot and junction on the Great Southern Railway route from Sydney to Melbourne with regular passenger services north and south. The extensive goods yard handles over 100,000 tonnes daily. The railway workshop area, station, station masters residence and the main line lie between Sloane St and the Mulwarree Ponds separating Eastgrove and the city. Over-bridges and an underpass provide vehicular links to the east. The railway viaduct is a significant city landmark.

Pedestrian

Pedestrian ways and arcades permit penetration from parking areas to Auburn St shopping frontage. A walking trail has been provided along the banks of the Wollondilly for recreation purposes and a cycle track has been constructed along Victoria St linking the college and the city. Pedestrian movement is provided across the railway by a bridge at the Station connecting Park Road and Eastgrove to Verner St.

Hume Highway Bypass

Recent advice indicates that the Goulburn bypass (estimated cost $25m) will be commenced in 1983/84 and completed by the end of 1988, possibly as part

of the Australian Bi-Centennial road building programme. The route, shown on Map No.10 bypasses the city to the south, avoiding Governor's Hill and rejoining the present Hume Highway near its intersection with Garroorigang Road. The alignment passes close to the historic Garroorigang Homestead, and will be elevated above the flood plain. Detailed landscaping proposals for this area will be necessary to minimise the impact of the freeway on country views out from Goulburn and the localised impact on the homestead.

A recent study on the impact of the bypass on the economic base of Goulburn[56] estimated that in 1978 one half to three quarters of a million vehicles stopped at Goulburn on trips on the Hume Highway (with 57,000 people in vehicles staying in motels) contributing $8-10m or 12-14% of the total gross retail turnover in the town. The impact of the bypass could lead to a reduction in highway generated income of some 50% in the short term. The study concluded that in the long term an expected driver readjustment of stopping and staying behaviour may mean a reduction of only 15% of turnover from the highway, although initial loss of jobs could be up to 300.

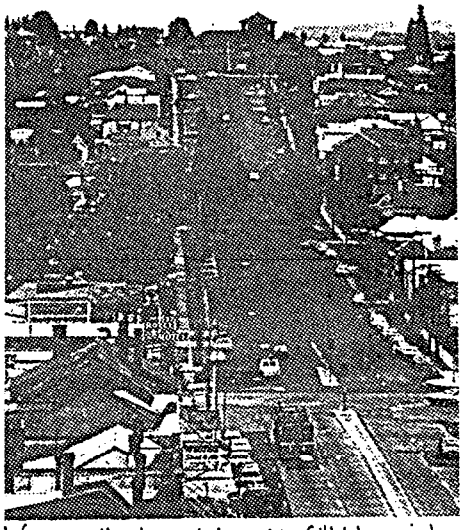
It is clear that the implementation of the bypass will divert through traffic and heavy vehicles away from Goulburn. It will affect the business community, especially highway oriented activities eg., service stations, fast food outlets, cafes, etc, and it will increase environmental amenity for residents and visitors alike, as well as increasing safety and ease of movement within the city. The bypass will provide significant opportunities for city improvements especially in Auburn St, eg., street planting, footpath widening, central medium planting, partial pedestrian mall. Such opportunities may be dependent upon the status of Auburn St in the future and the attitudes of the Department of Main Roads.

With the introduction of the bypass, visitor perception of the city will be substantially modified. The southern areas of the city such as the saleyards, rail depot and racecourse area will become more evident and consideration should be given to landscape improvements in these areas. The future potential of the southern city area will clearly be affected by a decision on a connection between the bypass and Braidwood Road. The proposal for this link at present is not supported by the Department of Main Roads despite representations from the Goulburn business community.

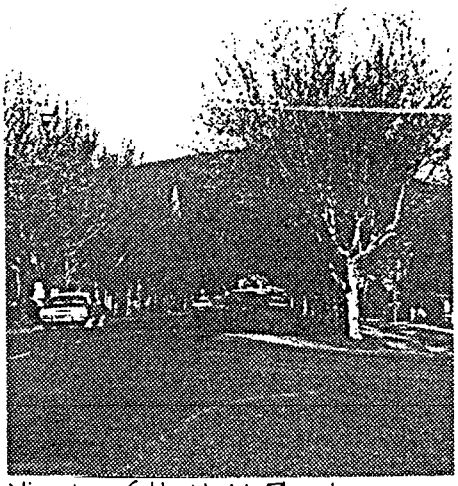
The implementation of the bypass will effectively screen the majority of Goulburn from the view of most highway travellers. For this reason, it will be important to develop a visitor strategy based on Goulburn's attractions with adequate signage and sign posting at freeway exits.

3.4 Views, Landmarks and City Approaches

Views



View South down Auburn St. Gill Memorial.



View down Goldsmith St. Plane tree avenue.

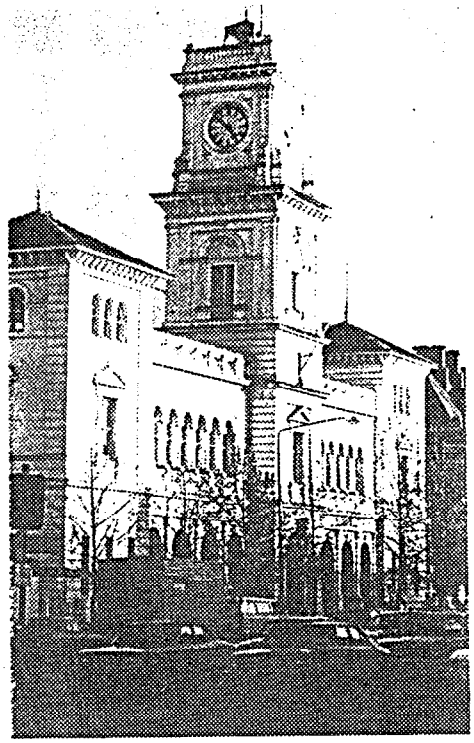
The principal and important views and vistas are shown on the City Form Map No. 11. Fine panoramic views over the city are available from Rocky Hill and show clearly the size and containment of settlement within the landscape and rural surrounds. Views and glimpses out from the city generally are contained within the enclosing bush covered hills and ridges. Elevated areas provide the better vantage points and include Church Hill, South Hill, Mount St and the College of Advanced Education site.

Within the city a number of city vistas or framed views are of importance to the townscape character, including St Saviour's Cathedral at the head of Montague St and the Gill Memorial Home which effectively terminates the long view down Auburn St.

At the residential level, the view enclosure and channelling provided by mature street landscape contributes markedly to the environmental quality. Examples include Hurst St where the view is terminated by a fine Victorian residence, the view down Goldsmith St, the northern part of Auburn St and along Faithful St.

Landmarks

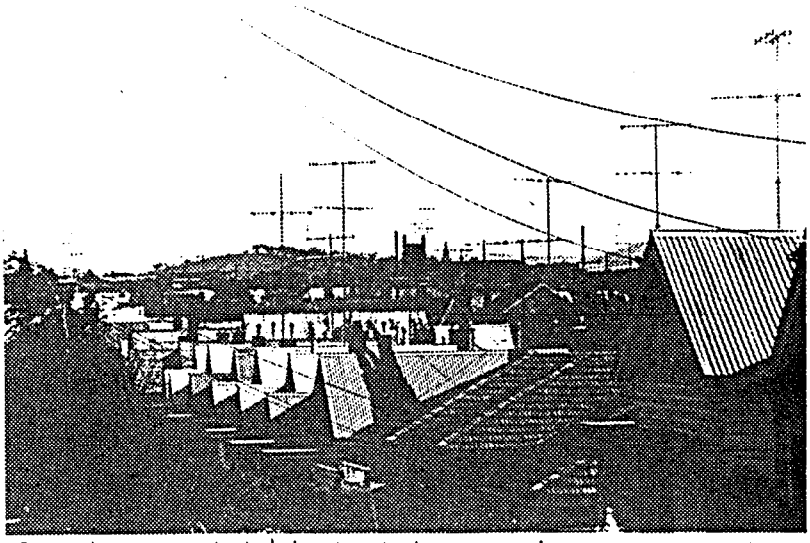
Landmarks provide a set of visual reference points within a city. They engender a sense of familiarity and history, aid orientation, establish visual drama and often become symbols of the city. The War Memorial, a key landmark, is elevated above the city on Rocky Hill. Built in 1925, the pill box tower form commands the rocky knoll above the city, and is visible city wide.



Post Office tower. City wide landmark.

Within the city, St Saviour's and the towers of Wesley Church, the Post Office and the Catholic Cathedral are important landmarks. Secondary landmarks include the Gill Memorial, the castellated tower of the Brewery set in the flood plain to the east, the Goulburn High School and St Patrick's College set above the city to the west. To the north, the sheer mass and assertive architectural character of the College of Advanced Education provides a more recent landmark.

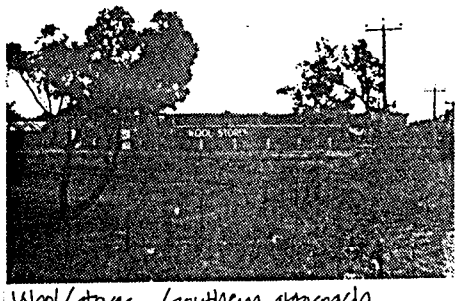
The principal city landmarks are shown on "City Form" Map 11.



Tower of Cathdic Cathedral. Landmark element. View from Auburn St. north.

Southern Approach

The southern approach from Canberra is marked by a low gentle ridge immediately beyond Garroorigang Road, the "Welcome to Goulburn", together with the group of Service Club and speed signs. The exposed galvanised iron shed and materials store to the west detracts from the otherwise rural approach.



Wool Stores. Southern approach.

Once over the low ridge, the large wool stores remind the visitor of the city's connection with the land. The long view down Cowper St is relieved only by the scale and industrial forms of the building and bold lettering. The Cookbundoon Range forms the northern visual edge to the view.

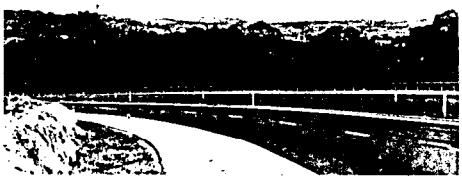
The character of the immediate entry zone is influenced by the caravan park, the showground environs, motel and service stations uses, and the view to the line of fibro clad Housing Commission dwellings to the east.

The recent planting of Eucalyptus species in the verge will progressively soften the relatively harsh suburban entry.

Cowper St continues uneventfully to the intersection of Clinton St and the abrupt turn toward the city centre. The street character reflects automotive uses with service stations on each corner and wide expanses of pavement. In Clinton St the fine two storey Victorian terrace house designed by E C Manfred (No. 63 Clinton St) acts as a visual focal point in a street of otherwise mixed and indifferent character.

Northern Approach

The northern approach to the city is dramatic with a sharp, definite country/urban contrast as the city comes into view suddenly at the crest of Governor's Hill. Native vegetation provides the frame and foreground to views of Goulburn set against largely bush covered background ridge lines. Although somewhat distant, the spire of S S Peters and Paul is the only discernable landmark. The rural quality of the approach prior to Governor's Hill is marred by the exposed cut faces created by the Speedway development.



Northern Approach.

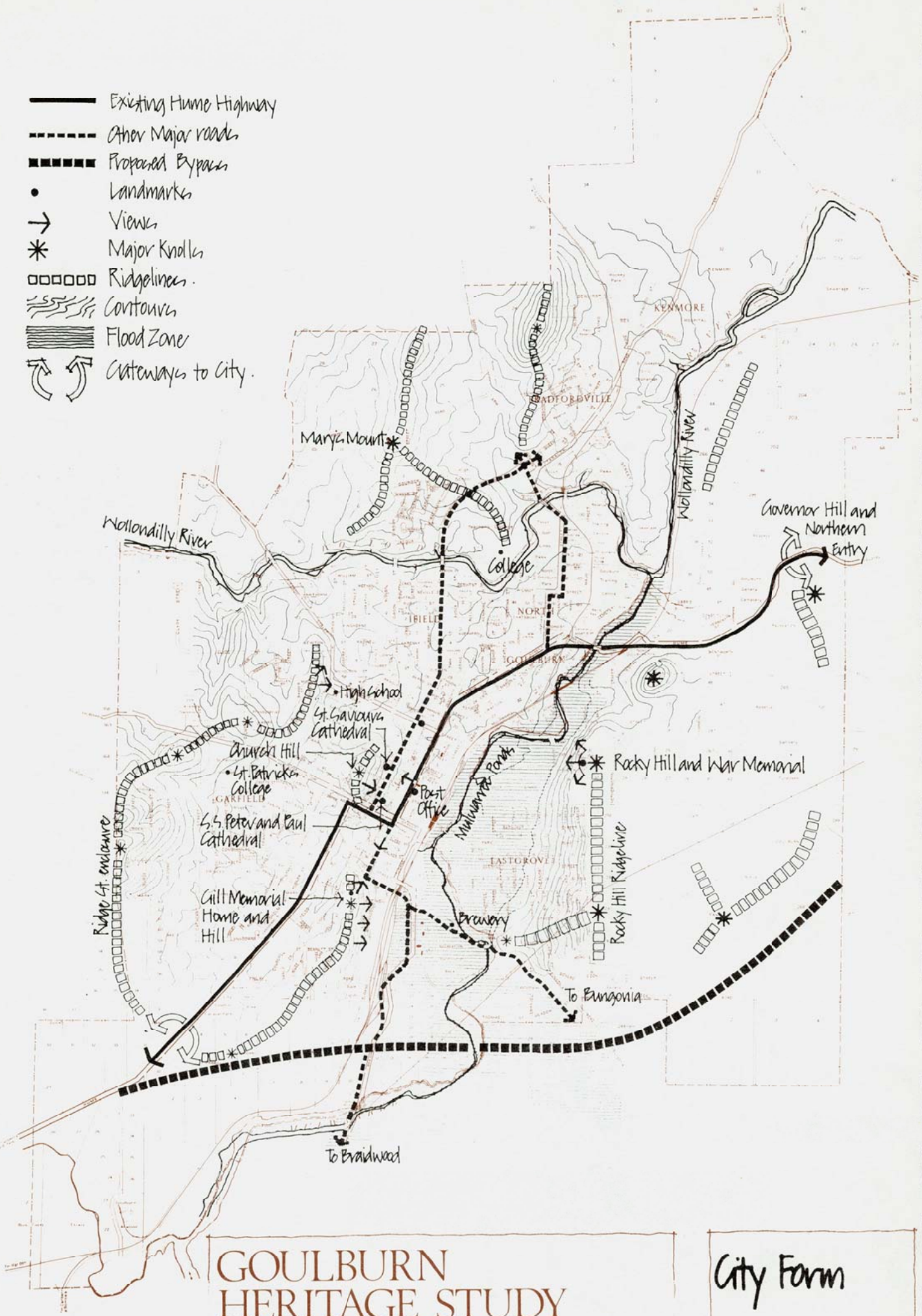
The dominant view of Rocky Hill and the War Memorial establishes the city gateway. Following the descent with intermittent views of the city through vegetation, the urban character of the initial entry zone is influenced by vehicle and transport related uses. This zone is visually contained to the south by bushland with views through the aging pines of Gorman Road to the

Gulson brickwork chimney stacks, the College of Advanced Education, and the massive brick Gaol. Detracting elements include large neon advertising and other signage, exposed cut faces and car bodies dumped high on the hill adjacent to the highway.

Beyond Gorman Road the immediate streetscape continues to deteriorate with cyclone fencing, poor road edges, dominant signage and lack of street planting. The road is wide with a central grassed median and development is mixed and sporadic.

The long straight elevated approach to the city across the Fitzroy Flats is relatively uneventful with views out from the road over underutilised open land to the Gaol and large scale industrial uses intruding on the Mortis St cemetery. Glimpses to the former railway station residence and adjacent cottages provide some historical interest.

The intersection at Union Street marks the city edge with a sudden increase in building intensity, signs and activity.



GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

City Form

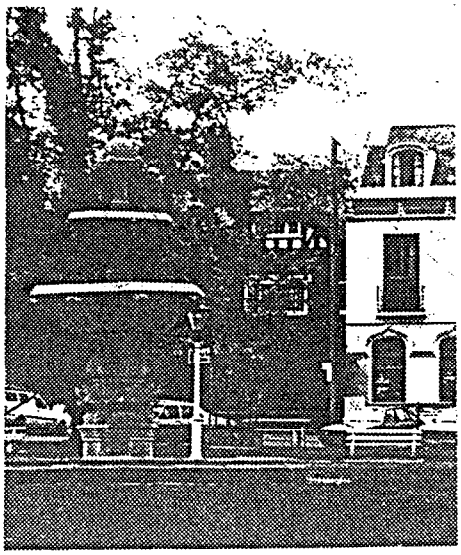
Map N° 11

3.5 Landscape and Open Space

Landscape Character

With the notable exception of Belmore Park, the general visitor to Goulburn would not be aware of the fine and varied landscape and streetscapes that exist. In part this reflects the prevailing urban strip character of the main approaches and their lack of street planting.

In broad terms, the existing landscape character varies from the bush covered perimeter slopes and skylines of the city to the mature exotic and native street planting within Goulburn, as well as special areas such as Belmore and Victoria Parks.



Belmore Park.

Belmore Park, located in the centre of the city, contains an excellent collection of mature European and Australian "exotic" trees such as Oaks, Elms, Himalayan Cypress, Bunya Bunya Pine, Queensland Hoop Pine and so on. The trees are set in lawns, with display flower beds and together with the various memorials and the bandstand located along the central axis of the Park, constitute a fine example of a prosperous 19th Century Victorian town park reflecting the civic pride of that community.

In contrast the landscape character of Victoria Park is influenced by mature Eucalyptus planting and the major recreational elements it contains.

One of the more significant street trees is the London Plane (or Oriental Plane).

Goldsmith and Joshua Sts and the remnant row along Victoria St. Plane trees have been progressively removed from city streets including Goldsmith, Bourke and Victoria Sts to meet increased traffic and parking pressures. The impact has been to the detriment of landscape character of the central area of Goulburn. Other exotic species have been used effectively to create attractive avenues in Goulburn, eg., Hurst and Verner Sts.

Large scale mature Eucalypt planting in verge areas in north Goulburn and in Faithful St creates a somewhat different landscape character of no less appeal. Seasonal contrast is not so evident and the tall, relatively open habit results in dabbled sun and shade patterns across the street and verge. Species include Eucalyptus bicostata (Willmont and Chantry Sts) and Eucalyptus leucoxylon (Faithful and Allison Sts).

Worthy of separate mention is the remnant pepper tree plantation in Grafton St. While the trees are in poor condition and lack continuity of planting, the low weeping form and gnarled trunks of the tree contribute to the existing street character. In yet a different way, the long row of tall poplars (Populus nigra var. Italica Lombardy) along the Sloane St railway frontage provides a landscape edge to the city.

Planting programmes undertaken in the 1950's are now providing substantial landscape character to secondary residential streets, eg., Wayo and Sterne Sts (Claret Ash).

In recent years, the Council has undertaken an extensive street planting programme with new subdivisions and along reconstructed roads, primarily utilising Eucalyptus species in grass verges.

Open Spaces

Belmore Park. Special occasions use.

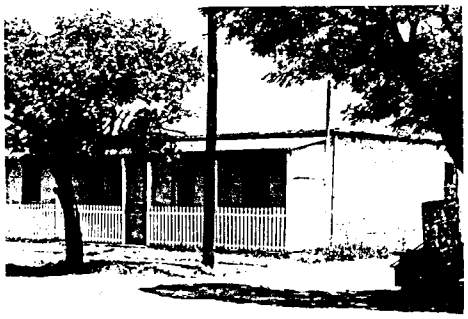
The town Market Place was named Belmore Square in 1869 with the opening of the Railway, and has since been developed as a setting for civic monuments, dedications and as an area for passive recreation. It caters for city workers at lunchtime, a significant number of visitor or tourist stopovers, and on occasions as the setting for major cultural and entertainment events such as the Goulburn Lilac Festival.

The much larger Victoria Park provides for active recreational needs and is the site of the Sieffert Oval, the Goulburn War Memorial Olympic Pool, secondary sportsground, a Guides Hall and childrens playground. A number of secondary open space areas are distributed through the city serving recreational and local needs including North Goulburn Park, Manfred Park and Bladwell Park.

The flood zone of the Mulwarree, together with the existing golf links and the environs of the Wollondilly River form a broad open space wedge separating the east and north from the city proper. The land of the Fitzroy and Mulwarree Flats is generally underutilised with little landscape character, although this may largely be due to recent drought conditions. The area along the Wollondilly banks and the Steam Museum site offer potential for increased landscape and recreation development. The creation of a water body at the Fitzroy Flats has been proposed by the City as a possible Bi-Centenary project and is currently under investigation. Given adequate environmental safeguards and appropriate design standards such a facility would do much to improve the visual quality of the area and provide an additional recreational resource for residents and visitors alike.

3.6 Architectural Character

Goulburn is fortunate to possess a range of historically and architecturally significant individual buildings and groups of buildings. The architectural heritage encompasses components of the early phases of the city as a centre for government services and a "halfway metropolis" serving the south of the Colony.

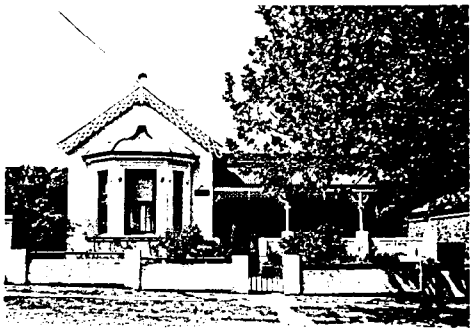


Indicative of the range of dwelling types and styles. Georgian → Victorian.

This essentially Georgian heritage is captured in a number of public buildings, some fine early residences and a collection of simpler more humble cottages. (Ref Section 1.2/1.3). It is however from the late Colonial Boom period, associated with the arrival of the railway and the establishment of the city as a government and manufacturing centre, that the most important legacy of major works is derived. These include superb Victorian public buildings, impressive residential villas, terraces and more modest cottages. (Ref Section 1.3/1.4)

The turn of the century period and the inter war years saw significant residential development intermixed with the earlier Victorian and Georgian dwellings close the the city centre, and somewhat limited commercial development with some notable exceptions. Architectural character was derived initially from the English Queen Anne, new found Federation, the Californian Bungalow and limited Colonial Revival styles. (Ref Section 1.5/1.6).

Post World War II residential expansion has been largely channelled away from the central area to the north (Bradfordville, Mary's Mount, Kenmore) and the south (Garfield and South Goulburn) leaving the older area relatively intact. The central commercial area has however, seen significant change with building demolition, facade modification and development related to the impact of the Hume Highway. (Refer Section 1.7/1.8).



Range of residential styles - late Victorian → Federation.

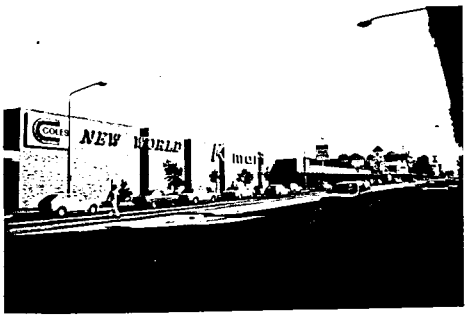
Today the architectural ambience of Goulburn is characterised by imposing large scale Victorian public buildings and commercial shop fronts of Auburn St, together with the few remaining colonial buildings of the pre 1860's period. The Belmore Square precinct, perhaps more than any other area, provides an insight to the late 19th Century environment.

Early 20th Century commercial buildings tended to focus on the Montague St business area, as well as Auburn St.

Domestic architecture displays the full range of Australian styles from the humblest of brick or timber Georgian working man's cottages to the mansions of the Victorian boom period or later Federation and Queen Anne era. While there exist considerable housing areas of mixed style there are also special areas where a particular style is pervasive, eg., Hurst St - Federation; Church Hill - Victorian Mansions, Australia St area - working cottages and Grafton St - Georgian inns and cottages.

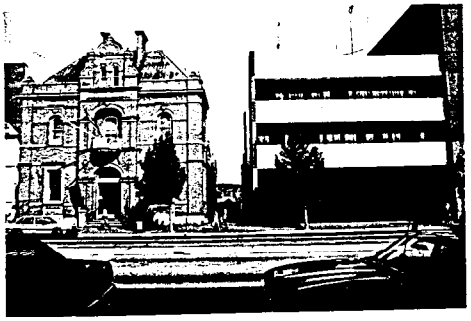
The inner western housing area is characterised by Federation style homes with elaborate timber columns and trim, white painted, turrets, and slate or Marseilles tile roofs. Detailing is with turned and fretted wood, the Victorian preference for cast-iron having passed. The inner south housing area is characterised by smaller, more humble residences mainly from the Victorian and Federation periods with some streets relatively intact.

The present architectural and streetscape character is as much in danger from the demolition of individual historic buildings as from insensitive modification of listed or contributing buildings. Unfortunately, there are many examples of insensitive "modernisation", of poorly sited or designed extensions and inappropriate replacement of original detailing. All such actions incrementally erode environmental quality and conservation significance.



Auburn Street.

The character of recent development, particularly in Auburn St, has come under considerable criticism from some areas of the community. Apart from a concern about the demolition of historic buildings, issues include lack of street activity and the relatively bland architectural character. Such criticism can be applied to the Argyle Mall and to other supermarket chain stores in Auburn St, with low flat advertising hoardings as facades above awning level.

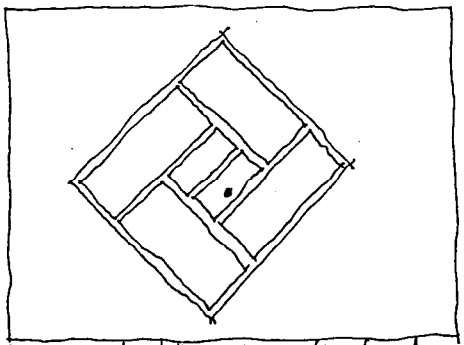


Modern office development.

The State Government Office block is perhaps the most intrusive of the new development in Auburn St due to its proximity to the Town Hall/Post Office/Mechanics Insititute historic group. It is inappropriate in scale (three storey with higher side flank) and lack of regard for the form and elevations of adjacent buildings.

Development in Market St has tended to be more sympathetic with the existing two storey height and profile of significant early buildings facing Belmore Park being respected. In addition the architectural detailing in some instances reflects the proportions and manner of adjacent buildings (eg., window proportions or fenestration, roof pitch).

Note - For a more detailed consideration and description of architectural character refer to Thematic Examination and Precintual Analysis, Sections 1 and 6.



Decorative brick "signature" often found on residences designed by Manfred.

E C Manfred, Architect

A number of significant Colonial and Victorian architects and builders have practiced in Goulburn since the 1840's and include James Sinclair, Mortimer Lewis, Edmund Blacket and James Barnet. It is the work of Edmund Cooper Manfred however, which has perhaps influenced the architectural

character of the city more than any other architect. Manfred practiced architecture in Goulburn from 1880 until his retirement in 1914 and was one of the city's more prominent citizens.

He was born in Kensington, London in 1856, and was well schooled in England and Germany before moving to the warmer Australian climate on medical grounds. Mrs Manfred and her son settled in Sydney where he pursued the profession of his father. Manfred studied architecture and surveying, worked for the architect, George A Mansfield, and was associated as a junior with the great ecclesiastical and former Colonial Architect, E T Blackett, who was working on St Saviour's Cathedral, Goulburn. Manfred came to Goulburn in 1879.

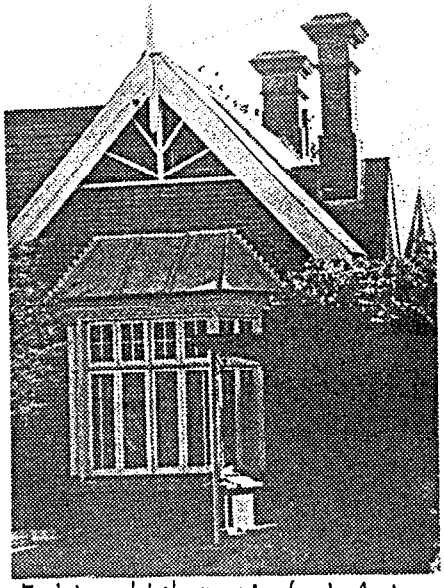
His architectural work ranged from simple weatherboard cottages to churches, rectories, shops, hotels, city and country residences, and public buildings such as the Goulburn Town Hall, District Hospital and Goulburn's first swimming pool. Most of Manfred's commissions were in Goulburn, although he also worked in Gunning, Yass, Taralga, Crookwell, Tarago and Sydney.

Upon early official retirement in 1914, his eldest son Herbert Charles took over the practice. E C Manfred lived in a two storey mansion in North Church St, then built a house "Yattalunga" at Brisbane Grove, south of the city. He subsequently purchased the house built for Rev W Ross at 236-8 Cowper St. E C Manfred was also active in other business and community life and was Secretary of the Hospital at Sloane St, a Director of Conolly's Flour Mill, served on the District Ambulance Board and was a Grand Lodge Officer in Goulburn. He donated land for a children's playground in South Goulburn (Manfred Park). Manfred died in Goulburn in 1941 after a lengthy illness at the age of 84.

Blacket design for Rectory · Bega · c.1880s.
Source: "The Blackets" - M. Herman.

His early work was influenced by E T Blacket, in particular the Gothic style for ecclesiastical commissions, rectories, mansions or private schools, eg., "Rossneath", Ravensworth. The Villas of Cowper St bear a close resemblance to houses in Sydney which Blacket and Sons were building in 1882.

In the late 1880's his style had changed to brickwork, left plain and largely unadorned with picket or truss filled gables exposed rafter ends and tall brick chimneys rising through the high pitched broken roof form.



End bay detail · E.C. Manfred · Arch.

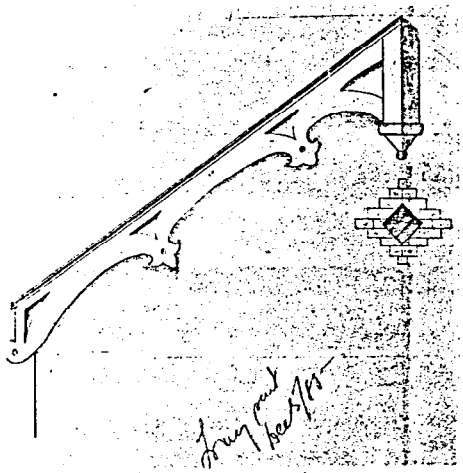
This stylistic change can be compared with the work of Horbury Hunt at the same period, before Hunt turned to his shingle-sided houses. Hunt had worked for Blacket for six years prior to 1869 when he formed a brief partnership with John Hilly before commencing his own practice which was to influence architects well into the 20th Century. During the existence of the firm, Hilly and Hunt, an Anglican bishop's residence and a Presbyterian Manse were jobs in Goulburn, although Hunt's influence is said to be little[57]. The Manse is likely to be the building on the corner of Sloane and Craig Sts, a simple unadorned two storey residence. "Old Bishopthorpe" was built by Bishop Thomas in 1870, a large two storey bluestone and shingle house which was burnt down in 1912. It was restored in 1922 as the "House of Ascension" and lies just outside the study area on the road to Rossiville.

"Boobomindah" · Armidale 1867 · J. Horbury Hunt.

Interestingly, Hunt acted as judge for the notorious 1891 competition for the "Hospital of the Insane" at Rossiville near Goulburn. The competition was won by John Sulman. Hunt objected and eventually the design of the Kenmore facility was carried out by Walter Vernon, then Government Architect.

House built for Manfred by himself. N°6 Hurst St.

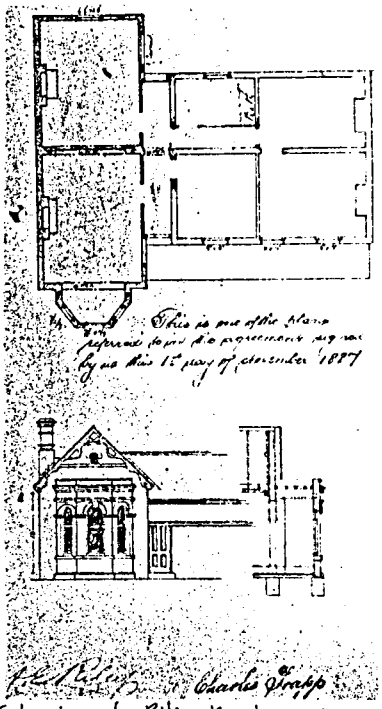
Villa Cnr. Beppo and Cowper Sts, 1893. Built for Cairds. E.C. Manfred Arch.



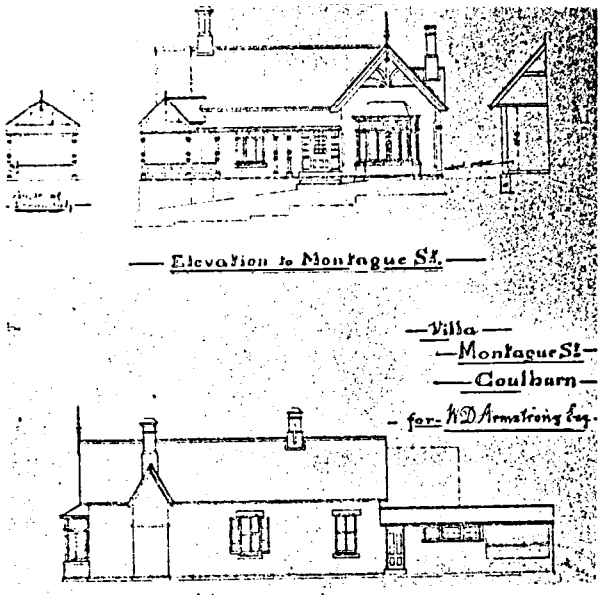
Barge board and brick detail - Foxall House 1886.

The following lists a number of residences and other buildings designed by E C Manfred in Goulburn:

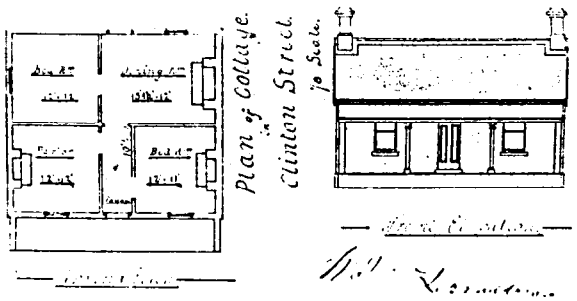
- 34-36 Auburn St, 1881
- 16-18 Beppo St, 1881
- 62 Clifford St, 1881
- 63 Clinton St, 1886 (Recorded National Trust)
- 95 Coromandel St, 1883
- 126 Cowper St, 1881
- 138 Cowper St, 1882
- 211 Cowper St, 1883
- 227 Cowper St, 1885 (Recorded National Trust)
- 213 & 215 Faithful St, 1885
- 105 Goldsmith St, 1883
- 6 Hurst St, 1890
- 44 Montague St, 1891 Built for Armstrong. 60 Montague St
- 82-84 Union St, 1883
- 85 Verner St, "Tarcoola", 1893 (Recorded National Trust).
- Ravensworth (Mary's Mount Monastery), c1884.
- Goulburn Town Hall
- St John of God Hospital, 1883
- Fire Station, Montague St, 1890
- Band Pavilion, Belmore Park, 1882
- Roman Catholic Bishop's Residence and Presbytery, Verner St, 1909.



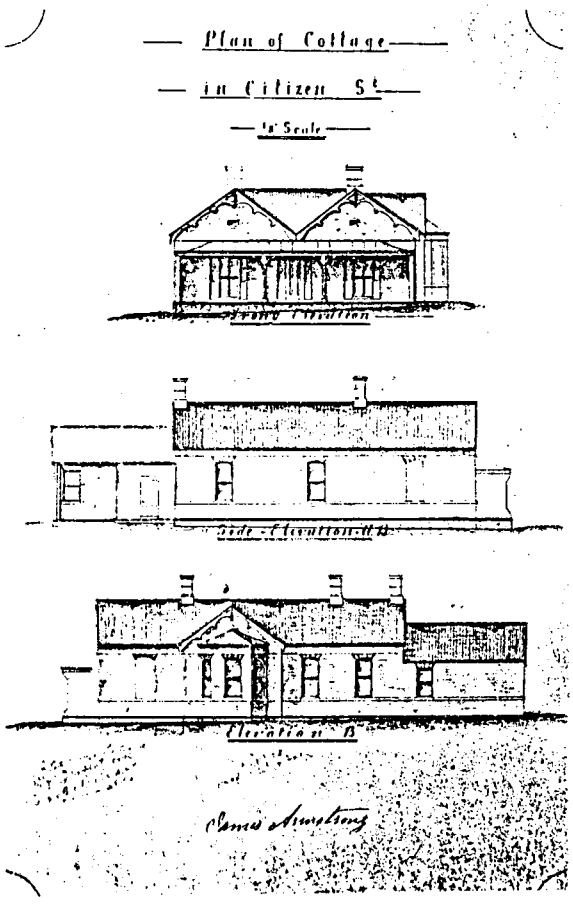
Extensions for Riley. Bourke St. 1887.



Villa on Church Hill for Armstrong. 1891.



Cottage. Clinton St. for R.W. Greaves. 1887.



Cottage for Foxall. 1886

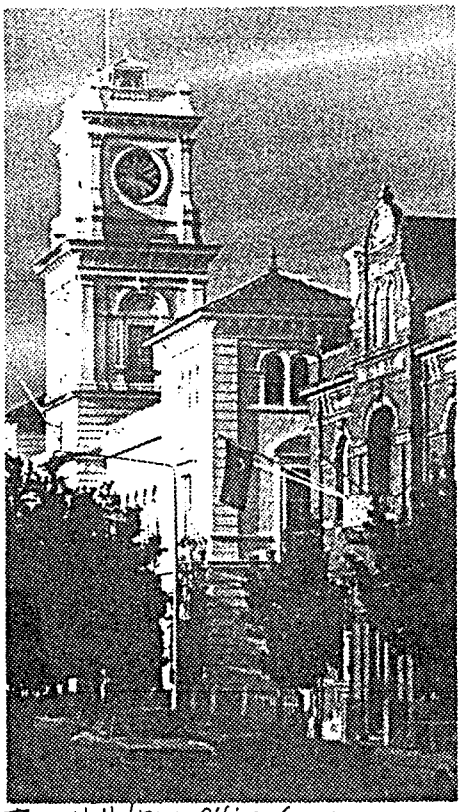
Sources

Notes published by the Goulburn Historical Society 1973.

An architectural undergraduate thesis on Manfred's work has been prepared by C R Johns, Dec 1974, University of NSW. A copy is held at the Society.

A comprehensive collection of drawings and specifications is held in the Society's archives.

3.7 Special Precincts, Building Groups and Listed Buildings



Townhall/Post Office Group. Auburn St.

The Goulburn Conservation Area (Map 13) as defined and classified by the National Trust (NSW) consists of four overlapping and adjacent sub-areas, ie., the Grafton St Precinct; the Railway Precinct, the Cathedral and Commercial Precinct and a Residential Area. The study investigations generally support the defined areas as the inner historic core of the city and for the purposes of this study the areas are represented in planning precincts 1-4 in Section 5 of this report.

In listing the areas the Trust states:

> "All the precincts possess high quality individual townscapes, and when considered as a whole they combine to make Goulburn one of the best of the state's towns. This coherent townscape and the large numbers of public and semi-public buildings reflect the late 19th and early 20th Century town, and clearly show how a series of booms has developed the present city".

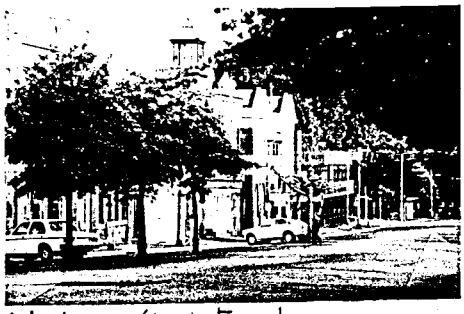
In city-wide heritage terms, a number of particularly significant building groups can be identified. These include:

Civic/Public buildings

- The Town Hall/Post Office/Mechanic's Institute group in Auburn St.
- Kenmore Hospital Group.
- Court House Group, Sloane and Montague Sts.
- Railway Station Group, Station/residence/hotel/dwellings, Sloane St.
- Police Station Group, Sloane St.

Ecclesiastical

- St Saviours Cathedral Group, Bourke St.
- S S Peter and Paul's Cathedral group.



Montague Street Facades.

Commercial

- Facades of Auburn St, especially Hollis Building group opposite Belmore Park.
- Market St facades and their relationship to Belmore Park.
- Facades of Montague St between Auburn and Bourke Sts.
- Bradley's Mill and Brewery.
- Marsden Steam Museum exhibits and grounds.

Residential

- Church Street group.
- Cowper St, between Verner and Montague Sts, two storey mansions.
- Cowper St, between Montague and Clifford Sts, single storey Victorian row.
- Horne Square Group, including two storey Victorian dwelling.
- Clinton St, between Faithful and Cowper Sts, Federation group.
- Faithful St, between Montague and Verner Sts, Federation group.
- Lansdowne Estate.
- Portions of Grafton St.
- Riversdale, stables and grounds.

Goulburn's substantial architectural heritage is further reflected by the number of individual buildings, items and groups of buildings listed by recognised sources.

Listed on the Register of the National Estate (Australian Heritage Commission)	24
National Trust (NSW) Classified Listings	34
National Trust (NSW) Recorded Listings	130
National Trust (NSW) Industrial Archeological Site	5
Royal Australian Institute of Architects 20th Century Buildings of Significance	6

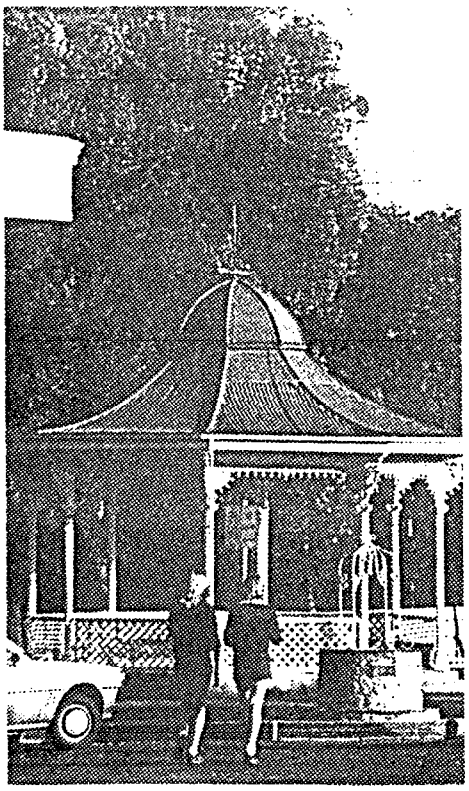
There are some 181 listings (the categories are not mutually exclusive). In addition to these a Local Trust Interim List includes an additional 14 buildings.

All listed elements are shown by number on the maps (12 and 13) and identified on the townscape analysis maps in Section Six.

The study has identified a further set of elements which could be suitable additions to the inventory and should be subject to detailed evaluation. (See Section 8.2).

3.8 Other Townscape Elements

In addition to individual buildings, building groups, landscape, open space, views and landmarks, a number of other townscape elements contribute to the visual and historic character of inner Goulburn. They include relics, monuments and urban detail, front fencing, stone or brick paving and kerbing and advertising.



Belmore Park - Bandstand.

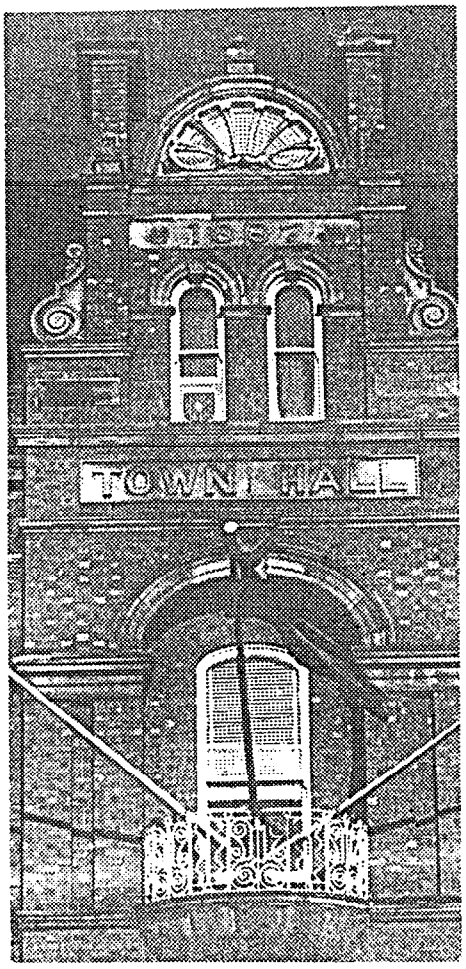
Entry Gates and Fence - Court House.

Relics/Monuments/Urban Detail

Belmore Park functions as the focus for civic pride and displays a notable range of historic urban furniture, "memorabilia" such as plaques commemorating regal and vice regal occasions, a number of more recent "facilities" placed in the Park by service clubs, and Council initiated works including the prominent public toilet blocks, playground, greenhouse, picnic tables, seats etc.

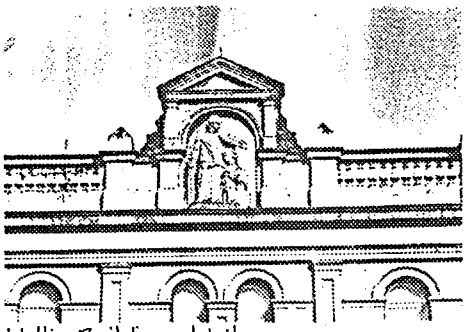
The most significant items are the fine stone Temperance Fountain (1886) on Auburn St, the obelisk and war memorial and the Victorian cast iron Bandstand. Such elements should be carefully retained and an appropriate setting maintained or established. A profusion of secondary donated objects should be avoided. A consistent and restrained approach should be adopted to the provision of public amenities to retain and enhance the essential character of the Park, to avoid the incremental profusion of seats and tables, litter bins, areas of bitumen, ancillary buildings, play equipment and so on.

A number of examples of early "streetscape furniture" types can be seen at St Clair; gas lamp standards and a Victorian cast iron letter box in particular, (second letterbox remains in Grafton St and should be retained). Such street furniture should be considered for re-instatement in important areas such as Belmore Park, or in front of the Post Office, Town Hall or Court House.

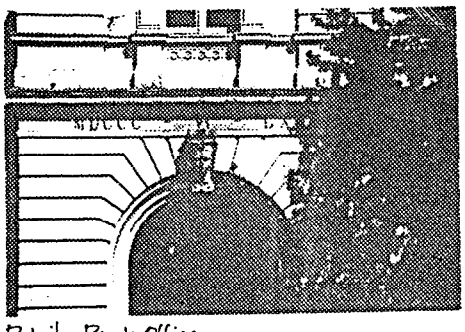


A certain craftsmanship and refinement of detail is evident in building and fencing details from the Georgian and Victorian Periods. Examples include the Bull and Woodward stone arch in Market St, decorative pediments and statuary of the Town Hall Post Office, Hollis, or AMP building, the front iron and stone fencing of the Court House and the refined architectural joinery evident at Riversdale or St Clair.

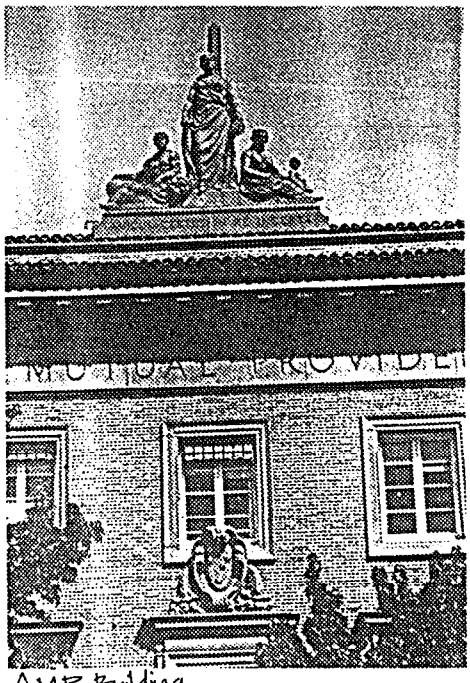
The contribution of cast iron detailing to the character of Goulburn is substantial and many fine examples of locally made iron work remain through the city. The dragon motif detailing on the Coolavin Hotel in Sloane Street is of particular interest.



Hollis Building detail.

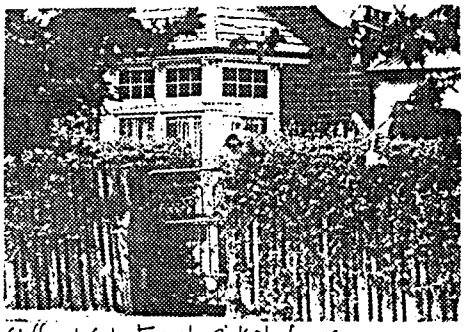


Detail. Post Office



A.M.P. Building.

Front Fences



Clifford Ct. Front picket fence.

Front fences, where these exist, generally fall into three categories, Firstly, the fine iron palisade, stone fence and gates of the more substantial public buildings, spaces and residences, eg., Goulburn Court House, Ardgowan, St Clair. The timber cut and turned picket or paling fences, predominately painted white on a range of residential buildings stretching across various architectural styles from Georgian to Federation and varying substantially in levels of sophistication. Masonary and decorative wrought iron types are also evident with more prestigious residences from the Victorian and Federation periods, eg., Clandulla, 142-144 Cowper St.

Often it is the balustrade of the front street verandah which functions as the fence, often picket or cast iron infill.

1920-30's early cyclone wire fence types can be seen in areas like Buffalo Crescent and along Sloane St.

Such fences in conjunction with other period building details are important elements in the streetscape and their retention should be encouraged.

Early Paving or Kerbing

A number of streets or portions of streets retain early stone paving or kerbing. In conjunction with historic buildings, such detail contributes to the quality of the street or area (eg., Clifford and Faithful Sts).

Brick bullnose kerbing is still much in evidence in parts of Goulburn and can be seen together with brick retaining walls and front fences, etc., along Church St. Advice obtained from Gulson's Brickworks puts the date of the sandstock bricks between 1880 and 1910.

Advertising

Detracting advertising - Sloane Street.

The damaging environmental impacts of unrestrained advertising is particularly evident in Goulburn along the Hume Highway route. One to two storey high vertical neon signs and large areas of flat attached billboards obscure or substantially detract from a major component of the city's architectural heritage.

The foregoing section of the report has sought to describe and critically analyse the essential city-wide character of Goulburn. It has identified particularly important aspects and elements of the architectural and environmental heritage evident today and permits the more detailed townscape and heritage evaluation of planning precincts in Section 5.

section 4

SECTION FOUR: EXISTING HERITAGE AND PLANNING CONTROLS

4.1 Existing Controls Relating to Heritage Items

The formal controls for the protection of environmental heritage within the City of Goulburn are within the provisions of the:

- Goulburn Planning Scheme Ordinance 1961 (G.P.S.) (as amended).
- New South Wales Environmental Planning and Assessment Act, 1979 (E.P.A. Act).
- Relevant State Planning Policies.
- New South Wales Heritage Act 1977.

4.2 Goulburn Planning Scheme Ordinance

The Ordinance provides Goulburn City Council with discretionary powers relating to the determination of applications generally and to the declaration of places as being of historic or scientific significance.

The Ordinance should now be read in conjunction with Section 90(1) of the Environmental Planning and Assessment Act which requires Council, when determining any application to carry out development, to take into account matters of relevance to the proposed development. Although the list does not specifically refer to historic or heritage matters it is accepted that the 'environment' includes such factors as the:

- preservation of native fauna and flora
- conservation of natural features
- preservation of historic buildings
- landscaping and scenic views

It should be noted that Clause 20 of the Ordinance does not provide any absolute protection to places of environmental significance.

Clause 38 of the Ordinance provides that Council may seek the declaration of any land, building or work to be a place of historic or scientific significance in order to prevent any alteration, addition or demolition without consent. The decision to seek such a declaration lies with Council and to date this power has not been exercised. Council may be reluctant to seek a declaration as it carries with it an obligation to acquire the 'place' if requested to do so by the owner.

4.3 N.S.W. Environmental Planning and Assessment Act

The Act provides the mechanisms for environmental asessment, protection and control through the preparation and administration of environmental planning instruments at the State, Regional and Local levels.

An environmental planning instrument (the issues are defined in Section 26 of E.P.A. Act), may incorporate a plan containing general or specified provision in regard to heritage matters. Council may initiate the preparation of a Local Environmental Plan to give effect to the policies and controls considered appropriate and necessary to protect the heritage of the city.

Preparation of an L.E.P. follows a set procedure including preparation of an environmental study in which the objectives of the plan are derived and a draft plan formulated. The study and the draft Plan are separately exhibited to allow public input, and are subjected to scrutiny and consultation by relevant authorities prior to issue of Ministerial approval and gazettal.

Where Environmental Planning Instruments provide that development may be carried out with consent, information must be provided to demonstrate that appropriate consideration has been given to the impact the proposed development will have on the environment and the proposed steps to take to mitigate any likely adverse impact (S.77(3)). In the case of heritage matters the environmental study may form the basis for assessment made. Where appropriate and reasonable, conditions may be attached to any consent to ensure compliance with environmental standards.

Where Council desires a more detailed provision for part or parts of land subject to an L.E.P., a Development Control Plan may be prepared (Section 72(1)). Development Control Plans shall relate generally to the provisions of the L.E.P., and shall be in the form of a written document supported by maps, plans, diagrams, illustrations and other material. Development Control Plans can provide a means for detailed control of heritage precincts, streetscapes or individual sites.

After a draft LEP is exhibited, public submission are analysed by Council and a report prepared for the Minister consideration detailing amendments proposed as a result of submission. Sometimes a public hearing is arranged before a Commissioner of Inquiry.

Council's report on the Draft Plan and exhibition is asessed by the Department and a recommendation made to the Minister as to whether the plan should be made.

Providing there is no conflict with State or Regional Planning Practice, the plan is gazetted.

Environment Planning and Assessment Act 1979 Part V - Environmental Assessment

Part V of the Environmental Planning and Assessment Act 1979, Environmental Assessment, extends the objectives of the Act to include the activities of public authorities not otherwise subject to enviromental controls. Councils have a statutory duty under Part V to examine and take into account to the fullest extent possible, all matters affecting or likely to affect the environment by a reason of an activity proposed to be carried out by or on behalf of that public authority. In particular, Part V has relevance to all works within road reserves, and to the undertaking of works associated with the provision of utility

Appropriate painting schemes and the retention of original architectural details such as windows, verandahs etc. are important aspects of enhancing the heritage value of an area. Residents should be encouraged to utilise sympathetic guidelines for such work.

Policy No. 5 aims to increase the availability and choice of residential accommodation for both aged and disabled persons and to ensure that both applicants and councils take into consideration the availability of support services for aged persons or disabled persons when a development application is submitted.

Development Standards which may normally apply to any work in a specific area may be altered or reduced eg. heights, setbacks.

Policy No. 8 aims to promote and co-ordinate the orderly and economic use of land in public ownership which is no longer required for the public purpose for which it had been intended to be used for, or is otherwise surplus to public needs. This policy does not apply to land which is a national park, historic site, nature reserve, Aboriginal area, protected archaeological area, wildlife refuge or game reserve.

The disposal and development of such land could be approved by the Minister for Planning and Environment without Council consent although this process would only be used as a last resort, and in making any decision the Minister would have regard to any relevant controls incuded in any Local Environmental Planning Instrument.

4.5 N.S.W. Heritage Act

The function of the Act is to provide for the conservation of buildings, works, relics or places which have historic, scientific, cultural social, archaelogical, architectural, natural or aesthetic significance for the State of New South Wales.

A range of orders and notices may be issued by the Minister to conserve items of environmental heritage. A conservation order is made by the Minister for Environment Planning on the recommendation of the Heritage Council. There is no requirement for the Heritage Council to give notice of its intention to make an interim order. The interim order remains in force for two years unless revoked or replaced by a permanent order. There is provision for appeal against, and revision of, a permanent order.

The Minister may also make orders under Section 130 to prevent just the demolition of a building or work without prior consent of the Heritage Council.

An emergency halt to demolition order may be made under Section 136 of the Act if it can be proved that demolition of a potential item of the environmental heritage is imminent.

Conservation Orders require that before proceeding with any "controlled activity" the owner of the property must have the consent of the Heritage Council before any local government applications can be approved. Controlled activities include demolition, modifications, extensions and tree removal.

It should be noted that to the extent of any inconsistency, the provision of the Heritage Act shall prevail over all other legislation and planning instruments relating to the development of land the subject of a conservation order (Section 66-69).

services. Failure to comply with the requirements of the Part is a breach of the Act, and allows any person to bring proceedings before the Court for an order to remedy or restrain the breach.

In order to satisfactorily fulfil its duty under Part V, a Council's consideration of environmental affects should be formally made. It may be appropriate in some circumstances to seek expert opinion before determining to proceed with a proposal or to prepare an Environmental Impact Statement (E.I.S.). Where it is resolved to prepare an E.I.S. it is desirable that a suitably qualified and experienced person prepare the statement.

In most instances a project may proceed without the need for an E.I.S. However, in preparing and adopting a works programme or special project, consideration must initially be given to the matters listed in Clause 56 of the Goulburn Planning Scheme. Where the Council has prior notice of a particular environmental factor likely to be affected by a proposed activity, it must either proceed with the work in such a manner as to mitigate any adverse effect, or justify when in the circumstances it is preferable to proceed with the work to the detriment of the environment.

4.4 RELEVANT STATE PLANNING POLICIES

The State Environmental Planning Policies which may have an impact on the heritage items are: Policy No. 1 - "Development Standards, Policy No. 4 - "Development Without Consent", Policy No. 5 - "Housing for Aged or Disabled Persons", and Policy No. 8 - "Surplus Public Land". These policies prevail over any other environmental planning instrument unless otherwise specified in the policies or LEP's prepared subsequently.

Policy No. 1 is designed to provide flexibility in the application of planning control by virtue of development standards in circumstances where compliance with such standards may unreasonably hinder development. Persons may object to development standards eg. setbacks, heights, minimum areas which may be considered within a Local Environmental Plan.

Policy No. 4 is designed to permit development of minor environmental planning significance to be carried out on land without the necessity for development consent being obtained, and thus avoiding unnecessary costs and delays to both Councils and property owners. Clause 9 of the policy pemits a wide range of internal and external alterations to any building or work such as painting or replacement of a window without development consent. It does not permit the enlargement or extension of a building or works. Under clause 2 sub-clause 5(e) of the policy alterations, additions, extensions or demolition work which will materially affect the external or internal appearance of a building which is specified in any other environmental planning instrument, whether or not it is referred to as a historic building or work, cannot be made without development consent.

Section 83 prohibits the making of an L.E.P. over land affected by a conservation order without the express approval of the Minister and prior to consultation with the Heritage Council.

A property owner affected by such an order generally discusses the proposals with the Heritage and Conservation Branch staff initially, and then submits an application to the Heritage Council for consent. Sometimes conditions are attached to consents and occasionally consents are refused by the Heritage Council. These decisions are appealable.

Orders are only made under the Act as a last resort to conserve a heritage item. The Heritage and Conservation Branch concentrates on negotiating appropriate conservation solutions rather than placing orders. The role of local councils in conservation is critical and the opportunity for Councils to make L.E.P.'s incorporating provisions which control demolition or unsympathetic alterations of items of environmental heritage will always be the most effective conservation solution.

Permanent Conservation Order	178	9/7/82	-	"Goulburn Brewery" land in vicinity of Bungonia Road & Forbes Street
Section 130	-	9/7/82	11/3/83	Terraces No. 22-24 Clifford Street (replaced by I.C.O.)
Interim Conservation Order	301	4/2/83	-	Goulburn Pumping Station including Appleby Beam Engine
Interim Conservation Order	306	11/3/83		Terraces No. 22-24 Clifford Street

4.7 Existing Planning Control - Goulburn City Council and Likely Impact on Heritage Items.

Existing planning control is exercised by City of Goulburn Council under the City of Goulburn Planning Scheme and Local Environmental Plan No. 7.

There are two principal areas of potential conflict between the land use zonings of the planning scheme (as amended) and areas or items of heritage significance.

Firstly, the residential areas immediately adjacent to the city centre are zoned for Residential 2(C2) and 2(C3) uses. Such zonings permit residential flat buildings to be erected subject to certain conditions on minimum block area, frontage and site density residential flat buildings may be erected, At present little demand for new dwellings of this type is evident although the flat development that has occured in the north (eg. Grafton, Joshua, Allison Sts) and in the south (eg. Coromandel, Mundy Sts) has been generally unsympathetic to the existing character of the early housing areas.

For the most part the concerns relate to the incompatible nature of such development (compared with the existing residental character rather than density) particularly since the present planning scheme does not provide for any control over external building design.

A general limitation of development to two storey and controls over external materials, roof pitch and setback to encourage sympathetic infill development is required.

The second area of concern involves the general industrial zoning to the north and south of the City Centre which encourages the removal of residential properties and the establishment of service or other industry. Such land use change is particularly evident around Bradley St/St. Clair

Cottage and in Clifford St. In effect residential use in these areas becomes non-conforming and limitations are placed on the conversion/expansion of residential accommodation which could help to retain many of the existing dwellings. Early residential properties and/or streetscapes impacted by the industrial zoning include:

- Lithgow St frontage.
- 2 storey terraces and other Victorian cottages, Bradley St.
- Terraces, Clifford St.
- Sloane St Railway Group Residential properties adjacent to Coolavin Hotel.
- Housing group bounded by Addison lane, Addison St, and Auburn St.
- Housing area bounded by Bourke, Australia, Auburn and Mundy Sts.

Without rezoning and/or other planning controls, the existing character of these areas could be eroded or lost over time. A number of these issues are addressed in Sections 5 and 6.

section 5

SECTION FIVE : HERITAGE OBJECTIVES AND POLICIES

Introduction

The studies outlined in Sections One, Two and Three provide an overview of present day Goulburn and the various influences that have contributed to its distinctive urban form, character and setting. The analytical material, together with an appreciation of possible future demands, local community attitudes, as well as opportunities and constraints, helps to establish a base against which objectives and policies for the conservation of Goulburn's historic and environmental character can be formulated.

The identification of a clear set of conservation objectives is an important step toward the resolution of conservation issues and the development of future planning policy.

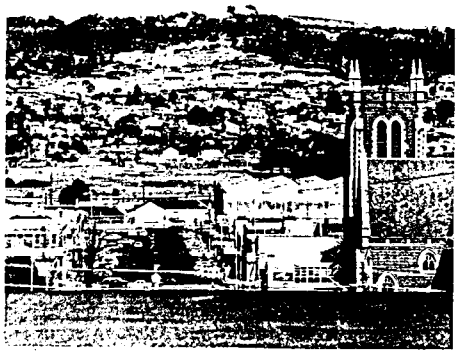
The objectives, which together with the supporting policies, represent the basis of a balanced, town-wide approach toward conservation.

1. City Setting and Containment
2. City Character
3. Urban Conservation
4. New Development
5. Land Use
6. Movement Patterns & Parking
7. Economic Activity & Tourism
8. Community Awareness

Where appropriate the objectives and policies have been subsequently amplified and applied in the more detailed Precinctual Studies (Section 6).

5.1 City Setting and Containment

Objective "To retain the sense of city enclosure within the vegetation and landforms of its immediate setting."



The City lies in a broad valley with landscape and visual edges, particularly evident to the east and west. Secondary landforms and/or vegetation tend to define certain areas within the city, breaking down the evident scale of development. The image of the city surrounded by a bushland setting should be retained. Similarly the retention of internal ridgelines, skylines or significant stands of mature vegetation help to minimise the visual impact of large contiguous areas of development, particularly new development. Existing stands of vegetation or new plantings along ridgelines may also be designed to provide wind break functions.

Goulburn's pattern of development has given rise to an inner core area of higher historical and hence conservation interest, surrounded by a post World War II development zone which, particularly in the north, is clearly separated from post 1970's major development by geographical features and open space areas. This separation, which should be reinforced with additional planting and open space buffer areas, is primarily assurred by the land reservations and open space corridor along the banks of the Wollondilly River.

Policy 5.1.1 "Retain the major treed skylines along Ridge Street and above Eastgrove with appropriate zoning of land as non-urban or rural subdivision."

Policy 5.1.2 "Encourage the use of building materials sympathetic in colour to the bushland setting in areas as above to minimise visual impact."

Policy 5.1.3 "The major ridgelines and treed skylines of the Mary's Mount/Bradfordville future expansion are to be retained (and planted where appropriate)."

Policy 5.1.4 "Open space areas in North Goulburn to be retained and a landscape programme developed. Areas include the banks of the Wollondilly River and the intermediate ridgeline between Hoddle Ave area and inner Goulburn."

5.2. City Character

Objective "To conserve and enhance the heritage items and qualities that contribute to the distinctive character of Goulburn."

The environmental character of Goulburn is significantly influenced by elements, as well as buildings. For the city to develop a comprehensive heritage strategy, policies relating to open space, landscape, streets and avenues, views, landmarks and townscape details such as fencing, street furniture and advertising need to be addressed.

Policy 5.2.1 "Reinstate and enhance the spatial identity and setting of major public spaces and buildings in the city, to reflect the civic design intentions of the late Victorian Period."

Belmore Park and the immediately enclosing built fabric are central to the existing character and future quality of Goulburn. The area has the potential to develop as a major civic space representative of its period and significant in Australia wide terms. Much of the layout, landscape, cultural items and building frontage remains from the Victorian Period. Such elements should be retained and enhanced. Where items from the 1880's or earlier have been removed they should be replaced (if available). The authentic reproduction or re-creation of items of street furniture from the Victorian Period should be considered. Contemporary encroachments of the 19th Century dnvironment should be carefully considered and removed/relocated where appropriate. The quality of Belmore Park could be significantly enhanced by selective road closures, thus providing a closer integration of the adjacent major public and/or commercial buildings with the park. (See detailed guidelines).

Streetscape improvements to enhance the immediate setting of major historic buildings could include Auburn St modifications in front of the Mechanic's Institute, Post Office and Town Hall (eg., partial removal of car parking lane, new paving, seats, space for landscape), selective tree planting in pavements in the Roman Catholic Cathedral Precinct, approach planting to the Reformatory and Riversdale and improvements in the Sloane Street Railway Precinct.

Policy 5.2.2 "Retain and enhance the contrast between the formal exotic avenue and park planting of the inner city area and the bushland setting and native street planting of new residential areas."

The streets and open spaces of older Goulburn are primarily planted with major exotic species which provide seasonal contrast in colour, form and protection. The historic core of the city is generally encompassed by native vegetation which is being reinforced by the use of Eucalyptus species in new residential areas. The retention of exotic species in older areas will provide locational definition and visual interest.

Policy 5.2.3 "Retain and enhance the major townscape elements and views related to the visual sequences within the city."

This policy relates to the siting of new work around key buildings or landmarks, the retention of existing important views and vistas and remedial landscape. Key views and landmarks were described and recorded in Section 3.4

Policy 5.2.4 "Retain and improve the streetscape character and quality in heritage areas."

Streets are important elements in the city fabric providing necessary functional or physical links and significantly influencing the visual and environmental character of the city or parts of the city. Much of the streetscape quality of Goulburn today is based on the now mature formal street planting carried out early this century.

Such planting combined with the historic built environment provides the basis of heritage areas. In some cases the heritage areas will require sensitive measures to ensure that the present environmental qualities are maintained, and in this context the wholesale loss of mature avenues of trees to gain a fully bitumenised road reserve must be questioned.

In a similar manner some of the expressed concerns about maintenance of deciduous trees need to be set against the environmental qualities and climatic benefits (eg., shade, wind deflection).

It is however, fundamental that vehicles are adequately catered for and in some cases the conflicting demands of vehicular movement and retention of environmental character will need to be carefully resolved. It is fortunate that many of the early streets carry low volumes of local residential traffic.

In summary the main issues involved in a streetscape improvement programme are related to the functional demands of vehicle movement, sight lines, drainage, pavement standards, initial costs versus maintenance costs, as well as aesthetic and microclimatic factors. The following policies provide the recommended approach.

Policy 5.2.5 "Retain and enhance existing vegetation that contributes significantly to the street character."

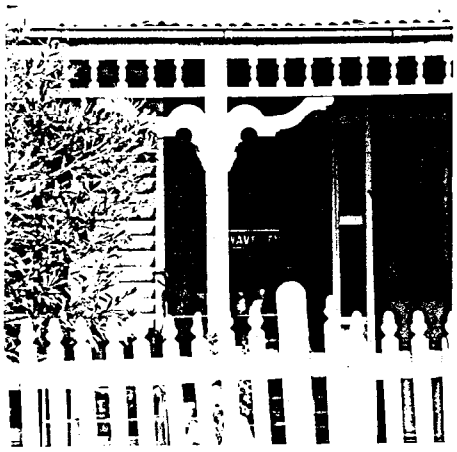
The street landscape character is primarily formal with mature deciduous or native trees in the unsealed section of the road reservation. Retention of street trees, infill of gaps with the same species, and in some areas, new avenue planting are desirable for environmental reasons such as continuity of established landscape character, seasonal colour contrast, screening of unsympathetic development, the cooling effect on the city's climate during the hot inland summer in permitting sun penetration in winter.

Ground conditions at the base of trees are crucial to establishment and growth. A sealed surface, as in Goldsmith and Montague Streets inhibits tree growth and is not recommended. In city streets without trees, parking bays should be defined by planting areas to help introduce landscape to the street.

Policy 5.2.6 "Retain where possible early examples of streetscape details. New work should have due regard to and be compatible with historic street character."

Some streets in Goulburn retain stone kerb and gutters or the turn of the century bullnose brick kerbs which contribute to the historic street character. Often the brick has been damaged by cars, ground movements or trees, while much of the stone guttering ponds water and supports weed growth.

Nevertheless, stone kerb and guttering and brick bullnose kerbs should be retained and repaired wherever possible. Where the condition is beyond repair, the material could be removed, stockpiled and used elsewhere. In special areas, new stone or brick kerbing should be considered to enhance historic character.



Policy 5.2.7 "Retain individual townscape elements such as early fencing types, stone paving, cast iron work, Victorian street furniture such as seats, lamps, hitching posts, drinking troughs, fountains, letter receivers, relics, memorials, telephone boxes, etc., as important elements of the city wide character of Goulburn."

Policy 5.2.8 "Periodic repair, upgrading or replacement of streetscape elements by Government Departments or Council should seek to retain early examples of townscape details. New work should have due regard to, and be compatible with, early types where appropriate."

Victorian iron palisade or picket fences often with elaborate stone gate posts or columns and stone or brick plinths are essential townscape elements and should be retained and maintained. No further removal of fencing from Belmore Park should be undertaken. In any maintenance work, appropriate colours related to early examples should be used.

The retention of and utilisation of early seats, benches and lamp standards is particularly appropriate in the Belmore Park Precinct.

Policy 5.2.9 "Encourage the repair or replacement of original fencing types within the city generally and provide residents with guidelines for new fences based on early examples."

Open timber paling and picket fences, at varying levels of sophistication, are most common. Masonary fencing with decorative wrought iron work and iron palisade fences are also significant and were used into the 1900's.

Concrete block, new cyclone mesh with steel posts, horizontal timber boarded or high brick or other front fence types are not recommended. Eye level solid fences to the front property boundary are inappropriate in early streetscapes.

Where examples of early public or private front gardens remain, their retention should be encouraged as part of the setting for early buildings.

Policy 5.2.10 "Encourage the sensitive location and appropriate design of signs and symbols within the central area of the city."

The need for an advertising signs policy is clearly evident if the city is to develop and promote its unique qualities. The street character of Auburn Street, in particular, needs upgrading and the issue of signage related to historic buildings needs to be addressed.

Signs need to be considered in relation to the building to which they are attached or associated. There is a need to preserve and enhance the character of significant buildings and hence the scale and character of signs should be in keeping with the scale and character of the building. Signs should also seek to express the proprietor's identity and the identity of his products, goods, or services. Within an overall framework, creative and innovative design and display of signs should be encouraged where appropriate.

The construction and location of signs should be subject to Council approval.

The business community should be encouraged to upgrade or rationalise existing advertising and be provided with guidelines for this purpose. Such guidelines would also include material on appropriate colour schemes for historic buildings to help

commercial buildings such as Knowlmans. Sensitive handling of the Hollis Group opposite Belmore Park could dramatically contribute to the visual interest and street character of the central area.

The town of Glen Innes has recently commissioned traditional paint scheme research for its main shopping area, and many building owners are reinstating the rich variety or original paint schemes. The Rocks area of Sydney abounds with similar examples of traditional colour schemes.

Policy 5.2.12 "Encourage the re-instatement of early verandah and balcony forms on buildings generally and in particular for major public buildings."

The character of Auburn Street was dramatically altered in the early 20th Century with the compulsary removal of street awnings and verandahs since the posts were considered a nuisance and a danger to motorists. On certain buildings, the evidence of two and three storey attached structures can still be seen (eg., Hibernian Hotel building).

Mechanics Institute - Original verandah c. 1909.

In any major public building works the rebuilding of original verandahs, entry canopies, balconies etc., together with the removal of unsympathetic structures or enclosures should be supported. Examples of such actions could include the restoration of the Railway Station Building and the rebuilding of the early verandah to the Mechanics Institute.

Consideration could be given to the establishment of a fund to provide financial incentives for owners to re-establish early facades and the use of early colour schemes. Funding could be at local or state levels or a combination of both. For example Tallaganda Shire has attracted National Estate Grants and Heritage Conservation Fund grants from the Heritage Council for such work.

Goulburn Railway Station.

5.3 Urban Conservation

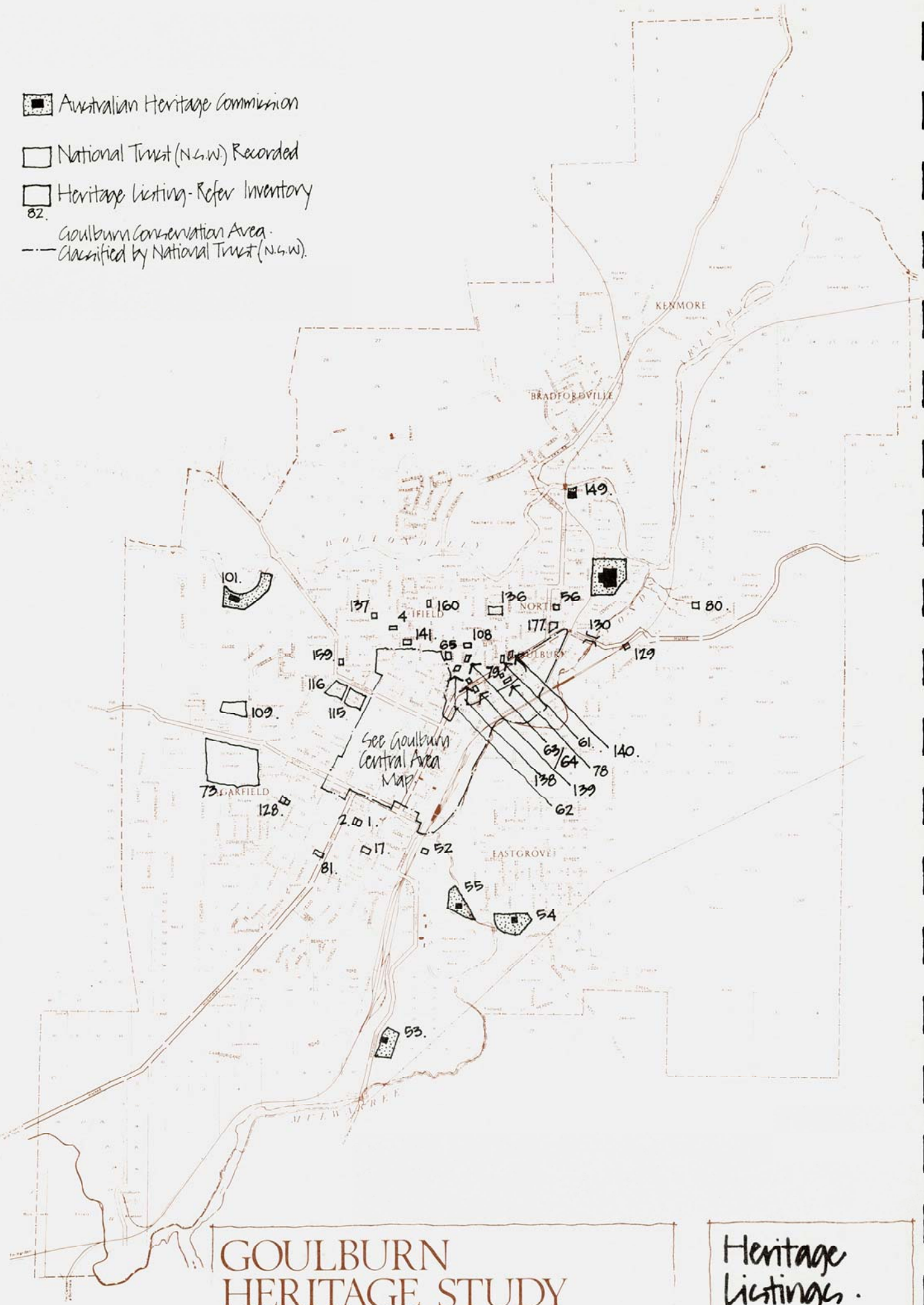
Objective "To protect and conserve buildings, structures, sites or areas of historic or visual significance as a vital part of the heritage of Goulburn, New South Wales and Australia."

Urban conservation is related to a desire to retain real evidence of past buildings and places of cultural significance for present and future generations.

Individual buildings, structures, sites and areas of historic, architectural, cultural, landscape or visual significance comprise the essential fabric or "building blocks" of the character of special places, towns or cities. The removal of individual elements within an historic environment represents an irreplaceable loss, while unsympathetic additions or physical deterioration of elements gradually erodes the quality of an area.

Goulburn is fortunate to have retained a substantial number of important individual buildings from the early Georgian Period, a range of major late 19th Century Victorian Public Buildings, commercial buildings and associated Urban Park, a smaller collection of 20th Century buildings of significance, together with a wide spectrum of residences from each of those periods, many located in fine, tree lined, inner city streets.

A schedule of such "Identified or Heritage Items" has been prepared based on existing heritage data and further field work undertaken during the course of the study. Until this Study was commissioned, there was no comprehensive historical analysis of the heritage of Goulburn. The lists prepared by the NT, AHC and RAIA are by no means comprehensive and represent only a selection of the fine buildings and contributory townscapes existing today.



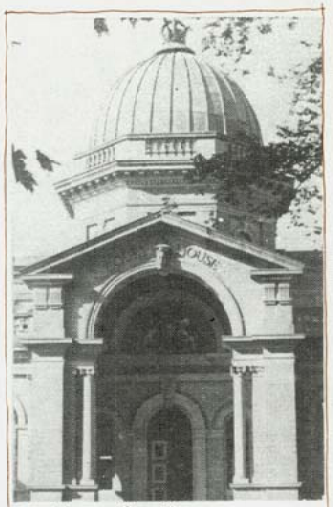
GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

Heritage Listings.

Goulburn City Area

Map N°12



Goulburn Courthouse
Heritage Inventory N° 151

- Australian Heritage Commission
- National Trust (N.S.W.) Classified
- National Trust (N.S.W.) Recorded
- Heritage Listing - Refer Inventory
- Goulburn Conservation Area - Classified by National Trust (N.S.W.).

Heritage Listings.
Map N° 13.
Central Area Goulburn.
See Inventory for description of Element.

N.

100 200 400m

GOULBURN HERITAGE STUDY

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Although the Study Inventory has some 180 entries, it is not exhaustive and does not list every building or place in Goulburn which contributes to the City's historic character, a task beyond the scope of this study. It does however identify and record the more substantial items and those representative of particular periods or themes (eg., Victorian Italianate villas, Federation residences).

In addition the detailed precinctual study maps identify some 400 contributing buildings or items (see Section 6).

Policy 5.3.1 "That any heritage items shall not be demolished or substantially altered without approval of Goulburn City Council and in some cases the concurrence of the Heritage Council."

Policy 5.3.2 "Sensitive internal renovation and upgrading should be encouraged."

Policy 5.3.3 "Where an item is unused, under-utilised or threatened, a compatible use should be sought to ensure effective conservation.

Examples of historic buildings which have been effectively 'recycled' in Goulburn include:

- The Goulburn Brewery
- The Goulburn Recreation Centre
- The Fire Station
- The Goulburn Regional Art Centre, in the early Sloane Street courthouse.

The Goulburn Brewery, (former Bradley's Mill and Brewery), is probably the oldest intact brewery/ mill complex in New South Wales. The building was under threat following minimum attendance to maintenance, deteriorating fabric and flood prone

lands. Following a substantial grant of up to $238,000 from the Heritage Council of NSW it is planned to continue the existing rehabilitation centre role and to develop a tourist/community function to provide employment and income for residents.

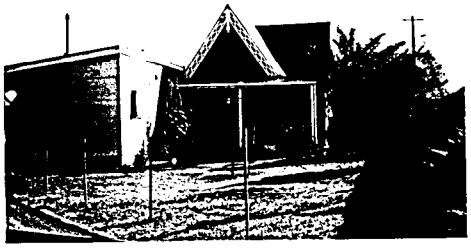
The Goulburn Recreation Centre has utilised the built fabric of Conolly's Mill Building in Sloane Street and the architectural character of the additions reflect the character and scale of the original buildings.

The former Fire Station Building in Montague St is now used as a restaurant/bistro bringing night-time activity into that part of the City.

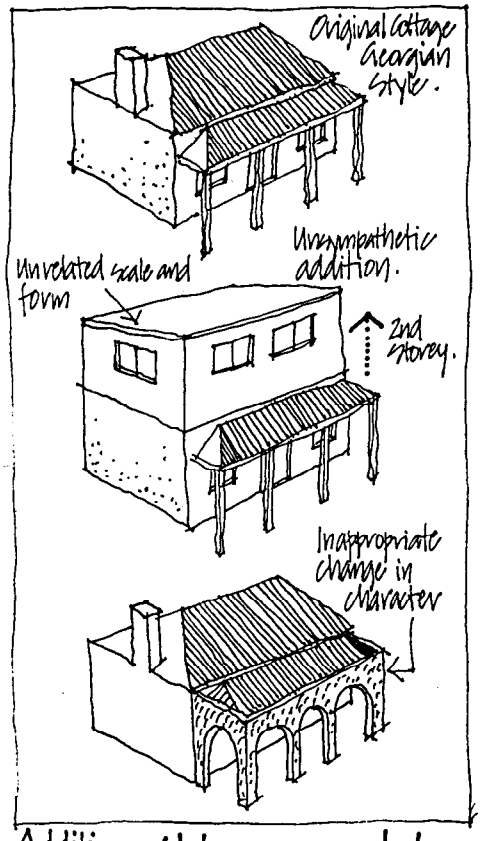
The Goulburn Regional Art Gallery has successfully reopened the early courthouse in Sloane Street for community use. Much of the work is on a volunteer basis and renovation is continuing in the adjacent former Lands Department building for craft purposes.

A number of residential buildings in Grafton/ Bradley/Sloane Streets appear to be under threat given deteriorating physical condition and neglect.

They include Georgian and Victorian two storey residences and terraces. Renovation/restoration of these buildings should be positively enouraged by Council (and State Authorities) and may require the introduction of a revolving building fund administered by Council and/or National Trust, as well as the grants available from the Heritage Council.



To facilitate the re-use of historic or contributing buildings some flexibility by Council of its discretionary health and building powers may be needed.



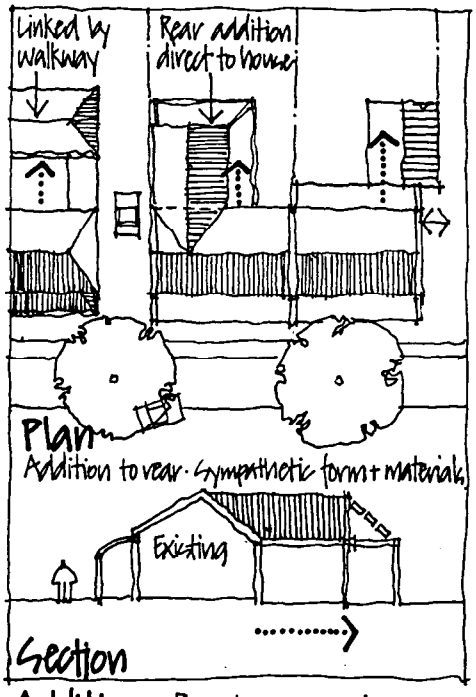
Additions - Not recommended.

In some cases use of Section 129 of the Heritage Act may be warranted to modify a law or regulation that effectively works against the conservation of building stock.

Policy 5.3.4 "The removal of unsympathetic or inappropriate additions to "heritage items" should be encouraged by increased community awareness of the historic and visual importance of such elements."

Policy 5.3.5 "New additions or modifications to the external appearance of an "heritage item" should respect the original architectural style, built form and character."

Essentially Policy 5.3.4 is aimed at ensuring a sympathetic blend of old and new. The critical items in this respect are siting, scale, form, materials (including colour) and siting. Supporting policies include:



Additions - Rear location preferred.

Policy 5.3.6 "The siting of additions should respect the character of the historic building and seek to minimize the impact of change. For this reason the principal street, and in some instances, the side facades should not be signficantly amended. Additions are generally best located to the rear or to one side of the building.

Policy 5.3.7 "The scale and massing of additions should not dominate the old."

Extensions should respect the scale (ie., height and bulk) of the existing heritage element. For example, large two storey additions to the side or above a single storey Georgian cottage would not be compatible.

Policy 5.3.8 "Additions should respect the existing building form."

The most important aspects of form are roof type and pitch, verandah, the spacing of supports and window proportions. The roof form and pitch should closely resemble, if not match, the existing. Mid-Victorian Gothic, Late Victorian and Federation (Queen Anne) residences often feature steeply pitched roofs, while Georgian cottages tended to be less steep. The modern or "International Style" favoured flat or concealed roof areas behind horizontal parapets. A repetition of eaves and projections may help tie the new works to the old. The size, proportion and position of existing openings (windows and doors) should be reflected in the new works. The extension of an existing verandah can integrate new and old works and verandah post spacing should, where possible, match existing.

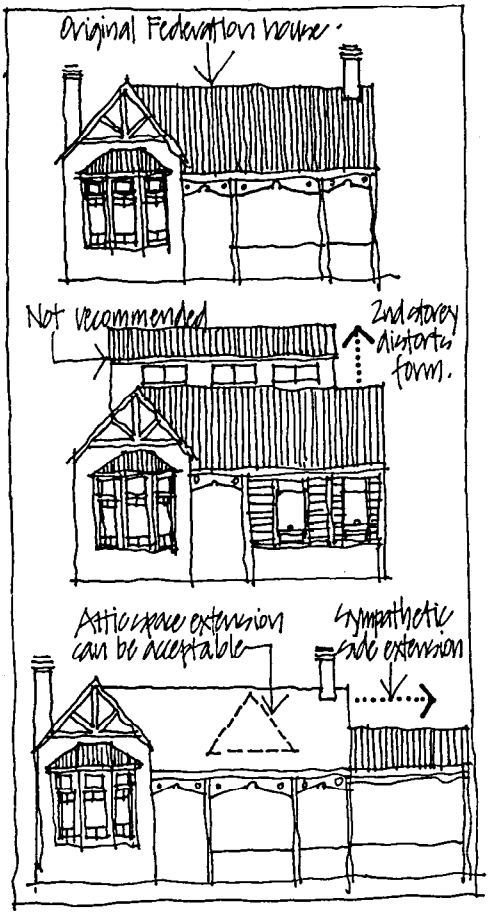
To approximate or match sill, head, fascia and wall/roof junction heights and lines is also a simple means of relating old and new.

The "Pavilion" approach has also been used successfully. This involves repeating the mass and form of an existing building to the side or rear.

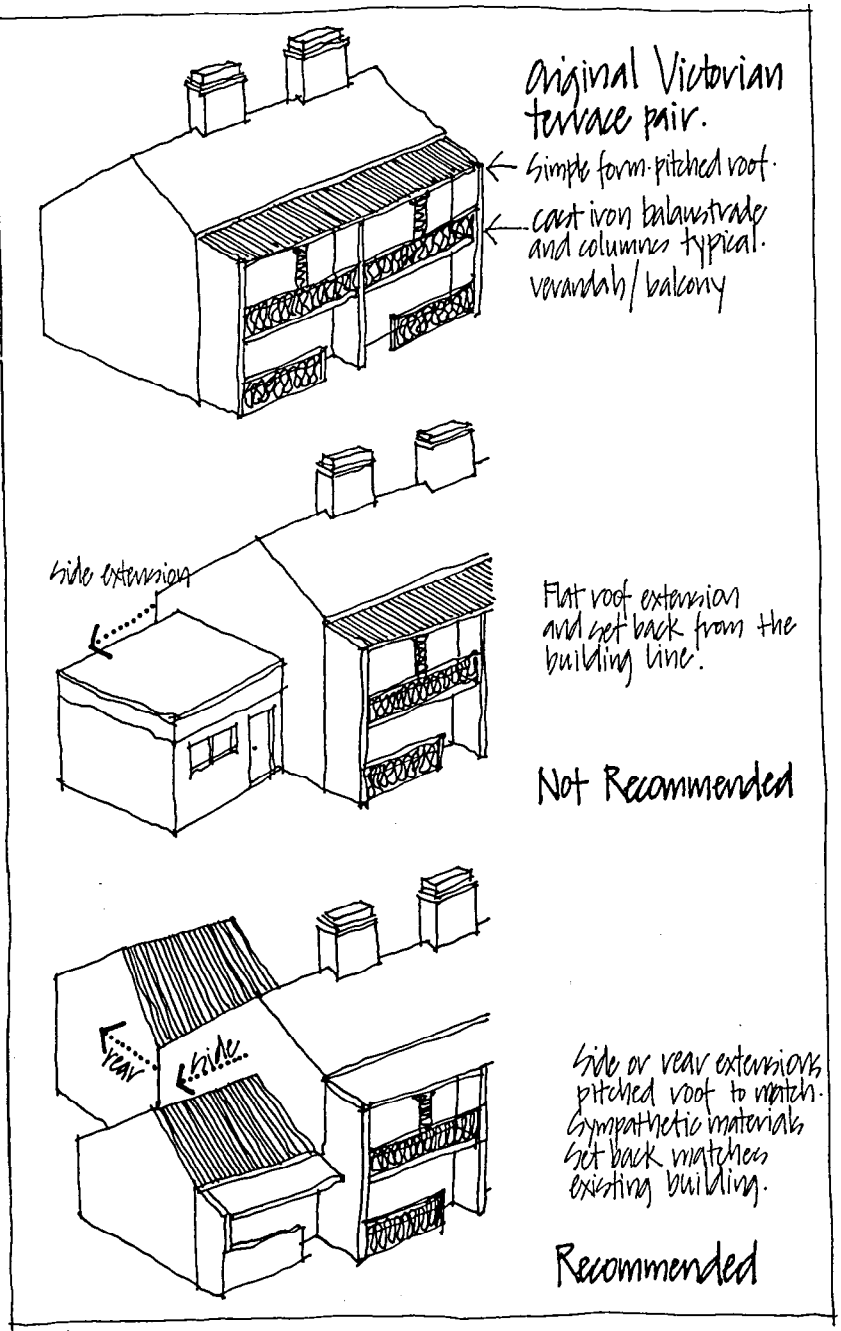
Policy 5.3.9 "Materials and detailing used in additions should match, as closely as possible, those used in the heritage item".

Often it is not possible or desirable to duplicate the existing materials due to cost constraints, lack of availability or the desire to clearly express the original structure.

The principle should be to use materials which match or approximate the building elements of the earlier work in size, style and type of finish.

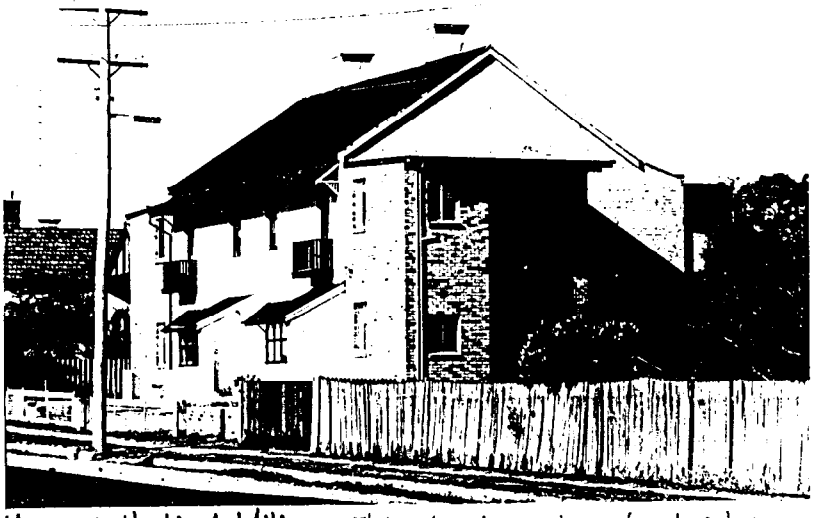


Additions. Roof top/2 storey extensions generally not compatible. Side or attic extensions particularly with dormer windows to the rear most successful.



Additions.

Additions. Low grade front verandah enclosure modifies historic character of street.



Unsympathetic Additions. Flat roof and poor choice of materials in relation to early building.

For Georgian period buildings materials are likely to be stone (block or rubble) brick, or timber boarding while finishes are often whitewashed Stucco or light cement render will be appropriate (eg., concrete blocks resemble stone blocks when lightly "bagged" or rendered and give the appearance of painted stone wall).

Brick was more extensively used in the Victorian period, often rendered and painted, while roofs were galvanised iron or slate. In the Federation period red brick and orange terracotta tiles (known as Marseilles tiles, first imported from France c 1890's) were most popular. It is still possible to obtain these materials and their use is recommended.

Colours should be harmonious with existing buildings to help integrate new and old work.

While the final selection of appropriate materials will be closely tied to the particular building under review the following guide provides a broad framework of acceptable materials.

ROOF

Georgian	Corrugated iron (painted/unpainted) timber shingles.
Victorian	Corrugated iron (painted) slate.
Federation/ Edwardian	Corrugated iron (predominately painted red); Marseille terra-cotta tiles; some use of shingles (on window hoods).
20th Century	Roofs often concealed, ie., flat profile; half round terra cotta (Spanish Mission) tiles. Plastic roof tiles are not recommended.

WALLS

Georgian	Brick smooth faced painted (normally white) or rendered, sandstone, timber weatherboards, possibly asbestos boarding in less conspicuous areas, concrete blocks, rendered or painted to match stone work.
Victorian	Primarily brickwork, most often rendered and painted, some exposed. Timber weatherboard painted, profile or section to match existing as closely as possible.
Federation	Red brick exposed. Some public buildings rendered and painted. Red brick, stucco rough cast painted combinations, painted timber and boarding on gable ends. Dark painted woodwork (Bungalow Style).
20th Century	Stucco or render on brick work, painted white, may be towelled patterned finish (International style). Brick boarding or similar applied imitation finishes should not be permitted.

OTHER

Georgian	Windows generally small, in a vertical format, often six or twelve pane, timber stained or painted. (Other examples in Goulburn, 16 pane and 25 pane).
	Verandahs normally pitched at angle of roof or less, as direct extension of roof or attached below guttering.

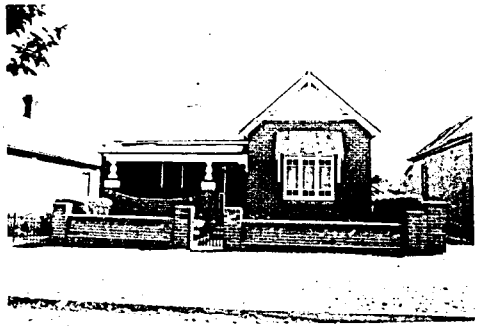
Victorian — Vertical format windows, french doors with shutters, high gothic proportions, with Italianate. Curved forms and arches may be appropriate on windows and doors. Often curved galvlanised iron verandah.

Federation — Gable forms, deep eaves, wide verandahs with timber detailing painted white. Vertical format windows.

20th Century — Windows metal frame, horizontal proportions, large areas of flat surfaces, large openings. Lack of decoration.

Information about replacement components or elements of buildings, as well as suppliers and builders who specialise in early buildings may be obtained from the Heritage Council of NSW, the National Trust of Australia (NSW) or from a range of publications dealing with restoration and renovation. The Heritage Council, the Australian Council of National Trusts and the National Trust (N.S.W.) have also prepared guideline brochures for altering early building types [60].

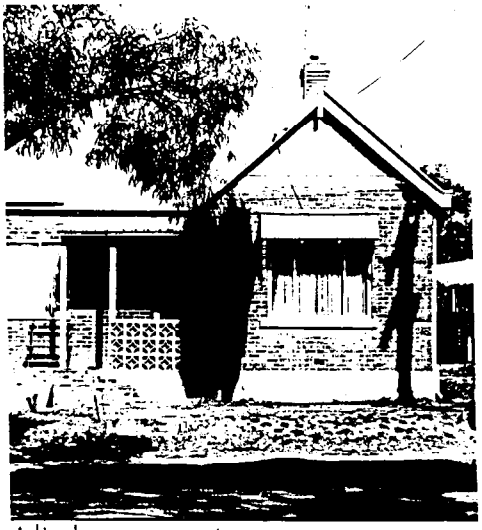
Policy 5.3.10 "Retain as far as possible original architectural details and fittings to retain the period style and character of early buildings.



Federation Style house. Original features include casement windows, with coloured glass panes, sunhood, rough cast gable.

Important items of architectural detail such as timber or iron verandah posts, ornamental cast iron, cement render or elaborate timber work on verandahs, windows and roof gables should be retained. As with all building materials they will require continued maintenance and repair. Details such as 12 pane sash, coloured casement or timber framed leadlight windows, ornamental woodwork, fancy ridge capping or elaborate chimneys all represent elements vital to the character and value of buildings of different periods.

Windows replaced · unsightly infill above.

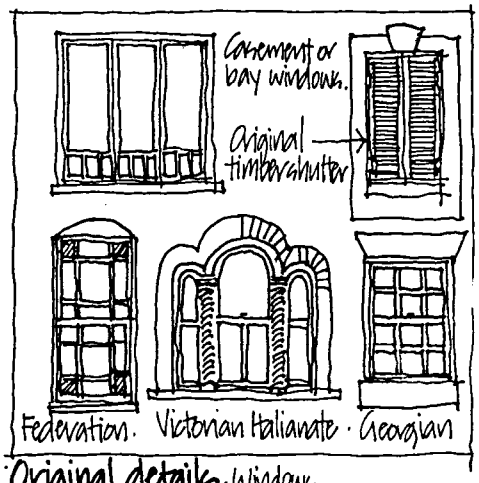


Windows replaced · Conc. block infill wall.

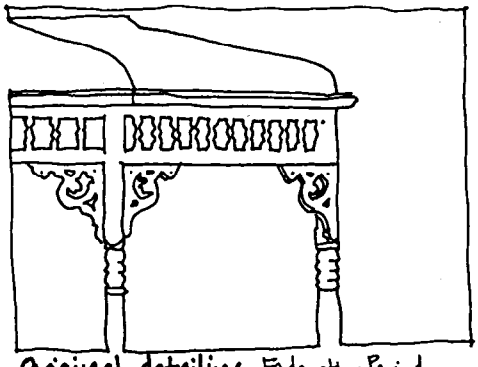
It is sometimes more expensive to replace original details with modern components given to the need for additional repairs to walls or structure (eg., aluminium windows replacing timber, removal of bay windows). Maintenance costs of timber work may also be minimised by regular use of non-peeling acrylic gloss paints.

The current use of cast iron decoration on buildings or fences (on other than Victorian buildings) alters the authenticity of the building and is not recommended.

Today there is increasing interest in early dwellings which retain their character and for this reason, it is not uncommon for unsympathetic modification or replacement of elements to adversely influence the value of property.



Original details · Windows.



Original detailing · Federation Period.

5.4 New Development

OBJECTIVE: "To ensure that new development within the City of Goulburn is compatible with the existing visual, historical, built and landscape character where relevant."

New commercial and residential works in the inner areas of Goulburn will generally take the form of infill development. Where this is adjacent, or related, to heritage items or areas, the adoption of harmonious design principles will help conserve the special building or environmental character of the area.

Compatible new development also provides a wider benefit by ensuring that the quality and amenity, as well as the financial values of an heritage area are not jeopardised.

Scale of new development.

The following policies and guidelines have been prepared to help ensure that new development is in sympathy with, and has respect for, the existing town character and urban environment. The policies are based on the principle of architectural good manners and seek to achieve a broad compatibility of character.

The most important aspects of new development are scale, form, materials and siting.

Policy 5.4.1 "The scale and massing of new development should not dominate existing buildings."

Where development is primarily small scale, new buildings should not appear so large that they dominate neighbouring early buildings. In residential areas, single storey residential work is generally appropriate, although infill or development adjacent to a two storey terrace should match the existing buildings.

In commercial areas the articulation of large masses into smaller units and/or the stepping back of larger elements from the street front is important. The proportions and facades of adjacent buildings may be used to achieve a compatible scale and to maintain visual interest and continuity.

The majority of Victorian commercial buildings in Auburn St have narrow vertical proportions. Shop widths are often around 6 to 9m with the facade broken into two or three bays. Recent single storey development with horizontal emphasis and wide fascia detail is not compatible with the above guideline.

Policy 5.4.2 "The form of new development shall be in keeping with the built form of adjacent buildings or early types."

Incompatible development. Unrelated infill. Form and materials incompatible.

Incompatible form. Flat roof block of units. No street presence.

Generally Georgian buildings have simple rectangular forms with hipped roof and verandah to the front. Victorian or Gothic Italianate dwellings are assymetrical with high pitched roofs and protruding gables or bay windows and a verandah to one side. Queen Anne buildings display high pitched complex roof forms and verandahs and Bungalow or Classical Revival buildings tend to be more symmetrical with low pitched roof lines and horizontal emphasis with front entry porches and verandahs. Such overall built form features should be reflected in the new development and in particular the roof form should relate to neighbouring examples. Flat roofs are generally not appropriate and if used should be concealed by a parapet.

The front facade of a new building should also reflect existing roof ridges or parapet lines. Where appropriate, the inclusion of a verandah with post supports at centres close to those of neighbouring buildings can help integrate the new and existing.

Fenestration should reflect early proportions and, where large areas of glass are planned, they should be made up of groups of traditionally proportioned windows, or adequately shielded by verandahs where exposed to public view. Where a new building is immediately adjacent to an identified building, the actual form and detailing (eg., sill heights, fascia boards) should more closely reflect the established pattern.

Policy 5.4.3 "Materials for new development should be compatible with existing and/or adjacent historic examples."

With extensions to identified buildings, the use of matching materials is preferred. With new development there is more scope for the successful use of a wider range of compatible materials.

In terms of new development, it is important to note that materials are of less significance than form, siting, scale and colour in ensuring that new work is compatible with, and reinforces, the character of the city.

The prevailing or dominant wall and roof materials in the area or street are generally preferred. Walls may be red brick, white painted walls or timber boarding, while roofs will mainly be painted galvanised corrugated iron.

Policy 5.4.4 "New development should respect the siting of adjacent buildings in terms of front and side setback distances.

The aim is to ensure that new works do not visually detract from the setting or prominence of key identified heritage items. In residential areas siting and setback provisions should be generally in accordance with existing practice. The continuous street facades of Auburn and Montague Streets should be maintained. Where necessary siting and setback provisions have been identified in the Precinctual Studies (Section Six).

5.4.5 Other Considerations

Where possible walls and fences should relate to heights and setbacks of adjacent buildings and fences. Existing fences and setbacks provide the basis for materials and the design of new fences. It is neither necessary nor necessarily desirable to reproduce the old, but new work should be sympathetic in character and scale.

Architectural elements may be borrowed or adapted from neighbouring buildings to provide a visual link. Such elements could include verandah form, balustrade or fence details, window form or shutters, pediments forms or porches, chimney stacks or pots, etc.

5.5 Land Use

Objective "To ensure that land use is compatible with and enhances the essential heritige and visual qualities of Goulburn."

The type and location of land use can have a marked impact on heritage items and areas. For example, areas zoned for industrial/light industrial service uses, may contain individual or groups of early buildings (usually residences but also churches or schools), the physical fabric of which may be unsuited to such uses. This will almost certainly lead to demolition of heritage items in the longer term.

Inner industrial zones in Goulburn tend to be located in a piecemeal fashion, reflecting areas that might be regarded as "sub standard" or of marginal value for other uses, eg., small residential lots, narrow streets, aging or redundant building stock.

Policy 5.5.1 "Review current industrial land zonings with respect to the retention of listed buildings or areas of heritage or visual importance."

Areas to be considered should include the Grafton/Bradley/Sloane Streets area immediately north of the central business district which contains St Clair Cottage, the remnants of the Presbyterian Church Group, Conolly's Mill (Leisure Centre) and a number of two storey Georgian and Victorian buildings. The inner south housing area around Addison and Australia Streets contains examples of Georgian Style simple stone and weatherboard cottages.

Policy 5.5.2 "Minimise the expansion and visual impact of highway, commercial or industrial land uses to avoid linear strip development on approaches to the city".

Strip development should be discouraged from further locating along the Cowper St approach and the northern entry zone (and along Lagoon St). Remedial landscape measures should be undertaken in these areas to improve the overall visual quality of the main traffic system. New industrial development should be directed to the planned estates in North and South Goulburn. Major areas of land on the southern outskirts of the city adjacent to the highway have been zoned industrial, and setback and landscape measures may be required to avoid adverse visual impact.

5.6 Movement Patterns and Car Parking

Objective "To improve the present levels of environmental amenity and safety for pedestrians and motorists, and to minimise the visual impact of new roadworks in heritage areas."

Policy 5.6.1 "Classify streets in heritage areas in accordance with their respective roles in the city traffic hierarchy, and determine minimum sealed pavement widths related to traffic demands."

The following guidelines provide a framework which will need to be carefully reviewed in each particular heritage area to which it is applied.

In broad terms however, by striking an appropriate balance on the width of road pavements, safety will be improved, costs reduced and more attractive consistent historic areas retained. Roads should be designed having regard to the number of dwellings served and unnecessarily wide carriageways should be avoided. The normal reaction of a driver when travelling in a narrow street is to reduce speed because of the proximity of objects and the sense of enclosure. Wide pavements tend to encourage higher speeds because visibility and apparent space are increased.

The three proposed levels in the hierarchy are major roads, local access roads and minor residential streets.

1. Major roads carry internal city commuter traffic, and in some cases high levels of highway traffic, easing pressure from Auburn St. It is important to recognise that such traffic flows will decrease significantly with the implementation of the Goulburn By-pass and that continued low-population growth in Goulburn will not place additional demands on road capacity in the near future. Major streets include Grafton, Lagoon, Union and Victoria Streets in the north, Sloane, Auburn, Bourke and Montague Streets in the central area and Clinton, Sloane and Cowper Streets in the south. The paved surfaces in a number of these streets have been widened to capacity, which in some cases is well beyond the existing or anticipated flows or demand (eg., Union St, Clinton St and Bourke St South).

   For roads at this level a cross section of two lanes in each direction with separate parking lane is more than adequate (eg., the existing Highway cross section along Cowper St).

   In terms of heritage areas not yet affected by major roadworks, Grafton St is the most sensitive and detailed discussions have been held with Council to reach a solution which respects the residential and historic character of the Street (see guidelines).

2. Local access roads are those which provide for internal traffic movement and serve particular activity nodes, eg., schools, shops. They would include Mulwaree, Chatsbury, Kinghorne, Citizen and Auburn Streets in the north, Cowper, Faithful, Verner, Clifford and Bradley Streets in the central area and Auburn, Bourke, Faithful Streets in the south. A generous two lane thoroughfare with sealed shoulders at traffic generation points is recommended. A secondary sealed shoulder of contrasting colour or texture may be required in some circumstances. Complete bituminous sealing from existing kerb to kerb is not recommended.

3. Minor residential streets carry local traffic only, serving individual dwellings. They would include Chantry, Allison, Joshua, and Sterne Streets in the north, Hurst, Lithgow, Beppo and Church Streets in the Central area, and Glebe Avenue, Walker and Australia Streets in the South. Through traffic and higher speeds should be actively discouraged by retaining minimum road pavement widths and other traffic control measures, eg., restriction of width or special treatment at entry, selective road closure, and so on.

   The central sealed bitumen crown should be restricted to 6.8 m width and an unsealed shoulder retained to the existing kerb. This is in accordance with guidelines issued by the Department of Environment and Planning [61]. The unsealed shoulder may be existing grass/ gravel, new gravel of a suitable type to minimise dust, or dry grass.

   The final treatment will depend on the circumstances of each street, ie., level of existing owner maintenance and quality of verges, level of traffic, length of street, attitudes of owners. A flush or dished kerb at the edge of the road surface is recommended as a minimum visual edge, which will allow resident parking off street under trees which is the established practice.

Policy 5.6.2 "Continue to press for the implementation of the Goulburn By-Pass."

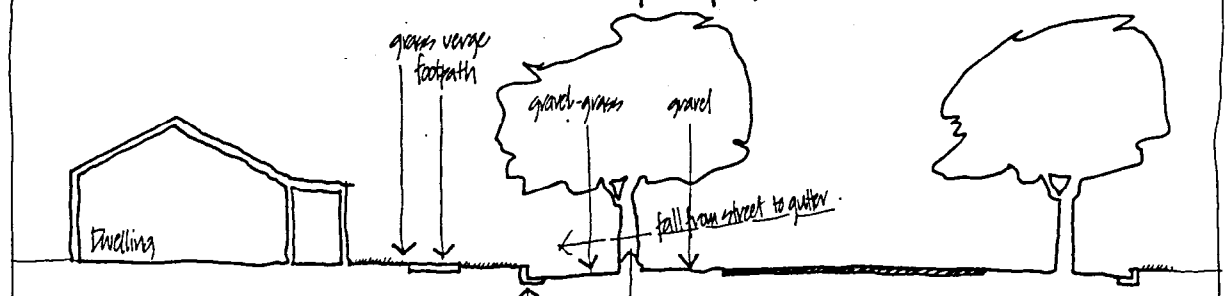
The environmental benefits and potential for upgrading Auburn St and adjacent public spaces after the removal of through vehicles, in particular heavy vehicles, is generally appreciated by residents.

Policy 5.6.3 "Improve and connect the pedestrian system with the central area and in particular provide access from parking and residential areas to Auburn St."

Alley way or arcade connections are the logical means of pedestrian access to the commercial frontages. An enhanced pedestrian environment generally would improve the image of the commercial area.

Associated upgrading of the parking areas of McKell Place and Cartwright street is desirable.

Roads in historic areas · Goulburn · General principles.



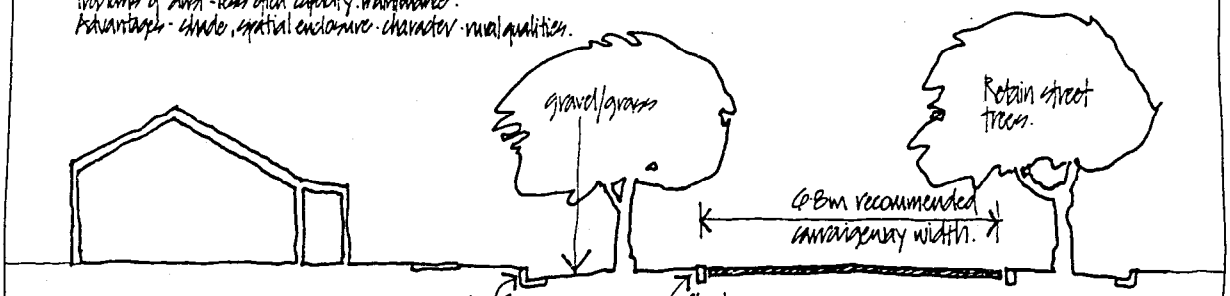
Existing kerb. may be brick/stone/conc.

mature street tree avenue

Central bitumen seal
low vehicle speeds. min.
visual impact on street 5.0-7.0m.

1. Existing Condition

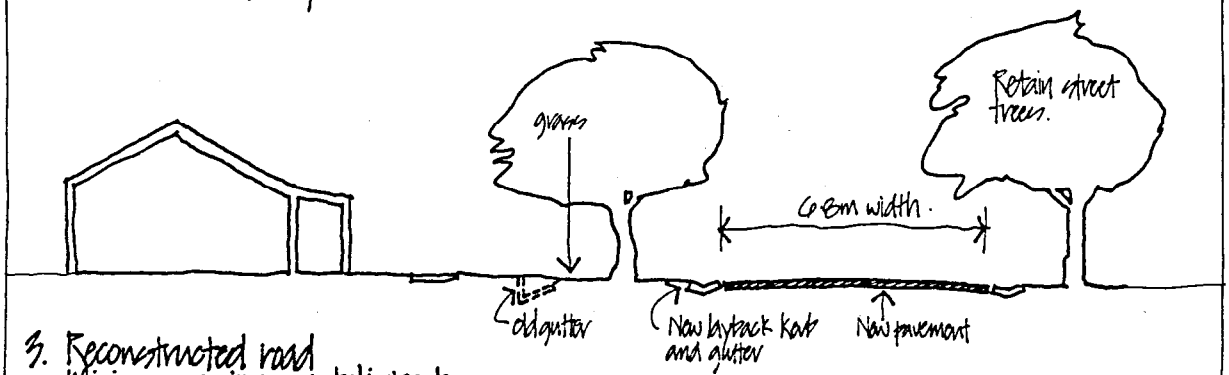
Typical residential street cross-section
Problems of dust - less often capacity. maintenance.
Advantages - shade, spatial enclosure · character · rural qualities.



Upgrade existing gutter as necessary improved maintenance

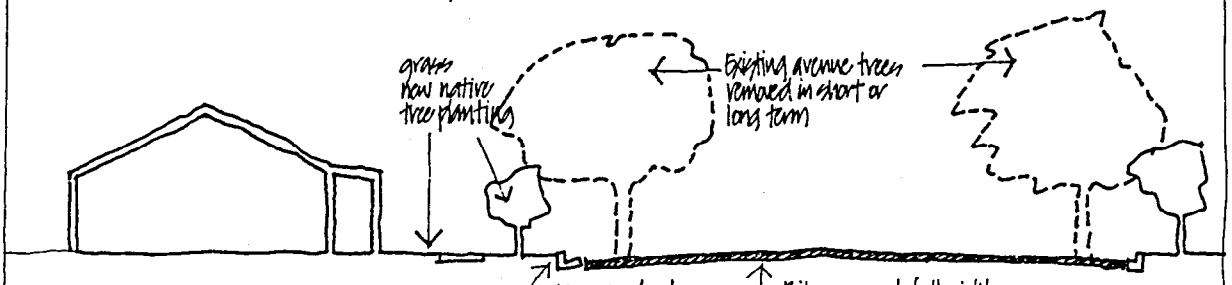
flush kerb.

2. Minimum upgrading proposal. Maximum retention of character



3. Reconstructed road Minimum environmental impact.

increased owner maintenance responsibility



4. Reconstruction · Not recommended

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

Guidelines for Roads

General Principles for Roads in Heritage Areas.

5.7 Economic Activity and Tourism

Objective "To diversify visitor appeal and actively promote the heritage and natural attributes of Goulburn as a means of ensuring the continued economic contribution of tourism to the city economy."

The implementation of the By-Pass will mean that Goulburn will no longer intercept passing traffic. Accordingly there could well be a significant decline in economic activities associated with highway and tourism related uses.

An important study on marketing and communications is currently being undertaken by private consultants and their findings will have a bearing on actions that will need to be taken to redress such adverse economic impacts.

The following policies are concerned only with heritage related matters and assume that a tourism, promotion and management strategy based on a visitor study aimed at defining visitor profile trip purpose, attitudes, duration of study, expenditure, etc., will be dealt with as part of the above study.

Policy 5.7.1 "Develop a comprehensive visitor centre for Goulburn in a central, easily accessible location."

The existing visitor centre suffers from a number of disadvantages which include:

- Non central location
- Difficult access from Highway
- The building has no intrinsic heritage or visual interest
- Insufficient provision for increased features or displays.

Former Technical School

Consideration should be given to widening appeal and interest in the city by developing a centre in an historic building, ideally located near Belmore Park, which could include an audio-visual display dealing with Goulburn's history, growth and heritage, an artifact display and other material of historic and natural interest. Locations most suitable include the Former Technical School building in Montague St (previously occupied by Tourist Association until their move to present premises) or shopfronts of the Mechanic's Institute Building.

Publications on Goulburn and other historic towns, conservation measures, tourist guides, etc., should also be on display and for sale. Town maps for visitors should be on display.

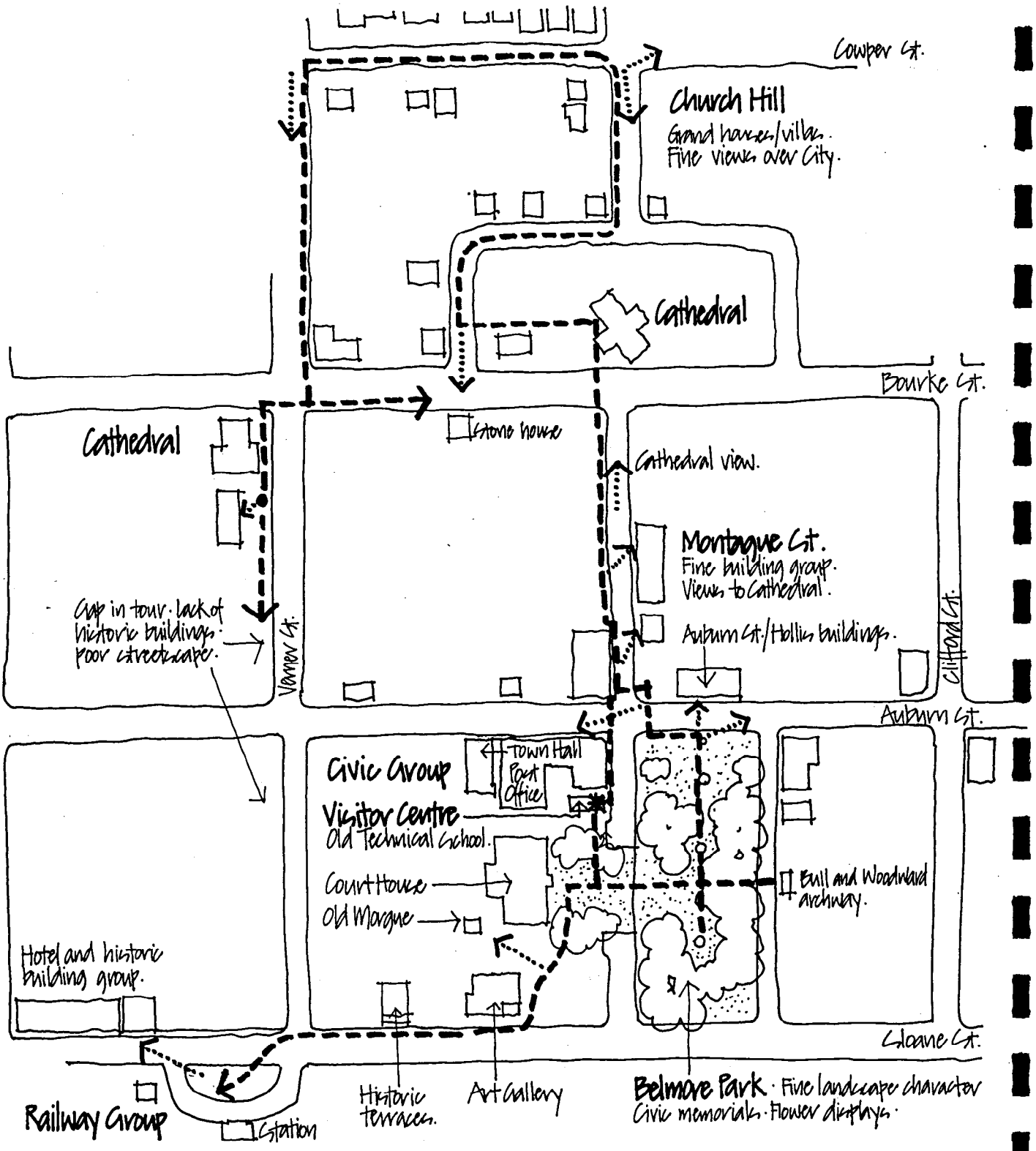
Policy 5.7.2 "Develop and promote a heritage trail or series of trails together with heritage building and place identification as a major visitor attraction."

A city centre pedestrian heritage trail should be designed and published to concentrate visitor activity on Goulburn's environmental heritage. The route of such a trail, beginning and ending at Belmore Square, is indicated on the following map. The route would be signposted and key identified buildings could have an information plaque, while urban spaces and sites of particular interest would be identified.

Similar trails have been developed for many European and American historic towns and some Australian towns. Historic building identification is also commonplace overseas. Australian examples include at Carcoar and Gulgong, NSW and the Sydney Cove/Rocks area.

A second trail could be developed for car/bus or cycle use linking the major city wide attractions including Rocky Hill, Lansdowne and the Brewery, Gargoorigang, Belmore Park and the inner area, the Steam Museum, and Riversdale (similar to the existing tourist drive no. 3).

Policy 5.7.3. "Continue the active promotion of special events such as Lilac Time Festival and the Argyle County Fair to stimulate visitor activity and provide funds for the conservation of heritage elements."



GOULBURN HERITAGE STUDY

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Possible Visitor Trail.

Possible route for walking tour of inner area historic buildings and places.

5.8 Community Awareness

Objective "To encourage increased community awareness of Goulburn's intrinsic historic, visual and environmental qualities and the need for conservation measures."

There is a growing awareness within the community of the need for conservation measures to protect and enhance the heritage qualities of Goulburn. This awareness may be based on aesthetic, cultural or financial concerns and is reflected in increased activity by the Regional Committee of the National Trust, by the Goulburn Historical Society and others who have a general appreciation of the economic and cultural benefits associated with an historic community and the inter-related visitor activity.

Urban conservation is much more than the retention of key historic buildings such as St Clair, Riversdale and Garroorigang. The extensive number of early buildings which contribute to the character of Goulburn highlights the need for community support and understanding of the conservation objectives. While the responsibility for implementing conservation measures such as those detailed in this report rests largely with the Goulburn City Council, the Heritage Council and to a lesser extent with other bodies involved with individual buildings, the role of the wider community should not be under-estimated. The cumulative effect of a series of small, apparently unimportant or unrelated actions by residents, developers or Council can lead, over time, to an erosion of the City's historic character. Individual actions might include the removal of a picket or iron fence, the enclosure of a verandah, the demolition of a building, the use of an inappropriate colour scheme, a minor extension, or the widening, kerbing and guttering of what was once a tree lined road.

There is a need to develop greater public awareness of Goulburn's heritage and forms of development that are sympathetic to the existing character. It will also be important to provide resources which can be readily accessed by the public for advice and guidance on development/conservation matters.

These could include a professional service with a conservation architect available on a part time basis or advice via a townscape advisory committee.

Policy 5.8.1 "Information broadsheets or pamphlets should be produced summarising the townwide conservation policies and precinctual guidelines.

The material should highlight the essential qualities of Goulburn's character and the main conservation proposals. Appropriate forms of new development and ways in which existing buildings can be sympathetically modified should also be covered.

Such pamphlets would provide residents and commercial interests alike with a clear indication of the types and forms of preferred new development.

The material would also provide guidance for individuals carrying out minor modifications or regular maintenance. Such broadsheets or pamphlets could also be featured in the local media.

One further way of publishing the conservation intent, aims and policies would be to mount an exhibition incorporating the research findings and policy proposals stemming from this study.

section 6

SECTION SIX: PRECINCTUAL STUDIES

Introduction

The detailed assessment of the historic, physical and environmental heritage of Goulburn, together with an appreciation of the social and economic influences, has led to the definition of identifiable areas within the city. These areas, or precincts, are based on a measure of compatibility between land use, historic significance, visual quality, built form, landscape and existing patterns of movement. Eleven Planning Precincts have been identified within the Study Area.

Each precinct is examined in detail, firstly analysing such factors as location, existing character, history, key built elements, existing landscape quality, and then identifying precinctual problems or "areas of concern".

The analytical studies are then followed by conservation guidelines for each area, based on a desired future character. The guidelines identify actions that can be taken by both the public and private sector to maintain and enhance heritage character. Where applicable the guidelines identify development control criteria and a series of public and private sector actions which would contribute to and enhance each precinct and hence the city as a whole. It should be noted that the guidelines encompass the townwide objectives and policies set out in Section 5 and should therefore be read in conjunction with that material.

The first five precincts collectively represent the "conservation core" of Goulburn. They contain the most important buildings, areas and landscape and require more detailed analysis and guidelines to ensure their conservation and enhancement.

Accordingly development applications within these Precincts, should be subject to more detailed assessment of heritage and related issues.

"Townscape Analysis" drawings have been prepared for each Precinct. The drawings identify heritage items, contributing building groups, detracting areas or buildings, significant street trees and vegetation, key views, city wide landmarks, and contributing relics/memorials or other details such as fences. The precinctual material also includes appropriate photographs and sketches.

The heritage items shown on the drawing are numbered from 1 to 181 in accordance with the Heritage Inventory (see Section 8). The inventory items have been compiled from separate listings prepared by recognised groups such as the AHC, NT and therefore represent buildings, areas or items which are considered an essential part of Goulburns heritage. It is recommended that the items contained within the inventory be subject to special planning control as outlined in Section 7 of this report.

During the study investigations some 400 additional buildings/items were identified as contributing to the heritage and/or environmental character of the City. These items are shown on the precinctual drawings but have not been listed in the Heritage Inventory. Nevertheless some 22 of the contributing items are considered to have sufficient heritage significance to recommend their inclusion in the Heritage Inventory (see Section 8.2). It is also recommended that the additional 22 items be subject to the special planning controls referred to above.

LIST OF PRECINCTS.

* 1. City Centre

* 2. Inner West Housing Area

* 3. Inner South Housing Area

* 4. Inner North Housing Area - Grafton/Reynolds Streets.

* 5. North Goulburn

6. Ifield Area

7. Bradfordville/Kenmore/Mary's Mount

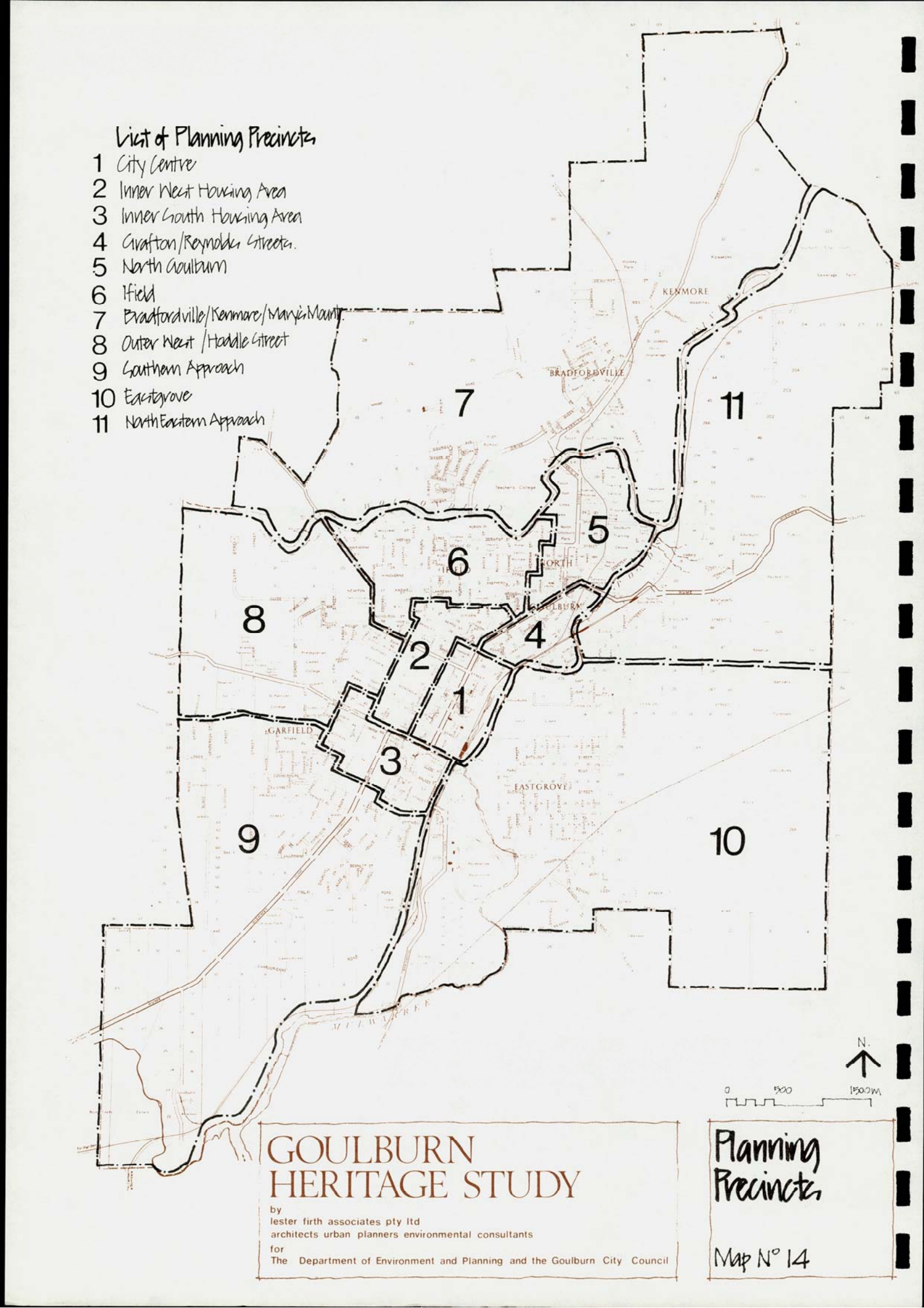
8. Outer West/Hoddle Street Area

9. Southern Approach Zone

10. Eastgrove

11. North Eastern Approach

* Area or Precinct in "Conservation Core"



GOULBURN HERITAGE STUDY

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Planning Precincts

Map N° 14

PLANNING PRECINCT NO. 1

6.1 CITY CENTRE

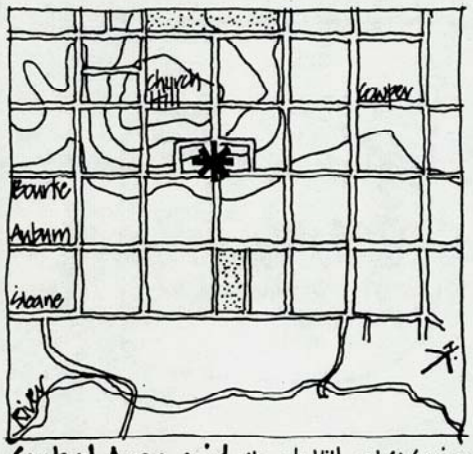
Location

The precinct encompasses the central area of Goulburn. It is bounded by Clinton, Bourke and Bradley Sts and to the east by the Mulwarree River.

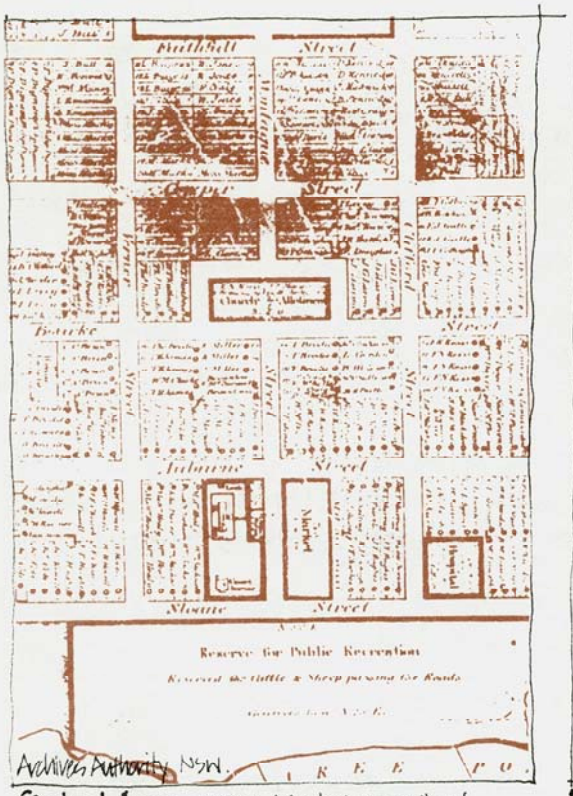
Description and Character

St. Saviours - View up Montague St.

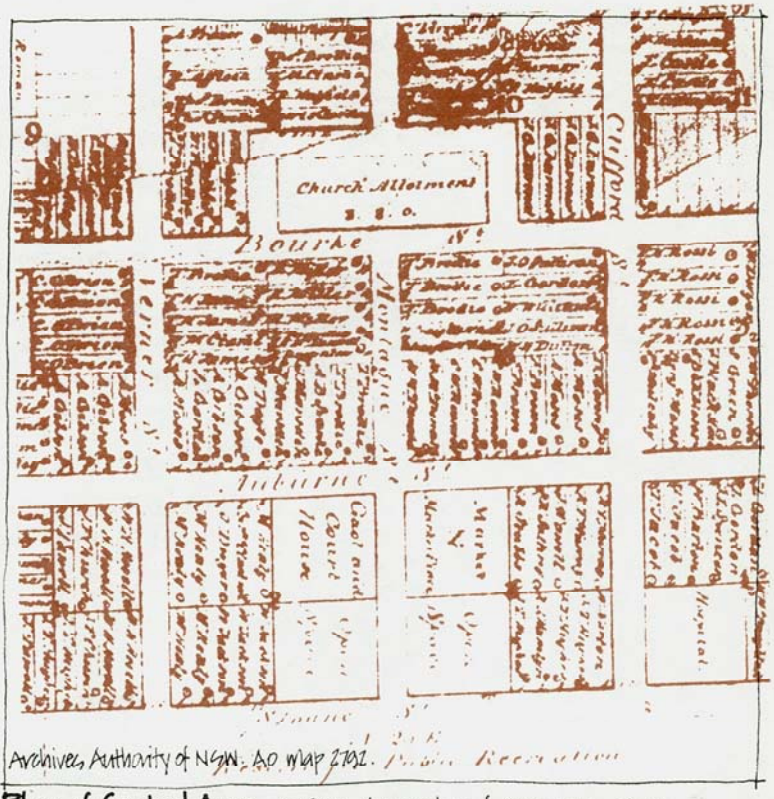
The precinct contains the major retail, office, civic and administrative areas of the city as well as ecclesiastical and rail related functions. The pattern of development has been determined by the overall rectangular grid road system interrupted only by Church St crossing Montague St, providing the dramatic site for St. Saviours Cathedral. It is probable that this portion of Montague St was deleted from the grid due to excessive road grades as much as for townscape interest in siting a major building. The land rises quite abruptly at Bourke St to "Church Hill" permitting views out over the city and country from Cowper St. The precinct is comprised of six broad land use areas which largely determine the existing character (see Planning Precinct 1). They include the Auburn St commercial area, the Belmore Park/Civic area, the Montague St offices zone, a southern ecclesiastical group, south eastern rail area and a north eastern mixed use zone which are subsequently described in some detail. Remaining city centre areas include central block car parking, service industry, car sales yards or service stations and do not positively contribute to the environmental quality of the precinct.



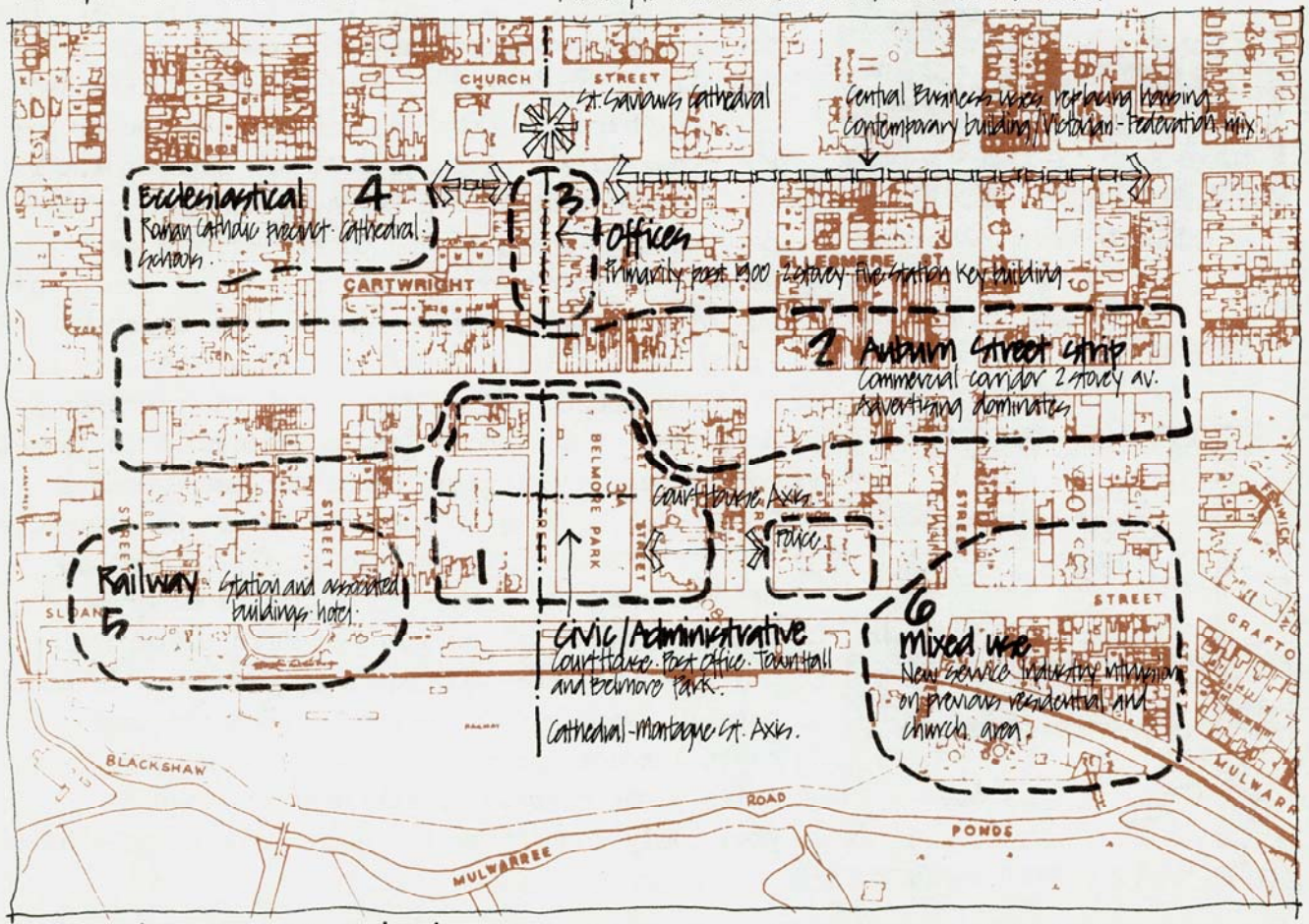
Central Area grid - Church Hill and St. Saviours.



Central Area · c.1849 · Market to north of Montague St. Courthouse · Old Gaol · Police Station.



Plan of Central Area · c.1840 · Symmetry of Open space about Montague Street · Gaol and Courthouse area restricted.



Planning Precinct 1. Broad land use zones · Existing townscape character largely determined by land use and built heritage.

Brief Development Background

Little of the built fabric of early Goulburn in the 1840-50's remains today. The arrival of the railway in 1867 together with the late 19th Century public and private building boom and contemporary development, has had a marked impact and Goulburn's chief claim for heritage significance lies in its Victorian rather than Georgian heritage.

Sloane and Auburn Sts have always been the major thoroughfares with Auburn St the commercial focus and Sloane St the civic business or administrative centre.

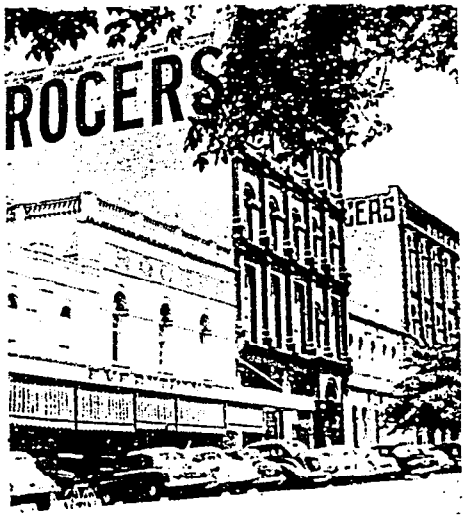
First Presbyterian Church Group. Building on left remains in Craig St.

The railway consumed the eastern areas of public open space, split the residential area around Grafton/Mulwaree Sts and the then Presbyterian Church from its Manse. Commercial development associated with the great days of rail transport was concentrated in the southern Sloane St area.

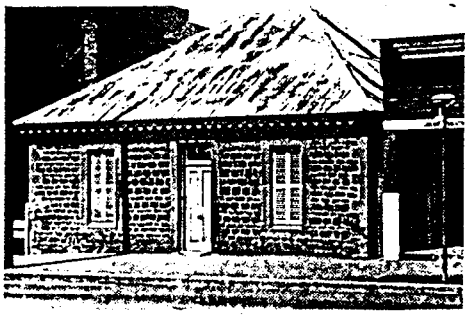
Belmore Park was established taking over the Market Place or Public Square which had been set aside in early plans. By the 1850's the original symmetry of layout (see 1840 plan) about Montague St had been lost with the Gaol and Courthouse occupying the full double block to the south thus restricting open space to the northern side of Montague St . The Gaol, Lockup and early Police Station were demolished and replaced by today's Town Hall, Post Office and Courthouse. The early Mechanics Institute building was remodelled in the 1880's while the early Courthouse (1849) designed by Mortimer Lewis remains facing Sloane St, its facade modified.

Rugby Club. Market St. c.1860's.

The Market St frontage was occupied mainly by hotels and merchant's premises with Bull and Woodward's operations prominent. The street retains a basically restrained Georgian streetscape character with the Rugby Club building and Bull and Woodwards Stone Arch, as key elements (see also wall and rear stables). The Old Goulburn Hotel was recently removed and replaced by the RSL building (cnr Market and Sloane Sts).



Montague St. South side 1950's.



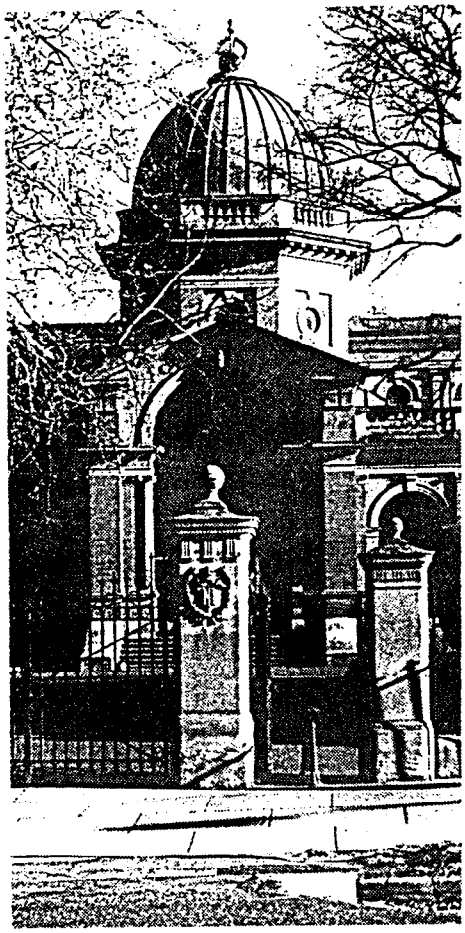
Bluestone Cottage - Goldsmith St. Relatively isolated by new development.

Auburn St has undergone continuous change since the early days with buildings or their facades responding to stylistic trends or accommodation needs. Today advertising hoardings, neon signs and long continous supermarket facades dominate what was previously a Victorian streetscape. Earlier Georgian buildings can also be glimpsed behind modifications while early 20th century developments have shaped the quality of the Offices area of Montague St between Auburn and Bourke Sts. The large scale Roger's Buildings on the south side of Montague St, so prominent in the 1950's, have been removed.

The remmants of Georgian and Victorian residential streetscapes exist along Bourke, Bradley and Goldsmith Streets. Individual buildings can be seen elsewhere, isolated by car sales yards, service industry, factory buildings or by recent public and private development.

The principal urban features and townscape character are discussed under the six broad land use areas previously identified. Comments on landscape, traffic, parking, etc are included and reference should be made to Map No. 15 "Townscape Analysis" for detailed comments and identification of buildings included in the Heritage Inventory.

CIVIC/ADMINISTRATIVE AREA - BELMORE PARK



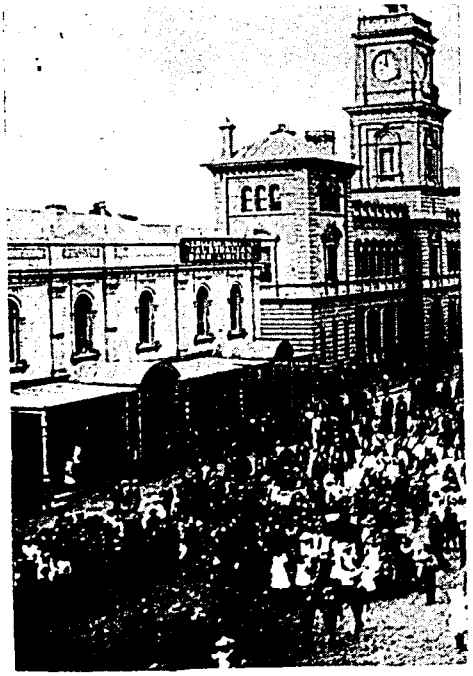
Goulburn Courthouse.
James Barnet. Arch. 1885.

This area contains the majority of significant heritage items from the Victorian Period. The townscape analysis map clearly shows the concentration of historic buildings, contributing elements and landscape in this key zone. The main urban elements are the fine Victorian Italianate buildings designed by Colonial Architect James Barnet including the Post Office (1880/81), Former Police Station, Sloane St (c1880), and in particular the Court House (1885/87). Other elements include the early Court House designed by Colonial Architect Mortimor Lewis (1849); the Town Hall (1887/8) and remodelled Mechanic's Institute building (facade 1881) by E C Manfred; the near continuous line of essentially Georgian/Victorian two storey facades of Market Street, and Belmore Park, an exceptional example of a late 19th Century town park. Much of the present day quality of the Park can be attributed to John Knowlman's personal interest in its development in the 1890's. It should be noted that Knowlman's emporium was located directly across Market Street from the Park.

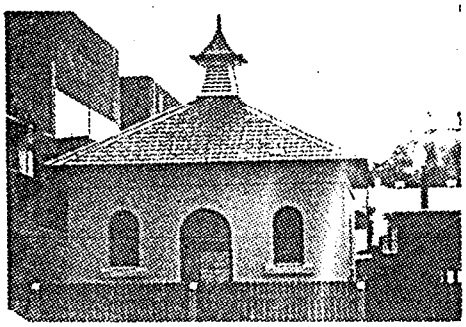
The landscaped grounds of the Court House feature large scale exotic planting similar to that in Belmore Park which contributes to the attractiveness of the precinct. The front iron and fence stone pillars of the Court House, stone kerbing in Montague St, the remaining fencing and the memorials and relics of Belmore Park are important townscape details.

Most of these key buildings retain their original functions although the early Court House and later Police Station are in the process of being converted for use as a "Regional Art Gallery", largely by volunteer labour.

The "Old Morgue" building (or "dead-house" as it was then called) - a simple small rectangular structure with roof ventilator - lies behind the Court Houses and probably dates from 1880. The other building within the Court House group, a Federation style bungalow on the corner of Sloane and Montague Sts, houses the CWA rooms.



Photograph c.1890. Post Office and Mechanics' Institute. Original verandah.



Old Morgue. Rear of Court House.

In contrast to the open, leafy setting of the Court House, the Market St frontage to Belmore Park is urban continuous and built to the street pavement. New infill development has occurred and is generally sympathetic with the Georgian simplicity of the street. The State Rail Authority building shows restraint, respects parapet heights of adjacent buildings and has regular simple vertically proportioned fenestration. While the design of the recent RSL club development (on the site of the early Goulburn Hotel) was subject to considerable debate and liaison with Consent Authorities, it fits into the streetscape less successfully, perhaps due to the choice of external materials (walls of brick as opposed to the rendered surfaces of adjacent building.

Knowlman's Store on the corner of Auburn and Market Streets has been much altered over time but still retains a late-Victorian shop emporium character similar to Young's Store on the corner diagonally across from Belmore Park. The "Fireside Inn", a replica of a traditional English Inn was built in 1934 and contributes its own distinctive character to the precinct.

Areas of Concern

- The principal areas of concern or detracting elements relate to the environmental character of Belmore Park. The gradual accummulation of unrelated, poorly sited or designed facilities, features, inappropriate new planting or street furniture can tend to over-ride items of historic and cultural significance. Noise and visual intrusion from Sloane and Auburn Sts is severe. The existing toilet blocks are poorly sited and encroach on the open space "arena" of the Victorian bandstand.

- The quality/condition of some major individual trees in Belmore Park.

- Excessive width and poor street quality of Montague St.

- Exposed rear carparking areas - Sloane St.

Guidelines

Temperance Fountain - Belmore Park.

- Develop a detailed action and management plan for Belmore Park to retain and re-establish as far as possible the character of this late Victorian civic open space. The proposals should be compatible with normal maintenance procedures and capable of being implemented over time.

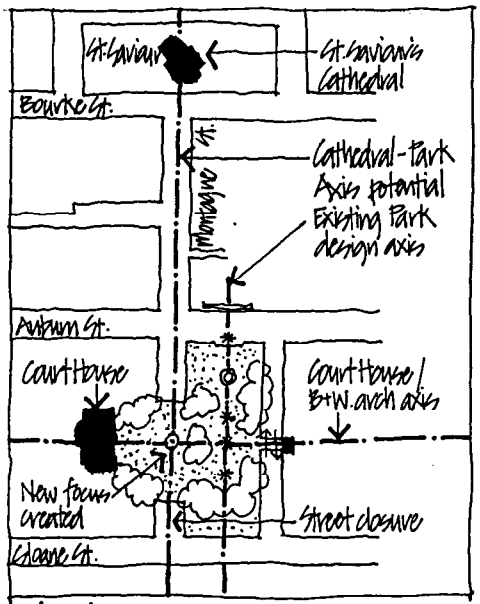
  Significant existing relics and memorials should be retained and appropriately presented. The recent allocation of funds by Council for the repair of stonework on the Temperance Fountain, recoginises the importance of such items to the city and the need for periodic maintenance.

  The open grassed surrounds of the Bandstand have been diminished by the location of the existing toilet blocks. In the long term, the relocation of these toilet facilities within existing or new buildings adjacent to the Park is recommended. In the short term, a landscape screen device with evergreen creepers could be used to conceal the toilet blocks. Consideration could also be given to the relocation of maintenance areas and the consolidation of toilets within a single building.

  Examples of Victorian street furniture (seats, lamps, bins, etc) should be retained. Other street furniture should be consistent in design and well located. In key open areas street furniture should be related to Victorian or fascimile examples.

The existing profusion of concrete picnic tables and seats should be examined and limited to the eastern or lower areas. The existing playground requires increased visual definition from the Park area and from the Sloane St traffic corridor.

Belmore Park would gain a measure of enclosure and quietude with appropriate detailed re-design of the Auburn St/Park interface thus decreasing noise and visual disturbance from vehicles in Auburn St. Design proposals could include broader definition of the entry steps on the central axis and large flanking planters with eye level vegetation to screen views of Auburn St. traffic while retaining views of the building facades above awning level.



Urban Design Principles - Belmore Park.

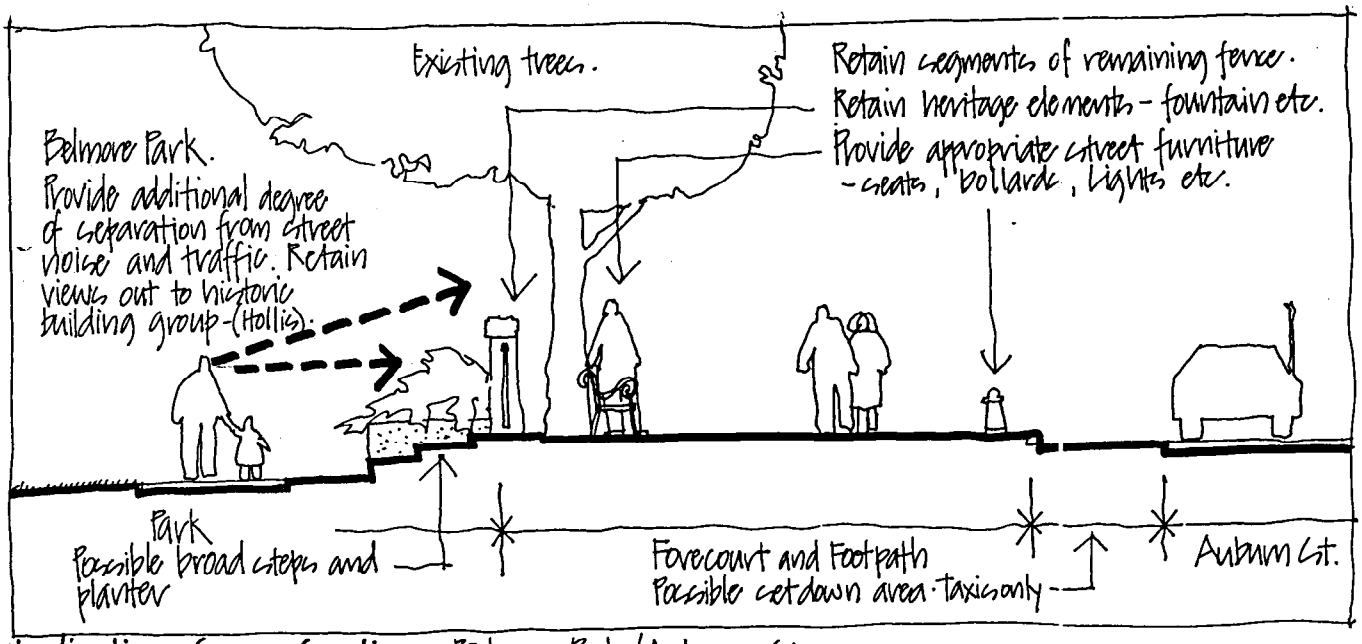
- A detailed tree survey should be undertaken to ascertain present conditions and problems of existing major tree species. A landscape maintenance and new planting programme should be prepared to ensure continuance of the existing exotic character.

Traffic and parking completely enclose the Park at present prohibiting any extension of open space uses and limiting the diversity of areas with the Park. The closure, removal of pavement and re-landscaping of part of Montague St would facilitate the extension of Belmore Park into the forecourt of the Court House, thus providing an improved setting for that building, and allowing further development of the Park. In urban design terms it would also allow the recognition and possible development of a Park and Cathedral axis along Montague St, creating a new focal point which could be used for future commemoration of a major event (eg. Goulburn's Bi-Centennial).

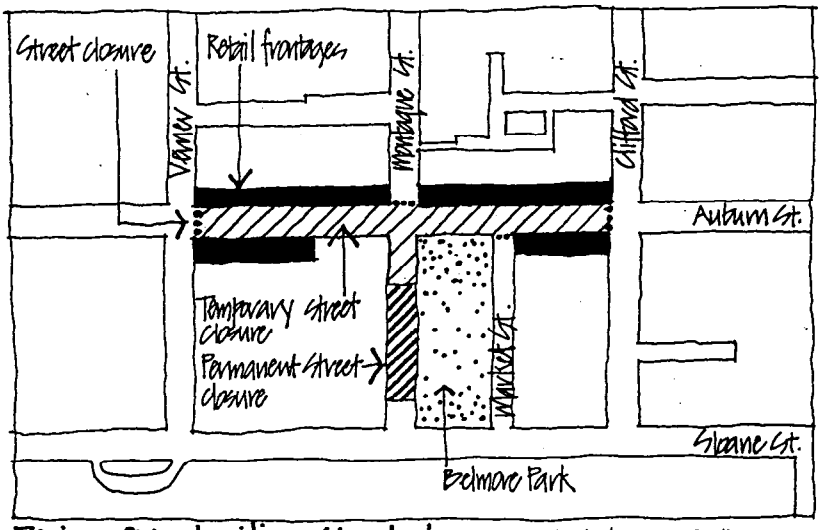
Vehicular access to all buildings can be retained with the suggested road closure. The existing fence and gates to the Court House should be retained to define the "inner Court House" area.

- A secondary axis, incorporating the oak tre planted by Lady Belmore, can be defined across the Park from the Court House to Bull and Woodward's stone arch. The axis could be identified by paving across Market Street, highlighting the arch and establishing a pedestrian crossing.

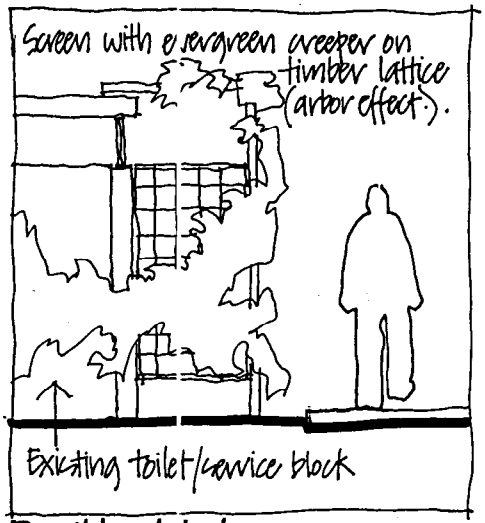
- Sensitive new development can be accommodated within the precinct without jeopardising the heritage qualities. It would be possible to site a public building of appropriate importance in place of the existing CWA premises given height, setback and external material controls. In Market Street development could occur given height limitations (2-3 storey) and material controls. Sites to the rear of existing premises should be considered in preference to demolition of identified elements. (eg. pedestrian approach through stone archway to new uses). Early buildings in the rear block area should be retained if possible (eg. early stables building behind stone arch).



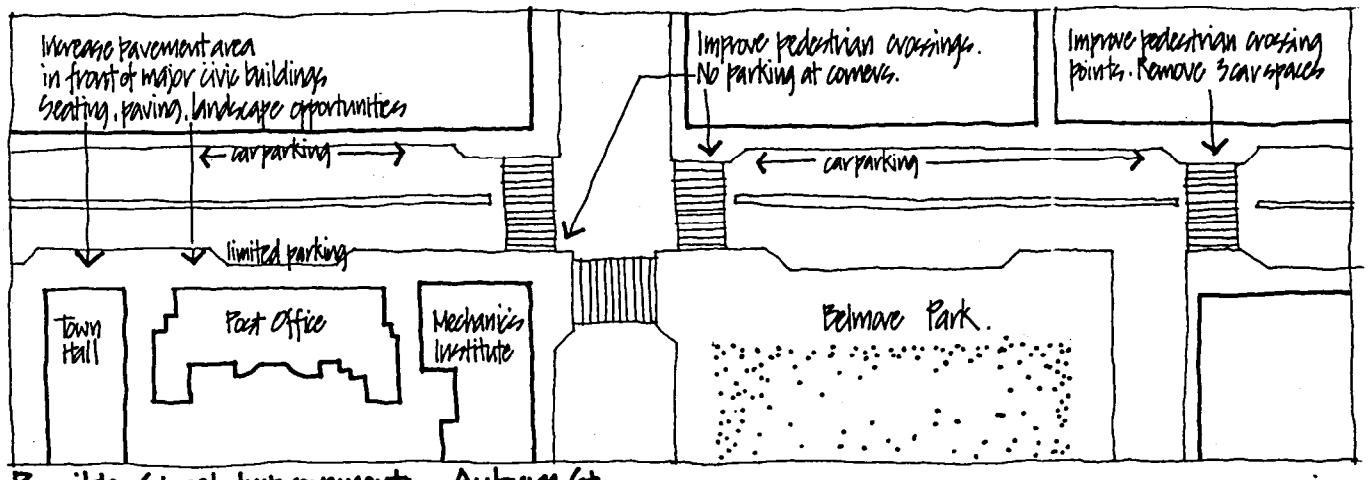
Indicative Cross Section · Belmore Park/Auburn St.



Design Opportunities · Street closures · Central area · Goulburn.

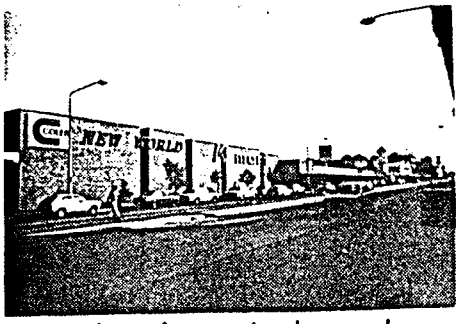


Possible detail.



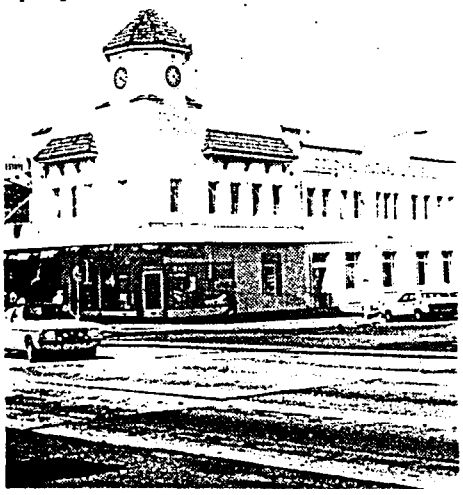
Possible Street Improvements · Auburn St.

AUBURN STREET AREA

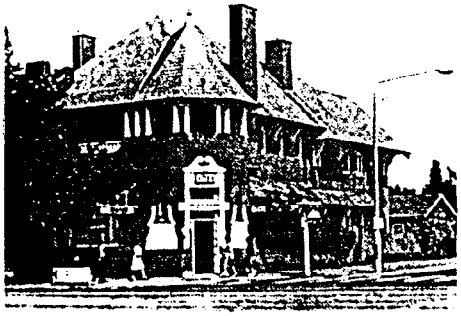


Character of new development

Unsympathetic recent building



C.M.L. Building. "Spanish Mission"

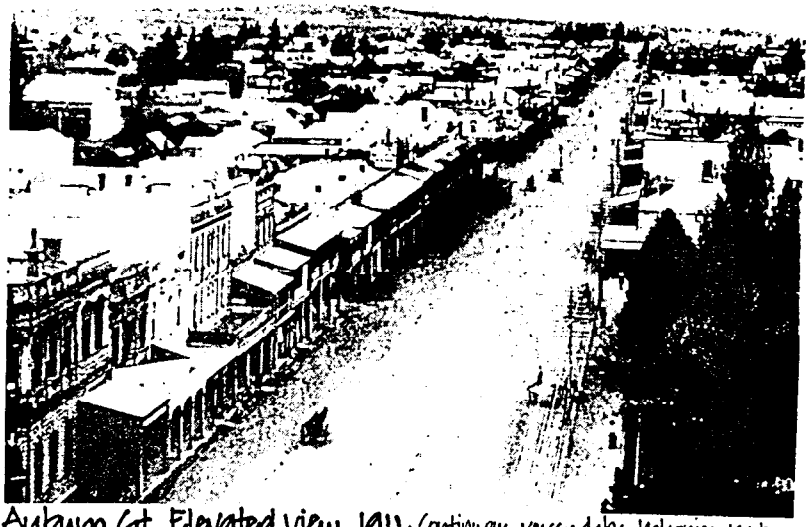


Goulburn Permanent. 1910.

The character of Auburn Street is largely determined by its overall length, straightness, and continuity of mainly 2-3 storey commercial facades. Development intensifies around Belmore Park, with the north and south ends of the street being less developed. It can be likened to an extended version of a country town "Main Street" which has been severely affected by the ever increasing pressures of the Hume Highway. The townscape appraisal Map No. 15 shows large areas of "detracting uses" interspersed with listed or contributing buildings or facades. The detracting uses are generally recent developments replacing or obscuring early buildings and are characterised by long, bland facades (suitable for commercial advertising), metal hoardings, low quality alterations to existing buildings or car sales yards. Redevelopment of a number of early bank buildings on city block corners has recently occured with detrimental results particularly on the Montague/Auburn St corner. New bank buildings, characterised by low horizontal proportions, continuous glass facades and low coloured fascias, are generally not in sympathy with the adjacent historic buildings.

As previously mentioned in this report, the character of Auburn St has undergone considerable change, particularly in the 20th Century. In 1911 the street was unpaved and there was a continuous line of one and two storey balconies and verandahs. Even in the 1930's most buildings retained their verandahs and posts while the street featured a central planted medium. By the 1950's, the shop fronts had been stripped of balconies, continuous hung awnings lined the footpath and parking was nose in. Today advertising above awning level is the dominant feature, parking is parallel to the kerb, and traffic levels are only just tolerable.

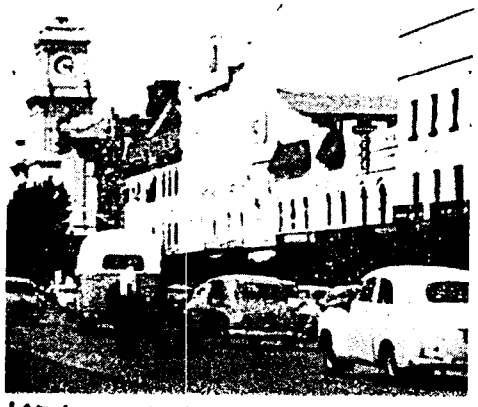
With the exception of buildings and building groups listed or mapped, much of the historic character of



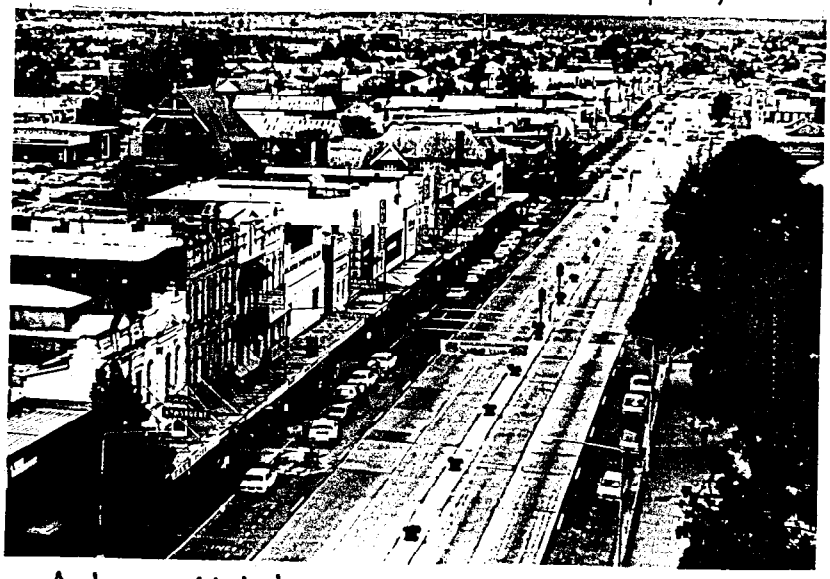
Auburn St. Elevated view 1911 · Continuous verandahs, balconies, posts.

1890 shows Post Office, Rogers Great Arcade.

1950's cantilever or hung awnings at street level. Nose-in parking.



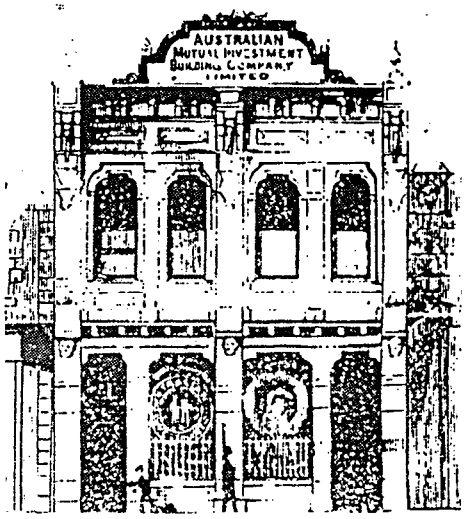
1954 Upper level balconies removed.



Auburne St. today

1982 Disruptive influence of modern development on street facade continuity. Historic character largely dissipated.

Changing character of Auburn Street



Building Society. Auburn St. c.1883.

N°160-2 Auburn St. Facade remains.

N° 124-132 Auburn St.
Edwardian shopfronts. Adjacent development unsympathetic.

Auburn St has been lost. The key remaining buildings are contained within the Verner to Clifford Sts section and include the Town Hall/ Post Office/ Mechanic's Institute civic group, Young's Store (formerly Rogers Emporium (1901), the Hollis Group of fine Victorian facades, (1883- 1890's) Knowlman's Emporium building, the neo- classical AMP building (1927), the Edwardian Goulburn Permanent Building Society Building (1910) and the CML building (1933), an excellent example of the Spanish Mission style of that period.

The individual shop fronts identified as contributing in a positive sense to the street character vary in style from elaborate classical late Victorian facades (eg. No. 127-131; No. 160-162), to more restrained Edwardian or Federation types with tiled sun hoods and rough cast stucco walls (eg. No. 124-132) or the more severe Art Deco influenced Goulburn Post building (No. 107). In some cases it is possible to see Georgian buildings behind contemporary facades eg. No. 92-94 and 96-98.

Much unsympathetic development takes the form of inexpensive metal sheet cladding to older building facades adorned by large neon and/or painted signs. Examples include Huntly Arcade, Fosseys, Paragon Cafe, Woolworths, Katies and the St George Building Society building.

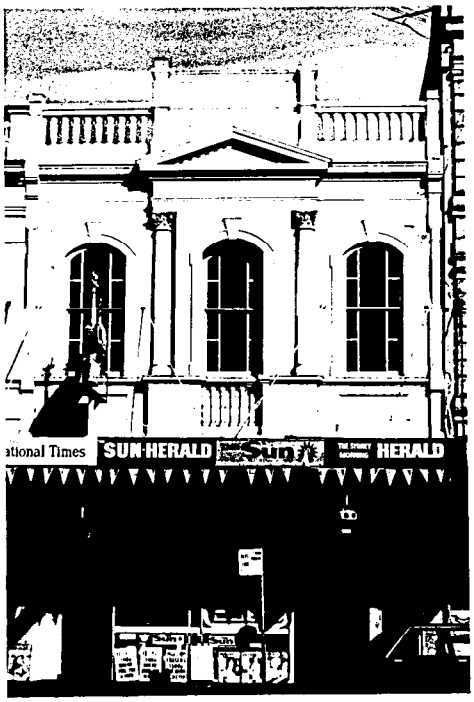
Areas of Concern

- Dominance of commercial advertising over historic building facades, and associated concealment of historic facades by metal deck or other false fronts.

- The low quality of the pedestrian environment given high levels of Highway traffic. The implementation of the Goulburn Bypass will help to upgrade the pedestrian environment but other positive actions are also required.

- The potential loss to the street of key buildings due to commercial or retail redevelopment, and the perceived need of banking or related institutions for a "modern image". This heritage threat however is not likely to occur in the immediate future given the existing and anticipated future low levels of activity in the Goulburn economy.

Guidelines



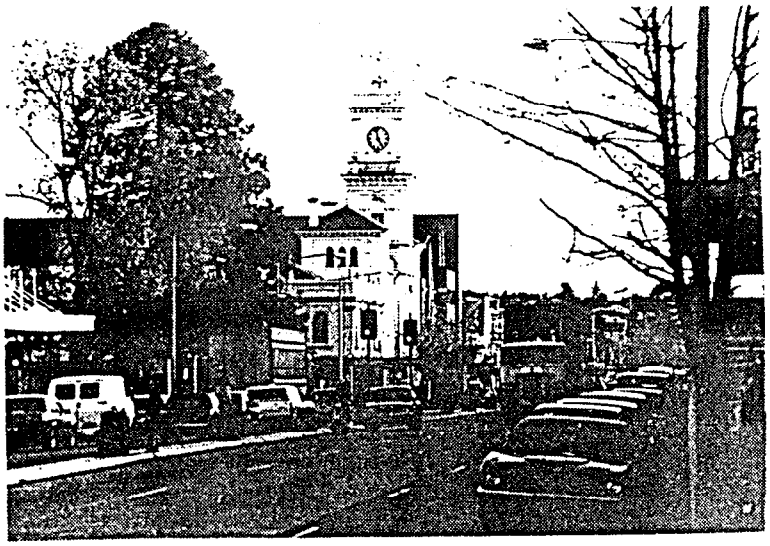
- The townwide guidelines proposed in Sections 5.1.2/5.1.3 apply to Auburn St and relate to reinstatement of verandahs on key buildings, to advertising control, to colour schemes for early buildings and the need to provide conservation guidelines for commercial development.

- The implementation of the Bypass should permit environmental upgrading in Auburn St, although the scope of such improvements may be limited by the Department of Main Road requirements.

  Improvements could include tree planting, median landscaping, kerb and crossing improvements, parking modifications, partial or limited street closure or the development of a traffic free pedestrian mall.

  Recommendations on such design issues are beyond the scope of this report and require separate detailed study. As an interim measure, street improvements such as the selective removal of some parking bays to allow tree planting, small sitting areas, special paving for crossings etc should be considered in the Belmore Park/Town Hall/Knowlman's section of Auburn St. Street closure on a trial basis (eg. every second Friday or Saturday) could be tested in the area from Clifford to Verner Sts.

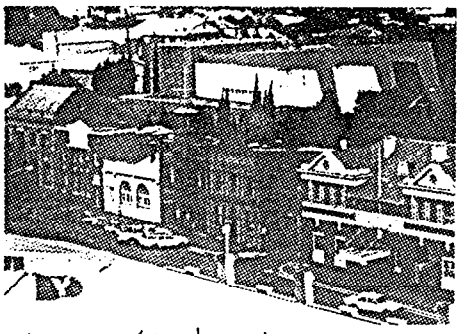
- New development in Auburn St should generally respect the existing two to three storey building scale and in particular should not compete for prominance with the key Town Hall/Post Office/Mechanic's Institute group. The State Office block adjacent to the Town Hall did not respect such elementary townscape principles for example and relates poorly in terms of height, materials, scale etc. and has had a particularly severe impact on views down Auburn St which previously focused on the silhouetted tower of the Post Office.



Auburn St. Landmark of Post Office tower and Belmore Park trees. Abrupt horizontal silhouette detracts from historic character. Incompatible height.

Auburn St. Looking north. Car dominated.

MONTAGUE STREET - OFFICE AREA (Between Auburn and Bourke Streets)



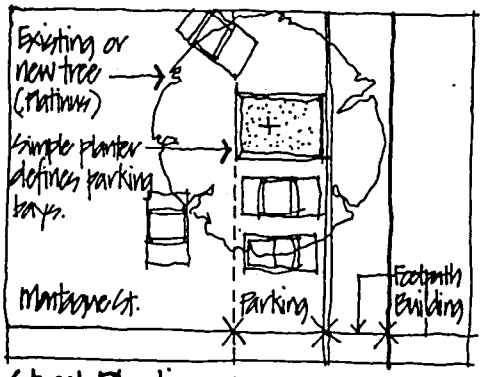
Montague Street group.

Office uses have tended to locate in the Montague St area particularly on the northern side of the street. Today the character is primarily influenced by the visual presence of St. Saviour's Cathedral, the fine group of buildings (Nos. 5-19) and the remaining street trees in the road pavement. These buildings display a range of styles with the late Victorian Fire Station (E C Manfred Arch. 1890), the Academic Revivalist Insurance Offices Nos. 5-7, and the Elmslea Chambers Building (1933/36) - a richly decorated and colourful Art Deco building. The other building which may be considered part of the group is Halsbury House (1938) - offices in the stripped down "International Style". The former Fire Station has been converted to restaurant/bar with a "flamboyant" red and black colour scheme which attracts attention in the street. The Fire Station bell tower provides townscape interest above the line of buildings. The remaining street trees in Montague Street are in poor condition with the trunks surrounded by asphalt.

Elmslea Chambers. 1933-36. Richly coloured finely detailed.

Areas of Concern

- Existing/deteriorating condition of street trees. Their eventual removal will detract from the street quality and the framing effect on views up Montague St to St Saviour's would be lost.



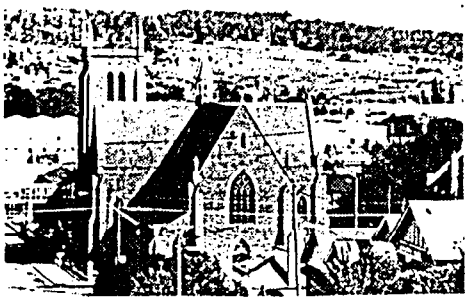
Street Planting - City area.

Guidelines

- Deteriorating street trees should be replaced with the same species and adequate conditions for growth established. This could take the form of a tree surround which could also be used to define parking bays in the street.

- New development can occur along the street frontage and within the identified building group. Such development should respect the parapet heights of Elmslea Chambers and the Fire Station as a maximum height. The existing building line to the street should be maintained.

ROMAN CATHOLIC CATHEDRAL GROUP



Cathedral - Saints Peter and Paul.

Located to the south west of the central city area, somewhat detached from the centre of activity. The group is dominated by the Cathedral of Saints Peter and Paul - a major Gothic Revival work built over a period of years (mostly 1887-1890) by Architects Spadacini and Stombuco who also designed St. Patricks College in West Goulburn. The Cathedral features serpentine granite construction, with window and door surrounds in light stone, a fine interior and many stained glass windows.

Convent - Lady of Mercy c. 1870.

Immediately adjacent is the large two storey Bishop's Residence and Presbytery completed by E C Manfred in 1909 with its central gothic gable bay and terminating bay windows. The iron and stone front fence and palm trees contribute to the character of the group.

Directly across the street is St. Patricks Boy's School built in 1913 - a large 2 storey school building with good cast iron balustrading. Although not visually connected with the Cathedral, the Our Lady of Mercy Convent and Chapel are directly south of the Cathedral Group. These buildings were probably designed by Andrea Stombuco (c.1870), and are Gothic Revival in style. The chapel is a heavily buttressed stone building with steeply pitched roof and end gables while the Convent is a two storey symmetrical building with fine cast iron columns and balustrading. The group is currently being considered for inclusion on the Register of the National Estate.

Areas of Concern

- Low streetscape quality of Verner St as an inappropriate setting for the historic group. The street is today treeless and the road pavement is wide and excessive.

- Unsympathetic "modern" front extensions to Boy's School.

- Visual intrusion and exposure of adjacent motel units.

Guidelines

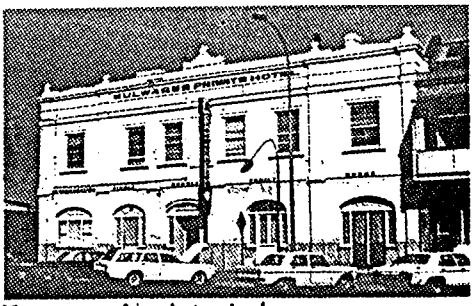
- Retention of major built elements.

- Street tree planting in Verner St, including the "framing" of the Cathedral and the screening of the motel units.

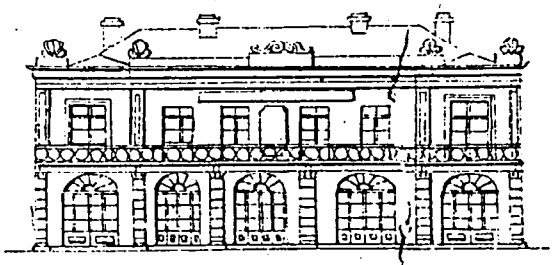
RAILWAY GROUP

Railway Station · Sloane St. c.1869.

Coffee Palace · Built by Rogers. c.1880.



Former Mandelsohn's · c.1845.



Mandleson's Hotel

Early drawing of Hotel. From c.1850's plan. C.T. Marks. Library · Canberra.

The railway reached Goulburn in 1869 and the city remained the railhead for a number of years. Sloane St became the focus of activity with hotels, residences, and a "Coffee Palace" across from the Railway Station Building and the Station Master's residence.

The precinct is not particularly intact and includes the Railway buildings and the Sloane St hotel/residential group. The Railway Station has been modified to its detriment with the removal of a central tower, the infilling of arches and the addition of a skillion entry porch. The adjacent Station Master's Residence is a delightful Gothic Revival residence with elaborate entry porch and ornate timber gables.

The curved entry drive and gardens to the Station remain and stone kerbing and granite sets in the forecourt can still be seen. A sealed cairn was placed in 1969 to mark the Centenary of the Railway.

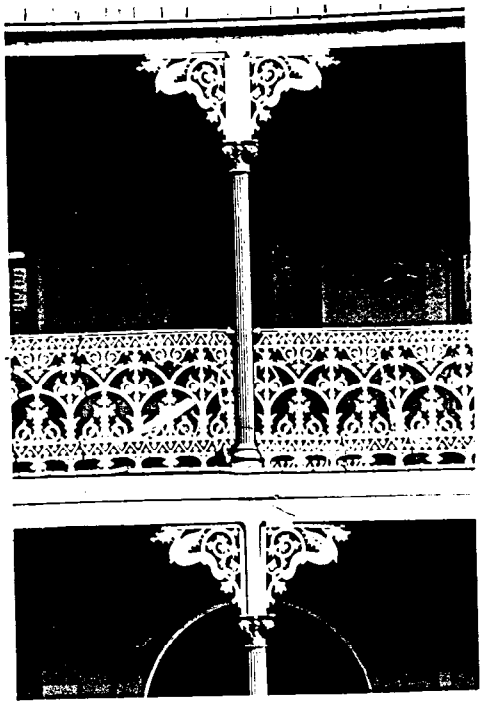
The Sloane Street group is a continuous two storey streetscape with the key or anchor building being the Coolavin Hotel (formerly Southern Railway Hotel), featuring a front verandah and balcony with dragon motif cast iron work. A line of Victorian terraces links this hotel with the Mulwaree Private Hotel formerly Mandelsohn's Goulburn Hotel c.1845 (facade much altered). The group has substantial potential to contribute significantly to the environmental quality of Sloane St.

Areas of Concern

- Low quality modifications and existing presentation of the Railway Station and its forecourt.
- Existing downgraded physical state of a number of listed buildings together with exposed or gap sites caused by car parking lots along Sloane St.

- Adjacent development of low quality miscellanous and rail related sheds together with billboard advertising.

Guidelines



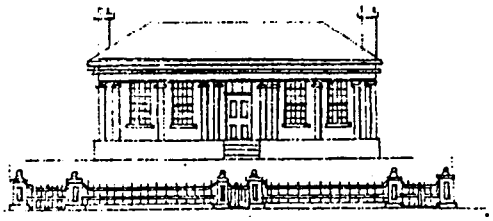
Coolavin Hotel. Fine cast iron work. Dragon motif.

- Restoration of the Railway Station to its former state should be encouraged. An appropriate colour scheme highlighting the building's qualities is important. The colour scheme guidelines also apply to the Station Master's Residence.

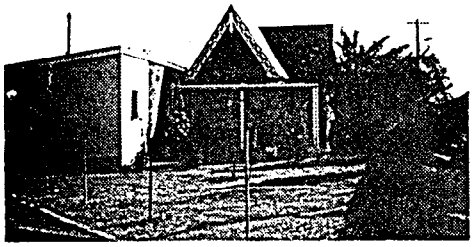
- The existing forecourt, together with existing stone kerbs and pavements, should be retained and enhanced. Existing billboard advertising should be reconsidered and additional landscape introduced to screen detracting flanking development.

- Encourage the retention and upgrading of buildings in the Sloane St group. Sympathetic restoration and appropriate colour schemes (including revised scheme for the Coolavin Hotel to highlight its architectural qualities) are important.

St. Clair. c.1845



W.J. Sinclair's Cottage
Early sketch · St. Clair. c.1850's.



Rail Gate House. 1860/70's.

Remaining buildings of Presbyterian Church Group.
Manse (1863). Unsympathetic works.

NORTH EASTERN MIXED USE AREA

The combined effects of the railway and 20th Century industrial/service uses have had a detrimental impact on this area. A number of important heritage elements remain although the overall quality of the area has been jeopardised.

These individual elements include the St. Clair villa, a fine single storey Colonial Georgian townhouse built by James Sinclair (c.1845) and now occupied by the Goulburn Historical Society, the Sidney Craig premises (c.1858), the former Conolly's Mill now converted to the Goulburn Leisure Centre, the former Presbyterian Church Group now occupied by a removalist company, and a number of two storey Victorian terraces, some in a semi-derelict state. The Presbyterian Manse was separated from the group by the railway and is now part of the Goulburn Gas Works complex. The small gothic revival railway gatehouse in Blackshaw St is of interest although side extensions are not sympathetic.

Areas of Concern

- Vacant and deteriorating Victorian residential properties.
- Aggressive, dominant signage and low grade alterations to Former Presbyterian Church group.
- The continuing impact of industrial service uses on historic fabric (eg. building demolition; gap sites in streetscape).

Guidelines

- Listed buildings should be retained and new development more sensitively handled to achieve a cohesive urban fabric. Further development of car yards, machinery display and storage areas, and industrial uses should not be supported. Residential and other compatible uses for threatened or under-utilised buildings should be encouraged.

- Street landscaping generally to improve the environmental quality and screen unsympathetic development.

Presbyterian Manse and Schoolhouse. Sydney Mail. April 15 1876.

NATIONAL TRUST (N.S.W.) CLASSIFIED CONSERVATION AREA.

PLANNING PRECINCT BOUNDARY.

Our Lady of Mercy Convent and Chapel 1911 Gothic revival style - fine cast iron work. Cathedral of SS. Peter and Paul 1887. Imposing bluestone gothic church. Tower is city landmark element.

St Gavian's Cathedral. Dramatic townscape axial setting on Montague St. Two storey Victorian town house. Masonic lodge.

Row of georgian bluestone cottages. Recently renovated. Adjacent service station detracts.

Pair of federation cottages 175-177 Bourke St.

traffic rotary

BOURKE STREET

AUBURN STREET

CARTWRIGHT STREET

MERRELL PLACE

BLUESMERE STREET

HUME HIGHWAY

CHATSON STREET

VERNER STREET

MONTAGUE STREET

MARKET STREET

CLIFFORD STREET

BRAIDWOOD STREET

SLOANE STREET

MAIN SOUTHERN RAILWAY

BLACKSHAW ROAD

MULWAREE

RIVER

28. Bishop's Residence and Presbytery. 1909 extensions by E.G. Manfred. Gothic bays. Detracting motel and street.

179.

31. Dying street trees - stone rockery.

St. Patrick's Boys School.

154. Halsbury Hse.

View to Montague St.

Area of no heritage concern.

Montague St. Office group.

162.

133.

Hollis group.

10.

9. Young's Store Emporium 1911.

Excessive service areas.

View to Church.

67.

14.

37. 38.

111.

Area of poor streetscape. Car parking, service yards, no landscape quality.

110. Wesleyan Church landmark tower. Original Hall substantially modified.

112.

110.

15.

Old Dividing Hall c.1870. Smith Family Building. Stone. Fine bluestone cottage. Continuing shops.

16.

44. Industrial use intrusion on residential area.

200-202 Auburn St. Federation shops 1907.

View up Auburn St to Gill Memorial.

Poor quality streetscape. Excessive road service uses. No heritage concern.

Individual contributing shop fronts. Victorian, Edwardian, Georgian.

7. 8. Technical & School of Mines.

Temperance Fountain.

18. Demolished.

11. 12. A.M.P.

13. C.M.L. Building 1975.

Car sales yards and service industry. Detracting townscape elements.

Steane St. group. Multiwaree Hotel, residential terrace row and Goolavin Hotel.

Town Hall Court House.

Old Morgue.

151.

C.W.A.

Iron and stone wall.

Rugby Club.

146. Stables.

147. Built + Ulogward Stone arch. 1847.

68.

Argyle Mall - supermarket and covered parking area.

Deciduous plane trees - trunks in between. Sidney Craig Plantation c.1920.

St Clair Village town.

174.

175.

Federation style cottages.

164. 165. 166. 167.

163.

169.

Poor quality streetscape.

171.

Police Station group.

173.

Car and machinery sales.

View to Gartheen St.

Gothic revival station master's house.

168.

Bolmaro Park. Victorian civic open space. Setting for major city buildings.

Poplars.

170.

172.

100. Victorian 2 x 6 terraces.

45.

Good residential group. Early cottages and plane trees. Cast iron detailing.

Railway Station and entry drive. 1869. Building quality decreased by modifications and 'box' scheme.

The "Coffee Palaces". 3-4 storey victorian terraces. c.1880. Key buildings in street.

Art Gallery. Former Court House 1847. Arch. M. Lewis and Former Police Station c.1880. Arch. James Barnet.

Vacant/ under utilised land. Rail associated buildings.

Former Police Barracks. Gothic revival Railway house. Goulburn Leisure Centre. Former Mill building.

28.

Former Victorian Group detracting existing use. Manro Int. gas works site.

Poplars + Willows along river.

Station Master's Residence
Cleane Street - Gothic Revival c.1870.

Buildings listed on Inventory
Contributing Buildings
Contributing Building Groups
Detracting Elements or Areas
Key Views
Landmarks
Churches
Relics/memorials
Fences

Planning Precinct 1.

Townscape Analysis.

Map N° 15

N.

50 100 300m

Former Station Master's Residence 1870

149

Police Station at Old Court House - Art gallery. Arch. J. Barnet 1866

149

Former Court House - Art gallery use today. Arch. Mortimer Lewis. 1849

173

Victorian terraces - Cleane St. c.1880. "Coffee Palaces".

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

PLANNING PRECINCT NO. 2

6.2 INNER WEST HOUSING AREA

Location

Immediately to the west and north of the central business district and generally bounded by Bourke, Clinton, Faithful, Lorne, Citizen and Lagoon Sts.

Description and Character

The townscape character of the precinct is largely determined by topographic conditions, the regular street grid pattern broken only by the site for St. Saviour's Cathedral, the rich variety of predominately late Victorian and Federation housing together with remaining tree lined streets.

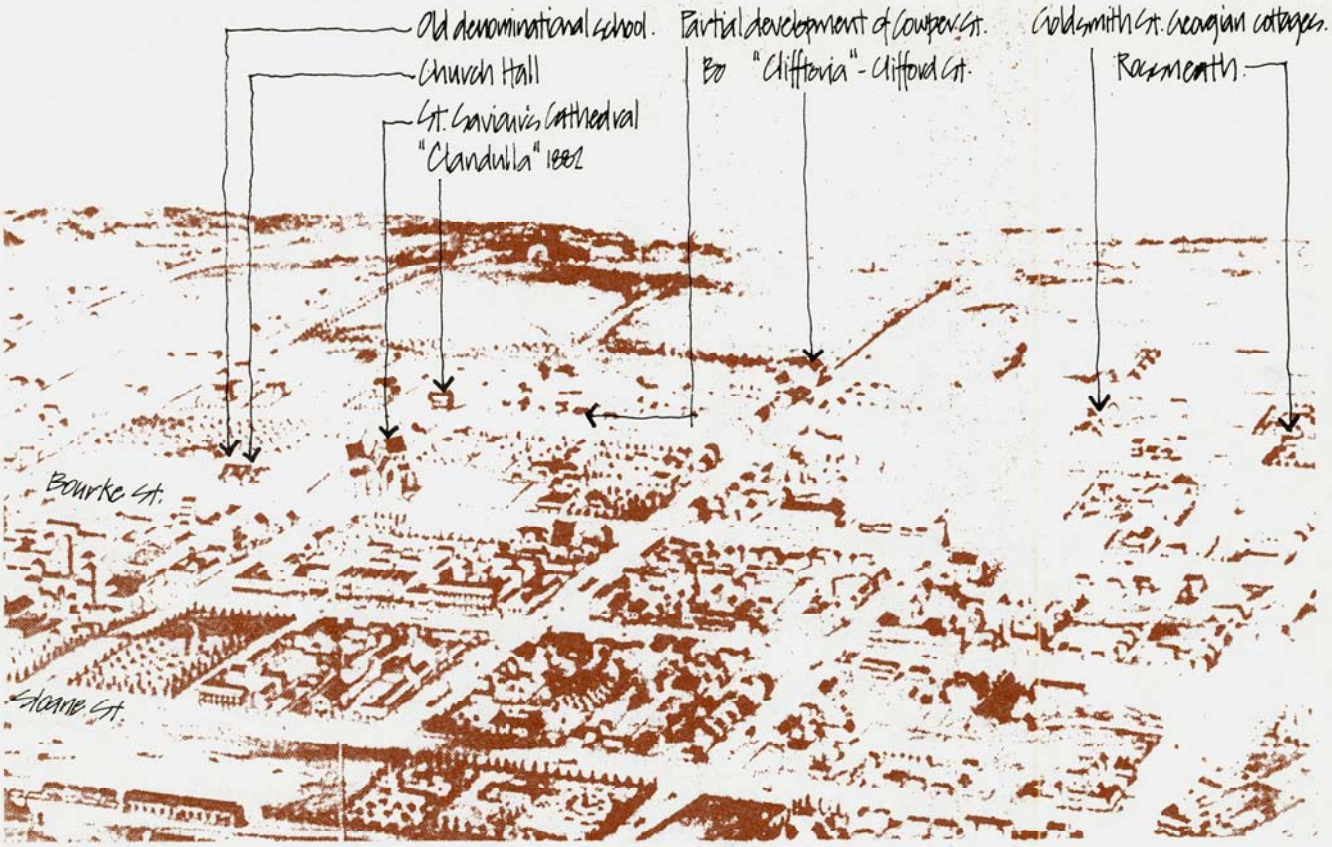
Generally the land rises from the central city area westward to Deccan St with a major knoll - "Church Hill" above St. Saviour's Cathedral and a secondary high point on Bradley St near Hurst St. These areas became desirable locations for the more prestiguous residences of both the Victorian and Federation periods.

Rossneath. 114 Bradley St. Gothic.

The area remained relatively under-developed until the 1880's which saw a major building boom in Goulburn. The 1882 elevated view of Goulburn establishes the limited nature of building at this time and clearly shows the visual and locational dominance of the Anglican Cathedral. On the sketch individual buildings remaining today can be recognised eg. the Horne Square group, "Brackley" in Bourke St, "Clandulla" in Cowper St "Cliftoria" in Clifford St and "Rossneath" in Bradley St.

Horne Square.

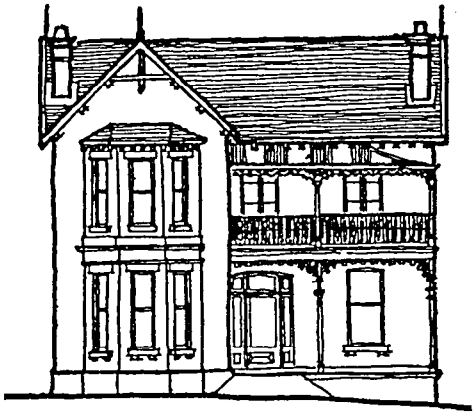
The relatively few former Georgian period buildings remaining include the Argyle Brewery building in Faithful St, No. 145 Clifford St (c.1840) - a small bluestone cottage partially obscured from street view, and the semi-detached residences No. 81-83 Goldsmith St.



View of Goulburn 1882.
From above Eastgrove.

Views of Planning Precinct 2
Show major development through the 1880's.

View of Goulburn 1888 - Looking north along Bourke and Cowper Street.



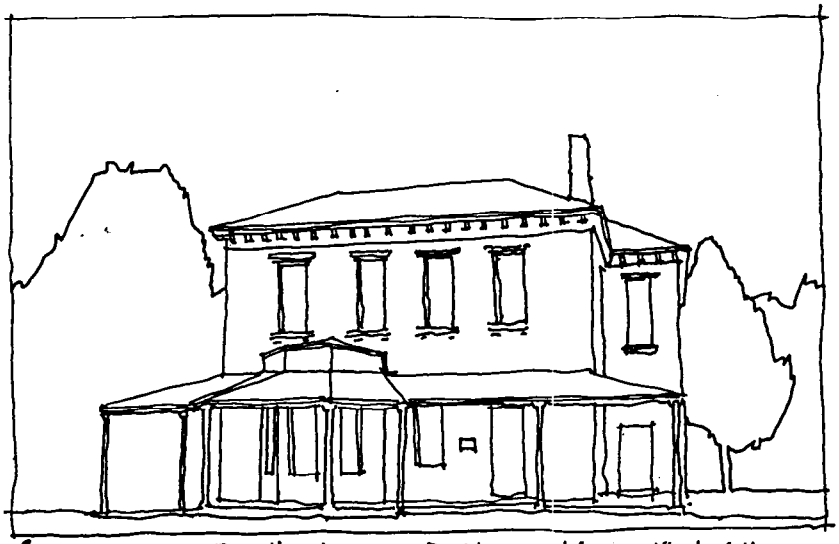
By 1888, the "grand villas" of Cowper St were built eg. (No. 142 "Clandulla" c.1882). Together with the adjacent Cowper St mansions they provide good examples of the style of the period with emphasis on cast iron balcony railings and posts, double storey bay windows, and timber detailing on gable ends and eaves. The buildings bear a close similarity to the domestic style of E T Blacket and Sons. The mansions of Church Hill have been variously used for residential, educational and church uses over time and today form a fine group representative of late Victorian achievement.

Residences by Blacket. c.1882. Sydney.
Source: Herman M. "The Blacketts" p 150.

Cowper Street/Church Hill Villa. E.C. Manfred Arch. 1882.
Typical of quality residences of the period.

The large residences and private schools of the Bradley St area are of a similarly impressive high standard, with two storey mansions set in generous grounds (although later subdivisions have eroded most landscape settings). Architectural styles are Victorian Gothic with elaborate timber barge boards and high pitched roofs with dormer windows in a romantic style (Rossneath and Rosscraig - 1870/ 1880); or the more restrained Classical style eg. "Carrawarra" 1882, originally owned by William Davies, six times mayor of Goulburn, and later used as King's College.

It is believed that Rossneath (Architect E C Manfred) was used in 1881 as a finishing school for young ladies where they could receive the "superior advantages in Music, Singing, Dancing, Painting and French", while Kings and Hurstville College catered for boys with a particular emphasis on the healthy climate of Goulburn and "sporting activity". Rossneath is also believed to be one of the first dwellings in Australia to utilise the brick cavity wall principle.



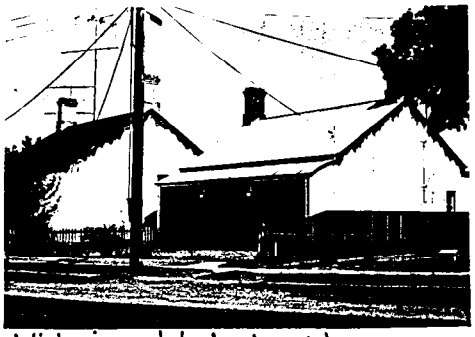
Carrawarra · Bradley St. 1883 · Residence and former Kings College.

"Bulwarra" · Former Hurstville.

The fourth major residence of the period in this area was Hurstville, now known as "Bulwarra", located in Cowper St. Hurstville College, was one of a number of private academies and colleges important in Goulburn's development as an educational centre for the region in the 1880's. Today, successive re-modellings conceal the original building and the grounds were subdivided in the 1920/30's.

The former St. Kilda Cottage (Nos. 21, 23) in Beppo St (c.1862 and extended in 1879), was also used as a Girl's School at the turn of the Century.

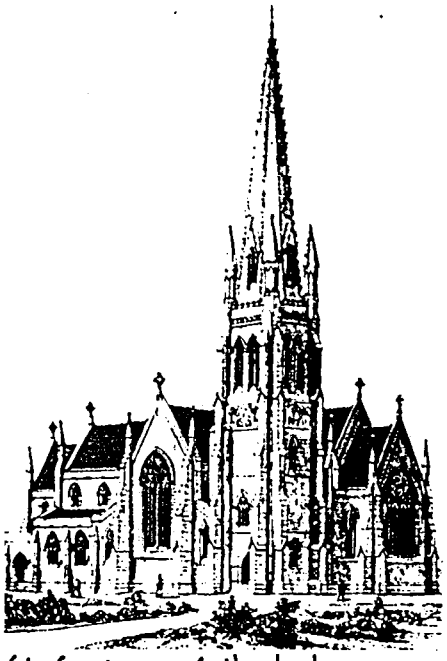
E C Manfred designed a number of impressive residences in the late 1880's and early 1890's in the area which further demonstrate his skills as an architect and show stylistic restraint more in keeping with the emerging Federation period. In contrast to the boom style preference for cast iron and cement decoration, rendered walls and elaborate gabled bays, the red brick was exposed with stone window heads and bay windows simplified. The pair of residences at Montague and Church Sts (1891 and 1903) and "Tarcoola", corner of Cowper and Verner Sts, are good examples of his work.



Victorian detached residence.
Typical form. Stripped verandah. Citizen St.

The majority of other residential construction was in the form of the single or double storey Victorian row or terrace house of varying quality. No. 63 Clinton St is perhaps the best example of the two storey boom style terrace (designed by Manfred in 1886) although others remain in Montague St, in Cowper St (No. 222) and a pair, also by Manfred, in Beppo St (1882). The less flamboyant single storey narrow frontage style can be seen throughout the precinct although it is best represented by the Cowper St group (No. 150-180). The dwellings are a simple and symmetrical mostly with arched windows, central door and curved verandah roof supported by flat open cast iron columns.

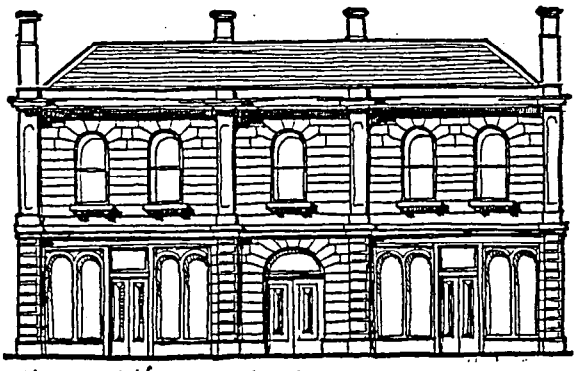
The Horne Square group is worthy of separate mention and was built between 1878-80 by F Horn, who was also the builder for the Convent, St. Patrick's College, Hurstville and the Post Office. There are eight identical detached brick Georgian style cottages, some with unsympathetic additions, located off a narrow access road. This road also serves three more prestigious, identical residences built by Jas Turner (builder of St. Saviour's Cathedral) in 1885/6 which sit high above Clinton St. Although a close knit group, there is little sense of place due to the orientation of buildings and road access grades.



St. Saviours Cathedral.
Drawing shows spire not built.

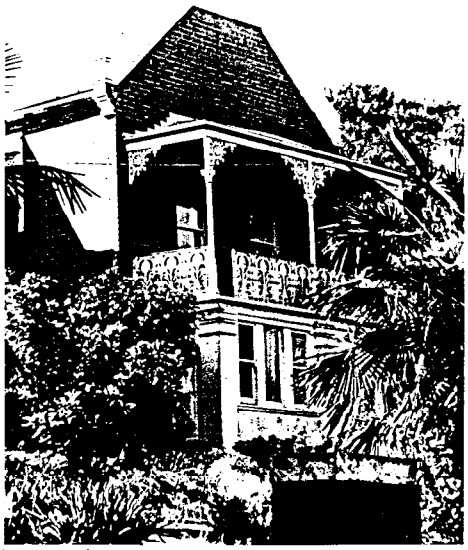
The St. Saviour's Cathedral Precinct developed during the Victorian Period, with the centrepiece representing one of Edmund Blacket's finest ecclesiastical works. Blacket dominated the early architectural scene in New South Wales, completed four major cathedrals and a host of parish churches, was architect for Sydney University, Colonial Architect for a time and responsible for a large number of commercial and residential works primarily in Sydney over some 40 years of practice. He arrived in the Colony with a letter of introduction from the Archbishop of Canterbury and was immediately engaged by Bishop Broughton, the first Anglican Bishop of Australia. Blacket was later appointed Anglican Diocesan Architect in 1847.

The Cathedral in Goulburn was late in Blacket's career (he died in 1883 while completion was in 1884) and is an example of the well tried Blacket Gothic formula on a large scale although the planned tower and spire have yet to be constructed. Although not complete the Cathedral cost 25,000 pounds, an enormous sum at the time. It features a fine interior with furniture designed by Blacket, and contains a cruxifix carved by Blacket on his voyage to the Colony. The adjacent Church Hall on Bourke St was designed by Blacket in the Gothic style in 1874 and intended for use as a school. He also proposed a Rectory but this was not built. To the south west of the Cathedral are the former diocesan offices built in 1923 (Architects Burcham Clamp and MacKellar). The open ground to the north of the Cathedral was the site of the later Rectory designed by E C Manfred and built in 1916. The Rectory was later demolished.



The Oddfellows Hall. c1880 before demolition.
Source: Herman M. "The Blacketts".

Blacket also designed St. Nicholas in North Goulburn (1879/80) and Wyatt (p. 315) refers to other "lesser buildings" of his design which are not identified. Wyatt later (p.356) refers to Blacket designing the Oddfellows Hall 1882/3 which was built, later altered to the foyer of the Empire Theatre and subsequently demolished.



Mansion · Church Street.

The Cathedral precinct is enhanced by the fine late Victorian and Queen Anne residences of Church St and the exotic street landscaping remaining today in the southern sector. The residence at 10 Church St replaced the old denominational school building (c1839) to the detriment of the heritage value of the precinct. The northern section of Church St is not of the same environmental quality due to the demolition of a number of early buildings which has resulted in gap or open sites, unsympathetic alterations to a number of facades and a downgrading in the quality of the landscape.

Immediately south of the Cathedral precinct is the Baptist Church designed by Manfred in 1887 (front facade now rendered and altered) which prior to the building of the more massive Technical College was prominent in Bourke St and formed part of the ecclesiastical group.

N°6 Lithgow St. Georgian heritage.

Largely interspersed within the Victorian built fabric in the form of infill single residences or groups of dwellings, is the architectural legacy of the Federation Period (generally considered to range from the late 1800's to the first World War, although the style lingered beyond this). Combined with the remaining Georgian buildings, the rich texture gives rise to composite streetscapes typical of the inner western area of Goulburn eg. Beppo, Lithgow, Cowper Sts.

Federation Group. Auburn St.

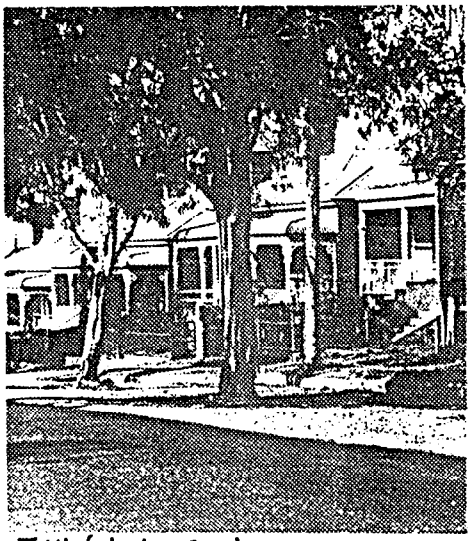
Perhaps the best individual examples of the Queen Anne/Federation style residence are at 14 Church St, 17 Kinghorne St and 24 Hurst St. (c1911 built for Knowlman family). They feature the hallmarks of the style including turrets and wide verandahs, terracotta cresting, turned timber detailing, elaborate roof forms, and lead glass windows. Notable groups of Federation houses can be seen at Verner St/Faithful St intersection, the row No. 127-139 Faithful St, Cowper St between Montague and Clifford Sts, Bourke St between Bradley and Lithgow Sts and 329-337 Auburn St. The area around Hurst St is dotted with many fine examples of Federation

period dwellings and is generally enhanced by mature street planting, hedge rows and well kept gardens. A number of significant residences were designed by E C Manfred including his own house at No. 6 Hurst St. To this fabric can be added the later Bungalow style dwellings of the interwar period, further contributing to the composite or mixed character of many streets.

The full canopy deciduous tree character of Hurst St contributes to the environmental quality of the area as do the remaining continuous rows of Plane trees in Bradley, Goldsmith, Bourke and Auburn Sts.

Part of Faithful St has its own distinctive character provided by the eucalypts planted in gravel verges along its length. By contrast the dominant, open, paved road spaces of Cowper, Verner and Bourke Sts detract from the setting of individual buildings and the amenity of the city as a whole.

24 Hurst St. Federation/Queen Anne c. 1911.



Faithful St. Eucalypts in gravel.

Hurst Street. Fine avenue Deciduous tree canopy.

Areas of Concern

- The impact of roadworks - street widening, kerb and guttering and tree removal (eg. Cowper, Clinton Sts).

- The absence of appropriate guidelines for additions or alterations to early buildings and for the design of new infill buildings.

- The intrusion of service industry uses on contributing buildings in the Bradley/Auburn St area.

- The creation of gap sites due to demolition of historic or contributing buildings, or often due to development expectations as yet unrealised. (eg. proposed Civic Centre site, Church and Bourke St).

- Potentially "threatened" nature of the former Argyle Brewery in Faithful Street.

Guidelines

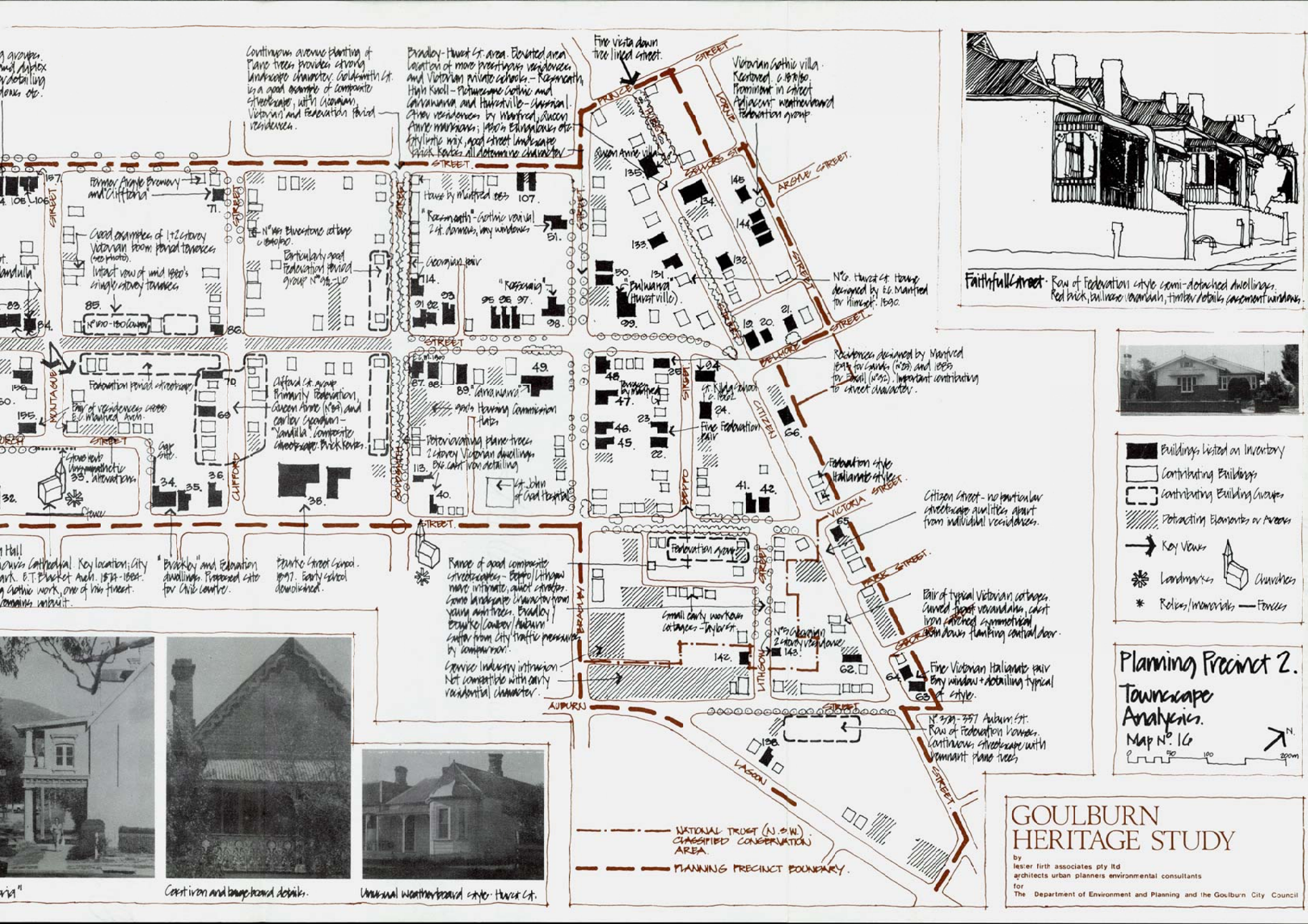
The area should remain and develop as a diverse, varied inner residential area with quality composite streetscapes from the Victorian and Federation Periods.

- City wide guidelines covering historic building retention, streetscape character, additions to early buildings and new development should be adopted.

- New infill planting in streets is required to conceal gap sites and unsympathetic new development eg. Church and Cowper Sts.

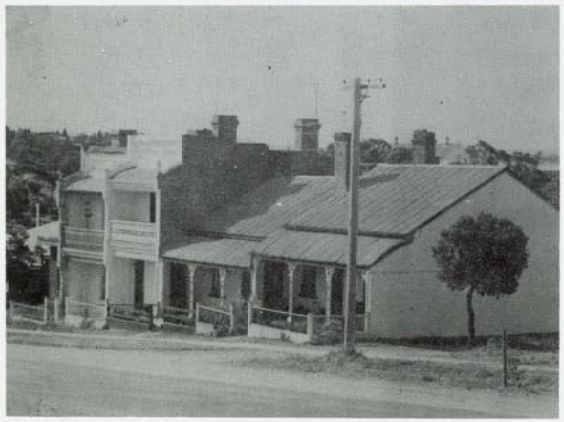
- It is important that new and appropriate uses be sought for threatened or underutilised heritage items. Subject to detailed survey the Argyle Brewery stone building may be suitable for a craft/tourist related function. "Carrawarra" has recently been vacated and appropriate government or public use of the building is desirable.

- The General Industry zoning of land under the Goulburn Planning Scheme covers properties on the southern side of Lithgow St. The zoning should be reviewed to facilitate the conservation of listed and other elements that contribute to the environmental character of Lithgow St.



Cast iron and barge board details.

Unusual weatherboard style - Hurst St.



Victorian residences. Montague St. 1860s. Typical 1+2 storey forms.

"Clifftaria"

Cast iron and lace board details.

Unusual weatherboard style. Hurst St.

PLANNING PRECINCT NO. 3

6.3 INNER SOUTH HOUSING AREA

Location

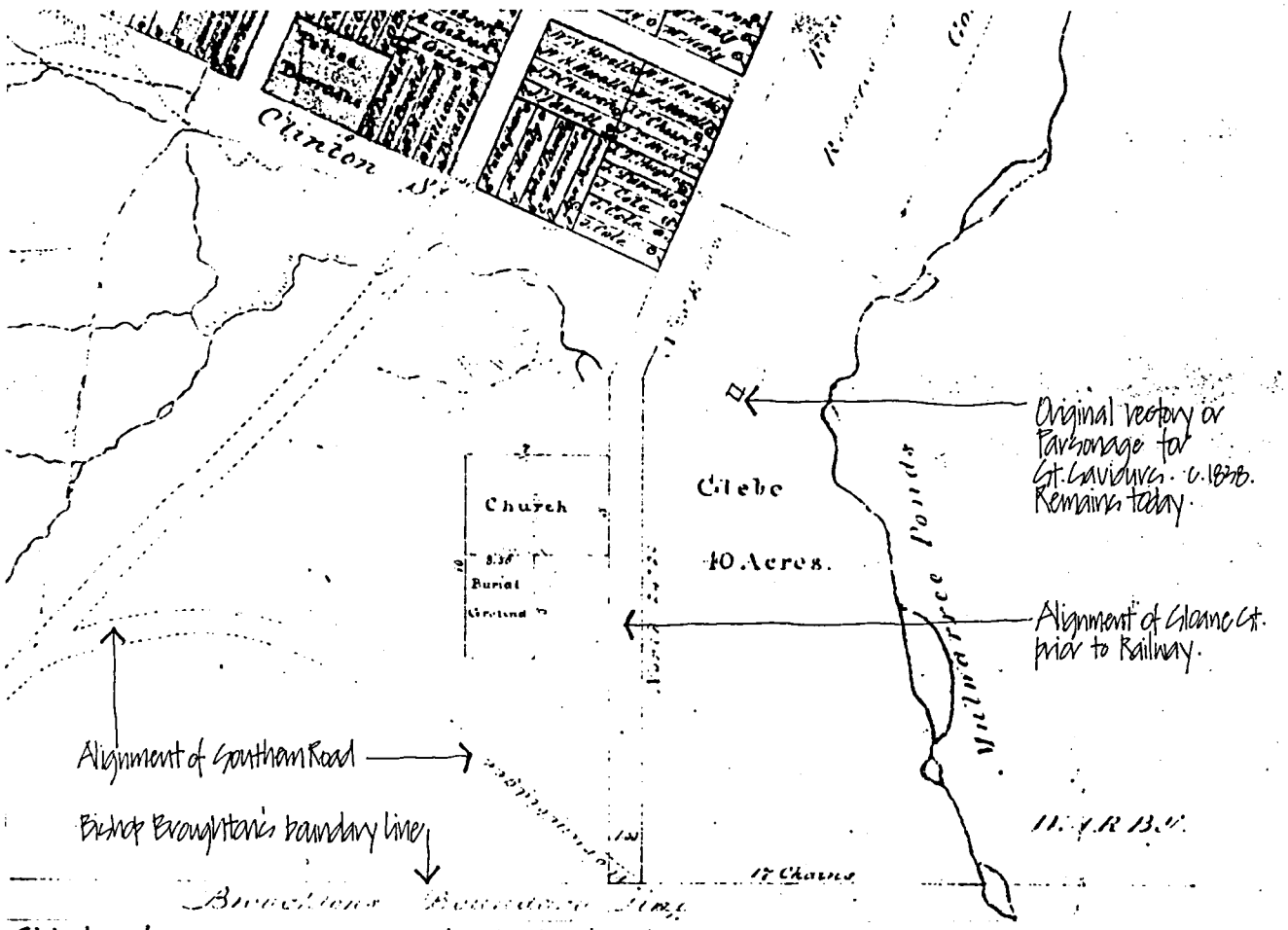
Directly south of the central area generally bounded by Clinton, Verner, Coromandel, Mundy, Combermere and Ottiwell Streets and, to the east, by the railway.

Description and Character

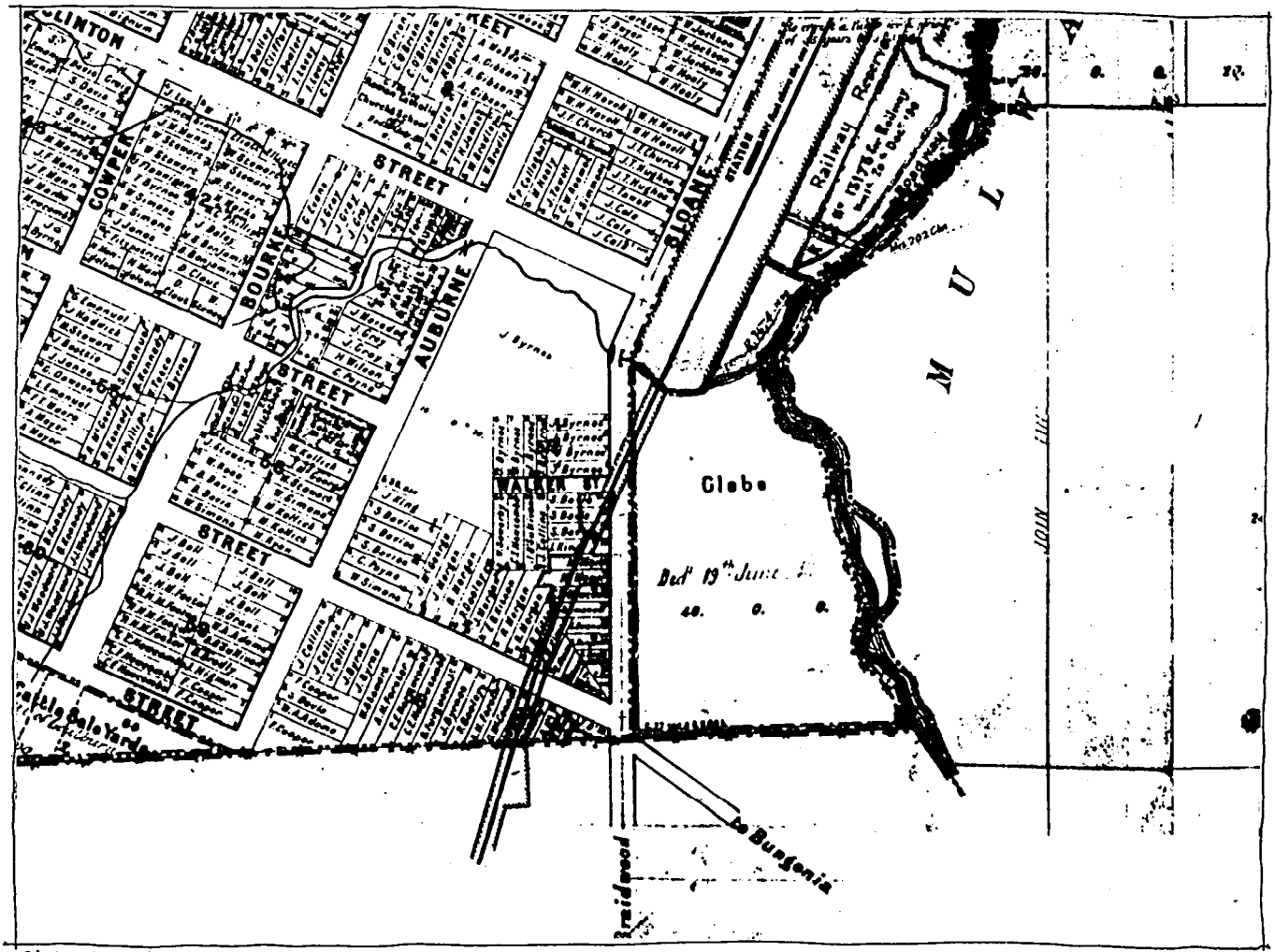
Apart from contemporary commercial strip development along Clinton St, which replaced 19th Century industrial enterprises, the area is residential in character with a mixture of dwelling styles including the Victorian boom period, the post World War I growth period and later development.

South Goulburn was sparsely developed until the land boom of the early 1880's and an improved connection across into Auburn St encouraged building activity.

An 1840 plan shows largely vacant land with a site reserved for a Church and Burial ground and across Sloane St, the Glebe lands, Broughton's Town Boundary line and the alignment of the "Great South Road from Sydney to Murrumbidgee". The 1849 map shows large block subdivision with a major grant to Thomas Walker between Auburn and Sloane Sts with only part of Walker St existing. This land was known as the "South Hill" property and was first purchased by the Church in 1866 for a college and again later in 1926 from Joseph Collett for St. Patrick's College. However the existing West Goulburn Site was selected for the college and South Hill was re-sold. This explains the lack of Victorian built fabric along Glebe Avenue and Walker St which were not developed until the late 1920's.



Glebe Lands · c. 1840 · Site reserved for Church and cemetery · No subdivision.



Glebe Lands. · Map dated 1833. Shows subdivision and alignment of Railway. Large tract of vacant land developed in the 1920's for today's Glebe Avenue.

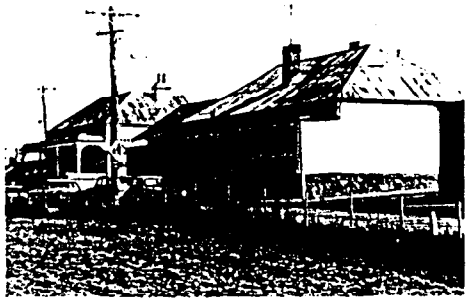
Early residential development was associated with the manufacturing industries located along Clinton St and backing onto the Bourke St water course (in part todays Manfred Park). Lots in City View Road were advertised in 1888 as being "specially designed for the artisan", a reference to their small size.

Residential development today is characterised by the progressive infill of dwellings on allotments within the largely uniform road grid pattern. Most of the lots were taken up by the 1940's with the majority of Post World War II development occurring outside the boundaries of the precinct. The housing mix is fairly uniform with some groupings of late Victorian cottages or Federation streetscapes but elsewhere, 1930/40's brick bungalow dwellings predominate. A number of earlier Georgian farmhouses/cottages in Auburn and Coromandel Sts are orientated to the north rather than to the street.

Brick bungalows. 1930/40.

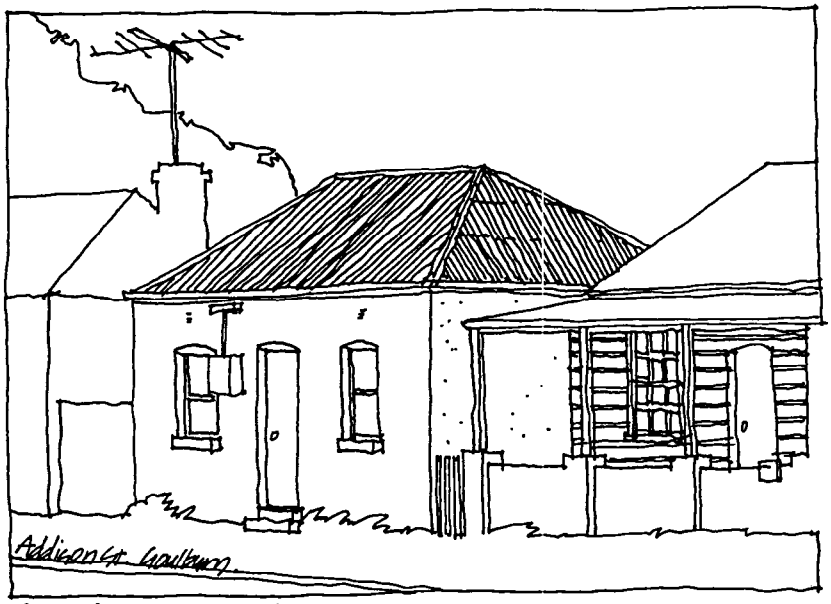
The most substantial groupings of the 1880/90's artisan cottages remain in the Addison/Australia/Ballina St area, the City View Road area, along parts of Coromandel St, and in John St. They are characteristically small symmetrical stone rubble Georgian style cottages with simple hip roof, verandah-less with front door to the footpath (Addison St), the more common single storey small Victorian row cottage with bullnose or convex galvanised iron verandahs and cast iron columns (John St), or a timber or stone version with a verandah as an extension of the roof (Australia St and Auburn St). Apart from Addison St the cottages are consistently located in treeless narrow streets within the larger block grid, giving rise to an urban streetscape, reminiscent of inner-city streets of major Australian cities.

Victorian terraces. John Street.



Australia Street. Cottages.

The duplex pairs of cottages in Australia St (No. 24-30) are of interest with the use of timber cladding resembling dressed stonework on the front facades.

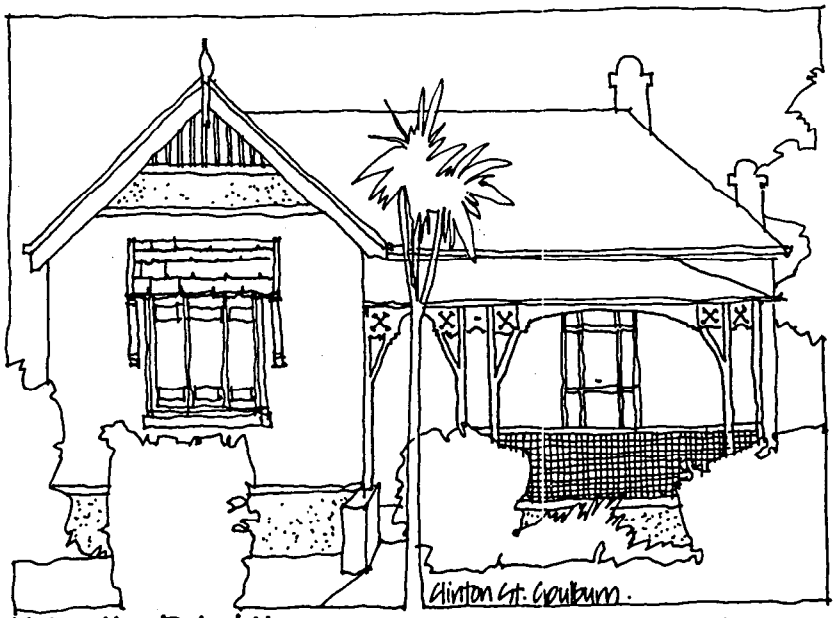


Georgian Style cottage · Small scale, simple, symmetrical design hipped roof form, no eaves or verandah. Opens on to street. Pre 1870's.

Federation Streetscape · Walker St.

Notable Federation building groups and streetscapes include No. 120-144 Clinton St (with the exception of the service station on the corner), an intact block with dwellings well set back on their lots in a cresent form, Glebe Avenue and Walker St - both relatively intact Federation streetscapes although street landscaping leaves much to be desired; and others in Auburn St (between Walker and Glebe and near Combermere St eg No. 6 Auburn), in Bourke St and Addison St.

Clinton St. Group · Federation style.



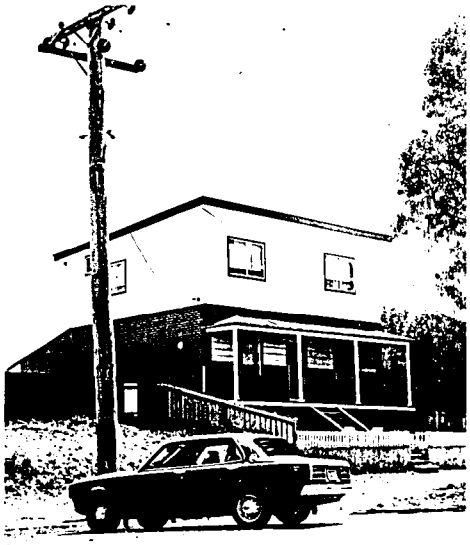
Federation Period House · Edwardian Era · Red brick, rough cast base and detail on gable end. Shingle sunhood, casement windows, timber detailing.

Victorian Cottages · Plane trees · Coromandel St.

Auburn St rises to the south to provide elevated views over the City and Eastgrove. The Gill Memorial Hostel, a large dark brick building with a four storey tower (built 1934) is a significant architectural landmark above Auburn St. The other major building in the precinct is the St. John's Orphanage above Mundy St, designed by E C Manfred and opened in 1913. The Orphanage is a large 2 storey red brick building with central gothic bay, similar in style to Manfred's extensions of the Roman Catholic Presbytery in Verner St and St. Joseph's Convent in Reynolds St.

A number of streets are notable for their landscape quality although the majority are bare and some excessively widened to the detriment of residential amenity. Faithful St is distinctive due to the regular verge planting of eucalypts while parts of Coromandel and Auburn Sts retain mature plane trees in gravel verges contributing significantly to the environmental quality of these areas. Other landscape elements include the long row of poplars between Sloane St and the railway and the pepper trees and eucalypts of Manfred Park. Elsewhere the streetscape is harsh, barren and dominated by wide stretches of bitumen. (eg. Mundy, Bourke , Clinton Sts).

Areas of Concern



Additions · Unsympathetic form.

- Poor environmental quality of major traffic arteries, Clinton and Cowper Sts, and the excessive paving standards adopted for "upgrading" residential streets.

- The removal of mature street trees and resultant loss of environmental amenity.

- The continuing impact of new development not in sympathy with the overall character of the area, in particular 2-3 storey residential flat buildings.

- Small scale residential extensions and modifications affecting the heritage value of groups of dwellings or streetscapes.

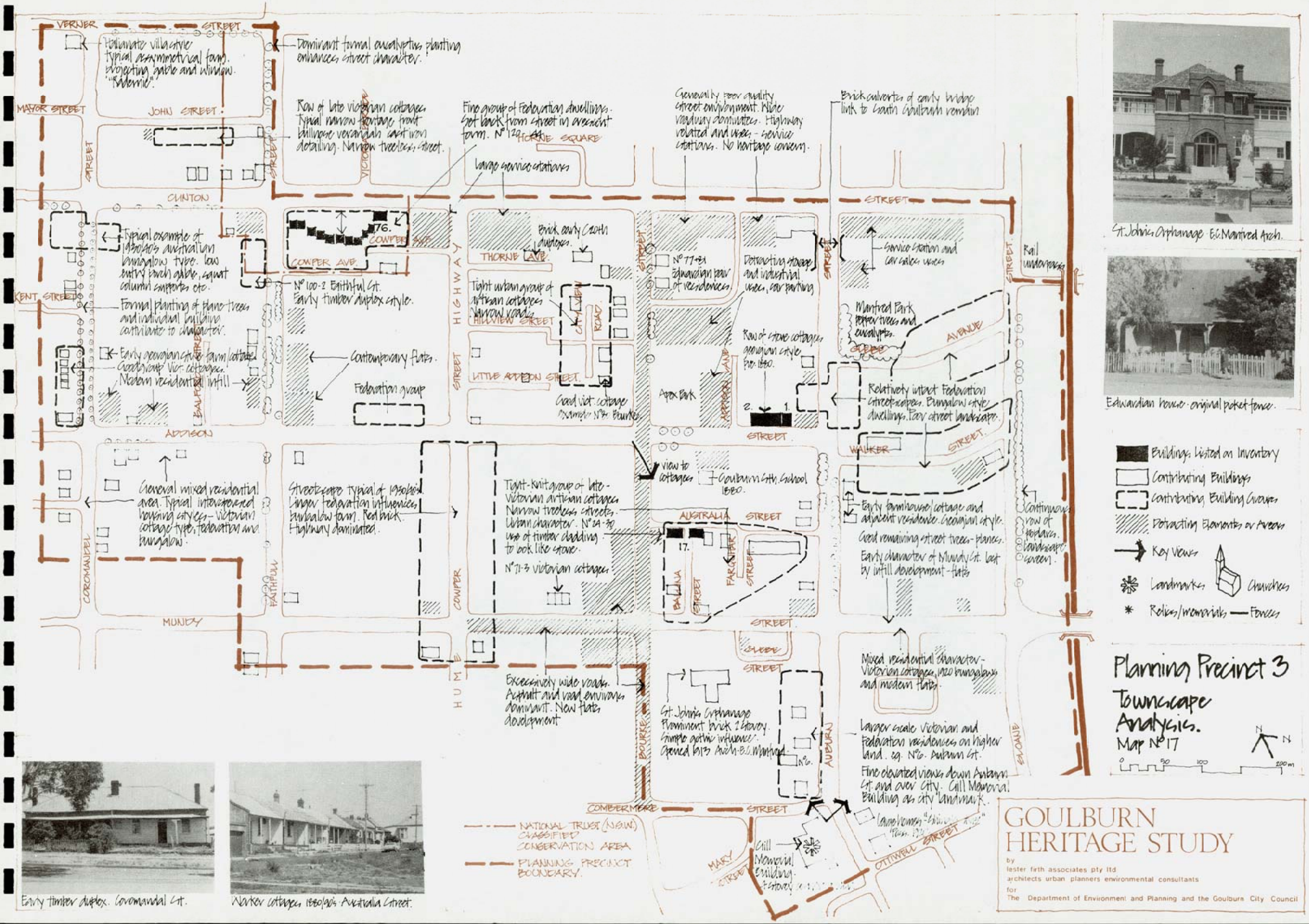
- Current land use zoning for the Australia/ Ballina Sts area is general industry. Development of this use would result in loss of historic character.

Guidelines

- Adoption of the proposed citywide guidelines for roads and urban conservation.

- Street landscaping and upgrading programme based on extending existing treed avenues and creation of distinctive residential streetscapes.

- The land use zoning in the Australia/Ballina Sts area should be reviewed.



St. John's Orphanage E.C. Manfred Arch.

Edwardian house - original picket fence.

Buildings listed on Inventory
Contributing Buildings
Contributing Building Groups
Detracting Elements or Areas
Key Views
Landmarks
Churches
Relics/memorials
Fences

Planning Precinct 3
Townscape Analysis.
Map N° 17

N N
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Early timber duplex. Covomandal St.

Worker cottages, 1880/90's Australia Street.

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

PLANNING PRECINCT NO. 4

6.4 GRAFTON/REYNOLDS STREET PRECINCT

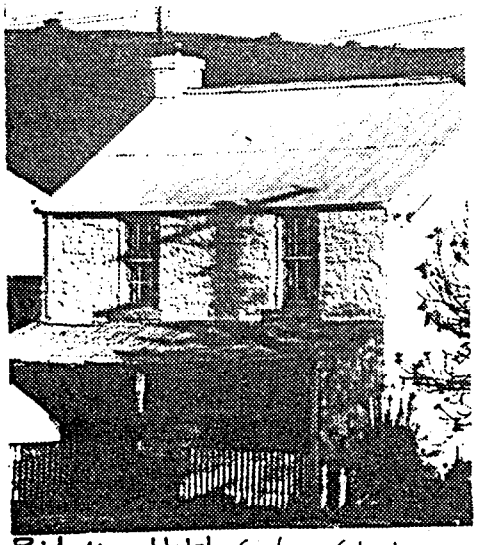
Location

Immediately north of the existing city centre between Bradley Street and Hume Highway, centred on Grafton/Reynolds Sts.

Description and Character

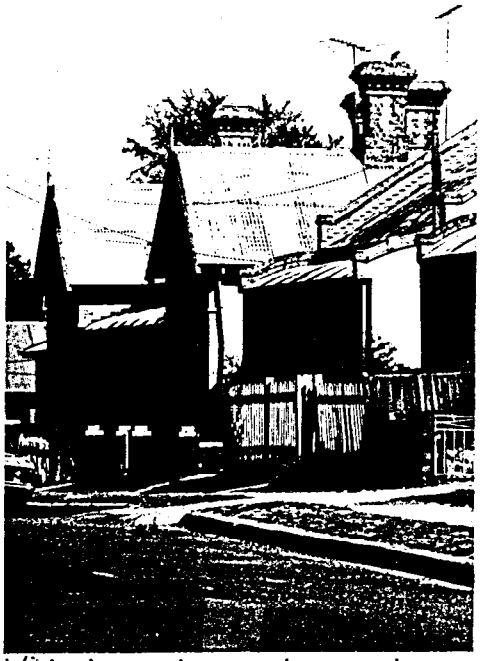
Following the decision by Mitchell in the 1830's on the alignment of the Great South Road from Sydney, (initially Mulwarree Street), and the building of the Fitzroy Bridge, Grafton/Reynold Sts became the principal thoroughfares into Goulburn. As a result the old northern township and the northern road became secondary.

The opening and location of a subsequent Fitzroy Bridge in 1884 favoured the commercial development of Lagoon St and Auburn St, leaving the physical fabric and character of early Grafton St somewhat intact today. Jevon's social map of Goulburn (c1860) shows Grafton St as the main approach road with at least three inns, seven stores, two butcher shops, and some 15 to 20 huts or dwellings along its length.



Poldevans Hotel · Grafton Street

A number of de-licenced Georgian inns and residences remain from this early period. The residual two storey buildings set close to the street edge, some unfortunately with substantially modified facades, are contributing elements in the street character today. This character is determined primarily by the remaining small scale, simple Georgian and Victorian cottages and terraces, the wide street cross section with central gravel median and pepper trees establishing an informal rural



Victorian and Edwardian residences Mulwarree St.

quality, the punctuation of the two storey inns and shop/residences and by the range of single storey later Victorian and Federation style dwellings and semi- detached pairs which line the street.

Similarly, in Mulwarree St a wide range of dwelling styles can be seen from the Georgian brick and weatherboard cottages to the south, semi- detached Edwardian dwellings, a Victorian two storey terrace, through to 1930's timber cottages and 1980's brick infill housing. Mulwarree St fronts the rail easement (in cut) and views are available to the south east. Some good mature native vegetation and bullnose brick kerbing are contributing townscape elements.

A rail overbridge joins the Philip St area to the Grafton St precinct and views from Mulwarree St provide the visual link.

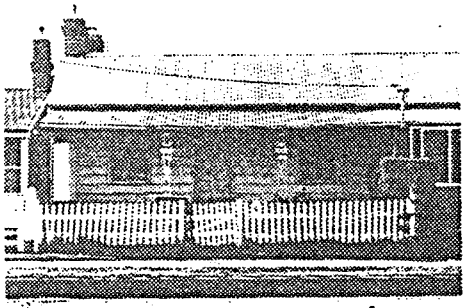
Two good examples of early brick residential dwelling types are prominently sited on the corner of Philip and Sterne Sts (note quality iron work and shutters). The group of three Victorian dwellings in Cole St are noteworthy for consistency in style and decoration and the tiny 3.5 m wide worker's brick cottage contributes to the historic character of the area.

Group of Cottages. Georgian simplicity. Bradley Street. Good landscape character.

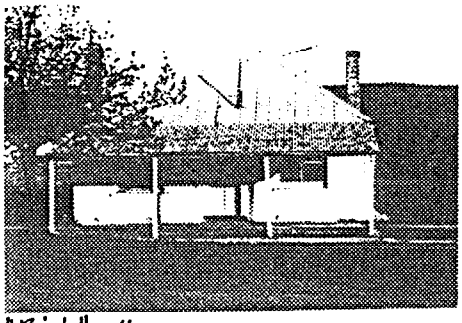
The precinct is clearly defined to the east by low lying flood prone land used for grazing/agistment.

The landscape character varies within the precinct with the formal regular spacing of deciduous trees in gravel in Sterne and Bradley Sts, the informal character of the low spreading remaining pepper trees in Grafton St, and the taller pine and deciduous planting along the railway easement.

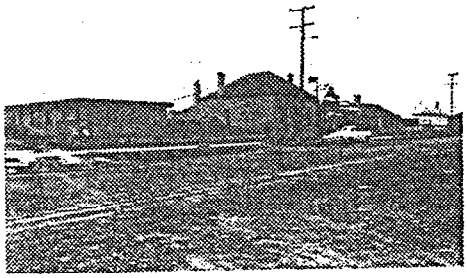
Townscape details of note include the elegant "bell type" cast iron letter receiver installed in 1859 (designed by T W Levinge in Sydney), cast iron verandah and fencing details generally and the brick bullnose kerbing to Mulwarree St.



Victorian timber cottage Grafton St.



"Pejah" cottage 1856-9.



62 Grafton St. c.1850 cottage. Adjacent unsympathetic development.

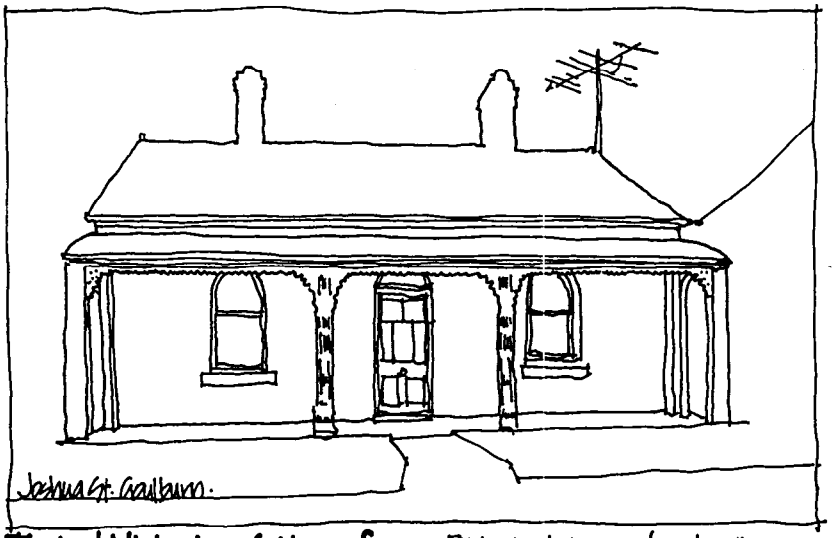
Buildings which contribute significantly to the historic character of Grafton St include:

- 6-8 Grafton St - c.1840's Georgian stone random rubble residence shopfront addition 1911.
- 9-19 Grafton St - Federation streetscape.
- 12-18 Grafton St - 1870-75 Victorian single storey semi detached pair.
- 21 Grafton St - Federation residence.
- 27-29 Grafton St - Coach and Horses Inn c.1840. Single storey Georgian inn building relatively intact.
- 51 Grafton St - Former Grafton House.
- 62 Grafton St - c.1850 Georgian four roomed cottage.
- 66-68 Grafton St - c.1870 semi detached single storey Victorian cottages.
- 83 Grafton St - Former Builder's Arms Hotel 2 storey Georgian Inn. Modified facade. Note rear stables.

Other heritage elements within the precinct include:

- 90-96 Bradley St - Victorian cottage row.
- 2-12 Mulwarree St - Federation semi detached residences.
- 4-6 Sterne St.
- 43 Reynolds St - Former Star Hotel c.1860.
- 57-59 Reynolds St - Georgian cottages "Pejah" and "Crumbles" c.1856-1859.

Elsewhere the precinct has relatively little to offer in heritage terms with the exception of a number of individual dwellings along Lagoon St and Cole St. The dwellings are good examples of the typical simple the Victorian cottage form so prevalent in Goulburn and of the Victorian Italianate villa style (39 Cole St) respectively. Lagoon St, as the Hume Highway, is a long wide expanse of roadway, with little positive environmental character.

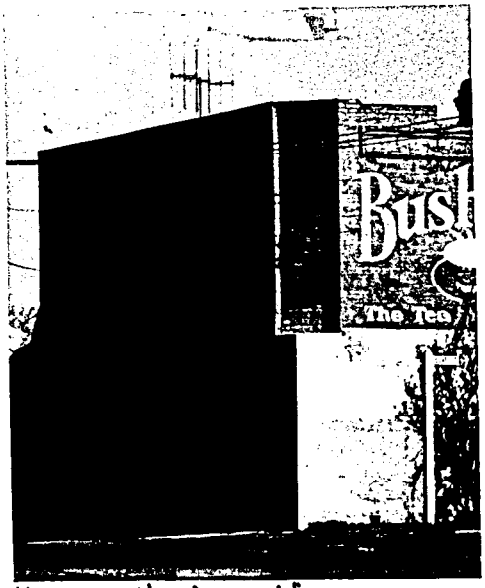


Typical Victorian Cottage form - Pitched galv. iron roof and bullnose verandah supported by decorative cast iron columns. Symmetrical design, central door, round head windows, end wall arched brick panel c.1880.

Areas of Concern

- The existing heavy vehicle bypass route for the city centre is along Grafton St. Traffic flows are around 6000 vehicles/day and the existing road pavement is in poor condition.

- The central median pepper tree plantation in Grafton St is also in poor condition and many of the trees have been removed over time, resulting in a relatively barren, unattractive character in some parts of the street. Uncontrolled carparking and turning across the gravel median creates dust and ground cover problems. The width of bitumen carriageway does not allow overtaking without causing dust nuisance and damage to the road shoulder.



Unsympathetic modifications. Character of 1888 building lost.

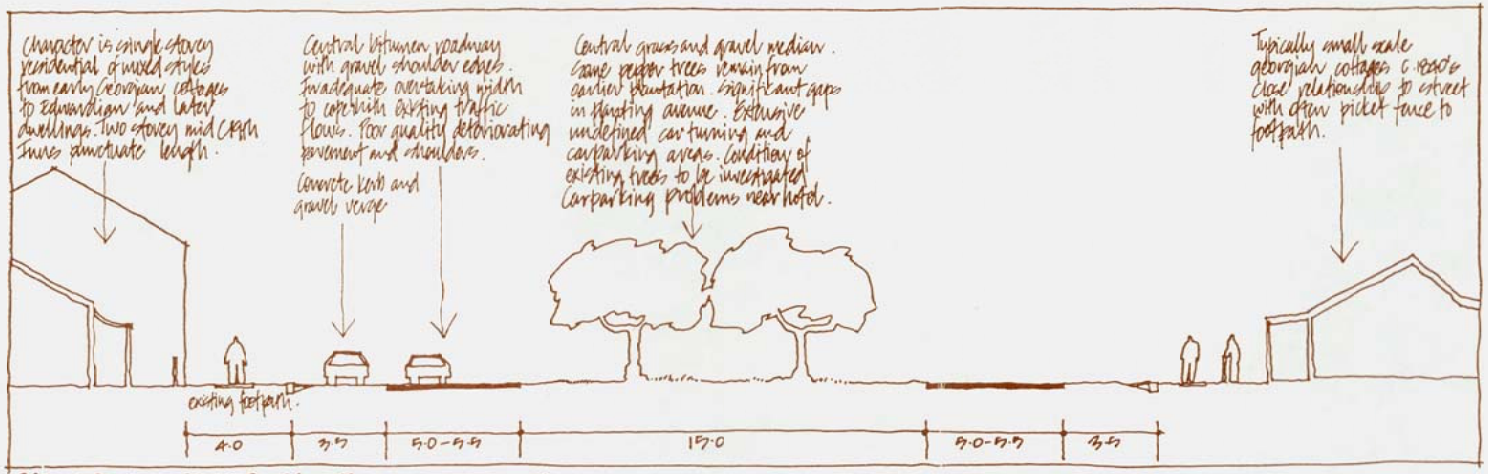
- Unsympathetic renovations to early cottages and inns, together with incompatible new infill development have led to a gradual deterioration of historic street character.

- Much recent development is characterised by one or two storey, flat roofed, cream brick flats setback from the property boundary with blank walls to the street. Facade renovations of low quality, unsympathetic forms and materials have in some cases substantially altered the early building character.

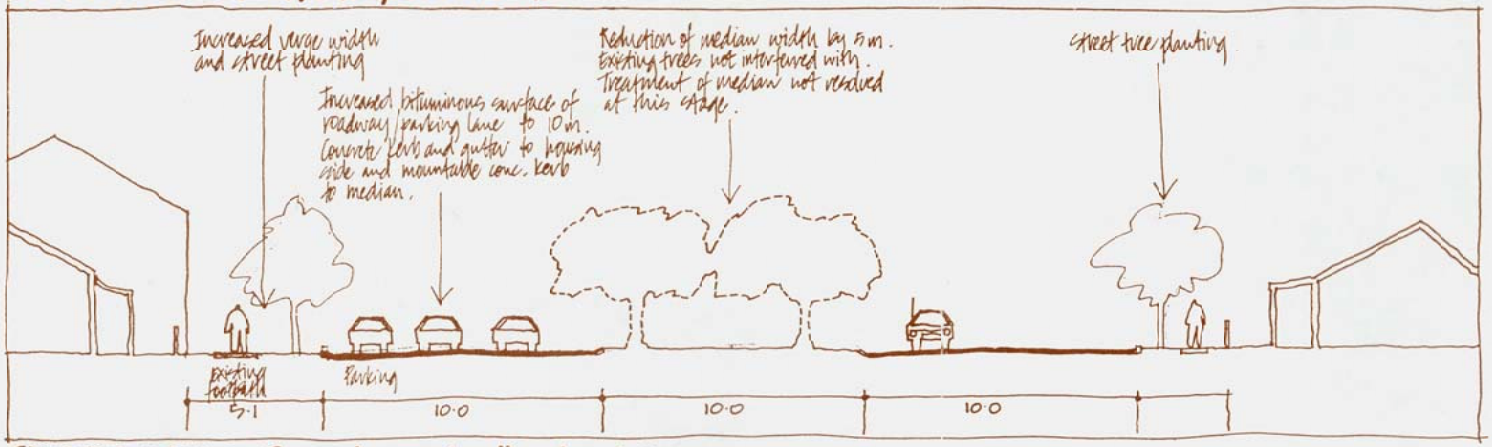
- The relatively poor building condition and possible threat of demolition of a number of key individual buildings in the precinct.

- Inappropriate character of the existing visitor arrival centre, profusion of advertising and relative lack of planting.

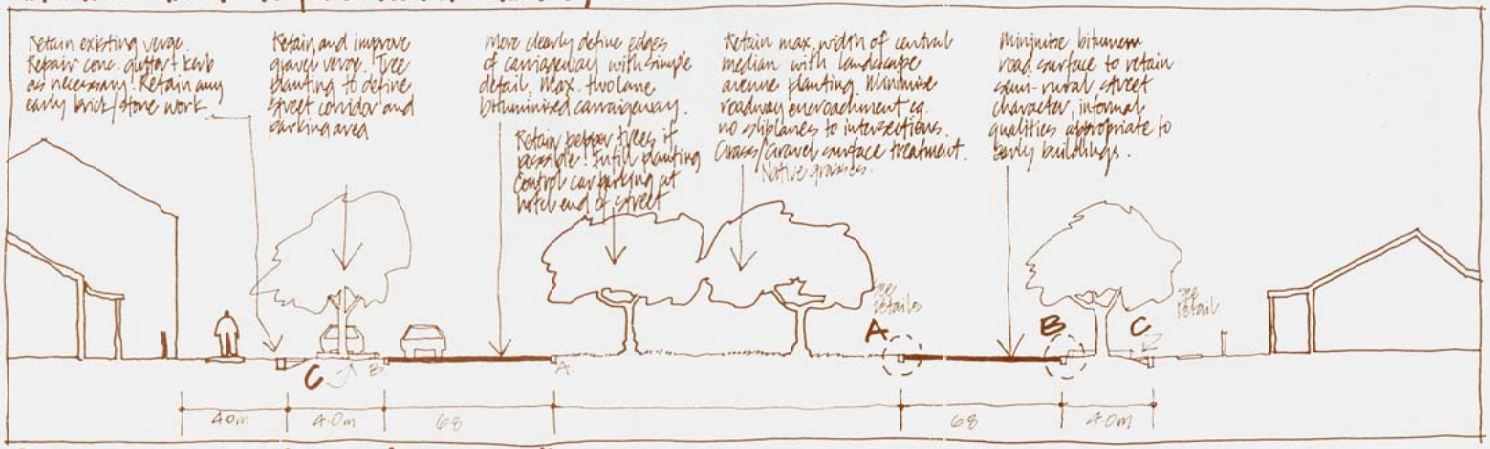
- Service station development at the city entry area is out of scale and character with the historic precinct. Some areas of open space are barren and areas of unpainted metal deck fencing is evident along street frontages.



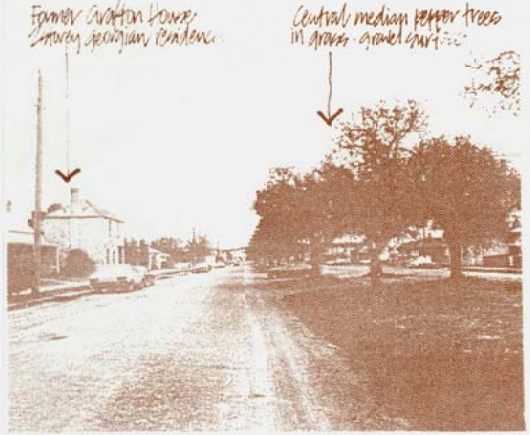
GRAFTON STREET : Existing cross section



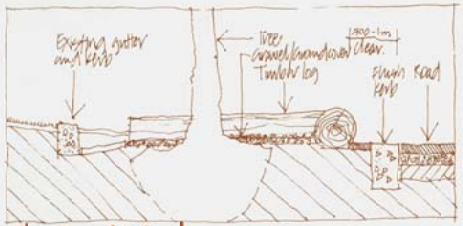
GRAFTON STREET : Proposed reconstruction by G.C.C.



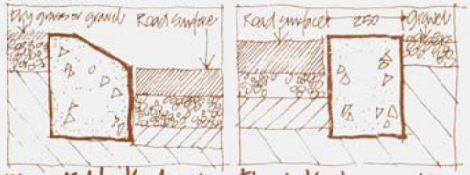
GRAFTON STREET : Alternative upgrading proposal.



Existing street character.



Planter Detail C.



Mountable Kerb A. Flush Kerb B.

Grafton Street upgrading. Guidelines.

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

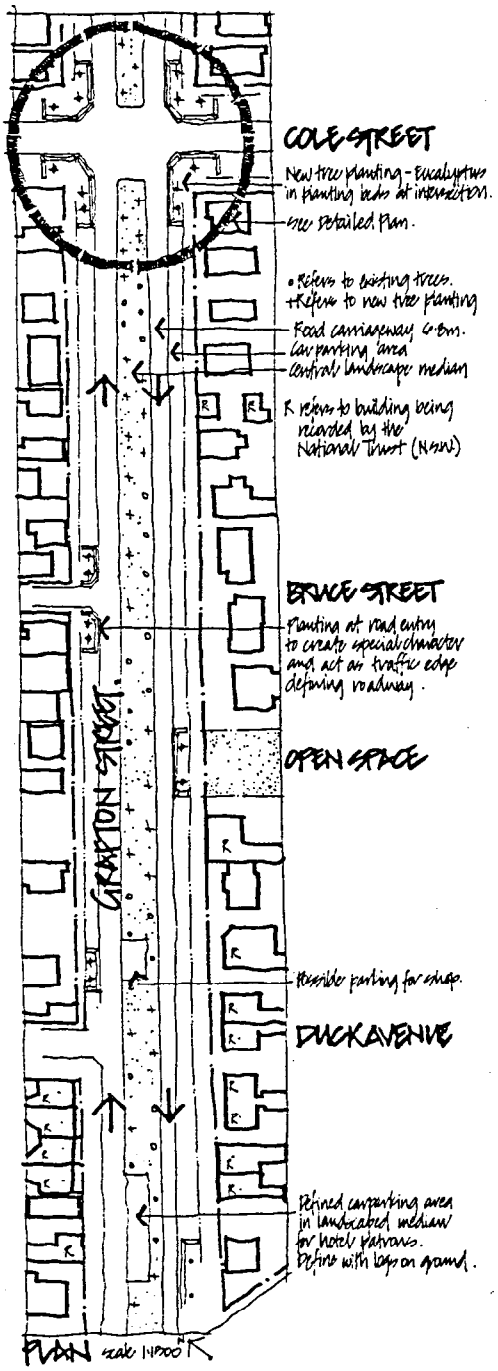
Guidelines

- The desired future character of the area should be for continued residential use with minor compatible commercial uses. Heritage and environmental character should be enhanced by streetscape improvements, retention and upgrading of early buildings and the removal of heavy vehicle through traffic with the construction of the Goulburn City bypass. Sympathetic new housing infill development to consolidate residential character is appropriate. Larger scale commercial development of the city centre is not appropriate beyond Bradley St in the south.

  In the intervening period before the bypass (completion expected 1988) Grafton St will continue to carry significant volumes of traffic and act as a secondary "entry" to the city. The roadway requires improvement, but not to the detriment of the existing informal "country town" character. Landscape upgrading required to reflect the area's arrival functions and historic importance.

- New landscaping work should be undertaken to enhance the environmental character of the streets including new median and verge planting in Grafton St. A condition survey of existing pepper trees should be made. Measures to retain trees if appropriate and infill the gap areas with similar species is recommended. Carry out consistent verge planting in Reynolds St, the extension of landscape edge treatment along the rail easement and infill street planting to establish avenues in Bradley and Cole Sts.

- The objective of the Grafton St upgrading is to undertake the necessary improvement of existing road conditions and at the same time to retain a level of residential amenity and the domestic, rural character of the street as an appropriate environment for the existing heritage buildings.



INDICATIVE GUIDELINES FOR GRAFTON STREET UPGRADING.

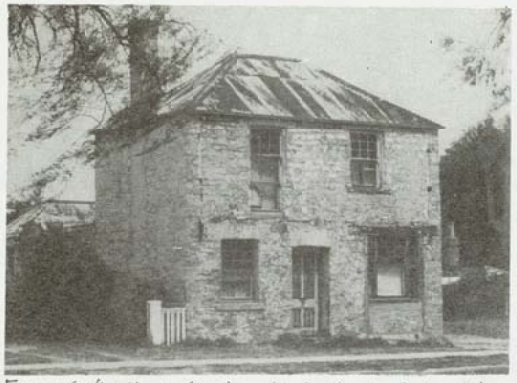
- Guidelines for street upgrading should seek to minimise the environmental impact of roadworks by limiting bituminous paving to the central two lane carriagways only (6.5 - 6.8 m) and to improve the formation and definition of the edges of the central median together with the necessary repair and upgrading of existing kerb and gutters. New tree planting to verges and median is required as well as a maintenance programme for existing trees.

- Traffic control barriers or definition of car-parking areas should be low height, simple timber barriers, (eg., near Bradley St to cater for hotel patron parking), along the median to control turning movements.

- Guidelines for new residential infill development should relate to citywide policies to ensure compatibility with historic character (single storey, pitch roof, close to street, front verandah, proportions of fenestration, materials, etc).

- Guidelines for the renovation of early buildings to conform with citywide policies (retention/reinstatement of verandahs, original features, eg., shutters, cast iron decoration, picket fencing, 12 pane windows, colour schemes, etc).

- The retention of key heritage inn buildings along Grafton St and their sympathetic upgrading for residential/commercial purposes should be encouraged.



Former Grafton House Georgian - deteriorating physical condition.

No 63, Lagoon St. Intact Victorian cottage. Typical form, symmetrical layout, round head windows and cast iron decoration. Well preserved. Small timber cottage attached to side.

St. Josephs School and Our Lady of Fatima Church. Stone buildings, contribute to historic character. Stone and Cole Sts. Pleasant tree lined residential streets. Mixed housing character some early Victorian and Georgian style cottages. Some bullnose brick paving.

Small park at City entry. Good mature pines and eucalypts. Picnic + public W.C's.

Open gap site. New service station under construction

Visitor centre building does little to enhance historic character at City entry zone. Dark brown brick, profusion of signs, exposed carparking.

Pair of simple Georgian cottages. Built between 1850-65. "Regal" and "Crumbles". Stone rubble 4 room dwellings. Low verandah across street.

Former Star Hotel c. 1860. Georgian style two storey inn building. Coach house and cellar.

Lagoon St./Hume Highway. No positive contribution to environmental quality. A number of individual early buildings of note. Low lying area site of early "lagoon" not properly drained until 1930's.

Motel and service station uses detract from street character.

Good quality median strip in pepper tree row. Dust and poor pavement conditions.

Federation cottages.

Unsympathetic infill development. Flat roof, inappropriate materials.

Victorian letterbox 1860s

Service stations

Contributing stone fences.

Fine cast iron balustrade

Detracting fence

Dumpground

Views out over Flats

View of arched form of Goulburn

Former Goldview Hotel

Views out focus on Rocky Hill and tower.

Fine pair of early dwellings. Excellent cast iron work shutters.

Low lying land - rural - agricultural uses.

Former Builders Arms Hotel c1860s

Railway viaduct

Set of early buildings at western end of Grafton St. Individual Georgian Inn/residences and Federation style semi-detached pairs. Cook and Hoven Inn (121) built 1840; remnant pepper tree plantation recalls days of bullock teams. Some car parking problems from hotel patrons.

Good group Georgian style cottages in Bradley St. Contributing street landscape of plane trees. Adjacent trio of semi-detached Edwardian houses 1910/20's. Landscape along rail corridor contributes to character.

Range of dwelling types evident along Mulwaree St. Federation duplex (63) - red brick, decorated gable ends, timber finials, coloured glass etc. Also good Victorian boom style terrace. Adjacent stone cottage is of interest and has early formal front garden layout.

Notable group of Victorian detached cottages. Simple form - bullnose verandah - cast iron posts and detailing.

see sketch

View to cottages

NATIONAL TRUST (N.S.W.) CLASSIFIED CONSERVATION AREA.

PLANNING PRECINCT BOUNDARY.

Buildings listed on Inventory

Contributing Buildings

Contributing Building Groups

Detracting Elements or Areas

Key Views

Landmarks

Churches

Relics/memorials

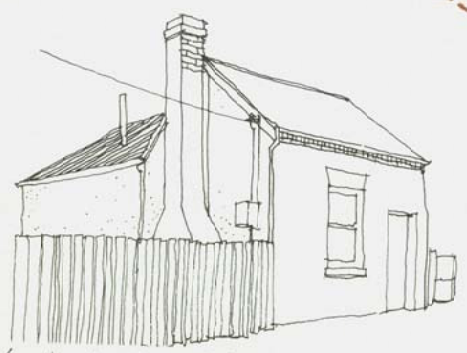
Fences

Planning Precinct 4.

Townscape Analysis.

Map No 18

0 50 100 200m



Small scale cottage - Cole St.

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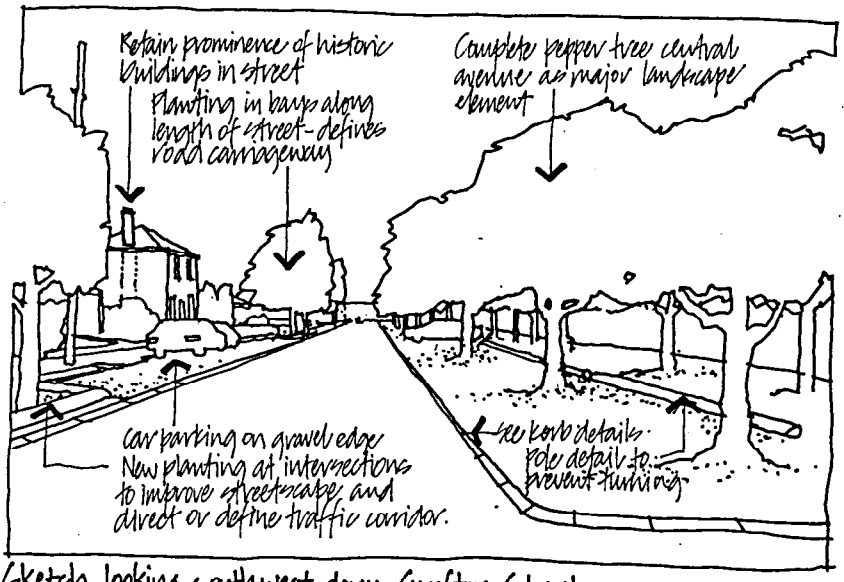
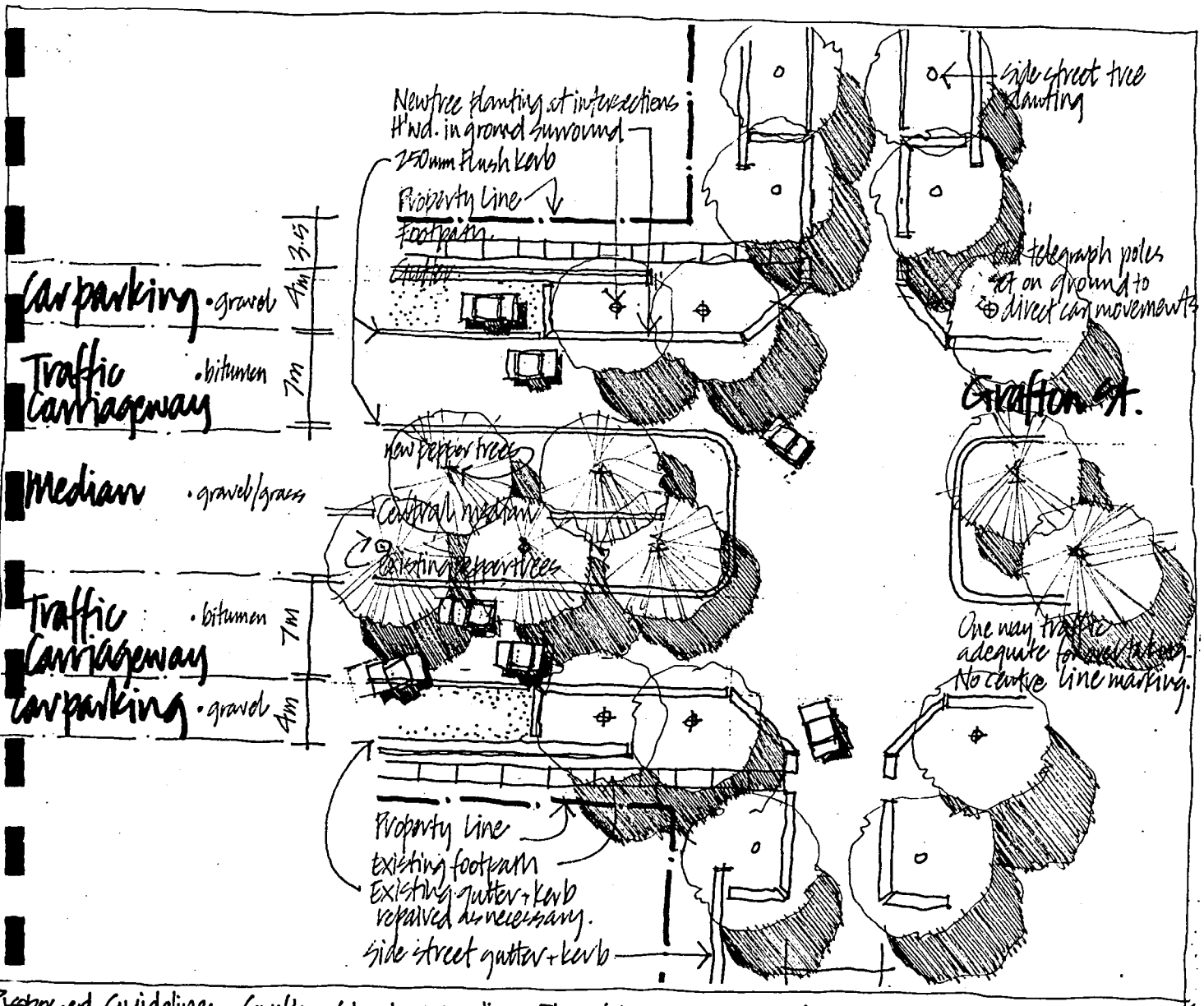


Sketch looking southwest down Grafton Street.



Proposed Guidelines - Grafton Street upgrading - Plan of intersection - Grafton + Cole Streets.

PLANNING PRECINCT NO. 5

6.5 NORTH GOULBURN

Location

North of the city centre and Hume Highway, contained by the bend of the Wollondilly River and to the west by Joshua St. The western boundary is determined by the contrast in housing character at Wheatley Ave (1945 Housing Commission).

Description and Character

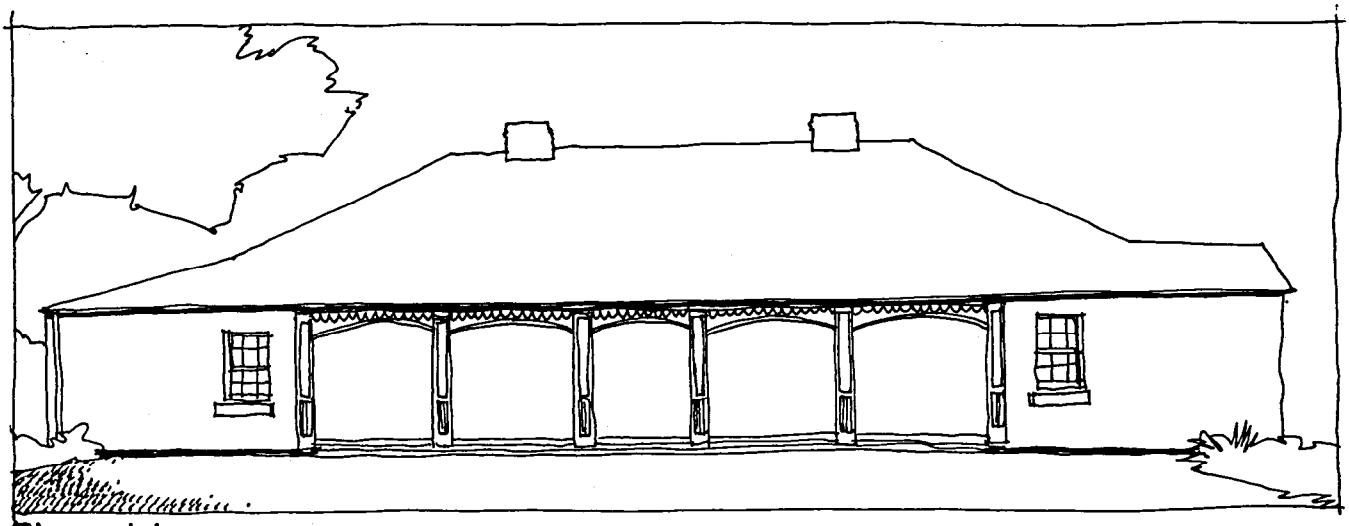
North Goulburn was the site originally selected and designed in 1828 for the Township of Goulburn Plains by assistant surveyor Dixon and marked on the ground by Elliot in 1829. A mere five years later Surveyor Hoddle had marked out allotments on the ground for the "new township", todays central area of Goulburn.

The plan for Goulburn Plains was a small rectangular grid layout with a central open space called Darling Square at the intersection of Wayo St (main north road) and Tourang St. Lots were reserved for a Gaol and for Veterans. On a second map of about 1829, the name of Healey can be distinguished on the north eastern corner lot of Wayo St (also known as Bandander St).

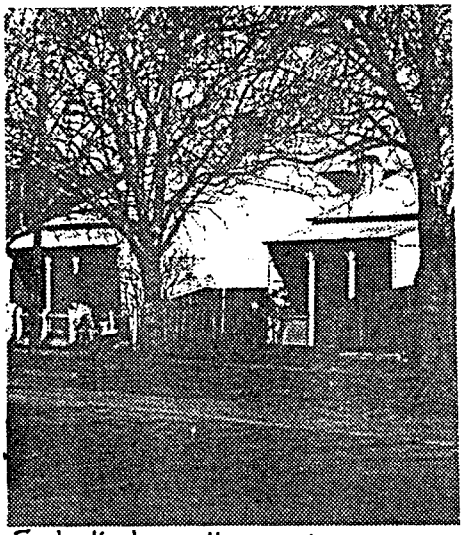
The early northern township was made up of the rough hewn timber Court House and lockup, the bark roofed quarters of the officers, and the humpies of the Mounted Police all of which have long since vanished. The small Mounted Police Inn became the Policeman's Arms in 1834 and the first Goulburn Inn license was held by John Cole in 1831 and by Matt Healy in 1832. This early activity was located in the area today occupied by "Riversdale" which appears to have been built around 1837 by John Richards after Healy had sold the property in that same year.

It is thought possible that the Old Stone Stables behind Riversdale may have been those of the Mounted Police in the early 1830's.

Riversdale, designed at the end of the early Colonial era, is of outstanding architectural value, a Georgian style adapted to Australian conditions. The large simple hipped roof extends over low verandahs and the end enclosed rooms and two wings enclose a rear courtyard. Materials are soft red brick, stone flagged verandahs and delicate timber detailing and joinery with unusual curving open verandah posts. The property is now maintained and presented by the National Trust (NSW) within well landscaped grounds.

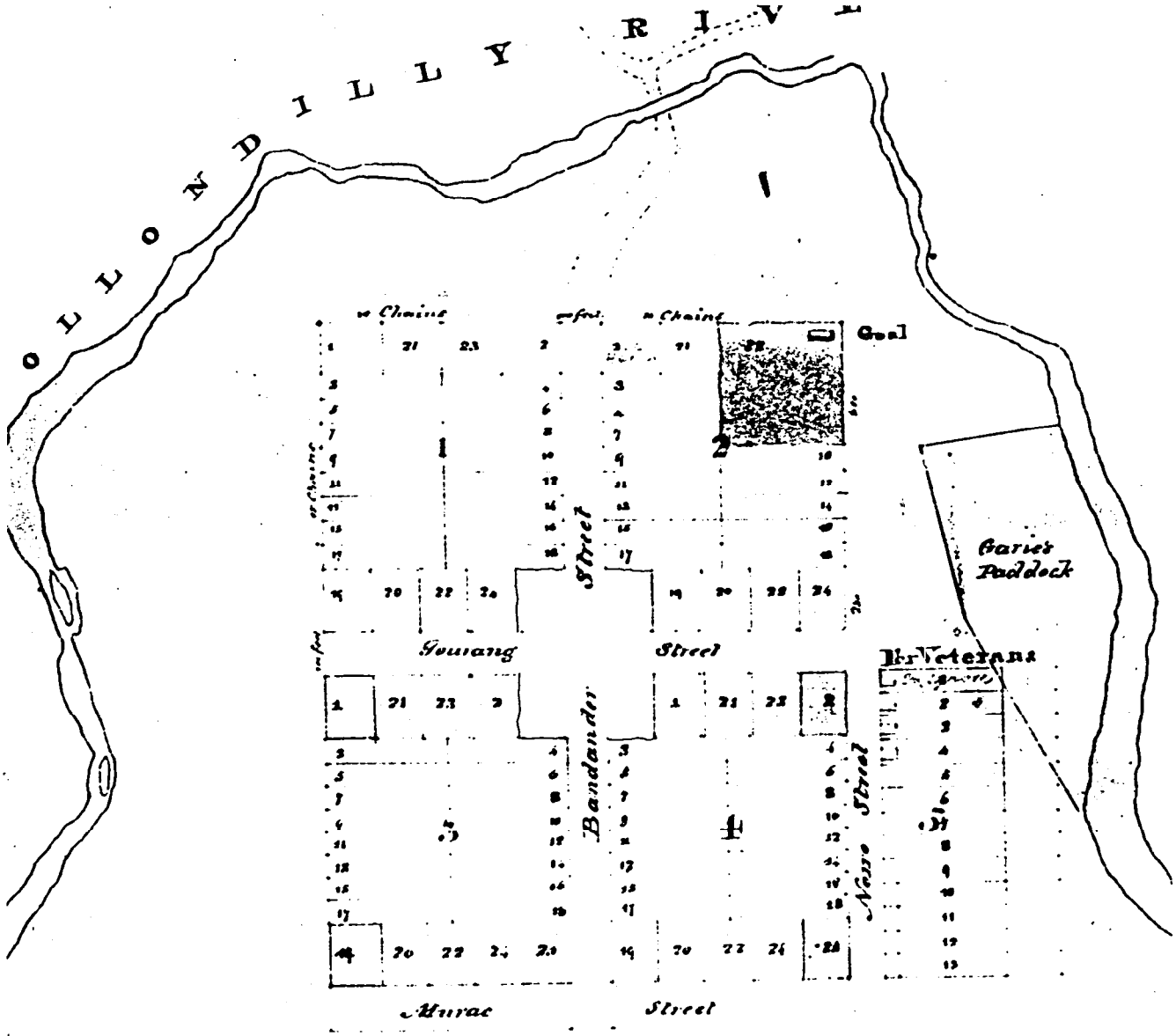


Riversdale · North Goulburn. Fine Colonial Georgian residence/inn. c.1837.



Early timber cottage style · Chatsbury St.

Apart from Riversdale, evidence of the initial settlement at Goulburn Plains barely exists. Twentieth Century industrial development and the building of the branch railway line to Crookwell obliterated the subdivision while the Supertex Factory is located on the original site of Darling Square.


O L L O N D I L L Y R I V
Gaol
Gaoler's Paddock
Govt Veterans
Govt Veterans
Govt Veterans

Somewhat detached from the "new" township by distance and low lying lagoon lands (Lagoon St), the north developed slowly until the 1880's when major building programmes such as the Gaol commenced. Today the character of the area is determined largely by the mixed land use, the variety of housing types, remaining street vegetation and larger scale institutional and open space uses.

With the exception of the Riversdale group the northern portion of the precinct is primarily industrial with small scale enterprises extending southward into what was previously residential property, eg. along Wayo and Maud Sts.

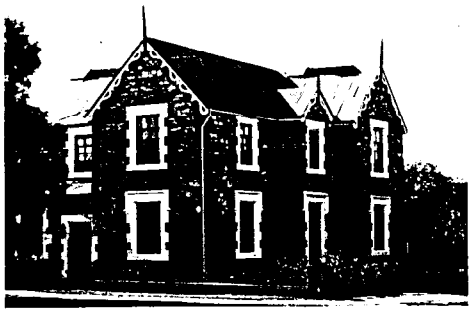
Apart from one or two late Victorian cottages within the industrial and later residential fabric, there is little of historic or visual interest north of Willmot St. The Tully Park Golf links and North Goulburn Park occupy the residential land to the north west of the railway. East of the railway open land is reserved for Goulburn Training Centre use.

The residential areas south of Willmot St are characterised by streets of relatively narrow central bitumen seal, gravel verges with formal street trees and by a range of dwelling types and style. These include the small weatherboard Georgian style cottages with verandahs, the typical Victorian single storey symmetrical brick cottage with rolled front verandah, Federation timber and brick bungalows through to the standard dwellings types of the post World War II period and more recent residential building. This mix is typical of inner Goulburn areas.

In addition to the remaining early buildings and cottages, Joshua and Allison Sts display a special residential quality based on the mature street planting in gravel verges. In the case of Joshua St, the long row of plane trees provides a low scale, near full canopy enclosure while the tall eucalypts of Allison St establish a more open dappled environment. Willmot St also contains a good avenue of mature eucalypts. Street vegetation elsewhere is either youthful Ash trees (eg. Chatsbury) or new planting of eucalyptus nicoli associated with street widening (north Joshua St).

Allison St. Streetscape character largely determined by Eucalypts. Some early detached housing forms.

Union Street has recently been substantially widened and street trees removed to cater for increased traffic to the Bradfordville/Kenmore areas.

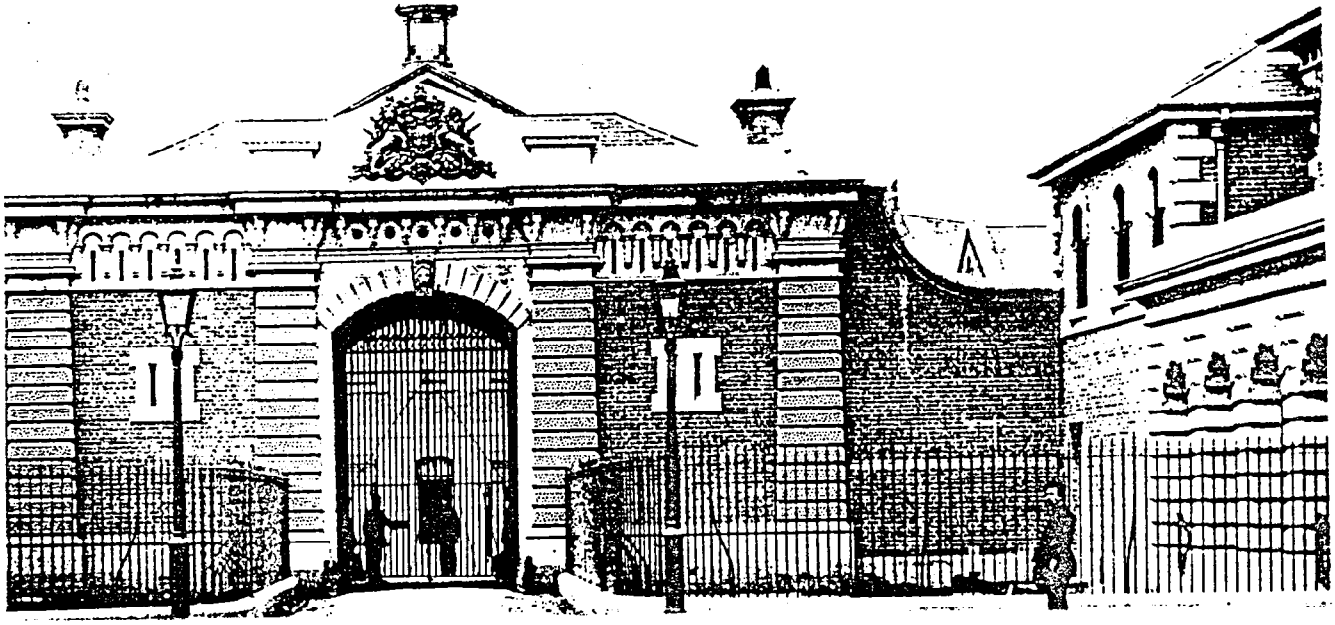


Former North Goulburn Rectory.

The early buildings contributing to the historic character of North Goulburn are plotted on the townscape map. Worthy of seperate mention are the former North Goulburn Rectory (No. 2 Chantry St), a fine two storey stone Gothic building (built c.1870 by Rev. Canon Leigh) and the cottage on the corner of Chantry and Wilmot Sts, designed by E C Manfred in the 1880's, an example of his work at a more humble scale. Other buildings include No. 20 Chantry St, a single storey bluestone cottage

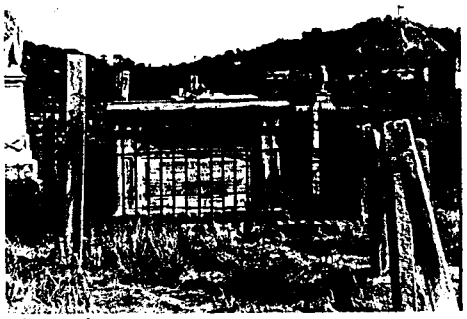
possibly built at the same time as the former Rectory, and the two storey Victorian terrace row houses in Allison St. The original St. Nicholas Church is located behind the cordial factory in Union St and is today barely recognisable.

The massive brick Goulburn Training Centre is located to the east of the railway off Mand St. The Centre replaced the earlier Gaol in Montague St located on the site of todays Courthouse. The complex was designed by Colonial Architect James Barnet (1880-83) in the Victorian Classical style and features a fine symmetrical front stone gateway.



Goulburn Training Centre.
Early photograph of impressive entry gate. Mitchell Library. Small Picture File.

Frederick Lemm of Sydney was the contractor and the estimated price in 1880 was 60,000 pounds, twice the cost of the Court House and nearly four times that of the Post Office. The building work stimulated the local economy and no doubt the residential market in North Goulburn.



Hovell's Grave

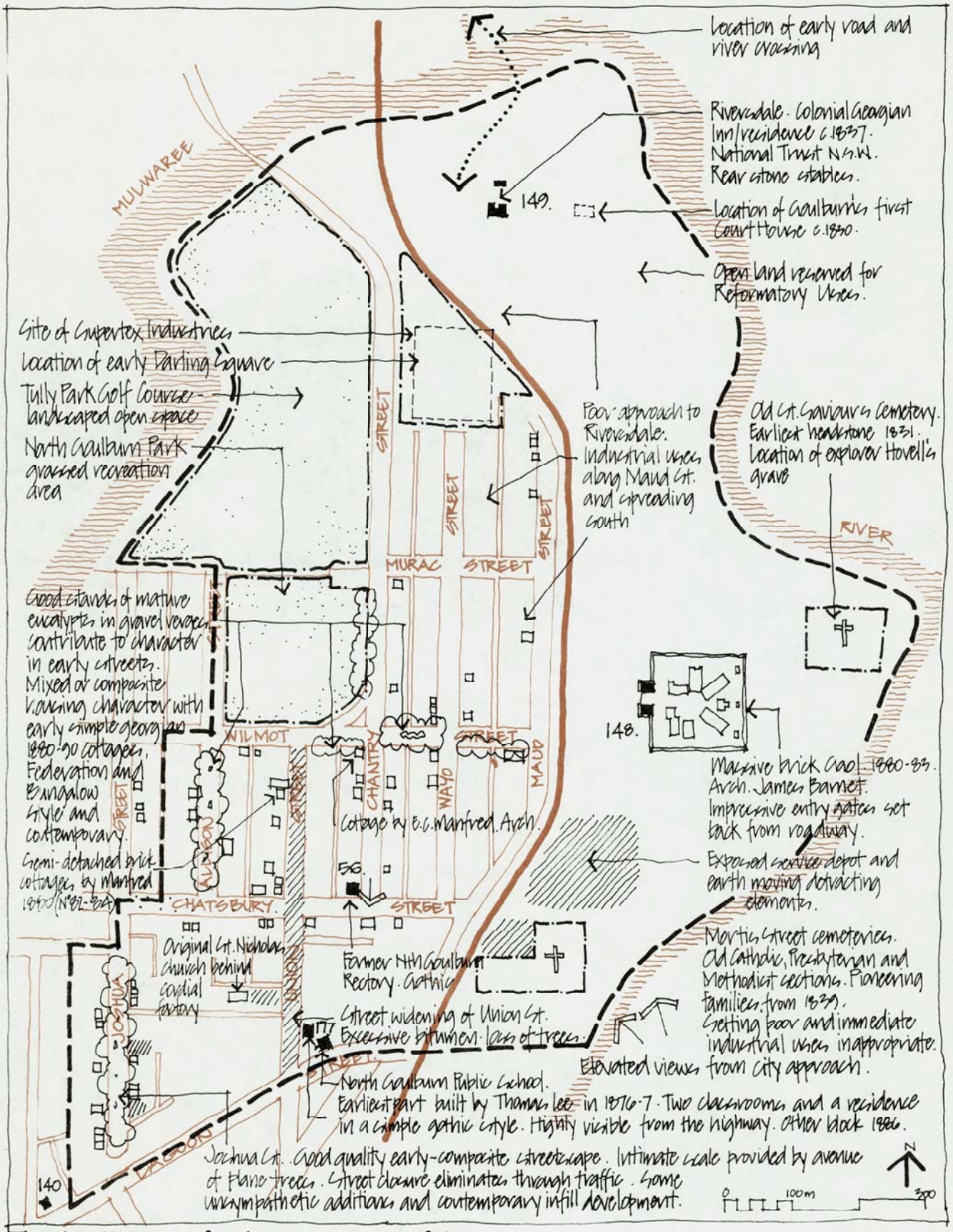
In the open land behind the Training Centre and above the confluence of the rivers is the old Church of England or St. Saviour's Cemetery, according to Wyatt (p. 461) the oldest in Goulburn. The earliest headstone is that of John Weakley 14/3/1831. The Rossi Family vault and the explorer Hovell's grave are two important monuments and the inscriptions generally provide information of great interest and historical importance.

Cemetery surrounds are virtually non existant and maintenance issues may need attention in the future.

The Mortis St cemetery combines the old Presbyterian, Roman Catholic and Methodist Cemeteries. It is located below the Hume Highway near Lagoon St and is highly visible on the approach to the city. The oldest grave in the Presbyterian part is that of Alexander Fraser 2/9/1839 while others include those of Robert Waugh, Reverend Ross who "laboured for thirty years in this Colony, a faithful and successful Minister of Christ's Gospel" 19/1/1869, the Sinclair Vault and the enclosures of Knowlman, Craig, Wilkie and other well known prominent families.

The Catholic part includes enclosures and monuments to McAlister, Dalglish and other pioneers. The Methodist portion was probably in use by 1849 and includes the Rogers family monument.

The environs and physical condition of the cemeteries leaves much to be desired, in particular the incompatible nature and immediate relationship of large scale engineering and adjacent earth moving works.



Planning Precinct No 5 · Townscape Map. No 19

GOULBURN HERITAGE STUDY

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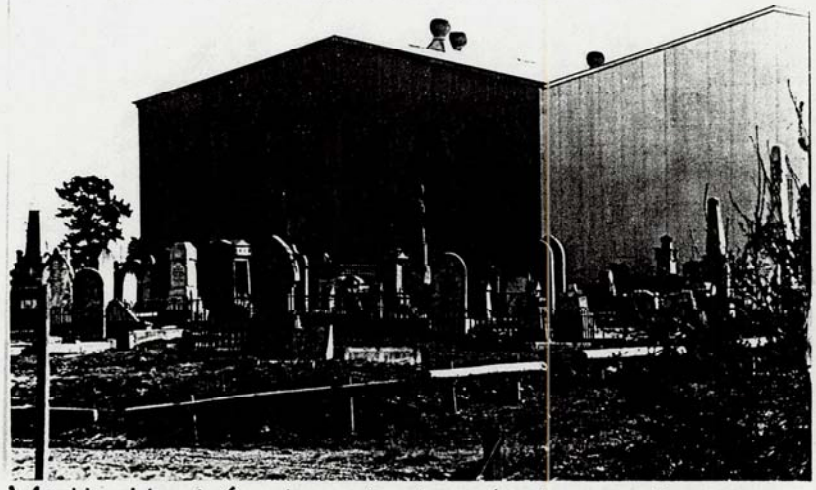


Mortis Street Cemetery · Significant heritage site · Deterioration of monuments.

Areas of Concern

- Industrial use activity in North Goulburn in residential areas of historic or visual interest.

- The adverse environmental impact of street widening programmes (Union St; Joshua St north).

- The poor physical state and environs of historic cemeteries east of Maud St.

- Unsympathetic modifications and additions to early contributing buildings which detract from the visual character of early composite streetscapes.

- Poor approach to Riversdale property.

Joshua St. north. Street upgrading not appropriate for historic areas. Compare Joshua St. south with plane tree planting.

Victoria St. Shows impact of road widening.

Guidelines

- The future character of the area should provide for mixed use retaining a number of older residential streetscapes and individual buildings of heritage value. This should be asociated with improved physical conditions and linkages to historic cemeteries and major heritage elements such as Riversdale and the Reformatory.

- The southern extent of industrial development should generally be limited to Wilmot St to retain the older residential character in the southern section of the precinct.

- Existing mature street trees should be retained. Where applicable avenues should be extended with the same species (eg. in Wilmot St). The severe lopping or "bollarding" of street trees should be avoided or limited where possible. (Note impact in Chantry St). New planting should be undertaken in Union St as soon as possible and consideration should be given to narrowing the extent of pavement with the selective use of planting bays.

- A policy for the maintenance and presentation of historic cemeteries should be prepared and necessary maintenance undertaken. Detailed design studies may be required to prepare a management plan for the Mortis St and old St. Saviour Cemeteries.

- The approaches to major heritage elements in the precinct should be signposted and upgraded by new planting avenues and detracting uses screened where possible. This is particularly necessary along Maud St and in Cemetery St leading to Riversdale, the Reformatory and the historic cemeteries.

PLANNING PRECINCT NO. 6

6.6 IFIELD AREA

Location

Directly north of the central area and bounded by Fitzroy, Goldsmith, Citizen and Joshua Sts, and to the north by the Wollondilly River.

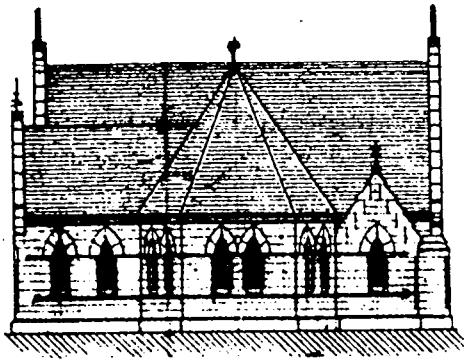
Description and Character

The precinct can be described as a mixed residential area which has developed progressively northwards from Citizen St. The pattern of growth is reflected in the successive house styles. The land falls gradually from Bradley St and the knoll at Auburn and Kinghorne Sts down to the river corridor.

Early Cottage - Bishop Street.

Early Plans (eg. 1849 plan - Map 4) show the Town Boundary at today's Citizen St with all northern lands owned by William Bradley in 100 acre parcels. Bradley's lands extended eastwards to lots abutting Joshua St, making up the planning precinct defined above. The land was not subdivided until after Bradley's death in 1868, and offered for sale mainly in the 1880's as big subdivisions named Malvern, Kensington, Kenmore View and Malvern Extended which were progressively divided into the suburban pattern of today. A map dated 1882 of the City of Goulburn shows the emerging road pattern with new access at right angles to the old Town Boundary and along the edges or centres of Bradley's blocks. This map also shows the site of the old Showground which was subdivided and built on in the 1930's. Built elements that predate the initial subdivision relate to Bradley's use of the land for a stock run. A number of early small timber and stone cottages remain in Nicholson (No. 191) and

Kinghorne (No. 169) Sts and to the east some tiny weatherboard cottages with verandahs and 12 pane windows can be seen in Bishop St and a lane access off Wheatley Ave.



St. Nicholas Church. Original drawing. Source: "Edmund Blacket Architect" by Kerr J. National Trust (NSW).

Major heritage items remaining from the 1870/1880 subdivision period include the St. Nicholas Anglican Church, the residence of "Lawrenny" built (c1870-80) as "Penrice" for H H Boss - police magistrate, and the fine bluestone residence in George St "Antrim House". The land bounded by Citizen, Victoria, George and Margaret Sts was the Victoria Park Recreation ground which opened around 1871. The park was privately owned and rented for sports and games. Wyatt (p.460) reports that the caretaker's residence is still in use and was "in the Elizabethan Style of Architecture" designed by Signor Stombuco, a reference to "Antrim House".

Antrim House. George Street. Fine stone work and cast iron.

St. Nicholas Church. Nth. Goulburn.

St. Nicholas's Anglican Church in Kinghorne St was designed in 1879/80 by Edmund Blacket although only the west end of the nave was originally completed. The rest has been added in recent times. Materials are rough-faced stone for the main walls and smoothly dressed stone for corners and windows, while roof tiles have replaced the original wood shingles. The prominent location of the church on a knoll at the top of Auburn St was not successfully exploited due to the limited scale of the building and siting off the street axis.

Original sketch. c.1880. Blacket office. Source: "Edmund Blacket Arch." Kerr J. National Trust (N.S.W).

A number of large fine Federation/Queen Anne houses were built after 1900 and feature marsaille roof tiles, corner turrets, high pitched gable roofs and white painted timber joinery, eg. No. 71 and 133 Kinghorne St. Less elaborate versions of the style can be seen along Victoria, Citizen or Prince Sts. However unlike the inner city housing areas there are no substantial groups of such dwellings.

The inter war years saw considerable building on earlier subdivisions about Kinghorne St and Ifield generally. Two small groups of post World War I houses for Returned Servicemen were built in Kinghorne St and are discernable for their consistency of style. (Between Victoria and Avoca Sts and Prince and Gibson Sts).

Bungalow Style. c.1926 Buffalo Cres.

The 1920's also saw the partial development of the Buffalo Cresent area by Gillespie and Co Ltd as housing for workers at their premises along the Wollondilly River. Known as Buffalo Village, the plan was prepared by Ballantyne and Esplin Architects and featured a central open space reserve, hedge rows and detached bungalows in the then current Garden City idiom. The houses were designed both in the simple Federation style of the Kinghorne St Serviceman's housing and in the "Californian Bungalow" style, (low gable ends, half timbered overhanging eaves and porches, latticed ventilators etc). The Boot Factory closed in 1926, and the estate was not completed. The factory, which is not in use, remains today on the banks of the river.

Federation Style - Buffalo Village.

The remainder of the area is fairly uniform detached standard housing dating from the 1930's up until the present time including some recent flats developed around Victoria St. One or two examples of the "International" and "Spanish Mission" styles are evident (eg. No. 1 Murray St).

The rectilinear street pattern is largely devoid of landscape quality with the notable exceptions of Auburn St (double row of mature plane trees) and the remaining plane tree row in Victoria St.

Victoria and Kinghorne Sts are the main traffic arteries and tend to sub-divide the precinct into smaller areas.

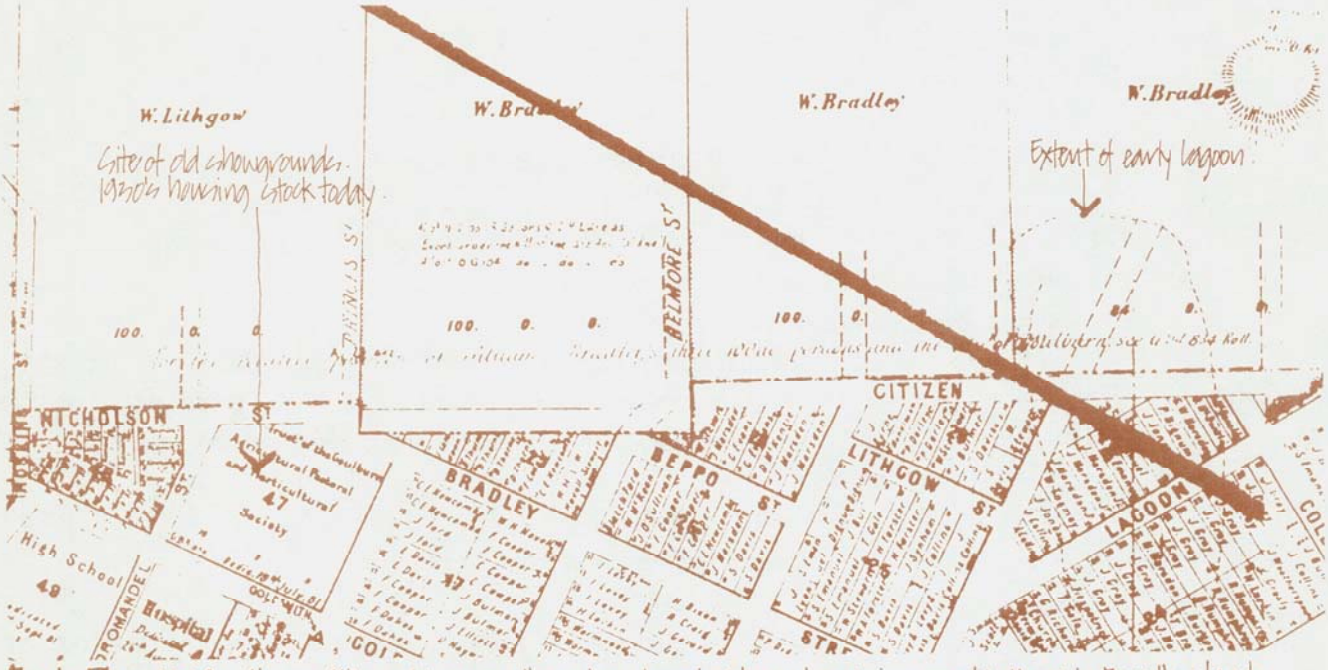
The banks of the Wollondilly have been utilised for a walking trail and larger open space areas abut this corridor.

Guidelines

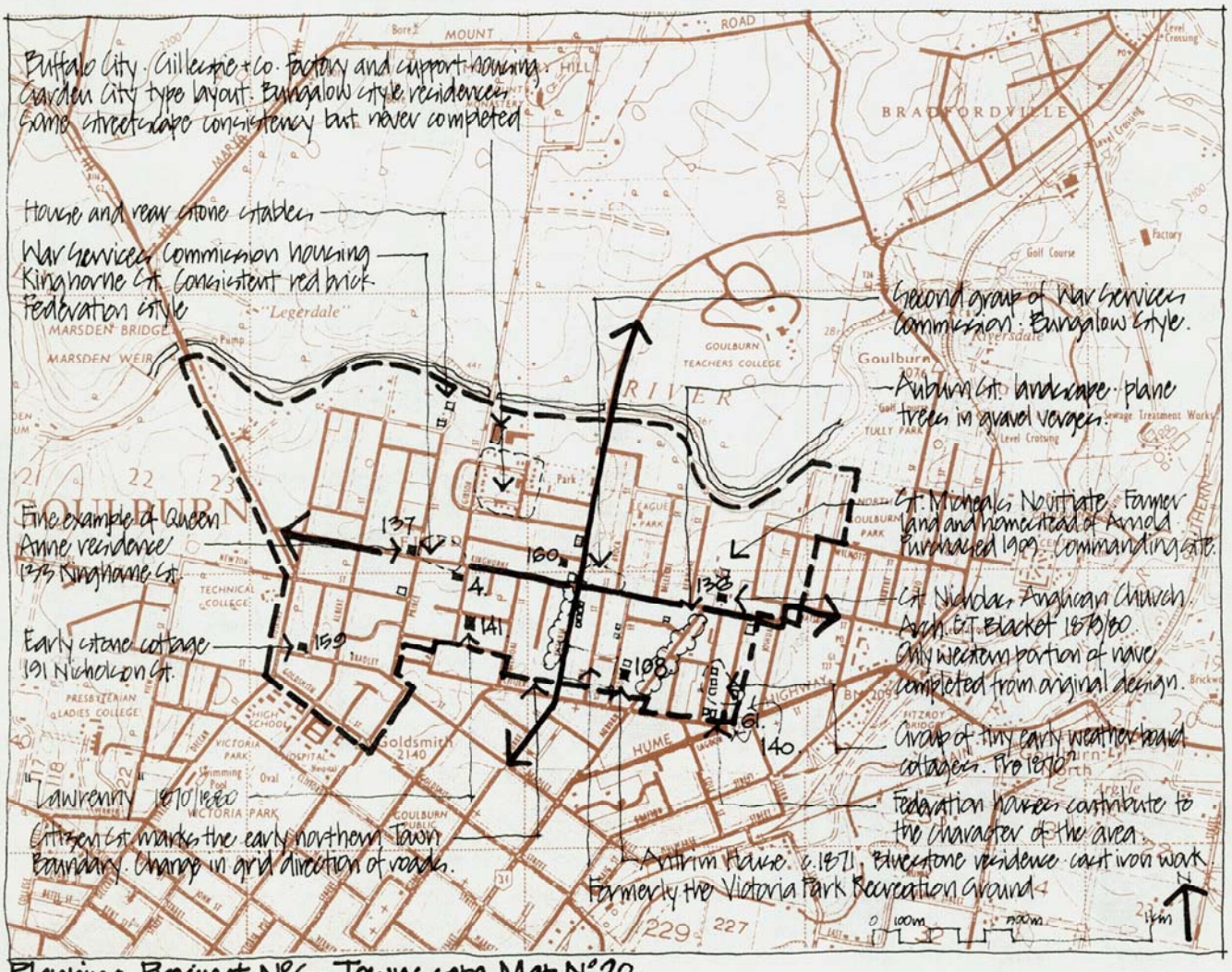
The future character of the area should be residential, of mixed age and quality, and provide for the retention of individual heritage items of importance to the city.

- Retention of the remaining street trees in Auburn and Victoria Sts.

- Further development of the river corridor open space system as an improved recreational resource for residents and visitors.



Early Plan 1882 · Shows Citizen Ct. as northern boundary to City and emerging road pattern in Bradley lands. Also identifies old showgrounds and lagoon at Lagoon Ct. Segment of Map N° AO 9410 · Archives Authority of NSW.



Planning Precinct N°6 · Townscape. Map N°20

PLANNING PRECINCT NO. 7

6.7 BRADFORDVILLE/KENMORE/MARY'S MOUNT

Location

Located to the north of the Wollondilly River and defined by the City Boundary. The precinct includes the suburbs of Bradfordville and Kenmore.

Description and Character

The area is relatively detached from the main city area by the river and associated open space corridor. It has experienced substantial contemporary development with Housing Commission and private suburban expansion together with the building of the massive Goulburn College of Advanced Education (now the Riverina College of Advanced Education) in the 1970's.

The landscape is broad, undulating, grazing country with a number of prominent knolls providing views over the city. The outer areas of the precinct remain in rural use with the new residential areas being concentrated near the College in Bradfordville. Significant tracts of land are taken up for the Kenmore Hospital, an industrial estate, the sewage treatment works, golf course and for education purposes.

The major heritage elements are the Kenmore Hospital precinct, the Kenmore Orphanage, and the former Mary's Mount Monastery on Monastery Hill.

Kenmore Hospital · Main building · W.L. Vernon · Arch · 1894 onwards.

The Kenmore Psychiatric Hospital is a large complex of Federation period public buildings and residences and was one of the major institutions established in Goulburn during the 1890's. After an initial purchase of part of the Rossiville Estate, the Kenmore site was chosen and construction began in

in 1894 and continued into the early 1900's. The large scale building programme (to accommodate up to 1000 inmates with an expenditure of 30,000 pounds per year) was of economic benefit to city and stimulated development in the north. The Taralga rail line opened in 1902, Kenmore School in 1906 and subdivisions occurred in Kenmore. Immediately south of the Hospital is the St. Josephs Girl's Home (Kenmore Orphanage), a large 2 storey mansion set in extensive grounds, designed by E C Manfred, and opened by Cardinal Moran in 1906.

The former Mary's Mount Monastery located above the recent suburban development off McDermott Drive, was originally built as the residence "Ravensworth" for Francis Tait, a Wesleyan Minister and later Mayor of Goulburn and Member of Parliament. It was designed by E C Manfred and completed around 1885.

Tait died in 1888 and the Gothic styled residence and landscaped grounds were sold to the Passionist Order in 1890 and renamed Mary's Mount. Additions of a new wing with seventeen cells and a small chapel were carried out. The building is a fine, well proportioned brick structure with a number of ornate arched windows, doors and a tall bell tower. It is currently being converted to residential units.

The "Goulburn Woollen Mills" were established in Bradfordville in 1922 and housing built for and by the workers is scattered within the later residential development and along Taralga Road near Ross St.

Other early buildings include the former Kenmore Hotel 1892 on Taralga Road, it's heritage value reduced by unsympathetic ground floor additions but with notable cast iron on first floor level and the St. John's School Church, Kenmore by E C Manfred 1907.

The massive College of Advanced Education dominates the visual environment of the north, with three to four storey square blocks with capped pyramid roofs stepping across the ridgeline. The College is located on the Andrew Allen's early land grant of "Strathallen" (Goulburn's early alternative name) and the homestead (pre 1829) remained until the development of the College.

Areas of Concern

- Reports of unsmpathetic renovation work on Mary's Mount Monastery.

- Visual and physical exposure of new housing areas from the major road system.

- Housing development in peripheral rural areas locating on prominant ridge and skylines.

Guidelines

- The area should continue to accommodate city growth and infill, with large institutional uses remaining.

- Sensitive siting and design of new dwellings on rural lots should be encouraged. This should take into account factors such as views to and from the site, protection from wind and bad weather, the retention of existing trees, the colour of external materials and new planting. The objective should be to minimise any adverse impact of new development on the landscape.

- Major planting in the form of landscape corridors or buffer zones for new residential areas is required, to minimise visual impact and act as wind barriers. (eg along Middle Arm Road).

Former Marist Mount Monastery.
Originally "Ravenswerth" Built 1880. Arch. E.G. Manfred
Monastery use 1890. Large Gothic styled mansion
currently being converted to residential units.

Kenmore Psychiatric Hospital.
Building began 1894. Extensive collection
of Federation styled public-institutional
buildings and residences in landscaped
grounds.

Rural uses.

Rural uses.

Knoll

Residential

Residential

Education Reserve High School

Rural uses.

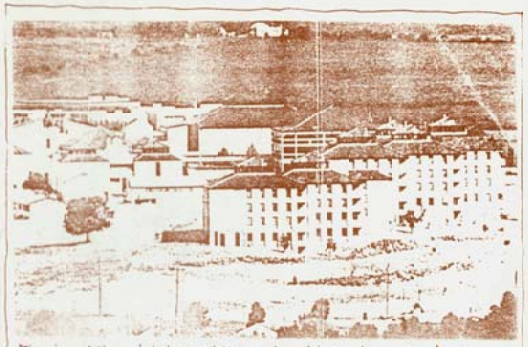
Residential

views over city.

- Gt. Scenic Catchment / Kenmore orphanage 1900s. Arch. E.G. Manfred.
- A number of early 20th houses within later suburban development.
- Industrial Estate - Largely undeveloped serviced land
- Sewage Treatment Works

New suburban development Exposed on high land. As yet no visual or protective landscape.

Riverina College of Advanced Education
Large scale modern teaching college and more recently - convention facility located high on knoll overlooking Mth. Goulburn Physical dominance problems.



Riverina College of Advanced Education - Elevated prominent site.

Planning Precinct 7
Townscape Analysis.
Map N° 21

N

0 100m 500m 1 Km

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

PLANNING PRECINCT NO. 8

6.8 OUTER WEST/HODDLE STREET AREA

Location

To the north west of the central area and bounded by Addison St in the south, Coromandel and Faithful Sts in the east and Goldsmith, Hoskins and Fitzroy Sts in the north.

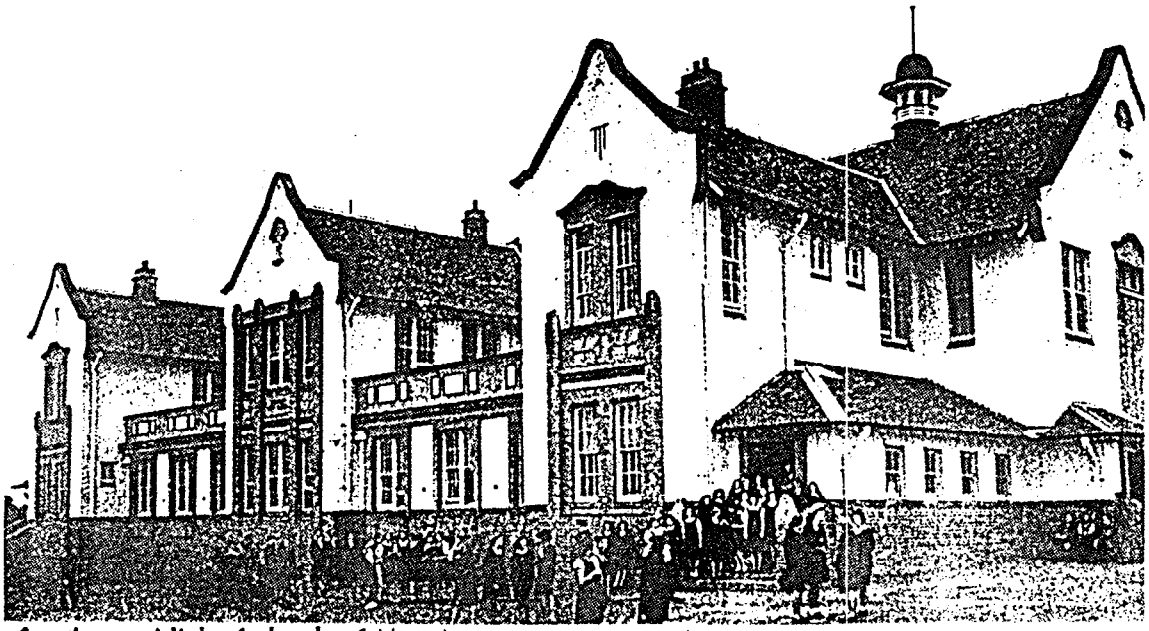
Description and Character

The precinct is diverse in both geographic and built environment terms. Land rises from the city to an intermediate spur along Deccan St and Hoskins St, and rises again to the ridge which connects Ridge St and "Bishopthorpe", with a number of small valleys between, falling north to the Wollondilly River. Land use is mixed with major private schools, public buildings, open space, residential and rural uses represented.

Victoria Park, the adjacent Goulburn Base Hospital and Goulburn High School effectively separate the remainder of the precinct from the city proper. The Park primarily caters for active recreational pursuits and incorporates the Olympic Pool, Sieffert Oval, and a childrens playground. The landscape character of the Park is mixed with mature eucalypts, formally planted deciduous trees and large areas of dry grass.

The first two Goulburn Hospitals were located in Sloane St on the site of today's Police Station. In 1886, it was decided to sell this land and build the present day Hospital in Goldsmith St. Following an initial proposal for an architectural competition, it was decided that E C Manfred be commissioned to design the building. The building has been much added to over time but retains the original central block and pavilions - simple red brick 2 storey buildings with a decorative central pediment of Dutch design influence.

The adjacent High School (built 1926) sits high on the first ridge along Deccan St and can be seen from vantage points in the north of Goulburn. It is a large Edwardian styled building of white render and exposed brick with double storey end gables of Flemish design influence and "Moorish" cuppola ridge ventilators.



Goulburn High School · Goldsmith St. 1926. Landmark in North Goulburn.

St. Patricks College · 1873.

St. Patrick's College is also a significant visual landmark and heritage item located high above Goulburn overlooking the city. The foundation stone of the hexagonal centre building and three radiating wings was laid in 1873. Signor Andrea Stombuco and a local man, Charles Spadacini, were in charge of construction. The original building is both Italianate (centre block) and Gothic in style (the wings) with decorated end gables and bay windows, and is sited in extensive landscaped grounds.

Directly north of St. Patricks on Gilmore St within its own grounds, is the "Old Rectory" building, and the Presbyterian Ladies College c.1921 (Argyle School), the central block of which was "Euthella", the home of A M Betts, a prominent Goulburn citizen of the past.

The remaining heritage item of note is the Goulburn or Marsden Steam Museum set within 10 ha of land off the Crookwell Road at Marsden Bridge. The Museum is probably the only operating installation of its kind in Australia. It is the site of the original town water supply pumping station, is listed on the Register of the National Estate and features the brick and sandstone boiler and engine house (1883) and original beam type steam pumping engine and boilers designed by Appleby Bros. of London.

The residential fabric is generally post World War II with a couple of examples of the so called "International Style" along Deccan St (No. 78 and 80). The Hoddle St area is currently being developed for a middle to upper market detached larger lot housing. Other uses are generally rural or residential in an open cleared landscape. The Old Bishopthorpe is located just to the west of the Study Area boundary. Originaly built in 1869 by Architects Hilly and Hunt it subsequently burnt down and was rebuilt in the 1920's. Today it is used as a conference centre for Church groups.

Guidleines

- The area should continue to cater for residential growth with major heritage items being retained.

- Prominent ridgeline areas should be protected from development.

Goulburn
Hospital · Goldsmith St.
Photograph taken 1905/11?
Small Picture File.
Mitchell Library.
E.C. Manfred Arch. c.1886.

Goulburn or Marsden Steam Museum.
Unique collection of steam engines, boilers etc.
Site of Goulburns original town water supply
pumping station. Boiler and engine house 1883.
Appleby steam pumping engine.

Rural residential

Old Bishopthorpe
1860. Arch. Hilly + Hurtle.

Hoddle St. residential area
Currently being developed.

Old Rectory

Presbyterian Ladies College
(Argyle School).

Open space, some quarry activity.

St. Patricks College 1873. Goulburn landmark building
high above city. Bluestone and Gothic gables and detailing

Elevated views to college

Views

Residential area

Townscape Map · Planning Precinct 8. Map N° 22

PLANNING PRECINCT NO. 9

6.9 SOUTHERN APPROACH AREAS

Location

To the south of the city, defined by the Railway and Mulwarree Ponds to the east, and to the north by Addison, Combermere and Ottiwell Streets.

Description and Character

The planning precinct encompasses the residential areas of Garfield and South Goulburn, the West Goulburn Industrial Estate and the Sale Yards areas to the south and generally contains little of heritage significance.

The change in the character and age of the housing stock is readily discernable at the northern boundary of the precinct. While there exists a small degree of overlap of dwelling types, the residential development along and south of Addison, Combermere and Ottiwell Sts is related the post World War II and 1950's city expansion and influenced particularly by Housing Commission activity.

Post War houses were minimal for the most part given the economic restrictions, and the basic form is repeated in street after street. The character through the majority of the area is typically suburban with double fronted single storey fibro houses or redbrick "L" shaped houses in streets of no particular landscape quality.

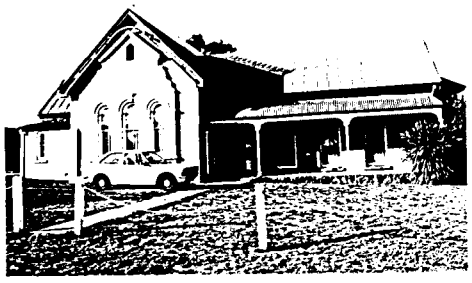
The northern extent of Garfield is defined by the landscaped grounds of St. Patrick's College. Within the later suburban development, a number of earlier C19th weatherboard or brick cottages are scattered, often on higher ground, remaining from

the days of broad acre use of the land eg. Rhoda St, and a group of four in Emmerson St. Contemporary suburban and rural residential lot expansion is occuring West of Cathcart St in the vegetated slope below Ridge St.

The area below Mary St is occupied by industrial uses, drive-in theatre, further 1950/60's housing and the large brick wool stores prominent from the Highway. New service industry is locating along part of the Highway between Finlay and Lansdowne Streets.

The residential area around the Gill Memorial Hostel is of similar vintage with a mixture of Housing Commission and private housing with one or two Federation period dwellings in Eldon St. The small red brick cottages on narrow allotments in Sloane St are War Services Commission bungalows built after World War I.

Two buildings of heritage significance lie on the northern edge of the precinct - Ardgowan and the former King's College. Ardgowan (No. 10 Cowper St) is a fine late Georgian mansion believed to have been built as a residence for the merchant Woodward by James Sinclair, builder of St. Clair and a number of other early Goulburn houses, Sinclair's Mill, the Old Gaol in Auburn St, and the former Court House in Sloane St. Ardgowan is a large Georgian styled building with a simple hipped roof and surrounding broad attached verandah, posts, original joinery and external shutters. It sits above Cowper St and features a fine iron palisade fence to the street. Some additions have occured over time, not to the detriment of it's heritage value and the building has been recently renovated. Recent detailed investigation of the buildings suggests a construction date c.1870 as opposed to the commonly held date of pre 1850.



Former Kings College · E.C. Manfred ·

The former King's College, now with access from Combermere St, once fronted Cowper St, the major southern road. King's College was first established in "Carrawarra" in Bradley St in the early 1880's, later moved to this site, and closed in 1920 due to financial difficulties. The building which is late Victorian in style with projecting bays and cast iron roof cresting was designed by E C Manfred in 1889 and is now in multiple residential use.

The setting of both Ardgowan and the former King's College has been jeopardised by later subdivision and development.

Rural uses, wool stores and sales yards form the southern edge of the residential area. Land is undulating with a number of eroded gullies. The homestead high on Marion Hill is the only built structure of note in the area, and plans are in hand to develop it as a tourist/convention facility. The Goulburn Abbatoirs are sited substantially further south at Joppa Junction.

Areas of Concern

- Relatively poor image of the city gained from southern approach and the possible adverse visual impact of future industrial development on that approach.

- The possible removal of vegetation in the Ridge St area from increased residential subdivision, affecting the sense of city containment within the landscape.

- Generally poor street landscape character and excessive road carriageways (eg. Combermere St.).

Guidelines

The future character should be that of continued residential, rural and industrial uses within an environment enhanced by street planting and the removal of major through traffic from Cowper St with the opening of the Goulburn Bypass.

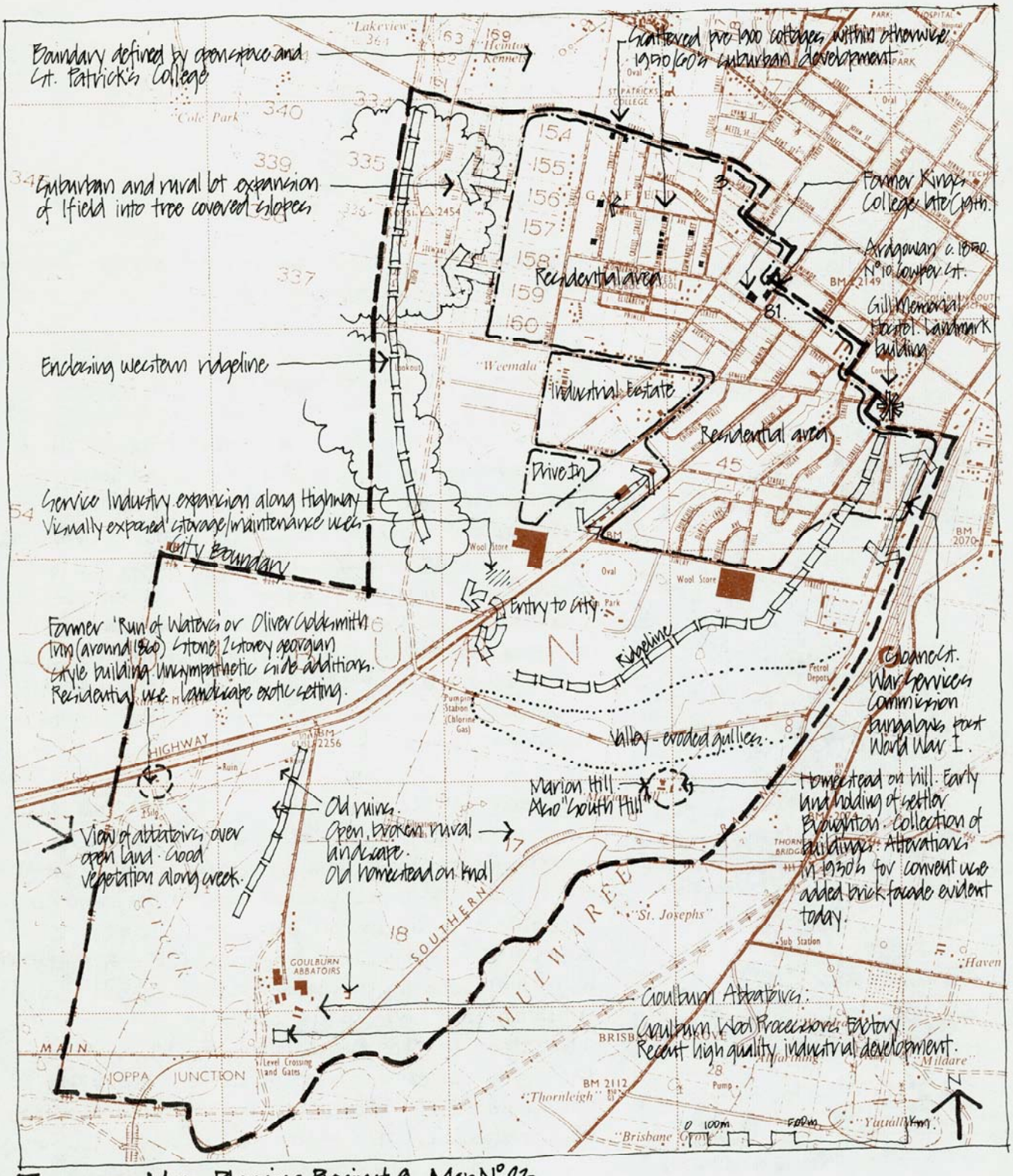
- Street tree planting and upgrading of the existing southern entry to city. Careful consideration should be given to sign posting and direction finding at the bypass junction with the existing highway and detracting uses not be permitted or be carefully screened.

- Ensure adequate setbacks and buffer zones between any future industrial development in the south and the Highway.

- Remedial landscape treatment to a number of residential streets to reduce the adverse impact of road widening and to modify the microclimate.

- Restriction of commercial or service industry development fronting the Highway on traffic and visual grounds.

- Consideration of a Tree Preservation Order to cover the Ridge St area, (or as part of an Order for the city as a whole).



Townscape Map · Planning Precinct 9 · Map N°23.

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

PLANNING PRECINCT NO. 10

6.10 EASTGROVE

Location

Eastgrove lies between the Mulwarree River and the Rocky Hill ridgeline directly south east of the city centre.

Description and Character

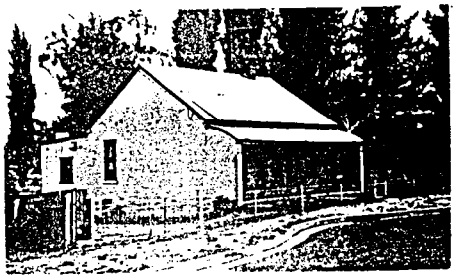
1888 View across to Eastgrove. Rail Station in foreground.

The residential area is separated from the City by the Mulwarree Poinds and associated low lying flood prone land used for grazing or for recreational purposes including a sports oval and extensive golf links. Other open space areas include the old brick pit excavations and the Braidwood Road Recreation Area. The lower or western segment of the sub-division is on flood prone land and sparsely built while the southern extent of subdivision is defined by the remaining Lansdowne Estate.

The land was first occupied by William Bradley as part of the Lansdowne Estate in the 1820's being "promised" to Jonas Bradley 3/5/1825 and granted 8/3/1831. The Lansdowne cottage is believed to be the oldest remaining building in Goulburn (c.1830's). Other land owners included W Warby and W H Hovell. Eastgrove was subdivided during the Goulburn land boom in the early 1880's and advertised as "the New Suburb" in 1883/4. Lansdowne Estate was also subdivided for villa sites. Some 500 allotments were offered for sale with a special train being run for Sydney buyers.

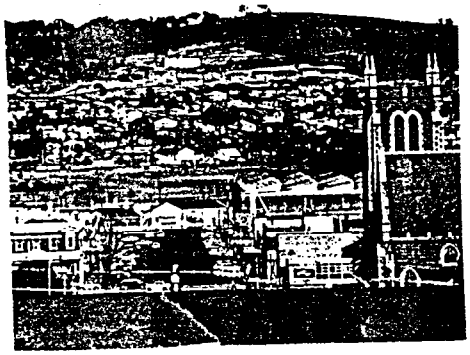
The area has had other names reflecting physical features or activities of the time including "Goulburn Flats", "Skinner's Alley" and "the Brick Fields"[58]. The names refer to Goulburn's first boiling down works established in Eastgrove by McKellar and White in 1844 and the early brick works, the pits of which can still be seen.

In 1888, Eastgrove remained undeveloped apart from Blackshaw's Brewery and one or two other buildings along the river course below the bush and ridge line of Rocky Hill. However by the end of 1890, the area had developed and was sufficiently dissatisfied with its treatment by the Municipal Council that it sought to form a municipality of its own [59].



Victorian cottage form.

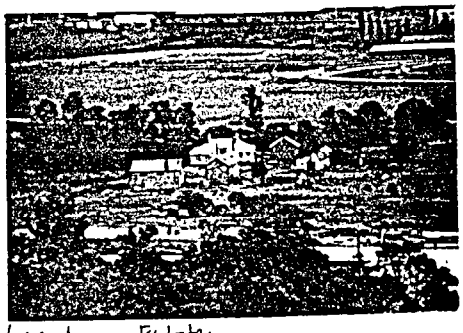
The earliest remaining buildings in the subdivided area date from this period and are typical of the Goulburn late Victorian cottage form or a simple Georgian timber cottage form with front verandah. They are located on the lower slopes of the settlement. Today there is a wide variety in dwelling type and quality ranging from the simple stone, brick or weatherboard cottages mentioned above, the central Federation style school, to the recent new brick veneer housing areas on the upper slopes (Eleanor, May and Ada Sts).



New upper slopes development.

Development generally is interspersed, the streets generally lack planting and no areas of particular conservation merit are identifable.

The extension of new development has been restricted to the upper side of Ada St due to water service limitations. The Southern Tablelands County Council electricity sub station is located in treed surroundings above Lansdowne although recent service buildings are exposed to view on the open slopes above Eastgrove.



Lansdowne Estate.

New residential development is also occuring along May St overlooking the golf links and new building is infilling the Chiswick to East St area below Rocky Hill.

The buildings of Lansdowne occupy higher land close to the Bungonia Rd crossing of the River, overlooking Eastgrove and the city. The deteriorating physical fabric of the Lansdowne estate buildings gives rise to concern for future conservation. The "Jewish Temple" is in a particularly ruinous state.

"Jewish Temple" - Lansdowne.

Bluestone Cottage. Hercules St.

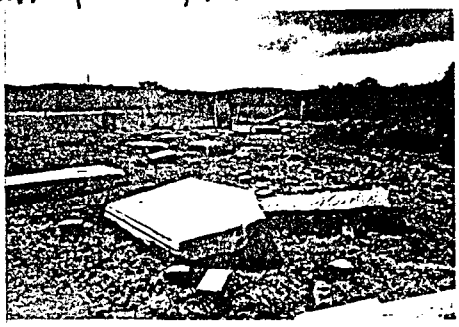
Other individual buildings of note within the residential areas include:-

- All Saints Church of England Eastgrove 1885. Brick, painted, stone foundation base, timber bell tower and remains of landscaped grounds. Currently under-utilised.
- Bluestone residence - Cnr Hercules and Glenelg Sts.
- Eastgrove school 1885 - E C Manfred Architect.

East of Rocky Hill

Typical residential styles of the boom period (c.1890) are represented at 29 Bathurst St - front curved verandah, cast iron work; 54, 56, 63, 68 Eleanor St and 48, 56, 57 May St.

The Rocky Hill Memorial is a significant visual landmark and heritage element. It was designed by H C Manfred as a memorial to the Great War and built by public subscription in 1924. It is constructed of exposed stone rubble in the form of a military look out tower.



Jewish Cemetary ruins.

Beyond the residential area and Rocky Hill ridge to the east the principal land uses are rural and reserved bushland open space. The landscape character of this area is dominated by the major landforms asociated with Mt Gray, the fine stands of native vegetation on hill slopes and the open central valley west of Long St. There is limited rural subdivision with one or two new dwellings.

The remains of the old Jewish Cemetery are located in Long St, north of Chiswick St. There are three upright headstones and some ten more in various stages of ruin or disintegration. The stone foundation of the caretaker's residence and mortuary chapel are close to the street. Headstones include those of the Mandelsohn family (1845) with inscriptions in both English and Hebrew. The site is not marked, is partially overgrown and access is fenced off.

The area between the Mulwarree Ponds and the railway contains a number of significant heritage items - Bradley's Mill, "Broughton" and "Garroorigang". Land generally is low lying and the Recreation Area is a major use. Uses along the Braidwood Road include the new and visually prominent Goulburn Rail Workshops, new industrial development, and the Cooma Avenue/Ottiwell St residential wedged between the road and rail corridors. This small housing area is of mixed quality and age from late Victorian (eg. No. 8 Cooma Ave - stone residence) to contemporary brick veneer dwellings and has no particular conservation merit.

Bungonia Rd was one of the earliest tracks from Sydney into Goulburn and before the arrival of the railway linked directly into Clinton St and the town proper. No. 1 Braidwood Rd, a stone rubble Georgian Style Inn/residence, probably dates from this period although its heritage value has been diminished by front facade modifications.

Baxter's shoe complex, adjacent to the railway, is an old Goulburn industry established in 1885. Baxter bought out William Teece and Co. who in 1850 had a small shop in Clinton St, a factory in Auburn St and a tannery on the Glebe. The existing Baxter's Factory appears to have been in operation by 1907.

The now near derelict building behind Baxter's Factory was built as a Parsonage House on the Cathedral Glebe for Rev. Sowtherby around 1838, and is one of the oldest surviving residences in Goulburn.

Goulburn Brewery.

The Goulburn Brewery (formerly Bradley's Mill and Brewery) is thought to be the oldest standing colonial brewery/flour mill complex in New South Wales. The Brewery is listed on the National Estate Register, subject to a Permanent Conservation Order from the Heritage Council and currently undergoing restoration/renovation with a substantial grant from the Heritage Council of NSW. The complex dates from the 1834 and includes the mill, the mattings, the cooperage, the brewing hall and tower, the bottling hall and engine room, the stables and brewers cottage and office. The castellated brewing tower is a city landmark in the low lying flood plain of the Mulwaree River.

The gothic styled "Broughton", named after the original owner of the surrounding land, was built by W J Bartlett in 1878, four years after Bartlett and Oddy commenced production at the brewery.

Garroorigang Homestead.

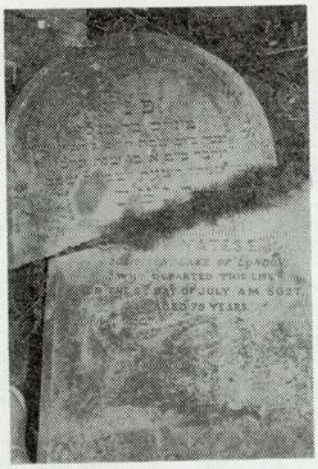
Garroorigang Homestead on the Braidwood Rd was built in the mid 1850's as the Mulwaree Inn and was subsequently used as a school and residence. The building is single storey, Georgian in character with a large hipped roof, front verandah, and 16 pane windows with shutters. Dormer windows and some other details date from the 1960's. The house is open for public exhibition and features a fine period interior and rear stables.

Marker - Hume and Hovell.

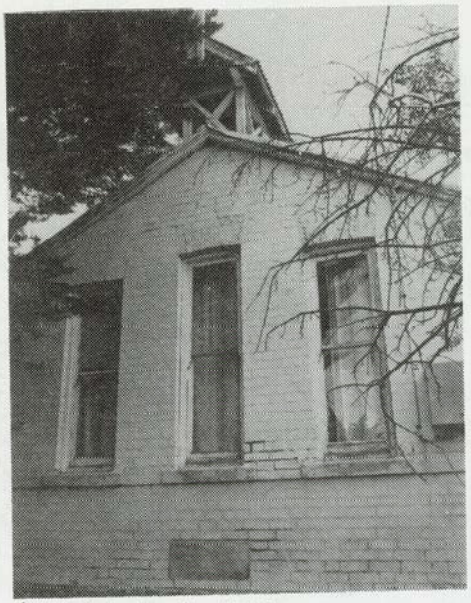
Finally the other individual elements of note are the residence associated with Charlton's Nursery, across Bungonia Rd from Lansdowne, and the stone memorial (erected 1974) to explorers Hume and Hovell commemorating their 1824 expedition when they camped on "the site of Broughton's Yards".

Areas of Concern

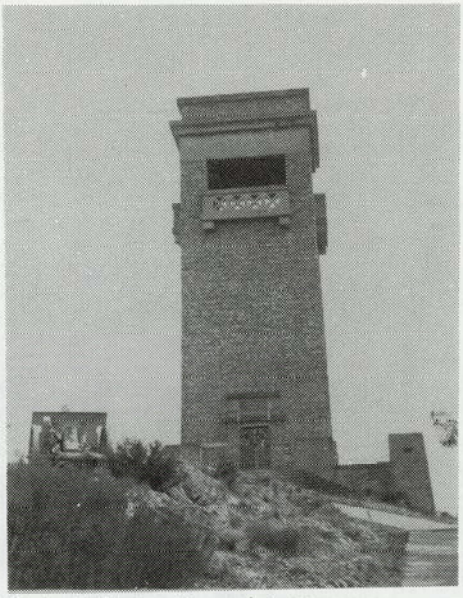
- The poor physical state of Lansdowne and outbuildings given the historic links with the earliest settlement of Goulburn and with the colony's pastoral expansion in the 1820's.
- The threatened nature and physical state of the Old Parsonage behind Baxter's Shoe Factory.



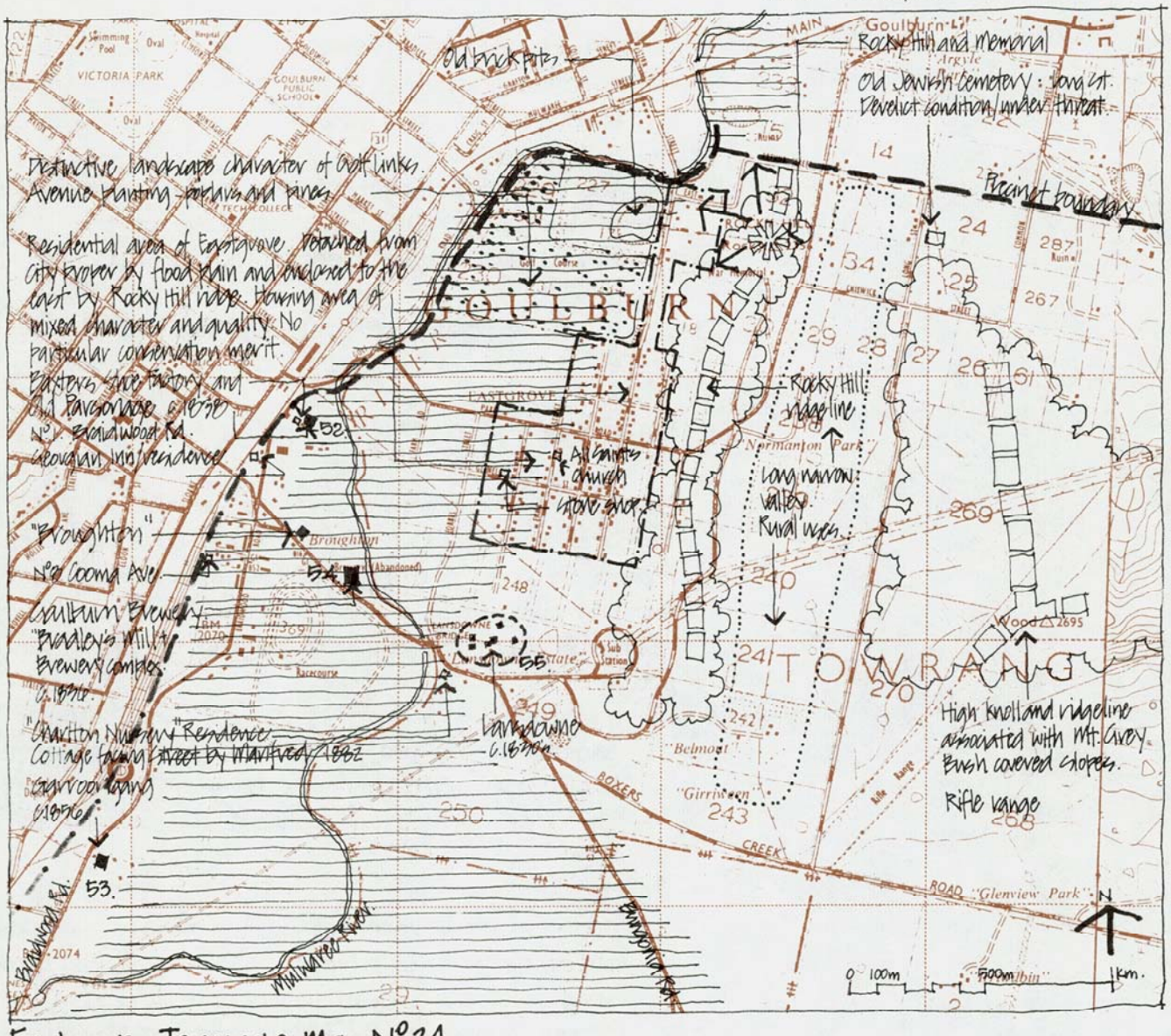
Jewish Cemetery. Long St.
Broken headstone.



All Saints Church. 1858.



Rocky Hill War Memorial. 1926
Arch. H.C. Manfred.



Eastgrove · Townscape. Map. N°24

GOULBURN HERITAGE STUDY

by
lester firth associates pty ltd
architects urban planners environmental consultants
for
The Department of Environment and Planning and the Goulburn City Council

Lansdowne Estate outbuildings

- That the necessary works for the physical stabilisation of the Goulburn Brewery be completed including acceptable landscaping of street frontages and flood banks.

- The impact of the Goulburn bypass on the rural setting of Garroorigang.

- The poor and deteriorating physical state of the Old Jewish Cemetery, Long St.

- Relatively poor landscape quality of the main secondary approach roads into Goulburn (Braidwood and Bungonia Rds).

- The possible impact of residential development of the upper slopes of Eastgrove on the ridgelines visually enclosing the city.

- Visual exposure of buildings asociated with the electricity sub-station.

Guidelines

The future character of the area should be an improved residential area of mixed housing stock separated from the city by a wide landscape corridor and containing a number of key heritage elements which should be presented to the wider public.

- Lansdowne was subject to an Interim Conservation Order which has now lapsed. At present there is no heritage control over estate buildings.

  Appropriate Government action should be taken to conserve this part of NSW's heritage. The long term aim should be to restore the building group, conserve the setting on the low ridge above Eastgrove and encourage public use. Any further subdivision of Estate lands could well detract from the setting of the existing buildings.

- Seek to maximise public use of the Goulburn Brewery Complex in the long term (in addition to its role as a rehabilitation centre). The utilisation of early machinery and techniques should be encouraged if at all feasible (eg. brewing, milling). The possibility of establishing a physical link between the Brewery complex and Lansdowne with upgraded landscape and a separate pedestrian way could be explored and both properties developed to their mutual benefit.

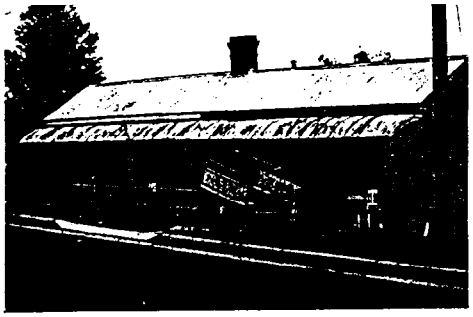
- Seek the retention of the Old Parsonage and the establishment of a new use within its fabric (eg. craft related museum).

- A detailed alignment and landscape study should be undertaken to minimise the visual impact of the bypass proposals on the historic homestead of "Garroorigang".

- The neglected Jewish cemetery forms part of the cultural and physical record of early Goulburn's growth and establishment with the headstones providing information on families, ages, deaths etc. which may be invaluable to historians and genealogists. The headstones also display the skills of early stone masons. The Council and the Jewish community have a responsibility to conserve this heritage.

  The aim should be to retain all headstones and any associated monuments, footstones etc., re-establish the layout if possible with minimum disturbance, provide a simple enclosure, gravel path access and a discreet sign recording significance and need for protection etc. Demonstrated community interest through selective maintenance should help to deter vandalism.

- The landscape character of the Braidwood and Bungonia Rd approaches should be improved with avenue planting. Deciduous species preferred to clearly signal arrival at the city.



Cottages - May St.

- No further residential subdivision above Ada St should occur and the treed skyline of Rocky Hill ridge to remain. Building materials and colours for new work should blend with the bushland backdrop (eg. browns, olives, earth tones).

- An active use should be sought for early buildings which are underutilised (eg. All Saints Church Eastgrove) and the rehabilitation/ restoration of early types encouraged (eg. as shown by single storey duplex in May St.)

PLANNING PRECINCT NO. 11

6.11 NORTH EASTERN APPROACH ZONE

Location

To the north of the city bounded by Arthur St to the south, and the river system to the west.

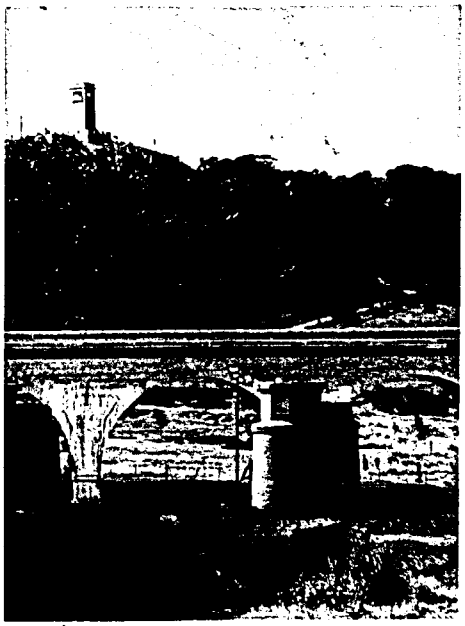
Description and Character

The area is largely contained to the east by the major bush covered landforms of Governor's Hill and the Mt. Gray ridgeline and falls south west to the low lying flood prone land of the Fitzroy Flats. The northern sector contains large lot rural uses including a deer farm, is crossed by the railway and relatively detached from the northern entry zone. A long vegetated ridge runs north south along the rail line and a major quarry cutting is evident, particularly from North Goulburn. Behind this quarry the Reverend Canon Leigh bought some land for a residence in 1871, erected the stone walls and planted an orchard. The house was never finished and the ruin is known today as "Leigh's Folly".

The character of the central portion of the precinct has been determined over time by industrial activity in the form of brickworks and more recently by Highway related commercial and service industry strip development. Goulburn's first brickworks were built near the Fitzroy Bridge in 1837 by William Keeley. The contractor for the Gaol (Mr. F Lemm) established the "Fitzroy" brickworks near the railway bridge in 1880. Gulson's brickworks north of the Highway continues manufacture today.

The Potteries · Gulson Brickworks.

Shelter · General Cemetery.



Viaduct · War Memorial in background.

Items of historical or visual interest within or associated with the Gulson complex include the brick smoke tower, the polychrome Victorian terrace house on Common St and "The Potteries" (1895) residence built by Francis Gulson.

The other main use north of the Highway is the Cemetery with its small Federation style Gatelodge visible within the grounds and aging pine trees along the Gorman Road approach.

As previously noted the northern approach to the city is marred by strip development and associated large neon sign advertising, exposed hill cuttings and large scale motor wrecking operations. The highway connection directly across the Fitzroy Flats and railway is elevated and featureless, with views down to industrial uses, cemetery, open grazing paddocks and across to the Training Centre.

The railway viaduct, which replaced the early timber bridge in 1914, is a long stone and brick arched structure elevated above the flood plain. The North Goulburn station building is a listed heritage item - built in 1869 in the Gothic Revival Style. Also of note is "Mulwarree House" located to the north of the railway (c.1875) overlooking the river, although its present condition detracts from its significance.

Areas of Concern

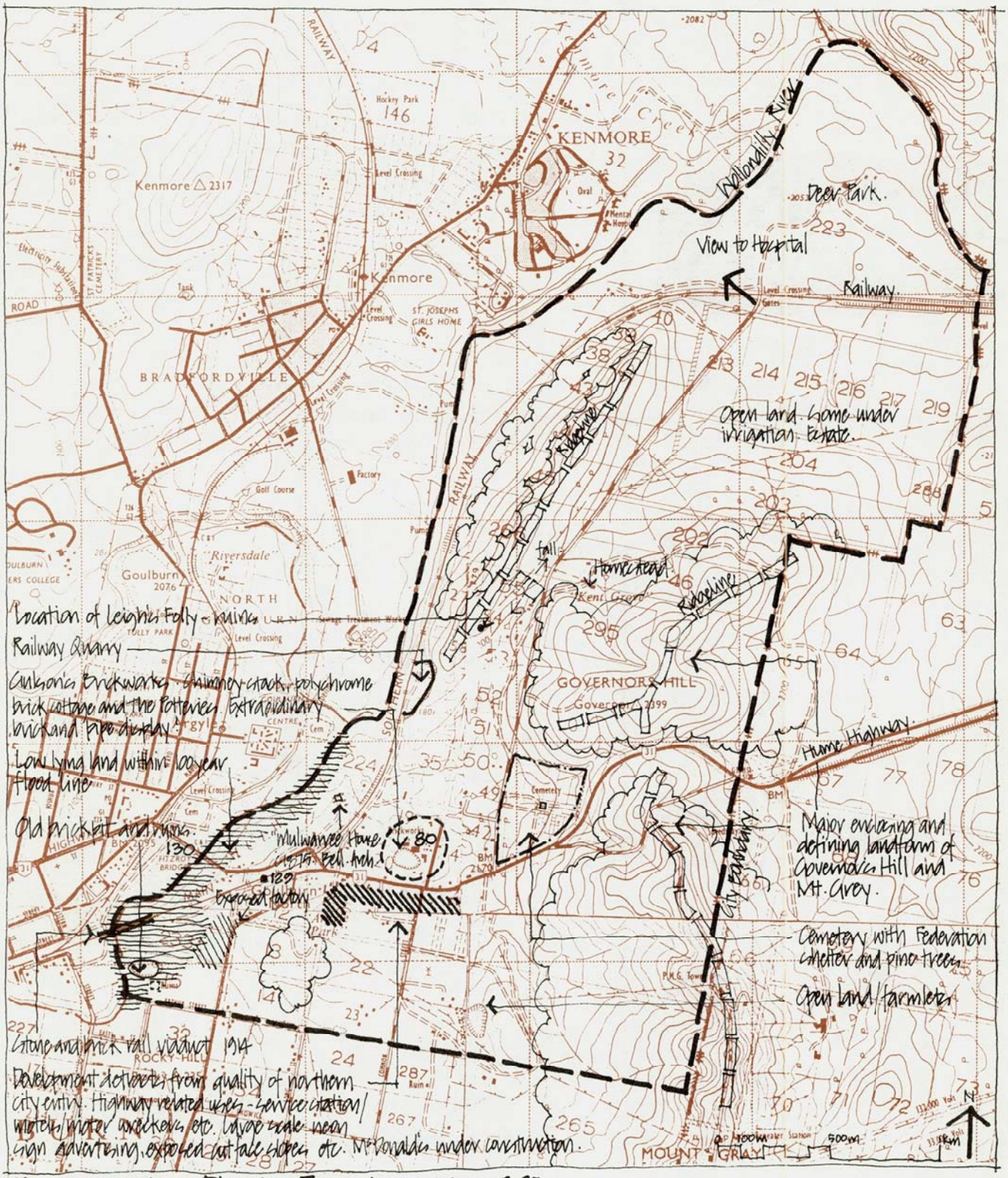
- Poor quality of northern entry to the city and associated landscape character of the Fitzroy Flats area.
- Existing motor car wrecking uses and impact on landscape.
- Visually exposed factory uses above the railway.

Northern City Entry Zone - Poor environmental quality.

Guidelines

- The future character of the area should provide for an improved northern entry precinct of mixed use and character. The area is important in the perception of the city.

- A detailed landscape corridor plan is required for the Governor's Hill/Lagoon St section of the Hume Highway to substantially improve the character of the precinct over time. Associated landscape screening of undesirable development should be undertaken. The extension of detracting uses should be limited to areas not visually exposed to the highway approach.



Townscape Map. Planning Precinct 11. Map No 25

GOULBURN HERITAGE STUDY

by
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section 7

SECTION SEVEN: HERITAGE STRATEGY

Introduction

This section of the report summarises the known items of heritage which may be under threat (eg. from demolition, deterioration, neglect or redevelopment pressures), recommends an implementation strategy to effectively conserve heritage items and areas identifies conservation action priorities and lists further studies that need to be carried out in Goulburn.

7.1 Heritage Threats

Areas of concern related to heritage items or areas are covered in detail in Section Six: Precinctual Studies. A summary is provided below, not that * indicates a major concern while the number relates to the Heritage Inventory.

Buildings Under Threat

* Lansdowne Estate (No. 55). Cottage and outbuildings esp. "Jewish Temple" poor and deteriorating physical condition. (Previous I.C.O. lapsed). (PCO proposed).

* Grafton Street. Early Inns and residences. Deterioration/semi-derelict physical state including residence (No. 117) "Grafton House" (No. 122), and Former Builders Arms Hotel (No. 126).

* Old Parsonage (No. 52). Semi-derelict condition of 1838 building. Located behind Baxter's Shoe Factory off Blackshaw Road.

. Two storey terraces, Sloane St (not on Inventory but suggested new listing) Group of four - one renovated, others vacant and partially vandalised. Location opposite St. Clair.

- Two storey terraces, Bradley St (not on Inventory but suggested new listing) located between Sloane and Auburn Sts. Similar to above.

- Faithful St. Former Argyle Brewery (not on Inventory but suggested new listing). Vacant, deteriorating condition.

- Nicholson St (No. 59). Stone cottage. Poor condition externally.

- Bradley St. Residence (No. 44). Vacant, some vandalism. Industrial land use change.

Possible Future Threat Due To Land Use/Commercial Pressure

- Clifford St. Terraces (No. 68). Vacant, poor physical condition - subject to Interim Conservation Order.

- Goldsmith St. Georgian cottages eg. (No. 110). Typical of early residences (now somewhat isolated). Adjacent two storey commercial development. Possible threat of redevelopment.

- Shop fronts, Auburn St. Remaining contributing and listed shop fronts may come under redevelopment pressure in the future.

- Brackley Cottages (Interim Conservation Order expired) and Federation residences on site of proposed Civic Centre. Some demolition has already occurred. Under threat if Council proceeds with scheme.

Areas Under Threat

* Mortis St Cemetery. (not on Inventory but suggested new listing). Poor and continuing deterioration of pioneer cemetery. Incompatible adjacent land uses.

. Jewish Cemetery Short St. (not on Inventory suggested new listing). Remains of small early Jewish Cemetery. Poor and deteriorating physical condition.

Areas Which Require Control Against Future Threat/ Other Comments

* Belmore Park. Possible future erosion of heritage character due to landscape deterioration, municipal actions, inappropriate siting of memorials, low grade park furniture etc. (I.C.O. lapsed).

* Streetscape. Continuing erosion of environmental character of main streets due to excessive widening and/or mature street tree removal.

* Individual Actions. Continuing erosion of heritage character of inner city areas due to unsympathetic elemental changes to early buildings (eg. bay window or verandah removal, window or post replacement, poor additions).

. Land Use Zoning/potential redevelopment. As outlined in Section Four of this report, the the present land use zoning could encourage inappropriate industrial and residential redevelopment of some inner city areas, heritage items and streetscapes that contribute to the character of Goulburn.

. Goulburn Post Office. Remains vacant pending renovation. This key building should be restored to the highest possible standard including traditional colour scheme.

7.2 Implementation Strategy

A successful conservation stragegy is dependent upon:

- a framework for decision making based on a comprehensive analysis of heritage and environmental significance
- a definitive set of objectives and policies
- a clear set of guidelines against which development applications can be formulated by the community and assessed by the consent authority
- a sensitive interpretation of the guidelines by the consent authority
- the implementation of recommended public works
- public support and backing for conservation

Goulburn City Council recognised the need and potential benefit of undertaking a comprehensive study of its environmental heritage in 1982. The Heritage Council funding and involvement in the organisation of the study emphasises the State goals and recognises Goulburn's heritage significance. The next step in the conservation process is Council's adoption and support of a conservation strategy.

The Environmental Planning and Assessment Act makes provision for conservation through the preparation of local environmental plans for which Council is the responsible authority. It is important that conservation management is locally based.

It is therefore recommended that a draft Local Environmental Plan be prepared for the protection of heritage items and areas incorporating the

findings of this study. The Plan should embody comprehensive conservation objectives, establish formal guidelines for consideration of the impact of development upon general and specific aspects of the heritage of the City and incorporate appropriate conservation controls.

In accordance with the "Standard Heritage Conservation Provisions for Inclusion in Local Environment Plans Feb 1983" prepared by the Department of Environment and Planning, it is recommended that the following conservation issues be examined and incorporated as necessary in a draft Local Environmental Plan.

7.3 Heritage Items

A schedule of items of environmental heritage based on the Inventory in this report should be endorsed by Council. Items are required to be clearly identified and marked on a plan, notice of adoption of the schedule given in newspapers and notice given in writing to owners or occupiers of land upon which an item is situated.

With repect to the items on the list a person shall not:

a. demolish or renovate any such building or work;

b. damage or despoil any such relic or any part of any such relic;

c. excavate any land for the purpose of exposing or removing any such relic; or

d. carry out any development in relation to land on which any such building, work or relic is situated;

except with the consent of the Council and in some cases (if separately scheduled items) with the concurrence of the Director of the Department of Environment and Planning.

Demolition of items on the List shall be subject to consent of Council with the concurrence of the Director.

When considering applications for any alteration, enlargement, extension or renovation which affects the external appearance of the building, the Council may refuse the application or may attach to its consent such conditions as it may think proper to impose, having considered:

a. the height, bulk and massing;

b. the pitch and form of the roof;

c. the size, proportion and position of openings for windows and doors; and

d. the colour, texture, style, size and type of finish of all materials,

With respect to buildings on land adjoining those items on the list, before consenting to the erection of a building the Council shall consult with the Director and shall take into consideration any representations made as a result of such consultation. The Council may also consult with the Heritage Council of New South Wales and shall take into consideration any representations made as a result of such consultations.

7.4 Heritage/Conservation Areas

It is recommended that Planning Precincts One to Five as defined in this report be adopted by the Council as a Conservation Area. Within this area the Council shall not consent to an application for development unless it has taken into consideration any plan, code, policy or design, whether detailed or otherwise, adopted by resolution of the Council for the purpose of maintaining or enhancing the heritage significance of the area.

When considering an application for the erection of a building or the extension, enlargement or alteration of an existing building, the Council may refuse such application or may attach to its consent such conditions as it may think proper to impose having considered:

a. the height, bulk and massing of the building in relation to the scale of existing buildings on adjacent sites;

b. the pitch and form of the roof;

c. the size, proportion and position of openings for windows and doors;

d. the colour, texture, style, size and type of finish of the materials to be used on the exterior of the building;

e. the location on the site of the building in relation to:

   i. the trees and buildings existing on the site; and

   ii. the setback from both the road alignment and the side boundaries of the building, considering the setback of buildings on adjoining and adjacent land.

Within the conservation area a person shall not ringbark, cut down, top, lop, remove, injure or wilfully destroy a tree which is more than 3 metres high, without the consent of the Council.

In determining development applications it will be important for the Consent Authority (Council) to take into account the guidelines and considerations contained in this report or those subsequently incorporated in a development control plan (see 7.6) or code adopted by Council.

7.5 Conservation Advice

In addition to the appropriate statutory measures, consideration should be given to the provision of professional resources (eg. Architect/Conservation Planner) on a part-time/as needed basis to assist Council, and those interested in preparing development applications, in decision making. The resources of the Heritage Council are limited and to meet such a need it would be necessary to seek professional skills elsewhere.

The formation of a "Environmental Heritage Advisory Committee" which may be consulted by Council on issues of environmental heritage would be of assistance to Council. The members of the committee could be drawn from local and state government, private professionals and interested community groups.

It is possible to achieve much in the field of conservation without recourse to the provision of the Heritage Act and associated Interim and Permanent Conservation orders (ICOs and PCOs). The experience of the Heritage Council indicates that negotiated agreement on heritage issues is best achieved through consultation with owners of properties. It is recommended that Council provide appropriate professional skills and services to support such work.

7.6 Development Control Plans

To provide detailed measures for the control and management of public and private development in accordance with the objectives of the Local Environment Plan (L.E.P.) a series of Development Control Plans may be prepared for specific areas or on specific issues. Such areas could include Grafton St, Auburn St, the Belmore Park Precinct, Hurst St, and the Mortis St Cemetery Area. This study provides the data and guidelines for such Plans.

7.7 Exhibition and Brochure

A necessary part of the process of preparing any local enviromental plan is the provision for public exhibition of material and the discussion of issues. Protective action under the Heritage Act (Section 130) may be required to forestall unwarranted demolition or destruction of heritage items during this process. Council may request the Heritage Council to recommend to the Minister that Section 130 orders be applied to all listed buildings, or more selectively, to those principal buildings considered under threat whilst the L.E.P. is finalised.

As part of the draft L.E.P. process, a detailed review of the Heritage Inventory should be undertaken. The recommendations within this study (Section 8.2) should be assessed for inclusion while some deletions may be deemed necessary following investigation or community response.

A series of identified public works would enhance the historic and environmental character of the City. Progressive implementation will clearly demonstrate Council's committment to conservation.

The key Study findings should be given the widest possible distribution within the local community. This will help ensure a better understanding of the conservation interest and inevitably lead to greater public support. To this end the final report may be considered suitable for limited publication and sale.

The preferred form of distributing the study finding would be via the publication of a brochure and pamphlet. The pamphlet should explain the conservation objectives and guidelines for Goulburn and is an essential part of publicising the findings and the particular elements and qualities that Goulburn possesses. The pamphlet should provide information on the proposed conservation measures and illustrate a number of issues that need careful consideration in modifying existing, historic buildings and/or in proposing new development.

7.8 Priority Actions and Further Studies

This report contains many detailed recommendations which are aimed at the effective conservation of Goulburn's heritage. Most recommendations are detailed in Sections Five and Six of the report. A number have been selected as priority actions or further studies that should be undertaken subject to the acceptance and endorsement of this study.

Draft Local Environmental Plan

A draft local environmental plan should be prepared by Council and placed on exhibition together with this study.

Heritage Inventory

The Inventory contained in this report together with the recommended additions should be adopted as an Interim Listing of Heritage Items. A detailed review of the list should be undertaken in the course of the public exhibition of the draft plan prior to the formal gazettal of the Local Environmental Plan.

Section 130 Orders

Section 130 Orders should be issued under the Heritage Act to temporarily protect items on the "Interim List" from demolition before the public release of the study.

Environmental Heritage Committee.

Council should consider the setting up of such a committee to provide counsel and advice on heritage matters.

Grafton Street Upgrading

A detailed Development Control Plan is required for the Grafton St precinct. During the course of the study considerable effort was directed to detailing proposals for the Grafton St upgrading so as to enhance the heritage character of the area. Careful attention should be paid to the sensitive implementation of the recommended upgrading including a landscape plan for the central medium strip.

Cemeteries

A general policy on the maintenance and presentation of historic cemeteries is required. The Mortis Street Cemetery, Old St Saviours Cemetery and the Jewish Cemetery should be the subjects of a separate detailed management studies.

Threatened Items

A means of encouraging or ensuring the retention of threatened heritage items is required. This could include Council actively pursuing a number of strategies including - demolition control; funding for renovation or restoration (eg. revolving fund, National Trust Small Buildings Fund, Heritage Council grants, Council purchase).

Central Area Study

A significant number of recommendations relate to the environmental upgrading or enhancement of the Central Area of Goulburn, which contains the major heritage items. Civic design study issues include a Belmore Park Action/Management Plan, upgrading of Auburn St, streetscape improvements to enhance the immediate setting of historic buildings, an advertising signs policy, a street landscape programme, colour schemes for key buildings and the possible pedestrianisation of some streets. These issues require study design development and detailing and should be integrated with a traffic management scheme for the city area. It is recommended that a Goulburn Central Area Study be undertaken to co-ordinate these actions and prepare the appropriate structure and development plans.

Streetscape Policy

A city wide streetscape policy for heritage areas should be prepared and adopted by Council to guide street upgrading. It should be based on minimum carriageway widths, retention of mature landscape and resolution of existing maintenance problems.

Land Use Zoning Review

Existing inner residential and industrial land use zonings should be reviewed where they could be seen to set against the retention of heritage items (particularly in the "Conservation Area" - Precincts One to Five).

Conservation Pamphlet

Preparation and distribution of a pamphlet or broadsheet on Conservation in Goulburn to ensure public awareness of the potential and the recommend conservation approach.

Visitor Centre

Develop a comprehensive visitor centre in a readily accessible central location (Report Section 5.7).

Heritage Trail

Develop and promote a heritage trail together with heritage item identification as a major visitor attraction. (Report Section 5.7).

City Landscape Plan

Preparation of a city wide landscape upgrading policy and development plan (including "Tree Preservation Order") to include:

- Riverside link/Gaol Link;
- Landscape infill in city streets;
- A landscape corridor plan from Governor's Hill to Lagoon St to substantially improve the northern city approach;
- The preparation (with DMR) of a detailed alignment and landscape study of the proposed bypass route, in particular the impact on the historic homestead of Garroorigang.

section 8

SECTION 8: HERITAGE INVENTORY

8.1 Introduction

The following inventory of heritage items has been compiled from the Australian Heritage Commission's Register of the National Estate, the Register of the Heritage Council of New South Wales, the Register of the National Trust of Australia (NSW) and the Royal Australian Institute of Architects (NSW Chapter) List of Twentieth Century Buildings of Significance and an Interim List of Buildings prepared by Local Trust members. The inventory schedules only those items, buildings, sites, relics, etc. identified by the above agencies as at July 1981. In addition to the inventory some further 30 potential heritage items have been identified by the study team during the field investigations. These items are listed separately for further review (see 8.2).

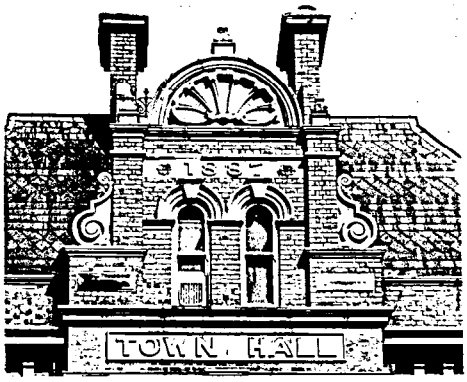
The inventory includes 181 listings in the following categories:-

- Australian Heritage Commission (AHC) 24
- Register of the Heritage Council of NSW (HC) 8
- Register of National Trust of Australia (NSW) Classified (NT/C) 34
- Register of National Trust of Australia (NSW) Recorded (NT/R) 130
- Industrial Archeological Site (IAS) 5
- Royal Australian Institute of Architects list (RAIA) 6
- Local Trust (LT) 14

The inventory has been assembled on an alphabetical street name and number basis. Each item has been awarded a reference number which appears in the text and/or on drawings as appropriate.

The data against each item provides a reference to the architectural style, identifies listing source, includes information readily available from existing records as well as comments based on site inspections and additional data assembled during the study.

Only those items with Australian Heritage Commission, Heritage Council and National Trust classified status have been photographed for the inventory.

ITEM NO.	ADDRESS/PHOTOGRAPH	DESCRIPTION	STATUS
1.	5 Addison St.	Dwelling - Georgian style cottage. 4 room, brick, Flemish bond, built 1870.	LT
2.	7-13 Addison St.	Dwellings. Georgian style cottages, rendered c.1870.	LT
3.	128 Addison St.	Christ Church and Rectory.	NT/C
		Church Established 1884. Contemporary additions, built 1964-65. Fine brick Rectory, gothic bargeboards and detailing. Designed and built by the Reverand Canon Soares, the first rector. Cost £746.	
4.	22 Argyle St.	House. Federation/Bungalow Style.	NT/R
5.	45 Auburn St.	Dwelling. Victorian Italianate. 6 rooms brick. C.1860.	LT
6.	163 Auburn St.	Goulburn Town Hall.	AHC NT/C
		Built 1887/8 Arch. E.C. Manfred & Son. Fine Classical Revival (Flemish influence) building, distinctive red brick with slate roof, full pane sash windows. Essential component of the C19th public buildings complex of Goulburn.	
7.	165 Auburn St.	Goulburn Post Office.	AHC NT/C
		Built 1880/81. Arch. James Barnet (Colonial Arch.). Builder F. Horn Large Victorian Italianate style building. Symmetrical design, high central clock tower with flanking colonnaded offices and end 3 storey towers. Ground floor colonnades with pilasters and entablature and moulded keystones. Outstanding landmark in Goulburn and central to key building group. Currently vacant awaiting major repairs and refurbishment.	

8. Auburn St.

Municipal Library Building. NT/C

Also known as Mechanics Institute building. 1881. Designed by E C Manfred as additions to earlier Insititute building. 2 storey Victorian Classical facade. Heavy stuccoed facade and roof parapet in neo-classical manner. Ground floor shopfronts and awning are contempory. Important contribution to Goulburn civic group and Victorian streetscape adjacent to Belmore Park.

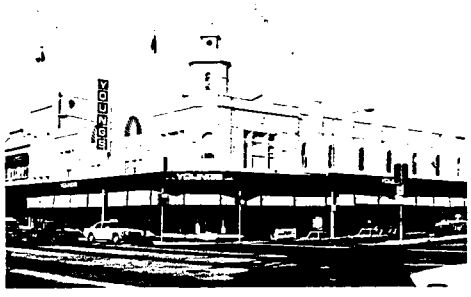
The original Institute building (library) opened in 1860. Arch. Mr Carson. The additional hall opened 1862.

The Institute held debating discussion classes, exhibitions and later technical classes. The classroom to the rear for this purpose exists and was built in 1866.

Behind the Institute building fronting Montague St is the Technical School building - a simple rendered classroom - designed by E C Manfred 1886/7.

The Institute building was remodelled again in 1928 by Architect H C Manfred when the hall was abandoned.

9. 180-186 Auburn St



Young's Department Store . NT/C RAIA

Built 1901. Arch. E.C. Manfred. Large country town emporium building for Charles Rogers & Sons. Romantic expression of Victorian Italianiate style - towers, battlements and elaborately arched windows. Later awning and shopfronts. Load bearing brick, stucco, splayed corner tower. Prominent late Victorian emporium, important relationship to Belmore Park and Civic building group.

10. 194-204 Auburn St

Commercial Buildings. (Hollis Group) NT/C

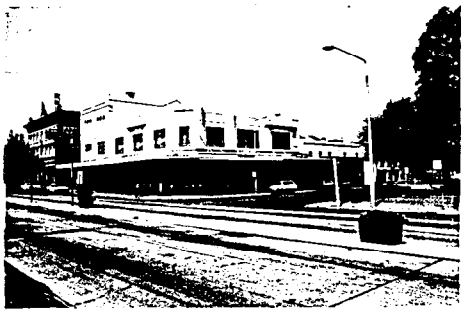
Group of late Victorian Italianate commercial buildings facing Belmore Park. Heavily modelled stuccoed facade with tall elaborate balustraded parapets and detailing. Street level awning and shopfronts contempory. Five substantial and harmonius facades important in conjunction with Belmore Park civic group and other Victorian commercial buildings of Auburn Street.

No. 194-1891/No. 196-1890/No. 198-200 -1883, Arch. W Parrott. Built for Colonial Mutual Life Asurance Co. Elaborate 3 storey facade and crowning statue.

No. 202-1913. Possibly incorporates early Market Taven Hotel, later Post Office Hotel. No. 204 - c.1890.

11. Auburn/Market St Cnr

Knowlman's Store. NT/C



E C Manfred Arch. 1906.
2 storey late Victorian Italianate building. Incorporates parts of earlier Bobbie Burns Hotel. Facades stucco brick. Awning and street level facades modern.

12. 191 Auburn St

A.M.P. Society Building RAIA

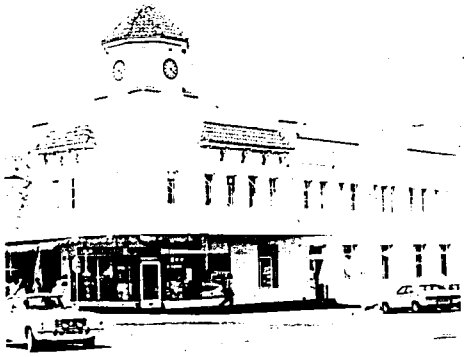
Built 1927/28. Arch. Wright and Appleby (Sydney). Neo-classical Italianate.

13. Auburn/Clifford St Cnr.

Goulburn Permanent Building Society Building. AHC NT/C RAIA

Built c1910 as Union Bank Building. 2 storey Edwardian building - Queen Anne influences evident in polychrome brick arches, curved roof and balcony, massive timber brackets. Picturesque contribution to Auburn St in conjunction with Colonial Mutual Life Building opposite.

14. 207 Auburn St/Clifford St Cnr. Colonial Mutual Life Assurance Society. NT/C HC



Built 1933. Arch. Hennessy and Hennessy. 2 storey commercial Spanish Mission style building with distinctive corner octagonal clock tower. External rendered walls painted white, areas of moulded stucco and wrought iron work. Excellent example of style and significant Goulburn landmark.

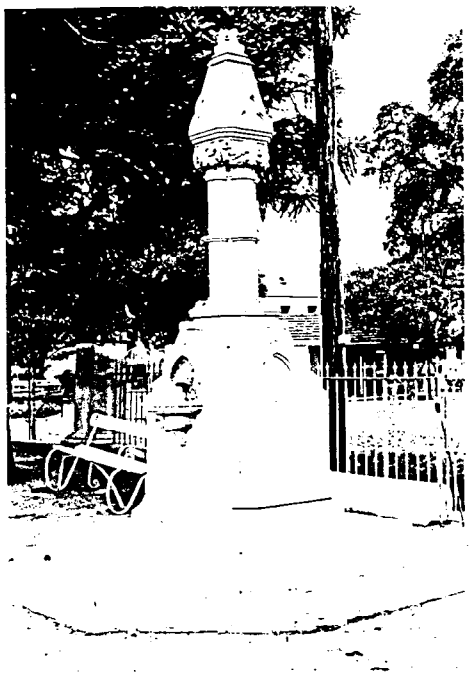
15. 314-324 Auburn St. Commercial Building Facades. NT/R

16. 380-386 Auburn St. Commercial Building Facades. Federation 1907. NT/R

17. 24-30 Australia St. Group of Cottages. NT/R

Pair of semi-detached cottages - simple Georgian form, hip roof front verandah, 12 pane windows. Interesting use of timber cladding on front facade in format of stonework.

18. Belmore Park Bounded by Auburn/Market/Sloane/Montague Sts. AHC NT/C



Original Market Place use. Dedicated in 1867 by Lady Belmore at the opening of the railway from Sydney. Reached its present form by the 1880's. Collection of English and other forest trees and exotic vegetation planted in lawn with ornamental flowerbeds. Contains a Victorian Bandstand, Temperance Drinking Fountain, Jubilee Fountain, obelisk and Boer War Memorial aligned on central axis in the manner of C19th park urban design. Fine example of a park in a prosperous Victorian country city evidencing the aspirations and civil pride of its inhabitants. Important as setting for flanking range of Victorian commercial and public buildings.

18.	Belmore Park (continued)	Other Details:- 1882 - Octoganal bandstand Arch. E C Manfred. Decorative cast iron. 1886 - Sandstone drinking fountain presented by Temperance Societies. 1898-99 Hollis fountain. Sculptors Grant & Locke. Elaborate masonary fountain as memorial to Dr Hollis and is a duplicate of the Diamond Jubilee Fountain in St. Leonards Park, Sydney. 1904 - Boer War Memorial sandstone/carrara marble. Obelisk in granite to commemorate municipal achievements. Stone column commemorating John Knowlman, Mayor 1910. Mayor Davies Stone 1868. Noteable partially remaining fence and stone piers. Park also has Trigometric information marker and Flag court.	AHC NT/C
19.	2 Belmore St	Dwelling - Federation Period. Unsympathetic roof alteration.	NT/R
20.	4 Belmore St	Dwelling - Late C19th/Federation. Elaborate polychrome brickwork. Decorated bay window.	NT/R
21.	10 Belmore St	Dwelling - Federation. Bungalow style.	NT/R
22.	8 Beppo St	Dwelling - Federation.	NT/R
23.	10 Beppo St	Dwelling - Federation.	NT/R
24.	21-23 Beppo St	Formerly St. Kilda Cottage. The above are semi-detached. St. Kilda Cottage (central section) built 1862 by Rev. Puddicombe (later arch deacon at St. Saviour's Goulburn) as a private residence. Flemish bond brick, stone quoins and sills. Stone stables to rear. Simple Victorian Gothic style. Additions to east and west c.1879 by Arch P.C.K. Rowe. Used as a school by Miss A.H. Studdy 1898 and by Mrs Anderson in 1905 when the name changed to Hadleigh.	NT/R

25.	26 Beppo St	Dwelling - late C19th/Federation. Substantial 2 storey residence. Built for Mr Sand. Arch. E C Manfred 1893.	NT/R
26.	Blackshaw Road.	Dwelling. Railway Gate House c.1869. Residential Victorian Gothic style. Unsympathetic side additions.	NT/R
27.	118-132 Bourke St	Dwellings. 8 two storey Victorian terrace houses. Built prior to 1870. Overhanging upper level balcony with cast iron decoration.	NT/R
28.	Bourke St/Verner St Cnr.	Roman Catholic Cathedral Group. Includes Cathedral of Saints Peter and Paul, Bishops Residence, Presbytery and stone and iron fence. Major building work began 1887 and opened by Cardinal Moran 1890. A Gothic Revival Cathedral built in stages around the original 1843 church. Foundation stone for nave which connected to earlier church laid 1871. 1887 work was trancept, sanctuary, chapel, sacristy and tower. Arch. C. Spadacini and A Stombuco. Builders O'Brien and Wilkie Bros. Cruciform plan with tower on NE corner. Serpentine granite (bluestone) construction, arched timber trusses, window and door surrounds in light coloured stone. Intact interior with many fine stained glass windows. Imposing quality major ecclesiastical building, of considerable aesthetic, historic, and streetscape value especially considered in conjunction with Residence and Presbytery.	NT/R AHC
29.	Bourke St/Verner St Cnr	Goulburn Technical College. Completed 1901. Arch. W.L. Vernon Government Arch. Contractor Walls and Sons. Imposing 2-4 storey red brick college steep 45° pitched roof, small paned windows, stone base and distinctive high gable ends and elaborate chimneys. Stylistic influences can be traced to the work of the Glasgow School "free style" or Arts and Crafts Movement.	NT/R RAIA
30.	168. Bourke St.	Dwelling. Victorian Period	NT/R

31. 101 Bourke St. — Dwellings — NT/R

32. Bourke St — St. Saviour's Church Hall — NT/R

The adjacent Church Hall was designed by E.T. Blacket and built by R.B. Turner in 1874. Gothic style, arched windows and doors, sandstone.

33. Bourke St — St. Saviours Cathedral. — AHC NT/C

Commenced 1874. Arch. Edmund Blacket & Sons.

This Anglican Cathedral was begun on the site of the previous Church in 1874, dedicated and licensed in 1884 and consecrated in 1916. Completed to its present stage by Cyril and Authur Blacket. Constructed of rough Bundanoon stone with smooth buttresses and projecting pinnacles. Cruciform plan, elaborate tracery in aisle windows and fine altar and trancept windows. Tower has never been completed. Excellent interior furnishings and organ. Good example of Blacket masterful use of design, detail and material.

34. 184-186 Bourke St — Brackley - and semi-detached cottage — HC NT/C

Built c1850. Late Georgian townhouses. Symmetrical pair of semi-detached cottages. Much original joinery retained including front 25 pane windows, 6 panel doors and small paned elliptical fanlights, original outbuildings remain. Walls of stone and stuccoed brick lined to resemble ashlar. Original double hipped roof now sheeted over with galvanised iron.

Once home of Goulburn's first Major C.J. Walsh.

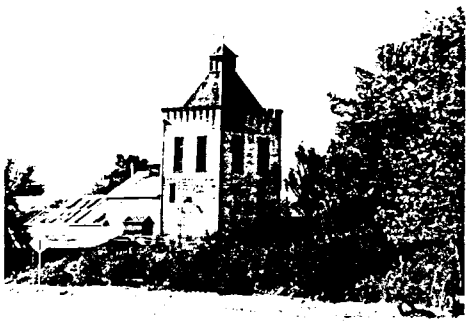
Architecturally and culturally significant building, important in streetscape terms in conjunction with adjacent St. Saviour's Cathedral and Church St. area.

35. 188 Bourke St. — Dwelling. Victorian. — NT/R

36.	194 Bourke St.	Dwelling. Senior Citizen's Centre. Federation. Good example of style. Leadlight windows, slate roof, terra cotta finials, timber decoration, etc.	NT/R
37.	167-171 Bourke St.	Dwellings	NT/R
38.	Bourke St.	Bourke Street Public School. 1897 Building and blocks facing Bourke St; built as Boy's Department.	NT/R
39.	175-177 Bourke St.	Dwellings. Semi-detached pair. Federation. Includes fence of No. 177.	NT/R
40.	224 Bourke St.	Dwelling. 2 storey Victorian. Fine cast iron work.	NT/R
41.	276 Bourke St.	Dwelling. 2 storey brick. Dormer windows Victorian gothic.	NT/R
42.	278 Bourke St.	Dwelling. Bungalow style	NT/R
43.	14-20 Bradley St.	Terrace dwellings. Simple Georgian form. Cast iron detailing.	NT/R
44.	60 Bradley St.	Dwelling. Victorian. Fine detailing	NT/R
45.	85 Bradley St.	Dwelling. Federation. Arch. E.C. Manfred 1907.	NT/R
46.	87 Bradley St.	Dwelling. Victorian Italianate	NT/R
47.	93 Bradley St.	Lynburn Guest House. 2 storey Georgian form. Victorian trim.	NT/R
48.	99-101 Bradley St.	Dwellings. Single storey terrace pair. Victorian boom period.	NT/R

49.	104 Bradley St.	"Carrawarra" Victorian Mansion. 1883 Originally owned by William Davies (6 times Mayor of Goulburn and MLA). Used also as Boy's College, a soldiers club in 1916, a hostel, a Women's Technical College and later State Government Offices (Public Works). As a Boy's private school - King's College in 1890 it had 22 boarders and 30 day boys (Wyatt p 39). Sympathetic recent upgrading.	NT/R
50.	111-113 Bradley St	Dwelling. Pair of individual Victorian Italianate villas.	NT/R
51.	114 Bradley St.	Dwelling - "Rossneath" built for Rev Ross Builder Thomas Wilkie. E.C. Manfred was commissioned in 1881 to build this Gothic styled villa for the widow of Rev. Ross. Used as a finishing school for young ladies. Exposed tuck pointed brickwork, high pitch roof, dormer windows, carved bargeboards, etc. Early use of cavity brick wall construction.	NT/R
52.	Braidwood Road.	Old Parsonage. c.1838. Built on Old Glebe lands. One of the oldest remaining residences in Goulburn. Near derelict condition. Located behind Baxter's Shoe Factory.	NT/R
53.	Braidwood Rd.	Garroorigang and Stables. Built c.1857 by Charles Thomas as the Mulwaree Inn. Single storey stuccoed brick and rubble house. Used as a a school from 1870 to 1880's. Good stables to rear. Iron roof continues over verandah, fine 16 pane windows with shutters, some original doors and fireplaces. Cast iron balcony and dummy dormer windows added in 1960's. Currently utilised by present owner as Museum/ Historic House, open to the public. Interesting early Victorian residence (Georgian style) which has important historical links with the district. Adjacent stone memorial to explorers Hume and Hovell.	AHC NT/C

54. Bungonia Rd.



The Goulburn Brewery; Former Bradley's Mill and Brewery

AHC
HC
NT/C
IAS

Located on 67 hectares of river flat on the Mulwarree Chain of Ponds River.

Exceptional complex of C19th Industrial buildings and machinery.

Malt house, flour mill, brewery, stables and living quarters built at different periods related to function of complex at the time. 1836 Bradley's flour mill; brewery 1840's 2 storey wing the Maltings 1839-1849 2nd floor by 1920. Ceased as brewery in 1929 and served as residence for last brewer and family until 1976. Purchased by charity organisation in 1978. Simple vernacular buildings devoid of decoration apart from castellated tower. The seeming haphazard layout is characteristic of vernacular complexes modified through time. Subject to Heritage Council Permanent Conservation Order. Detailed architectural/historical/archaeological/engineering study in preparation leading to a Conservation Plan. One of the few surviving examples of vernacular C19th industrial complexes.

Further references: "Goulburn Brewery Archaeological and Technological Report; D Godden - Heritage Council, "A History of Goulburn Brewery"; Dr B Pennay - Heritage Council of NSW.

55. Bungonia Rd.

Land grant to Jonas Bradley of the NSW Corps. Stock station settled by his son William Bradley. Existing cottage c.1830 is likely to be the oldest building in Goulburn. Weatherboards over slabs and lined with plaster. Simple Georgian style hipped roof, verandah, 12 pane random stone with decorated timber barge boards. Some original internal fittings. The near derelict "Jewish Temple" is believed to have been built by N C Phillips (Manager of Bradley's Mill) as a summer house and later converted to a place of worship by S Emannel when purchased by him after Bradley's death in 1865.

AHC
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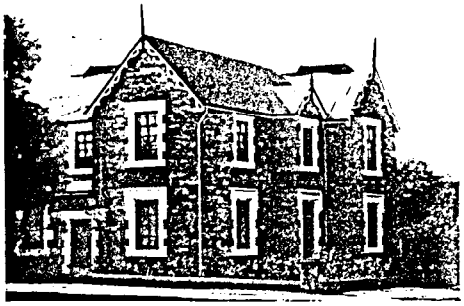
NT/C

Essential heritage items with architectural and cultural links with the establishment of Goulburn.

56. 2 Chantry St.

Dwelling with stables at rear. NT/C



Former North Goulburn Rectory (Old St. Nicholas's Rectory) Pre dates the Blacket Church ie. pre 1879. Victorian Gothic style, assymetrical form, ornamental barge boards to gable ends. Fine 2 storey stone building with contrasting window and door quoining and decorative moulding to 1st floor.

57. 4 Church St.

Dwelling including fence. Queen Anne/ Federation. NT/R

58. 12 Church St.

Dwelling "Hillside" NT/R

c.1845. Georgian style residence. Single storey, 12 pane windows, shutters. Currently upgrading works not historically and architecturally authentic.

59. 14 Church St.

Dwelling. Excellent example Queen Anne/ Federation. Elaborate turret/tower, chimneys, detailing. NT/R

60. 16 Church St.

Dwelling "Highgate" NT/R

Superb late Victorian residence. Pronounced gothic/ecclestiastical bay windows, serrated pediments and finials. Cast iron detailing.

61. 7 Citizen St.

Dwelling "Strathalbyn". Federation Period. NT/R

62. 40 Citizen St.

Dwelling. Federation Period. Central bay windows. NT/R

63. 51 Citizen St.

Dwelling. "Roborough" Victorian Italinate. NT/R

64. 53 Citizen St.

Dwelling. "Hazledell" Victorian Italinate NT/R

65. 71 Citizen St.

Dwelling. Victorian c1880's cottage type. NT/R

66. 85 Citizen St.

Dwelling (excluding modern additions) NT/R

67. Clifford St.

Uniting Church including memorial 1924, brick, steeper pitch slate roof. NT/R

68.	20-24 Clifford St.	Terrace/duplex. Georgian	HC NT/R
69.	82 Clifford St.	Dwelling. C.1850 with later additions. Georgian style.	LT
70.	88 Clifford St.	Dwelling	NT/R
71.	128 Clifford St.	Dwelling. "Clifftoria" Arch/Builder Daniel Kennedy. Large scale 2/3 storey building, rendered, pillars and balcony over footpath. Attic and dormer windows. Referred to in Wyatt (p.7) as formerly the Argyle Brewery.	NT/R
72.	Clinton St.	Our Lady of Mercy Convent and Chapel 1861 Convent Buildings. Two Gothic - Revival styled buildings. Arch. probably Andrea Stombuco. Load bearing brick and stone with steeply pitched slate roofs. The convent is a 2 storey building with symmetrical end gables each containing 3 large lancet windows, verandah and balcony between with cast iron columns and lacework. Chapel is a simple rectangular building of heavily buttressed walls and stained glass lancet windows in each bay. Steeply pitched roof with end gables and decorative windows. Important in their relationship to adjacent Cathedral group. On Interim list Australian Heritage Commission.	NT/C
73.	Clinton St.	St. Patricks College Commenced 1873. Arch. A Stumbuco. Mixed stylistic influences. Central block symmetrical and Italianate. 3 radiating wings finished with Gothic gables and barge boards.	NT/R

74.	63 Clinton St.	Dwelling and fence. Arch. E C Manfred. Built for R T Ball (Mayor and M.L.A.) 1886. 2 storey Victorian terrace style.	NT/R
75.	65-69 Clinton St.	Dwellings. Victorian dwellings. Built by Jas Turner in 1885/6 (Turner built St. Saviour's Cathedral).	NT/R
76.	122-142 Clinton St.	Group of Edwardian houses. Interesting crescent form set back.	NT/R
77.	10, 14, 16 Cole St.	Group of Victorian cottages (probably late 1880's).	NT/R
78.	33 Cole St.	Dwelling. Federation period	NT/R
79.	39 Cole St	Dwelling (including fence). Victorian Italianate.	NT/R
80.	Common Road	"The Potteries" Federation c.1895. Built by Francis Gulson. (located next to Gulson Brickworks).	NT/R
81.	10 Cowper St.	"Ardgowan" Believed built around 1850 by James Sinclair. Late Georgian mansion. Residence of Woodward (of Bull and Woodward). Quality residence currently under renovation/restoration. More recent investiages suggest a later date c.1870. (to be verified).	NT/R
82.	126 Cowper St.	Former Bishopthorpe and St. Margaret's Anglican Girls Home. Built originally for D J McLeod, agent for AMP Society in 1881/2. Arch. E C Manfred. Purchased by the Anglican's in 1914 as the Bishop's House. Today in use as a Child Development Centre. Two storey Victorian villa simple Gothic influence, extensions/verandah enclosures in evidence.	NT/R

83.	138 Cowper St.	Dwelling. Victorian Period. E C Manfred Arch. 1882. Built for Freeman by Le Bruton £1,060. 2 storey. Valuable part of Church Hill streetscape.	LT
84.	142.144 Cowper St.	Dwellings Two substantially 2 storey Victorian style mansions on Church Hill. 142 ("Clandulla") built in 1882. Iron lace detailing original interior fittings. Both important to quality of Cowper Street (Church Hill) precinct.	NT/R
85.	150-180 Cowper St.	Row of Dwellings. Example of Victorian single storey terrace group. c.1870's or later. Streetscape value.	LT
86.	190 Cowper St. (cnr Clifford St)	Shop/residence. Corner Store. Believed to be originally 2 houses built c.1860. Later conversion and balcony	NT/R
87.	203 Cowper St.	Dwelling 1900. Arch. E C Manfred. Manfred's cottage style. Interesting front fence decorative timber work and Manfred's "signature" of brick diamond pattern in side wall facing Goldsmith St.	NT/R
88.	205 Cowper St.	Dwelling. Federation Period.	LT
89.	209 Cowper St.	Dwelling "Cropper House". Georgian style.	NT/R
90.	210 Cowper St.	Dwelling. Victorian Italianate c.1890's	LT
91.	216 Cowper St.	Dwelling "Fermoy" including fence 1920. Late Federation Period.	NT/R
92.	218 Cowper St.	Dwelling. Federation Period 1912.	LT

93.	220 Cowper St.	Dwelling "Birkless". Built 1885. Victorian Italianate.	NT/R
94.	227 Cowper St.	Dwelling. Cnr of Citizen/Cowper/Beppo Sts Built for W S Foxall 1885. Builder James Armstrong. Cost £763.	NT/R
95.	228 Cowper St.	Dwelling "Repton" Late Victorian.	NT/R
96.	230 Cowper St.	Dwelling "Kiaburn"	NT/R
97.	232 Cowper St.	Dwelling "Woomerah"	NT/R
98.	236-238 Cowper St.	Dwelling. "Rosscraig". Built for Rev W Ross. Semi-detached Gothic styled residences. Possibly E C Manfred Arch.	NT/R
99.	244 Cowper St.	Dwelling "Bulwarra". Includes fence and gate. Former Hurstville College. One of a number of private colleges established in Goulburn in the 1880's. Residence of Mrs Hurst before school use. Substantial building modification over time. Little resemblance of original design.	NT/R
100.	Craig St.	Former Presbyterian Church Group. Includes Church, Manse and School. 2 acres granted in 1838. Building during 1839 (Old St. Andrews). Opened 1841 and the first Manse built in 1841. The railway in 1869 meant the resumption of this Manse and the street between it and the Old Church. The last service at the Old St. Andrews was held in 1925, and the site is now Craig St. The first Manse is said to be located on the eastern side of the railway. The old school hall was built in 1901. A second Manse remains on the corner of Craig St and Sloane St and may have been built just after the opening of the Railway. This is almost certainly the Manse designed by the firm of Hilly and Hunt but shows little of the influence of Holbury Hunt.	NT/R

101. Crookwell Road

"Marsden Steam Museum"

AHC
IAS

Includes site, building and machinery. Original town water supply pumping station for Goulburn. Brick and sandstone engine and boiler house 1883 containing original beam-type steam pumping engine and boilers. Made by Appleby Bros. London. Set in landscape along the banks of the Wollondilly River and now in Museum use. Probably the only operating installation of its kind in Australia. Important industrial archaeological site.

102. 123-125 Faithfull St.

Dwellings. "Finchley and Uxbridge"

NT/C

Pair of semi-detached dwellings. Federation Period. Typical group from 123-125.

103. 127-129 Faithfull St.

Dwellings. "Edgeware and St Albans". Federation duplex.

NT/C

104. 131-133 Faithfull St.

Dwellings "Hendon and Elstree". Federation duplex.

NT/C

105. 135-137 Faithfull St.

Dwellings. "Belsize and Bayswater"

NT/C

106. 139 Faithfull St.

Dwelling. Federation Period

NT/R

107. 219 Faithfull St.

Dwelling.

NT/R

Former Police Barracks. Stone rubble with contrasting quoining.

108. 11 George St.	Dwelling. "Antrim House" Fine bluestone residence. Cast iron decoration. Believed to have been built at the same time as S.S. Peter and Paul Cathedral. Similar stonework. Built as a caretakers residence for the Victoria Park Recreation Ground. Arch. Stombuco c.1871.	NT/R
109. Gilmore St.	Dwelling. "Old Rectory"	NT/R
110. 42 Goldsmith St.	Dwelling. Georgian style. Fine simple bluestone cottage. Symmetrical with central door and fanlight, shuttered flanking windows and fascia trim. Possibly as early as 1850's.	NT/R
111. 62, 64, 66 Goldsmith St.	Dwellings. Georgian Style. Row of single storey bluestone cottages. Simple form directly situated on street. Contrasting quoining to doors and windows.	NT/R
112. Goldsmith St.	Methodist Church (Wesleyean)	NT/R
113. 57 Goldsmith St.	Dwelling. Late Victorian 2 storey brick residence. Elaborate cast iron and fascia detailing.	NT/R
114. 81-83 Goldsmith St.	Dwellings. Semi-detached houses. Georgian Period.	NT/R
115. 130 Goldsmith St.	Goulburn Base Hospital. Includes central building and former pavilions. 1887. Arch E C Manfred. Builder C Goode and Sons.	NT/R

116. Goldsmith St.	Goulburn High School. Built 1926. 2 storey Edwardian style, Flemish gable ends and Moorish turrets on roof. Builder J Burnett. Cost £21,478.	NT/R
117. 6-8 Grafton St.	Dwelling. Georgian Style. c.1840's 2 storey random rubble construction. Early cottage with shop front added in 1911. Relatively poor existing condition.	NT/R
118. 9-19 Grafton St.	Dwelling Group. 3 semi-detached pairs. First 2 Federation style. Other Georgian style with front verandah to street.	NT/R
119. 12-18 Grafton St.	Dwellings. Georgian style 2 semi-detached pairs. Single identical construction, verandah to street. Built c.1870/75.	NT/R
120. 21 Grafton St.	Dwelling. Federation Period.	NT/R
121. 27-29 Grafton St.	Dwelling. Former "Coach and Horses Inn" Georgian style dwelling built 1840 by Moran and operated as an Inn until 1869. Random stonework painted, hipped roof, set on footpath.	NT/R
122. 51 Grafton St.	Dwelling. Former Grafton House. 2 storey stone residence. Georgian style.	NT/R
123. 60 Grafton St.	Cast Iron Post Box. Elegant cast iron letter receiver. Designed by T W Leringe made in Robert Bubb's Foundry, Sydney. Installed 1859. Referred to as a bell-type. One of two installed in Goulburn.	NT/R

124. 62 Grafton St.	Dwelling. Georgian style Built early 1850's and used as a shop and residence. Simple form, narrow frontage, hipped roof, facade directly on footpath. Central door, 2 flanking windows (early windows replaced).	LT
125. 66, 68 Grafton St.	Simple Victorion period cottages. Two semi-detached cottages. Built late 1860 or early 1870. Single storey, symmetrical, front verandah with flat cast iron columns, front picket fences.	LT
126. 83 Grafton St.	Dwelling. Former Builder's Arms Hotel Group. Comprises former Hotel, Stables and outbuildings. 2 storey Georgian form, stone rubble construction. Modifications to front facade. c.1880's.	NT/R
127. 129 Grafton St.	Dwelling. Former Poideums Hotel. 2 storey stone, Georgian Inn/residence, 12 pane windows, front verandah.	NT/R
128. Horne Square (excludes 1A off Clinton St)	Eight identical Victorian detached cottages. Pre 1882. F Horn was a builder in Goulburn from 1859 to 1882 and built the Convent, St. Patricks College, old Bishop Thorpe, Hurstville and the Post Office. He was also Mayor of Goulburn 1869-71.	NT/R
129. Hume Highway	Railway Gatehouse. Victorian Gothic 1867. Brick with stone quoining to windows. Decorated barge boards, high pitched roof. Good example of adopted style for railway residential buildings of the 1860's.	NT/R
130 Hume Highway.	Fitzroy Bridge. Street across the Mulwaree Ponds.	IAS

131. 8 Hurst St.	Dwelling. 2 storey Flemish gable to street.	NT/R
132. 11 Hurst St.	Dwelling.	NT/R
133. 12 Hurst St.	Dwelling. 2 storey Federation style. Possible Arch. E C Manfred.	NT/R
134. 21 Hurst St.	Dwelling. Late Victorian villa on corner block.	NT/R
135. 24 Hurst St.	Dwelling "Shanklin". Queen Anne/Federation Fine example of style - picturesque corner turret on verandah, marseille tiles and terra cotta finials, rough cast gable ends etc. Built for Knowlmans. 1911.	NT/R
136. Kinghorne St.	St Nicholas Anglican Church Built 1879/80. Arch. E T Blacket. Blacket intended a much larger church but only achieved the west end of the nave the remainder being added in recent times. Rock faced stonework with dressed stone for corners and windows.	NT/R
137. 133 Kinghorne St.	Dwelling. Queen Anne Style Listing excludes garage and fence. Good example of Federation/Queen Anne Style c.1910/12. Marseille tiles, corner turret, high pitched rooflines, timber joinery and detail etc. Prominent corner location on Prince St.	NT/R
138. 12 Lagoon St.	Dwelling. Federation style. Typical cottage form. Fine timber detailing.	NT/R
139. 15 Lagoon St.	Dwelling Unusual timber clad 2 storey residence. Decorated barge boards. Late C19th.	NT/R
140. 72-74 Lagoon St.	Former shop and Residence. Georgian style. 2 storey building.	NT/R

141. Lawrenny Ave.

Dwelling. "Lawrenny" NT/R

142. 4-6 Lithgow St.

Dwellings. Georgian Style. NT/R

Semi-detached cottages. Single storey random stone side walls, front verandah and picket balustrade, simple hipped roof. Possible c.1840's.

NT/R

143. 5 Lithgow St.

Dwelling. Georgian Style

Former shop now residence. 2 storey typical Georgian form. c.1860's.

144. 16-20 Lorne St.

Cottages Group. Federation Period. NT/R

Interesting weatherboard group.

145. 24 Lorne St.

Dwelling c.1880. Late Victorian/ Picturesque Gothic style. NT/R

146. Market St.

Goulburn Rugby Club. NT/C

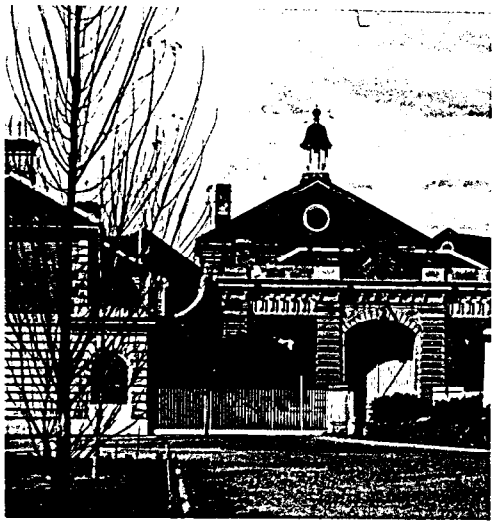
c.1860's? 2 storey former Victorian terrace townhouse with attic. Merchant's house. Stuccoed brick and elaborate mouldings to windows. Unsympathetic ground level entry portico. Contributes to Market St building group adjacent to Belmore Park.

147. Market St.

Bull and Woodward Archway. AHC NT/C

1847. Classical stone archway with dated keystone marking entrance to laneway. Also stone wall to lane. Stone rubble stables and early 2 storey residential building in rear. Lane gave access to rear of properties facing Market St. where Bull and Woodward, early merchants, had warehouses and other premises. Important in Market Street facade and relationship to Belmore Park.

148. Maud St.



Goulburn Gaol.

AHC
NT/R

c.1883 Arch. James Barnet (NSW Colonial Arch). Builder Frederick Lemm of Sydney. Victorian Classical Revival Styled massive gaol. Symmetrical plan form about the axis of the fine stone gateway. A huge undertaking of a cost of some £60,000.

149. Maud St.

"Riversdale"

AHC
NT/R

c.1840. Fine single storey colonial Georgian residence with two wings forming a rear courtyard. Built as a Coaching Inn and residence in the Old North Goulburn township close to the then main southern road. Brick, with iron roof (replaced shingles) timber floors, cedar joinery, 8 panelled doors, small pane windows etc. Fine entrance hall. The rear stone barn is believed to be the oldest stone building remaining in Goulburn and may have been used by the Mounted Police c.1830's. National Trust property in fine landscaped setting somewhat detached from the town.

150. 27 Mayor St.

Dwelling. Georgian Style.

LT

4 room Georgian random stone cottage c.1860. Front windows replaced, verandah later addition.

151. Montague St.

Goulburn Court Houses Group.

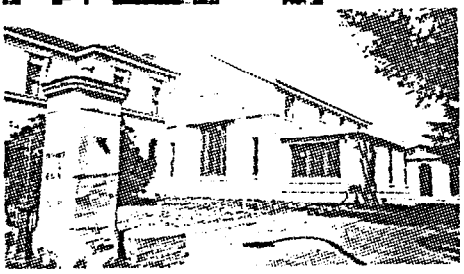
AHC
NT/C

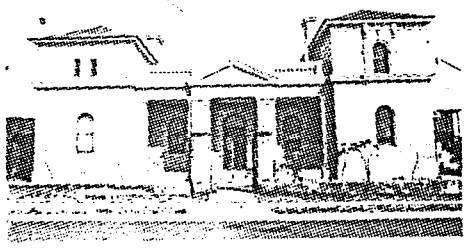
Includes setting and fences.

Excellent group of Victorian and late Georgian Public Buildings in a landscape setting adjacent to Belmore Park.

The existing Court House facing Montague Street was designed in 1885 (opened 1887) by James Barnet (NSW Colonial Architect), is Victorian Italianate in style, planned symmetrically about a central copper dome with octagonal base. The main entrance

151. Montague St. (continued)





has a tall arched porch with pedimented roof flanked on each side by long arched colonnades with balustered parapets terminating at pediments with the NSW Coat-of-Arms. Distinctive rust-red colour and polychrome brickwork with sandstone relief work. 2 Courtrooms with public galleries fine decorated floors and walls and cedar joinery. One of the prolific Barnets more impressive country works.

Formal garden of mature exotic trees and excellent fence and gate details contribute to the importance of this building in the context of Belmore Park.

The earlier stone Court House facing Sloane Street was designed by the then Colonial Architect Mortimer Lewis in 1849 and built by James Sinclair. Designed as a simple main court room flanked by lower wings with hipped roofs in the Greek Revival style. (front pediment, porch and columns removed). Current use as Art Gallery.

In conjunction with the building of the existing Court House James Barnet added a Police Station at the old Court House (1888). This is a 2 storey Victorian Classical Italianate building with slate roofs and bracketed eaves. The northern wing as added in 1906. Central entry porch provides an arcade linking the wings. Deeply coarsed facade treatment similar in design terms to the Post Office which Barnet designed 5 years earlier. Iron palisade fence and stone posts.

152. 5-19 Montague St.
(excludes No. 13, 15)

Montague St. Business Group. NT/C

Fine group of late Victorian and early 20th Century Public and Commercial buildings.

No. 5-7 Offices. Insurance and Solicitors Offices c1915. Academic Revival style, 12 pane windows/shutters, quoins, etc.

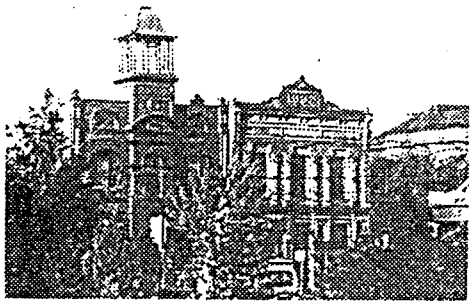
No. 9 Offices for Solicitors. 1902. Brick rendered. Classical influences.

152. 5-19 Montague St. (excludes No. 13,15) (continued)

No. 11 Fire Station (listed separately) 1890.

No. 17-19 Former Elmslea Chambers. 1933/36. Arch. Mr Burns. Highly decorative Art Deco building. NT/C

153. 11 Montague St.



Former Fire Station AHC NT/C

1890. Arch. E C Manfred.

2 storey brick building with rendered facade with arches over doors and windows. Bell tower has shingled roof supported by cast iron columns. Bell is permanantly on loan to St. Nicholas's Church. Fine late Victorian Municipal building contributing to Montague St. group. Existing use wine bar/restaurant.

154. 20-22 Montague St. "Halsbury House" 1938 RAIA

155. 44 Montague St. Dwelling. Arch. E C Manfred 1891. Built for W D Armstrong by W Wilkie, cost £1123 Fine example of E C Manfred's Federation style - charasteric bay windows, timber detailing, infilled gable ends and finials, etc. Note similarity of dwelling on opposite corner, also by Manfred 1903 built for Arch Deacon Bartlett. NT/R

156. 50 Montague St Dwelling. Late Victorian/Federation. NT/R

157. 76 Montague St. Dwelling. "Ingalara" NT/R

Matching pair to 139 Faithful St. Federation period.

158. 32.34 Mulwarree St. Dwellings. NT/R

Semi-detached pair. Interesting flamboyant detailing with carved barge boards, finials, plaster decoration, polychrome brickwork, etc. Old original picket fence on No. 34. Elaborate chimneys. (May have been built as late as 1922). 3 similar duplex pairs at Mulwarree/Bradley St.

159. 191 Nicholson St.

Dwelling. Georgian period. LT

Built 1840-1845 on 10 acre block. 4 room random rubble stone cottage. Rear weatherboard additions. One of the few remaining early stone cottages in Goulburn.

160. 10 Opal St.

Dwelling. "Tarrawingee" NT/R

Victorian. Large 2 storey residence. Mixed stylistic influences - Gothic/ Italianate. Cast iron work of note.

161. 43 Reynolds St.

Dwelling. Former Star Hotel NT/R

Built c.1860. Georgian style 2 storey Inn building, 8 room random stone rubble, detached kitchen and store rooms. Coach house and cellar. Hotel still operating into the 1890's. Fair to poor condition.

162. 57, 59 Reynolds St.

Dwellings. Georgian style NT/R

Built by Moran between 1856 and 1859. Pair of simple Georgian cottages. Contribute to historic character of Grafton/Reynolds Sts. Cottages known as "Crumbles" (No. 57) and "Pejar" (No. 59). Random rubble stone 4 room cottages, sandstock brick fronts. Iron roofs over shingles, "Pejar" has low verandah and posts over footpath.

163. Sloane St.

Sloane Street Group AHC

Comprises Mulwaree Private Hotel, Terraces and former shop. Former Southern Railway Hotel.

Group of substantial 2 storey stuccoed and brick commercial and terrace buildings unusual in a New South Wales provincial town, which are well sited along Sloane Street. Listed as a group and also separately.

164. Sloane St.

Mulwaree Private Hotel. AHC NT/C

Formerly Mandelsohn's Goulburn Hotel 1845. Late Georgian 2 storey brick hotel rendered. Still in use for original purpose. Much of the original joinery is intact. Some interesting ground floor elliptical fanlights. Altered external appearance.

165. 168-174 Sloane St.

Terraces. AHC

Group of four stuccoed brick two storey terraces. First floor continuous balcony. Simple late Victorian style with arched windows to gound floor. Important contribution in group. Cast iron balaustrading removed.

166. 176-186 Sloane St.

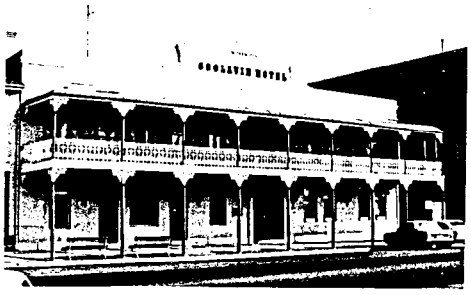
Terraces and former shop. AHC NT/C

Group of six mid-Victorian terraces of two storeys. Verandah to No. 180/182 may be a later addition. AHC NT/C

Stuccoed brickwork contruction, generally original joinery remains. No. 182 appears to have been a shop and retains the larger opening to the street. A carriageway for rear access in between No. 184 and 182. Contributes to streetscape of Sloane St.

167. Sloane St.

Coolavin Hotel AHC NT/C



Former Southern Railway Hotel. c.1850. (Existing facade 1880's). Two storey brick building. Long stuccoed facade and large central pediment. Eight bay verandah and balcony across footpath - one of the few early verandahs remaining in Goulburn. Earlier hotel only four bays wide. Excellent cast iron work in particular dragon motif quatrefoil brackets. Some restoration work carried out in 1971 by Architect Figgis. Clifford Hotel in 1875. Also Terminus Hotel, Union Bank Offices. Royal Express Line Coaches operated from the Hotel taking rail passengers further south. Note rear brick stables building. Important part of Sloane St. precinct and essential to 19th century character of this part of the city. NT/C

168. Sloane St.

Railway Station Group

AHC
NT/R

Comprises Railway Station, former Station Master's House and forecourt. c.1869. Foundation stone laid 12/5/1868. A Victorian Classical Revival railway station with balanced pedimented wings and bay windows. The original clock tower or turret has been demolished, a skillion porch disfigures the arcaded entrance and the existing colour scheme does not enhance the architecture. The contrast between walls, quoins and pediments should be highlighted.

Station Master's Residence is a fine example of the domestic Gothic Revival style and features an elaborate entry porch, ornate timber gables, arched windows, high-pitched assymetrical roof form and dormer windows.

169. 248,250,252 Sloane St.

Terraces

NT/R

Known also as the "Coffee House Palaces". Three large Victorian terrace buildings 2, 3 storeys plus attic. Built by Rogers at the rear of the Great Arcade. c.1880. Important contribution to streetscape.

170 Sloane St.

Railway Barracks. Former Police Barracks. 1874 Builder R Turner

NT/R

171. Sloane St.

Goulburn Police Station

AHC
NT/R

Formerly Goulburn Hospital. Listing includes 2 storey house, central building and single storey building including fence, but excluding sympathetic addition to central building. Site of the Old Hospital, land was resumed in 1907 for new Police buildings. Old Hospital buildings to the right of main entry path.

172. Sloane St.

Conolly's Old Mill and Swimming Baths Group. HC NT/R IAS

Conversion to Leisure Centre. Municipal Baths built on Conolly's Mill site in 1892 designed by E C Manfred. Criticised for their inadequate size and in 1907 new baths built in Victoria Park again designed by Manfred. Conolly's Mill established on the site in 1908.

173. Sloane St.

R J Sidney Graig Funeral Directors NT/R

Believed to be former Rock of Cashee Inn c.1858. Robert Craig came to Goulburn in 1837 and began business as a cabinet maker and undertaker.

174. 310-312 Sloane St.

Terraces NT/R

Pair of two storey Victorian terraces. Cast iron detailing, Important in proximity to St. Clair.

175. 318 Sloane St.

St. Clair Museum AHC HC NT/C

Built c.1845 by James Sinclair. Fine single storey Colonial Georgian town house. Stuccoed brick and stone with stone fluted verandah columns. Assymetrical front facade due to extensions undertaken by Goulburn Historical Society.

Fine detailing - 12 pane shuttered windows, 6 panel front door and diamond patterned fanlight. Iron hipped roof. Cwned by Bull from 1852 to 1871 and by Broderick in 1876 to 1900 and used as a school for young ladies.

Extensive restoration work undertaken by Society and a wealth of historical material on display. Fine front iron fence. Stables at rear.

176. 4-6 Sterne St.

Dwellings NT/R

Two separate dwellings, Georgian form with simple hipped roof and verandah. Elaborate cast iron work.

177. Union St. (cnr Hume Hwy)

Goulburn North Public School. 1876 building and later works. NT/R

178. Taralga Road

Kenmore Psychiatric Hospital Precinct. NT/R

Arch. Walter L Vernon - NSW Government Architect.

Began 1894 and continuing through early 1900's. Large complex of late Victorian and Federation style public buildings and a number of residences. Vernon followed the instructions of Manning Naughton who travelled extensively overseas to research the latest developments in design for these institutions.

179. 36 Verner St.

Roman Catholic Bishop's Residence and Presbytery. (Includes front fence). NT/C RAIA

Completed 1909. Arch. E C Manfred. Builder J Cody. Large 2 storey residential complex built for the Bishop and attendant priests. Extensions to existing work by Manfred (Note: Manfred's use of stone lintels - eastern section). Building cost 3500 pounds. Design dominated by central full height Gothic Revival gable bay with bay window. Other bay windows at ends. Face brick, hipped slate roof, fine cast iron balustrade and classically moulded chimneys. Brick base palisaded iron fence with sandstone gate piers enclosed garden.

Related to Cathedral as a group.

180. 85 Verner St. (Cnr Cowper St)

Dwelling "Tarcoola" NT/R

Designed by E C Manfred for T W Conolly in 1893. Fine brick and stone residences, refined detailing, hallmarks of (later) Federation period buildings.

181. 136 Verner St.

Dwelling LT

c.1860's. 8 room 2 storey brick cottage in Flemish bond, dormer windows and stone foundations. Under restoration.

8.2 Additional Elements Identified during Field Investigations

The following items are recommended for inclusion on the Interim Heritage Inventory.

No. 6 Auburn St.	Federation Residence
Auburn St.	Goulburn Post Building - Art Deco influences.
16-18 Beppo St.	Pair of Victorian terraces - E C Manfred Arch 1883.
Bourke St.	Masonic Temple 1928 H C Manfred Arch.
Bradley St.	2 storey terraces. (between Auburn and Sloane Sts)
Bungonia Road	"Broughton"
Cemeteries	Mortis St/St. Saviours/ Jewish Cemetery.
No. 20 Chantry St.	Bluestone Cottage.
Combermere St.	Former Kings College. E C Manfred Arch.
Faithful St	Former Argyle Brewery building.
No. 6 Hurst St.	Manfred House
Johns St.	Cottages. Single storey artisan row housing.
Kenmore Orphanage Building	1906. E C Manfred Arch.

Marion Hill (South Hill) complex	Early homestead c.1840's
Mary's Mount Monastery	E C Manfred Arch. 1982
Mundy St.	St. John's Orphanage. E C Manfred Arch.
Ottiwell and Eldon Sts	Dwelling
Rocky Hill Memorial	1923. H C Manfred Arch. including Hill area and entry gates.
South Goulburn School Building	1880
Sloane St. (Separate listing)	Station Master's House
Sloane St. opposite St. Clair.	2 storey terraces
Union St./Hume Hwy	North Goulburn Public School 1876/77.

Lester Firth Associates Pty Ltd

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2. ibid.

3. ibid, p 108.

4. ibid, Chapter 4.

5. R T Wyatt, History of Goulburn; C MacAlister, Pioneering Days in the Sunny South; GH, 29 May 1858.

6. Wyatt, op cit, p 25.

7. ibid, p 110.

8. R Roxburgh, Early Colonial Homes of NSW, p 398, 1974.

9. ibid, p 400.

10. Wyatt, op cit, p 25.

11. T Perry, Australia's First Frontier, p 122.

12. Wyatt, op cit, p 25.

13. Roxburgh, op cit, p 401, quoting Riley.

14. ibid, p 424.

15. Wyatt, op cit, p 132 citing Selkirk. See also R H Montague, 'The Royal Veterans in Australia', JRAHS, Vol 68, pt 3.

16. W A MacDonald, 'Old Goulburn and the Southern District', JRAHS, Vol 18, No. 4, 1932.

17. C MacAlister, Pioneering Days in the Sunny South, p 62-3.

18. Wyatt, op cit, p 44-45. See also D N Jeans, An Historical Geography of NSW to 1901, Reed Education Sydney 1922, p 125 for the high freight charges between Goulburn and Sydney.

19. J Backhouse, A Narrative of a Visit to the Australian Colonies, London, 1843, p 440.

20. EPP, 18 May 1922.

21. GH, 24 May 1851.

22. SMH, 30 June and 15 July 1841.

23. ibid, 1 June 1844; D Jeans, op cit, p128 and 131. Because paid police magistrates performed most functions of government, the placement of one in the town in the 1830's and the erection of a courthouse from which he could work was particularly significant.

24. GH, 23 September 1848.

25. See S Tazewell, 'Hotels in Goulburn', Goulburn and District Historical Society Newsletter, No. 98. The Woolpack Inn was at allotment 7 of section 24, the Cottage of Content/Travellers Rest Inn at allotment 5 of section 20 and the Builders Arms at allotment 6 of section 32.

26. SMH, 1 June 1844.

27. There is reference to 'Mr Bull's brick building in Clifford Street, lately used as an Academy' being the immigration barracks, GH, 21 October 1848.

    For Caroline Chisholm in Goulburn see SMH, 11 November 1844 and GH, 8 December 1849. A later report that there was a need to establish an immigration depot and which does not refer to the earlier barracks suggests Mr Bull's brick building was only used temporarily GH, 4 August 1855. No record has been found that indicates Caroline Chisholm's activities in Goulburn were any greater than in other country centres.

28. For rewards see GH, 31 May and 7 June 1851 and 3 November 1858. For deterrents see GH, 24 May and 16 August 1851.

29. Dr Robert Waugh's building in Market Street 1853 was joined by others similarly styled. The Bee Hive Store faced Belmore Park from Auburn Street. The Mechanics Institute was built 1859-60.

30. GH, 30 March 1864.

31. SMH, 13 July 1865.

32. The large estates offered for sale included Lumley Park 1862, Burgalore 1862, Glenrock and Balanya 1862, Straithard 1865, Manar (Braidwood) 1866, Kenmore and Strathallen 1866, Norwood 1866, Currandooley (Lithgow's 16,784 aires at Lake George 'more extensive than many a German Sovereign State') 1866, Bois Chere Estate 1867, Gurrunda 1866, Cottle Wolly 1866. The size of flocks in Argyle were comparatively small in the 1860's indicating the presence of small settlers, D N Jeans, op cit, p 292.

33. G J R Linge, Industrial Awakening, ANU, Canberra, 1979.

Much of this chapter draws on B Pennay, Into the Eighties : Goulburn A Hundred Years Ago, South Coast Region, Department of Education, Wollongong, 1980.

34. EPP, 13 February 1881.

35. ibid, 31 March 1888.

36. ibid, 19 August 1882.

37. Wyatt, op cit, p 82.

38. EPP, 1866, as quoted by B Pennay, Goulburn - A Hundred Years Ago, Investigating Towns, Two Series.

39. EPP, 14 and 16 November 1899 and 10 October 1908.

40. For example Wheeo 1906, Richlands 1907, Kingsdale and Tarlo 1909, Gurrundah and Pylara (Tarago) 1911, Arthursleigh 1913 and Gundary 1910.

41. EPP, 15 January 1915, 13 January 1917.

42. Goulburn City Council Building Registers.

43. EPP, 8 July 1922.

44. W Bayley, The Lilac City, p 115.

45. Report by the Southern Tablelands Regional Development Committee on the Possible Future Development of the Southern Tablelands Region of New South Wales, 1956, p 49. Contrast similarly dated forecasts of population growth by the City Council which suggested about 30,000 in thirty years time.

46. Development Corporation of NSW, Report on Selective Decentralisation, Sydney, 1969.

46b. J Steinke, Regional Trends in Australian Population Distribution 1947-66, Department of Decentralisation and Development 1969.

47. Report on Selective Decentralisation.

48. I Burley, 'Demographic Trends in NSW : Prospects for Provincial City Growth in the 1980's', Planning for a Provincial City in the 1980's, Seminar, Goulburn CAE, 1978.

49. Drawn from record cards at the Housing Commission Office in Goulburn.

50. Statistics from NSW Year Books and P Simpson, Trends in Livestock Numbers and Pasture Development on the Southern Tablelands and Monaro, Department of Agriculture, Goulburn, 1979.

51. Report of the South Coast Region Joint Steering Committee to the Minister for Planning and Environment and the Minister for the Australian Capital Territory, 1976.

52. Goulburn Post, 10 and 11 November 1982.

53. P Phibbs, A Holsman and B Garner, 'Impact of a Bypass on the Economic Base of Goulburn' School of Geography U.N.S.W. 1981.

54. George Kelly and Co. Pty ltd 'A Preliminary Assessment of the Main Features of the Goulburn Economy' August 1982.

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56. ibid

57. J M Freeland 'Architect Extraordinary - John Horbury Hunt", 1970 p 40.

58. Wyatt, op cit p 78.

59. ibid, p 136.

60. Publications include:

Heritage Council of NSW - Haberfield Conservation Area Proposed Guidelines October 1980 (Federation Style)

Heritage Council of NSW Newsletters including No. 2 - Director of Services and Suppliers 1980; No. 4 Street Trees and Roadside Vegetation 1981.

National Trust of Australia - Renovating a Federation Style Home

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Australian Council of National Trust - Conservation and Restoration of Buildings- Philosophy and Approach 1978,

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