

Goulburn Central Business  
District & Surrounds  
Precinct Development  
Control Plan Chapter



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## Contents

Section	Title	Page No.
	Land to which this Chapter applies	5
	How to read this Development Control Plan Chapter	6
	Relationship to the Local Environmental Plan	9
	Relationship to other parts of the Development Control Plan	11
	Relationship with other legislation	11
	Exempt and Complying Development	11
	Exceptions	12
	The Housing SEPP and Apartment Design Guide	13
	Character Assessments	
	- CBD Existing Character Statement	14
	- CBD Desired Future Character Statement	14
	- Northern & Southern Gateway Existing Character Statement	15
	- Northern & Southern Gateway Desired Future Character Statement	17
	- CBD Edge Existing Character Statement	18
	- CBD Edge Desired Future Character Statement	18
<b>General Policy</b>		
	Building Setback and Separation Distances	19
	Floor Space Ratio	22
	Building Height	25
	Private Open Space	27
	Communal Open Space	30
	Landscaping	31
	Public Domain Interface	33
	Fencing	34
	Solar Access & Shading	36
	Storage	37
	Outbuildings and Ancillary Structures (excluding garages)	39
	Parking	40

	Apartment size, Mix and Adaptability	48
	Development and Design – Heritage & Contributory Items	50
	Development and Design- Infill/Non-heritage	53
	Contaminated Land	55
	Demolition	60
<b>CBD Policy</b>		
	Active Street Frontages	60
	Shop Fronts and Commercial Facades	65
	Advertisements and Signage	69
	Acoustic Amenity	72
	Views and Landmarks	74
	<b>52 Mundy Street Policy</b>	75
	<b>Gill Waminda – Lisgar Street Policy</b>	78



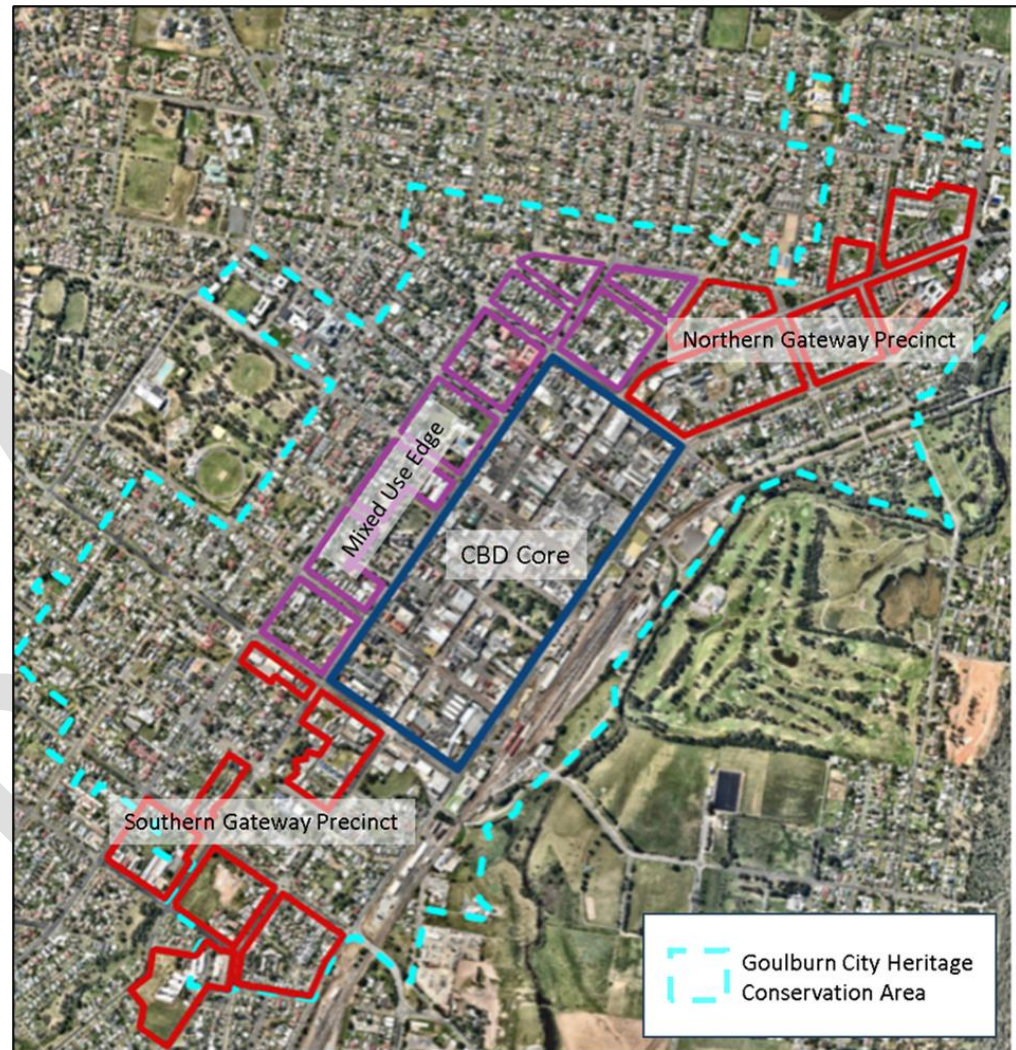
Land to which this chapter applies

This chapter applies to the following precincts:

- The CBD
- Northern Gateway Precinct
- Southern Gateway Precinct
- The CBD Edge

These precincts are identified on the map below. A separate map of each precinct is also provided in the relevant sections of this chapter.

This chapter applies to development that requires development consent.



## How to Read this Development Control Chapter

Development control policies in this chapter provide specific controls relating to the unique character of the Goulburn Central Business District, the Northern and Southern Gateway precinct and the CBD edge. Goulburn CBD is entirely encompassed by the Heritage Conservation Area and includes State and locally listed heritage items, contributory buildings and contributory shop fronts which help define the historic significance of the commercial heart of Goulburn. Development in the CBD must meet the objectives, policy directions and performance criteria of these policies alongside meeting the General Heritage Principles set out in Heritage Chapter. These principles address alterations and additions, demolition, adaptive re-use of heritage items and set out the requirement for Heritage Impact Statements and Conservation Management Plans.

**To obtain development approval, a proposed development must satisfy each of the policy Directions, Objectives and Performance criteria.**

**The Policy Context** explains the intent and background of the policy and provides guidance to developers and assessing officers on how the policy should be interpreted and applied.

**The Policy Objectives** provide the overarching framework for decision making in order to achieve the desired future character of the area, ensure economic vitality, social sustainability, high quality design and environmental integrity. Development proposals will be assessed against all relevant policy objectives with objectives required to be substantially satisfied for a positive determination.

**The Policy Direction** directs the reader to overarching requirements which must be met through the development assessment process. These directions relate to Local Environmental Plan provisions, requirements of the Apartment Design Guide and supporting technical information required to be submitted to support an application such as Landscape Plan or Visual Impact Assessment. The requirements of a policy direction must be addressed through a development application.

**The Performance Criteria** are more detailed and specific than the policy objectives, but their provisions seek to achieve the policy objective requirements. Performance criteria can be addressed via achieving the Acceptable Solutions or through an alternative solution which adequately satisfies the performance criteria. Performance criteria alongside the policy objectives must be met through a development application.

**The Acceptable Solutions** provides a defined pathway to achieving the performance criteria through specific and usually measurable standards. Acceptable Solutions can be varied where an alternative solution demonstrates compliance with the performance criteria.

**The Policy Note** serves to provide additional information, guidance and explanatory text on how to achieve policy provisions.

A diagrammatic policy structure is presented in Figure ?.

A DA is a merit-based assessment where the proposal is measured against the standards and controls that apply and the impacts on the environment. Council is required to notify and consult with neighbouring owners. Approval will be granted by Council.

The chapter is structured into three main sections, the explanatory sections, General policy and CBD Policy.

The explanatory sections address how to use the development control chapter, its relationship to other parts of the DCP, legislation and regulation and identifies the existing and desired future charter of the CBD and Surrounds area.

General policy applies to a range of development types, with a focus on residential development, and applies to all parts of the CBD and Surrounds area including the CBD, Gateway precincts and CBD edge.

CBD Policy is more specific to commercial development types and the particular constraints development must address when located within the CBD.

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**Policy Title**

**Policy Context**

Provides relevant background information and context. It considers any challenges and/or opportunities and explains the need for the policy (controls) to address those challenges or opportunities

Policy Objectives

- 
- 

Sets out the high level, over-arching framework for decision-making. Development must demonstrate compliance

Policy Direction

Directs to statutory policy, legislation, standards which relate to the policy and must be met

Specific criteria which must be met

Policy

<b>Performance Criteria</b>	<b>Acceptable Solutions</b>

Detailed & specific requirements which are designed to meet Performance Criteria

**Policy Note**

- 1.
- 2.

Good to know information-  
Advisory in nature

Optional but if not met, applicant must demonstrate how the Performance Criteria are met through Alternative Solutions within a Statement of Environmental Effects or Design Verification Statement

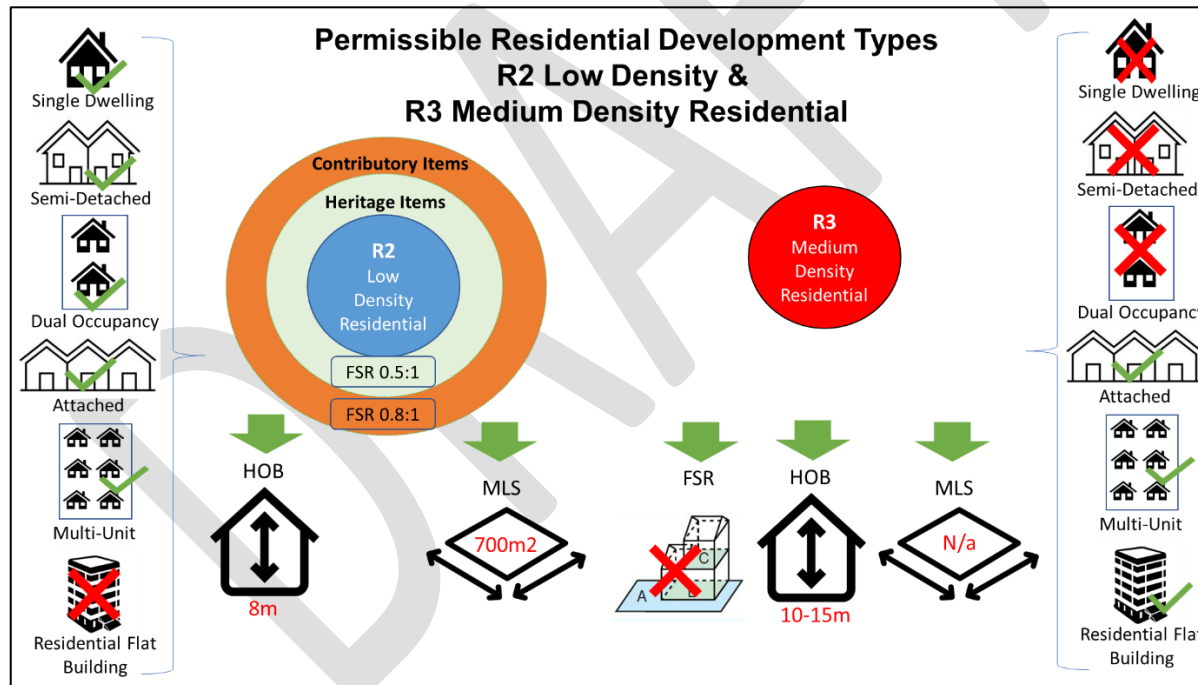


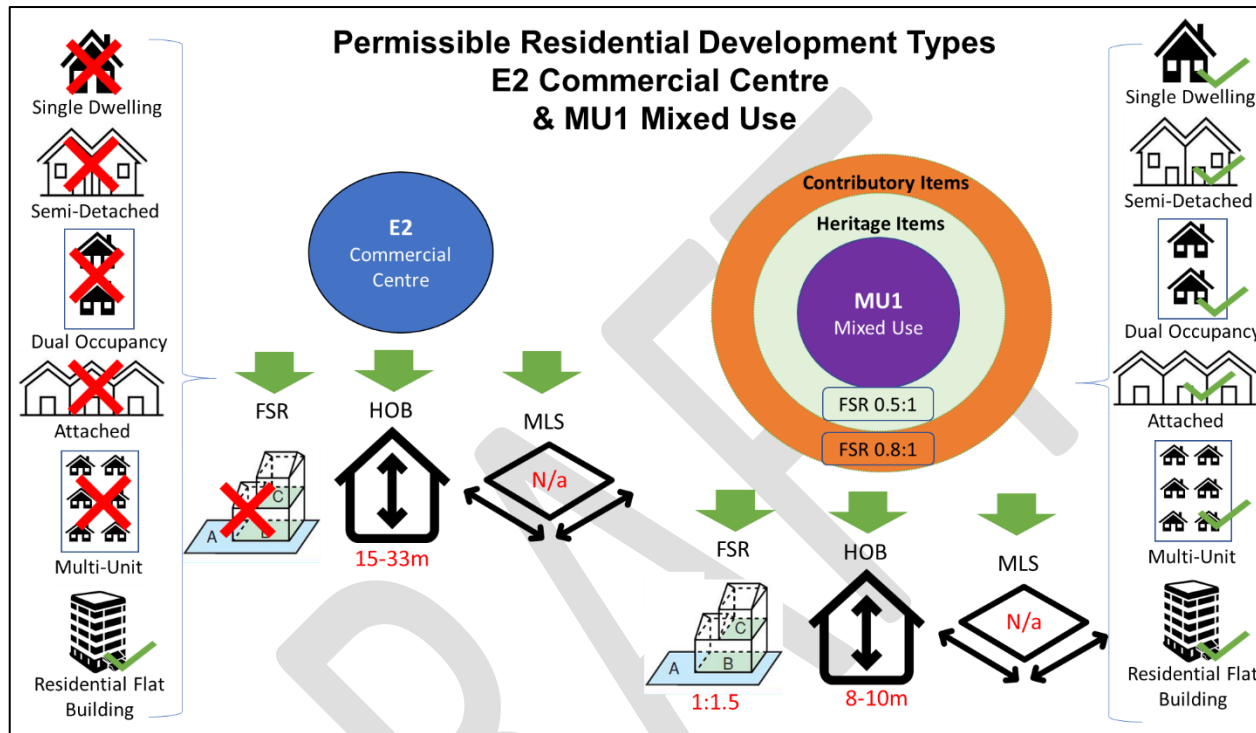
## Relationship to the Local Environmental Plan

The Goulburn Mulwaree Local Environmental Plan 2009 determines:

- The types of development permissible on the land (see Table ? for permissible residential types)
- Development standards such as floor space ratio, height of buildings, minimum lot size
- Active Street Frontages objectives and applicable area (see Figure ? for extent of Active Street Frontage area)
- Other controls that shape or restrict development

The LEP contains development standards and requirements that must be complied with. Figure ? and Figure ? illustrates the permissible residential development types within each zone of the CBD & Surrounds area and the applicable floor space ratio, height of building and minimum lot size controls.





Permissible Residential types in each zone			
E2 Commercial Centre	MU1 Mixed Use	R3 Medium Density Residential	R2 Low Density Residential
Shoptop housing	Boarding houses	Attached	Single Dwelling
Residential flat buildings	Seniors housing	Multi-dwelling units	Semi-detached
Serviced apartments	Shoptop housing	Residential Flat Building	Dual Occupancy
	Residential Flat Buildings		Attached
	Serviced apartments		Multi-dwelling units
	Dual occupancies		
	Dwelling houses		
	Multi-dwelling units		

### Relationship to other parts of the DCP

This chapter is to be read in conjunction with other parts of the DCP that are relevant to the development proposal, including:

- Waste Management
- Heritage
- Flood affected lands
- Tree and vegetation preservation

### Relationship with other legislation

It may be necessary to consider other legislation and regulations that apply to the development and use of land, including:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- State Environmental Planning Policies (SEPP)
- Roads Act 1993
- Swimming Pools Act 1992
- Conveyancing Act 1919
- Local Government Act 1993

### Exempt & Complying Development

Complying development under State Environmental Planning Policy (Exempt and Complying Codes) 2008 (Codes SEPP) is one development approval pathway. It includes the following complying codes:

- General Exempt Development Code
- Advertising and Signage Exempt Development Code
- Housing Code
- Low Rise Housing Diversity Code
- Inland Code

However, this pathway is largely restricted for development proposals within a heritage conservation area or involving a heritage listed item. The significant majority of the Precincts are within the CBD Heritage Conservation Area and complying development does not therefore apply

to most development types. A small area on the southern edge and south western corner edge of the southern gateway precinct falls outside of the Conservation Area and Complying Development, in accordance with the Codes SEPP can be undertaken in these areas.

### Exceptions

Clause 5.10(3) of the Goulburn Mulwaree LEP 2009 includes circumstances where development consent is not required. Generally, this is works that:

- are of a minor nature or for maintenance;
- are proposed within a cemetery or burial ground;
- Involve a tree or vegetation that Council is satisfied is a risk to human life or property, or
- That are exempt development.

An exemption under Clause 5.10(3) is referred to as a minor works and maintenance application and examples include:

- Repairs and maintenance
- Painting a building in a colour scheme approved by Council
- Replacing building elements 'like for like' i.e. identical materials and detailing
- Stabilising footings & damp proof course
- Installing solar panels in areas out of sight of a public place.

Applicants which consider their proposed works fall within the above minor works and maintenance definition require written authorisation from council before undertaking any works. Applicants should complete the [Heritage Work Request](#) form to obtain council authorisation and confirmation that the proposed works constitute minor works or maintenance.

Council will not issue a Clause 5.10(3) exemption for matters which require the consideration of broader issues or for matters that trigger a need for a development consent.

## The Housing SEPP and The Apartment Design Guide

[The Apartment Design Guide](#) must be used in conjunction with State Environmental Planning Policy- Housing which sets out the NSW Government's policy direction for residential apartment development in NSW.

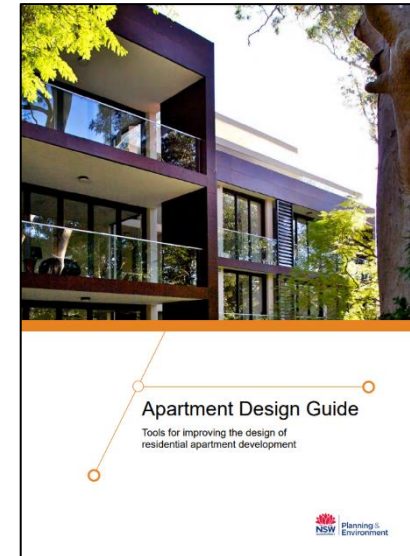
The Housing SEPP and the Apartment Design Guide apply to residential flat buildings, shop top housing and the residential component of mixed-use developments. They apply to these building types which are 3 or more storeys and include four or more dwellings and where the development consists of the:

- Erection of a new building
- Substantial redevelopment or refurbishment of an existing building
- Conversion of an existing building to a residential flat building.

Development which encompasses this definition are referred to as SEPP 65 development within this DCP.

The Housing SEPP and the Apartment Design Guide does not apply to boarding houses, co-living housing or serviced apartments.

The Housing SEPP requires the mandatory application of certain parts of the Apartment Design Guide to qualifying development which supersedes any provisions relating to the matter within the DCP. The objectives, design criteria and design guidance in the Apartment Design Guide which relate to the parts identified in **Table ?** must be applied to all qualifying development:



Mandatory SEPP 65 provisions	Applicable part of the Apartment Design Guide
Visual privacy	Part 3F
Solar & daylight access	Part 4A
Natural Ventilation	Part 4B
Ceiling Heights	Part 4C
Apartment size and layout	Part 4D
Private open space & balconies	Part 4E
Common circulation & Spaces	Part 4F
Storage	Part 4G
Parking	?



**Precinct Character Statements**

**CBD Existing Character Statement**

**PENDING**

**CBD Desired Future Character Statement**

**PENDING**

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## Northern & Southern Gateway Existing Character Statement

The Northern and Southern Gateway precincts are located to the north east and south west of Goulbourn CBD and serve as the northern and southern entry points. The Northern Gateway Precinct stretches north east from Bradley Street, along Lagoon Street and Grafton Street, terminating at Reynolds Street where Sydney Road follows onto connect to the Hume Highway (Figure ?). The Southern Gateway Precinct stretches south east from Clinton Street, along Auburn, Bourke and Cowper Streets, terminating at Combermere Street and Ottiwell Street but also includes the Gill Waminda site on its southern most limit (Figure ?).

The precincts includes a number of large street blocks intersected by smaller internal access roads which are more intimate in their character with smaller road widths, shorter front setbacks and less landscaping than elsewhere in the precinct.

The precinct includes 29 locally listed heritage items and 47 contributory items upon which the character of the precinct is based. The locally listed heritage items include properties from the Georgian, Victorian and Federation periods. The majority of the heritage items are from the Victorian period, comprising single storey detached and attached terraced style, double-fronted workers cottages, although there are examples of two storey Victorian terrace style development. These properties are characterised by the well balanced symmetry in building form and mass, emphasised by the size and position of timber framed, vertically emphasised, double hung windows either side of a central timber door. The front facades face onto the street and are shaded by long verandas' and awnings, often bullnose awnings. Roof structures are simple and utilise painted and unpainted corrugated galvanised iron sheeting roofing. The Georgian workers cottages present in the precinct also illustrate these characteristics.

The dominant housing styles derive from Federation and interwar housing which is most prevalent in the southern gateway precinct but there is a cluster of heritage listed Georgian workers cottages on Addison Street in relatively close proximity to the CBD core.

The Federation heritage items are generally of an asymmetrical design with projecting front gables with verandahs and awnings, usually bullnose awnings, aligning with the side of the front gable. The properties are predominantly constructed of red facing brick, although there are examples of weatherboarded federation properties.

The precincts include a range of land uses including motels, service station, medical centre, pet shop, care homes, primary schools and secondary school and some bulky retail goods stores. The prevailing character of the precinct is however that of low density residential development with the majority of commercial uses interspersed along the top and bottom of Lagoon Street and lining Bradley Street and Clinton Street.

The Northern Gateway precinct is relatively flat with only a small southwestern decline from the edge of the precinct to the CBD with Lagoon Street providing a direct line of sight to the local landmark the Uniting Church Spire on Goldsmith Street. The Southern Gateway precinct is relatively flat in the northwest around Clinton Street but the land rises in a south-westerly direction culminating to a high point at the location of the Gill Waminda building at the junction with Eldon Street, Hovell Street, Auburn Street and Combermere Street. The Gill Waminda building is

heritage listed and includes a corner tower feature on the high point which serves as a local landmark and defining feature with direct views along Auburn Street.

The significant majority of properties in the precinct are single storey, detached dwelling houses with groups of dwellings from different eras and architectural styles. These include Georgian, Victorian, Federation, interwar, post war and more modern properties. The precinct also includes other residential development forms including two storey detached houses, Multi-unit developments, attached terraced developments and low rise residential flat buildings.

A variety of roofing and façade materials can be found in the precinct reflecting the variety of land uses, build periods and architectural styles. The dominant roofing material for residential properties is corrugated, galvanised iron sheet roofing, both painted and unpainted, which provides a continuity in the streetscape and appearance of the areas roofline. Tiled roofs are interspersed throughout the precinct but primarily located on post war 1940s properties, more contemporary developments and commercial and educational buildings, particularly to the north of the northern gateway precinct and south of the southern gateway precinct. The dominant front facing façade materials are red facing brick and weatherboarding reflecting the favoured materials for Victorian, Federation, Interwar and post-war housing. There are also a number of dwellings with painted brick or rendered facing facades, particularly on some older properties and those situated on connecting or backland streets such as Upper Stern Street and Joshua Lane. These properties are likely to have originally been constructed with red facing brick and later painted and/or rendered. These modifications often obscure brick detailing on the facades of buildings, detracting from historical significance and visual interest on the streetscape. Tan brick building facades reflecting the 1970's and 80's building style are also scattered through the precincts but these largely stand out on the streetscape as anomalies to the prevailing character of the red facing brick facades.

Windows are predominantly well-proportioned vertical in their emphasis and of timber construction, with the significant majority of properties displaying double hung windows. There are a number of examples of modified and horizontally emphasised windows, large expanses of glass on front facades and aluminium windows. Where this does occur it detracts from the character of the streetscape and quality of the conservation area.

The significant majority of car parking is provided to the rear of properties and largely out of clear view from the streetscape. Visible parking either through hardstanding parking areas or garages visible from the street frontage are present in the precinct but they break up the continuous rhythm provided by landscaped front gardens and verandahs and detract from the quality of the Conservation Area streetscape.

Lot size varies greatly throughout the precinct spanning from the smallest at 222m<sup>2</sup> on Bradley Street to the largest at 8240m<sup>2</sup> on Lagoon Street, home to the Best Western Motel site. The largest lots tend to be focused between the two primary roads of Lagoon and Grafton Streets.

### **Northern & Southern Gateway Precinct- Desired Future Character**

The desired future character is led by new medium density residential development interspersed between heritage and contributory items whose value and contribution to the character of the Conservation Area are preserved and enhanced. The form, design, materials and building siting of new residential development will reflect that of the heritage and contributory items and serve to maintain a continuous street frontage, particularly along the central routes of Grafton and Lagoon Streets, Auburn Street, Cowper Street and Bourke Street.

The future character of the precinct will be a mix of existing low rise, detached and attached terraced styled heritage and contributory properties and low to medium rise, residential flat buildings, manor houses and multi-unit developments. This is achieved through the redevelopment of vacant lots, large lots, commercial uses and the rear of long, under-utilised singular or consecutive lots whilst maintaining the integrity of heritage and contributory items and their context.

Commercial developments are focused along the gateway precinct's peripheries with the CBD, along Bradley Street and Clinton Street. Elsewhere commercial development will be limited to uses established to serve the day to day needs of residents such as neighbourhood shops, medical facilities and educational establishments with older commercial and vacant lots redeveloped for medium density housing, although extant commercial development is also permissible.

Car parking provision, design and siting is simple and discreet and is tailored to the requirements of different residential development types and is sympathetic to the Conservation Areas historic character. Parking is sited behind rear building lines and accessed from the rear of lots wherever possible.

The amenity of existing and future residents is ensured through suitable building setback distances to avoid overshadowing and maintain privacy with adequate private and communal open space provided for the enjoyment of residents. Front building setbacks include minimal areas of hard surfacing and are landscaped with a suitable mix of exotic and native trees and vegetation to provide shading and visual interest on the streetscape.

New residential buildings are contemporary in their design and simple in their detailing. They do not seek to carbon copy architectural features from the conservation area and adjacent heritage items but instead take cues from positive contributory features and reinterprets them through contemporary design. The front entrances of buildings present to the street to enable natural surveillance, active facades and reflect the precincts existing character. They are articulated by gables, insets, verandahs, porches and awnings and are well-proportioned to reflect the symmetry and scale of window and door openings present.

Structures visible on the streetscape reflect the prevailing materials of the precinct, primarily corrugated, galvanised iron sheet roofs, painted or unpainted, red facing bricks or weatherboard front facing facades.

Existing heritage and contributory items and their positive contributory architectural features are restored and enhanced with detracting features replaced and/or removed to enhance the appearance of the items and Conservation Area more broadly.

**CBD Edge Existing Character Statement**

**PENDING**

**CBD Edge Desired Future Character Statement**

**PENDING**

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## General Policy

### Building Setbacks & Separation Distances

The setback of buildings contributes to existing character and desired future character, assists the integration of new development into the public streetscape, makes efficient use of the lot and provides amenity for residents. These setbacks establish the building envelope for a proposed building.

Front setbacks are a particularly important feature in the character of the precinct with a wide range of setbacks present. The desired future character is reflected in the assigned front setbacks which are informed by the existing pattern of development, particularly that established by heritage and contributory items. The significant majority of assigned front setbacks maintain a close relationship with the street thereby facilitating natural surveillance of the public realm whilst also providing space for landscaping which softens the built form and enhances streetscape character.

Rear setbacks provide the space for rear gardens, outbuildings and other ancillary structures and facilitate additional landscaping which can serve to improve residential amenity and enhance the character of the area. The precinct has a wide range of rear setback depths largely due to the range of lot sizes. Rear setbacks have been assigned consistently across the district to enable a development to accommodate private and/or communal open space requirements whilst avoiding the creation of large under-utilised spaces in the urban environment. They seek to ensure efficient use of lots with the aim of balancing amenity and character with the desired future character to increase the overall residential density in the precinct.

Side setbacks provide the spacing of buildings from one another and contribute to the rhythm of development along the streetscape. They are important to ensure good amenity, reduce overshadowing and reduce privacy concerns to adjoining lots. Existing development in the precinct generally has a close relationship with one another, providing for a tight urban grain which is replicated through the desired future character and established side setbacks. A greater side setback is prescribed for additional floors above 2 storeys in height to mitigate the additional impacts greater building height and mass can have on adjoining properties. A separation distance has been assigned to dual occupancy and multi-unit development to ensure adequate separation between these properties types.

In the core of the CBD in the E2 zone the street setback is typically set at the property boundary (nil setback) with most properties also demonstrating a zero side setback. This is most pronounced along Auburn Street where the continuous row of commercial frontages and direct connection to the street provides physical and visual connections between pedestrians and commercial activity.

In other areas including areas to the rear of active street frontages, and on the fringe of the CBD, properties are predominantly detached with separating areas between built developments. In the outer areas of the CBD in the more residential mixed use areas, properties are characterised by front setbacks which provide for landscaped garden areas contributing to the character of the Conservation Area.

The variability of setbacks across the CBD precinct and the contribution they make to defining the character of different parts of the Conservation Area has been reflected within the setback block plan illustrated in [Figure ?](#).

### Policy Objectives

- 1a To maintain and enhance the heritage significance of the streetscape and Conservation Area
- 1b To provide setbacks consistent with the desired future character of the precinct
- 1c Minimise adverse impacts on amenity and privacy for adjacent properties
- 1d Enable landscaping to contribute to attractive streetscapes

### Policy

Performance Criteria	Acceptable Solutions
<b>Front</b>	
Front setbacks reflect the historic rhythm and pattern of setbacks in the streetscape	Front setbacks meet the setback requirements in Figure ? to ?
Provide an adequately sized area to incorporate landscaping in areas with an assigned front setback	Front setbacks are free of additional structures
Front setbacks enable a degree of natural surveillance of the street	
The impact in the bulk and scale of upper storeys on the streetscape is reduced	An additional 3 metre front setback is required for floors above the 2 <sup>nd</sup> storey on R3 and MU1 zoned lots
A continuous street wall character is maintained and supported by new development along Auburn Street	An additional 6 metre front setback is required for floors above the 3 <sup>rd</sup> Storey along non-active street frontages on E2 zoned lots
	An additional 10 metre front setback is required for floors above the 3 <sup>rd</sup> Storey along active street frontages on E2 zoned lots
<b>Side</b>	
Ensure a good level of amenity to neighbouring properties	Ground floor side elevations are setback from side lot boundaries by 2 metres on R2, R3 and MU1 zoned lots.
Ensure a tight urban grain which reflects the rhythm and pattern of existing development on the street	Floors above the 2 <sup>nd</sup> storey are setback an additional 4 metres adjacent an R2 zone or 2 metres elsewhere from the side lot boundary.
Provide for a high degree of privacy to adjoining lots	Detached dual occupancy dwellings maintain a minimum 1 metre side setback from one another

Prevent overshadowing of adjoining properties	Individual units in multi-unit developments maintain a 2 metre separation distance from adjacent units on site and properties on adjacent lots
<b>Rear</b>	
Provide space for private and/or communal open space	A minimum rear setback of 6 metres is achieved for all residential development
Provide an adequately sized area to incorporate landscaping	

*Policy Note*

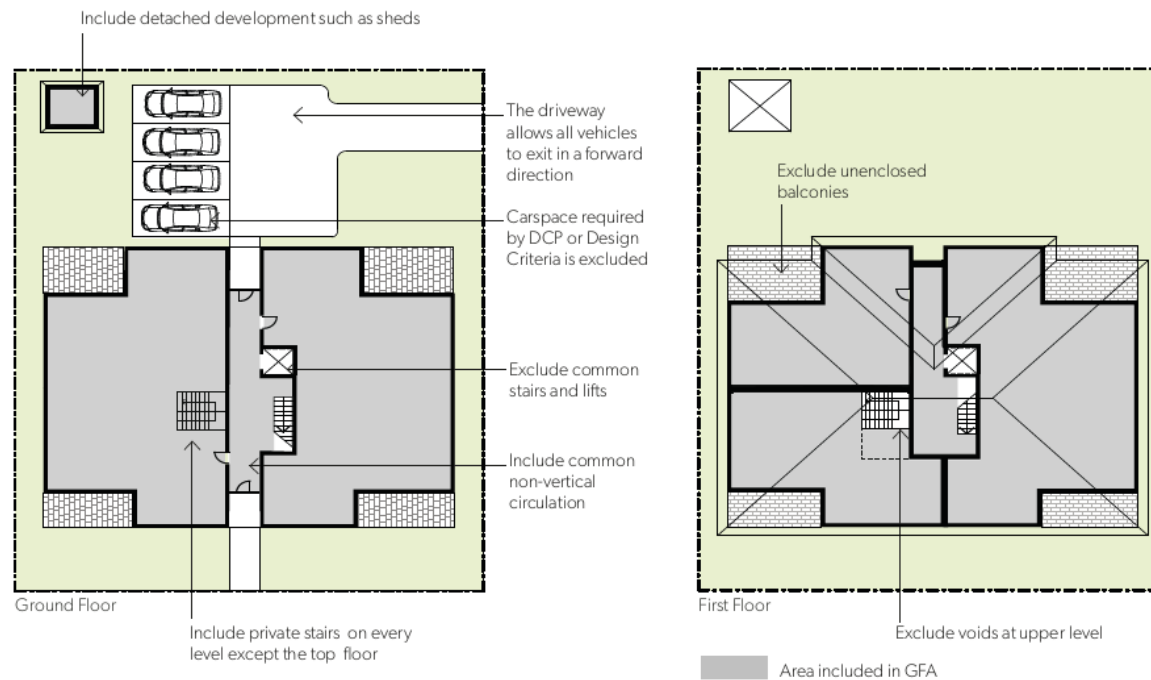
1. *Front setback provisions in Figure ? and Figure ? apply to the leading property facing onto the street of multi- dwelling housing developments.*
2. *Front setbacks are inclusive of verandahs, porches, box windows etc.*
3. *The following are excluded from the minimum side setback requirements: access ramps, down pipes, driveways, electricity or gas metres, fascia's, fences, gutters, light fittings, pathways and privacy screens affixed to the building.*
4. *Side setbacks only apply to the boundaries of the development site and not any new lot boundaries resulting from subdivision of the land as part of the relevant consent.*

## Floor Space Ratio

Floor Space Ratio is the share of a buildings total gross floor area relative to the size of the land upon which it is built. Floor Space Ratios are generally applied to limit the amount of floor space on a site, thereby restricting the resulting site coverage, bulk, scale and massing of new developments.

Floor space ratios are applied in Clause 4.5 and through Floor Space ratio maps in the GM LEP 2009.

Examples of how floor space ratios are applied are illustrated in **Figure ?**



The desired future character of the precinct establishes the importance of heritage and contributory items to the character of the conservation area whilst also seeking to balance their enhancement with new higher density residential development.

The floor space ratio of heritage and contributory items in the precinct, is generally low, reflecting predominately single storey cottages, sited close to the front lot boundary with long rear gardens.

Heritage items are listed within Schedule 5 of GM LEP 2009 and illustrated in **Figure ?**. These buildings are of key importance to the character of the Conservation Area and their preservation and enhancement is paramount to preserving our history for future generations. To provide additional safeguards to ensure the preservation of these assets and avoid new development dominating existing heritage items and their immediate context, a floor space ratio of 0.5:1 has been applied by the GM LEP 2009. This FSR seeks to maintain the existing character of heritage items whilst also enabling minor development proposals on these lots.

Contributory items are of moderate significance but still contribute to the predominant character and visual attractiveness of the Conservation Area. A higher floor space ratio of 0.8:1 has been applied by the GM LEP 2009 to these items. This seeks to balance avoiding new development dominating the contributory items alongside the desire to enable further development of underutilised lots, particularly the rear of contributory items with long rear gardens.

This development control plan provides detailed requirements on the siting, bulk, scale, massing and site coverage, in addition to landscaping, setbacks, and open space for all new developments in the precinct. The floor space ratio applied to heritage and contributory items provides an additional safeguard to their contribution to the character of the conservation area.

A floor space ratio does not apply to areas zoned R3, E2 or MU1 to enable greater flexibility in the design and siting of development and encourage greater density and utilisation of existing urban land. Careful consideration will be required when developing sites in these zones for their impact on the adjacent heritage or contributory items and the character of the conservation area. The bulk, scale, massing and site coverage of developments in these zones will be guided by the LEP height controls in addition to setback, open space and landscaping requirements in this DCP.

## Objectives

- To ensure that the bulk and scale of the development in is appropriate for the context of the Conservation Area and setting of heritage and contributory items.
- Enable suitable areas for landscaping which reflects historical plant and planting patterns for heritage and contributory items.
- Limit overdevelopment on lots where heritage and contributory items are sited.
- Provide opportunities for innovative solutions in providing higher density residential development

## Policy Direction

- Proposed floor space of development on site complies with the Clause 4.4, Clause 4.5 and the floor space ratio map of the GM LEP 2009



*Policy Note*

1. *Clause 4.5 (8) of the GM LEP requires the calculation of total floor space to include the gross floor area of both existing and proposed buildings on the lot prior to development.*
2. *Development on site may not be able to reach the full floor space ratio potential due to other controls in this DCP such as height restrictions, setback requirements and open space provisions which limit the amount of development on site.*

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## Building heights

Building height has vital role in shaping the desired future character of both the CBD and Northern and Southern Gateway precincts as it defines the proportion and scale of streets and has a direct relationship to the amenity of the public and private residents. Increased building height can serve to make more efficient use of land and increase density with taller buildings often used to highlight the prominence and status of the city. This can be observed in the prominent public buildings of the CBD which rise higher than adjacent commercial properties and serve as landmarks on the skyline. Building heights within the CBD have been informed by the CBD Height of Building Model which considers the potential effects on overshadowing, views to landmarks and views out of the CBD and the visual impact of additional bulk and massing. Through this analysis building heights have been tailored to minimise potential impacts whilst balancing the desire for greater building density.

In the Northern and Southern Gateway precinct heights of current buildings are generally single storey with only a few examples of two storey residential properties within the precinct. There are a number of examples of two storey commercial and educational buildings but these are primarily focused on the fringes of the precinct. Increasing the allowable heights of buildings is one mechanism in which to increase density and make more efficient and effective use of land in close proximity to Goulburn's service centre in the CBD. The desire for increased density through additional building heights has been balanced with the requirement to maintain the character and contribution existing heritage and contributory items make to the conservation area streetscape. Building heights have been limited for lots with heritage and contributory items, which, alongside the floor space restriction, setbacks, open space and landscaping requirements all serve to ensure compatible development forms on and adjacent to these heritage assets.

### Policy Objectives

- Ensure development responds to the desired future scale and character of the precincts
- Minimise the impact of building heights on the amenity of adjoining properties
- Increase residential density through greater building heights

### Policy Direction

- Building heights must comply with clause 4.3 of the Goulburn Mulwaree LEP 2009 and do not exceed the maximum height shown in the Heights of Building Map
- Development proposals exceeding 3 storeys in height must be accompanied by a Visual Impact Assessment in accordance with Policy ?
- Development proposals exceeding 3 storeys in height must be accompanied by a Shadow diagram

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Ensure a good level of amenity to neighbouring properties</li> <li>• Maintain the character of Heritage and Contributory items and the streetscape of the Conservation Area.</li> </ul>	Development adjacent a R2 zone does not exceed 3 storeys in height.

*Policy Note*

1. *A storey is the space between a floor and the next floor level above. It does not include an attic, a mezzanine or a space that contains only a lift shaft, stairway or meter room.*

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## Private Open Space

Private open space conveys a range of benefits to both residents and the wider urban environment. Access to private open space can improve the mental and physical well-being of residents. It provides outdoor areas for children to play and families to congregate, areas to relax and a space for recreation. Private open space can also provide space for landscaping and a haven for wildlife in the urban environment which contributes to the wider character of an area.

Private open space requirements have been tailored to both the dwelling type and the zone in which it stands whilst balancing the desire for increased residential densities. Dwellings used primarily for single family homes such as detached, dual occupancy and semi-detached properties all have greater open space requirements than other dwelling types to provide increased opportunity for recreation. Multi-unit developments and secondary dwellings often have a smaller footprint than other dwelling types with smaller gardens or no garden at all with a resulting greater urban density and more affordable housing options. This existing pattern has been repeated through the open space requirements with a balance reached between density, affordability and the provision of open space benefits to residents.

Private open space requirements are higher for R2 lots which include heritage or contributory items to reflect their heritage significance and their typically larger rear gardens with established landscaping. Larger rear garden requirements for lots with heritage or contributory items seeks to ensure a greater curtilage and separation of built form which aligns with the objectives of the R2 low density residential zone.

### Policy Objectives

- To ensure private open space responds to the future desired character of the precinct
- Ensure private open space is useable and meets user requirements for privacy, safety, access and passive outdoor recreational activities.
- To enhance liveability for residents

### Policy Direction

- The design requirements for private open space and balconies, including minimum areas and depths for ADG development must comply with the requirements of the Apartment Design Guide and The Housing SEPP.

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>Private open space is commensurate with the dwelling type and increases in area with an increase in the dwelling size</li> </ul>	<ul style="list-style-type: none"> <li>Private open space meets the minimum standards prescribed in Table ?</li> </ul>
<ul style="list-style-type: none"> <li>R2 zoned lots maintain a minimum level of private open space in accordance with Table ?.</li> </ul>	
<ul style="list-style-type: none"> <li>Private open space provides a useable outdoor area for the recreation and enjoyment of residents.</li> </ul>	<ul style="list-style-type: none"> <li>Principle private open space is a continuous area with a minimum depth of 6 metres and minimum width of 4 metres.</li> </ul>
	<ul style="list-style-type: none"> <li>Balconies have a minimum area of 10m<sup>2</sup> with a minimum depth of 2 metres</li> </ul>
<ul style="list-style-type: none"> <li>Ensure the privacy of residents in their private open space</li> </ul>	<ul style="list-style-type: none"> <li>Principle private open space is located behind the rear building line of each dwelling</li> </ul>
<ul style="list-style-type: none"> <li>Private open space extends useable living space into the outdoors.</li> </ul>	<ul style="list-style-type: none"> <li>Private open space is located adjacent living spaces including living rooms, dining rooms and kitchens.</li> </ul>
<ul style="list-style-type: none"> <li>Provide cooling and shading of outdoor recreation areas</li> </ul>	<ul style="list-style-type: none"> <li>Private open space includes landscaping and meets the requirements of Development Policy: Landscaping</li> </ul>
<ul style="list-style-type: none"> <li>Contribute to established landscaping in the Conservation Area</li> </ul>	
<ul style="list-style-type: none"> <li>Provide high quality design solutions which are complementary to the character of the Conservation Area.</li> </ul>	<ul style="list-style-type: none"> <li>Balconies, downpipes and balcony drainage are integrated into the building design</li> </ul>

#### Policy Note

1. Private open space does not include driveways, car parking, rain gardens or service areas.
2. Minimum private open space requirements specified in Table ? are to be applied per dwelling/unit.
3. Manor houses and 2 storey residential flat buildings are required to provide a minimum 10m<sup>2</sup> of private open space per unit which can be split between balconies, terraces and ground floor gardens.

Dwelling Type	Minimum private open space requirement per unit	
	Lots including Heritage or Contributory items	R3 & MU1 Zones
<b>Detached, Attached, Dual Occupancies and Semi-detached</b>	<b>100m<sup>2</sup></b>	<b>75m<sup>2</sup></b>

<b>Secondary dwellings</b>		<b>25m2</b>	<b>25m2</b>
<b>Multi-unit dwelling developments</b>	<b>Lead property</b>	<b>100m2</b>	<b>45m2</b>
	<b>Rear units</b>	<b>45m2</b>	<b>45m2</b>
<b>Manor Houses &amp; 2 storey Residential Flat Buildings</b>		<b>10m2 provided through balconies, terraces or ground floor gardens</b>	
<b>ADG Development</b>		<b>N/a</b>	<b>Comply with the Apartment Design Guide</b>

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## Communal Open Space

Communal open space can play an important role in the liveability of medium density housing and in shaping the character of the urban environment. It provides outdoor recreation opportunities for residents and provides space for landscaping between buildings which contributes to the appeal of the area and the character of the Conservation Area.

### Policy Objectives

- To provide a rear landscape setting reflective of the existing and future desired character of the precinct.
- To provide an area of outdoor open space accessible by residents for their day to day use and enjoyment
- To enhance the liveability for residents

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Communal open space provides a useable outdoor area for the recreation and enjoyment of residents commensurate with the scale of the development.</li> </ul>	<ul style="list-style-type: none"> <li>• In the CBD 10m<sup>2</sup> of communal open space is provided per unit</li> <li>• In the Northern and Southern Gateway precincts 25m<sup>2</sup> of communal open space is provided per unit in a Manor house, residential flat building or multi unit development</li> <li>• Communal open space is a continuous area with a minimum depth of 6 metres and minimum width of 4 metres.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide an area of open space out of direct view of the street</li> </ul>	<ul style="list-style-type: none"> <li>• Communal open space is located behind the front building line of Manor Houses and Residential Flat Buildings</li> <li>• Communal open space is located behind the rear building line of the lead property for multi-unit developments.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide cooling and shading of outdoor recreation areas</li> <li>• Contribute to established landscaping in the Conservation Area</li> </ul>	<ul style="list-style-type: none"> <li>• Communal open space includes landscaping and meets the requirements of Development Policy: Landscaping</li> </ul>
<ul style="list-style-type: none"> <li>• Ensure residents have access to direct sunlight in communal open spaces areas.</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum of 50% direct sunlight to the principal useable part of the space is achieved for a minimum of 2 hours between 9am and 3pm on 21 June.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide facilities to increase functionality and attractiveness of communal open space</li> </ul>	<ul style="list-style-type: none"> <li>• Seating with shading is included within communal open space</li> <li>• A designated clothes drying area is included with communal open space</li> </ul>

## Landscaping

Landscaping is often overlooked through development proposals but is an integral component to the design and presentation of new and existing development.

Well thought-out and appropriate landscaping brings with it a suite of benefits including providing visual interest to the streetscape, breaking up and softening built development, contributing to existing and desired future character, reducing pollutants, assisting in stormwater management and providing shading and cooling.

### Policy Objectives

- To reinforce the dominant landscaping elements within the streetscape
- Ensure trees and vegetation which contribute to the character and amenity of the precinct are retained
- To provide cooling and shading to buildings, open space and the street.
- Provide visual interest to the streetscape and soften the built form

### Policy Direction

- New residential developments are required to submit a Landscaping Plan in accordance with Appendix G: Preparing a landscape plan of this DCP.

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Existing boundary trees and hedges which contribute to the character and amenity of the streetscape are retained on site.</li> </ul>	
<ul style="list-style-type: none"> <li>• An unobstructed visual connection is provided between the street and the property frontage</li> </ul>	<ul style="list-style-type: none"> <li>• Front boundary hedges are limited to a maximum height of 1.2 metres</li> </ul>
<ul style="list-style-type: none"> <li>• Front and rear setbacks provide a soft landscape setting reflective of the character of the Conservation Area</li> </ul>	<ul style="list-style-type: none"> <li>• 75% of the area of front setbacks comprise soft landscaping</li> <li>• 50% of the area of rear setback comprise soft landscaping</li> </ul>
<ul style="list-style-type: none"> <li>• Front and rear setbacks assist in stormwater management through high levels of surface permeability.</li> </ul>	
<ul style="list-style-type: none"> <li>• Landscaping assists with cooling and shading</li> </ul>	<ul style="list-style-type: none"> <li>• Each property within a required setback includes a tree in the front and rear setback</li> </ul>



*Policy Note*

1. *Front setback landscaping requirements do not apply to areas with identified Nil front setbacks*

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## Public Domain Interface

The public domain interface is the transition area between a dwelling, its private space or communal space at the streets edge and the public domain. A key characteristic of the northern & Southern Precinct is the close relationship properties have with the streets edge created by short front setbacks, front facing entrance doors shaded by porches and verandah's with front windows looking onto the street. This creates an intimate relationship between properties on the street and pedestrians and provides a degree of visual interest, activity and passive surveillance onto the streetscape.

### Policy Objectives:

- Provide activation and passive surveillance to public streets.
- Transition between private and public domain is achieved without compromising safety and security

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Provide activation and passive surveillance to public streets</li> </ul>	<ul style="list-style-type: none"> <li>• Residential developments are forward facing on the primary street frontage</li> </ul>
<ul style="list-style-type: none"> <li>• A direct line of sight is provided between the street and the building's primary entrance</li> </ul>	<ul style="list-style-type: none"> <li>• Front doors including front entrances and lobbies are visible from the public street</li> </ul>
<ul style="list-style-type: none"> <li>• Development through its design and relationship to the street provides visual interest and visual engagement with users of the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>• Windows of habitable rooms overlook the public domain</li> <li>• Public facing blank facades include articulation and design features to provide visual interest.</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>

### Policy Note

1. *The requirement for visible front doors from the public street in relation to multi-unit developments only applies to the leading property(s) facing onto the street. All other multi-dwelling units must ensure a frontage onto an internal road/street.*

## Fencing

Fencing provides a delineation between public and private space whilst still enabling a visual connection between the dwelling and the street. This connection promotes natural surveillance and visual interest and plays a key role in defining streetscape character.

The CBD E2 zone is predominantly characterised by commercial development which demonstrates a nil setback where fencing is not usually required.

The Conservation Area streetscape character of the Northern and Southern Gateway precincts is strongly informed by the range of fence and wall styles lining the front boundaries of lots, particularly fencing original to a heritage or contributory property. Front boundary fencing is predominately timber picket fencing and low lying walls with nearly all properties providing a visual connection between the property and the street. Whilst the use of metal fence panels, wire mesh fencing, ornate tips to metal paling fences (such as spear tops or fleur de li), aluminium lace panels, solid timber panels and post and rail fencing, are scattered through the precinct, they do not serve to enhance the significance of the conservation area streetscape.

### Policy Objectives

- To maintain and enhance the heritage significance of the Conservation Area streetscape
- To contribute to active streetscapes and natural surveillance along primary street frontages
- To ensure rear and side fencing will assist in the provision of privacy to private open space areas

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Front boundary fencing provides delineation between public space and private space</li> </ul>	<ul style="list-style-type: none"> <li>• Front boundary fencing does not exceed 1.2m in height</li> <li>• Front boundary fencing provides at least 50% transparency</li> </ul>
<ul style="list-style-type: none"> <li>• Front boundary fencing enables a visual connection between pedestrians on the footpath and the dwelling</li> </ul>	
<ul style="list-style-type: none"> <li>• Side and rear boundary fencing maintains privacy between lots</li> </ul>	<ul style="list-style-type: none"> <li>• Side and rear boundary fencing is solid in its construction and 1.8m in height</li> </ul>
<ul style="list-style-type: none"> <li>• Front boundary fencing on a non-heritage or contributory property, including new infill development is simple in its design</li> </ul>	<ul style="list-style-type: none"> <li>• Front boundary fencing comprises a simple wooden picket design or a low lying wall.</li> </ul>
	<ul style="list-style-type: none"> <li>• The repair and restoration of fencing utilises the original fencing materials</li> </ul>

<ul style="list-style-type: none"> <li>• Front boundary fencing original to and contributory to the significance of a heritage or contributory item is repaired, restored or replaced.</li> </ul>	<ul style="list-style-type: none"> <li>• Replacement fencing reflects the period of the property as illustrated in <b>Figure ?</b></li> </ul>
<ul style="list-style-type: none"> <li>• Fencing does not impede safe sight lines for traffic</li> </ul>	
<ul style="list-style-type: none"> <li>• Fencing makes a positive contribution to visual amenity and streetscape character</li> </ul>	<p>Public facing solid brick walls with a span of 10 metres or more are broken up through decorative design elements</p>

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## Solar Access and Shading

Solar access is important for habitable buildings as it reduces the reliance on artificial lighting and heating, improves energy efficiency and creates residential amenity through enjoyable conditions in which to live and work. Equally it is important to ensure appropriate shading to reduce summer internal temperatures, reduce the need for mechanical air conditioning and reduce energy consumption. Shading is most commonly achieved through window awnings, deep eaves, porches and verandah's and through shop awnings in the CBD precinct.

### Objectives

- To provide an adequate level of solar access to habitable internal spaces and private and communal open space
- Achieve energy efficient housing using passive solar design.
- Minimise overshadowing impacts and reductions in the solar access of adjoining properties

### Policy Direction

- The design requirements for solar access for ADG development must comply with the requirements of the Apartment Design Guide and the Housing SEPP.

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Minimise overshadowing of neighbouring properties habitable spaces and private and/or communal open space.</li> </ul>	<ul style="list-style-type: none"> <li>• At least 50% of the private open space of proposed dwellings and neighbouring properties are provided with at least 3 hours of sunlight between 9am and 3pm on 21 June (winter solstice)</li> </ul>
<ul style="list-style-type: none"> <li>• North facing windows are shaded in the summer but enable the penetration of sunlight in the winter</li> </ul>	<ul style="list-style-type: none"> <li>• Overhanging eaves and window awnings are incorporated into the design of new dwellings and through additions and alterations</li> </ul>
<ul style="list-style-type: none"> <li>• Maximise solar access to living areas and private and communal open space</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings are orientated on a north-south or east-west axis</li> </ul>
<ul style="list-style-type: none"> <li>• Reduce the requirement for mechanical air conditioning</li> </ul>	<ul style="list-style-type: none"> <li>• Verandah's are incorporated into the design of front elevations of new dwellings houses</li> </ul>

## Storage

Storage is a mundane but important aspect of dwelling design. It serves to increase the functionality of a dwelling by providing internal space for storage of everyday household items like vacuum cleaners and ironing boards and external space to store bicycles and gardening tools. It can serve to reduce the need for other types of furniture and maximises the use of habitable floor space. Storage capacity is calculated by volume rather than floor area.

### Policy Objectives

- To provide adequate storage space for and within each dwelling unit
- Avoid adverse visual impacts of external storage on the Conservation Area streetscape.

### Policy Direction

- The Housing SEPP and the Apartment Design Guide must be followed for storage requirements for ADG development.
- Garages are not included as storage space for the purposes of this policy

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Attached and detached dwellings, dual occupancy (side by side) and multi-unit development are provided with internal storage space suitable to store everyday household items including a vacuum cleaner, ironing board, and coats.</li> </ul>	<ul style="list-style-type: none"> <li>• Storage provision meets the standards per dwelling set out in <b>Table ?</b></li> </ul>
<ul style="list-style-type: none"> <li>• Attached and detached dwellings, dual occupancy (side by side) and multi-unit development are provided with external storage space suitable to store gardening equipment, bicycles and camping gear.</li> </ul>	
<ul style="list-style-type: none"> <li>• Manor Houses, Dual Occupancy (one above another) and Residential Flat Buildings (2 storey) are provided with internal storage space suitable to store everyday household items including a vacuum cleaner, ironing board, and coats.</li> </ul>	
<ul style="list-style-type: none"> <li>• To minimise the impact of storage facilities on the streetscape and avoid detrimental impact on the character of the Conservation Area</li> </ul>	<ul style="list-style-type: none"> <li>• External storage is designed and sited to be discreet from the streetscape and unobtrusive in its design</li> </ul>

Table ?

Development Type	Storage Requirements
<ul style="list-style-type: none"> <li>- Dual Occupancy (side by side)</li> <li>- Attached</li> <li>- Detached</li> <li>- Multi-unit developments</li> </ul>	5m <sup>3</sup> internal storage space
	5m <sup>3</sup> external storage space
Manor Houses, Dual Occupancy (one above another) and 2 storey Residential Flat Buildings	5m <sup>3</sup> internal storage space
SEPP65 development	In accordance with the requirements of SEPP65 and the Apartment Design Guide.

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## Outbuildings and Ancillary Structures (excluding garages)

Outbuildings and ancillary structures include a range of buildings which stand in addition to and usually detached and independent of the main building. They include small scale structures such as gardens sheds, greenhouses detached studios and swimming pools, pool houses. Small scale detached structures, primarily sheds are common features in the rear gardens of properties in the precinct. These are nearly all sited in rear gardens and comprise a range of materials which largely reflect those of the primary dwelling on the lot in which it stands.

### Policy Direction

- An outbuilding must be for domestic storage or hobby use only which is ancillary to the use of the dwelling(s).

### Policy Objectives

- To minimise the impact of detached development on the amenity of adjoining properties
- To ensure the design and siting of detached development responds to the desired future character of the precinct.
- To maintain and enhance the heritage significance of the Conservation Area streetscape

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Minimise the impact of detached development on the amenity of adjoining properties</li> </ul>	<ul style="list-style-type: none"> <li>• Outbuildings do not exceed a height of 4.5m</li> <li>• Outbuildings are setback from rear and side lot boundaries by a minimum of 2 metres</li> </ul>
<ul style="list-style-type: none"> <li>• To maintain and enhance the heritage significance of the Conservation Area streetscape</li> </ul>	<ul style="list-style-type: none"> <li>• Shed and storage structures relating to the significance of a heritage or contributory items or the Conservation area are retained.</li> <li>• Roof structures are pitched to match the primary dwelling and include over-hanging eaves</li> <li>• Safety fencing is sited out of public view from the street or screened from view by additional landscaping.</li> <li>• Outbuildings are located behind the rear building of the main dwelling</li> </ul>



## Parking

Onsite parking can be on-grade, underground or above ground within a structure. The extent and type of parking is influenced by building use with related parking requirements varying according to the type and intensity of building use, the time of day or night buildings are operational and available existing parking provision in the vicinity. Car parking can have a significant impact on site planning, landscape and building design, it can define the site area required and can increase costs of development. Car parking provision must therefore carefully balance the need for staff, patron and residential parking needs with the efficient use of land.

Change of use and/or adaptative reuse of existing premises which does not involve the expansion of the existing building envelope usually results in minimal, if any impact on existing parking facilities and parking requirements are commensurate with this fact.

Car parking requirements have been tailored to the need to increase residential density, expand the range of smaller dwelling types, create additional vibrancy and facilitate greater housing affordability whilst also ensuring adequate parking facilities for residents and visitors. However, developments which are unable to meet minimum parking standards prescribed below can enter into a voluntary planning agreement which off-sets the financial equivalent for the provision of a parking space. The funds will be pooled to provide either new off-site parking spaces and/or parking embellishments to existing parking facilities which may include:

- Electric vehicle charging stations
- Improved lighting
- Heat mitigations including:
  - Low reflective car park surfacing
  - Street planting
  - Canopy cover

The presence, design and siting of surface car parking, garages and car ports can have a significant effect on the character of an area. This is particularly the case in Heritage Conservation Areas where the majority of properties are of a building date which precedes the widespread use of the private motor vehicle. The Northern and Southern Gateway precinct includes many examples of garages and driveways but the vast majority of these are arranged with driveways along the side boundary and garages towards the rear of the lot. Therefore new parking facilities in these residential areas should be small scale, discreet and largely out of prominent view from the streetscape to maintain the areas historical character and ensure development responds to the precincts desired future character.

Goulburn CBD serves as the commercial heart of the local government area with a high concentration of retail, services and facilities. These facilities are often accessed via the private car and the CBD accommodates **approximately ?** public parking spaces on surface level and on-street parking throughout the CBD, with the addition of numerous ancillary patron and staff parking areas. The potential level of additional surface level parking provision within the CBD core is limited by available area and the imperative to safeguard the historic character of the existing built form.

As Goulburn's population grows and the CBD becomes more vibrant, pressure on public, staff and/or patron parking may also grow leading to proposals for decked and multi-storey parking structures which make more efficient use of existing land. Decked and Multi-storey parking structures in the CBD have the potential to significantly detract from the character of the Conservation area and diminish the historic streetscape, particularly through their massing and exterior façade design. To ensure such structures elevate the standard of design in the Heritage Conservation Area and positively contribute to the streetscape character, high quality, innovative and contemporary design solutions must be integrated in the buildings façade, examples are identified in Figure ?.

### **Policy Objectives**

- To provide a clear and consistent basis for the assessment of parking requirements for development applications.
- To ensure the provision and siting of car parking and associated structures responds to the desired future character of the precinct
- Reduce the visual impact of garages, car ports, parking areas and parking structures on the character of the Conservation Area
- Encourage and incentivise the provision of smaller dwelling units
- Facilitate medium density residential development
- Encourage the vitality and vibrancy of Goulburn CBD during evening hours

### **Policy Direction**

- The need and number of disabled car parking spaces to be provided shall be in accordance with AS2890.6-2009 and the Building Code of Australia.
- All other provision for disabled access shall be in accordance with Australian Standard AS1428.1- 'Design for Access Mobility'
- Where bicycle parking is provided, these facilities shall be provided in accordance with Australian Standard 2890.3- "Bicycle parking facilities".
- A Traffic Impact Assessment must be submitted with development proposals likely to generate significant levels of traffic.
- Development proposals involving the creation and/or reduction of parking spaces must be accompanied by a site plan illustrating the location of existing and proposed parking spaces, their dimensions, car park access and electric charging infrastructure as a minimum, alongside the position of proposed bicycle parking facilities.
- Proposals for decked or multi-story parking structures must be accompanied by a Heritage Impact Statement, Visual Impact Assessment and a Landscaping Plan.

## Policy

Performance Criteria	Acceptable Solutions
The visual and environmental impacts of basement and underground parking are minimised.	Along Active Street Frontages basement parking is located fully below the level of the footpath.
	Basement parking does not protrude more than 1m above ground level in areas outside active frontage areas.
	Underground parking is naturally ventilated
	Ventilation grills or screening devices of car park openings are integrated into the overall façade and landscape design.
	Basement/underground car parks are constructed to preclude entry of floodwater at the Flood Planning Level, where applicable.
The visual impacts of surface level parking on the character of the Conservation Area are reduced and mitigated.	Parking areas are located to the rear of buildings
	Parking areas are obscured from public view through design, siting and landscaping.
Decked and multi-storey car parking structures elevate the standard of design in the conservation area streetscape through high quality, innovative and contemporary design solutions.	Traditional building materials such as red facing brick and/or locally sourced sandstone feature in the external facade
	The external façade includes a green wall feature
	Local Art is incorporated into the exterior which provides a sense of place.
The potential for pedestrian conflict is minimised.	Car parking is well lit to enable clear way-finding to the building entrance.
	Pedestrian entrances and exits are separated from vehicle entrances and exits.
	Pedestrian building access points from car parking areas are clearly marked and visible after dark.
Car parking provides for safe and efficient circulation, maneuvering and parking of vehicles	Access ramps provide 2-way access or separate ingress and egress access ramps.
	Car parks are designed to enable vehicles to enter and leave in a forward direction.
	Basement/underground parking is fitted with a security door which swings/tilts inwards.
	Individual parking spaces are clearly delineated with line marking and sign posting as required.
	Car parking is provided in accordance with <b>Table ?</b>

Parking facilities are provided commensurate with the development type, size and location	A Voluntary Planning Agreement is included which offsets the financial equivalent for the provision of the required vehicular parking spaces in accordance with <b>Table ?</b> .
	Change of use developments involving the establishment of commercial/business development to create 200m <sup>2</sup> or greater of additional floorspace provides additional on-site parking provision in accordance with <b>Table ?</b> .
	Change of use developments involving the creation of new or additional residential units demonstrates sufficient on-street/public parking availability within 400m of the site or provides additional on-site parking provision in accordance with <b>Table ?</b> .
	Additions and extensions to existing premises involving the creation of more than 200m <sup>2</sup> GLFA provides additional on-site parking in accordance with <b>Table ?</b>
	Where applicable, apply parking standards in State Environmental Planning Policy (Affordable Rental Housing) 2009.
	Vehicle parking spaces proposed to be lost as a result of a development proposal are replaced elsewhere on site or off-set through a Voluntary Planning Agreement.
Garages, driveways and car ports in the Northern and Southern Gateway Precinct are sited to complement the character the Conservation Area.	Garages and car ports are situated on or behind the rear building line of the primary dwelling and have a maximum frontage width of 3.5m
	Driveways are oriented to the side of the lot boundary and have a maximum width of 4m
	Existing rear lane access should be utilised where available
Garages and car ports have a simple design and use traditional roof pitch forms which match the pitch, form and materials of the primary dwelling.	Garages and car ports do not exceed 4.5 metres in height and are detached from the dwelling
	Garages and car ports are single vehicle only
Adequate charging facilities are provided for electric vehicles	Development involving the creation of 10 or more car parking spaces includes 10% of spaces designed and constructed to enable electric vehicle charging points/station to be installed now, or at a later time.
Encourage the use of bicycles/active transport options  To provide convenient and accessible on-site bicycle parking facilities	Where additional car parking is provided, one bicycle rack is provided for every 10 parking spaces.
	Bicycle parking facilities are located in close proximity to building entrances.

	Bicycle parking facilities do not impede pedestrian or vehicular circulation.
	Bicycle parking facilities are located in highly visible, illuminated areas to minimise theft and vandalism.

*Policy Note:*

1. SEPP65 developments are required to meet the parking requirement prescribed in Table ? or The Guide to Traffic Generating Developments, whichever is less.
2. For development incorporating different categories of uses, a separate calculation will be made for each component, where applicable
3. The demonstration of on-street/public parking availability within 400m of a site must include either:
  - a. Reference to the Goulburn CBD Parking Survey (where less than 5 years old), or
  - b. an applicant prepared Parking Availability Study which includes:
    - A map which identifies the site, applies a 400m radius (taken from the centre of the site) and identifies public car parks and on-street parking provision within and adjacent the 400m radii
    - A brief description of the anticipated peak demand for the proposed use/development
    - A survey of public car parking space availability within the 400m radii during anticipated peak demand time.
4. Changes to parking provision after development consent has been granted will be subject to an application under Section 4.55 of the Environmental Planning and Assessment Act 1979.
5. The width of basement car parking spaces is exclusive of any building columns.

**Table ?**

<b>Residential</b>	
<b>Dwelling House</b>	2 on-site car parking spaces for each dwelling
<b>Dual Occupancy</b>	2 on-site car parking spaces for each dwelling
<b>Multi- dwelling housing</b>	1 on-site car parking space for each dwelling with 2 bedrooms or less
	2 on-site car parking spaces for each dwelling with 3 or more bedrooms.
	1 on-site visitor car parking space for each development with an additional visitor space for every 4 dwellings

<b>Housing for older people or people with a disability</b>	Refer to State Environmental Planning Policy (Seniors Living 2004)
<b>Manor Houses</b>	1 on-site car parking space for each dwelling
	Plus 1 on-site visitor car parking space for each development
<b>Residential Flat Buildings (2 storeys)</b>	1 on-site car parking space for each dwelling with 2 or more bedrooms
	1 on-site visitor car parking space for every 5 dwellings
<b>Residential Flat Buildings (Above 2 storeys)</b>	Parking requirement prescribed by the Housing SEPP
<b>Shop-Top Housing</b>	No parking requirement
<b>Social Housing</b>	No parking requirement where the applicant can demonstrate on-street/public parking availability within 400 metres of the site. <i>Alternatively:-</i> Implement parking standard in <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> .
<b>Commercial/Business</b>	
<b>Motel</b>	1 on-site car parking space per motel unit Plus 1 on-site car parking space for each 2 FTE employees
<b>Tourist &amp; Visitor Accommodation (Excluding Motels)</b>	1 on-site car parking space per guest room, apartment or suite.
<b>Pub or Club (licensed)</b>	1 on-site car parking space per 10m <sup>2</sup> GLFA, plus 1 on-site vehicle parking space per 2 FTE employees <b>or</b> No parking requirement where the applicant can demonstrate on-street/public parking availability within 400 metres of the site during peak operational hours.
<b>Restaurant, Café or Take-away (without Drive-thru)</b>	1 on-site car parking space per 10m <sup>2</sup> GLFA, plus 1 on-site vehicle parking space per 2 FTE employees <b>or</b>

	No parking requirement where the applicant can demonstrate on-street/public parking availability within 400 metres of the site during peak operation hours.	
<b>Drive-thru take away outlet</b>	<p>1 on-site car parking space per 10m<sup>2</sup> GLFA, plus 1 on-site vehicle parking space per 2 FTE employees</p> <p>A queuing area for 5 to 12 vehicles measured from pick up point</p> <p>A separate area to accommodate at least 2 vehicles awaiting pick up</p>	
<b>Small Shop(s) (under 200m<sup>2</sup> GLFA)</b>	1 on-site car parking space per 2 FTE employees	
<b>Large Shop (s) (200m<sup>2</sup> GLFA or over)</b>	GLFA between 200-1000m <sup>2</sup>	6 spaces per 100m <sup>2</sup>
	GLFA between 1000- 2000m <sup>2</sup>	5 spaces per 100m <sup>2</sup>
	GLFA between 2000-3000m <sup>2</sup>	4 spaces per 100m <sup>2</sup>
	GLFA greater than 3000m <sup>2</sup>	4 spaces per 100m <sup>2</sup>
	Plus 1 on-site car parking space per 2 FTE employees	
<b>Gym/Fitness Studio</b>	No parking requirement where the applicant can demonstrate on-street/public parking availability within 400 metres of the site.	
<b>Office</b>	1 on-site car parking space per 1 FTE employee	
	2 on-site visitor car parking spaces per development	



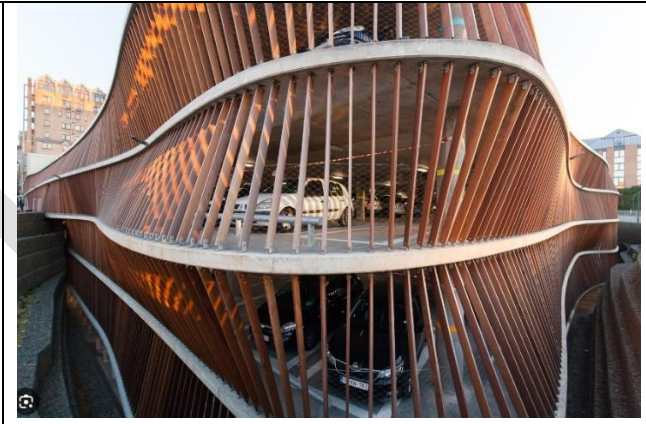
Figure ?- Examples of Innovative, high quality design solutions to Decked and Multi-storey car parking structures



Manly Vale Park & Ride Car park, Manly Vale, NSW



Billund Car Park, Denmark



Parking Garage Cliniques Universitaires Saint-Luc



Bungan Lane Multi Storey car park, Mona Vale, NSW



Charles Street car park, Sheffield



Ballet Valet Parking Garage, Miami



## **Apartment Size, Mix and Adaptability**

A mix of apartment types and sizes provide housing choice and supports equitable housing access. By accommodating a range of household types and sizes, apartment buildings support the needs of the community now and into the future.

Home designs which provide flexibility and adaptability in their internal configurations enable living spaces to be more easily adapted to respond to the changing needs of residents depending on their stage of life and personal circumstances. Flexibility in internal wall configurations alongside suitable corridor and door widths help accommodate a wheelchair or pushchair and reduce the pressure for residents to move home to meet their needs.

Goulburn LGA is dominated by 3 and 4 bedroom single family dwellings accounting for over 80% of the existing housing stock in Goulburn LGA which results in little variety and choice of house sizes. These dwelling types are usually more expensive and less affordable than smaller apartment units. The requirement for a greater proportion of studio and 1 bedroom apartments seeks to redress this imbalance and provide a greater opportunity of choice for single people, couples without children and downsizers and facilitate greater affordability. This in turn can lead to increased availability of larger single family homes as residents relocate to smaller and more suitable accommodation. The CBD and Northern and Southern Gateway Precincts are considered the most suitable locations to serve these needs due to their proximity to Goulburn's concentration of services and facilities which reduces the need to travel and results in more sustainable development patterns.

Residential Flat Buildings are permissible in the E2 commercial centre, MU1 Mixed Use and R3 Medium Density Residential zones. Infill development growth in these zones provides the most suitable opportunity to increase residential density, provide smaller and more affordable housing options and diversify and rebalance the current housing stock in Goulburn in accessible and sustainable locations.

### **Policy Objectives**

- To provide a housing mix that supports diversity and promotes choice in housing types
- To provide a greater number of smaller apartment sizes to meet housing need and facilitate affordability
- Unit sizes provide suitable living space to ensure a high level of residential amenity whilst ensuring efficient use of available floorspace
- Encourage flexible building design to enable future changes in use and internal configurations.

### **Policy direction**

ADG development must meet the apartment size and layout requirements of the Apartment Design Guide and the requirements of The Housing SEPP.

Performance Criteria	Acceptable Solutions
A greater proportion of studio and one bedroom apartments are provided compared to larger 2 and 3 bedroom apartments in developments of more than 10 units.	The following mix of dwelling types are provided: Studios- minimum 10% 1 bedroom- minimum 40% 2 bedroom- minimum 30% 3 bedroom- maximum 20%
Studio and 1 bedroom apartments have a floor area commensurate with their proposed level of occupancy	Studio apartments have a minimum floor area of 35m <sup>2</sup> and maximum floor area of 75m <sup>2</sup> 1 bedroom apartments have a minimum floor area of 50m <sup>2</sup> and a maximum floor area of 100m <sup>2</sup>
Apartment mix is distributed to suitable locations in the building	Solar access is maximised in accordance with Solar access & Shading policy Larger apartments are located on the ground level, roof level or on building corners
10% of units in apartment developments proposing more than 10 units demonstrate flexible internal building design which enables future changes to internal unit configuration.	Proposal demonstrate that internal walls can be easily removed
	Services are located where they will not impede the future conversion of the unit into a different configuration
	Entryways have a minimum width of 820mm
	Internal corridors have a minimum width of 1000mm Showers are on-grade and include a hobless shower recess.

*Policy Note:*

1. *The requirement for Studio and 1-bedroom apartments to be commensurate with their proposed level of occupancy requires each studio and 1 bedroom apartments to have a floor area which is lower than 2 bedroom apartments proposed in the same development.*
2. *Adaptative reuse of existing structures may propose an alternative mix where it can be demonstrated that existing structure restricts compliance with the minimum requirements on size and mix.*

## Development Design relating to a Heritage or Contributory Item

Development design relating to a heritage or contributory item applies to development on a property identified as a heritage or contributory item on **Figure ?**. Development Design relating to a heritage or contributory item relates to alterations and additions such as replacing deteriorated features or adding a new extension, adaptation to accommodate a new use or demolition.

The precinct includes numerous and wide ranging locally heritage listed and contributory heritage items which form the foundation to the historical character and significance of the heritage conservation area. The significance of these properties and their contribution to the character of the Conservation Area, its visual appeal and the story of Goulburn's historical development must be retained for future generations.

### Objectives

- To maintain and enhance the heritage significance of the Conservation Area streetscape and the contribution heritage and contributory items make to the conservation areas character
- Ensure alterations and additions positively contribute to the heritage significance of both the property and the Conservation Area streetscape
- Encourage the re-use and adaptation of heritage and contributory items which do not adversely affect the heritage significance of either the property or the Conservation Area streetscape
- Enhance the vitality, lifespan and functionality of heritage items

### Policy Direction

- Applications proposing alterations to building facades and significant fabric must be accompanied by a Heritage Impact Statement, which, where applicable, includes:
  - An analysis of heritage values, including setting, layout, uses and associations and the building fabric
  - A clear statement of heritage significance, identify significant fabric and heritage values
  - A demonstration the proposed change of significant building fabric is the minimal change required to meet operational or technical requirements of the proposed use
  - A record of the existing fabric, use and associations with the heritage building
- Applicants must consider the General Heritage Principles in Section ? alongside the policy provisions below.

### Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"><li>• The character, pattern of door and window openings and window and door design and materials relate to the prevailing</li></ul>	<ul style="list-style-type: none"><li>• New door and window openings are limited to non-primary street facing facades</li></ul>

proportions, placement, character, materials and scale of the existing historic fabric.	<ul style="list-style-type: none"> <li>• New door and window openings reflect the existing style, size, proportion and position of existing doors and windows.</li> </ul>
	<ul style="list-style-type: none"> <li>• New door and window openings match existing sill and header heights.</li> </ul>
	<ul style="list-style-type: none"> <li>• Replacement doors are of timber construction and a paneled design</li> </ul>
	<ul style="list-style-type: none"> <li>• Colored glass detailing must be replaced on a like for like basis.</li> </ul>
<ul style="list-style-type: none"> <li>• Protect and enhance the fabric and architectural features which positively contribute to the heritage significance of the property and Conservation Area streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Windows are vertical in their proportions, double-hung in their design and timber in construction.</li> </ul>
	<ul style="list-style-type: none"> <li>• Verandah's are kept open with no infilling to the front and sides</li> </ul>
	<ul style="list-style-type: none"> <li>• Replacement of traditional verandah awnings are like for like, with particular focus on materials, form and colour.</li> </ul>
<ul style="list-style-type: none"> <li>• Traditional roof forms and materials are retained or replaced on a like for like basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Intrusive non-contributory changes to the original fabric are removed.</li> </ul>
	<ul style="list-style-type: none"> <li>• Positive contributory features are retained, restored or replaced like for like.</li> </ul>
	<ul style="list-style-type: none"> <li>• Extensions to roofs reflect the existing roof in terms of materials, shape and pitch.</li> </ul>
<ul style="list-style-type: none"> <li>• New alterations and additions do not visually dominate the original building and serve to complement both the original property and Conservation Area streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Significant roof elements such as gables, finials and chimneys are retained.</li> </ul>
	<ul style="list-style-type: none"> <li>• Original roof lines remain identifiable</li> </ul>
	<ul style="list-style-type: none"> <li>• New structures such as extensions are sited behind the rear building line of the original property.</li> </ul>
	<ul style="list-style-type: none"> <li>• Additions and extensions are subservient in their scale and massing to the original property.</li> </ul>

*Policy Note*

- *State and locally listed heritage items are also listed in Schedule 5 of the Goulburn Mulwaree LEP.*
- **Appendix ?** *provides a guide to the fabric and features considered to positively contribute to the heritage significance of properties and the Conservation Area Streetscape.*

- *Further guidance on adaptive reuse is provided in Guidelines for the adaptation of historic buildings and sites, published by Heritage Council of NSW.*
- *Changes of use require compliance with the Building Code of Australia (BCA) for disabled access, fire and health and safety.*

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## Development Design (Infill/non-Heritage)

Development design (Non-Heritage) applies to any development within the precinct on a lot or property which is not identified as a heritage or contributory item. These design requirements relate to the architectural design of new buildings which serve as infill development within the existing built form of the Conservation Area. This policy must be read in conjunction with related policies on setbacks, heights, floor space ratio, parking, open space and landscaping which collectively seek to ensure new developments make a positive contribution to the Conservation Area and streetscape character.

The precincts include a range of opportunities for additional, new and contemporary buildings through infill development opportunities, potential to increase the density of existing lots or through the replacement of buildings which do not contribute positively to the conservation area streetscape character. Sympathetic new development in the Conservation Area has the ability to add a new contemporary layer onto the built fabric and provide the next chapter in the story of development and change in Goulburn.

### Objectives

- To ensure new residential development responds to the desired future character of the precinct
- Promote new development which is sympathetic to the setting of adjacent heritage and contributory items
- To maintain and enhance the Conservation Areas distinct identity and sense of place
- Ensure outstanding, contemporary design which incorporates high quality design features which are inspired by, but do not serve to replicate, those of heritage and contributory items

### Policy Direction

- Applications proposing new infill development within the Conservation Area must be accompanied by a Statement of Heritage Impact, which demonstrates how the proposal will maintain and enhance the Conservation Areas district identify and sense of place.

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>• Window and door openings reflect the proportions, position and size of those identified as positive contributory features on heritage and contributory items in the precinct.</li> </ul>	<ul style="list-style-type: none"> <li>• Windows are vertical in their proportions and modest in size</li> <li>• Glazing is limited to a maximum of 50% on street facing facades</li> </ul>
<ul style="list-style-type: none"> <li>• Verandahs and/or porches are included on front elevations or an awning over the entrance of residential flat buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Verandah`s are open and simple in their design</li> <li>• Verandahs include skillons roofs</li> </ul>
<ul style="list-style-type: none"> <li>• Prevailing materials in the Conservation are incorporated into the design of new development and used in new and innovative approaches.</li> </ul>	<ul style="list-style-type: none"> <li>• Materials incorporated in to the design of new development reflect those prescribed in the Materials Schedule in <b>Appendix ?</b>.</li> </ul>

	<ul style="list-style-type: none"> <li>Window frames are timber or black powder coated metal frame in their construction</li> </ul>
<ul style="list-style-type: none"> <li>Architectural accent lines on adjacent heritage and/or contributory items are respected and reflected in new development design.</li> </ul>	
<ul style="list-style-type: none"> <li>Buildings are well articulated to provide visual interest and reduce the bulk and scale of development.</li> <li>New structures are setback from the front building line of the property by a minimum of 5 metres</li> </ul>	<ul style="list-style-type: none"> <li>One or more of the following design approaches are incorporated into the design of new developments to ensure new buildings are well articulated. <ul style="list-style-type: none"> <li>Recessed balconies</li> <li>Expressed and/or recessed building elements</li> <li>Stepped walls/wall offsets</li> <li>Emphasis of distinct architectural features</li> <li>Variations in height</li> <li>Variation in façade materials</li> <li>Long walls broken up into bays</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Roofs have regard to the orientation, size, shape, pitch eaves, ridge heights and bulk of existing roofs in the locality and must be in proportion with the proposed building</li> </ul>	
<ul style="list-style-type: none"> <li>Fencing meets the policy requirements of the Fencing policy</li> </ul>	

**Harmonise with their surroundings.**

**Infill buildings should respond to, or reinforce existing ridge or parapet lines, roof slopes and other features such as party walls and chimneys.**

## Contaminated Land

The CBD and surrounding area include some of the oldest parts of Goulburn's built environment where a range of activities and land uses have occurred for more than 150 years. These changing land uses have included a number of activities which have the potential to contaminate the soil and impact human health and the environment. These potentially contaminating uses include factories and workshops, tanneries asbestos and lead in buildings, service stations, car repair garages and vehicle storage to name some local examples.

The precincts do not include any sites identified on the Environmental Protection Authority's (EPA) register of significantly contaminated land. However precincts include sites identified on the Council's local contaminated land register, due to a sites current or previous potentially contaminating land use as defined in Table 1 of the *Managing Contaminated Land Guidelines*.

Figures ? include a map illustrating those sites within the precincts where a current or previously potentially contaminating land use is known to have occurred. Table ? lists the street address, lot and DP numbers, current and proposed zoning of the sites alongside current land use and the potentially contaminated land use.

A total of 41 potentially contaminated sites have been identified and broken down by precinct as follows:

- 10 sites within the Northern Gateway precinct.
- 8 sites within the Southern Gateway precinct.
- 21 sites within the CBD Core.
- 9 sites within the CBD Edge

In addition, many of the buildings within the CBD are highly likely to contain Asbestos containing materials and traces of lead, alongside other potentially contaminating materials and activities which may have impacted the structure and/or soil of the site.

To ensure contamination is appropriately considered at the development application stage a Preliminary Site Investigation- contamination assessment (PSI) must be submitted for all sites identified on Figure ? and Figure ? where the ground is proposed to be disturbed. Proposals involving ground disturbance or significant alterations to a building within the CBD must also be accompanied by a PSI. Assessment must be undertaken in accordance with the requirements of the [Managing Land Contamination Guidelines](#). If the PSI identifies potential contamination is present or likely to be present a Detailed Site Investigation (DSI) and potentially a Remedial Action Plan will be required.

## Policy Objectives

- To ensure the land is suitable (or will be suitable) after remediation for the proposed land use.
- To reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered before development commences.



## Policy Direction

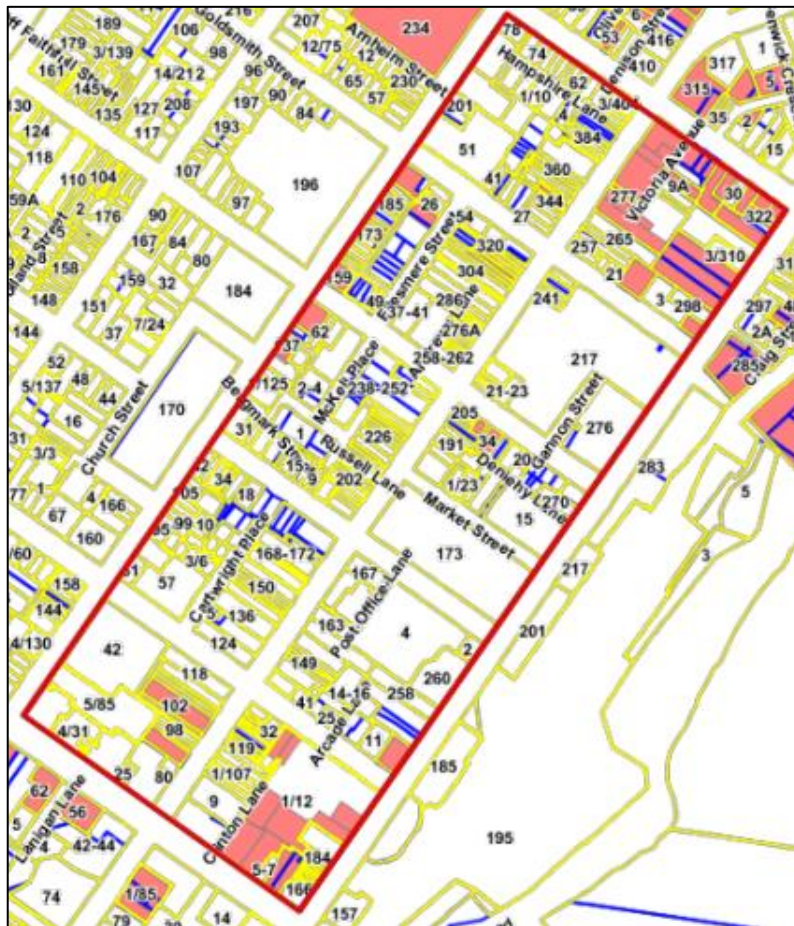
- A development application involving a potentially contaminated site (as identified in Figure?) which disturbs the ground must be accompanied by a Preliminary Site Investigation- Contamination Report
- A development application which involves ground disturbance or alterations and additions to a building within the CBD must be accompanied by a Preliminary Site Investigation- Contamination Report
- PSI's and contamination documents which are older than 3 years or do not apply to the full development proposal area will not be accepted and must be updated and submitted with the development application.
- All reports must be prepared by appropriately experienced and qualified consultants in the field of contaminated land management.
- The development application must address the recommendations and requirements of the Detailed Site Investigation and Remedial Action Plan where prescribed.

**Policy note:** *An indicative list of potentially contaminating land uses is provided in the Managing Contaminated Land guidelines accompanying SEPP (Resilience and Hazards) 2021.*

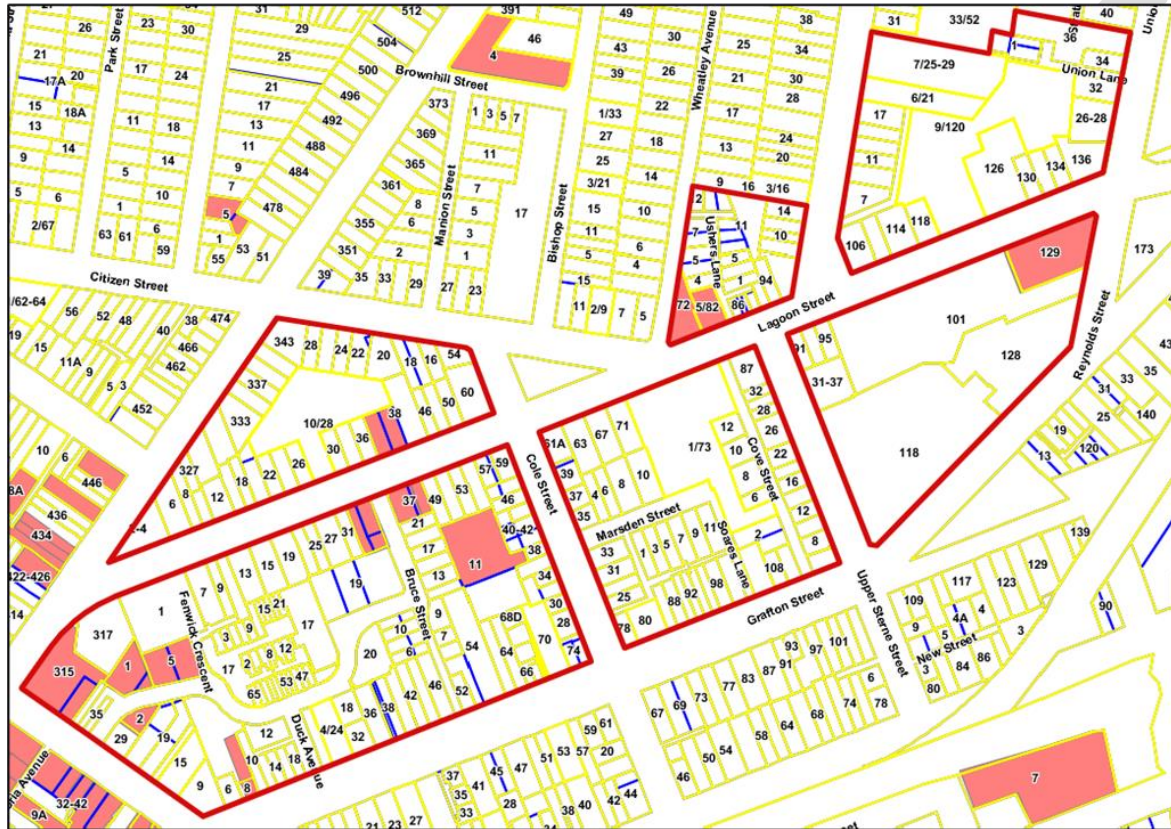
*The provision of a Detailed Site Investigation is only necessary where identified as a requirement through a Preliminary Site Investigation.*

*Council may request a Site Audit Statement from an accredited Site Auditor in order to certify the findings of submitted contamination reports when:*

- *Council considers the information to be incomplete or incorrect,*
- *Council wishes to confirm the information conforms to relevant legislation and guidelines*
- *Council does not have the capability/capacity to undertake technical reviews due to complex contamination issues and/or significant risks to health or the environment.*

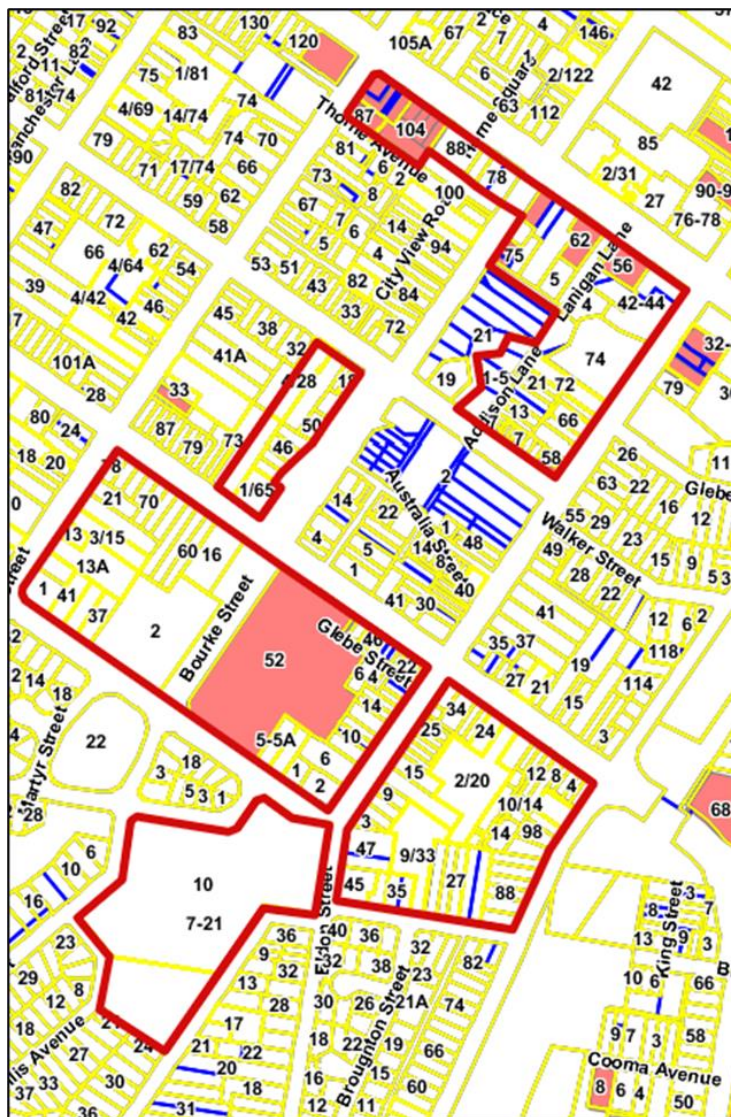


Address	Current Use	Potentially Contaminating land use
3 Clinton St	Veterinary Practice	
Part of 12 Verner St	Car park & rear or retail	
238 Sloane St		
304- 306 Sloane St	Hardware store	
318 Sloane St		
322 Sloane St		
324 Sloane St		
1 Goldsmith St	Retail- Motorbikes	
13 Goldsmith St	Car repair garage	Car repair garage
22 Bradley St		
28 Bradley St	Residential	
32-42 Bradley St	Car Showroom	
9a Victoria Ave		
267-303 Auburn St	Retail	
277 Auburn St	Retail	
348 Auburn St		
314a Auburn St		
102 Auburn St		
90-94 Auburn St		
34 Clifford St		
42 Clifford St		



Address	Current Use	Potentially Contaminating land use
315 Auburn St	Vacant	Service Station
1 Fenwick Crescent	Vacant	
2 Fenwick Crescent		
5 Fenwick Crescent	Medical Centre	
33 Lagoon St	Service Station	Car repair garage
37 Lagoon St	Vacant	
38 Lagoon St	Panel Beaters	Panel Beaters
82 Lagoon St	Residential	
129 Lagoon St	Service Station	Service Station
8 Grafton St	Residential	
11 Bruce St	Car rental (Hertz)	
72 Wheatley Ave	Residential	





Address	Current Use	Potentially Contaminating land use
52 Bourke St Old St Joseph's Orphanage	Vacant	Previous Asbestos containing building
87 Cowper St		
108 Clinton St	Bulk retail	
104 Clinton St	Bulk retail	
Part of 72-74 Clinton St	Vacant	
62 Clinton St	Service Station	Service Station
56 Clinton St	Offices	
56 Auburn St	Printers	Printers
75 Bourke St		

## Demolition

Heritage item and contributory items and features must be safeguarded for future generations to learn from the past through visual experience of the built form and must only be demolished under exceptional circumstances. There are however a number of examples where modern additions and alterations to heritage items detract from their significance and the quality of the Conservation Area. Their removal/demolition can result in an overall enhancement. This is also the case for some modern infill buildings within the Conservation Area streetscape which detract from the quality of the area through unsympathetic design, siting, massing, materials and a lack of articulation. Where detracting buildings are to be demolished, their replacement must be carefully considered in the context of the Conservation Area to ensure an overall enhancement to streetscape.

The Complying Development approval pathway for demolition does not apply to heritage listed buildings or properties within a Heritage Conservation Area. All proposals for demolition within the CBD Heritage Conservation Area require either a development consent or written approval of council by way of a [5.10\(3\) minor works and maintenance application](#).

## Objectives

- Preserve the historic significance of the Conservation Area and enhance the quality of the streetscape character
- To ensure the structural integrity and social history of a heritage item or contributory item, or their contributory features, is robustly considered through the determination of a development application for full or partial demolition.
- Encourage the removal of inappropriate and/or detracting alterations and additions
- Enable contemporary medium density residential development of high-quality design which is sympathetic to the Conservation Areas streetscape

## Policy direction

- Full or partial demolition of a heritage or contributory item must be accompanied by a Statement of Heritage Impact.
- Applications for full demolition must be accompanied by plans for the buildings replacement
- Applications involving demolition waste must be accompanied by a Waste Management Plan in accordance with Policy ?- Waste Management

## Policy

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> <li>Demolition of a heritage or contributory item is supported by a structural integrity assessment in accordance with <b>Policy ?</b></li> </ul>	
<ul style="list-style-type: none"> <li>Heritage and Contributory items and their positively contributing features are retained, unless their removal/demolition is justified in accordance with <b>Policy ?- Heritage Policy (structural integrity)</b></li> </ul>	<p>HI require Structural integrity report, HIS/Con management plan or heritage conservation strategy &amp; other professional reports</p>
<ul style="list-style-type: none"> <li>The heritage significance and heritage contribution of a heritage or contributory item or feature are considered through a development application</li> </ul>	<p>CI what do they require</p>
<ul style="list-style-type: none"> <li>Demolition of a heritage item is accompanied by an archival record.</li> </ul>	<p>Non-CI- a HIS which relates to the rebuild not the demolition</p>
<ul style="list-style-type: none"> <li>Proposals for full demolition are accompanied by a replacement of high quality contemporary design which enhances the character of the Conservation Area and streetscape having regard to <b>Policy ?- Development &amp; Design</b> and other relevant policies of this DCP.</li> </ul>	
<ul style="list-style-type: none"> <li>Applicants must demonstrate exceptional circumstances to the satisfaction of Council justifying the full or part demolition of a heritage or contributory item.</li> </ul>	<ul style="list-style-type: none"> <li>Demolition of a heritage or contributory item is supported by a structural integrity assessment in accordance with the requirements of <b>Policy ?</b></li> </ul>
	<ul style="list-style-type: none"> <li>Demolition of a heritage or contributory item is supported by an Economic Viability report in accordance with the requirement of <b>Policy ?</b></li> </ul>
	<ul style="list-style-type: none"> <li>All viable alternative uses for the building have been explored and robustly discounted.</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li><b>The proposal will result in significant public benefit</b></li> </ul>

### Policy Note:

- Hours of demolition are between 7am and 5pm Monday to Saturday. No demolition works are to be undertaken on Sundays or public holidays.

## CBD Policy

### Active Street Frontages

Active street frontages serve to encourage pedestrian activity by creating vibrant and visually interesting streets where visual connections are made between internal spaces and pedestrians. They enhance public security and passive surveillance of the street and enable direct and easy pedestrian access. A continuous row of Active Street frontages enlivens the streets of the CBD, strengthens Goulburn`s role as a regional centre and ensures the vitality of Goulburn`s commercial core.

**Figure ?** illustrates the CBD streets, or part of streets, which currently have frontages contributing to the visual interest and interaction between their internal use and pedestrian activity. These areas are Active Frontages and are identified through clause 7.5 of the GM LEP. They include the entire span of Auburn Street between Bradley and Clinton Streets and adjoining sections of Verner, Montague, Market and Clifford Streets.

Examples of active and non-active street frontages are illustrated in **Figures ? and ?**.

### Policy Objectives

- Promote uses that attract pedestrian traffic along ground floor active street frontages
- Encourage active visual engagement between pedestrians on the street and those within the ground floor of buildings
- Enhance the vitality and vibrancy of the public realm
- Enhance security and pedestrian`s sense of safety through natural surveillance
- Ensure development contributes to the continuous retail frontage and commercial character of the CBD heritage conservation area

### Policy Direction

Proposals with defined Active Street Frontage areas as identified in the Active Street Frontages Map must meet the requirements of Clause 7.5 of the Goulburn Mulwaree Local Environmental Plan.

Performance Criteria	Acceptable Solutions
Active frontages provide a high degree of internal visibility from the footpath during the day.	Internal visibility to a depth of 4 metres is achieved during opening hours
	Internal or external window coverings are limited in accordance with the Advertising & Signage policy
	Glazing is transparent

A continuous active commercial street frontage is maintained and enhanced	Vehicle access points are restricted to side and rear of lots/buildings which do not include streets identified as Active Street Frontages.
	Residential development is restricted to building entry lobbies only.
	Individual shop window frontages are maintained and/or reinstated.
Buildings clearly define the primary street frontage and street corners	A continuous flat awning is maintained in accordance with Shop front and commercial facades policy.
	Splayed facades are incorporated on corner lots.
	The primary public entrance is located on the primary public facing elevation.
Active frontages maintain and enhance the character of the Conservation Area	Plant access hatches, grilles, vents and service doors are placed out of public view along Active Street Frontages
	Proposals meet the requirements of Heritage & Design policy
	Security grills are fitted internally behind Shopfronts and are fully retractable
Active frontages contribute to pedestrian sense of safety	After hours lighting is included within shop fronts to help illuminate the street and footpath
	Security grills provide openings to enable visual permeability when deployed.
	Temporary window displays encompassing the entire shop front window are required for units proposed to be vacant for more than 4 weeks.

**Figure ?- Example of an Active Street Frontage**      **Figure ?- Example of an non-active street frontage**





## Shop fronts & Commercial Facades

Goulburn's CBD is characterised by imposing large scale Victorian public buildings and commercial shop fronts with awnings interspersed with a few remaining colonial buildings. The commercial row of individual shop fronts which line Auburn Street, still reflect the original Victorian commercial character, albeit diminished by decades of more contemporary infill development. The best examples of the historical shop front character which has defined Goulburn Main Street have been identified as Contributory shop fronts. These shop fronts demonstrate surviving features from their initial development such as recessed entryways, metal pressed awning linings or curved glass front windows and special regard should be had for their enhancement and long term survival. The majority of contributory shop fronts are located on the ground floor of locally listed heritage buildings but there are examples of more contemporary shop fronts identified as contributory for their reflection of Goulburn's characteristic traditional shop front design. Contributory shop fronts serve as a guide to the proportions, position, size and detailing of new contemporary shop fronts, although contemporary materials which complement the character of the streetscape are expected in contemporary shop front design.

Commercial awnings are ubiquitous within the CBD, particularly along Auburn Street and they serve to significantly contribute to the character of the Conservation Area whilst providing shelter from the sun and rain to pedestrians and allowing patrons to utilise footpath dining opportunities in relative comfort. Existing awnings should therefore be retained, restored and where suitable replaced and new shopfronts should incorporate awnings over the footpath to reflect the distinct character of the CBD Conservation Area character and streetscape.

### Policy Objectives:

- To preserve and reinstate the original and early fabric of contributory shop fronts.
- Ensure the restoration and reconstruction of contributory shop fronts reflects the best examples of contributory shop front design in the CBD.
- Ensure new development adjacent a contributory shop front is sympathetic to the historic character of shop fronts and the conservation area streetscape.
- Encourage the design of new Shopfronts to adopt a contemporary interpretation of traditional forms
- Ensure alterations and additions do not compromise the integrity and consistency of the Heritage Conservation Area.
- Ensure the existing continuous row of awnings along Auburn Street and other Active Street Frontages is maintained.

### Policy Direction

Alterations to shop fronts in the heritage conservation area must meet the requirements of Clause 5.10- Heritage Conservation of the GM LEP.

## Policy

Performance Criteria	Acceptable Solutions
Contributory shop fronts and their characteristic features are retained and restored.	<p>Ingos (recessed entryways) are maintained or reinstated where appropriate.</p> <p>Ceramic tiles are better revealed, restored or replaced</p> <p>Ornamental timber joinery is better revealed, restored or replaced.</p> <p>Original contributory features such as stallrisers, transoms (anymore?) are reinstated where there is previous evidence for the original shop front or those within the same row.</p>
Restoration/reconstruction of original shop front and building façade detailing is based upon a detailed understanding of the style and period of the building.	<p>Original façade and material colours are determined through paint scrapings and/or demonstration of existing similar examples in the locality.</p>
Unsympathetic building elements and additions to heritage or contributory items are removed.	<p>Historical photographs, drawings and news articles, alongside Council studies are utilised to provide background information on original detailing.</p>
Shopfronts in new buildings are contemporary in style but reflect characteristic elements of contributory shop fronts	<p>Fascia lines of nearby contributory shop fronts are incorporated into new shop front design</p> <p>Recessed entryways (ingos) are included within new shop front design</p> <p>Stall risers at a height of 700mm are provided.</p> <p>Curved or angled glass entry features are incorporated.</p> <p>Window proportions do not encompass the entire shopfront span</p>
Existing awnings are to be maintained or restored to their original form and configuration.	<p>Original awning elements are reinstated with the restoration process informed by research of earlier original/earlier detailing.</p> <p>Existing awnings are retained at their existing height</p> <p>Traditional/original press metal under awning lining is retained and restored.</p>
New and replacement awnings are consistent with those of contributory shop fronts and serve to match their character, height and depth.	<p>New awnings are supported by simple timber or steel posts with pencil rounded edges with post dimensions of 125mm by 125mm</p> <p>Ornate post detailing is avoided</p> <p>The use of suspended awnings is avoided.</p> <p>Existing suspended awnings are replaced with timber or steel post supports where repair/replacement is required.</p>

	Structural beams are concealed within the awning structure and are not visible below the soffit line.
	Awnings do not project beyond the width of the footpath and do not project over the roadway.
The siting of awning posts ensures pedestrian accessibility of the footpath remains unencumbered.	New and replacement awnings are supported by simple posts placed on the edge of the footpath to ensure pedestrian movement is not restricted.
The siting of awning posts does not adversely affect road safety.	Awning posts are setback from the road edge by at least 600mm from the face of the kerb.
New commercial building facades reflect the height and scale of the built form of heritage listed and contributory buildings in the Conservation Area	Commercial building facades are 2-3 storeys in height for a depth of at least 6m along non-active street frontages in accordance with the Building Setbacks and Separation Distances Policy
	Commercial building facades are 2-3 storeys in height for a depth of at least 10m along active street frontages in accordance with the Building Setbacks and Separation Distances Policy.
	Building massing is vertically articulated.
New commercial building facades provide visual interest and complement the historic character of the commercial facades in the CBD.	New commercial building facades are well articulated with punctuations, recesses, openings and repetition of architectural elements.
	Decorative parapets inclusive of advertising inset panels are included on the upper level to obscure the roof from street view.
	Existing vertical proportions on adjoining heritage and contributory buildings are reflected to support the vertical rhythm along the street.
	New building frontages incorporate commercial ground floor shop units along active street frontages in accordance with Policy ? (Active Street Frontages)
Existing above awning facades on a Heritage and Contributory buildings are maintained and enhanced.	Heritage and Contributory items are painted in heritage colours as prescribed in Figure ? or otherwise demonstrated through evidence of the buildings original colour scheme.
	Decorative parapets are restored, maintained and enhanced
	Vertical above awning features are retained and enhanced
Heritage and contributory building facades reflect prescribed heritage colours.	

Facades on non-heritage or contributory facades reflect muted, neutral colour tones

*Policy note*

- 1. The change of use of retail units along active street fronts to uses other than retail must ensure the frontage maintains the characteristic features and `shop-like` appearance on the streetscape.*
- 2. The Council`s updated Main Street Study provides comprehensive background information, historical photo and recommendations which should form the basis of improvements to shops fronts and commercial facades.*



## Advertising and Signage

Advertising and signage is a vital component to businesses, particularly those which rely on local footfall. They draw attention to and identify a business to the public, convey information about the business and what they offer and serve to build brand awareness. Exterior signs are generally visible 24 hours a day, 365 days a year which serves as good advertising but also means their impact on the Conservation Area is continuous. A Heritage Conservation Area encompasses the entire CBD precinct and the majority of the Gateway precincts, as such the number, location, design and illumination of advertising and signage in these areas must be carefully considered. Advertising and signage must ensure that it contributes to and enhances the quality of the heritage conservation area streetscape and the architectural quality/character of heritage and contributory items whilst enabling businesses to effectively identify their company and advertise their product or service.

Schedule 2 of the Goulburn Mulwaree LEP establishes a number of advertising and signage types, not related to State Significance Heritage Items, which are exempt from the requirement for development consent within prescribed limits. Wall signs, fascia signs, under awning signs and window signs are all exempt. Top hamper signs benefit from the exemption within the Conservation Area but not when related to a local heritage item and projecting wall signs require development consent in all circumstances. Where proposed advertising and signage exceeds the limits prescribed in Schedule 2 of the GM LEP, development consent will be required and assessed against the provisions of this policy.

### Policy Objectives

- Guide the appropriate design and placement of advertisements and signage
- Maintain and enhance the streetscape character of the Conservation Area and the heritage significance of heritage and contributory buildings
- Minimise visual clutter caused by the proliferation of signs and encourage the rationalization of existing and proposed signage.

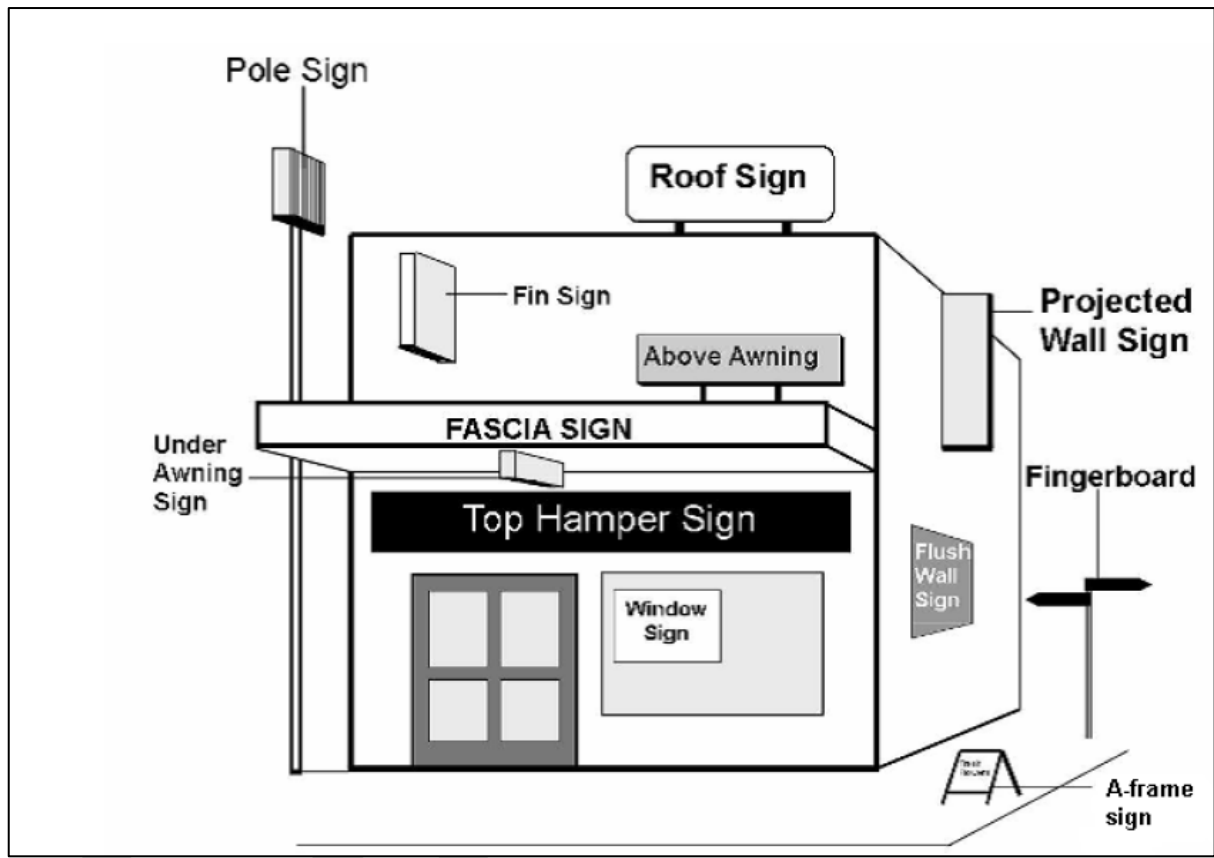
### Policy

Performance Criteria	Acceptable Solutions
Signage along Active Street Frontages meets the requirement of Active Street Frontages policy	Architectural detailing on heritage and contributory items is not obscured
A high degree of internal visibility from the street is provided	Internal and external windows signs do not obscure more than <b>50%</b> of the primary shop window area.
	Electrical services to signage are obscured from public view
Signage which is recognisably and historically part of a heritage or contributory item is retained in situ	Signage avoids obscuring or damaging original architectural detailing of heritage or contributory items.
	Development proposals better reveal and enhance signage which is recognisably and historically part of a heritage or contributory item

Maintain and enhance the streetscape character of the Conservation Area	Signage does not extend beyond the dimensions of the building or feature onto which they are mounted.
Avoid and reduce visual clutter which detracts from the architectural quality of heritage buildings and the Heritage Conservation Area streetscape	Advertisements along each shop front do not repeat.
	Shop fronts include no more than 3 signs below the awning (excluding business identification signage)
	Shop fronts include no more than 3 signs above the awning
Colour and lettering of signage reflects the historic character of the Conservation Area	Signage colours reflect the pallet of standard period colours illustrated in Figure ?
Signage colour, the number and sizes of signs are compatible and complementary to the buildings scale, architecture, historic period and streetscape.	Lettering style and size of signage for buildings pre-1950, as indicated in Figure ?, are professionally hand painted
	Colour schemes are continuous above and below the awning
Illumination of signage does not detract from the historic significance of the Conservation Area in the day or night.	Illumination of signage is continuous with no flashing or intermittent light, moving images or live recordings
	Illuminated signage is sited under the awning or where no awning exists (or is proposed) sited no higher than 3.5 metres above the pavement.
	Illumination of external signage is turned off outside of business hours.
Illumination of signage complements the historic significance of heritage listed buildings.	Illumination of signage related to a heritage item is externally lit through individual light fixings projecting onto the sign

#### Policy Note

1. **Figure ?** provides an illustration of signage types
2. The use of standard corporate colours and designs may not be appropriate in the Conservation Area and a compromised solution may be required which balances the need for company branding with the desired use of lighter/softer colours such as those illustrated in **Figure ?** and the overall character of the historic streetscape.
3. Solid steel roller shutters are not suitable in the Heritage Conservation Area due to their adverse impact on visual amenity and the negative impression they generate





## Acoustic Amenity

New residential development within the CBD will be located within the existing urban fabric which includes adjacent busy roadways, the main railway line and existing non-residential land uses including licensed premises. The CBD contains a wide range of land uses which operate both in the day and evening. Premises which predominantly operate in the evening hours have the greatest potential for noise generation and adverse impacts on nearby residential amenity.

To ensure future residential amenity and avoid pressures for noise mitigations from existing sources, new residential developments in the CBD E2 Zone are required to mitigate existing sound levels to below the recommended levels within internal residential spaces.

### Policy Objectives

- To ensure the internal soundscape provides a high level of amenity for future residents
- Avoid the requirement for additional noise mitigations to existing businesses in the CBD

### Policy Direction

- Residential development proposals within the CBD E2 Zone must be accompanied by an Acoustic Assessment prepared by a suitably qualified professional which adequately demonstrates the below performance criteria can be achieved.

### Policy

Performance Criteria	Acceptable Solutions
Residential development in the CBD incorporates measures to reduce the entry of noise to habitable spaces from external sources to the following levels: <ul style="list-style-type: none"> <li>• Internal noise levels in any bedroom do not exceed 35 dB(A) between 10pm and 7am</li> <li>• Internal noise levels do not exceed 40 dB(A) in any other part of the residential accommodation (excluding a garage, kitchen or hallway) at any time</li> </ul>	Habitable spaces are oriented away from the external sources of sound.
	Acoustic wall linings are included to walls and ceilings as relevant
	Built-in furniture such as wardrobes are positioned between the source of the sound
	Windows are double glazed.

### Policy Note

1. The change of use of a building to provide residential accommodation is also subject to this policy.

2. *The impacts of noise on residential amenity can be reduced through siting such as through adequate separation distances between sensitive receptors and noise sources, landscaping to attenuate noise. Alternatively technological solutions can be deployed such as acoustic glazing or sound insulating materials.*
3. *Impacts of sound emanating from roads and railways are addressed under the Infrastructure SEPP.*

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## Views & Landmarks

Goulburn CBD has five key landmarks which characterise the city skyline, namely the Courthouse & Cupola, the Post Office and Tower, The Uniting Church Spire, St Saviours Cathedral and St Peter`s and St Paul`s old Cathedral. The view of these defining heritage listed buildings provides a sense of place to both residents and visitors and provides opportunities for way-finding around the streets of the CBD. As Goulburn grows and develops building heights in the commercial heart of Goulburn are expected to increase. Careful and considered height of building controls alongside sympathetic design has the ability to enable greater building heights whilst safeguarding existing views and better revealing Goulburn`s important landmarks.

### Policy Objectives

- Enable greater building height whilst maintaining the integrity and historic significance of the Conservation Area streetscape and skyline
- Maintain and reinforce the legibility of the CBD
- Enhance the prominence of key CBD landmarks on the city`s skyline
- Safeguard important views out of the CBD

### Policy Direction

Developments exceeding 3 storeys in height are accompanied by a visual impact assessment which identifies the five skyline landmarks and their relationship with the development and considers the impact of the development on views to landmarks and views out of the CBD.

Building Heights must comply with the GM LEP 2009 Height of Building Map limits.

Performance Criteria	Acceptable Solutions
Views five skyline Landmarks	
Development proposals in an area A (Figure ?) do not overly dominate the backdrop of the Goulburn Courthouse Cupola in terms of height, bulk and scale.	Designs serve to frame the Goulburn Courthouse Cupola as viewed from Montague Street
A viewing corridor is maintained from Apex Park to the Uniting Church Spire.	

### 52 Mundy Street- Former St John`s Orphanage site

This policy applies to land at 52 Mundy Street, Goulburn being Lot 3, DP583385, illustrated in Figure ?

This 2.56 hectare lot on the edge of the southern gateway precinct benefits from a triple frontage with an elevated position creating the opportunity for a landmark development. The site was once home to St John`s Orphanage until its final demolition in 2023. Despite the building`s demolition, the site remains a locally listed heritage item and development proposals are required to have regard to the sites contribution to local history. New development proposals should retain the remaining historic cues to the sites past such as the oval driveway and red brick front boundary wall. Development proposals should also seek to include new design elements which reflect those of the previous orphanage building such as the red brick facades, red tiled roof and vertical proportions.

The site has a sloping character with elevation dropping from a high (662 m) in the south west corner to a low point in the north east corner (648m). Any development on the site must respond to the natural landform to avoid adverse visual impacts, large amounts of cut and fill and reduce the need for retaining walls.



## Policy Objectives

- To preserve and incorporate the remaining historic elements of St John`s Orphanage site
- To complement and enhance the character of the Conservation Area streetscape

## Policy Direction

- A Preliminary Site Investigation- Contamination Assessment must be submitted with any subdivision proposal
- A Heritage Impact Statement must be submitted with a development application.

Performance Criteria	Acceptable Solutions
A 40m front setback from Mundy Street is provided in accordance with Figure ?	
New buildings reflect the building materials of the previous St John`s Orphanage Site	Building facades are red facing brick Roofing material comprises red clay tiles
The remaining historic elements to the St John`s Orphanage site are preserved and incorporated into any design proposal	The existing oval driveway fronting Mundy Street is retained in its current position and form (Figure ?). The red brick front boundary wall along Mundy Street is preserved, including repair and restoration with new openings avoided (Figure ?). A St John`s Orphanage Interpretation board is sited with the 40m front setback
Two safe vehicular access points are provided which allow for a continuous development frontage along Bourke Street.	A vehicular access point is created through the existing Mundy Street/Glebe Street access A new vehicular access point is created from Combermere Street.
Development responds to the natural landform of the site	Dwellings/development are located to step with the site`s topography Ground floors are no more than 1.3m above ground level Ground floors are no more than 1m below ground level

### Policy Note

Figure ? provides photographic examples of St John`s orphanage





**PENDING**

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