

# GOULBURN CBD MASSING STUDY



Prepared by: Tim Lee Architects  
Site focus: Goulburn Central Business district.

Job number	Issue date	Revision purpose	Revision number	Authorized
0623-1572	November 2023	For Discussion	Revision A	Tim Lee
0623-1572	7-12 2023	Issue to client	Revision B	Tim Lee
0623-1572	21-2-2024	Issue to client	Revision C	Tim Lee
0623-1572	25-2- 2024	Issue to client	Revision D	Tim Lee

## TABLE OF CONTENTS

Section	Heading	Page number
1	Introduction	3
2	Methodology	3
3	Executive summary	4
4	Heritage considerations	9
5	Test sites	15
6	Test site 1	18
7	Test site 2	26
8	Test site 3	31
9	Test site 4	36
10	Test site 5	43
11	Test site 6	49
12	Test site 7	58
13	Test site 8	64
14	Test site 9	69
15	Test site 10	77
16	Test site 11	84
17	Test site 12	89
18	Test site 13	97
19	Test site 14	105
20	Test site 15	112
21	Test site 16	118
22	Conclusion	123

## ACKNOWLEDGEMENT OF COUNTRY

Tim Lee Architects respect and honour Aboriginal and Torres Strait Islander Elders past, present and future. We acknowledge the stories, traditions and living cultures of Aboriginal and Torres Strait Islander peoples on this land and commit to building a brighter future together.

Tim Lee architects is located on Gundungara nation

## 1. INTRODUCTION

Tim Lee Architects have been engaged By Goulburn Mulwaree Council to undertake a massing study of Goulburn City Central Business district. Bounded by Bradley Street to the North, Sloane Street to the east, Clinton Street to the South and Bourke Street to the West.

The objective the study is to examine the effect of height limits and associated site boundary setbacks on the surrounding cityscape and the resulting shadow forms cast across streetscapes with reference to established view corridors, street scape and curtilage around significant existing heritage items.

The study will then inform council strategic planners of potential outcomes regarding the drafting of the proposed new Local Environment Plan (LEP) height controls for the CBD and the proposed new CBD development control planning documentation.

## 2. METHODOLOGY

The massing study has been produced using Autodesk Revit 3D Modelling software referencing surveyed allotment plans supplemented with surveyed building heights.

Individual elements of the existing building stock were then check measured to inform the overall massing of the existing structures.

Where orthogonal drafted documentation was available this has been used to accurately model several of the existing buildings within the main CBD area

Within the main model, buildings of heritage significance have been reproduced in greater detail.

Landscape planting and vegetative elements have not been addressed at this time. Belmore Park being the exception.

Within the Main CBD there are 16 test sites that have been identified as having potential to support higher density development. The study will focus on these lots specifically and relate the overall potential impacts back into the surrounding existing Urban environment.

### 3. EXECUTIVE SUMMARY

The study commissioned by Goulburn Mulwaree Council addressed 16 sites throughout the Central Business District. The brief was to examine each site's capability to sustain increased density through increased building volume and height. The study examined height increases of 15, 21, 27 and 33 metres on each of the test sites. Building setbacks from the property boundaries were linked to each height increase. The setbacks are stepped and vary depending on the orientation and site location. Generally, as the building height increases so does the required setback.

Potential floor space ratio restrictions were not included as part of the overall study.

In addition to the basic parameters of height and density, the assessment examined the following key parameters on a site-specific basis.

- Proximity to significant heritage items
- Significant existing vistas and view corridors
- Existing streetscape
- Overlooking
- Overshadowing

Key structures within the CBD have also been identified for their importance in the overall urban fabric. Heritage significance, massing, existing curtilage, and streetscape presence were key in determining appropriate treatment of these existing significant urban elements.

Key findings for each site will be discussed in detail throughout the report and are summarised below.

#### Site 1

The location will allow significant increase in height. Massing to the site boundaries of Sloane and Clifford Street should be maintained at 15 to 21 metres increasing to the maximum proposed heights toward the Northwest corner.

The position of the site and therefore the increased building heights and volumes, does not impact significant view corridors, does not create overshadowing of significant public space and provides extensive vistas out and across the city and surrounding landscapes to the North – East and South. The location promotes strong connections to existing retail and commercial sites.

Activation of the Sloane Street corridor will strengthen eastern pedestrian links to the CBD and Belmore Park and could also promote connection into significant sites adjacent to the main CBD precinct including Conolly's mill, the Railway Bowling Club, Goulburn Train Station and associated commercial development within the rail corridor.

#### Site 2

The location of Site 2 along the western edge of the existing public parking area the site activates the rear portions of several Auburn Street commercial frontages. The tallest proposed height limits may not be appropriate for this smaller site, however, increased height from 21 to 27 metres would promote additional high quality residential infill into the precinct.

Existing Vistas of the surrounding development would remain intact, overlooking and overshadowing elements associated with taller structures would create overshadowing in the mornings to the rear sections of the existing commercial development along Auburn Street and in the late afternoon

overshadow the existing public parking area. The cumulative effect would be considered minimal in this instance.

Located within the existing retail precinct anchored by the Marketplace Mall and Aldi Supermarket development of this site would promote greater activation of the western edge of the established shopping precinct, provide a stronger pedestrian link from Clinton to Verner Street and open opportunity for varied commercial development of the area.

### **Site 3**

Located along the northern edge of Goldsmith Street opposite the Main shopping mall.

The site is ideal for substantial height and density increase. The maximum proposed height limits would be appropriate for this area. The position of the site will minimize the effect of overshadowing. The Mall development on the southern side of Goldsmith Street would be unaffected by overshadowing. Vistas out of the site would be sweep a full 360 degrees. The location of the site would not impact existing views to Rocky Hill, or to any of the major CBD landmarks.

The site would easily sustain a high level of intensified development. The long east - west axial alignment is highly desirable for residential development allowing significant north and northeast exposure.

This site links through to the large parking area behind the Target complex and also provides strong pedestrian links to the main CBD.

Proximity to all main services and access from Goldsmith Street as well as the Target parking area promote excellent serviceability for basement parking.

### **Site 4**

Located along the southern boundary of Bradley Street the extended site currently contains two buildings considered to have contributory heritage significance. The corner lot is probably the more important building. While the detached single storey dwelling adjacent to the car yard less so. There is also substantial underground water flow through the northeastern corner of the site.

The majority of the site is currently occupied by a motor vehicle dealership.

This site is well located to provide a transitional building form. The opposite streetscape is predominantly 2 storey development and provides coherent building massing and structure. The proposed redevelopment of the southern side of the street could echo the opposing two storey massing then provide a transition to significantly higher building volume to the southern portion of the site. Increased setback to higher levels could be reserved for residential development providing the preferred height transition enables the main streetscape massing to be maintained.

There is minimal impact on established vistas and the overlooking and overshadowing potential is also minimal.

### **Site 5**

Running along the southern side of Clifford Street the series of lots that makes up this site provides a counterpoint to Site 1. While Site 1 can sustain significant height increases toward the Northeast portion of the site, this site (site 5) would be better suited to 4 to 5 story development I.E 21 – 27 metre height limits.

As the site approaches Auburn Street to the west massing and overall volume needs to reduce to allow transition into the existing built form of Auburn Street.

The southeastern portion of the site would have sweeping vistas out to Rocky Hill and to Gundry Plain to the south. The taller building mass in this location would not impact significant existing vistas to significant CBD elements from within the existing pedestrian level of the CBD. Existing approach vistas to the cathedrals, Courthouse, Post office and Performing Arts Centres would also remain unaffected.

### **Site 6**

The old Carlton Hotel and adjacent parking area make up site six.

The proximity to the highly significant courthouse, the original gaol, Police station and Belmore Park places the site within the curtilage of these buildings. Development beyond 4 storeys (15metres) would potentially overwhelm the significant civic buildings and public spaces forming the heart of the CBD.

The site provides excellent solar exposure, continues the activation of Sloane Street. Further activation of Sloane Street would result from a considered ground level connection into the site. The original Police Station to the north and the Alpine heritage motel to the south provide an opportunity to further link the site into the existing CBD heritage.

The site would have excellent north and northeast exposure and capacity for significant views across the courthouse to Belmore Park. The site is unencumbered by easements or services allowing uninhibited redevelopment potential.

### **Sites 7 and 8**

As with Site 3, Sites 7 and 8 provide the greatest potential for intensified redevelopment. The sites define the northern edge of the marketplace precinct and provide excellent exposure to the commercial development of this area. The massing of the site would need to address the existing building volume of Auburn Street and build up to the maximum proposed height limits toward Sloane Street. Massing would therefore increase in height and volume from Auburn Street through to Sloane Street.

Increasing height from the Auburn Street Western side, starting at 21m for example, building up to the highest elements located in the southeast corner at 33 metres. The intersection of Verner and Sloane Street could sustain the highest level of building massing with minimal effect on existing vistas.

Views out of the buildings would encompass Gundry plains to the south and sweeping views across the CBD toward the north.

Over shadowing of the Marketplace development would have minimal impact.

### **Sites 9 and 10**

These two sites are in one of the more significant areas of the city. Montague Street to the north provides major views to the Anglican Cathedral and contains some of Goulburn's most significant heritage items. To the south lies the St Peter and Paul's Old Cathedral, the bishop's residence, and the Abbey motel development. Along the southern edge of Site 10 is 101 Bourke Street a significant period dwelling. There is a small stone cottage to the eastern edge of that site that would be impacted by development of this area.

There is an extremely high walkability element associated with these sites. The higher height limits proposed for the CBD would, however, not be appropriate in this area. Overlooking, overshadowing, and blocking of significant view corridors and vistas would occur. 3 to 4 storey 15 – 21metre high quality development with a well-articulated massing and elevational treatment would be sustainable in this area complimenting the existing building forms and details.

### **Site 11**

Located on a highly visible and significant corner lot, Site 11 presents several opportunities. The redevelopment of Bourke Street sites to the south of the lot has yielded high quality one and three storey buildings that provide contemporary interpretation of the existing large civic and commercial properties in this area. This form and massing would be an appropriate reference in the redevelopment of this corner lot.

The site addresses the Civic Centre, St Saviors Cathedral as well as Bourke Street Primary School.

The site is not appropriate for 5 storey and higher development as this would overpower existing buildings, break the established massing of the precinct and impact the views to the Cathedral and surrounding curtilage. A well-articulated three to four storey (15metre) building would provide appropriate complementary redevelopment of this significant site.

### **Site 12 and 13**

The Ellesmere Street Parking area linking through to the service station on the corner of Bourke and Goldsmith Street. This is a significant site within the CBD and requires careful control of height and volume limits to ensure the amenity of the adjoining properties is not compromised.

The taller height limits would most likely overwhelm surrounding development and established view corridors, however, a 21 – 27m limit with the higher limit restricted to an identified portion of the site would allow a higher overall GFA. Modulating the building forms would allow important vistas to be retained and increase the solar access for adjacent properties.

### **Site 14 and 16**

These two sites present similar possibilities to site 12 and 13. In This case however, the proximity to the northern residential precinct coupled with limited access presents some difficulty in providing a coherent connection into the existing streetscape. A well-articulated 15 to 21metre high residential development would present an appropriate redevelopment option for this site.

### **Site 15**

The final site is a small rectilinear site on the southern side of Bradley Street. The site is visually linked to the CBD Gateway intersection of Auburn and Bradley streets. The site itself is accessed from both Bradley Street and Hampshire Lane to the south.

Building massing and typology surrounding the site is essentially residential single storey detached. The exception is the corner site occupied by Mulwaree arcade. At this stage the site will not support 27 – 33m development, a suggested maximum 15-to-21 metre height limit would provide opportunity to create a consistent approach should Mulwaree arcade and the opposite Caltex service station site be redeveloped. Forms and massing similar to the Target building and supercheap on the opposite corner may be considered appropriate to the street frontage of this site.

## **Summary**

The need for increased height limits and the intensification of building density coupled with a high level of residential apartment development is a clear way of ensuring the continued prosperity and growth of the Goulburn CBD.

Infill utilises existing infrastructure and servicing. Infill also provides the opportunity for 24hour occupation of the CBD. The introduction of high-quality apartment style accommodation coupled with increased opportunity to develop the shopping strip typology that defines most rural townships is dependent on the revision of density, parking and height limits.

The preservation of View corridors and the physical and visual protection of the curtilage of the most significant urban landscapes can be achieved by restricting heights around Belmore Park and against the Western and Northeast CBD boundaries. Allowing increased heights and densities around the market place and the current police station reinforces the existing commercial focus of the CBD, activates Sloane Street and provides opportunity for greater variety in development opportunity.

## **Additional development considerations**

Elements that could be considered in conjunction with increased building footprints and heights as a way of reinforcing the future vitality of the CBD would include passive and active alternative energy systems, basement parking where possible is preferred to open ground level parking. Materiality massing and form guidelines for treatment of street level development, life cycle costing of new building development, Greenstar ratings for commercial development.



## 4. HERITAGE CONSIDERATIONS

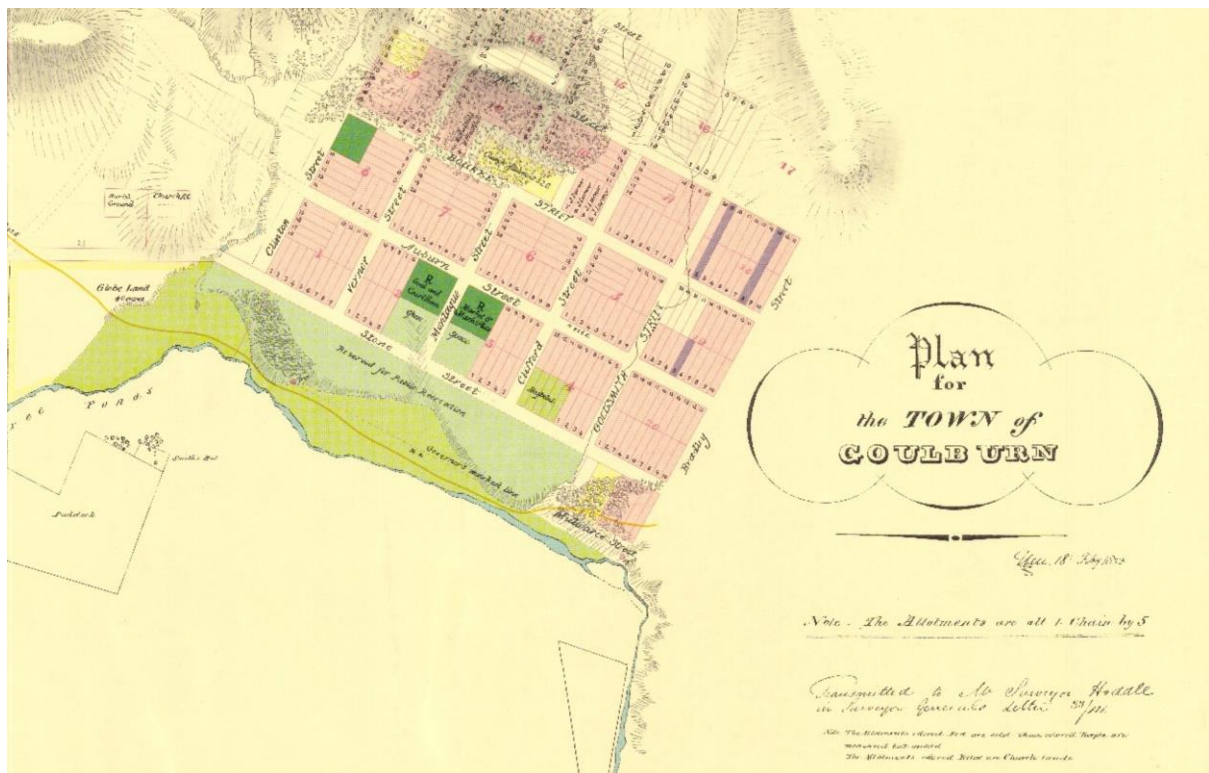


Figure 1 – 1933 Hoddle Town map  
Extract of the original surveyed town plan for the new city of Goulburn NSW

The original survey plan for the City clearly lays out the main town centre as a series of square city blocks further subdivided into smaller lots each with street frontage within the typical grid layout.

The grid is laid parallel to the Wollondilly River and railway line.

The plan is typical of most new cities of the time. A large central park element surrounded by larger lots, a series of main North – South oriented roads bisected at regular intervals by perpendicular cross streets.

The original layout is still evident though now augmented by a series of smaller access lanes and cul-de-sacs.

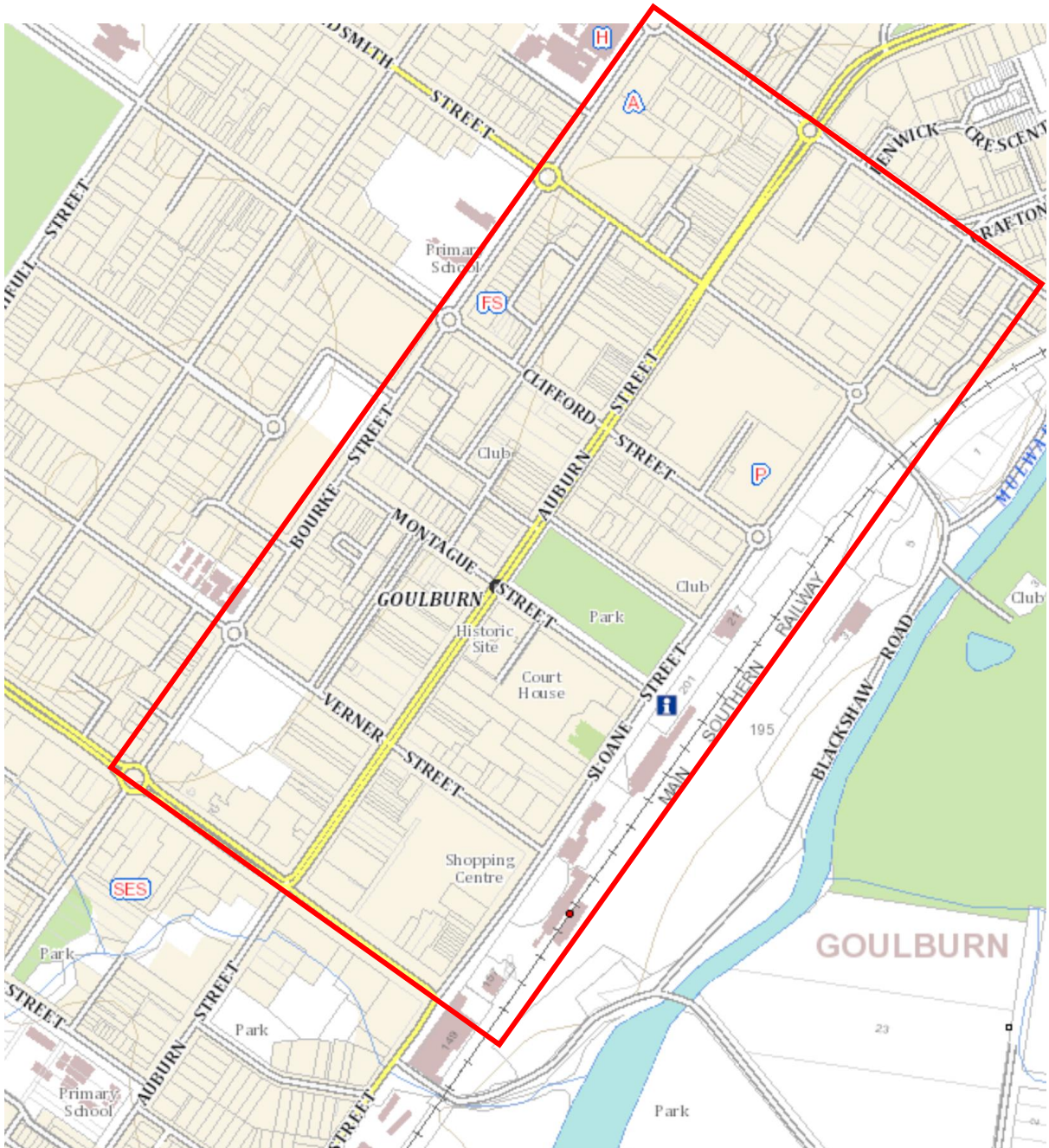


Figure 2 – Extract six maps.  
Extract of the current town plan for Goulburn’s CBD area.  
The original layout is clearly evident centered on Belmore Park.

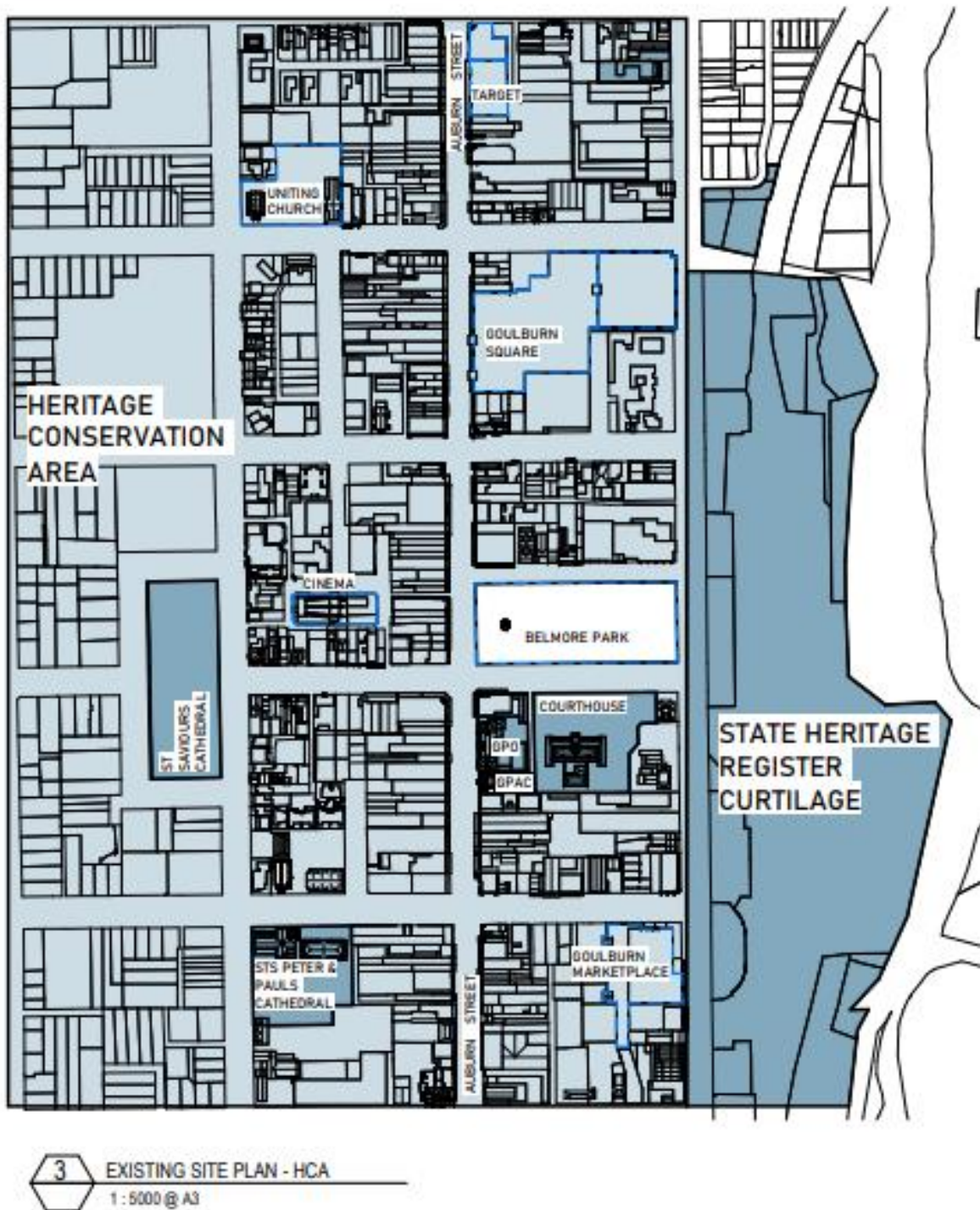


Figure 3 – Tim Lee Architects study modelling

The Central business district of Goulburn is highly significant, the layout and planning reflect the original layout of the city and the ten-city block area holds some of Goulburn’s most significant buildings including:



Figure 4 – unknown source

- The Law Courts designed by James Barnet and Edward Rumsay in 1883



Figure 5 – Trove Archive

- The Goulburn Mechanics Institute



Figure 6 – Tim Lee Architects

- The Goulburn General Post Office – again designed by James Barnet 1879



Figure 7 – Goulburn Mulwaree council

- The Goulburn Performing Arts Centre (formally the Town Hall) – E.C. Manfred 1887

Additional noteworthy buildings include:



Figure 8– Tim Lee Architects

- Goulburn original Court house and former police station



Figure 9 – Tim Lee Architects

- AMP building



Figure 10 – Tim Lee Architects

- CML building



Figure 11 – the rambling wombat.

- Elmslea Chambers building Montague Street, nationally recognized as one of Australis most significant examples of regional Art Deco.



Figure 12 – the rambling wombat.

- Old JB Youngs Department store (now known as the Dimmy's Building)

Any future work in the area will need to be respectful of the regional identity and building typologies that are unique to the city. The State listed Heritage items and significant local items within the precinct require particular attention.

## 5. TEST SITES



Figure 13 – Tim Lee Architects study modelling

The selected sites are highlighted and then discussed in detail in the body of the report.

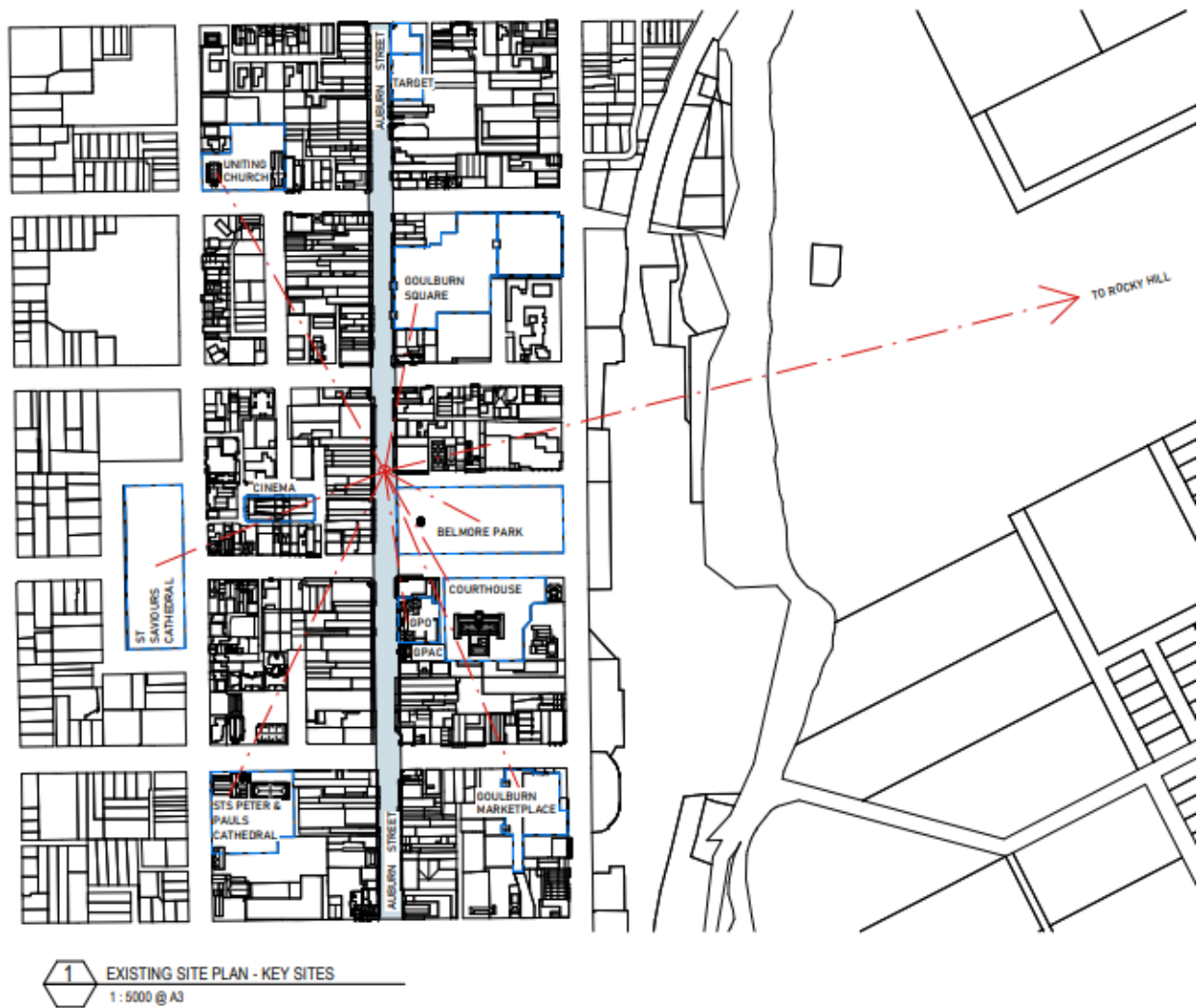


Figure 14 – Tim Lee Architects study modelling

The key vistas in the city relate directly to the significant heritage elements of the CBD the vistas are generally contained and revealed as you move through the streetscape.

View to St Saviors Cathedral, and St Peters and Paul Old Cathedral are revealed along Bourke Street, Montague Street and Verner Street, significantly, the spires of the cathedrals, the towers of the courts and post office are glimpsed from many areas of the CBD. This follows the traditional village planning methodology of point in the landscape that provides orientation and direction from ground level.

The long vistas to Rocky Hill to the east glimpsed throughout all the test sites is an example of a more expansive view up and out of the CBD.





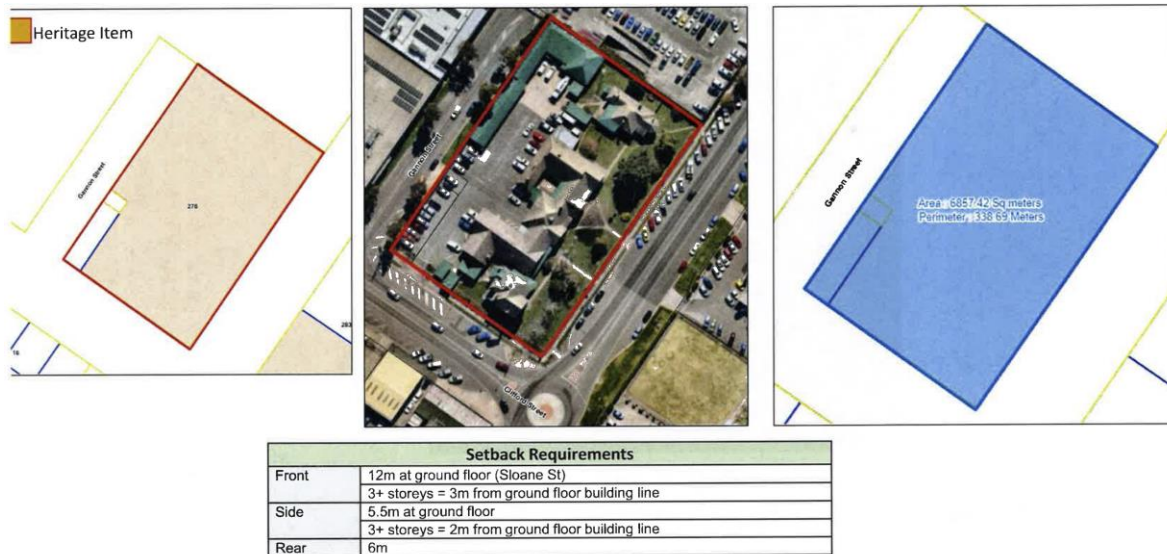
Figure 15 – Tim Lee Architects study modelling

The breakdown of the built to unbuilt area of the CBD provides insight into the actual capacity of the area to take on higher density. Particularly the areas associated with single ground level parking and vacant land to the rear of lots with long East – West orientation and short North – South depth.

24hour occupation of a CBD is essential to the vitality of the city centre and promotes greater influx of recreational and hospitality development. Goulburn has a uniquely high ratio of occupation of short-term accommodation – motels and the like, the capability for sustained additional hospitality related industry will only be enhanced by development of the underutilised areas of the existing urban landscape in the CBD.

## 6. TEST SITE 1

### Test Site 1 – 276 Sloane Street



Site 1 Figure 16 – GMC Briefing document.

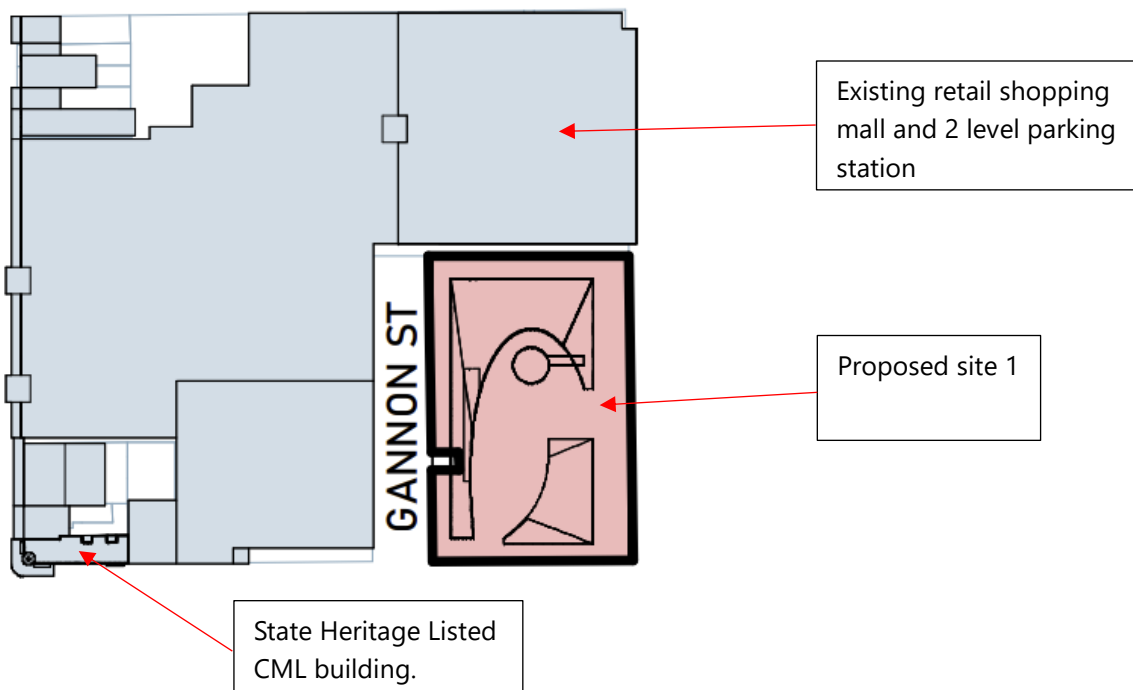


Figure 17 – Image Tim Lee Architects planning model.

The existing Police Station, parking area and associated outbuildings, are heritage listed at local level.

## Site Views



Figure 18 – Image Tim Lee Architects  
View of the Police station looking to the Northwest.



Figure 19 – Image Tim Lee Architects  
View from the south side of Clifford Street looking to the East. Note the view through to Rocky Hill



Figure 20 – Image Tim Lee Architects  
View from the Eastern side of Sloane Street looking Southwest. Note the established vegetation across the whole of the Sloane Street frontage.



Figure 21 – Image Tim Lee Architects  
View out from the site looking toward Rocky Hill.



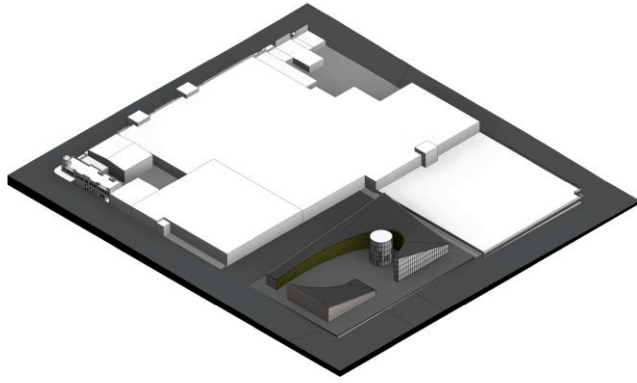
Figure 22 – Image Tim Lee Architects  
Extended view looking toward the Northeast. Image includes a portion of Site 5

### **Developed 3D Concept imagery.**

#### **Aerial Views of the increasing Height limits**

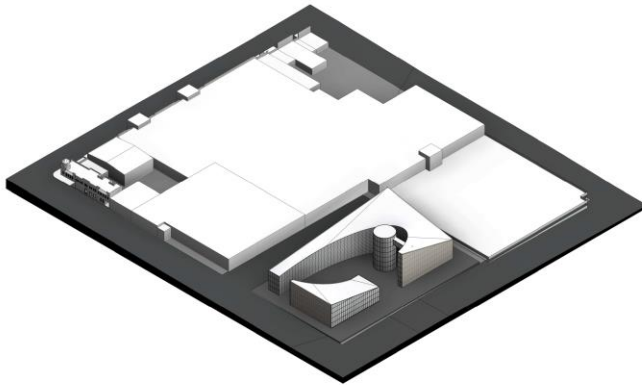
Note for the purpose of the study various building massing and configurations have been imagined. The developed site requirements may impose varied height limits across an individual site thereby allowing for varied massing and volumetric solutions. This approach will also prevent a “maximum Footprint” rectilinear extrusion. The addition of Floor Space Ratios (FSR) will further restrict the overall volume development of specific sites.

The 3D views incorporate the increased setback provisions determined in the Goulburn Mulwaree Council briefing document.

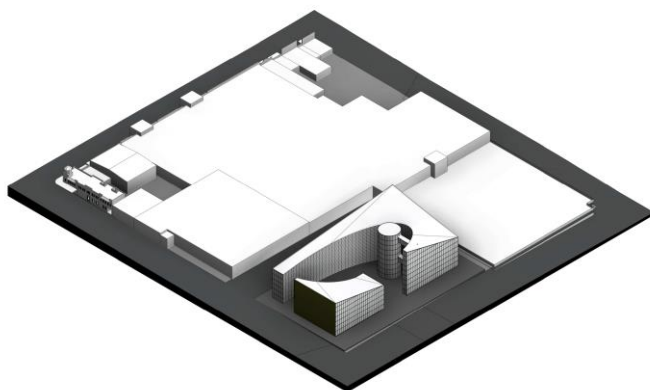


**15m height limit.** Figure23 – Image Tim Lee Architects

The example planning provides a corner anchor building then combining open space with new perimeter building form provides articulation of the street elements and varied building height potential.

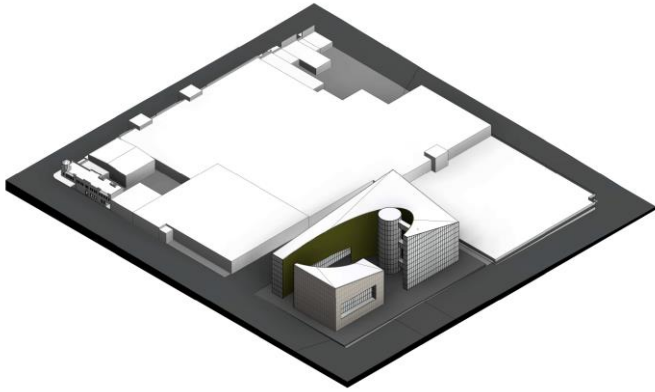


**21m Height Limit.** Figure24– Image Tim Lee Architects

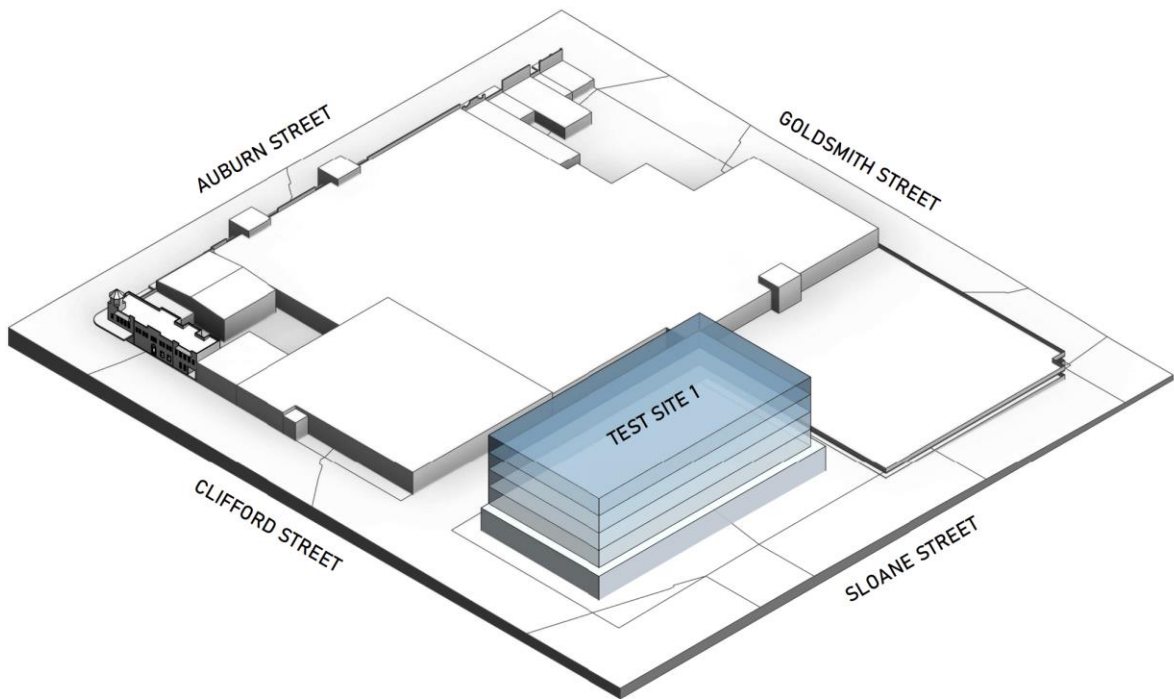


**27m Height Limit** Figure 25 – Image Tim Lee Architects

At 27m the potential to reduce the core element and increase either the circular volume or the Northwest corner allows the taller building elements to be placed where they least impact surrounding development. Further building articulation is possible through introduction of inset elements, cut outs and the like.



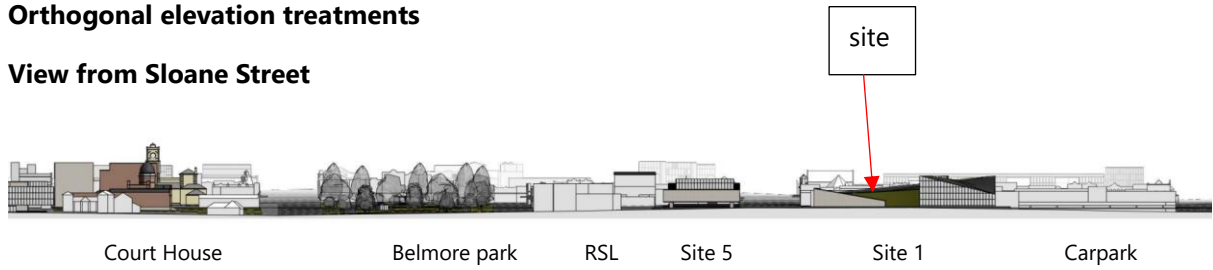
**33m Height Limit.** Figure 26 – Image Tim Lee Architects



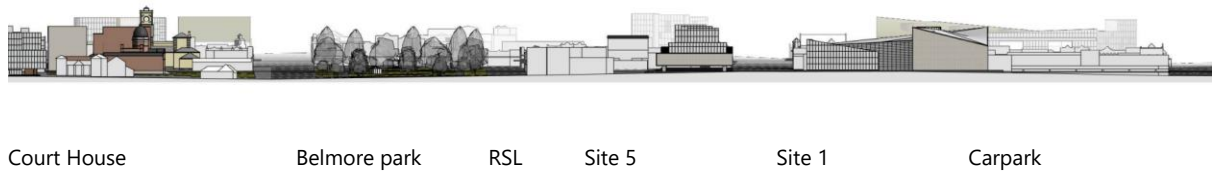
**Maximum building volume.** Figure 27 – Image Tim Lee Architects

**Orthogonal elevation treatments**

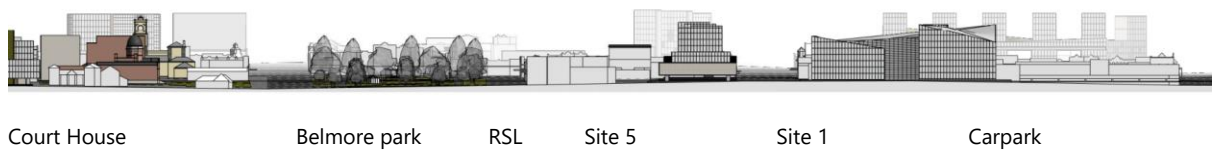
**View from Sloane Street**



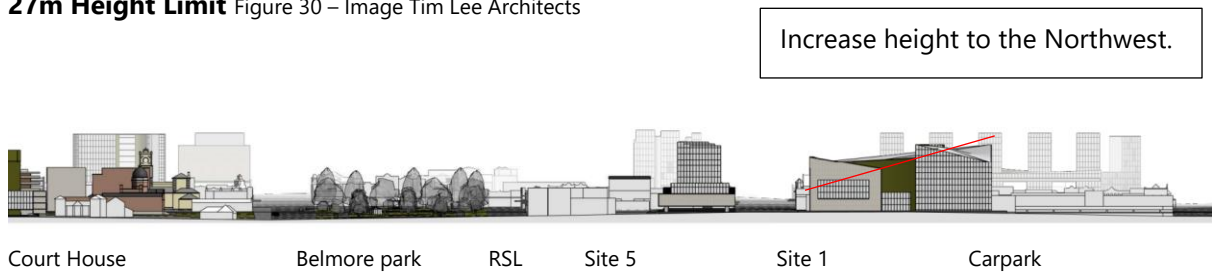
**15m Height Limit** Figure 28 – Image Tim Lee Architects



**21m Height Limit** Figure 29 – Image Tim Lee Architects

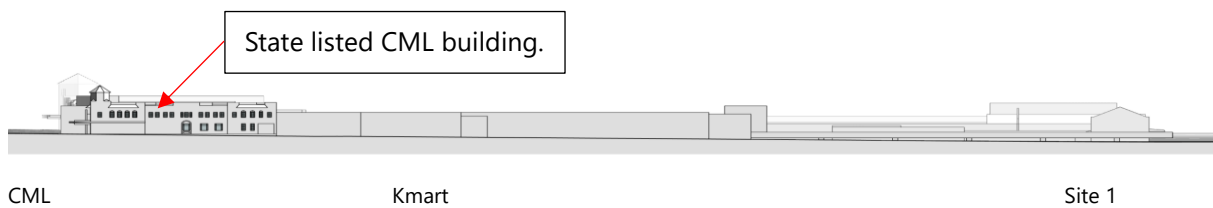


**27m Height Limit** Figure 30 – Image Tim Lee Architects

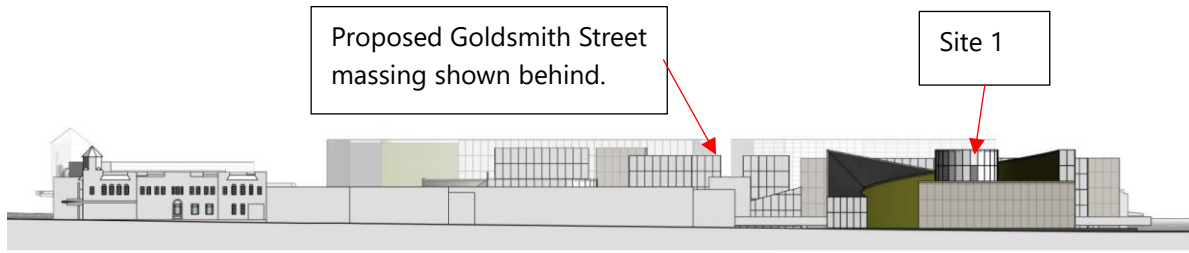


**33m Height Limit** Figure 31 – Image Tim Lee Architects

**View form Clifford Street**



**Existing conditions** Figure 32 – Image Tim Lee Architects



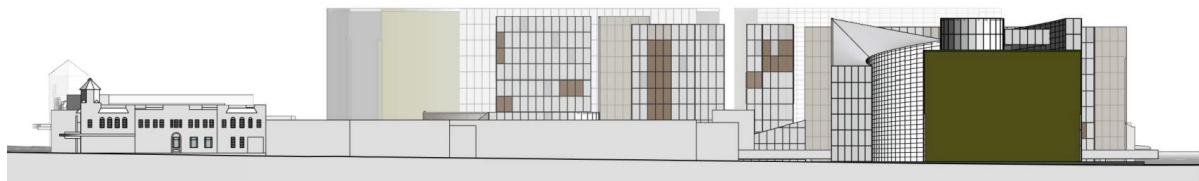
CML Kmart Site 1

**15m Height Limit** Figure 33 – Image Tim Lee Architects



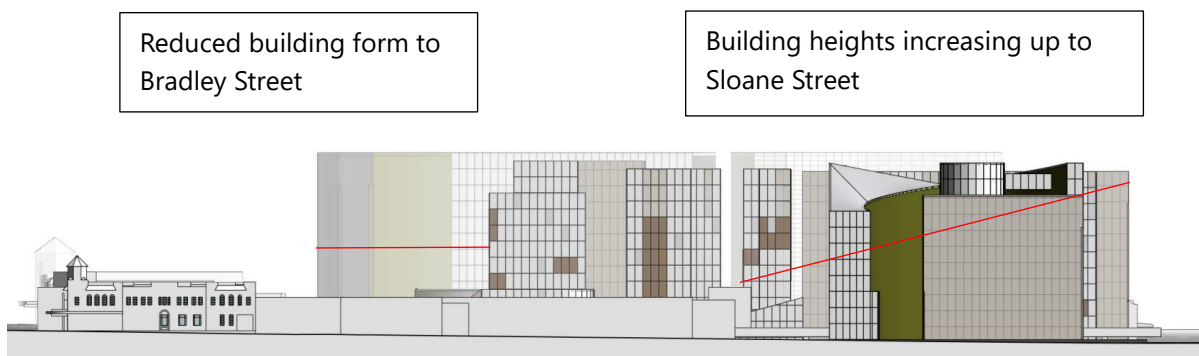
CML Kmart Site 1

**21m Height Limit** Figure 34 – Image Tim Lee Architects



CML Kmart Site 1

**27m Height Limit** Figure 35 – Image Tim Lee Architects



CML Kmart (Site 3 and 4 in the background) Site 1

**33m Height Limit** Figure 36 – Image Tim Lee Architects

**Summary**

Height limits up to 21m provide a massing and building volume similar to the existing built form within the CBD. As we extend into the higher limits of 27 and 33 metres the resulting building mass applied across the whole of the CBD would overwhelm the Cityscape detrimentally impacting the repeated Regional City Typology of veranda covered strip shopping with low scale development above maintaining good solar access and not creating a feeling of enclosure.



However, where only certain parts of a site are extended to this upper limit, the isolated taller elements do not overwhelm the existing forms, instead, they would provide contributory elements in the streetscape providing points of visual attraction externally, and internally providing uninterrupted vistas across the city and out to the surrounding farmland.

Focusing solely on site 1.

The exploration of the capacity for increased heights across the site is supported using varied building form and breaking the overall site into several building elements. This methodology creates an interplay of landscaped and built elements which allow the increased density to be realised without creating large and overwhelming series of building forms. **An appropriate treatment of building height would see 15 – 20m heights adjacent to the main mall area increasing to the full 33m height limits at the Sloane Street intersection.**

Currently the CBD focuses on a narrow strip of 6 city blocks centered around Belmore Park. The usage pattern revolves around a perceived expectation of parking in the street close to the immediate destination followed by short walks to the bank or post office or other shopping waypoints. Redevelopment of specific sites would examine the potential for breaking this current typology. The city currently supports two large off street parking facilities, (the Marketplace precinct and the Goulburn Mall precinct), The addition of further “parking garage” style vehicle accommodation would be required to cater for the increased demand generated by infill development.

#### **Additional considerations**

Activation of Sloane Street will further define the CBD edge. Through considered integration of landscaped walkways and pedestrian friendly environments allow connection back to the Town square (Belmore Park) the central Hub of the CBD.

The melding of commercial, hospitality, recreational and retail functions through linked pedestrian access and external destination points can draw people through the CBD providing higher levels of interaction with reduced reliance on Main Street parking.

Currently there is no impetuous drawing people through and around the CBD. Destination sites like Conolly's Mill, Railway Bowling Club, Performing Arts Centre, Civic Centre/ Library and Gallery and the main Places of Worship would, for example, benefit from greater pedestrian connectivity and higher resident population. These observations can be applied equally across the majority of the test site areas.

**7. TEST SITE 2**

**Test Site 2 – Rear of 103 – 115 Auburn Street**



Setback Requirements	
Front	2m at ground floor (Clinton Lane) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line
Rear	6m

**Site 2** Figure 37 – GMC Briefing document

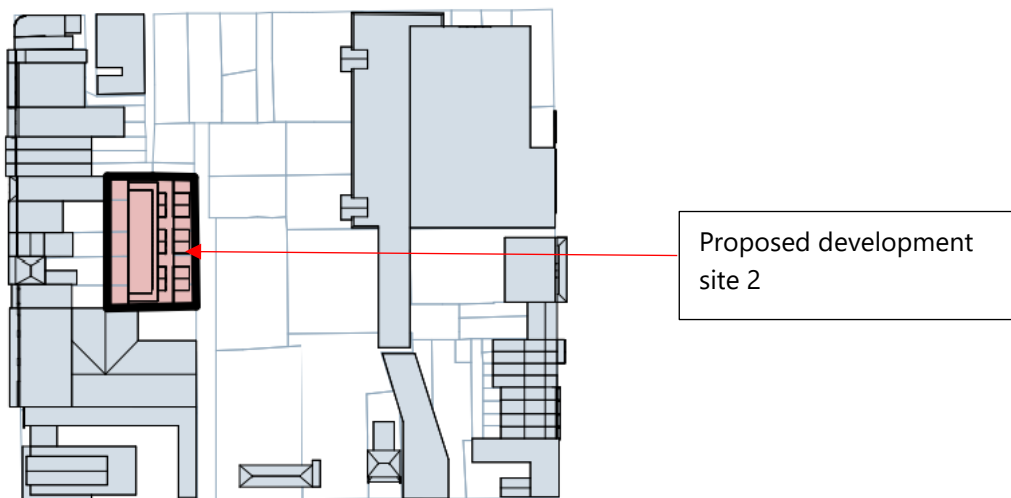


Figure 38 – Tim Lee Architects Building model  
The Western edge of the existing Marketplace parking area adjacent to the Aldi Supermarket.  
Development of vacant eastern portions of the existing lots.

## Site Views

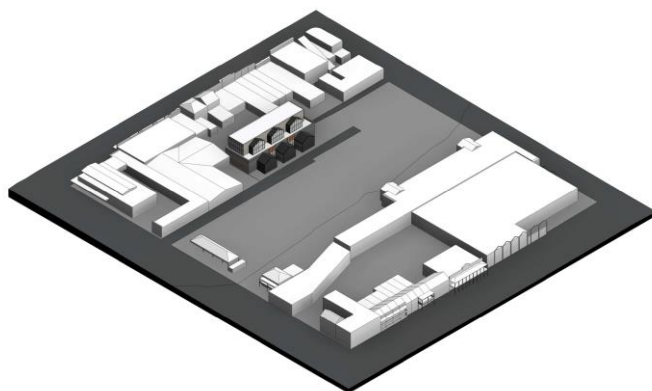


Figure 39 – Image Tim Lee Architects  
View of the site looking to the North



Figure 40 – Image Tim Lee Architects  
View of the site looking to the South

## Developed 3D concept Imagery.



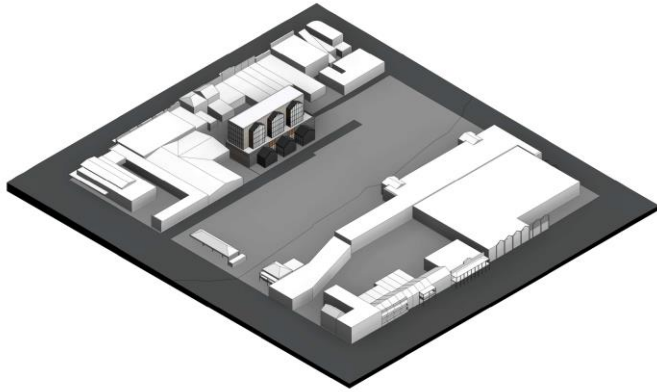
**15m height limit.** Figure 41 – Image Tim Lee Architects

The example planning shows a potential form based on the terrace model, the building is divided into three distinct elements allowing individual tenancies or amalgamated internal floor plates providing capacity for varied tenancy options.

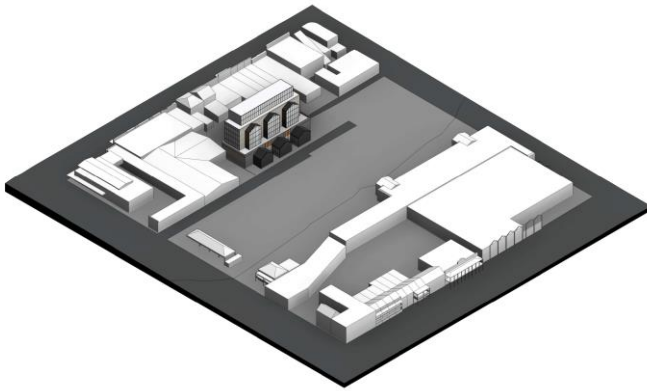
Goulburn CBD Height Massing study

Issue C Issue Date 21-2-2024

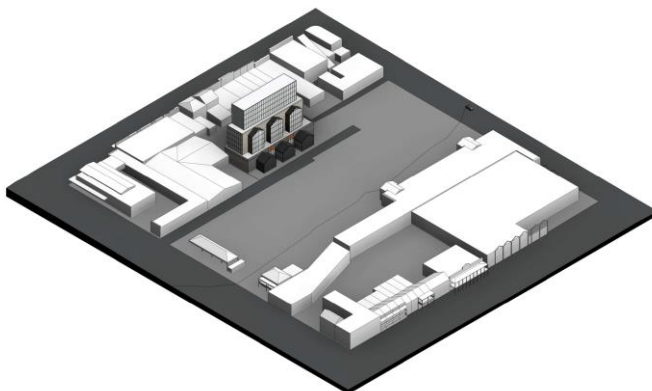
Tim Lee Architects, Nominated Architect: Tim Lee, NSW Registration 7304, DP Registration DEP0003684, Regional Architecture Association



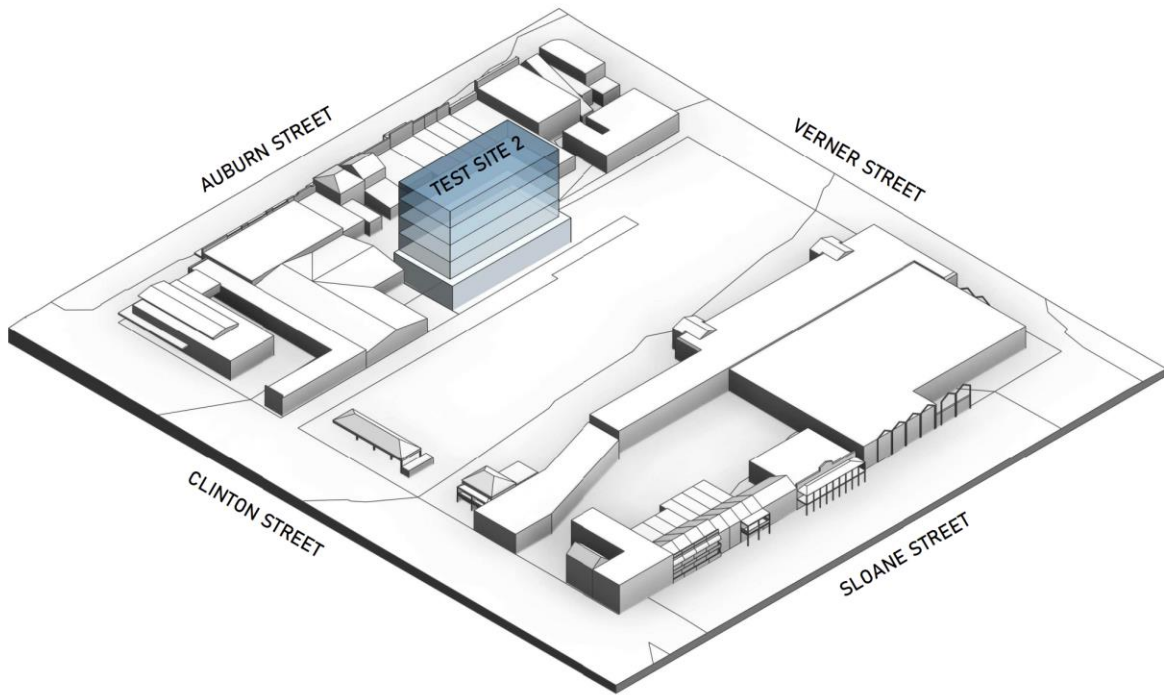
**21m height limit.** Figure 42 – Image Tim Lee Architects



**27m height limit.** Figure 43 – Image Tim Lee Architects

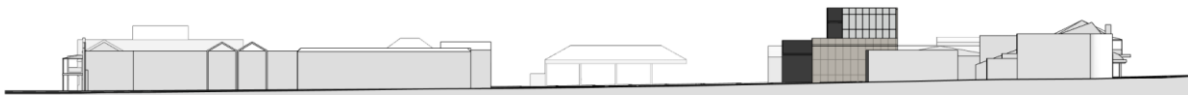


**33m height limit.** Figure 44 – Image Tim Lee Architects



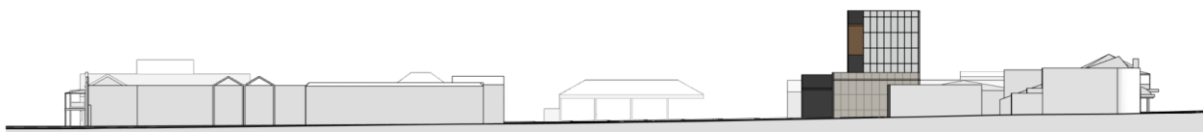
**Maximum building volume.** Figure 45 – Image Tim Lee Architects

**Elevation studies from Verner Street**



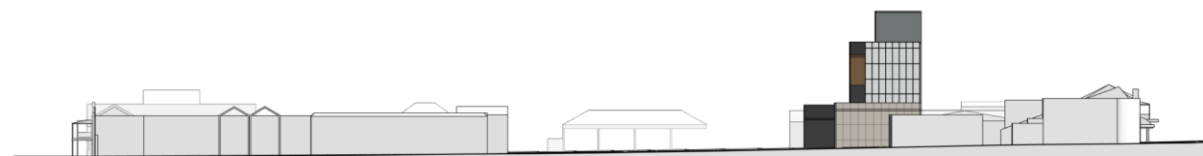
Sloane Street      Marketplace      Parking area      Site 2

**15m height limit.** Figure 46 – Image Tim Lee Architects



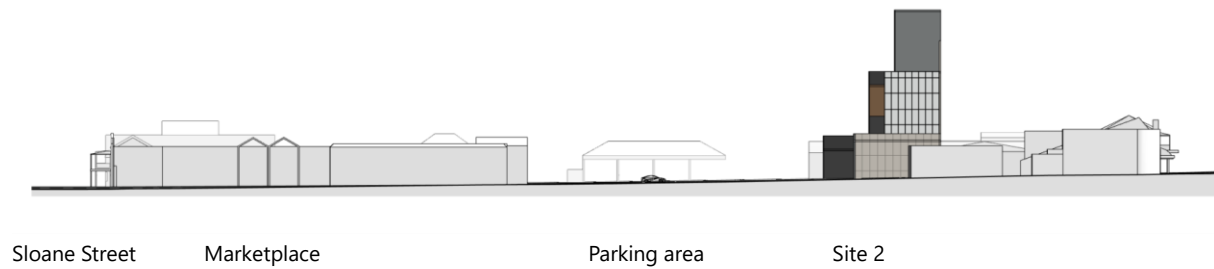
Sloane Street      Marketplace      Parking area      Site 2

**21m height limit.** Figure 47 – Image Tim Lee Architects



Sloane Street      Marketplace      Parking area      Site 2

**27m height limit.** Figure 48 – Image Tim Lee Architects



**33m height limit.** Figure 49 – Image Tim Lee Architects

### Summary

The precinct is an already established retail and commercial area focused on food and groceries. The location would easily support extended height limits. **The extended heights of 21 to 27m would be appropriate.**

A tall building on this site would not obstruct existing significant view corridors nor would the building impact significant heritage items. The location on the western edge of the precinct and proximity to lower building massing of Auburn Street would suggest the upper levels be split into smaller towers allowing greater light penetration minimising the resulting shadows.

### Additional Considerations

The site provides excellent walkability and access to all Goulburn’s essential services. Proximity to transport, food and entertainment make this site perfect for medium to high end small apartments.

The site’s more suited to residential development but also does present excellent commercial, retail and hospitality potential. The further activation of the carpark fringes would promote greater pedestrian activity, allow increased patronage of the area and potentially increase visibility for business in the area

## 8. TEST SITE 3

### Test Site 3 – Rear of 259 – 265 Auburn Street, 1,3 and 13, Goldsmith street



Setback Requirements	
Front	0m at ground floor (Goldsmith St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line 3+ storeys = 4m from ground floor building line adj. 298 Sloane St
Rear	6m

Site 3 Figure 50 – GMC Briefing document

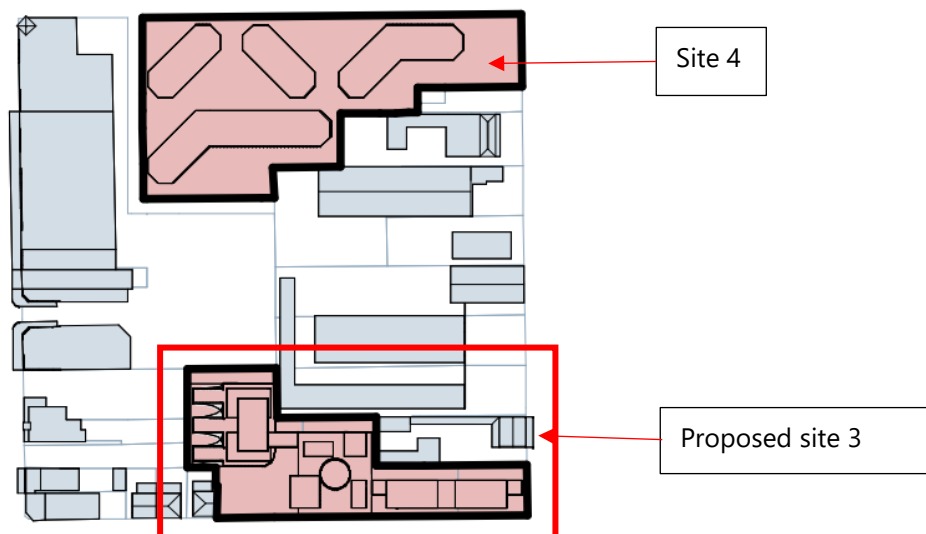


Figure 51 – Tim Lee Architects Building model.  
The Northern side of Goldsmith Street between Sloane Street and Auburn Street.

## Site Views



Figure 52 – Image Tim Lee Architects  
View of the site looking to the East toward Sloane Street



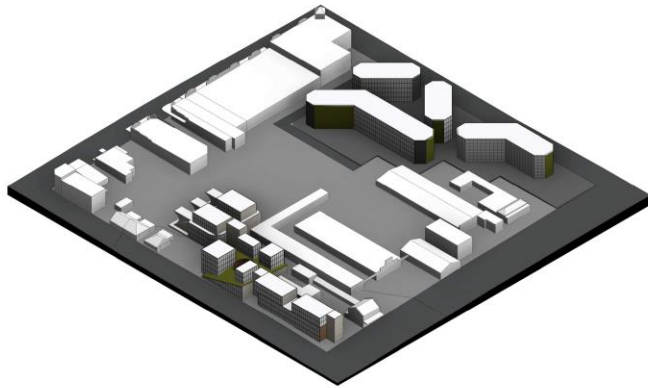
Figure 53 – Image Tim Lee Architects  
View of the site looking to the West



Figure 54 – Image Tim Lee Architects  
View of the site looking to the South across the Target parking area

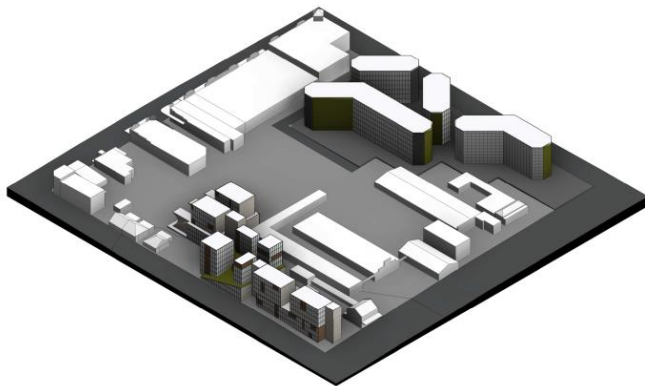


## Developed 3D Concept imagery

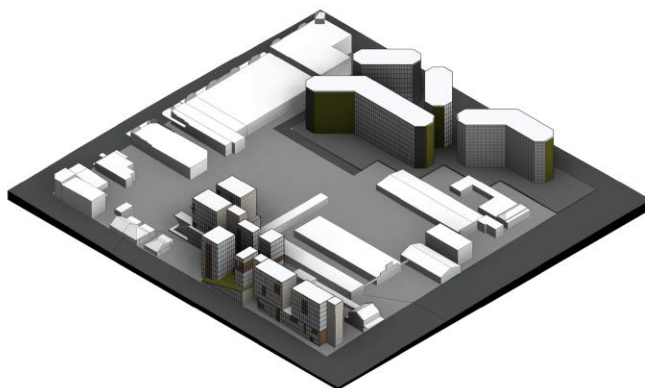


**15m height limit.** Figure 55 – Image Tim Lee Architects

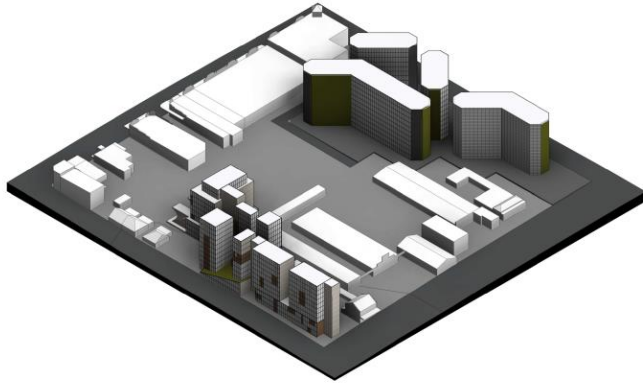
The example planning shows a potential form based on a series of interconnected volumes allowing varied heights across the development. The modulated form will allow greater variety in façade treatment and building composition. The upper-level building is potentially linked via a colonnaded ground level podium.



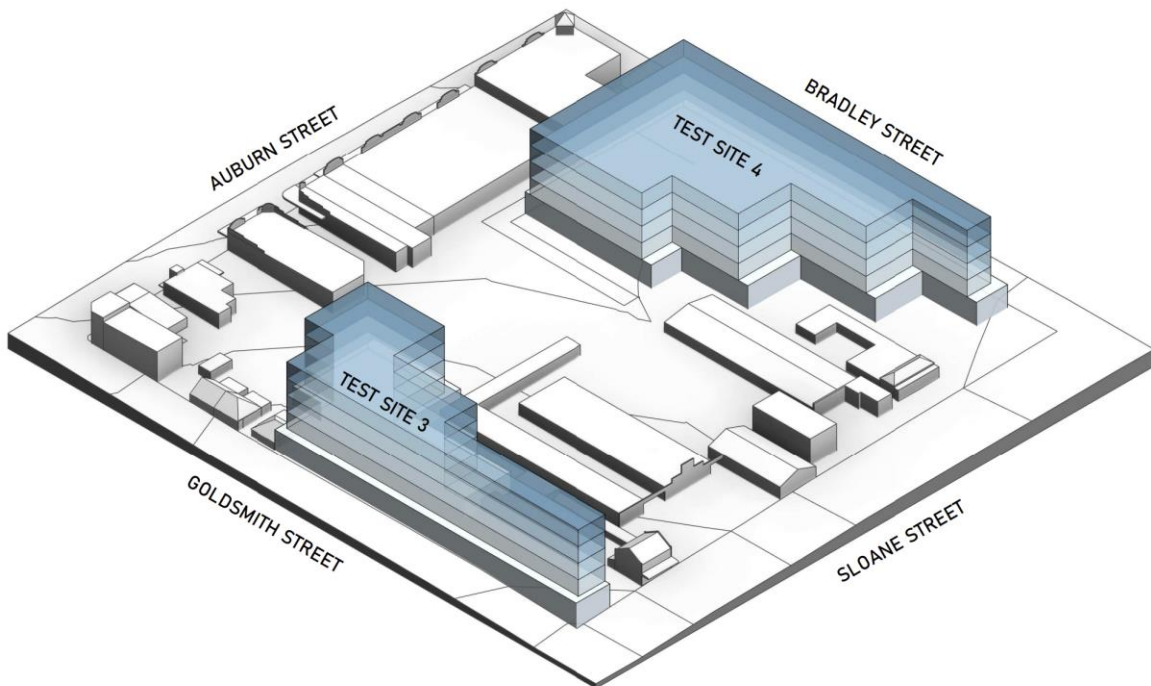
**21m height limit.** Figure 56 – Image Tim Lee Architects



**27m height limit.** Figure 57 – Image Tim Lee Architects



**33m height limit.** Figure 58 – Image Tim Lee Architects



**Maximum building volume.** Figure 59 – Image Tim Lee Architects

**Elevation studies from Sloane street**



Site 1

Carpark Goldsmith St Site 3

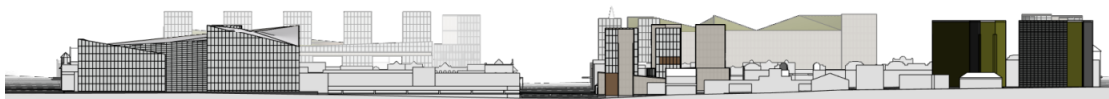
Site 4

**15m height limit.** Figure 60 – Image Tim Lee Architects



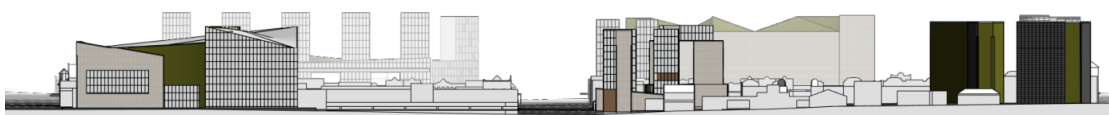
Site 1 Carpark Goldsmith St Site 3 Site 4

**21m height limit.** Figure 61 – Image Tim Lee Architects



Site 1 Carpark Goldsmith St Site 3 Site 4

**27m height limit.** Figure 62 – Image Tim Lee Architects



Site 1 Carpark Goldsmith St Site 3 Site 4

**33m height limit.** Figure 63 – Image Tim Lee Architects

## Summary

This site would sustain a high degree of redevelopment, the maximum proposed heights of 27 and 33m are considered appropriate. Development of a strong connected street level branching onto modulated upper volumes would allow excellent solar access for the towers and allow good solar penetration through to street level. The long east-west axial alignment supports excellent overall passive design potential.

The taller elements of the site would allow unimpeded views across the city to the rural landscapes beyond. The position would not block or diminish existing visual connections to major landmarks. The effect of overshadowing would be minimal, and the sites upper levels would be predominantly overlooking commercial development in all directions. **This site could sustain increased height limits of 27 and 33m.**

## Additional Considerations

The Goldsmith Street lots are a pivotal site. The major Goldsmith Street frontage provides pedestrian and visual links through to the Rail corridor at the edge of the CBD with secondary visual links through to Bradley Street and Auburn Street. The site also provides pedestrian connection through to Bradley Street and the upper commercial precinct of Auburn Street.

A strong colonnaded podium level with commercial premises would provide a strong base for a series of tower elements. Basement parking would easily handle the additional vehicle requirement. The site could also support a strong 3 to 4 storey volume presenting full length of the street to Goldsmith Street with a highly articulated Northern elevation with potential for hospitality or office use.

9. TEST SITE 4

Test Site 4 – 22 – 42 Bradley Street, 9, 9A Victoria Avenue



Setback Requirements	
Front	0m at ground floor (Bradley St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line 3+ storeys = 4m from ground floor building line adj. 318 to 324 Sloane St
Rear	6m

Site 4 Figure 64 – GMC Briefing document

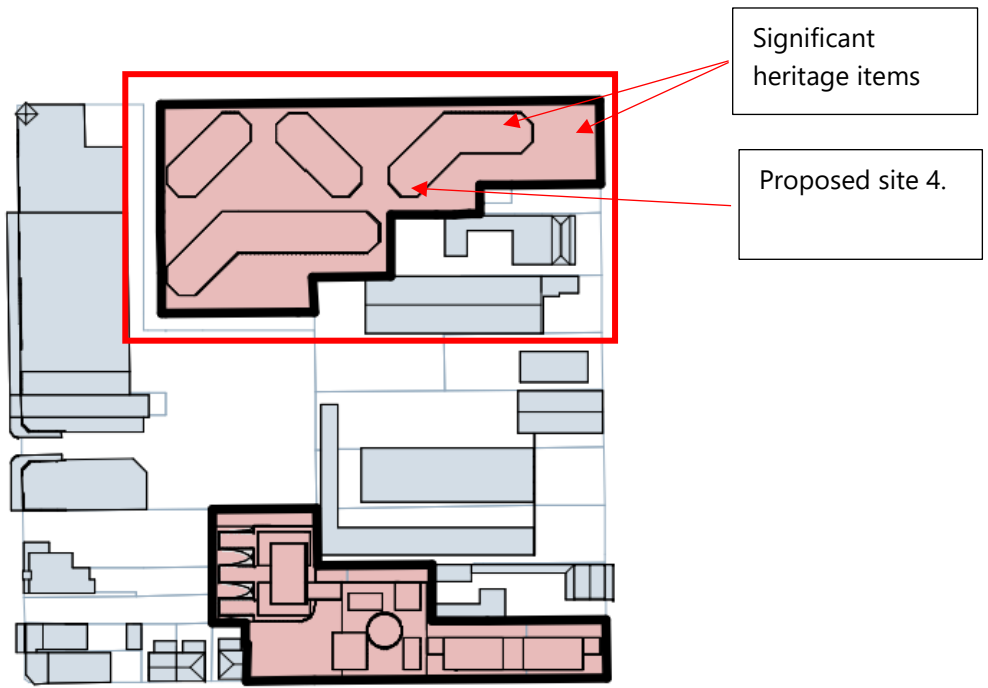


Figure 65 – Tim Lee Architects Building model  
The South side of Bradley Street between Sloane Street and Auburn Street.

## Site Views



Figure 66 – Image Tim Lee Architects  
View of the site looking to the Northwest to Intersection of Auburn and Bradley Streets, the Target building is to the left of frame.



Figure 67 – Image Tim Lee Architects  
View of the site from the Bradley/ Auburn Street intersection



Figure 68 – Image Tim Lee Architects  
View of the site looking to the Southwest from the Bradley/ Sloane Street intersection.



Figure 69 – Image Tim Lee Architects  
View out of the site to the east toward Rocky Hill



Figure 70 – Image Tim Lee Architects  
View of the site From the Target Parking area



Figure 71 – Image Tim Lee Architects  
Access to the rear of the site from Bradley Street

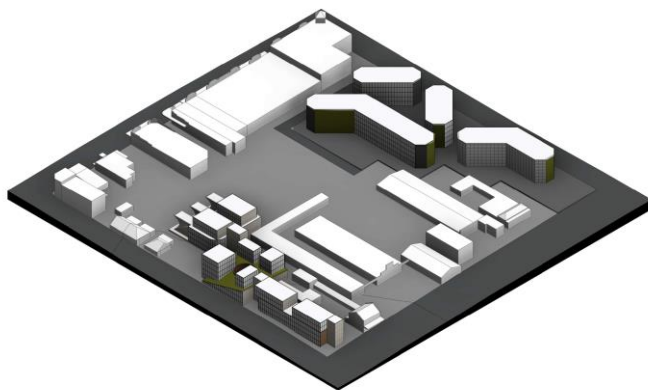


Figure 72 – Image Tim Lee Architects  
Existing commercial property along the southern boundary of the site



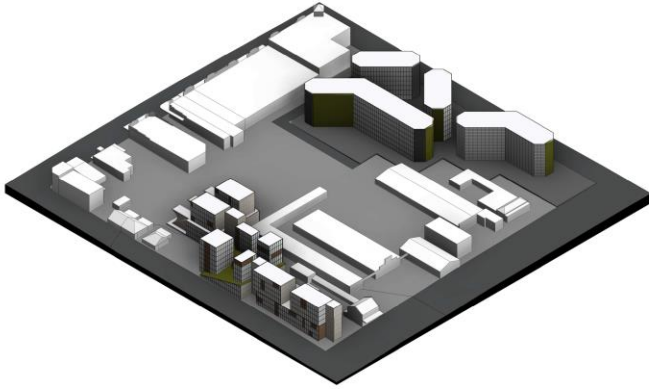
Figure 73 – Image Tim Lee Architects  
View across the carpark to site 3

### Developed 3D concept images

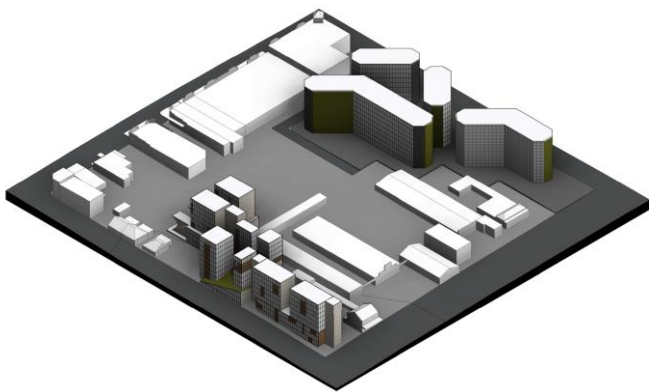


**15m height limit.** Figure 74 – Image Tim Lee Architects

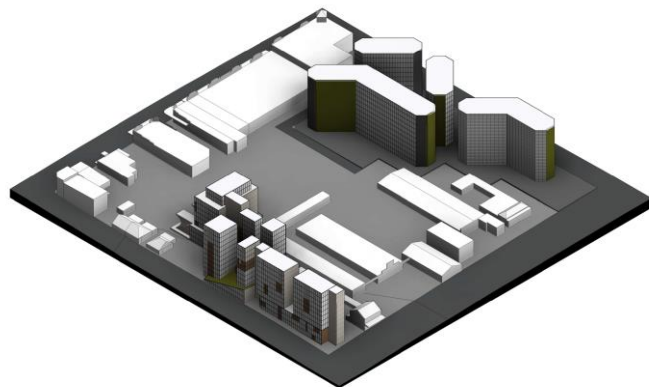
The example planning development shows a potential form based on a series of detached volumes. The forms are linked around common open space. The site could also support varied height elements.



**21m height limit.** Figure 75 – Image Tim Lee Architects

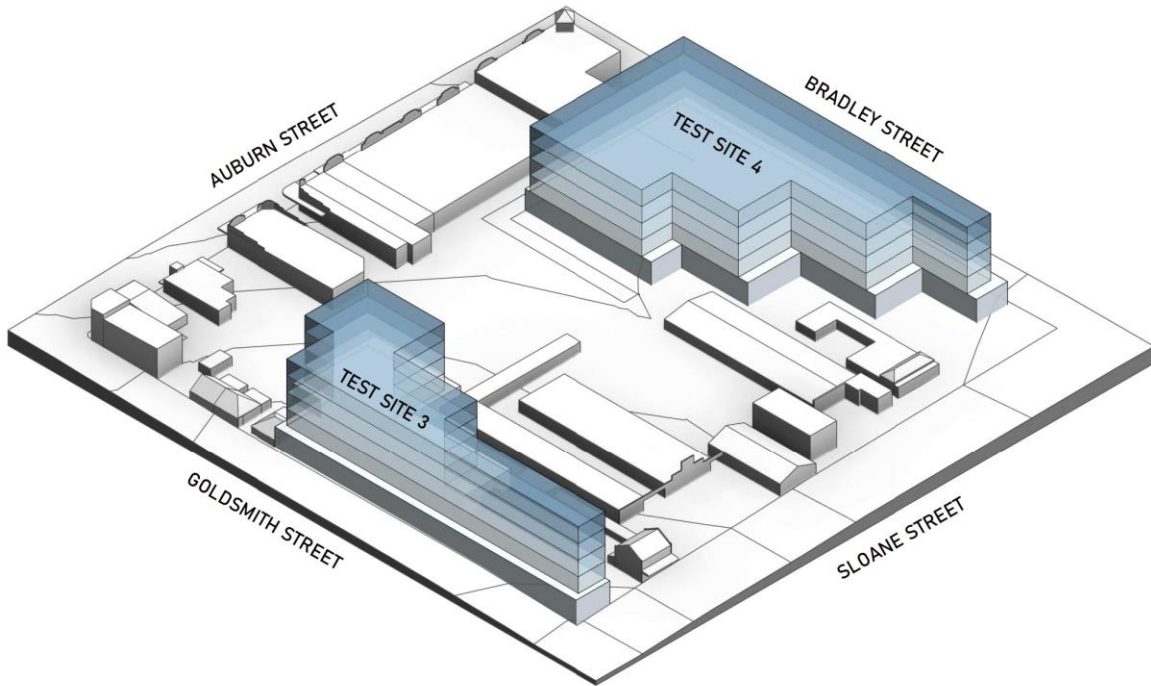


**27m height limit.** Figure 76 – Image Tim Lee Architects



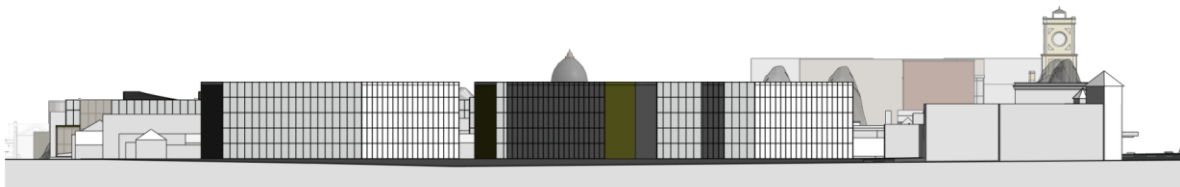
**33m height limit.** Figure 77 – Image Tim Lee Architects





**Maximum building volume.** Figure 78 – Image Tim Lee Architects

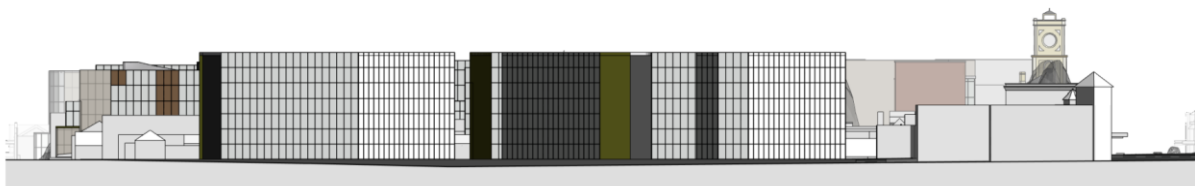
**Elevation studies from Bradley street**



Site 4

Target Building

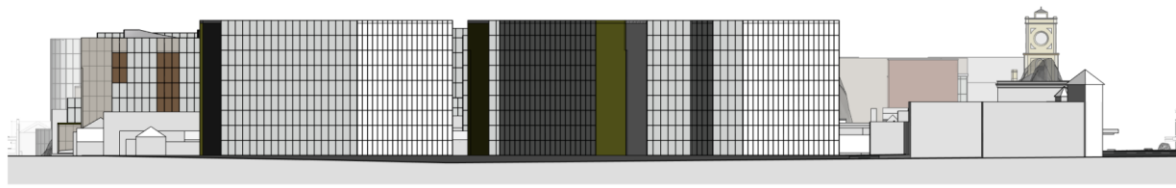
**15m height limit.** Figure 79 – Image Tim Lee Architects



Site 4

Target Building

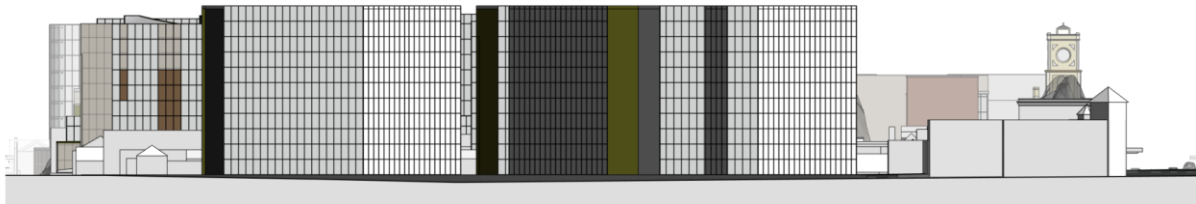
**21m height limit.** Figure 80 – Image Tim Lee Architects



Site 4

Target Building

**27m height limit.** Figure 81 – Image Tim Lee Architects



Site 4

Target Building

**33m height limit.** Figure 82 – Image Tim Lee Architects

### Summary

The Bradley Street site, like the previous test site, is capable of supporting high levels of intensified development. Located at the Northern edge of the CBD the site provides a link from the MU1 Zoning into the CBD.

**Development would need to respect the heights and massing of the Northern side of Bradley Street maintaining the 15m to 21m height limitations, the southern portion of the site could then support the higher tower style development up to 33m.** There is opportunity for massing and setback elements to provide variety in the overall built form.

The east west axial orientation favours passive solar design consideration in the resolution of building forms. The Site would have excellent views to the North looking across Rocky Hill out to the Cook Bundoon ranges. The approaches and existing visual links into the city would not impair views to existing landmarks as this site is behind and away from those significant vistas.

### Additional Considerations

The Site is large enough to support a series of separated structures of varied height and form, there is opportunity to consider integration of street level pedestrian plazas linking through to Bradley and Auburn Streets. Basement parking options would further improve the connection to landscape and surrounding development.

10. TEST SITE 5

Test Site 5 – 18 – 34 Clifford Street, 270 and 272 Sloane Street



Setback Requirements	
Front	0m at ground floor (Clifford St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line
Rear	6m

Site 3 Figure 83 – GMC Briefing document

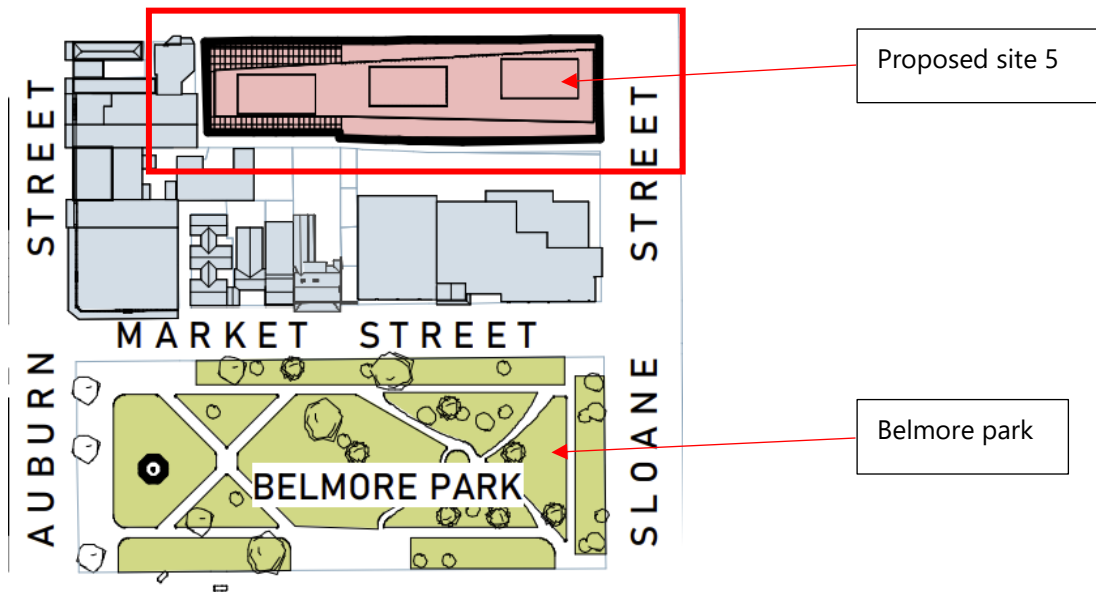


Figure 84 – Tim Lee Architects Building model  
The South side of Clifford Street between Sloane Street and Auburn Street.

## Site Views



Figure 85 – Image Tim Lee Architects  
View of the site looking to the Southwest toward Auburn Street



Figure 86 – Image Tim Lee Architects  
View of the Clifford/ Sloane Street intersection

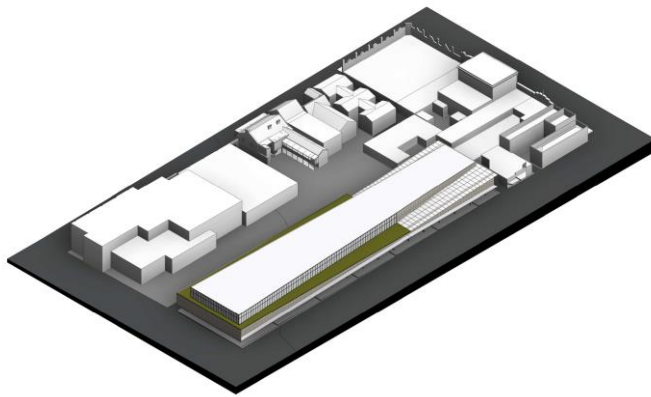


Figure 87 – Image Tim Lee Architects  
View of southern portion of the proposed lot – currently vacant



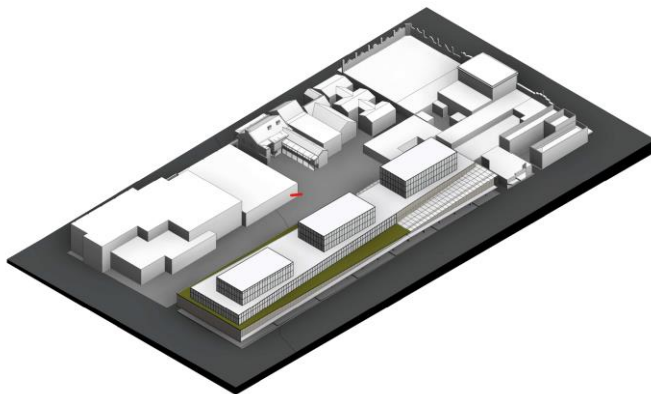
Figure 88 – Image Tim Lee Architects  
View of the access lane separating the proposed site from the existing recreational and commercial developments to the south

Developed 3D concept images

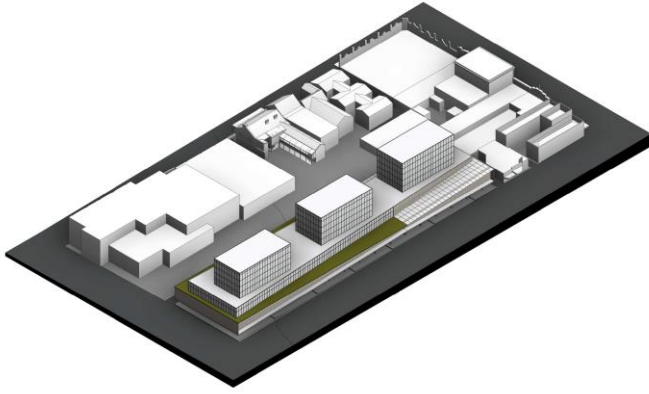


**15m height limit.** Figure 89 – Image Tim Lee Architects

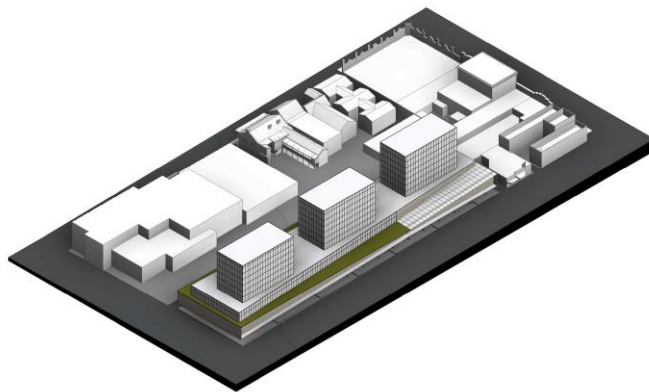
The example planning shows a potential form based on a large podium massing with green roof. Taller development is then focused on detached tower elements minimising the overall bulk and volume of the resulting form



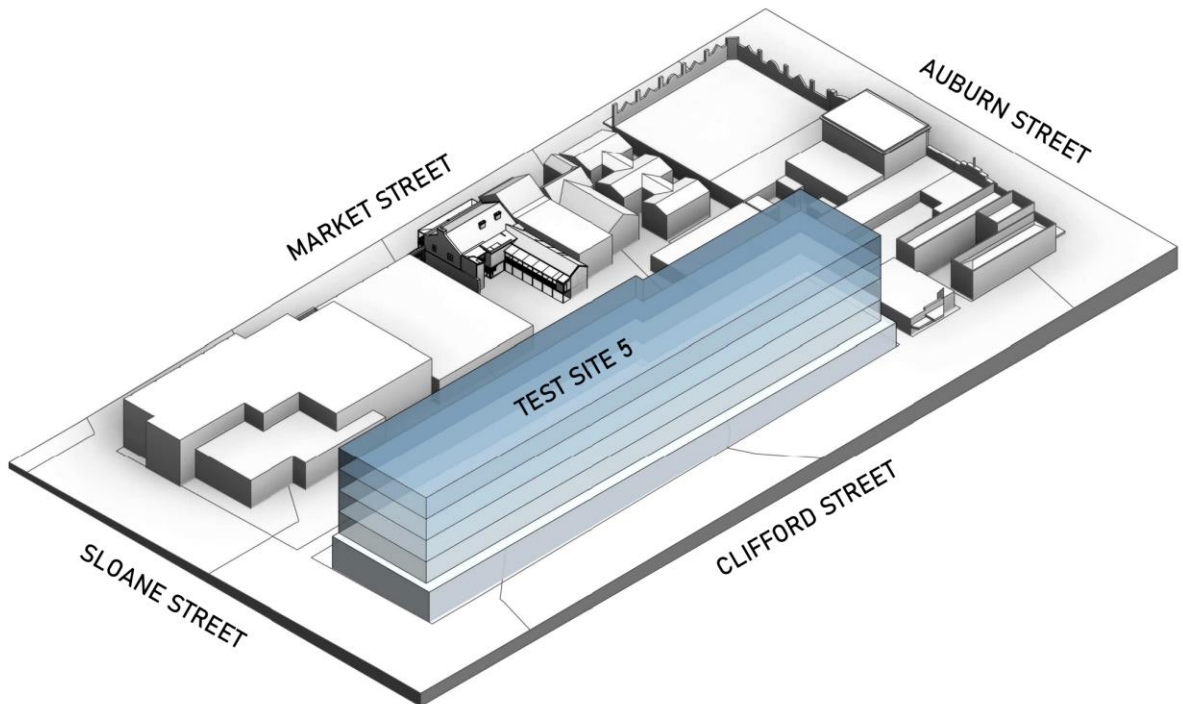
**21m height limit.** Figure 90 – Image Tim Lee Architects



**27m height limit.** Figure 91 – Image Tim Lee Architects

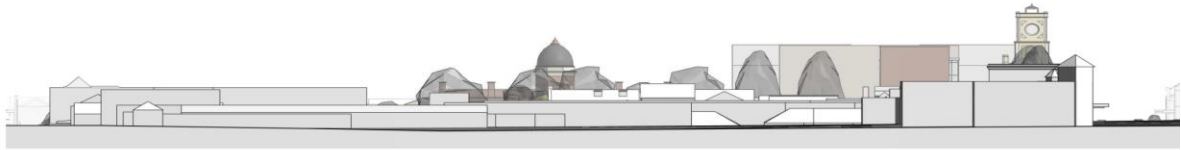


**33m height limit.** Figure 92 – Image Tim Lee Architects



**Maximum building volume.** Figure 93 – Image Tim Lee Architects

## Elevation studies from Clifford St.



Site 1                      Carpark   Goldsmith St   Site 3

**Existing condition.** Figure 94 – Image Tim Lee Architects



Site 1                      Carpark   Goldsmith St   Site 3

**15m height limit.** Figure 95 – Image Tim Lee Architects



Site 1                      Carpark   Goldsmith St   Site 3

**21m height limit.** Figure 96 – Image Tim Lee Architects



Site 1                      Carpark   Goldsmith St   Site 3

**27m height limit.** Figure 97 – Image Tim Lee Architects



Site 1                      Carpark   Goldsmith St   Site 3

**33m height limit.** Figure 98 – Image Tim Lee Architects

## Summary

Site 5 is located near the spiritual heart of the city – Belmore Park. The site does not directly border the park. However, development of this site needs to respect the heritage and massing of the Southern and Western lots adjacent to the park while also providing a coherent partner to redevelopment of Site 1 and the bland closed street scape of the main shopping mall along the North side of Clifford street.

The bulk of the building form addressing Clifford Street should maintain similar massing to the existing street scape of 10 – 15m, the southern portion of the site could then include detached taller elements that may break through the 15m height. The proximity to Belmore Park suggests volumes above 15m be restricted, however careful massing of any tower form coupled with consideration of overshadowing potential could provide opportunity for taller elements within the overall building form. **There is capacity for portions of this site to support 27 and 33m tall elements.**

## Additional Considerations

There is potential to integrate green roofs providing accessible recreation space across the roof top.

Activation of streetscapes is essential to future development. Activation includes places of passive recreation coupled with articulated façade elements including whether protection and capacity for street dining.

Generally, retention of lower building heights immediately around Belmore Park is preferred. New buildings could then gradually increase in height along the eastern perimeter of the CBD to Clinton Street to the Southern Verner Street boundary. The reduction of height as Belmore Park is approached maintains the significance of existing streetscapes, retains significant radial vistas and respects the heart of the city.



## 11. TEST SITE 6

### Test Site 6 – 246 – 258 Sloane Street



Setback Requirements	
Front	5m at ground floor (Sloane St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 4m from ground floor building line adj. 246 & 260 Sloane St & 4 Montague St
Rear	6m

Site 6 Figure 99– GMC Briefing document.

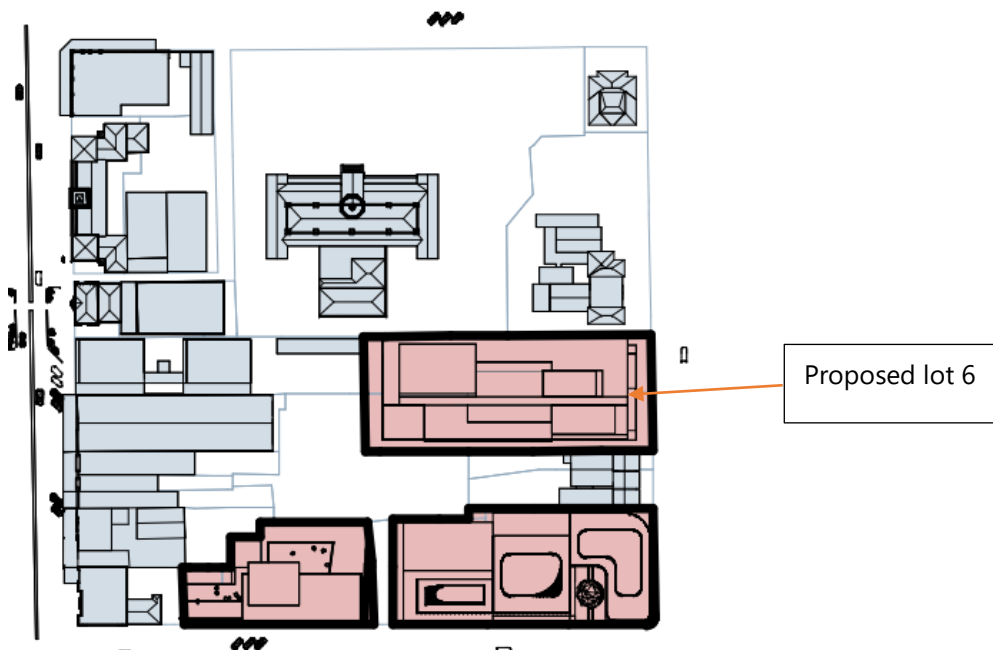


Figure 100 – Tim Lee Architects Building model  
Accessed from Sloane Street. Site 6 includes the old Carlton Hotel and the adjacent parking area to the South.

## Site Views



Figure 101 – Image Tim Lee Architects

View of the site looking to the Northeast at three storeys above ground level



Figure 102 – Image Tim Lee Architects

View of the site looking to the Northwest at three storeys above ground level, the Courthouse and Belmore park are clearly visible



Figure 103 – Image Tim Lee Architects

View of the site looking to the Northwest focused on the Courthouse. (Courthouse cupola is centre of frame.)



Figure 104 – Image Tim Lee Architects

General view across the site to the commercial development lining the rail corridor.



Figure 105 – Image Tim Lee Architects

View of the site looking to the South with St Peter's and Paul's Old cathedral is visible to the right of frame.



Figure 106 – Image Tim Lee Architects  
View into the site from the rail corridor opposite.

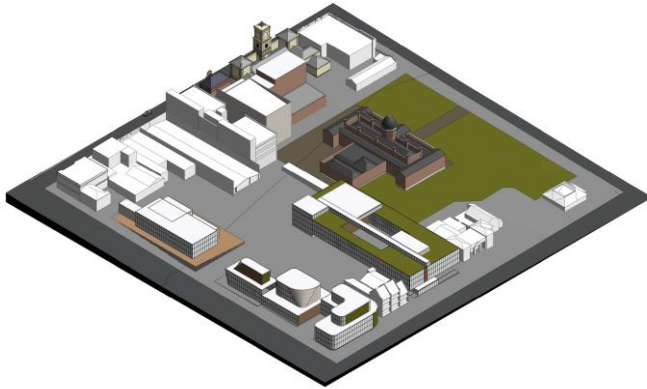


Figure 107 – Image Tim Lee Architects  
View of the parking area to the southern portion of the proposed site.



Figure 108 – Image Tim Lee Architects  
View across the site highlighting the view to St Peters and Paul's former cathedral at ground level.

## Developed 3D concept images

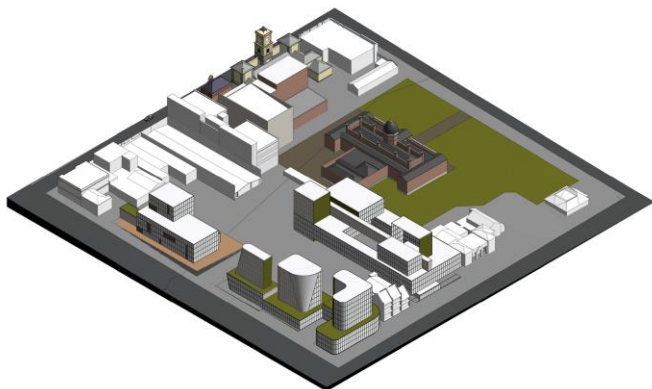


**15m height limit.** Figure 109 – Image Tim Lee Architects

The example planning shows a potential form based on a series of detached volumes linked by a common base podium.



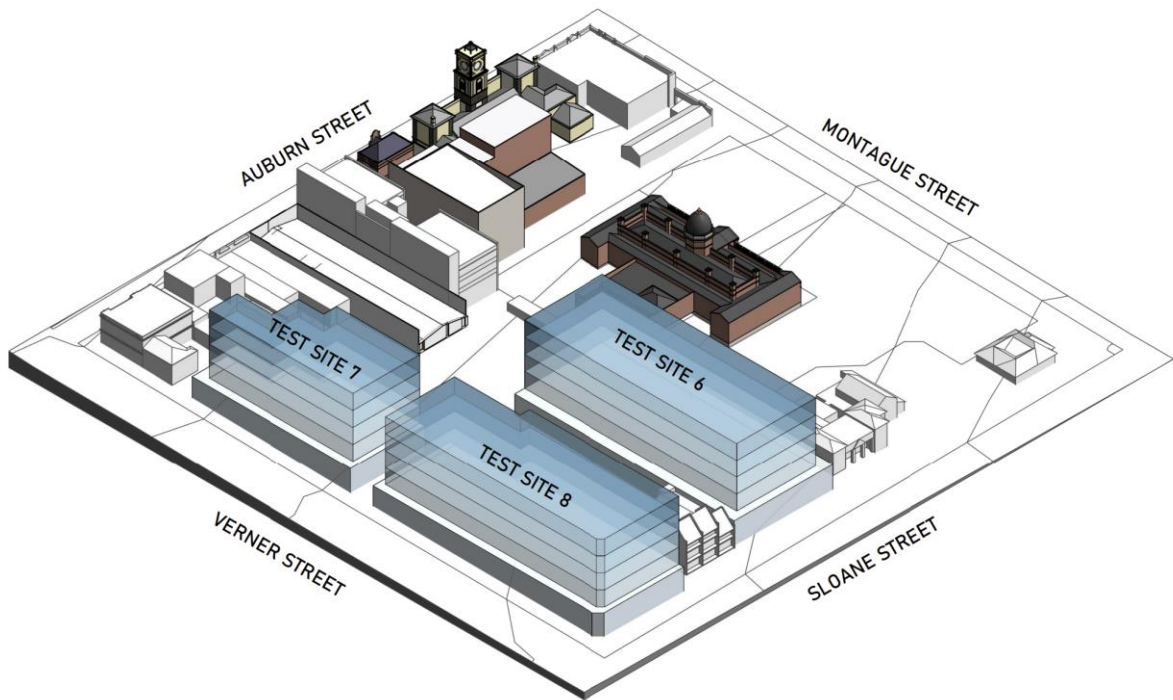
**21m height limit.** Figure 110 – Image Tim Lee Architects



**27m height limit.** Figure 111 – Image Tim Lee Architects

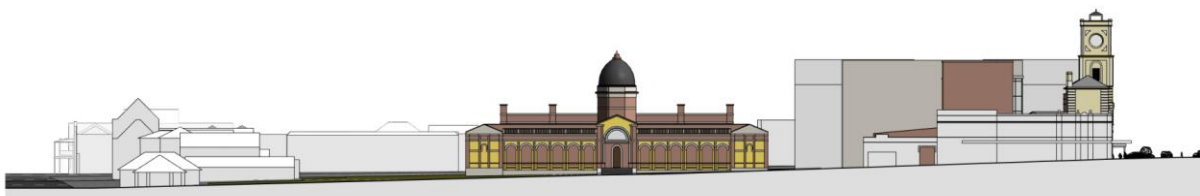


**33m height limit.** Figure 112 – Image Tim Lee Architects



**Maximum building volume.** Figure 113 – Image Tim Lee Architects

**Elevation studies from Montage Street**

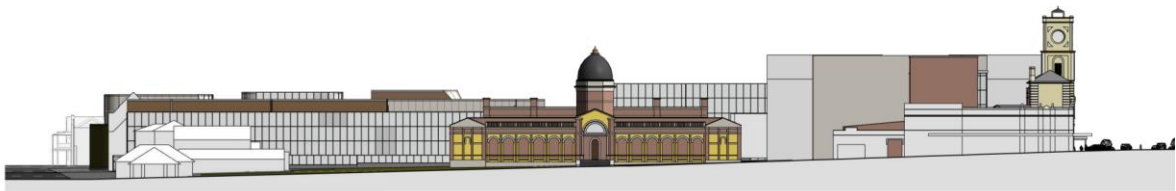


CWA Site 6,7,8 behind

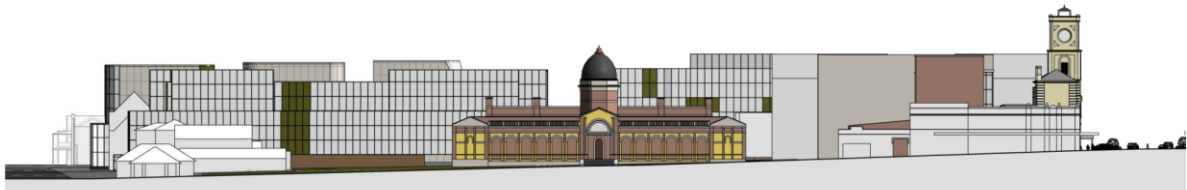
Courthouse

Mechanics Institute

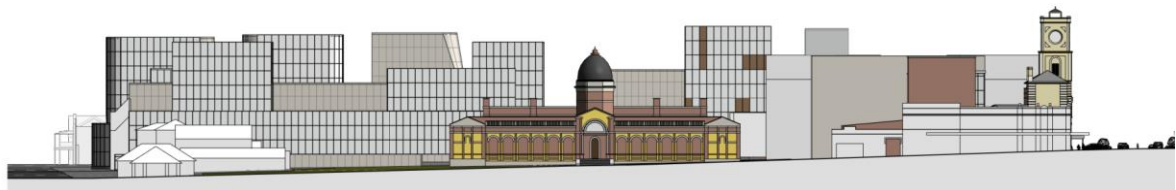
**Existing conditions.** Figure 114 – Image Tim Lee Architects



CWA Site 6,7,8 behind Courthouse Mechanics Institute  
**15m height limit.** Figure 115 – Image Tim Lee Architects



CWA Site 6,7,8 behind Courthouse Mechanics Institute  
**21m height limit.** Figure 116 – Image Tim Lee Architects



CWA Site 6,7,8 behind Courthouse Mechanics Institute  
**27m height limit.** Figure 117 – Image Tim Lee Architects



CWA Site 6,7,8 behind Courthouse Mechanics Institute  
**33m height limit.** Figure 118 – Image Tim Lee Architects

## View from Sloane Street



Site 7,8

Site 6

Courthouse

Belmore Park

**15m height limit.** Figure 119 – Image Tim Lee Architects



Site 7,8

Site 6

Courthouse

Belmore Park

**21m height limit.** Figure 120 – Image Tim Lee Architects



Site 7,8

Site 6

Courthouse

Belmore Park

**27m height limit.** Figure 121 – Image Tim Lee Architects



Site 7,8

Site 6

Courthouse

Belmore Park

**33m height limit.** Figure 122 – Image Tim Lee Architects

## Summary

Sites 6, 7 and 8 provide the massing and street scape connection mirroring sites 3 and 4 to the North.

Site 6 is located immediately adjacent to the Courthouse and has direct visual links to Belmore Park and through to the heart of the CBD. Treatment of this site needs to respect the curtilage of the Courthouse and the proximity of the original police station.

**Development on this site could sustain 21m height along the North boundary with Sloane Street supporting up to 27m.** Care needs to be taken when addressing the existing and original courthouse building elements particularly in relation to the Sloane Street streetscape.



The city's main green space needs to remain with Belmore Park. This space identifies the origins of the city, holds significant memorials and garden spaces, and maintains the spiritual heart of the city. The Courthouse, Mechanics Institute, Goulburn Club and the Bull and Woodward arch are all highly significant in the city's history and must remain respected and unencumbered by surrounding development.

There is potential impact on existing views of the Courthouse from Belmore park and also visual impact on the continuity of Sloane Street. Taller development options will need to be mindful of these elements. There is no significant impact from overshadowing. Views out of the site would encompass Rocky Hill sweeping across the city to the North and West. There is also potential for sweeping views of Gundry Plain and the Southern portion of the city.

### **Additional Considerations**

There is opportunity for basement parking as the site is unencumbered by any service easements. The site has a traditional use in hospitality, and this should be considered in any redevelopment option. There are strong links through to Auburn Street via the western edge of the site and potential for the continued activation of the Sloane Street streetscape.

The East west axial orientation is again ideal in consideration of passive design elements coupled with greenspace development of roofscapes.

## 12. TEST SITE 7

### Test Site 7 – 25-43 Verner Street



Setback Requirements	
Front	0m at ground floor (Verner St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line 3+ storeys = 4m from ground floor building line adj. 139 & 145 Auburn St
Rear	6m

Site 7 Figure 123 – GMC Briefing document

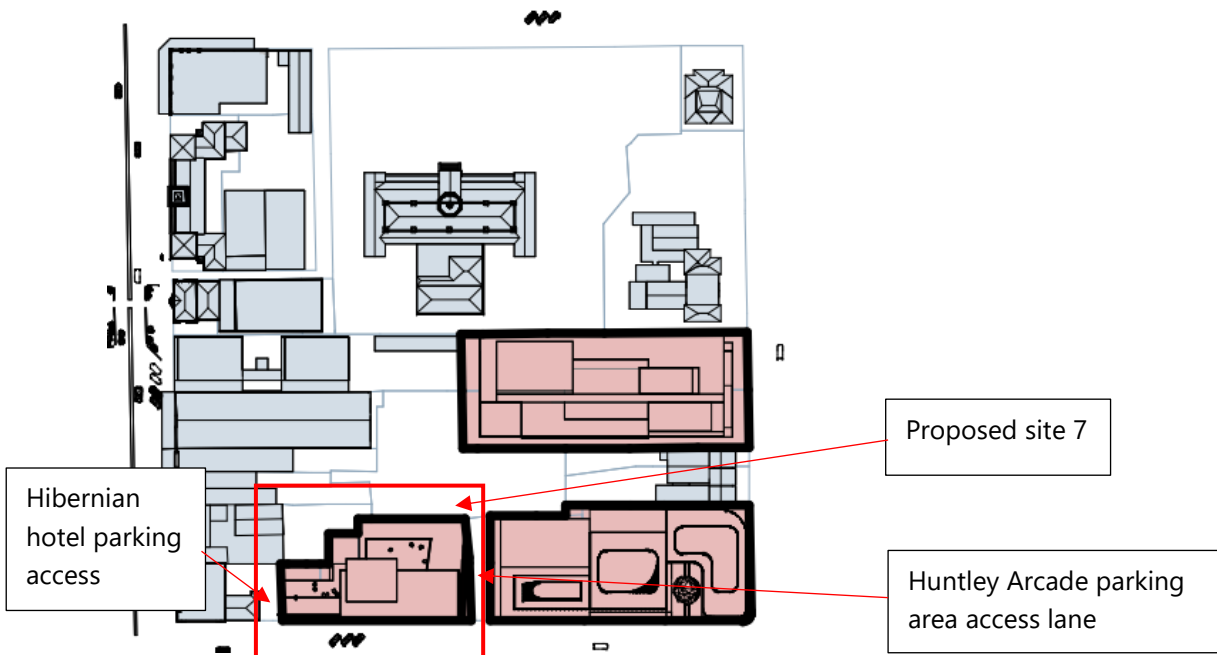


Figure 124 – Image Tim Lee Architects planning model

Proposed site 7 lies between the access to the Hibernian Hotel parking area and the lane access to the Huntly Arcade parking area.

## Site Views

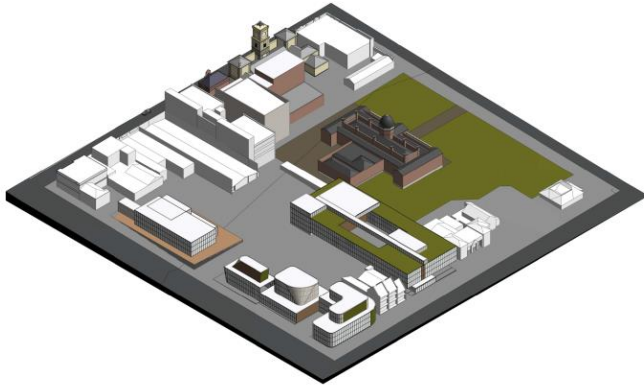


Figure 125 – Image Tim Lee Architects  
View of the site looking to the Northeast



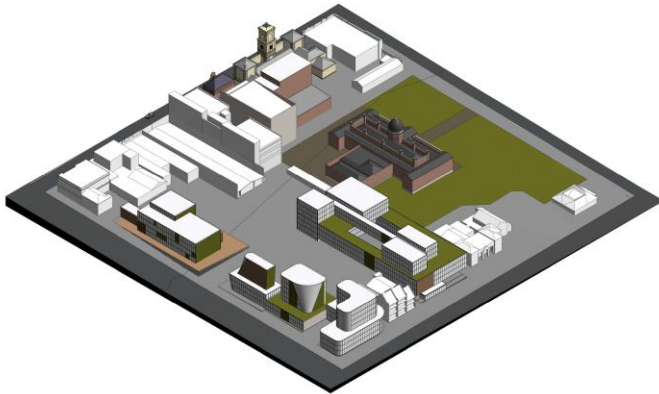
Figure 126 – Image Tim Lee Architects  
View of the site looking to the Northwest

## Developed 3D concept images

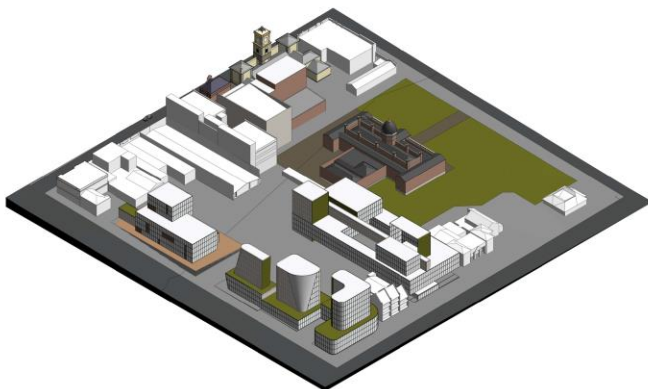


**15m height limit.** Figure 127 – Image Tim Lee Architects

The example planning shows a potential form based on a series of detached volumes linked by a common base podium.



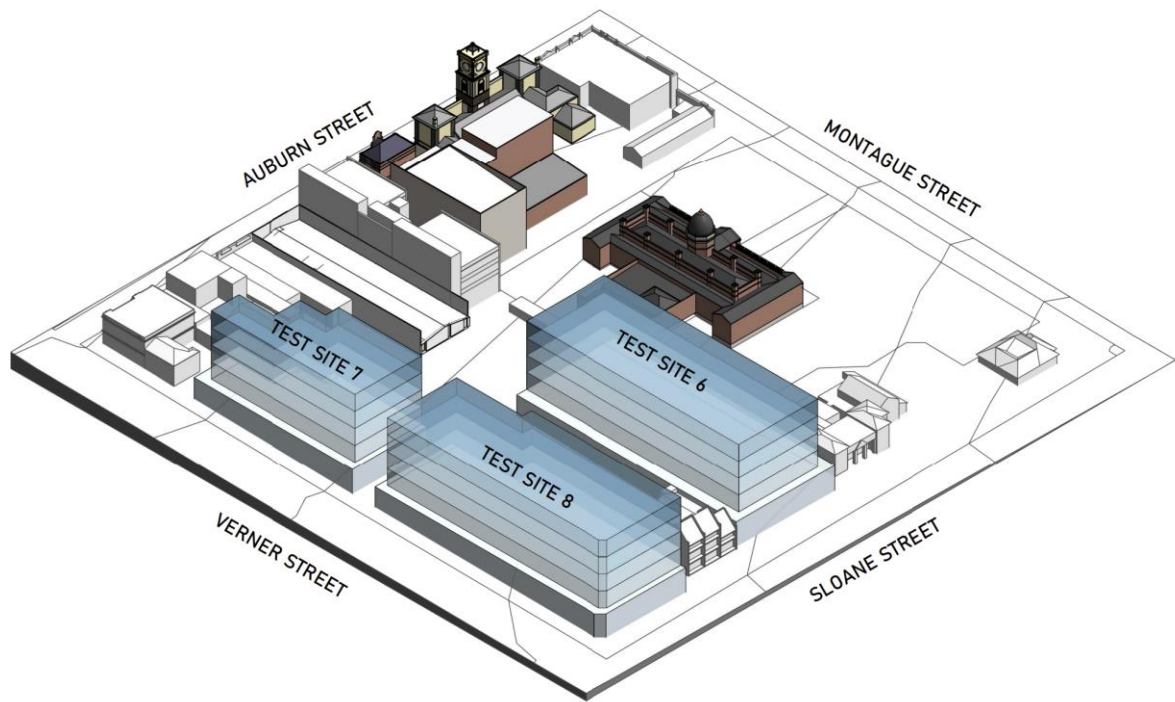
**21m height limit.** Figure 128 – Image Tim Lee Architects



**27m height limit.** Figure 129 – Image Tim Lee Architects

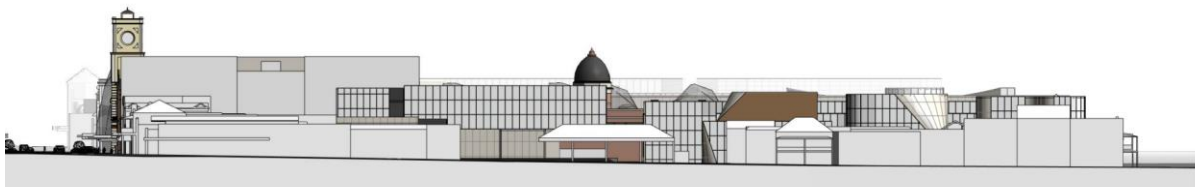


**33m height limit.** Figure 130 – Image Tim Lee Architects



**Maximum building volume.** Figure 131 – Image Tim Lee Architects

**Elevation studies from Clinton St.**



Auburn Street

Site 7 Carpark

Site 8 Marketplace

**15m height limit.** Figure 132 – Image Tim Lee Architects



Auburn Street Site 7 Carpark Site 8 Marketplace  
**21m height limit.** Figure 133 – Image Tim Lee Architects



Auburn Street Site 7 Carpark Site 8 Marketplace  
**27m height limit.** Figure 134 – Image Tim Lee Architects



Auburn Street Site 7 Carpark Site 8 Marketplace  
**33m height limit.** Figure 135 – Image Tim Lee Architects

**Summary**

Sites 6, 7 and 8 provide the massing and street scape connection mirroring sites 3 and 4 to the North.

Site 7 is located on an "Island" within the Verner streetscape. Bordered by Verner Street to the South, Huntly Arcade parking area to the North and narrow access drives to the East and West. This site will provide a transitional link from Auburn Street and the existing building form of the listed CBA bank through to Sloane Street with possible full redevelopment of the sites adjacent to the East and North.

The Verner Street streetscape directly addresses the commercial site to the south, consideration of this link needs to be undertaken in any proposed building form at street level. The site cannot support the highest levels of proposed tower development. **We suggest 21m an appropriate height to provide the visual transition from Auburn to Sloane Street.**

There will be no resulting impact on existing vistas nor will overshadowing be a consideration.

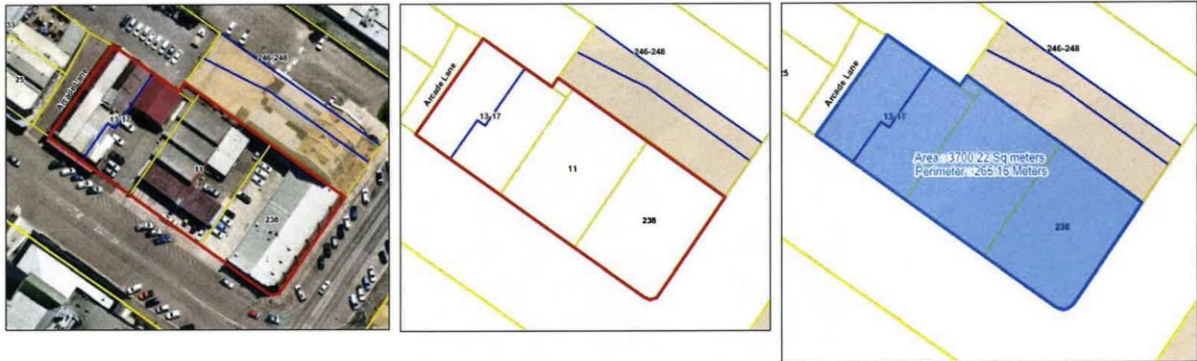
## **Additional Considerations**

Careful detailing of the ground level podium will be required to specifically address the existing retail/commercial development surrounding the Marketplace parking area. Articulation of the Northern Façade should be encouraged to maximise the potential of passive energy design elements. Consideration of central pedestrian refuge to Verner Street would strengthen the ground level interaction of new and existing development into the Market place

A potential further development of the existing Marketplace carpark could include moving the parking to a basement creating additional green space where the parking area currently stands. This could then encourage the development of additional recreational and hospitality style development linking the 4 edges of this precinct with inviting pedestrian areas. The potential for additional residential development within this space coupled with co working/ pop up style retail and other short term commercial ventures which would provide a vital and highly active development opportunity.

## 13. TEST SITE 8

### Test Site 8 – 11-17 Verner Street, 238 Sloane Street



Setback Requirements	
Front	0m at ground floor (Verner St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line
Rear	6m

Site 8 Figure 136 – GMC Briefing document

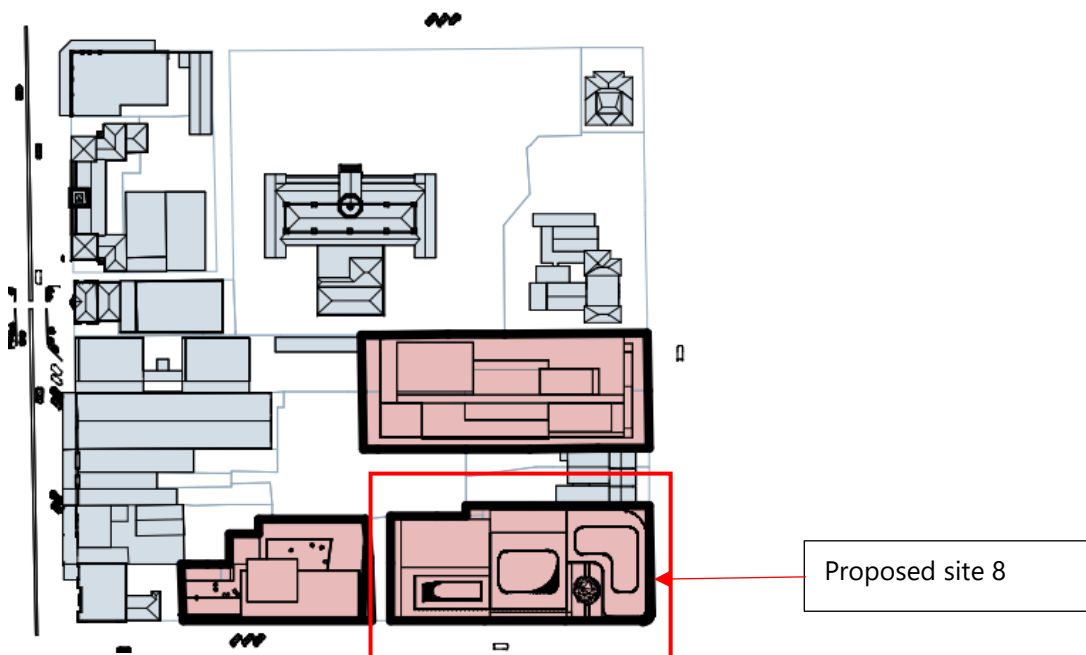


Figure 137– Image Tim Lee Architects planning model  
Located on the Corner of Verner and Sloane streets



## Site Views

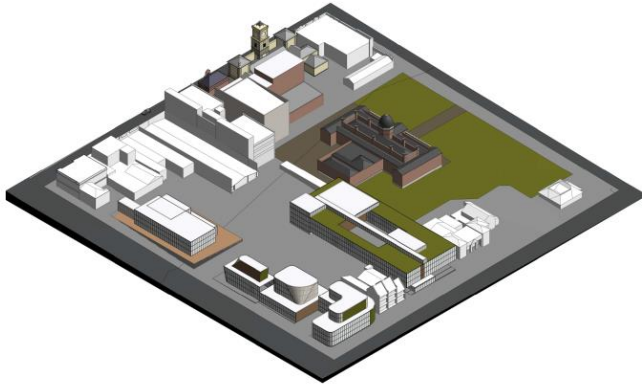


Figure 138 – Image Tim Lee Architects  
View of the site looking to the North toward Belmore Park along Sloane Street.



Figure 139 – Image Tim Lee Architects  
View of the site looking to the west toward the St Peters and Paul Old Cathedral

## Developed 3D concept images

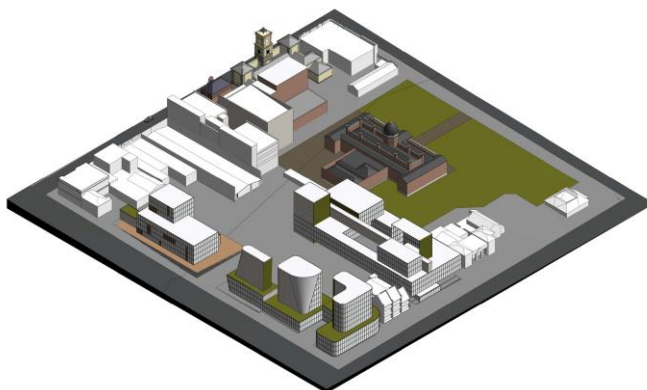


**15m height limit.** Figure 140 – Image Tim Lee Architects

The example planning shows a potential form based on a series of detached volumes each having a unique façade curtain wall element. The forms reduce the floor plate as the building rises to the proposed 33m height limits.



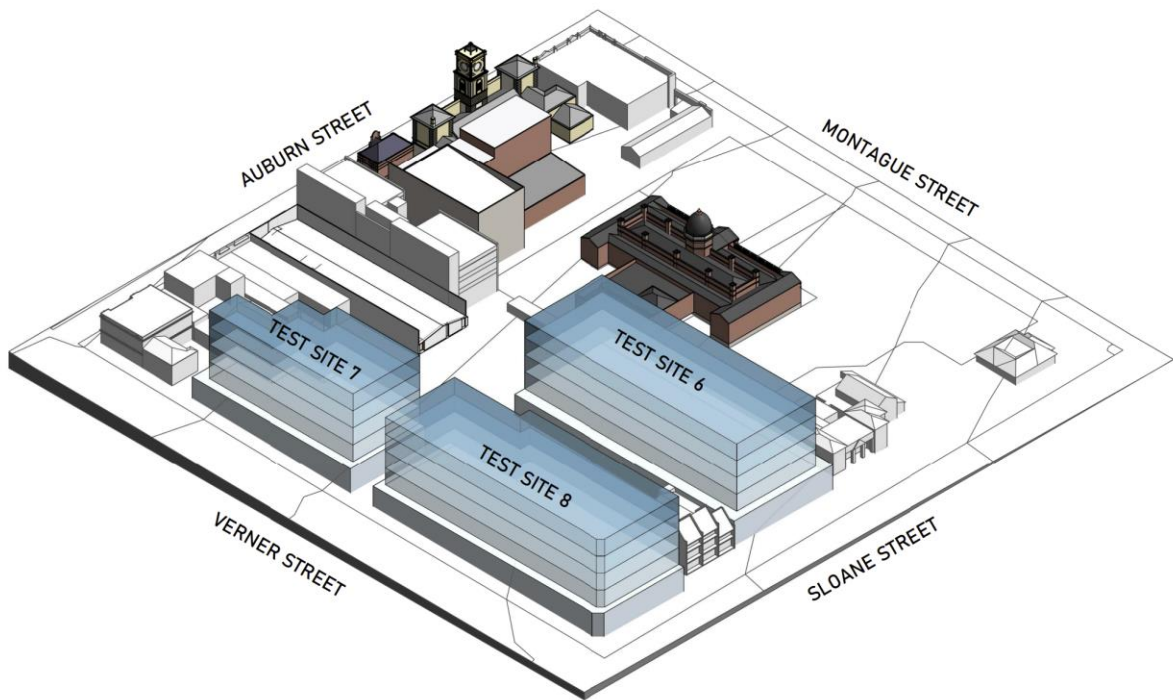
**21m height limit.** Figure 141 – Image Tim Lee Architects



**27m height limit.** Figure 142 – Image Tim Lee Architects

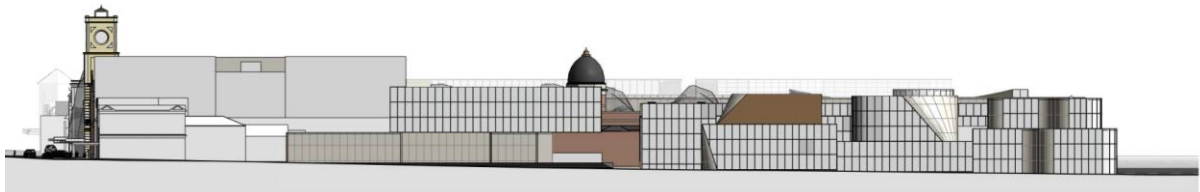


**33m height limit.** Figure 143 – Image Tim Lee Architects



**Maximum Building volume.** Figure 144 – Image Tim Lee Architects

**Elevation studies from Verner St.**



Auburn Street

Site 7

Site 8

**15m height limit.** Figure 145 – Image Tim Lee Architects



Auburn Street

Site 7

Site 8

**21m height limit.** Figure 146 – Image Tim Lee Architects



Auburn Street

Site 7

Site 8

**27m height limit.** Figure 147 – Image Tim Lee Architects



Auburn Street

Site 7

Site 8

**33m height limit.** Figure 148 – Image Tim Lee Architects

### Summary

Sites 6, 7 and 8 provide the massing and street scape connection mirroring sites 3 and 4 to the North.

**Site 8 could contain the highest building massing where overlooking and overshadowing have minimal effect on the surrounding streetscape.** The site will need to respect the curtilage of the courthouse and the proximity to the original police station.

The Verner streetscape will directly address and complement the existing retail/ commercial development surrounding the Marketplace parking area.

### Additional Considerations

The activation of Verner Street as a pedestrian space with potential links through sites 7 and 8 and possible link to Belmore Park from the southeast corner of the Courthouse are all potential results of activation of these sites. Basement parking should also be considered a staple of future intensification of existing city lots where not encumbered by services or site restrictions prevent excavation.

## 14. TEST SITE 9

### Test Site 9 – 28 – 36 Montague Street



Site 9 Figure 149 – GMC Briefing document.

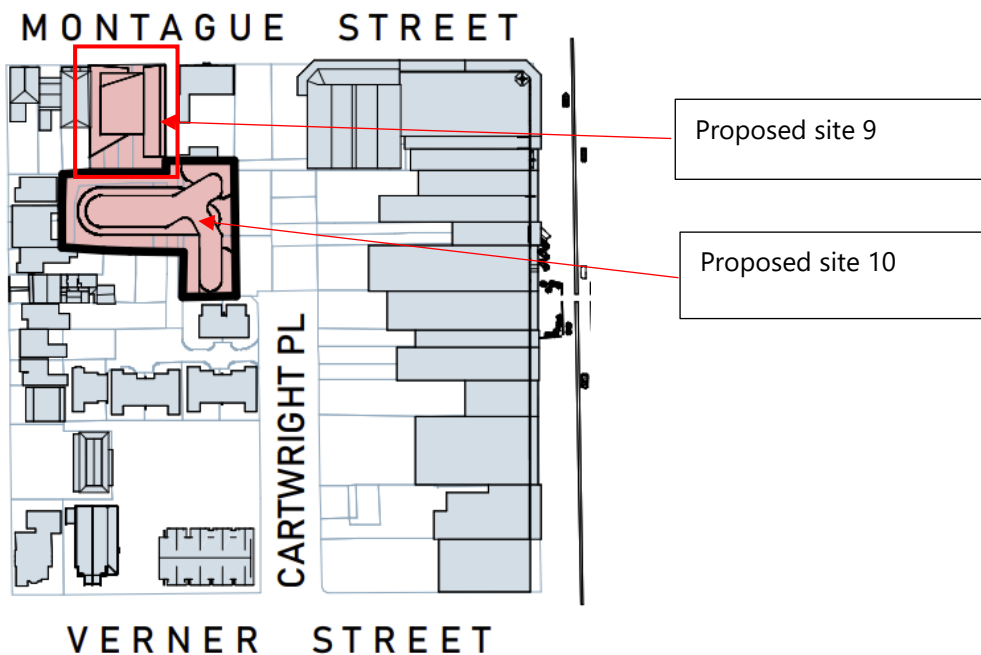


Figure 150 – Image Tim Lee Architects planning model.

Sites 9 and 10 occupy a portion of the Cartwright Place public parking area linking through Montague Street via three low rise residual residential allotments and an existing two storey commercial space.

## Site Views



Subject lots – site 9

Figure 151– Image Tim Lee Architects  
View of the site looking to the South across Montague Street



Subject lots – site 9

Figure 152 – Image Tim Lee Architects  
View of the site looking to the Southwest across Montague Street



Figure 153 – Image Tim Lee Architects  
View out of the site looking to the Anglican Cathedral – St Saviors



Figure 154 – Image Tim Lee Architects  
View of the site looking to the East from St Saviors Cathedral



Figure 155 – Image Tim Lee Architects  
View looking west to St Saviors Cathedral



Figure 156 – Image Tim Lee Architects  
General view of Montague Street looking toward Belmore Park centre of frame



Figure 157 – Image Tim Lee Architects  
View from site 9 looking across site 10 to residential development to the South.



Figure 158 – Image Tim Lee Architects  
View from site 9 across site 10 to the rear of Auburn Street properties to the Post Office Tower



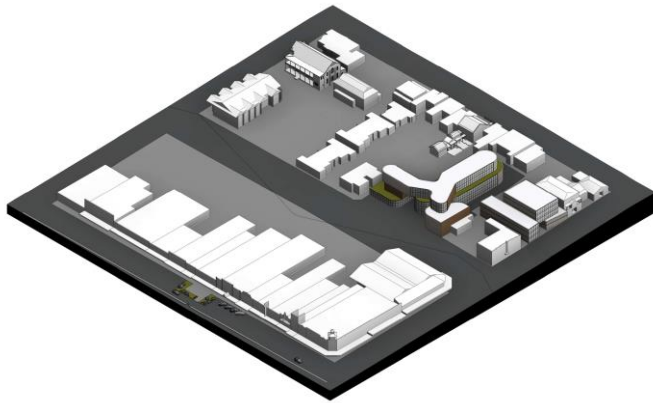
Figure 159 – Image Tim Lee Architects  
View from site 10 looking North to the rear of the site 9 lots.





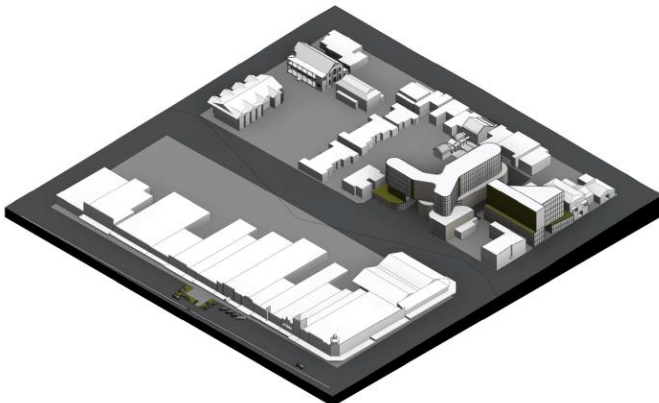
Figure 160 – Image Tim Lee Architects  
View across the rear of site 9 to the Post Office Tower

**Developed 3D concept images.**

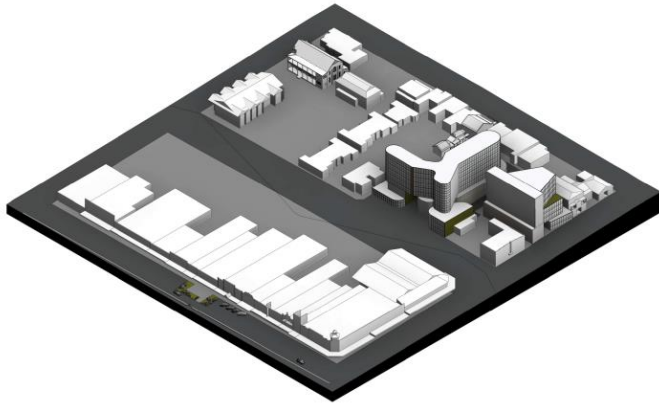


**15m height limit.** Figure 161 – Image Tim Lee Architects

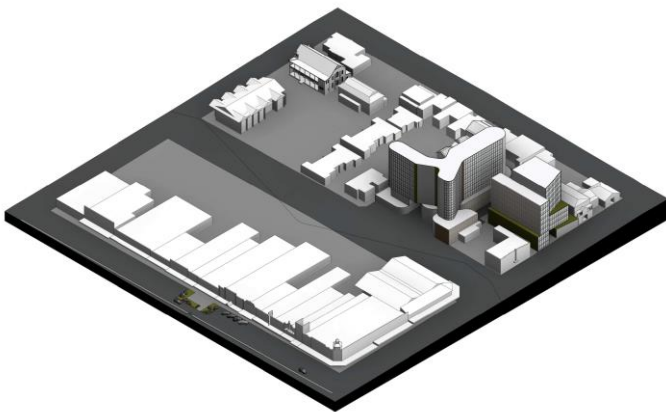
The example planning shows a potential curvilinear form over site 10 linking to contemporary rectilinear forms addressing Montague Street (site 9)



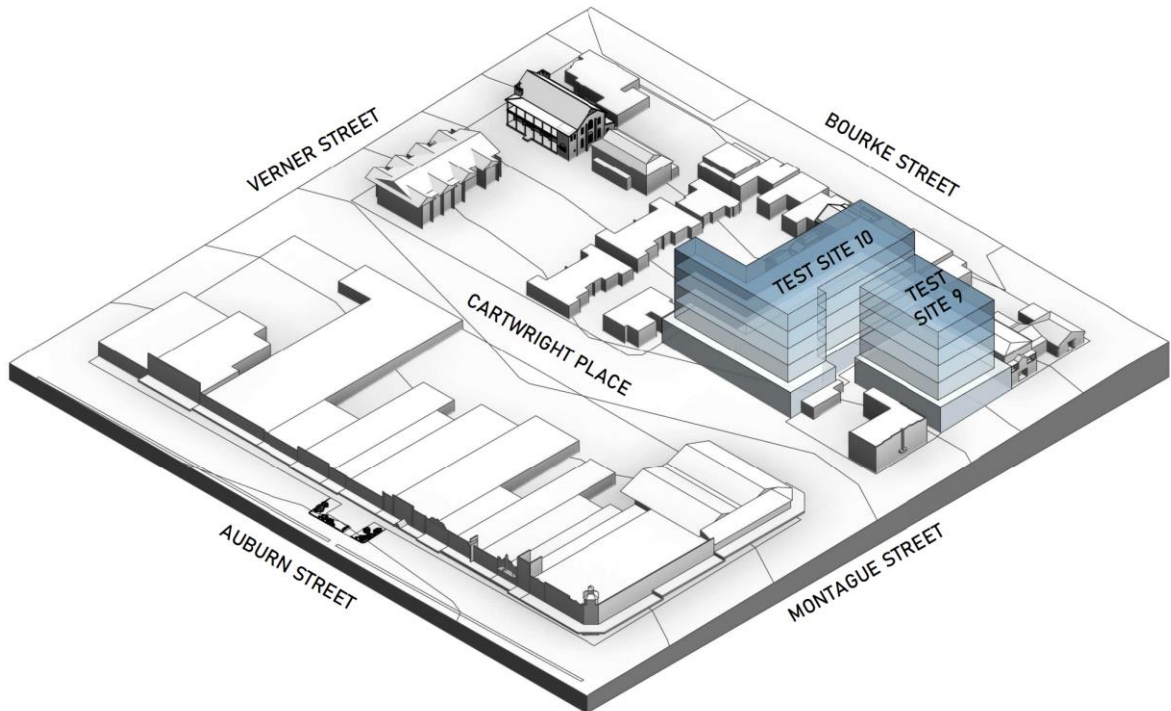
**21m height limit.** Figure 162 – Image Tim Lee Architects



**27m height limit.** Figure 163 – Image Tim Lee Architects

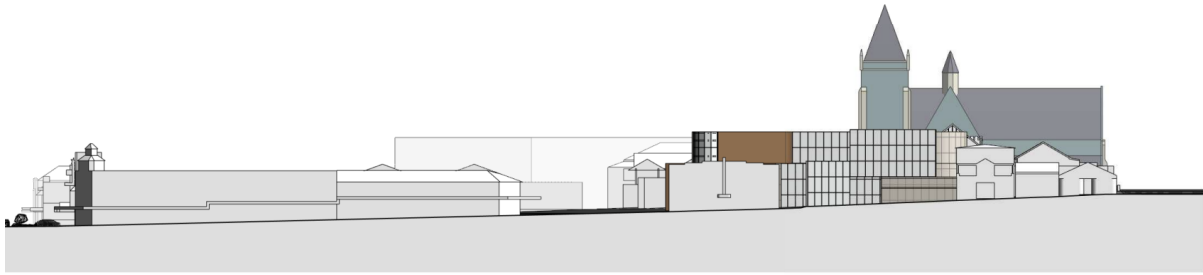


**33m height limit.** Figure 164 – Image Tim Lee Architects

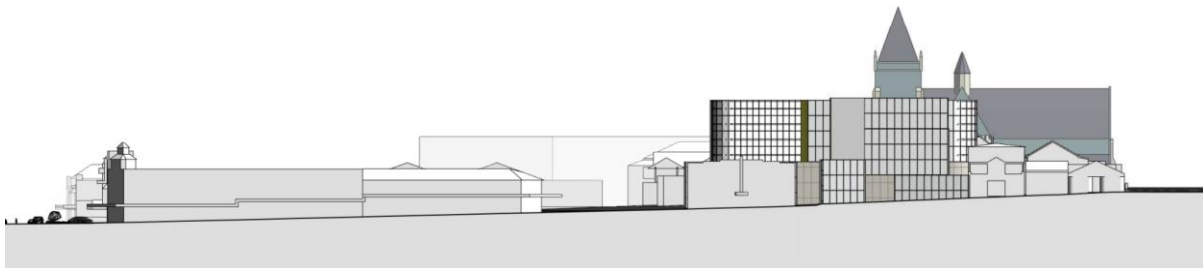


**Maximum building volume.** Figure `165 – Image Tim Lee Architects

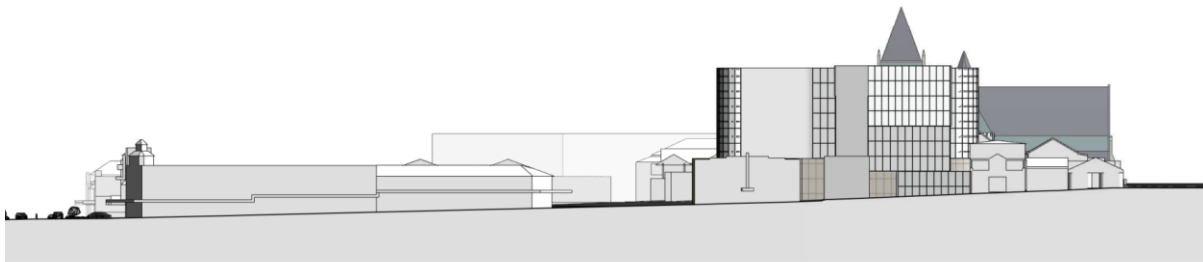
**Elevation studies from Montague St.**



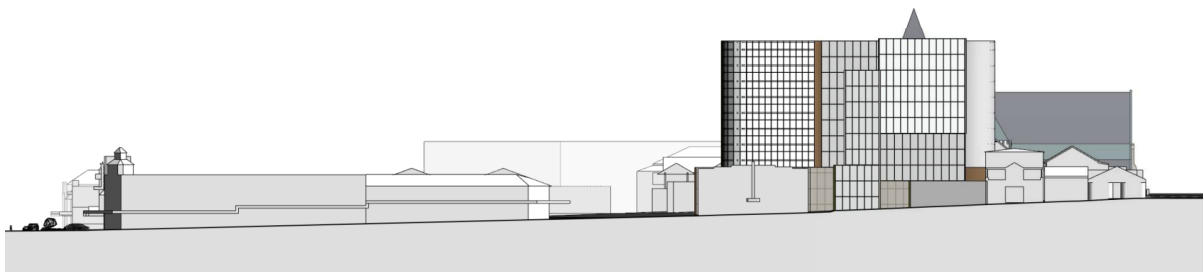
Dimmeys Building                      Carpark                      Site 9 behind Site 10  
**15m height limit.** Figure 166 – Image Tim Lee Architects



Dimmeys Building                      Carpark                      Site 9 behind Site 10  
**21m height limit.** Figure 167 – Image Tim Lee Architects



Dimmeys Building                      Carpark                      Site 9 behind Site 10  
**27m height limit.** Figure 168 – Image Tim Lee Architects



Dimmeys Building                      Carpark                      Site 9 behind Site 10  
**33m height limit.** Figure 169 – Image Tim Lee Architects

## Summary

The 4 lots comprising site 9 are in one of the more significant areas of the city. The Montague Street streetscape contains vistas to St Saviors Cathedral and to Belmore Park, the street boasts some of Goulburn's finest period commercial architecture with Elmslea Chambers recognised as one of the most significant regional examples of Australian Art Deco.

These sites are ideally placed, accessing all the major civic, medical, and commercial services of the CBD. There is an extremely high walkability element. The higher height limits proposed for the CBD would not be appropriate in this area. Overlooking, overshadowing, and blocking of significant view corridors and vistas would occur, **However, 3 to 4 storey 15 – 21metre high quality development with a well-articulated massing and elevational treatment would be sustainable in this area.**

## Additional considerations

Building form could use basement parking coupled with a podium level that activates the pedestrian links through Cartwright place. There is opportunity for the creation of greenspace at ground level to provide visual interest and hint at the development lying in behind. Montague Street is populated by professional offices and this style of occupancy would be augmented in ground level commercial space. The overall form and aesthetic of any new building in this area should be mindful of the strong art deco elements and well-defined massing and aesthetic of the North side of Montague Street.

15. TEST SITE 10

Test Site 10 – Portion Of Cartwright Street Parking Area



Setback Requirements	
Front	2m at ground floor
	3+ storeys = 3m from ground floor building line
Side	0m at ground floor
	3+ storeys = 2m from ground floor building line
	3+ storeys = 4m from ground floor building line adj. 10 Cartwright Place & 101 Bourke St & 18 Montague St
Rear	6m

Site 10 Figure 170 – GMC Briefing document.

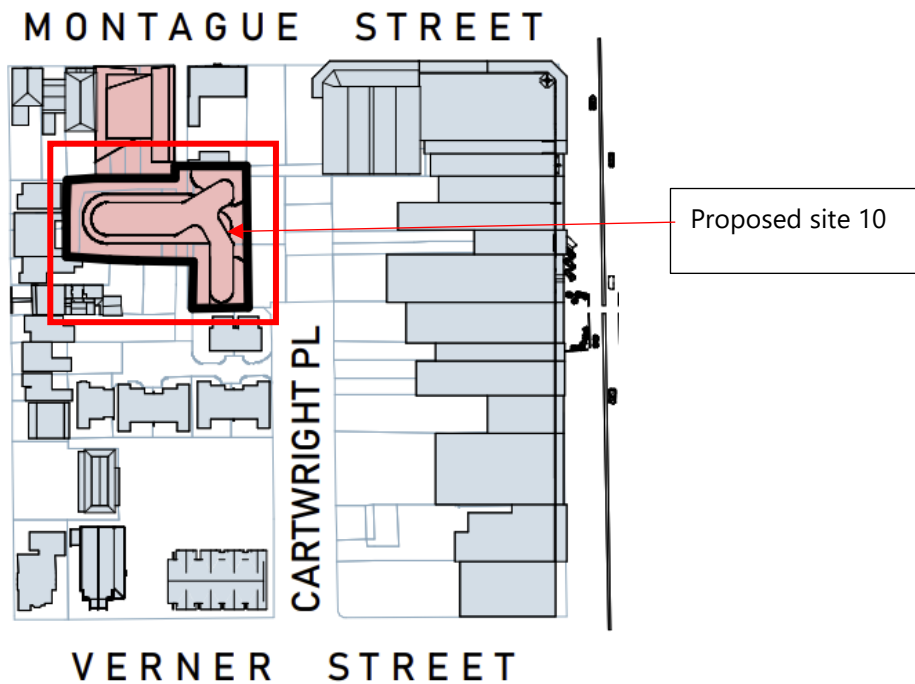


Figure 171 – Image Tim Lee Architects planning model.

The existing public parking area off Cartwright Place surrounded by residential to the west and south and commercial to the north and east.

## Site Views



Figure 172 – Image Tim Lee Architects

View from the entry to Cartwright Place off Verner Street looking to the significant heritage group including the catholic old bishops' residents and the former cathedral of St Peter and Paul



Figure 173 – Image Tim Lee Architects

View along the North side of Verner Street from the Cartwright Place entry



Figure 174 – Image Tim Lee Architects  
View along Cartwright Place to site 10

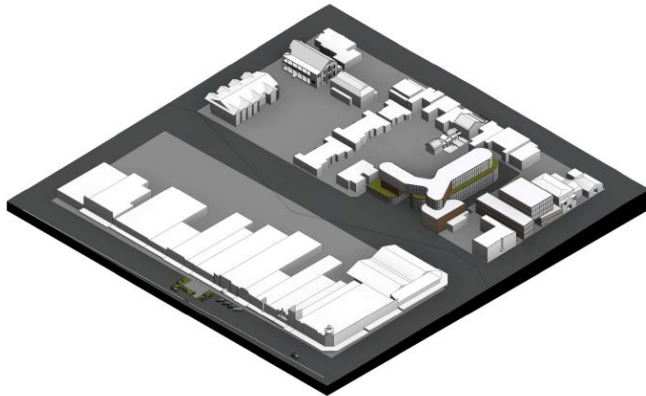


Figure 175 – Image Tim Lee Architects  
View across site 10 toward St Saviors Cathedral to the Northwest

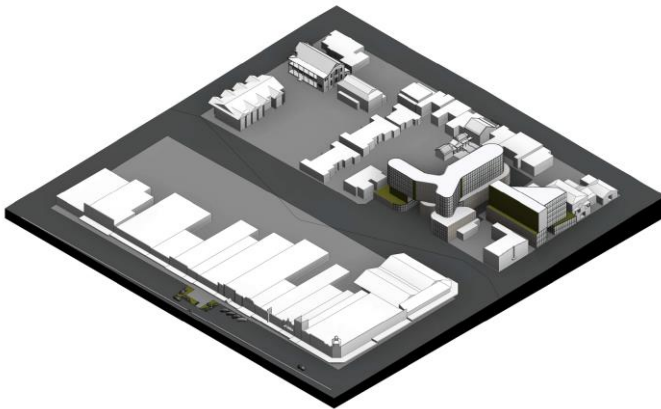


Figure 176 – Image Tim Lee Architects  
View across the edge of sites 9 and 10 toward the state significant Elmslea Chambers building on Montague Street, the bell tower of the old fire station is to the right of frame.

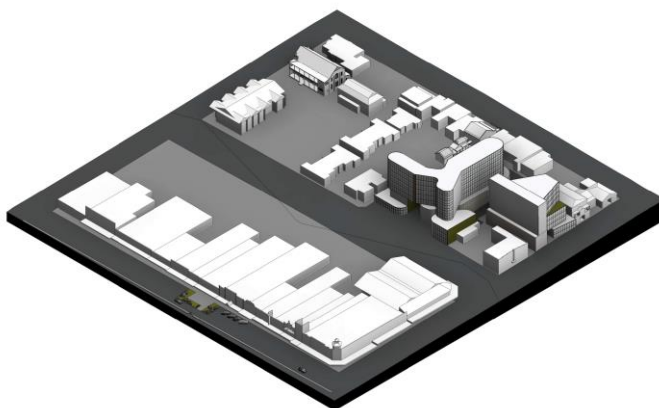
**Developed 3D concept images.**



**15m height limit.** Figure 177 – Image Tim Lee Architects

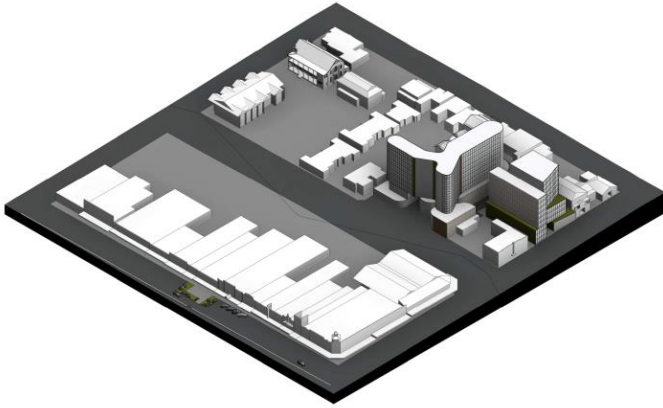


**21m height limit.** Figure 178 – Image Tim Lee Architects

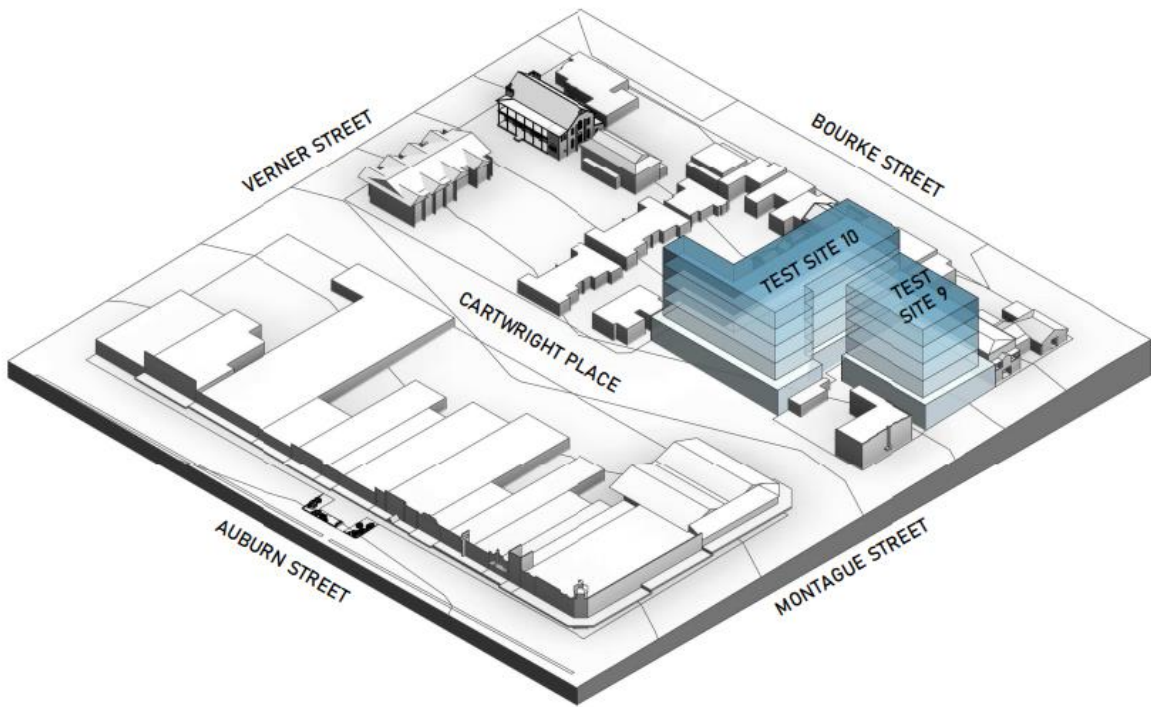


**27m height limit.** Figure 179 – Image Tim Lee Architects





**33m height limit.** Figure 180 – Image Tim Lee Architects



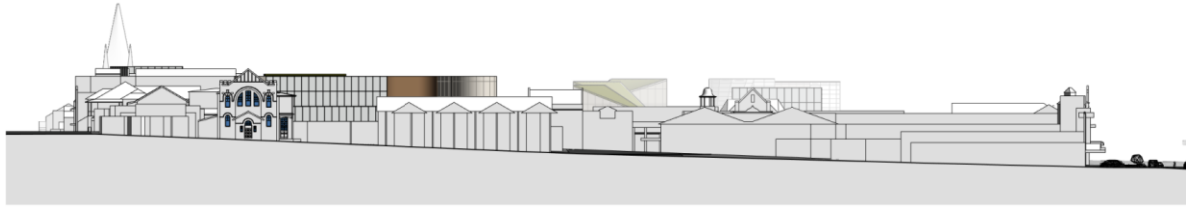
**Maximum building volume.** Figure 181 – Image Tim Lee Architects

**Elevation studies from Verner St.**



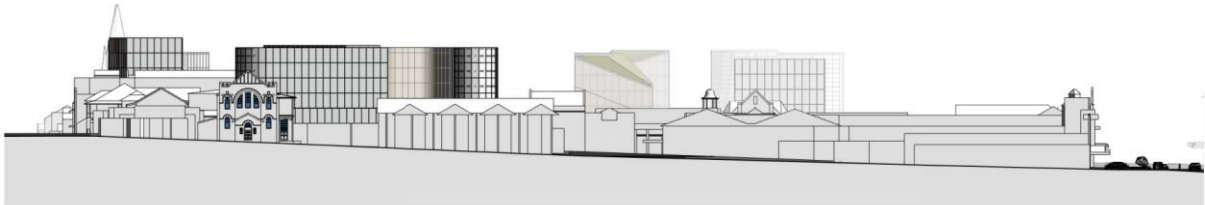
Roses Café      Abbey Motel

**Existing condition.** Figure 182 – Image Tim Lee Architects



Roses Café      Abbey Motel

**15m height limit.** Figure 183 – Image Tim Lee Architects



Roses Café      Abbey Motel

**21m height limit.** Figure 184 – Image Tim Lee Architects



Roses Café      Abbey Motel

**27m height limit.** Figure 185 – Image Tim Lee Architects



Roses Café      Abbey Motel

**33m height limit.** Figure 186 – Image Tim Lee Architects

### Summary

Site 10 Coupled with Site 9 is in one of the more significant areas of the city. Montague Street to the North provides major views to the Anglican cathedral and contains some of Goulburn’s most significant heritage items. To the South lies the St Peter and Pauls’ Old Cathedral, the bishop’s residence, and the Abbey motel development. Along the southern edge of Site 10 is 101 Bourke Street a significant period dwelling. There is a small stone cottage to the eastern edge of that site that would be impacted by development of this area.

The higher height limits proposed for the CBD would not be appropriate in this area. Overlooking, overshadowing, and blocking of significant view corridors and vistas would occur, **However, 3 to 4 storey 15 – 21metre high quality development with a well-articulated massing and elevational treatment would be sustainable in this area.**

Careful consideration of the adjoining significant buildings to the North (101 Bourke Street) and to the South (Stone cottage) would be an important element for any proposed redevelopment of this site. `

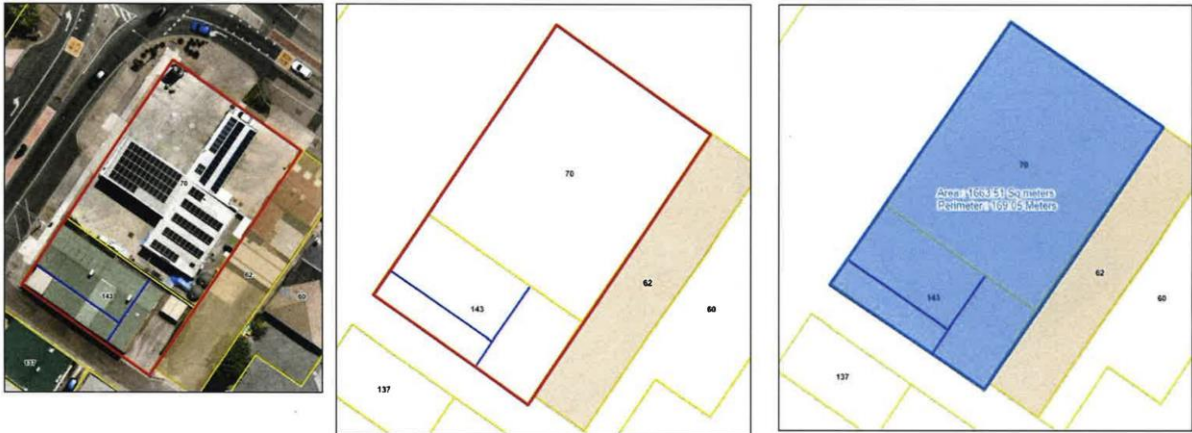
### **Additional considerations**

The site is ideally placed, accessing all the major civic, medical, and commercial services of the CBD. There is extremely high walkability element.

Building form could use basement parking coupled with a podium level that activates the pedestrian links through Cartwright place. There is opportunity for the creation of greenspace at ground level to provide visual interest and hint at the development lying in behind. Montague Street is populated by professional offices and this style of occupancy would be augmented in ground level commercial space. The overall form and aesthetic of any new building in this area should be mindful of the strong art deco elements and well-defined massing and aesthetic of the North side of Montague Street.

16. TEST SITE 11

Test Site 11 – 70 Clifford Street and 143 Bourke Street



Setback Requirements	
Front	6.5m at ground floor (Bourke St & Clifford St) 3+ storeys = 3m from ground floor building line
Side	2m at ground floor 3+ storeys = 2m from ground floor building line 3+ storeys = 4m from ground floor building line adj. 62 Clifford St
Rear	6m

Site 11 Figure 187 – GMC Briefing document.



Figure 188 – Image Tim Lee Architects planning model.

The existing Merino Fuel station site and the adjacent blond brick commercial building on the corner of Bourke Street and Clifford Street.

## Site Images



Figure 189 – Image Tim Lee Architects  
View looking south to the St Saviors Cathedral

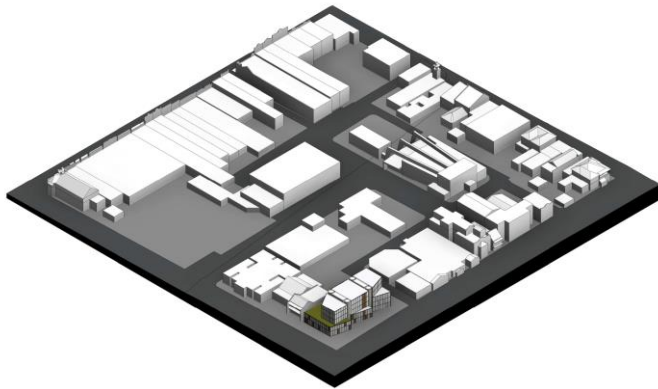


Figure 190 – Image Tim Lee Architects  
View looking south across the whole site.



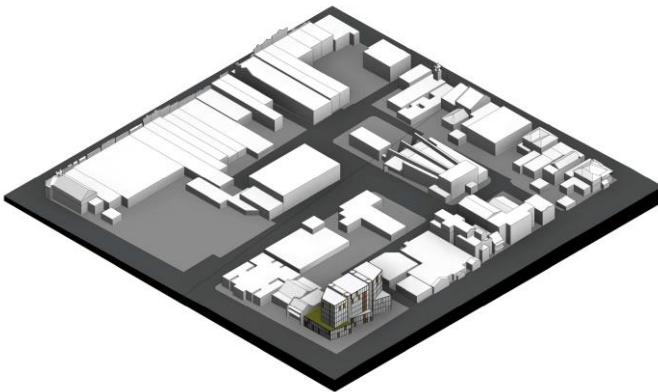
Figure 191 – Image Tim Lee Architects  
View looking Northeast across the whole site.

**Developed 3D concept images.**

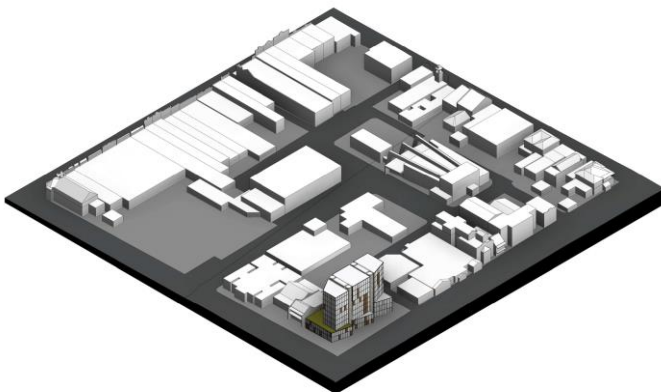


**15m height limit.** Figure 192 – Image Tim Lee Architects

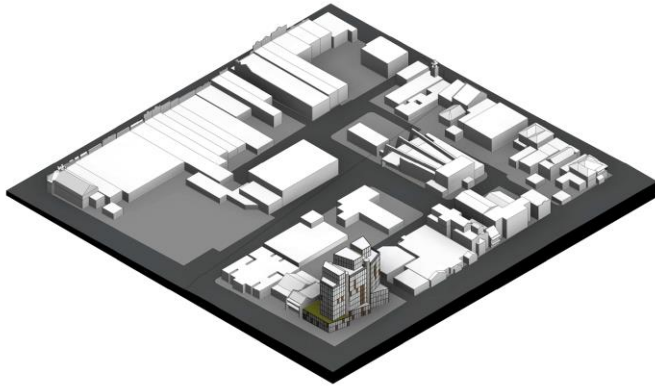
The example planning shows a potential form based on a series of articulated podium volumes with tower's extruded up to the proposed building height limits.



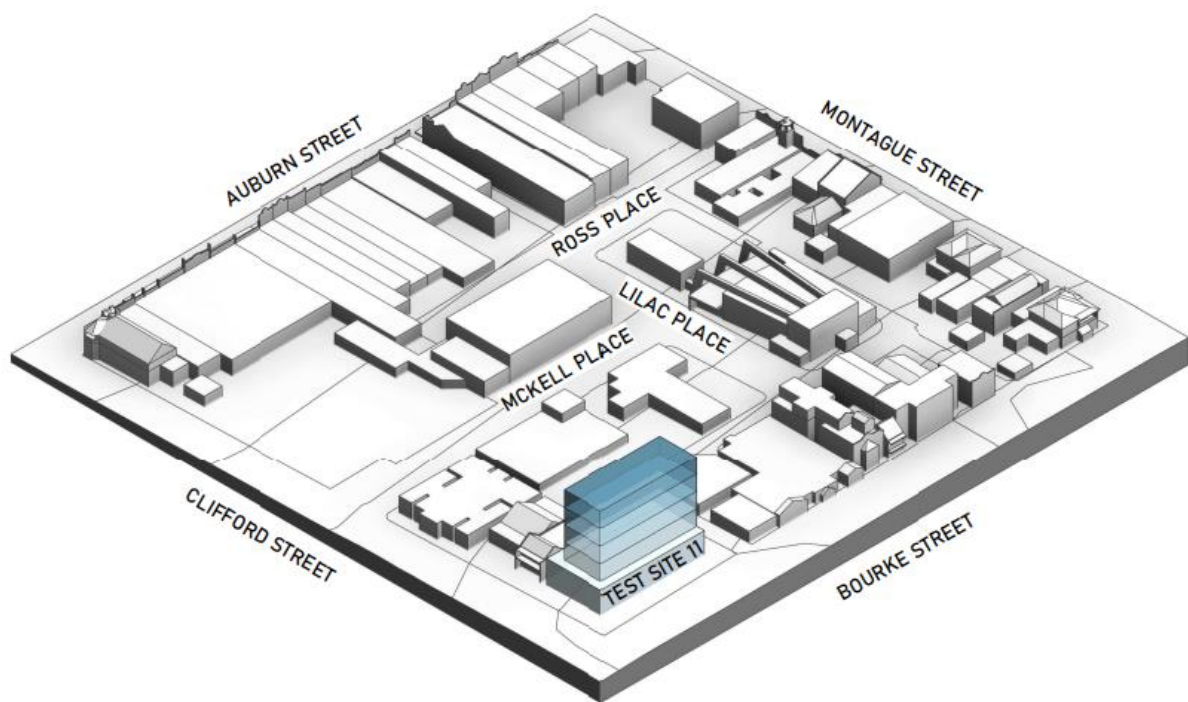
**21m height limit.** Figure 193– Image Tim Lee Architects



**27m height limit.** Figure 194 – Image Tim Lee Architects

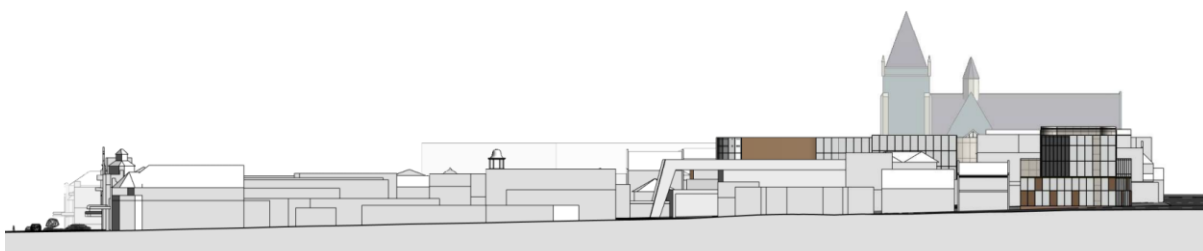


**33m height limit.** Figure 195 – Image Tim Lee Architects



**Maximum building volume.** Figure 196 – Image Tim Lee Architects

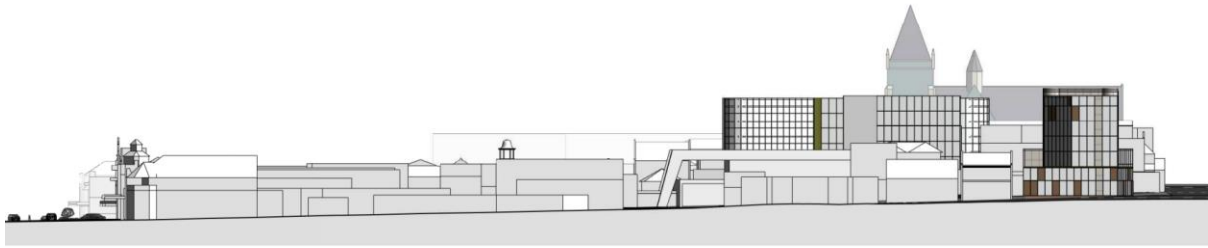
**Elevation studies from Clifford St.**



Goulburn Workers club

Site 11

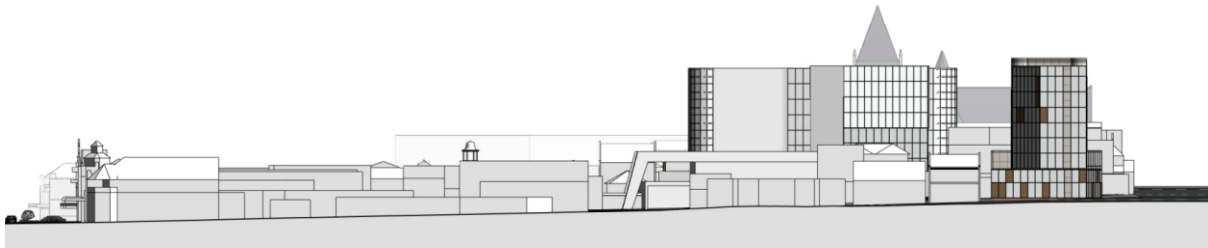
**15m height limit.** Figure 197 – Image Tim Lee Architects



Goulburn Workers club

Site 11

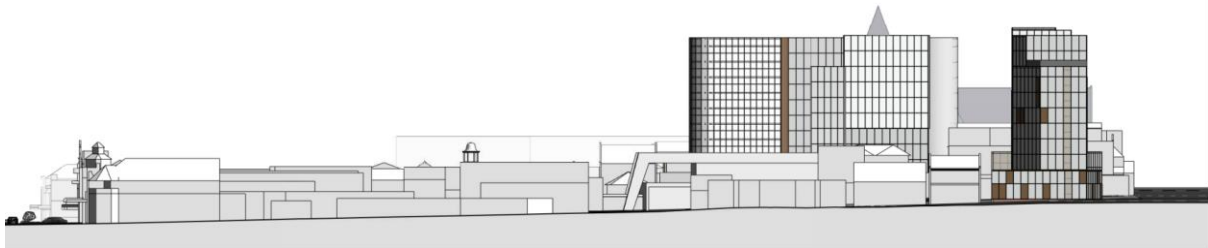
**21m height limit.** Figure 198 – Image Tim Lee Architects



Goulburn Workers club

Site 11

**27m height limit.** Figure 199 – Image Tim Lee Architects



Goulburn Workers club

Site 11

**33m height limit.** Figure 200 – Image Tim Lee Architects

## Summary

Located on a highly visible and significant corner lot, Site 11 presents several opportunities. The redevelopment of Bourke Street sites to the south of the lot has yielded high quality one and three storey buildings that provide contemporary interpretation of the existing large civic and commercial properties in this area this form, and massing would be an appropriate reference in the redevelopment of this corner lot.

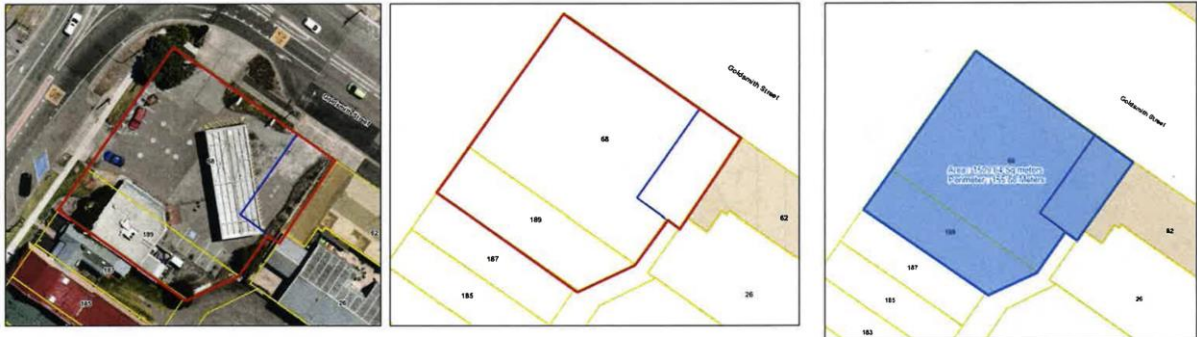
The site addresses the Civic Centre, St Saviors Cathedral as well as Bourke Street Primary School.

The site is not appropriate for 5 storey and higher development as this would overpower existing buildings, break the established massing of the precinct and impact the views to the Cathedral and surrounding curtilage. **A well-articulated three to four storey (15metre) building would provide appropriate complimentary redevelopment of this significant site.**



## 17. TEST SITE 12

### Test Site 12 – 68 Goldsmith Street and 189 Bourke Street



Setback Requirements	
Front	6.5m at ground floor (Goldsmith & Bourke St) 3+ storeys = 3m from ground floor building line
Side	2m at ground floor 3+ storeys = 2m from ground floor building line
Rear	6m

Site 12 Figure 201 – GMC Briefing document.

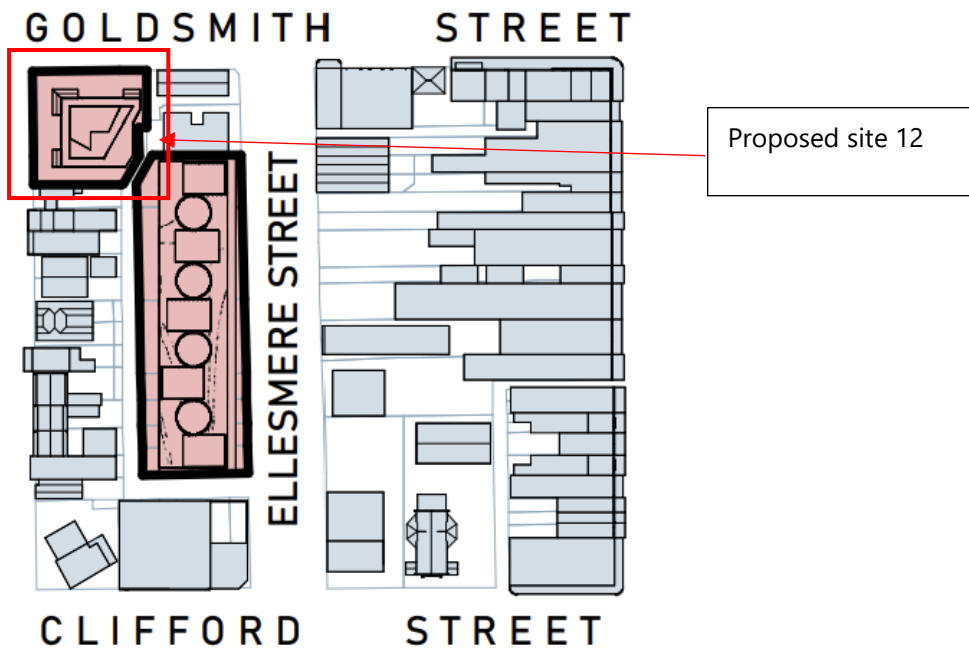


Figure 202 – Image Tim Lee Architects planning model.

The existing Caltex Starmart Service station on the corner of Goldsmith and Bourke Street

## Site Views



Figure 203 – Image Tim Lee Architects  
View of the site looking North to the Uniting Church



Figure 204 – Image Tim Lee Architects  
View across the western edge of the site looking south.



Figure 205 – Image Tim Lee Architects  
View into the site from the intersection of Goldsmith and Bourke Street



Figure 206 – Image Tim Lee Architects  
View out of the site across Ellesmere Street -parking area to Rocky Hill

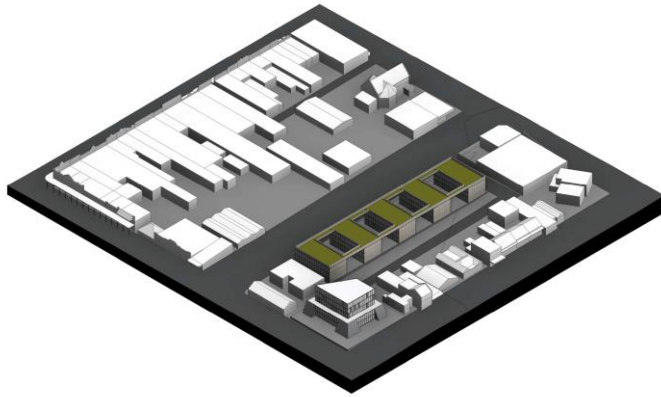


Figure 207 – Image Tim Lee Architects  
View of the site looking to the South



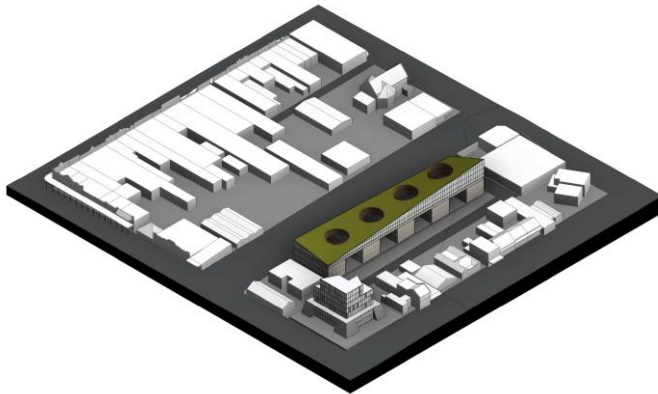
Figure 208 – Image Tim Lee Architects  
View of the site looking east along Goldsmith Street to site 14 and 16

**Developed 3D concept images.**

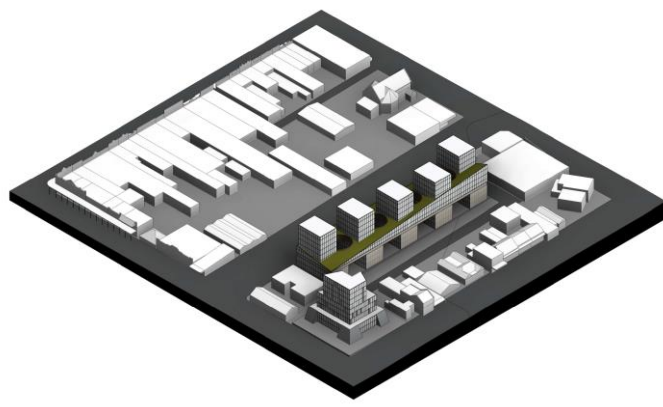


**15m height limit.** Figure 209– Image Tim Lee Architects

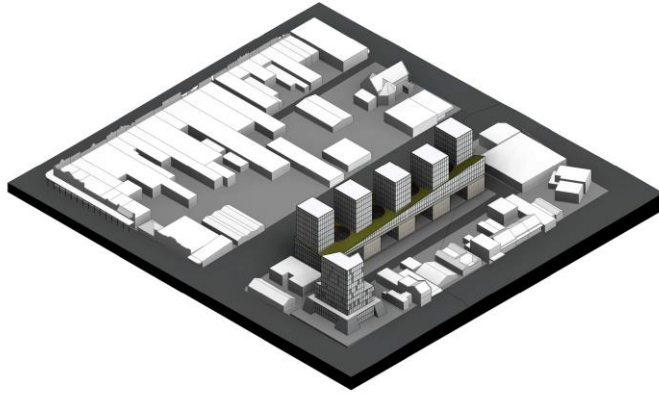
The example planning shows a potential form based on an irregular volume over an anchoring base podium.



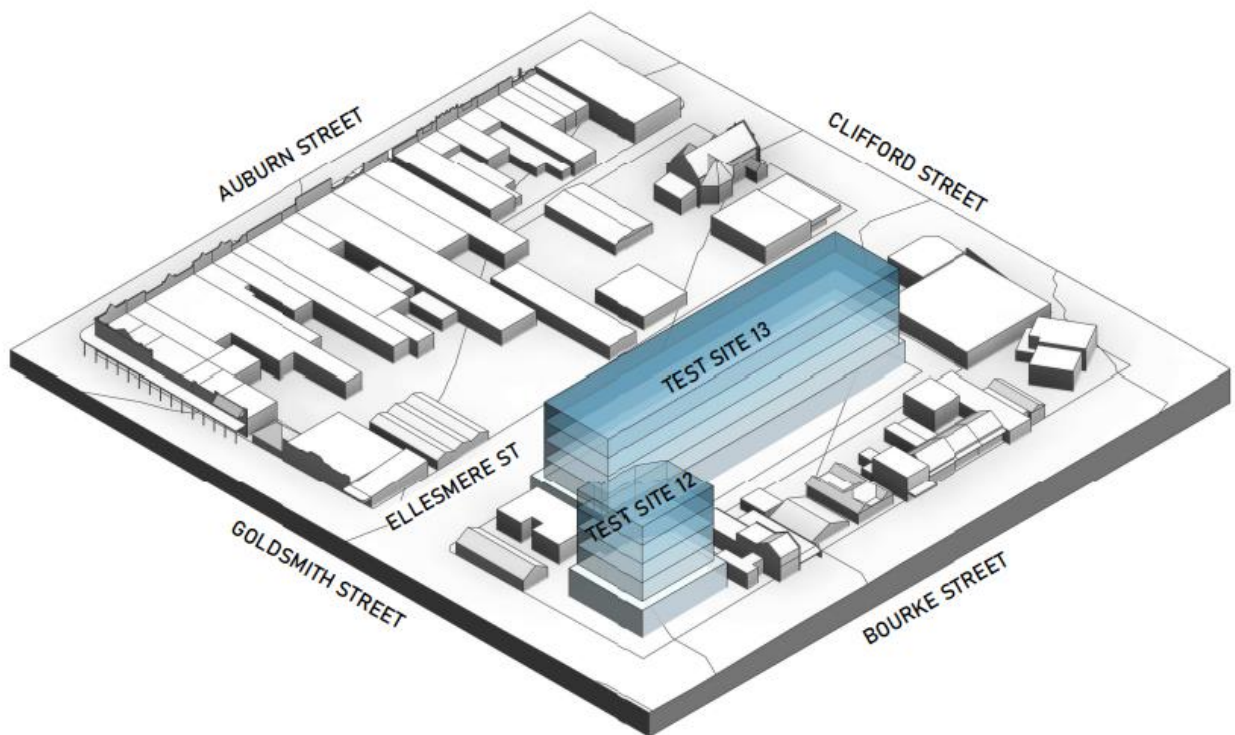
**21m height limit.** Figure 210 – Image Tim Lee Architects



**27m height limit.** Figure 211 – Image Tim Lee Architects



**33m height limit.** Figure 212 – Image Tim Lee Architects



**Maximum Building volume.** Figure 213 – Image Tim Lee Architects

**Elevation studies from Bourke St.**



Site 12

Site 13

**15m height limit.** Figure 214 – Image Tim Lee Architects



Site 12

Site 13

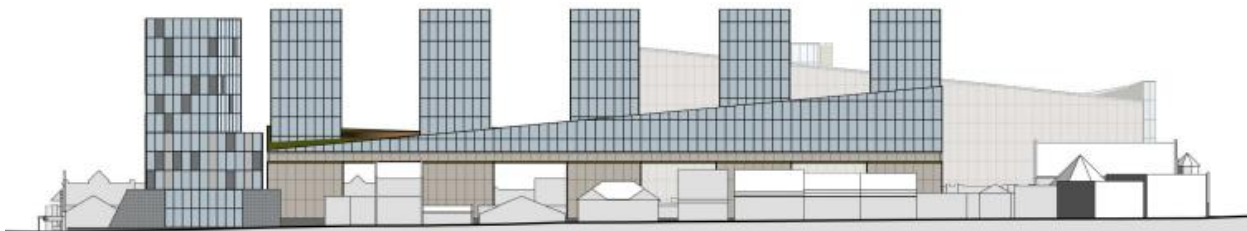
**21m height limit.** Figure 215 – Image Tim Lee Architects



Site 12

Site 13

**27m height limit.** Figure 216 – Image Tim Lee Architects

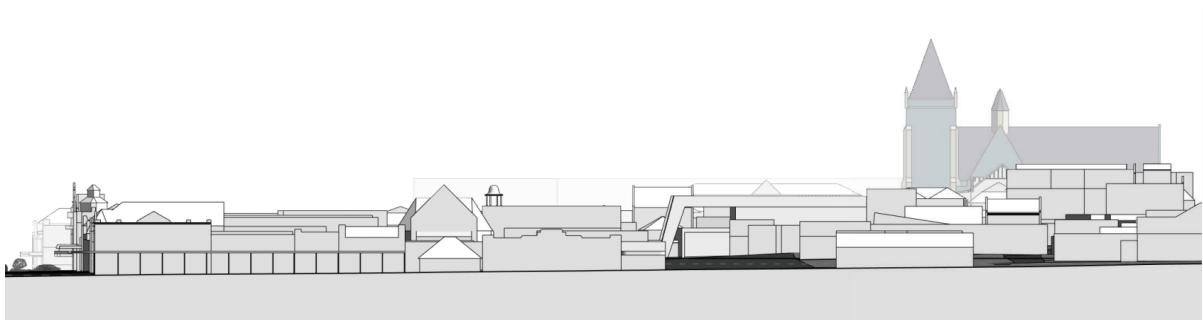


Site 12

Site 13

**33m height limit.** Figure 217 – Image Tim Lee Architects

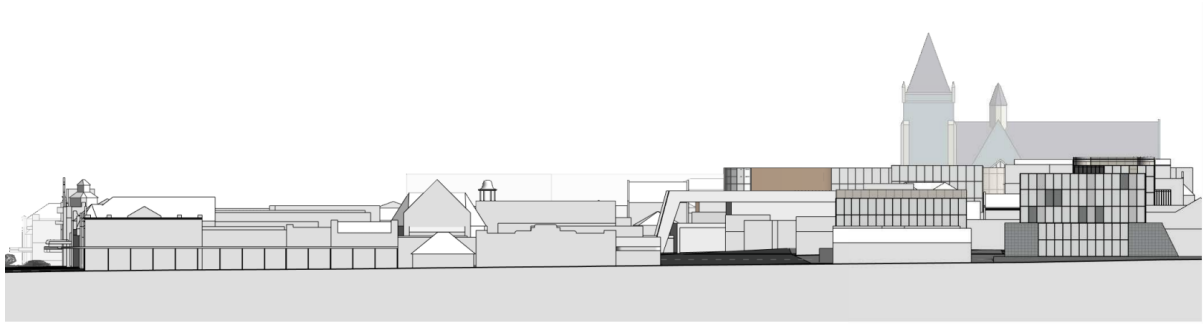
**Elevation studies from Bradley Street**



Site 13

Site 12

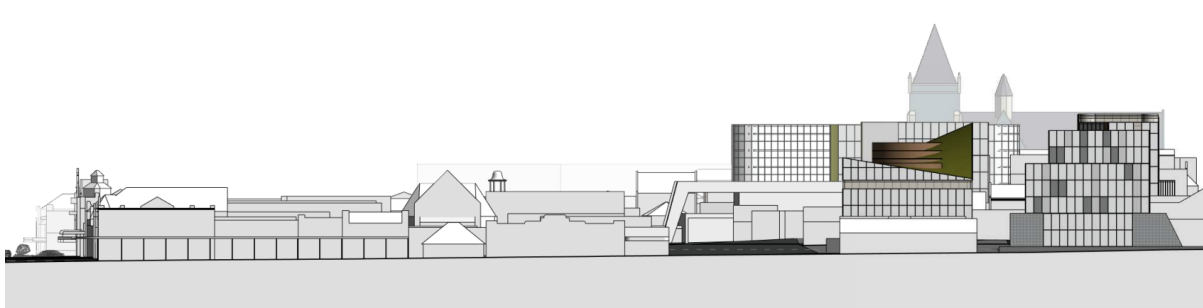
**Existing condition.** Figure 218 – Image Tim Lee Architects



Site 13

Site 12

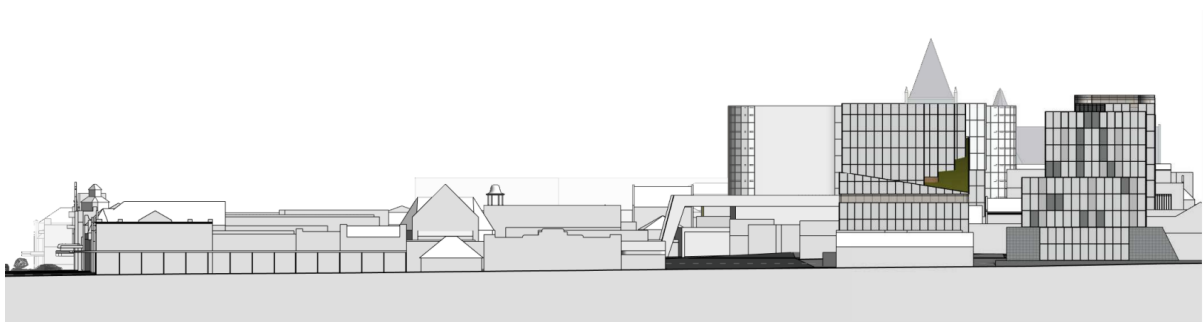
**15m height limit.** Figure 219 – Image Tim Lee Architects



Site 13

Site 12

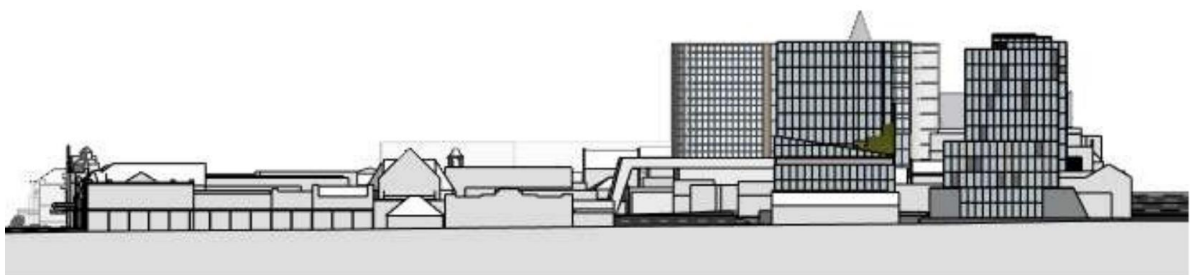
**21m height limit.** Figure 220 – Image Tim Lee Architects



Site 13

Site 12

**27m height limit.** Figure 221 – Image Tim Lee Architects



Site 13

Site 12

**33m height limit.** Figure 222 – Image Tim Lee Architect

## **Summary**

Site 12 would be considered a gateway development site.

**The taller height limits would most likely overwhelm surrounding development and established view corridors, however, a 21 – 27m limit with the higher limit restricted to an identified portion of the site.**

## **Additional Considerations**

Intensified residential over well considered commercial/ retail/ entertainment development would be appropriate.



18. TEST SITE 13

Test Site 13 – 11 – 23 Ellesmere Street, Ellesmere Street Carpark



Setback Requirements	
Front	2m at ground floor (Ellesmere St) 3+ storeys = 3m from ground floor building line
Side	0m at ground floor 3+ storeys = 2m from ground floor building line
Rear	6m

Site 13 Figure 223 – GMC Briefing document.

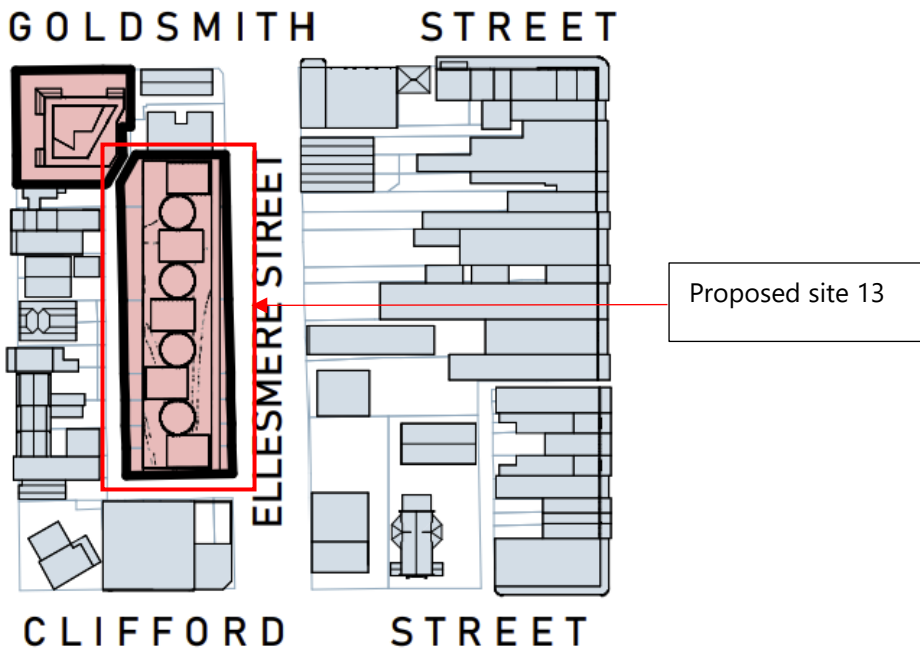


Figure 224 – Image Tim Lee Architects planning model.  
The existing Ellesmere Street parking area

## Site Views



Figure 225 – Image Tim Lee Architects  
View out of the site looking to the Uniting Church.



Figure 226 – Image Tim Lee Architects  
View from Goldsmith Street looking to the south to Clifford Street.



Figure 227 – Image Tim Lee Architects  
View out of the site to Rocky Hill.



Figure 228 – Image Tim Lee Architects  
View across the site looking to the east.



Figure 229 – Image Tim Lee Architects  
View across the site to the southwest toward the bell tower of St Saviors Cathedral



Figure 230 – Image Tim Lee Architects  
View to the parking area of the Pavilion Café to the southeast corner of the site



Figure 231 – Image Tim Lee Architects  
View across the whole site from the southeast corner at Clifford Street

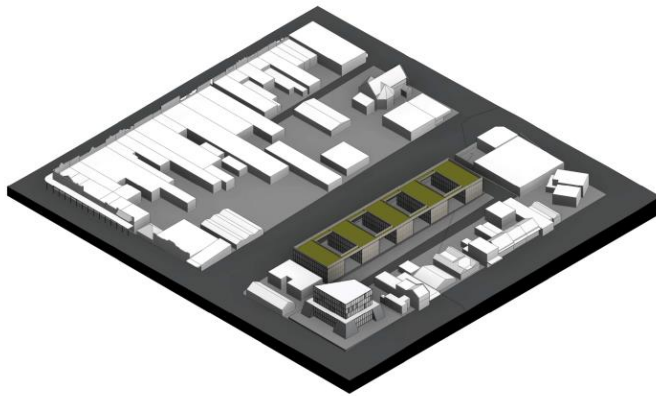


Figure 232 – Image Tim Lee Architects  
View Site entry from Clifford Street



Figure 233 – Image Tim Lee Architects  
View through the site to the Uniting Church

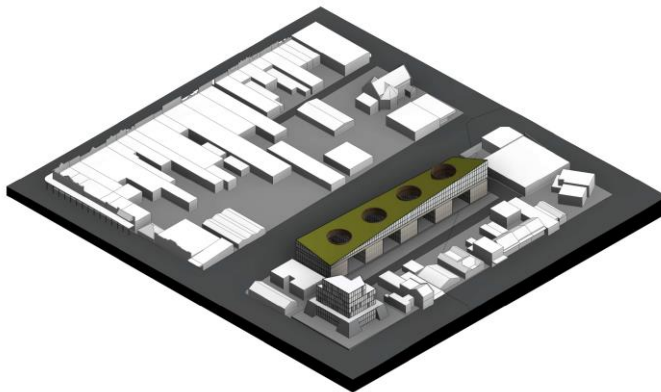
**Developed 3D concept images.**



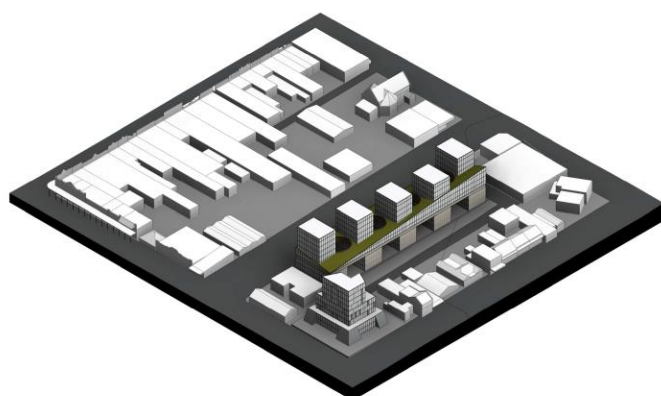
**15m height limit.** Figure 234 – Image Tim Lee Architects

The example planning shows a potential form based on a series of detached volumes linked by a common green podium at the upper level, the podium is broken to allow light into the lower building levels.

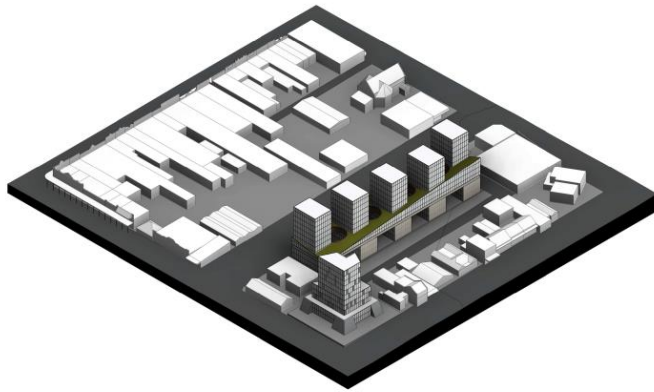
The Green podium becomes an irregular topographic form pierced by detached small floorplate residential towers.



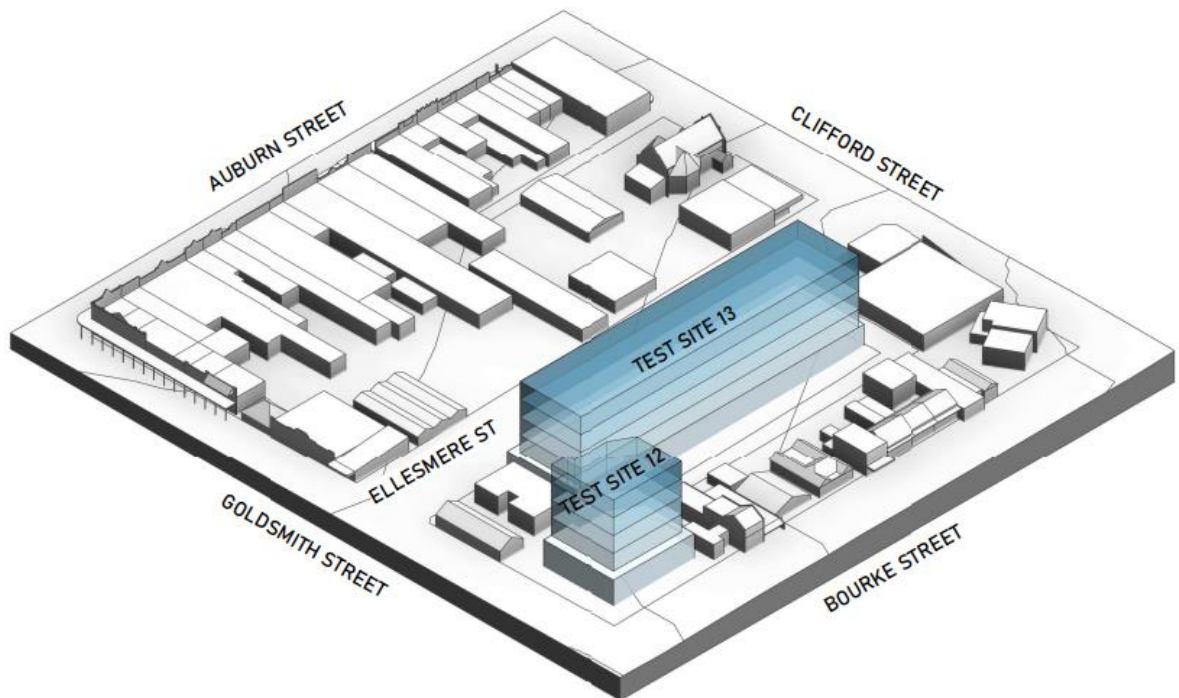
**21m height limit.** Figure 235 – Image Tim Lee Architects



**27m height limit.** Figure 236 – Image Tim Lee Architects



**33m height limit.** Figure 237 – Image Tim Lee Architects



**Maximum building volume.** Figure 238 – Image Tim Lee Architects

**Elevation studies from Bourke St.**



Site 12

Site 13

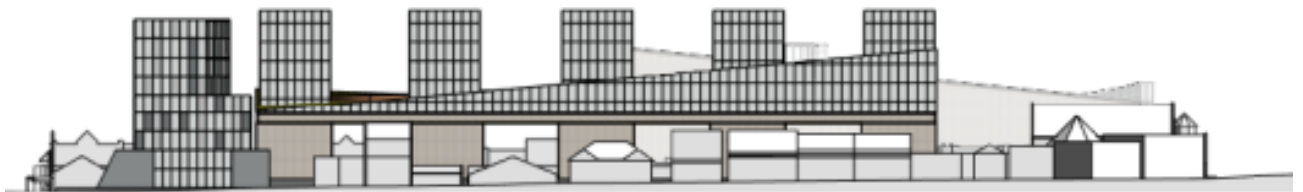
**15m height limit.** Figure 239 – Image Tim Lee Architects



Site 12

Site 13

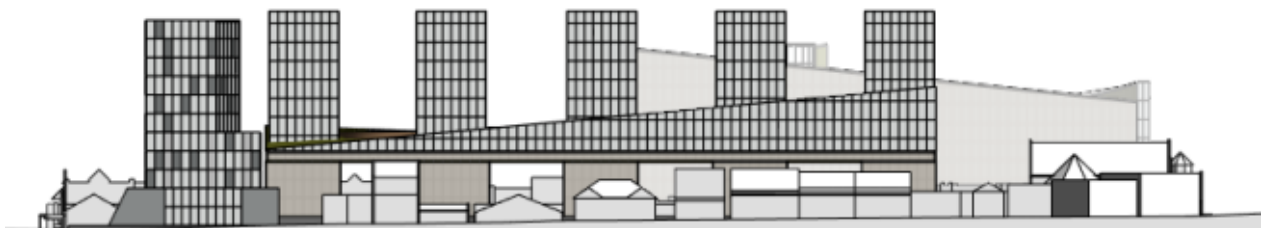
**21m height limit.** Figure 240 – Image Tim Lee Architects



Site 12

Site 13

**27m height limit.** Figure 241 – Image Tim Lee Architects



Site 12

Site 13

**33m height limit.** Figure 242 – Image Tim Lee Architects

## Summary

The Ellesmere Street Parking area linking through to the service station on the corner of Bourke and Goldsmith Street provides one of the most exciting redevelopment opportunities in the CBD.

The upper floors provide sweeping views across the city. The potential activation of the rear portion of lots facing Auburn Street, allows for multiple pedestrian links to Bourke, Auburn, Clifford, and Goldsmith Street.

The taller height limits would most likely overwhelm surrounding development and established view corridors, **however, a 21 – 27m with the higher limit restricted to an identified portion of the site would be appropriate.**

Careful consideration of overlooking and overshadowing of the existing established properties to the West of the site will need to form part of a considered approach to any redevelopment.

## Additional Considerations

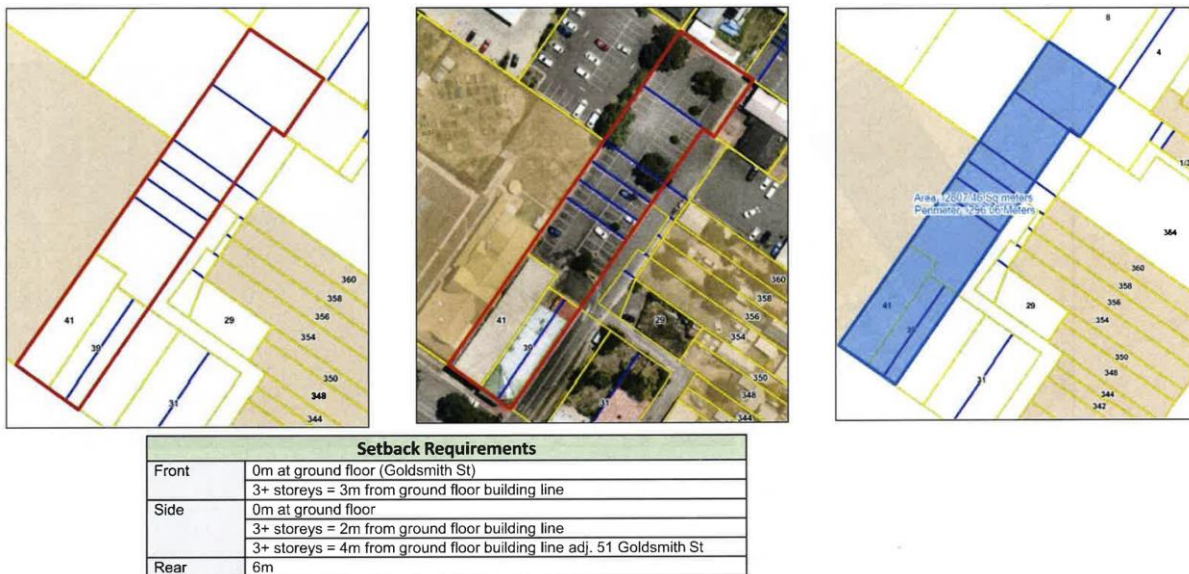
Intensified residential over well considered commercial/ retail/ entertainment development would be appropriate.

When considering sustainability and energy efficiency this site provides potential for medium rise Green development incorporating roof top gardens providing recreational space for residents coupled with passive energy systems including Photovoltaic solar arrays and water harvesting supplementing the energy and resource use of the site.



19. TEST SITE 14

Test Site 14 – 39 and 41 Goldsmith Street, Goldsmith Street Carpark



Site 14 Figure 243 – GMC Briefing document

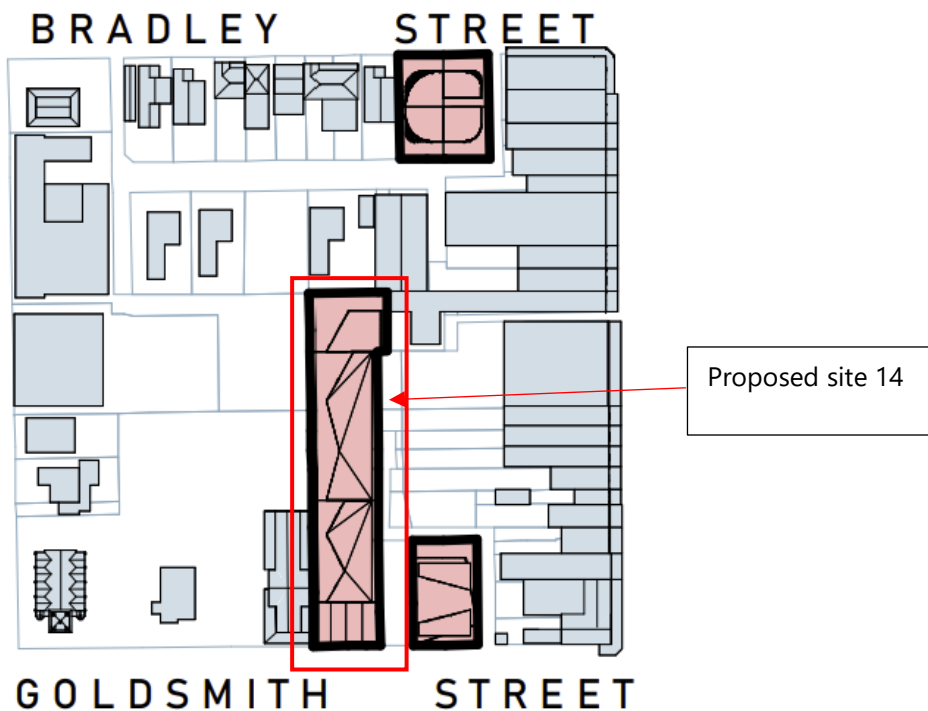


Figure 244 – Image Tim Lee Architects planning model

Site 14 includes the existing parking area behind Goldsmith Street as well as existing commercial property addressing Goldsmith Street

## Site Views



Figure 245 – Image Tim Lee Architects  
View across the site looking to the Southwest



Figure 246 – Image Tim Lee Architects  
View out of the site to the Southwest toward the Uniting church



Figure 247 – Image Tim Lee Architects  
View looking to Rocky Hill to the East

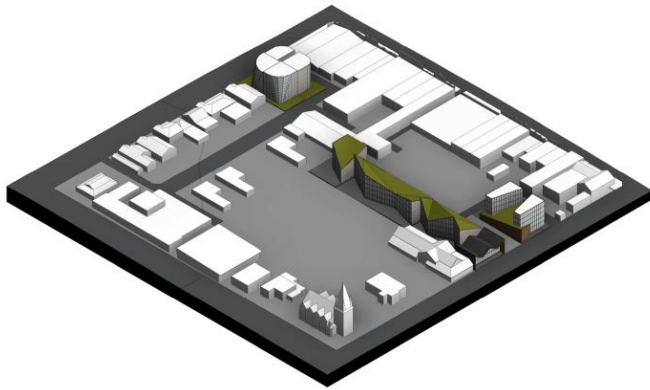


Figure 248 – Image Tim Lee Architects  
View across the eastern commercial property



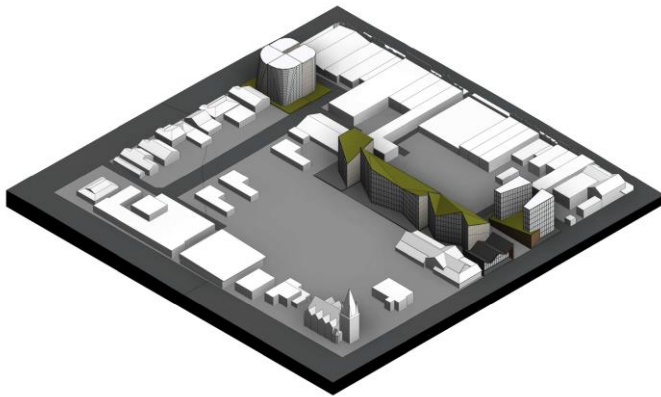
Figure 249 – Image Tim Lee Architects  
View from the entry to Site 14 from Goldsmith Street

**Developed 3D concept images**

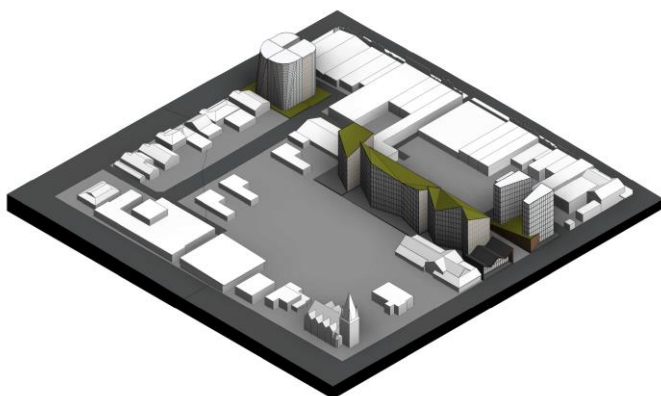


**15m height limit.** Figure 250 – Image Tim Lee Architects

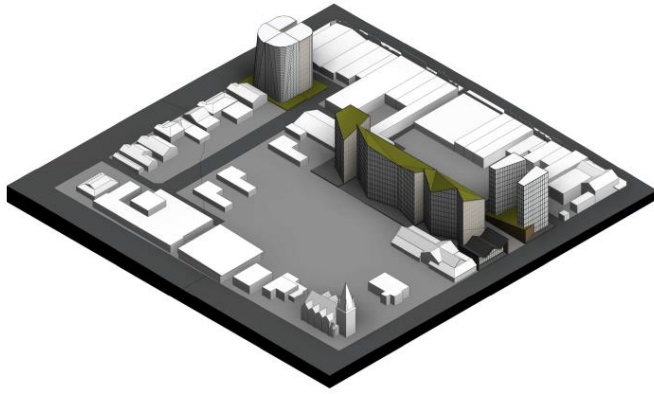
The example planning shows a potential form based on an irregular polygon extrusion.



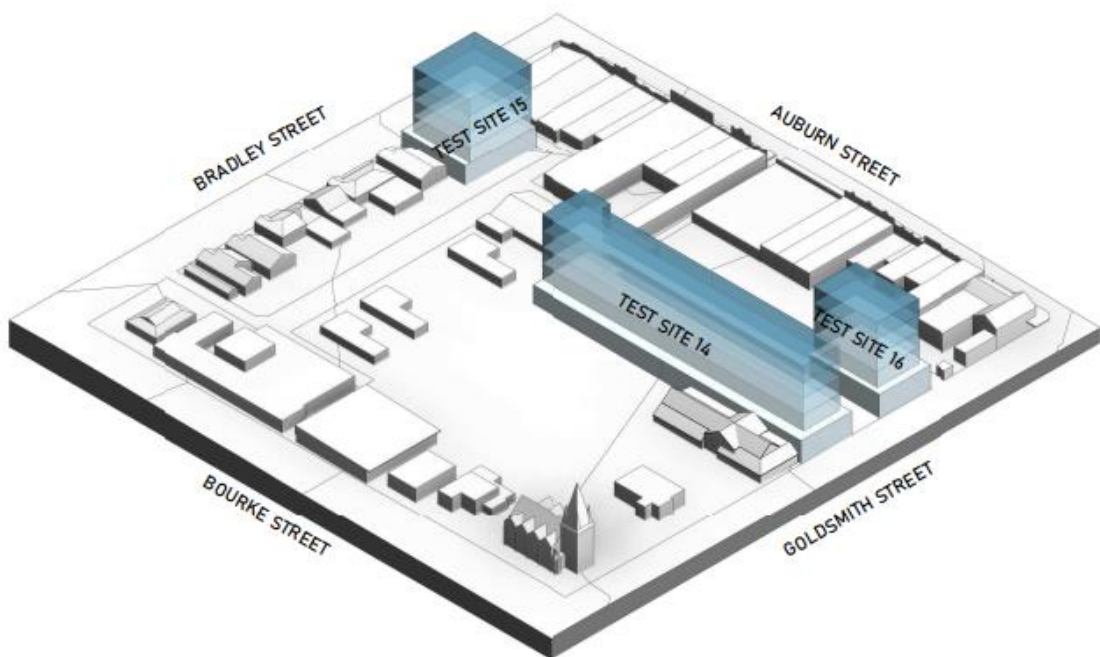
**21m height limit.** Figure 251 – Image Tim Lee Architects



**27m height limit.** Figure 252 – Image Tim Lee Architects



**33m height limit.** Figure 253 – Image Tim Lee Architects



**Maximum Building volume.** Figure 254 – Image Tim Lee Architects

**Elevation studies from Goldsmith St.**



Uniting Church

Site 16

Site 14

**Existing Condition.** Figure 255 – Image Tim Lee Architects

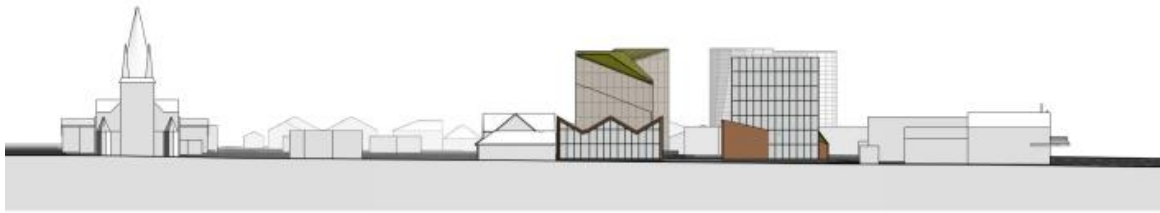


Uniting Church

Site 16

Site 14

**15m height limit.** Figure 256 – Image Tim Lee Architects



Uniting Church

Site 16

Site 14

**21m height limit.** Figure 257 – Image Tim Lee Architects



Uniting Church

Site 16

Site 14

**27m height limit.** Figure 258 – Image Tim Lee Architects



Uniting Church

Site 16

Site 14

**33m height limit.** Figure 259 – Image Tim Lee Architects

### Summary

Site 14 presents a similar possibility to sites 12 and 13. In This case however, the proximity to the northern residential precinct coupled with limited access presents some difficulty in providing a coherent connection into the existing streetscape.

Goulburn CBD Height Massing study

Issue C Issue Date 21-2-2024

Tim Lee Architects, Nominated Architect: Tim Lee, NSW Registration 7304, DP Registration DEP0003684, Regional Architecture Association

**A well-articulated 15 to 21metre high development would provide an excellent contribution to the CBD.** Overshadowing would be minimal and would need to be considered particularly for the open site to the West.

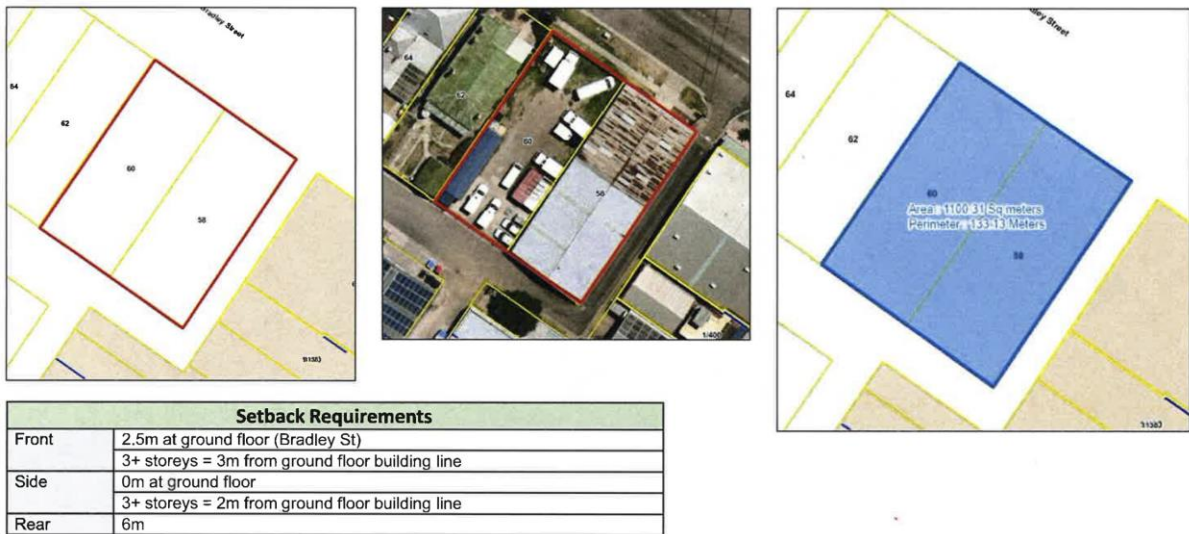
The Site in isolation has a good visual connection to city landmarks which will only be enhanced through taller construction.

### **Additional Considerations**

The sites location promotes a high level of walkability connection into the existing CBD. Parking elements could be contained within a basement structure. Site 14 could sustain quality commercial/retail ground floor redevelopment supported by the access lanes surrounding the site for deliveries and the like.

20. TEST SITE 15

Test Site 15 – 58 and 60 Bradley Street



Site15 Figure 260 – GMC Briefing document

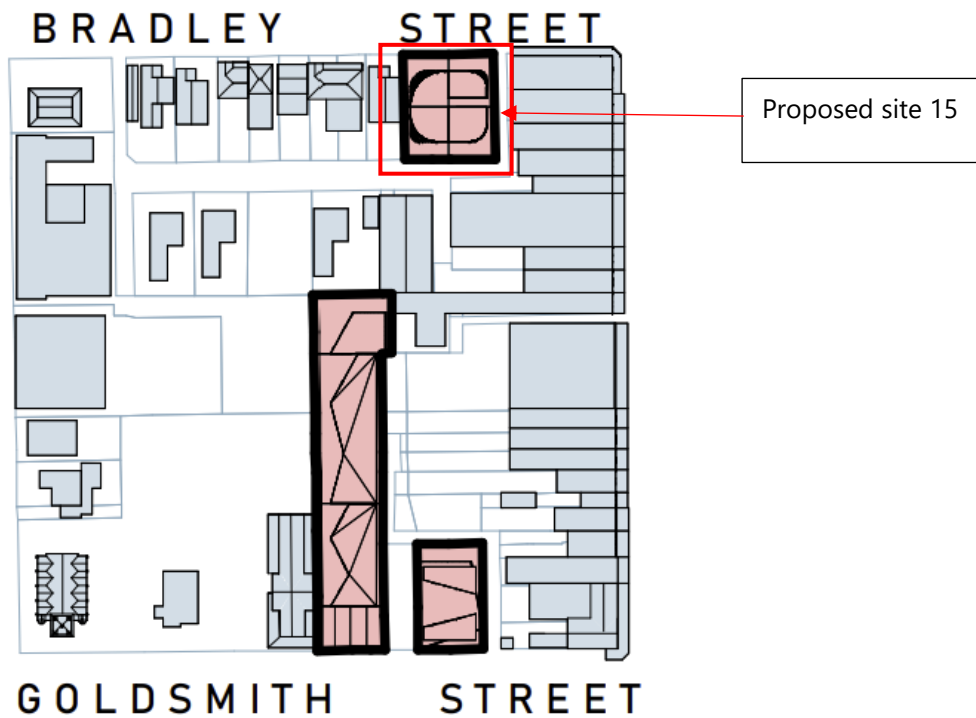


Figure 261 – Image Tim Lee Architects planning model  
Site 15 is a small, contained allotment fronting Bradley Street to the North and accessed from Hampshire Lane to the south and East



## Site Views



Figure 262 – Image Tim Lee Architects  
View of the site from Bradley Street

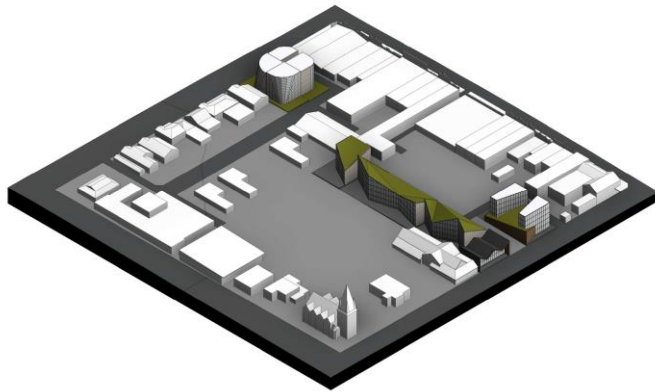


Figure 263– Image Tim Lee Architects  
View of the site looking into Hampshire lane



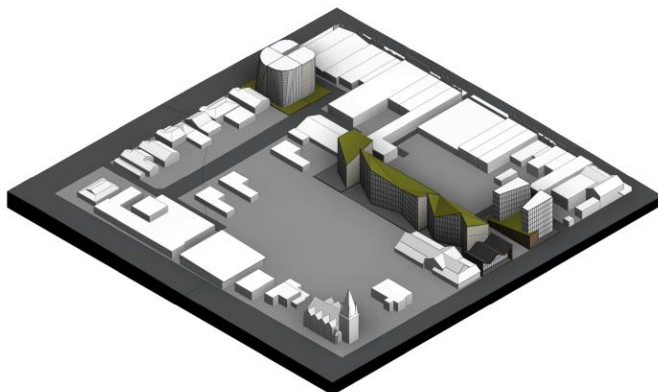
Figure 264 – Image Tim Lee Architects  
View out of the site to the Auburn Street/ Bourke Street Intersection

**Developed 3D concept images.**

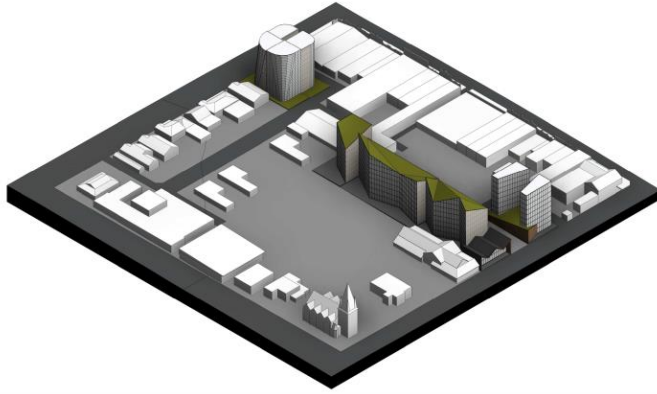


**15m height limit.** Figure 265 – Image Tim Lee Architects

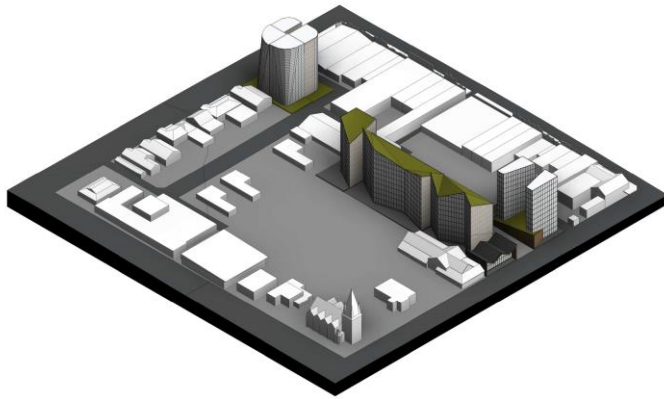
The example planning shows a potential form based on a simple rectilinear extrusion with curved edges.



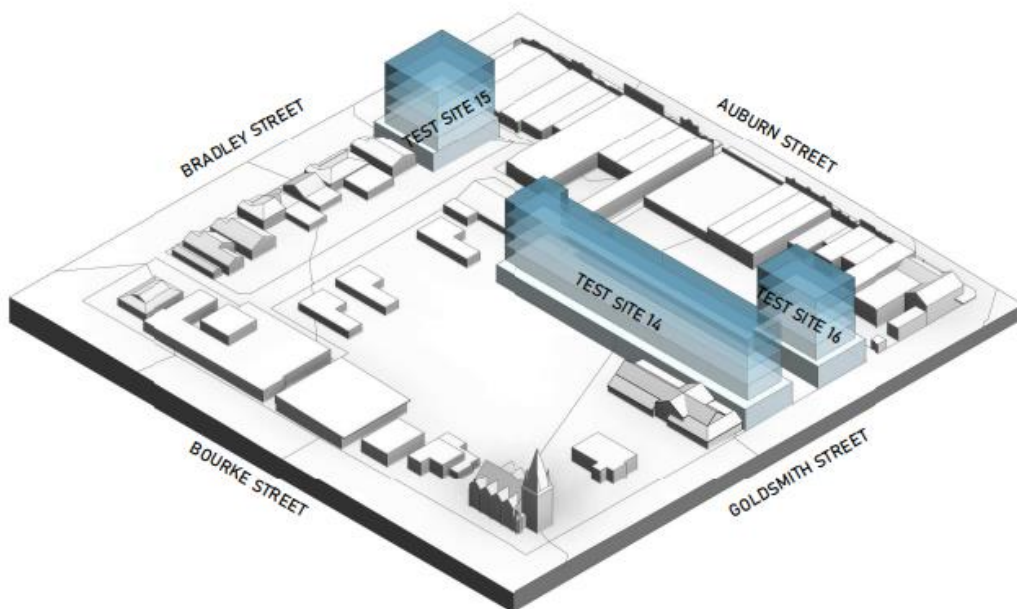
**21m height limit.** Figure 266 – Image Tim Lee Architects



**27m height limit.** Figure 267 – Image Tim Lee Architects



**33m height limit.** Figure 268 – Image Tim Lee Architects



**Maximum building volume.** Figure 269 – Image Tim Lee Architect

## Elevation studies from Bradley St.



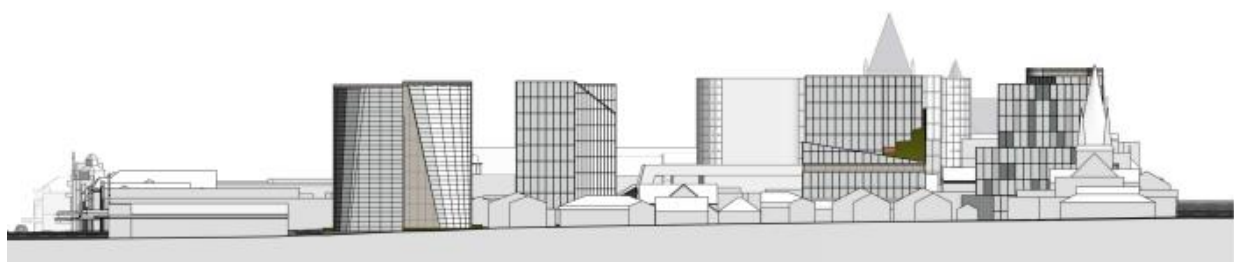
Mulwaree Arcade Site 15 Site 16 Site 14

**15m height limit.** Figure 270 – Image Tim Lee Architects



Mulwaree Arcade Site 15 Site 16 Site 14

**21m height limit.** Figure 271 – Image Tim Lee Architects



Mulwaree Arcade Site 15 Site 16 Site 14

**27m height limit.** Figure 272 – Image Tim Lee Architects



Mulwaree Arcade Site 15 Site 16 Site 14

**33m height limit.** Figure 273 – Image Tim Lee Architects

## Summary

Site 15 is a small rectilinear site on the Southern side of Bradley Street. The site is visually linked to the CBD Gateway intersection of Auburn and Bradley Streets. The site itself is accessed from both Bradley Street and Hampshire Lane to the south.

Building massing and typology surrounding the site is essentially residential single storey detached. The exception is the corner site occupied by Mulwaree Arcade. At this stage the site will not support

27 – 33m development. **The suggested maximum of 15-to-21-metre height limit would provide opportunity to create a consistent approach should Mulwaree Arcade and the opposite Caltex service station site be redeveloped.** Forms and massing similar to the Target building and supercheap on the opposite corner may be considered appropriate to the street frontage of this site.

21. TEST SITE 16

Test Site 1 – 31 Goldsmith Street



Site16 Figure 265 – GMC Briefing document.

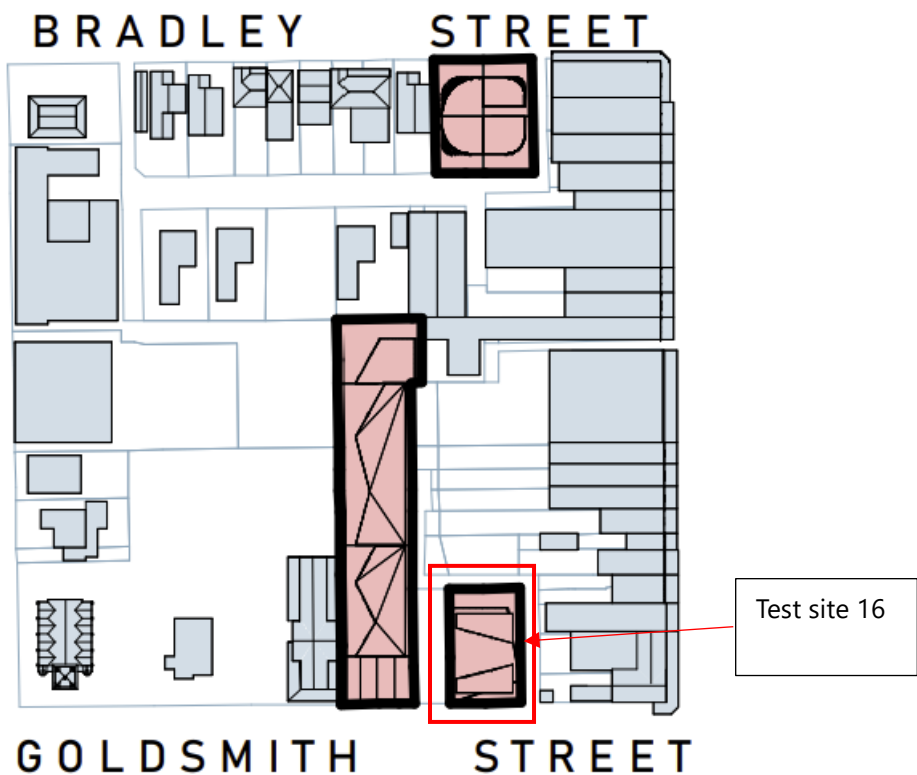


Figure 266 – Image Tim Lee Architects planning model. The existing residential property and an adjacent ruin with shed to the north, the lots are surrounded by access lanes and Goldsmith Street.

## Site Views

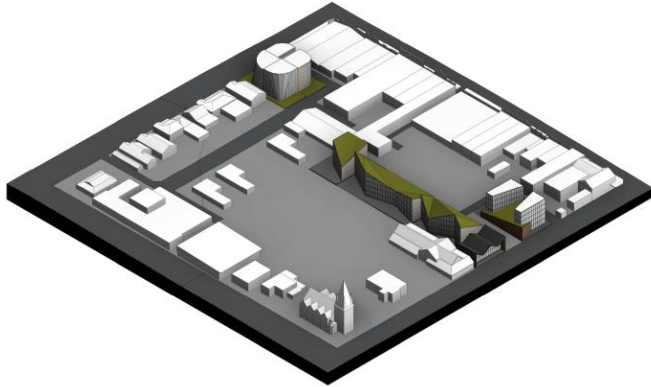


Figure 267 – Image Tim Lee Architects  
View of the site from Goldsmith Street



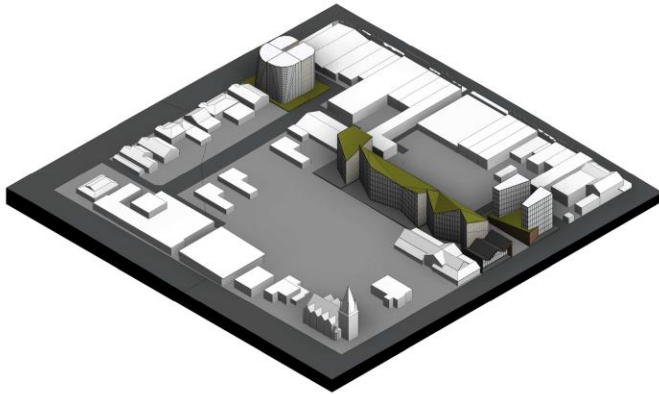
Figure 268 – Image Tim Lee Architects  
View of the site access lane to site 14 and 16

**Developed 3D concept images.**

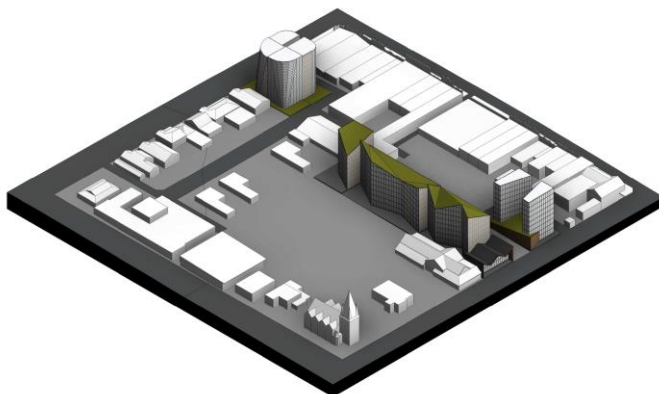


**15m height limit.** Figure 269 – Image Tim Lee Architects

The example planning shows a potential form based on a series of detached volumes linked by a common base podium.

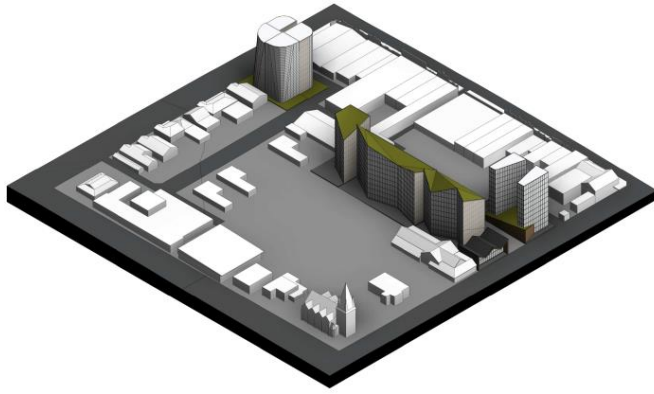


**21m height limit.** Figure 270 – Image Tim Lee Architects

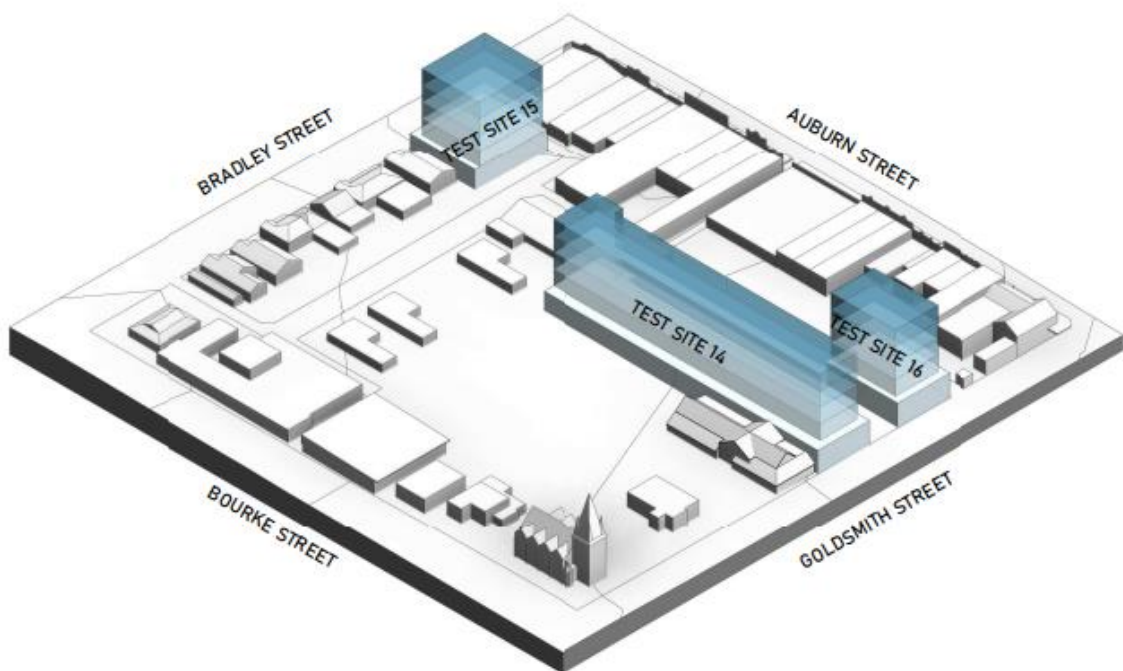


**27m height limit.** Figure 271 – Image Tim Lee Architects





**33m height limit.** Figure 272 – Image Tim Lee Architects



**Maximum Building volume.** Figure 273 – Image Tim Lee Architects

**Elevation studies from Bourke St.**

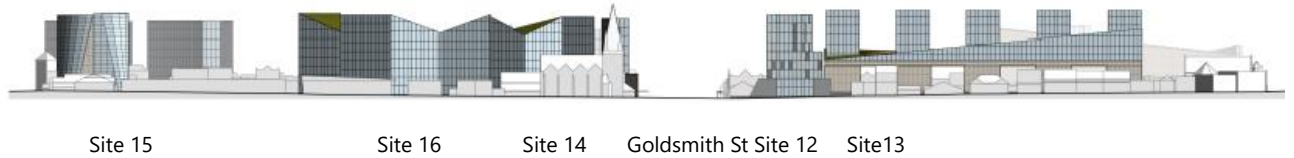


Site 15                      Site 16                      Site 14                      Goldsmith St Site 12                      Site 13

**15m height limit.** Figure 274 – Image Tim Lee Architects



**21m height limit.** Figure 275 – Image Tim Lee Architects



**27m height limit.** Figure 276 – Image Tim Lee Architects



**33m height limit.** Figure 277 – Image Tim Lee Architects

### Summary

These two sites present similar possibilities to site 12 and 13. In this case however, the proximity to the northern residential precinct coupled with limited access presents some difficulty in providing a coherent connection into the existing streetscape. **Future redevelopment should look to a well-articulated 15 to 21metre high building form. Form and massing of this type would provide an excellent contribution to the CBD.**

The Site in isolation has good visual connection to city landmarks which will only be enhanced through taller building forms.

### Additional Considerations

The sites' location promotes a high level of walkability connection into the existing CBD. Parking elements could be contained within a basement structure. Site 16 could sustain quality commercial/retail ground floor redevelopment supported by the access lanes surrounding the site for deliveries and the like.

## 22. CONCLUSION

### CONTEXT

Goulburn occupies a unique position in the Sydney to Melbourne corridor. Housing affordability coupled with the attractive family centred focus offered by regional living and proximity to major urban centres makes Goulburn an obvious choice for regional expansion. The city has great capacity to develop light industry and provide opportunity for development hubs in IT and future technologies as well as manufacturing and processing industries. Regional Education hubs focused on Tertiary education is another area of potential growth for the city. Existing established campus provision has an inbuilt capacity to move and adapt to future education needs. The Rail hub, proximity to the main road link and potential for Air Industry development provide high accessibility for the City.

Goulburn is ideally placed with existing established resources and infrastructure in place. Development of attractive opportunities supporting future growth areas by the provision of peripheral support industry and extensive varied residential and commercial options will ensure the future economic viability of the City. Goulburn's Fringe housing study highlights the saturation of detached dwelling options in the area indicating a need to look to infill and higher density inner city options.

*The predominant housing type across the LGA is single detached dwellings at 85.9 percent. Dwellings with 3 bedrooms were the most common in the LGA in 2016 at 41.0 percent. The percentage of 4 bedroom dwellings increased by 1.3 percent to 26.3 percent between 2011 and 2016 meaning that over 67 percent of all dwellings have at least three bedrooms.*

*Over the same period the average occupancy rate of dwellings fell from 2.4 to 2.3 persons per dwelling.*

*In 2017 a significant majority of all residential building approvals were for detached houses. However, the proportion of other housing types is increasing and in 2017, 31 percent of all residential building approvals were for other forms of residential development.*

*Connectivity to the two major capital cities and surrounding region means that a key proportion of Goulburn residents travel outside the LGA for employment. As transport infrastructure improves and technology evolves, it is anticipated that this trend will continue. In response, Goulburn provides an attractive and affordable option for lifestyle or tree changers seeking reprieve from high property prices and congestion while still benefiting from access to a strong and growing region and the global economy for employment.*

Goulburn Fringe housing policy extract

### SUPPORT FOR INTENSIFIED INFILL DEVELOPMENT STRATEGIES

Provision of viable alternate accommodation options to the detached dwelling on a ¼ acre lot require the intensification and infill of existing developed areas of the City.

The CBD currently has approximately 24% of the land area undeveloped. This land comprises the rear sections of existing allotments as well as some areas currently providing overflow parking. In addition, there is an entire first floor level of the main street that is vacant. The proposed revisions to the CBD Density and height limits will unlock the potential of these spaces and allow full redevelopment of specific existing sites as part of the way forward to create a vital Urban precinct.

Central Business Districts are built on several strategies including:

- Walkability
- Level of service offered across the day. I.E. Shopping, workspaces, Retail, Entertainment and Hospitality.
- Type and quality of accommodation options
- Short stay accommodation options
- Proximity to Vital services
- Proximity to local government.

Increasing building height limits to a maximum of 33m will allow future development to provide the level The proposed revisions to the CBD Density and height limits look to unlock the potential of these spaces as part of the way forward to develop a vital Urban precinct..

Any density and height proposals will be accompanied by an new suite of DCP controls governing treatment of the street level interface to ensure maintenance of the two to three storey massing (10m) currently along Auburn street. In other words, set controls to preserve the existing heritage and to maintain the overall feel of the CBD.

Goulburn's CBD presents highly attractive opportunity. The business district is well placed within the city, easily accessed, and ringed by an efficient local and state road network. The Centre is within easy walking to all major service requirements including:

- Medical
- Transport
- Educational
- Retail
- Hospitality
- Entertainment
- Cultural activity
- Heritage

Increased capacity for inner city apartment style living and other varied accommodation represents an effective initial step in the redevelopment process. Building typologies including:

- Larger 3-bedroom apartments
- 1- and 2-bedroom apartments
- Studio style apartments
- Shop top housing.

coupled with the associated commercial, retail, entertainment, and hospitality. Will provide a base to support the future growth of the city. Increased height limits and density controls are paramount in directing better design outcomes for future development options. Redefined development controls will be instrumental in preventing Cookie cutter style infill where yield and return overshadow streetscape and contribution to the city's established building stock occur.

A secondary layer to the redevelopment lies In the capacity to future proof the city and to encourage a sustainable growth model that takes a holistic approach. This idea would include sustainable construction methodologies, life cycle costing, built in passive and active energy systems, urban farming and potentially extend to alternative local grid energy provision through Bio-digesters and solar micro grids,

The examination and recommendations for an alternate approach to the redevelopment and vertical expansion of the City Centre will place Goulburn at the forefront of revitalised regional development in NSW. The first step in realising a sustainable future for the City requires revision of zoning, height limits, density and planning controls to enable change and growth to be embraced.