

# **STATEMENT OF ENVIRONMENTAL EFFECTS**

**NEW CARPARK (MULTI-LEVEL)**

**AT  
GOULBURN WORKERS CLUB  
MCKELL PLACE  
GOULBURN NSW 2580**

**FOR  
EDWARDS CONSTRUCTION  
MAY 2025**

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## 1 Introduction/Executive Summary

This Statement of Environmental Effects (SEE) is submitted to Goulburn Mulwaree Council (Council) in support of a Development Application (DA) for proposed construction of a new Multi-level Open Deck Carpark on the following allotments:-

Lot R2 of DP397562 on the corner of Clifford Street and McKell Place, Goulburn NSW 2580.

Lot 1 and 2 of DP456806 at 238-252 Auburn Street, Goulburn NSW 2580

A Construction Certificate for the development will be sought separately to this application.

This amended SEE supports a proposed modification of the original Development Consent. The changes were required to ensure compliance with the NCC as requested by the principal certifier and Council prior to lodgement of the Construction Certificate. Refer to 3.10 of this document and the attached amended architectural drawings for a summary of the proposed modifications.

### 1.1 History of the Site

The site is currently used for car parking purposes associated with the Goulburn Workers Club which is adjacent to the proposed development in McKell Place and on Auburn Street. The site of the proposed new Multi-level Carpark contains paved on ground car parking, associated landscaping and lighting. There are three existing entries to the site on McKell Place.

### 1.2 Consultation with Council

An initial meeting was held with Emma Jayne Lecki from Goulburn Mulwaree Council on the 12<sup>th</sup> December 2016. Items raised in the meeting include:

- The need for an independent Heritage Impact Statement
- A request that the council views the Goulburn Workers Club master plan.
- The visual Impact would need to be addressed in relation to the street elevations and the corner location.

These items have been addressed in the preparation of drawings, the SOEE and associated specialist reports.

A pre lodgment meeting was held with Staff from Goulburn Mulwaree Council in 2017. Items raised in the meeting include:

- Infrastructure – Sewer, water, trade waste, roads and street lighting.
- Planning – Heritage, parking calculations, existing contents, height and crime prevention.

These items have been addressed in the preparation of the drawings, the SOEE and associated specialist reports.

A subsequent pre-lodgement meeting was held in April 2025 to address the changes required by the principal certifier. The reference number for the minutes of this meeting is FWA/0073/2425.

1.3 In addition to this Statement of Environmental Effects, the submitted Development Application is supported by:

### Architectural Drawings

6172-MOD-000	Cover Sheet	Rev A
6172-MOD-001	Aerial Map	Rev A
6172-MOD-002	Existing Site Plan (Survey Map)	Rev A
6172-MOD-003	Demolition Site Plan	Rev A
6172-MOD-004	Proposed Site Plan	Rev A
6172-MOD-005	Proposed Landscaping Plan	Rev A
6172-MOD-006	Pavement Detail	Rev A
6172-MOD-007	Proposed Ground Floor Plan with Level And Contours	Rev A
6172-MOD-008	Proposed Ground Floor Plan with General Setout	Rev A
6172-MOD-009	Proposed Level-1 Floor Plan	Rev A
6172-MOD-010	Proposed Level-2-3 Floor Plan	Rev A
6172-MOD-011	Proposed Level-4-5 Floor Plan	Rev A
6172-MOD-012	Proposed Level-6 Floor Plan	Rev A
6172-MOD-013	Details	Rev A
6172-MOD-014	Road Marking Schedule	Rev A
6172-MOD-015	Proposed Elevations-1	Rev A
6172-MOD-016	Proposed Elevations-2	Rev A
6172-MOD-017	Section	Rev A
6172-MOD-018	Section	Rev A
6172-MOD-019	Detail-Stair	Rev A

6172-MOD-020	Detail-Stair 1	Rev A
6172-MOD-021	Detail-Stair 2	Rev A
6172-MOD-022	Detail-Stair 3 & Hand Rail	Rev A
6172-MOD-023	Detail Lift	Rev A
6172-MOD-024	Detail Lift	Rev A
6172-MOD-025	Detail Lift	Rev A
6172-MOD-026	Detail Cladding	Rev A
6172-MOD-027	Door Schedule	Rev A

**Structural**

S001	General Note	Rev A
S002	Earthquake, Wind & Future Expansion	Rev A
S100	Piling Plan	Rev A
S101	Footing Plan	P7
S102	Footing Details	Rev A
S200	Ground Floor Concrete Plan	P5
S201	Ground Floor Reinforcement Plan	Rev A
S202	Ground – Level 1 Concrete Plan	P6
S203	Ground – Level 1 Reinforcement	Rev A
S204	Ground – Level 1 Fire Resistance Reinforcement	Rev A
S205	Level 1-3 Concrete Plan	P5
S206	Level 1-3 Reinforcement Plan	Rev A
S207	Level 1-3 Fire Resistance Reinforcement	Rev A
S208	Level 3-5 Concrete Plan	P5
S209	Level 3-5 Reinforcement Plan	Rev A
S210	Level 3-5 Fire Resistance Reinforcement Plan	Rev A
S211	Level 5-6 Concrete, Reinforcement & Fire Reinforcement Plans	Rev A
S212	Lift Plan and Details	Rev A
S213	Fire Tunnel Sections	P2
S300	Framing Plan – Ground – Level 1	P4
S301	Framing Plan – Level 1-3	P4
S302	Framing Plan – Level 3-5	P4
S303	Framing Plan – Level 5-6	P4
S304	Elevations – Grids 1 & 2	P5
S305	Elevations – Grids 3 & 4	P5
S306	Elevations – Grids A - B	P4
S307	Elevations – Grid C - E	Rev D
S308	Elevations – Grid F – H	P6
S309	Elevations – I – K	P5
S310	Elevations Vehicle Barrier – Grids 1 & 2	P4
S311	Elevations Vehicle Barrier – Grids 3 & 4	P3
S312	Elevations Vehicle Barrier – Grids A	P3
S313	Elevations Vehicle Barrier Grids G, K & L	P3
S314	Vehicle Barrier Details	Rev A
S315	Steel Details Sheet 01	Rev A
S316	Steel Details Sheet 02	Rev A
S317	Steel Details Sheet 03	0
S318	Steel Details Sheet 04	0
S400	Propping Plan – Ground – Level 1	Rev A
S401	Propping Plan – Level 1-3	Rev A
S402	Propping Elevations	Rev A

**Civil**

C01	Inground Stormwater Plan (1 of 2)	Rev B
C01.0	Stormwater Management Plan	Rev A
C02	Inground Stormwater Plan (2 of 2)	Rev B
C03	Level 1 Stormwater Plans	Rev C
C04	Level 2 Stormwater Plans	Rev C
C05	Level 3 Stormwater Plans	Rev C
C06	Level 4 Stormwater Plans	Rev B
C07	Level 5 Stormwater Plans	0

C08	Level 6 Stormwater Plans	0
C09	Downpipe Elevations	0
C10	Downpipe Sections	0
S10	Cut and Fill Plan	P1

#### **Electrical**

E0000	Electrical Services Coversheet, Legend & Notes	1
E0001	Electrical Services Site Power Layout	1
E1000	Electrical Services Ground Floor Lighting Layout	1
E1001	Electrical Services Level 1 Lighting Layout	1
E1002	Electrical Services Level 2/3 Lighting Layout	1
E1003	Electrical Services Level 4/5 Lighting Layout	1
E1004	Electrical Services Level 6 Lighting Layout	1
E2000	Electrical Services Ground Floor Power and Comms Layout	1
E2001	Electrical Services Level 1 Power and Comms Layout	1
E2002	Electrical Services Level 2/3 Power and Comms Layout	1
E2003	Electrical Services Level 4/5 Power and Comms Layout	1
E2004	Electrical Services Level 6 Power and Comms Layout	1
E5000	Electrical Services Coversheet, Legend & Notes	1
E6000	Electrical Services Scope and General Specifications	1

#### **Fire Protection**

F0000	Fire Services Coversheet, Legend & Notes	Rev A
F1000	Fire Services Ground Floor Dry Fire Layout	Rev A
F1001	Fire Services Level 1 Dry Fire Layout	Rev A
F1002	Fire Services Level 2/3 Dry Fire Layout	Rev A
F1003	Fire Services Level 4/5 Dry Fire Layout	Rev A
F1004	Fire Services Level 6 Dry Fire Layout	Rev A
F2000	Fire Services Ground Floor Wet Fire Layout	Rev A
F2001	Fire Services Level 1 Wet Fire Layout	Rev A
F2002	Fire Services Level 2/3 Wet Fire Layout	Rev A
F2003	Fire Services Level 4/5 Wet Fire Layout	Rev A
F2004	Fire Services Level 6 Wet Fire Layout	Rev A

#### **Hydraulic**

H-000	Cover Sheet	1
H-001	Specification Notes & Legend of Symbols	1
H-100	Existing Site Plan	1
H-200	Proposed Sanitary Drainage Ground Floor	1
H-300	Proposed Potable Water Service	1
H-400	Detail Sheet 1	1
H-401	Detail Sheet 2	1
H-500	Sanitary Drainage Longsection	1

## **2 Site Analysis**

### **2.1 Site Location and Context**

The site is located on the south-east corner of Clifford Street and McKell Place, Goulburn. It is accessed from McKell Place. The site currently has buildings of the Goulburn Workers Club on the allotments. Refer to Figure 1 – Locality Plan for details of the general location of the site.

#### **Figure 1 - Locality Plan**



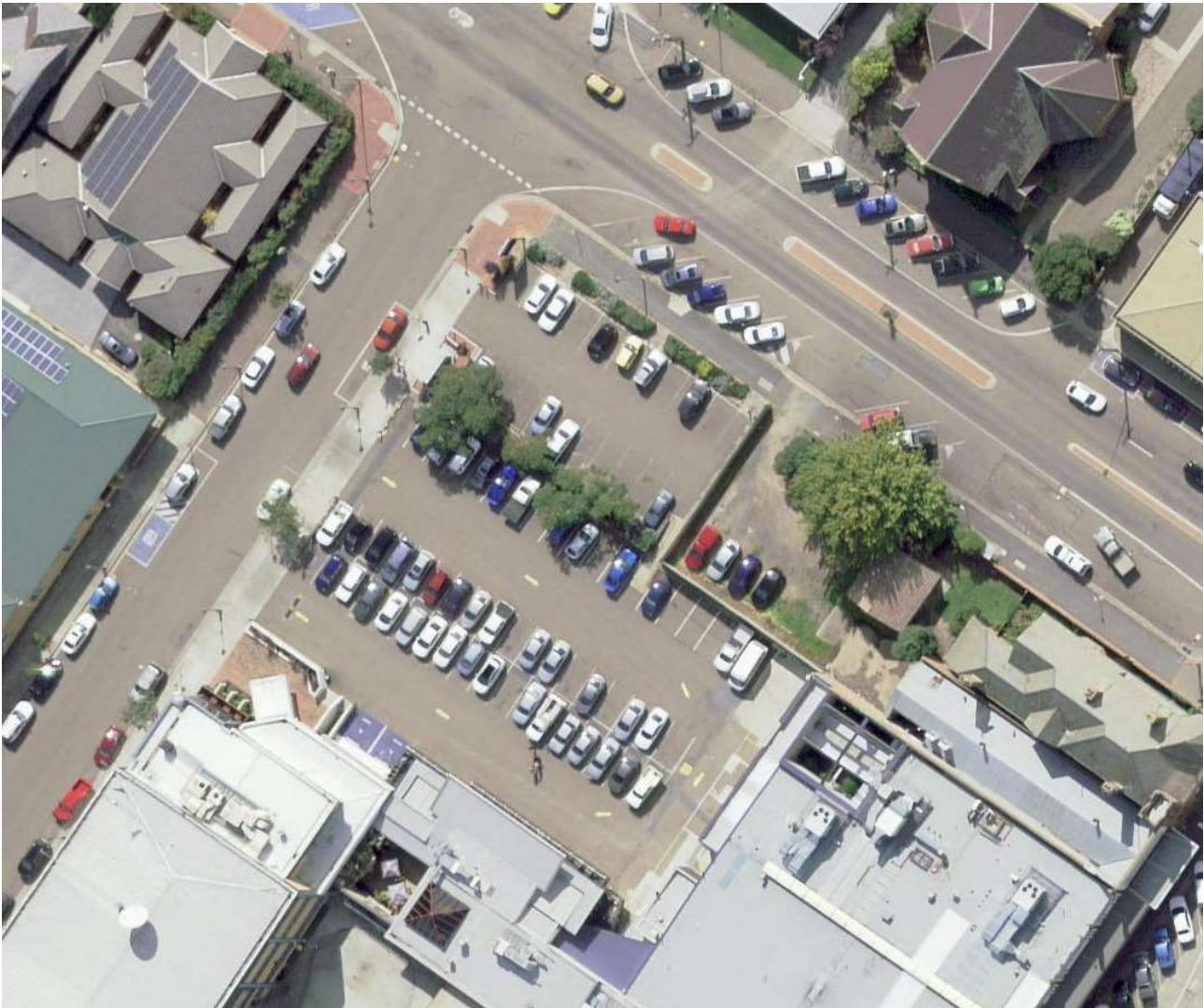
*The area surrounding the site contains land uses predominately commercial in nature.*

## 2.2 Site Description

There are no buildings on the site proposed for a new multilevel car park. There are buildings of the Goulburn Workers Club to the south west and south east of the proposed carpark. These are the buildings service by the proposed multilevel car park. A number of landscaped areas including trees are also located on the site. These can be seen on the survey included in the Appendices.

**Figure 2 – Site**





### 2.3 Surrounding Development

The proposal is located within the Goulburn CBD comprising mainly of commercial premises. The site is currently used as the Goulburn Workers Club. The buildings of the club are to the immediate south west and south east of the proposal. The site is a corner site of McKell Place and Clifford Street. The immediate land uses across these streets are commercial uses such as medical centers, a child care center, retail facilities and a church.

## 3 Description of Proposed Development

### 3.1 Elements of the Proposed Development

The proposal is for a new multilevel carpark, including:

- Parking for 236 cars (153 additional spaces).
- Two entries to the carpark off McKell Place.
- A lift connecting all levels of public parking.
- Stair access.
- Connections to the existing entry of the Workers Club in McKell Place.
- Landscaping.

[Refer 3.10 for an explanation of the proposed amendments to the design and changes to parking numbers.](#)

### 3.2 Building Materials

The nominated materials and finishes are identified on the Architectural plans and include painted steel frames, concrete decks, face brick masonry, framed mesh panels, punched metal panels, stainless steel faced lift doors and galvanized steel railings.

### 3.3 Operational Details

The proposed hours of operation are as per the following table. The carpark will not have specific staff present on site at any one time. The carpark will be generally supervised by cameras and by staff on reception in the club.

DAY	PART OF CAR PARK	OPEN	CLOSED
All days	Lower level for loading dock and VIP parking.	6:00am to 3:30am	3:30am to 6:00am
Sunday to Wednesday	All areas	9:00am to 1:30am	1:30am to 9:00am
Thursday to Saturday	All areas	9:00am to 3:30am	3:30am to 9:00am
Public Holidays	All areas	9:00am to 1:30am	1:30am to 9:00am

### 3.4 Vehicular Access and Parking

The proposed vehicular access will consist of combined entry and exit driveways off McKell Place in accordance with the requirements of AS 2890.1 – 2004 and also AS 2890.2 – 2002.

### 3.5 Signage

Refer to the Architectural plans for signage details and locations. A separate application will be made for the following signage:

- Business identification signage (Workers Club) mounted on the exterior of the carpark.
- Event promotion signage for the club (digital panel)

Identification and directional signage is proposed including:

- Directional signage for accessing the carpark.

### 3.6 Landscaping and Tree Removal

It is proposed to remove all existing trees and vegetation within the site to accommodate the proposed development as identified on the demolition plan.

### 3.7 Demolition

It is proposed to demolish the existing dividing retaining structure, existing landscaped areas and fencing on the site as indicated on the Demolition Plan provided. The application seeks to redevelop the entire existing carpark for the proposed use.

### 3.8 Stormwater Management

The storm water catchment off the proposed development will be drained to the existing system located on the eastern side of the proposed carpark. Water quality management plans and report are enclosed with this application.

### 3.9 Construction Management

A Construction Management Plan and Sediment Erosion Control Plan will be prepared and submitted to the Certifier for approval prior to the issue of a Construction Certificate.

### 3.10 DA modification

This amended SEE supports a proposed modification of the original Development Consent. The changes were required to ensure compliance with the NCC as requested by the principal certifier and Council prior to lodgement of the Construction Certificate. The changes to the design are as follows:

- Amendments to the stair core and enclosed passage to Clifford Street.
- Amendments to the stair core to McKell Place, including re-orientation, and new 3m high wall.
- Amendments to the lift core.

- Reduction of footprint to comply with boundary clearances. This has resulted in a reduction in proposed parking spaces, now 236 spaces in lieu of 237.
- Introduction of full height boundary wall.
- Changes to 'brick appearance' finishes to existing elevations – in response to comments made in the Pre-lodgement meeting with Council (ref. no.: FWA/0073/2425)
- Underground sewer redesign to rectify clash with proposed foundations/footings.
- Changes to open deck carpark, including fire sprinklers.
- A new on-site detention tank is shown in the basement level under the level 1 slab.

#### **4 Relevant Legislation and Planning Controls**

The following Environmental Planning Instruments (EPI's) and Development Control Plans (DCP's) are relevant to the proposed development:

- Environmental Planning and Assessment Act 1979;
- Roads Act 1993;
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011;
- State Environmental Planning Policy No 55—Remediation of Land;
- Goulburn Mulwaree Local Environmental Plan 2009; and
- Goulburn Mulwaree Development Control Plan 2009.

##### **4.1 Environmental Planning and Assessment Act 1979**

The proposal, as with all development applications, is subject to the provisions of the Environmental Planning and Assessment Act 1979 (EP& Act 1979).

##### **4.2 Roads Act**

Under Section 138 of the Roads Act, consent is required from the appropriate roads authority to:

- (a) erect a structure or carry out a work in, on or over a public road, or
- (b) dig up or disturb the surface of a public road, or
- (c) remove or interfere with a structure, work or tree on a public road, or
- (d) pump water into a public road from any land adjoining the road, or
- (e) connect a road (whether public or private) to a classified road,

**Therefore, approval is required under Section 138 from the RMS for the modified access to McKell Place.**

##### **4.3 Local Government Act 1993**

Under Section 68 of the Local Government Act, consent is required from Council for the following:

Part A Structures or places of public entertainment

- 1 Install a manufactured home, moveable dwelling or associated structure on land

Part B Water supply, sewerage and stormwater drainage work

##### 1 Carry out water supply work

- 2 Draw water from a council water supply or a standpipe or sell water so drawn
- 3 Install, alter, disconnect or remove a meter connected to a service pipe

##### 4 Carry out sewerage work

##### 5 Carry out stormwater drainage work

- 6 Connect a private drain or sewer with a public drain or sewer under the control of a council or with a drain or sewer which connects with such a public drain or sewer

Part C Management of waste

- 1 For fee or reward, transport waste over or under a public place
- 2 Place waste in a public place
- 3 Place a waste storage container in a public place
- 4 Dispose of waste into a sewer of the council
- 5 Install, construct or alter a waste treatment device or a human waste storage facility or a drain connected to any such device or facility
- 6 Operate a system of sewage management (within the meaning of section 68A)

Part D Community land

- 1 Engage in a trade or business
- 2 Direct or procure a theatrical, musical or other entertainment for the public
- 3 Construct a temporary enclosure for the purpose of entertainment
- 4 For fee or reward, play a musical instrument or sing
- 5 Set up, operate or use a loudspeaker or sound amplifying device
- 6 Deliver a public address or hold a religious service or public meeting

Part E Public roads

- 1 Swing or hoist goods across or over any part of a public road by means of a lift, hoist or tackle projecting over the footway
- 2 Expose or allow to be exposed (whether for sale or otherwise) any article in or on or so as to overhang any part of the road or outside a shop window or doorway abutting the road, or hang an article beneath an awning over the road

Part F Other activities

- 1 Operate a public car park
- 2 Operate a caravan park or camping ground
- 3 Operate a manufactured home estate
- 4 Install a domestic oil or solid fuel heating appliance, other than a portable appliance
- 5 Install or operate amusement devices
- 7 Use a standing vehicle or any article for the purpose of selling any article in a public place
- 10 Carry out an activity prescribed by the regulations or an activity of a class or description prescribed by the regulations

**Therefore, approval is required under Section 68 from Council for the proposed development.**

4.3.1 State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

The subject site is located within the Sydney Drinking Water Catchment Area. **Therefore, concurrence will be required from Water NSW.**

4.4 Local Environmental Plan

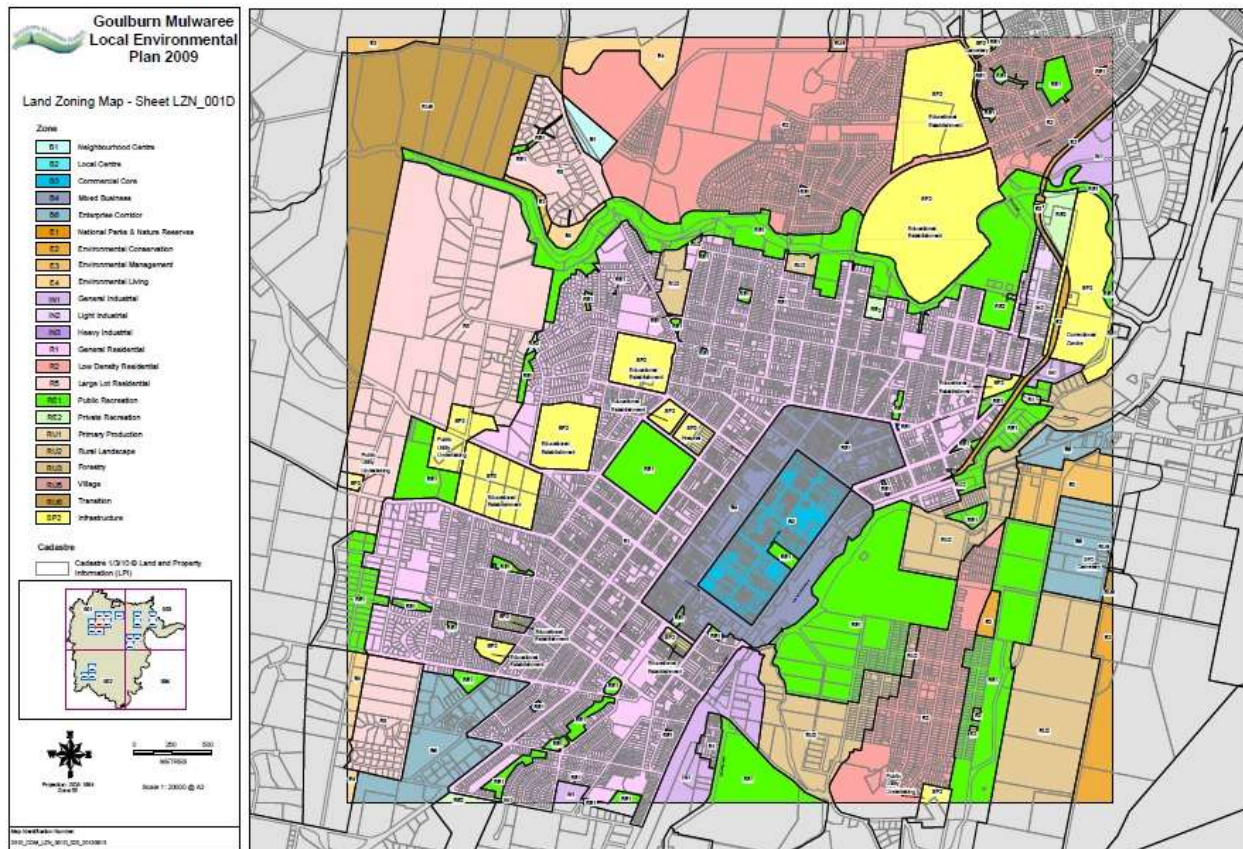
4.4.1 Goulburn Mulwaree Local Environmental Plan 2009

**Zoning**

The site is zoned B3 Commercial Core under the Goulburn Mulwaree Local Environmental Plan 2009 (LEP) (refer to Figure 4).

**Figure 3 – Zoning Map extract (Map LZN\_001D)**





The follow is an extract from the LEP regarding Zoning:

1 Objectives of zone

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses which serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To reinforce the status of Goulburn as a regional centre.
- To ensure the scale and density of development complements the desired future character of the commercial core.
- To protect the historic importance of Goulburn and protect heritage integrity of its historic built form.

**The proposed use of the site is consistent with the relevant zoning objectives and will provide a compatible use with other business, office, residential and retail land uses.**

2 Permitted without consent

Roads

3 Permitted with consent

Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Residential accommodation; Rural industries; Service stations; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource

management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities

**The proposed use as defined in the LEP is a “Registered Club”. The carpark is part of a registered club complex. ‘Registered Club’ means a club that holds a club license under the Liquor Act 2007.**

**A Registered Club is a permissible use within the B3 Commercial Core zone with consent from Council.**

#### **Height of Buildings**

The maximum height permissible on the site is 15m. **The proposed building is 13m.**

#### **Floor Space Ratio**

The maximum Floor Space Ratio (FSR) for the site is 2:1. The GFA of the existing and proposed buildings is **4044m<sup>2</sup>** and the site area is 6603m<sup>2</sup> resulting in a FSR of much less than that permitted.

#### **Heritage Conservation**

The existing buildings on the site are not identified as heritage items however the site is located within the Goulburn City heritage Conservation Area. Accordingly, a Heritage Impact Statement has been prepared which considers in detail what impact the proposed development will have on the established cultural significance and heritage values of the subject site, heritage items within the vicinity of the site and the heritage conservation area.

#### **Clause 4.6 Variation**

No variation is proposed to the LEP.

#### **Biodiversity**

The site has not been identified as containing terrestrial biodiversity as per the relevant planning maps.

- Some existing vegetation that is currently part of the landscaping will require removal.
- The habitat of any threatened species, population or ecological community will not be impacted.

#### **4.5 Goulburn CBD Plan 2009**

The site is located within the Goulburn City Business District (CBD) as identified within the Goulburn CBD Plan 2009. The proposal is consistent with the relevant principles of the CBD Plan and will help to achieve its vision to develop Goulburn as a vibrant urban place providing a variety of services and a high level of amenity to residents, workers and visitors.

The site is appropriately located on a primary road and is consistent with access and movement requirements contained within the plan.

#### **4.6 Development Control Plan**

##### **4.6.1 Goulburn Mulwaree Development Control Plan 2009**

The Goulburn Mulwaree Development Control Plan 2009 (DCP) controls relevant to the proposed development are:

- 2 Plan Objectives
  - 2.1 General Development Objectives
  - 2.2 Local Objectives – Goulburn City
- 3 General Development Controls
  - 3.1 European (non-indigenous) heritage conservation
  - 3.3 Landscaping
  - 3.4 Vehicular access and parking
  - 3.5 Disability standards for access
  - 3.6 Crime prevention through environmental design
  - 3.8 Tree and vegetation preservation
  - 3.11 Groundwater
  - 3.14 Stormwater pollution
  - 3.15 Impacts on drinking water catchments
- 4 Principle Development Controls – Urban
  - 4.2 Non-residential development – Retail, Commercial and Industrial
- 6 Special Development Types
  - 6.4 Advertising and signage

- 7 Engineering Requirements
  - 7.1 Utility Services
  - 7.2 Roads
  - 7.3 Drainage and Soil and Water Management
- 8 Site Specific Provisions
  - 8.6 Goulburn City Business District

**A full assessment against the relevant components of the DCP is included at Appendix A.**

## **5 Assessment of Planning Issues**

The following is an assessment of the environmental effects of the proposed development as described in the preceding sections of this report. The assessment considers only those matters under Section 79C (1) of the EP&A Act 1979 that are relevant to the proposal.

### **5.1 Compliance with Planning Instruments and Controls**

- The proposal meets signage requirements pursuant to SEPP 64;
- The proposal is a permissible use, under the definition of a Registered Club, within the B3 Commercial Core zone under the Goulburn Mulwaree LEP 2009; and
- The proposal is consistent with the relevant sections of Goulburn Mulwaree DCP 2009 and relevant Council Plans and Strategies.

### **5.2 Traffic, Access and Parking**

Potential impacts resulting from the proposal relating to traffic, parking and access have been reviewed. The provision of additional parking is not expected to impact the adjacent road network or traffic conditions. An improved parking provision of this new parking is expected to improve the availability of other public parking.

#### **Parking**

The facility provides 236 car parking spaces. This is an increase of 153 spaces over the existing situation and an addition of 146 spaces over the numbers previously approved as the requested parking.

*The proposed amendments to the design result in a reduction in the proposed number of parking spaces, now 236 spaces in lieu of 237.*

### **5.3 Visual Impact**

The proposed works are a new element in a substantially developed area. The proposal uses landscaping, screens and façade articulation to minimize impact to the surrounding area. The proposal will not negatively impact upon the visual amenity and built character of the surrounding area.

### **5.4 Amenity**

A site specific Venue Safety Plan (Appendix G) outlines the on-site management procedures for this site to limit noise, provide appropriate security and safety for staff and customers and to ensure minimal impact to surrounding properties.

#### **5.4.1 Noise**

The proposed is a similar use to the current site use. It is not expected to result in a change in environmental noise in a way that impacts neighbours or the current site users.

#### **5.4.2 Privacy**

The proposal is located within the mixed use area of the CBD comprising mainly of retail, recreation, medical childcare and other commercial premises. The area of the works adjoins the workers club premises along the south-west and south east and two retail properties along the south-east boundaries. The design of the proposed building will also not impede the future development of adjoining properties for commercial, business or related uses.

#### **5.4.3 Overshadowing**

The main built elements of the proposal are located so that the impacts of overshadowing address the Workers Club. As the Club is the beneficiary of the carpark they do not regard the overshadowing as an issue. The other potential overshadowing is of the road in McKell Place. The extent of overshadowing will not reach the opposite side of McKell Place after 9:00am at any time of the year. Therefore, the level of impact from potential overshadowing on the nearest adjacent properties to the west will be minimal.

### **5.5 Water Management**

The treatment of the storm water for the proposed development will be in accordance with the included Storm Water Management plan.

### **5.6 Sediment and Erosion Control**

Sediment and erosion controls shall be installed and maintained at all times during the construction works in accordance with NSW guidelines. Temporary contractor's vehicular access to the site will be restricted to a

single point with a vehicle shaker grid and stabilised site access so as to reduce the likelihood of sediment being trafficked offsite. This site is currently fully sealed and the direction of flows of water and sediment are to existing storm water drains. These drains will be provided with filter barriers to the inlets and along the alignment of the trench drain. The sediment material that is involved in the excavation will be from the installation of drilled piers. These will not generate large volumes and spoil and the material will be removed as the work proceeds. A full ESCP will be provided with the Construction Certificate.

#### 5.7 Social and Economic Impacts

The proposed development on the site is anticipated to have an ongoing positive social and economic impact on the local Goulburn area, and the broader community.

#### 5.8 Heritage Impact/Aboriginal Object

A Heritage Impact Statement (HIS) has been prepared for the proposed development by Noel Thomson Architecture Pty Ltd. The HIS assessed the potential impacts from the proposal, in particular it considers:

1. What impact the proposed works will have on the identified heritage significance;
2. What measures are proposed to mitigate negative impacts;
3. Why more sympathetic solutions are not viable, and;
4. Recommendations to mitigate heritage impacts.

#### 5.9 Demolition

The existing buildings and structures located on the site are to be demolished in conjunction with this application, as identified on the demolition plan. Demolition and earthworks will be undertaken in accordance with AS2601.2001 and relevant Council requirements.

#### 5.10 Utilities and Services

Adequate provision of essential services will be made in accordance with the requirements of local utility service providers including provision of reticulated water and sewerage; underground electricity; and underground telecommunications.

All services will be disconnected in accordance with the relevant authority's requirements prior to demolition works.

### 6 Conclusion

This proposal is a permissible use of this land, for this zone and is consistent with the specific zone objectives. The applicant is of the opinion that this consistent with the existing parking uses and is compatible with the current registered club in its current form.

The view of the applicant is that this site does not have existing heritage buildings or structures and a response for a modern building in this location is justified. The impacts of the building have been addressed with green walls, landscaping and street trees in a manner consistent with the council CBD objectives.

There is no reason not to proceed to approval of this development.

## APPENDICES



Appendix A – Compliance Table

**Table 1 – Goulburn Mulwaree Development Control Plan 2009**

Control	Requirement	Comment	Compliance
<b>1 Preliminary</b>			
1.7 Variations to controls		Nil required	Yes
<b>2 Plan Objectives</b>			
2.1 General Development Objectives			Yes
2.2 Locality Objectives – Goulburn City			Yes
<b>3 General Development Controls</b>			
<b>3.1 European (non-indigenous heritage conservation)</b>			
3.1.3.3 Heritage requirements for development applications		See Heritage Impact Statement	Yes
<b>3.3 Landscaping</b>			
3.3.1 Landscape Plan Design Requirements	Development proposals over \$250,000 value are to be accompanied by landscape plans prepared by a qualified landscape architect, designer or other suitable qualified person.	Refer to landscaping plan	Yes
3.3.3 Non-Residential development	All major non-residential developments require a landscape plan		Yes
3.3.4 Streetscape (Urban)	For infill development that abuts an existing public street, the application should demonstrate how the development fits in with the existing streetscape and makes efficient use of the site.		Yes
3.3.5 Fences and gates (Urban)	Design fences to complement the architectural styles of the building and the local area.		Yes
3.3.6 Set backs	All setbacks are to be landscaped. No parking will be permitted within setback areas. In front setbacks for developments facing a classified road or a public place plant trees with a mature height of a least 8 metres. Trees must be at least 3 metres in height at the time of planting.		Yes
<b>3.4 Vehicular access and parking</b>			



Control	Requirement	Comment	Compliance
3.4.1 Parking layout, servicing and maneuvering	The layout and design of access, parking and service areas should address the needs of the site occupants and visitors as well as respecting the amenity of the area. Account should be taken of potential noise disturbance, pollution and light spillage.	Refer to Engineering Drawings	Yes
3.4.2 Specific land use requirements	20 spaces per 100m <sup>2</sup> of licensed area	236 Spaces provided	No
<b>3.5 Disability standards for access</b>			
3.5 Disability standards for access	To provide equitable access within all new developments and ensure that substantial building work carried out on or intensified use of existing buildings provides upgraded levels of access and facilities for all people.		Yes
<b>3.6 Crime prevention through environmental design</b>			
3.6 Crime prevention through environmental design	-Enhance and improve community safety within the Goulburn Mulwaree local government area; -create a physical environment that encourages a feeling of safety; -address community concerns with regard to issues of community safety and crime prevention; -reduce the level of crime within the Goulburn Mulwaree local government area; -prevent the opportunity for criminal activity; and -ensure that new developments promote CPTED		Yes
<b>3.8 Tree and vegetation preservation</b>			
3.8 Tree and vegetation preservation	The objective of these provisions is to preserve the amenity, biodiversity and ecology of the area through the preservation of trees and other vegetation.		Yes
<b>3.11 Groundwater</b>			
3.11 Groundwater			Yes
<b>3.14 Stormwater Pollution</b>			
3.14 Stormwater Pollution		Refer to Civil and Hydraulic Documents	Yes
<b>3.15 Impacts on drinking water catchments</b>			
3.15 Impacts on drinking water catchments		Refer to Civil and Hydraulic Documents	Yes
<b>4 Principal development controls – Urban</b>			
<b>4.2 Non-residential development – Retail, Commercial and Industrial</b>			

Control	Requirement	Comment	Compliance
4.2.1 Retail and Commercial (General)		Refer to 8.6	Yes
4.2.7 Noise and vibration – general requirements			<b>Yes</b>
<b>6 Special development types</b>			
<b>6.4 Advertising and signage</b>			
<b>6.4.1 Amenity</b>		Refer to Signage Appendix	Yes
<b>6.4.2 Design</b>		Refer to Signage Appendix	Yes
<b>6.4.4 Design Assessment Criteria – SEPP 64 Advertising and Signage</b>		Refer to Signage Appendix	Yes
<b>7 Engineering requirements</b>			
7.1 Utility services			Yes
7.3 Drainage and Soil and Water management			Yes
7.3.2 Water Sensitive Urban Design (Urban)			Yes
7.3.3 Soil and water management			Yes
<b>7.4 Site Specific Provisions</b>			
<b>8.6 Goulburn City Business District</b>			
8.6.2 Background context material		Clifford Street Elements	Yes



Appendix B – Heritage Report

**GOULBURN WORKERS CLUB NEW CARPARK  
GOULBURN NSW 2580**

**STATEMENT OF HERITAGE IMPACT**



**CLIENT:**

**GOULBURN WORKERS CLUB  
1 MCKELL PL, GOULBURN NSW 2580  
Tel: (02) 4821 3355**

**PROJECT MANAGER:**

**EDWARDS CONSTRUCTIONS  
324 CROWN STREET, WOLLONGONG NSW 2500  
Tel: 02 4222 3700 Fax: 02 4222 3777**

**ARCHITECT:**

**RANDALL DUTAILLIS ARCHITECTS PTY LTD  
95 CLIFFORD STREET GOULBURN NSW 2580  
Tel: (02) 4821 8373 Fax: (02) 4822 130**

**HERITAGE ARCHITECT:**

**NOEL THOMSON ARCHITECTURE PTY LTD  
20 CHURCHILL AVENUE (PO BOX 5090)  
WAGGA WAGGA NSW 2650  
Tel: (02) 6926 3320 Fax: (02) 6926 6011**

**19 MAY 2017**

GOULBURN WORKERS CLUB CARPARK – STATEMENT OF HERITAGE IMPACT



**Noel Thomson  
Architecture**

PO Box 5090  
Wagga Wagga  
NSW 2650

Phone (02) 6926 3320  
Fax (02) 6926 6011

Noel Thomson  
Architecture  
Pty Ltd

Nominated Architect:  
Noel Thomson 5869  
ACN 077 973 623  
ABN 82 077 973 623

**1. STATEMENT OF HERITAGE IMPACT FOR:**

New multi-level carparking structure at Goulburn Workers Club  
Corner of Clifford Street & McKell Place, Goulburn NSW 2580

**2. THIS SOHI FORMS PART OF STATEMENT OF ENVIRONMENTAL EFFECTS:**

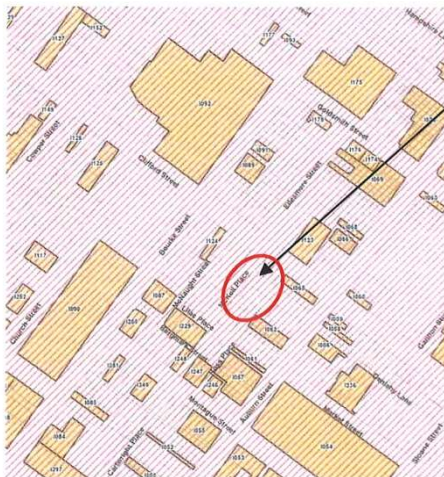
**01: Proposed development:**

The proposal is for the construction of new multi-level carparking structure to service the club patrons and guests who visit the club and the impact that this development at the Goulburn Workers Club may have on the heritage conservation area.

**02: Date:**

Report: 19 May 2017

**03: Reference:**



Goulburn Workers Club carpark within the Goulburn City Conservation Area

The subject site is the carpark area located on corner of Clifford Street & McKell Place, Goulburn that is associated with the Goulburn Workers Club.

The Goulburn Workers Club and the carpark are located within the Goulburn City Conservation Area Schedule 5 Environmental Heritage – Part 2 Heritage conservation areas in the Goulburn Mulwarre LEP 2009.

Fig 1: Goulburn Mulwarre LEP – Heritage Map HER-001DE

**04: Addresses and Property Description:**



Goulburn Workers Club carpark

Primary Address: Corner Clifford Street & McKell Place, Goulburn

Statutory Addresses: Lots 1 & 2, DP 456806, & Lot R2, DP 397562

Parish: Goulburn

County: Argyle

Local Government Area: Goulburn Mulwarre

Fig 2: NSW LPI - Six Maps (2014)

**05: Prepared by:**

Noel Thomson Architecture Pty Ltd - Architect and Heritage Consultant  
20 Churchill Avenue (PO Box 5090) Wagga Wagga, NSW 2650  
Telephone: (02) 6926 3320 Facsimile: (02) 6926 6011

**06: Statement prepared for:**

Goulburn Workers Club  
1 McKell Place, Goulburn NSW 2580  
Telephone: (02) 4821 3355

**07: Background to this Statement:****[A] Introduction**

This Statement of Heritage Impact (SOHI) has been prepared for the Goulburn Workers Club. On behalf of the Club, in late December 2016 Andrew Randall (Randall Dutailis Architects) provided to Noel Thomson an invitation to undertake SOHI for the proposed new multi-level carpark for the Goulburn Workers Club over their existing ground level carpark in McKell Place, Goulburn.

Further to email and discussions in late February and early March 2017, Andrew Randall provided to Noel Thomson Architecture the design architectural and structural drawings for the proposed new multi-storey carpark development on the corner of Clifford Street and McKell Place, Goulburn for the Goulburn Workers Club with NTA to provide comment and Statement of Heritage Impact for the proposal.

NTA noted that the property forms part of the 'Goulburn City Conservation Area' - in Goulburn Mulwaree Local Environmental Plan 2009 – Schedule 5 Environmental Heritage - Part 2 Heritage conservation areas and is located nearby to Heritage Item I065 (former Australasian Bank) and opposite Heritage Item I123 (Presbyterian Church).

The background information, architectural / structural drawings and draft Statement of Environmental Effects received from Dutailis Architects notes that the proposed development is looking at a stepped 3-4 storey carpark for the site. The area is zoned B3 Commercial core, is within 100m of the main (Auburn) street and there is a 15m height limit for the site.

Noel Thomson has not visited the site and has relied on information and photographs of the site and surrounding area supplied by Andrew Randall, has undertaken historical research and referenced the CBD Masterplan Report, Goulburn Heritage Study and Local Heritage Listing information.

This Statement of Heritage Impact which assesses the impact of the proposed carpark development will have on the heritage conservation area is intended to form part of the Statement of Environmental Effects prepared by Randall Dutailis Architects for the proposed new multi-level carpark at the Goulburn Workers Club.

This statement is based on the format prescribed in the NSW Office of Environment & Heritage and should be read in conjunction 'Statements of Heritage Impact' booklet. It also relates to the Appendix H (Goulburn Mulwarre DCP 2009) – Heritage Impact Statement Requirements.

**[B] The Site**

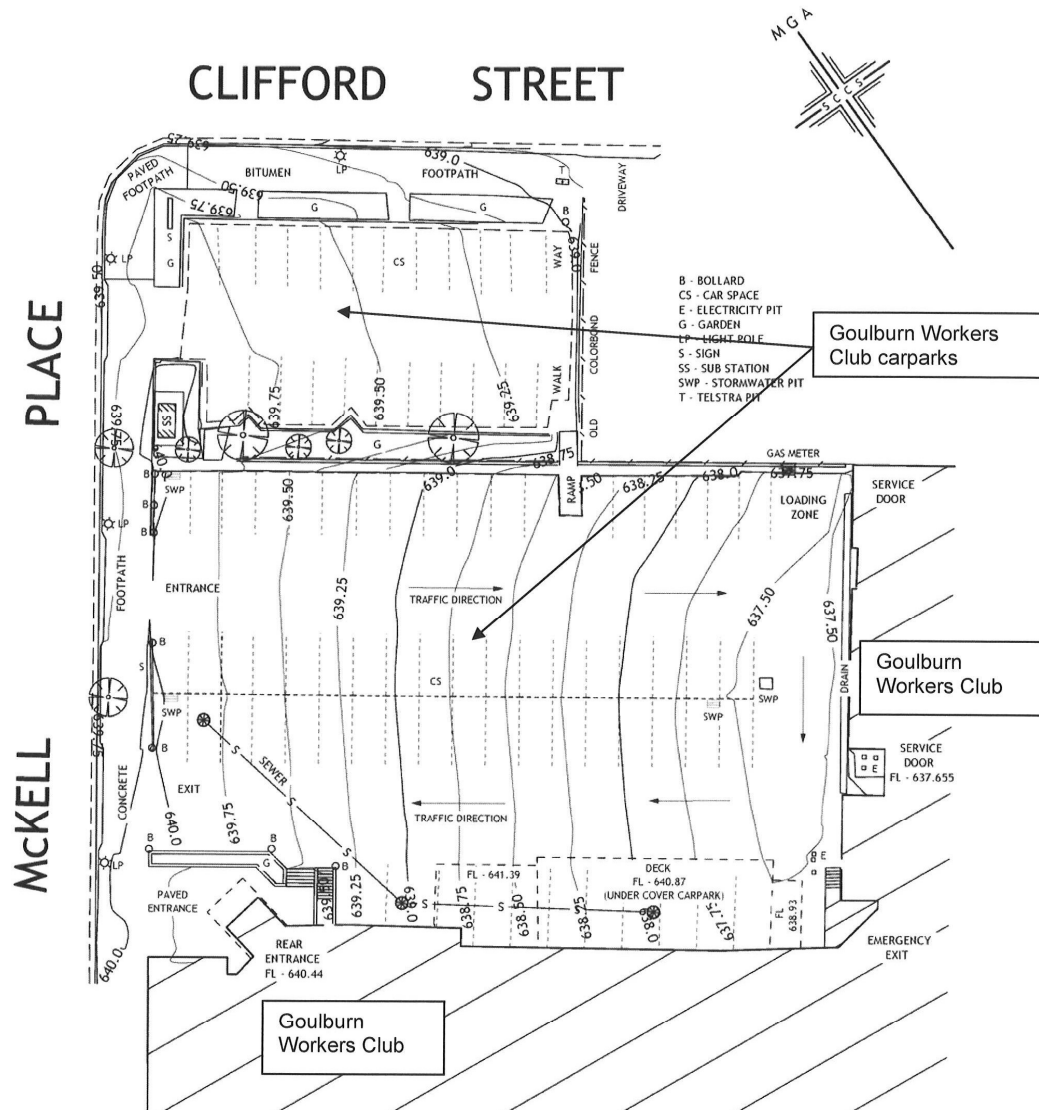


Fig 3: Site survey of carparking at the Goulburn Workers Club – proposal is for multi-level carpark

The Goulburn Workers Club carpark site consists of Lots 1 & 2, DP 456806 & Lot R2, DP 397562. The site is currently used for on ground car parking purposes associated with the Goulburn Workers Club and is the site of the proposed new Multi-level Carpark that has three existing entries to the site from McKell Place.

The site includes asphalt carparks for 88 cars, driveways, lighting, trees & landscape, signage, electrical substation and services. The main carpark in front of the Club has an entrance off McKell Place for one way traffic movement around the carpark and exit closest to the Club entry. There is a considerable fall (2.5m) across the carpark to the east (towards Auburn Street). The carpark located on the corner of McKell Place and Clifford Street has an entry/exit from McKell Place and there is landscaping and trees at its perimeter. There is a slight fall (0.5m) towards the east where a walk way connects to Clifford Street.

Note: For photographs a of the site and surrounding buildings, areas refer Appendix 1





Fig 4: NSW LPI - Six Maps (2014) Goulburn Workers Club & carpark - aerial view of Precinct



Fig 5: Goulburn Workers Club - view to carpark from Clifford Street looking south



Fig 6: Goulburn Workers Club - view of carpark and Club looking south from McKell Place

**[D] Background - Goulburn Heritage Study**

With reference to the Goulburn Heritage Study (1983) Section 5.2 City Character – states the following;

Objective: *“To conserve and enhance the heritage items and qualities that contribute to the distinctive character of Goulburn”*

With reference to the Goulburn Heritage Study (1983) Section 5.3 Urban Conservation – states the following;

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

*“Urban conservation is related to a desire to retain evidence of past buildings and places of cultural significance for the present and future generations”*

*“Individual buildings, structures, sites or areas of historic or visual significance comprise the essential fabric or ‘building blocks’ of the character of special places, towns and cities. The removal of individual elements within the historic environments represents an irreplaceable loss, whilst unsympathetic additions or physical deterioration of elements gradually erodes the quality of an area.”*

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

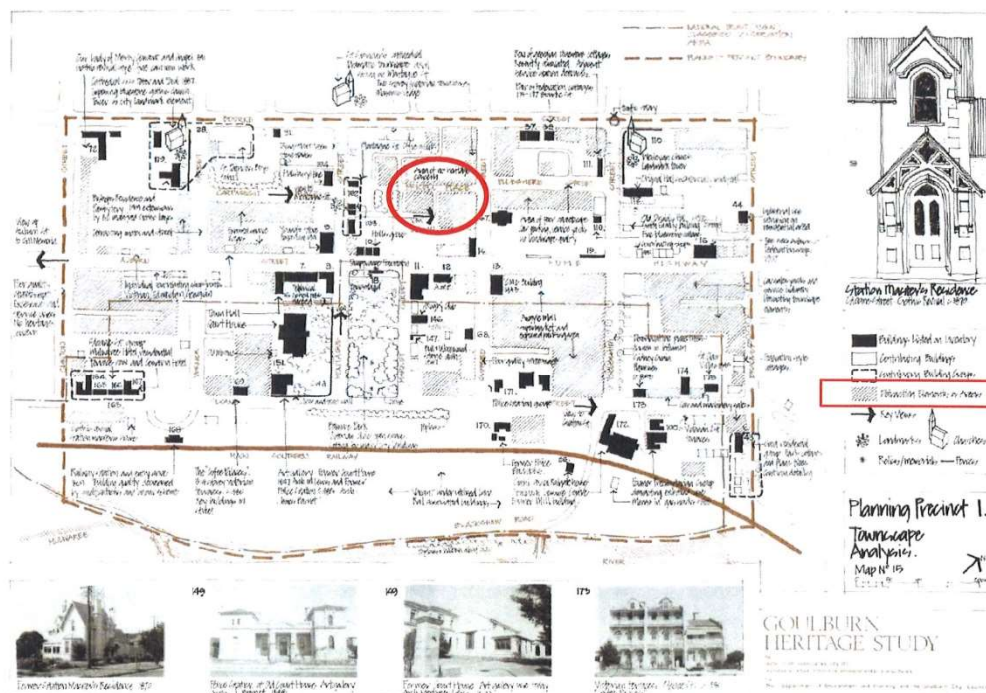


Fig 7: Goulburn Heritage Study extract – Civic & Commercial Townscape Analysis (Map No.15)

With reference to the Goulburn Heritage Study (1983) Section 5.4 New Development – states the following;

Objective: *“To ensure that new development within the city of Goulburn is compatible with the existing visual and historical, built and landscape character where relevant”*



The Goulburn Heritage Study (1983) on page 175 notes that the “Associated upgrading of carparking areas of McKell Place is desirable”

### 3. STATEMENT OF SIGNIFICANCE

#### 01: “Goulburn City Conservation Area” Significance

The Goulburn Heritage Study (1983) refers to the National Trust (NSW) ‘Goulburn Conservation Area’ which consists of four overlapping areas ie; the Grafton St Precinct, the Railway Precinct, the Cathedral and Commercial Precinct and a residential Area and is defined and classified as;

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

#### 02: Statement of Significance

The Goulburn Mulwarre Council - Goulburn CBD Master Plan Heritage Report & Conservation 2008, notes that:

#### 3.3 STATEMENT OF SIGNIFICANCE

*Defined by the original rectangular grid road system and incorporating the Australia’s earliest inland town settlement, the Study Area – Goulburn Central Business District, is highly significant as an outstanding example of historic townscape and cultural continuity since the early 1800s. It provides a considerable large number of physical evidence of various building types dating from the Victorian and Federation periods reflecting the setting and character of Goulburn as an important administrative regional centre of the time. Despite changes to the historic buildings and loss of some significant aspects, particularly verandas/balconies supported on timber posts over the footpaths, the area maintains its overall cohesive historic town character. The area’s rich and exceptional historical importance is evident by the large number of heritage items within the CBD boundaries.*

*The area demonstrates a good diversity of building types and styles as development ranged from the Georgian style workers cottages of the early 1850s to the Inter-War commercial buildings and Victorian civic and ecclesiastical buildings. The significant historic character of the CBD has been diminished slightly due to the intrusive, yet reversible, introduction of single-storey and uncharacteristic infill buildings within a consistent two to three-storey continuous streetscape and the removal of traditional verandas/balconies. The recent developments including service stations, industrial buildings, corporate establishments and block car parking with no reference to the traditional main street character and architectural styles have resulted in breaks in the cohesiveness of the streetscapes and urban setting.*

*The topography of the land within the CBD (as well as in Goulburn City) is defined by a number of ridges and hills that create distinctive views and vistas in the study area and this allows the whole city to be experienced when approached from the north. Tree lined streets in some areas enhance the historical character of the CBD.*

*The existence of such important heritage fabric and setting warrants revitalisation and enhancement of the historic traditional town character of Goulburn Central Business District.*

### 4. CRITERIA FOR HERITAGE CONSERVATION IN GOULBURN MULWARRE LEP & DCP

#### 01: Goulburn Mulwarre Council LEP:

With reference to Goulburn Mulwarre LEP 2009 Part 5.10 – Heritage Conservation;

#### Clause 1 Objectives

*“The objectives of this clause controls are:*

- (a) to conserve the environmental heritage of Goulburn Mulwarre, and*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views,”*



Clause 2 Requirement for Consent;

*"Development consent is required for any of the following:*

- (a) demolishing or moving a heritage item or a building, work, relic or tree within a heritage conservation area,*
- (b) altering a heritage item or a building, work, relic, tree or place within a heritage conservation area, including (in the case of a building) making changes to the detail, fabric finish or appearance of its exterior,*
- (c) altering a heritage item that is a building by making structural changes to its interior,"*

Clause 4 Effect on heritage significance;

*"The consent authority must, before granting consent under this clause, consider the effect of the proposed development on the heritage significance of the heritage item or heritage conservation area concerned. This subclause applies regardless of whether a heritage impact statement is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6)."*

Clause 5 Heritage Impact Assessment;

*"The consent authority may, before granting consent to any development on land:*

- (a) on which a heritage item is situated, or*
- (b) within a heritage conservation area, or*
- (c) within the vicinity of land referred to in paragraph (a) or (b),*  
*require a heritage impact statement to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned."*

Response: This Statement of Heritage Impact for the proposed new multi-level carpark at the Goulburn Workers Club will satisfy the conditions of the Goulburn Mulwarre LEP 2009 and will aim to assess the impact the proposed new carpark development will have on the heritage conservation area.

## **02: Goulburn Mulwarre Council DCP:**

The Goulburn Mulwarre Development Control Plan 2009, Section 3.1 contains the controls for European (non-indigenous) heritage conservation. The following sub-clauses apply;

### **3.1.2.1 General Principles**

*Maintain the general scale, height and bulk and proportions of traditional buildings in the streetscape.*

*Do not overwhelm the original building with an extension. Consider creating two separate buildings with a linkage. This helps retain the integrity of the original.*

*Do not significantly alter original front facades of buildings in the CBD conservation area. Additions are best sited to the side or rear.*

*Keep floor levels similar to adjoining buildings.*

*Keep it simple – do not use a mixture of features from different eras or add pseudo-historic features to new buildings.*

### **3.1.3 Heritage development controls**

*Each development proposal, whether affecting a heritage item or a contributory item within a heritage conservation area, will have its own unique considerations and issues depending on whether the proposal is for renovations and extensions to an existing building, or a new building within a conservation area or adjacent to a heritage item. Proposals for infill development should have regard to the Royal Australian Institute of Architects and NSW Heritage Office Guidelines for infill development in the historic environment (2005) and Heritage Office and Department of Urban Affairs and Planning (1996) Heritage Curtilages.*

*Reference: LEP 2009 Clause 5.10.*

#### **3.1.3.11 Infill development**

*New development in heritage conservation areas and heritage streetscapes should be designed to respect neighbouring buildings and the character of the area or streetscape. The character of*

*an area or streetscape can be uniform or have a mix of architectural styles. An appropriate reference point is usually the style of adjoining buildings.*

*Infill development should not be a copy or replicate neighbouring heritage buildings. It should be in keeping with the character and appearance of neighbouring buildings and the wider heritage conservation area or heritage streetscape. Infill developments should be simpler in design than adjoining buildings. Modern materials can be used successfully.*

*Consistent setback patterns are important to maintain visual uniformity. The massing of a building refers to its form, bulk and arrangement of elements. The new building should not be excessively bulky in relation to adjoining structures. Roof shape and silhouette are important determinants of form.*

*Infill development in heritage conservation areas and heritage streetscapes should:*

- respond positively to the character of adjoining and nearby buildings and demonstrate sympathetic bulk, mass and scale.*
- achieve appropriate orientation, setbacks, materials and details.*

**Response:** This Statement of Heritage Impact for the proposed new multi-level carpark at the Goulburn Workers Club aims to satisfy the above guidelines of the Goulburn Mulwarre DCP 2009 for new infill development within the heritage conservation area. The new carpark structure by its nature of construction does not try to replicate a heritage 'style', has looked at the building orientation and placement, mass & bulking when viewed from across Clifford Street and its use of modern materials has all been done to minimise the impact of the development on heritage conservation area.

### **03: Goulburn Mulwarre Council CBD Plan:**

[A] The Goulburn Mulwarre Council - Goulburn CBD Plan 2009, Part 2 Masterplan contains the 'Design Principles' for the CBD and notes that;

*"Proposals for alterations and infill dwellings / commercial developments including businesses should be considered on a performance basis with particular regard to the significant patterns of forms, scale and materials in the streetscape by aiming to retain and enhance those patterns and qualities."* and

*"Similarly, no new intrusive changes, infill developments or elements should be permitted in the commercial streetscapes of the CBD including:*

- single or oversized buildings that are uncomplimentary to the heritage context,*
- the removal of original detailing,*
- unsympathetic alterations and additions such as large signs,*
- horizontal facades or inappropriate colour schemes, design elements with no consideration to the traditional main street character,*
- removal of any original verandas/balconies.*

[B] The Goulburn Mulwarre Council - Goulburn CBD Master Plan Heritage Report & Conservation 2008, contains statements for heritage conservation and the following sub-clauses apply;

### **3.4 SIGNIFICANT CHARACTERISTICS**

*The following characteristics contribute to the significance of the Goulburn CBD and should be preserved and enhanced:*

- The original grid form subdivision pattern dating from the establishment of Goulburn including nightsoil lanes, various rectangular allotment sizes addressing the street, and parks/open spaces.*
- Predominantly single-storey and uniform streetscapes with mostly intact Victorian and Federation housing stock.*
- Relatively intact consistent main street commercial streetscape with two to three storey continuous historic character.*
- Common residential architectural features such as street facing prominent gables, hipped or pitched corrugated iron or tile roofs, timber framed windows, front verandas, asymmetrical facades, face brick finishes, and low fencing in keeping with the styles of the period.*
- Common commercial architectural features including vertically proportioned above awning facades, decorative parapets with advertising panels, order of classical architecture evident*

*in public and administrative buildings, two-storey continuous streetscape, verandas supported on posts over footpaths, dominant tower elements or splayed façades at the corner allotments, traditional shop windows and uncluttered above awning facades.*

- *Streetscapes that are dominated by mature trees creating a dense leafy setting generally concealing the houses in street-long views and frame views to houses close to the viewer.*
- *Maintained garden settings with generally low or no fencing to the street along residential zones of the CBD.*
- *Topography that is typified by a number of small hills and ridges allowing the city to be experienced as a whole when approached from the north whilst creating distinctive view corridors and vistas towards north, south and particularly east from the ridge of the CBD (along Montague Street) in and out as well as within the study area.*
- *Well established public domain including roads with kerbed footpaths and grassed verges, traffic management devices throughout, street trees and parks.*

#### **3.4.1 INTRUSIVE ELEMENTS**

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

Response: This Statement of Heritage Impact for the proposed new multi-level carpark at the Goulburn Workers Club notes the above statements in regards to intrusive elements, characteristics and streetscape qualities of Goulburn CBD and aims to respond to these for new infill development within the heritage conservation area.

## **5. PROPOSED WORKS TO THE HERITAGE CONSERVATION AREA**

### **01: Proposed works undertaken within the Heritage Conservation Area**

The proposal is for a new multi-level carpark at the Goulburn Workers Club to be constructed on the corner of McKell Place and Clifford Street over the location of the existing ground level carpark including;

- Multi-level steel car parking structure with concrete decks and 'perforated' metal facades
- One lift connecting the ground, first, second and roof parking
- Stair access and egress from all levels
- Connections to the existing entry of the Workers Club in McKell Place
- Two entries to the carpark off McKell Place and associated landscaping

Note: For Architectural Drawings and 3D Images refer Appendix 2

### **02: Heritage items within the vicinity of the development**

With reference to Goulburn Mulwarre LEP 2009 – Heritage Map HER-001DE heritage items within the vicinity of the development include;

*Heritage Item I062 – Mainstreet - Two storey buildings, 228-232 Auburn Street*

The two storey group of mainstreet buildings consist of 228 Auburn built c1900, 230 Auburn built c1890 and 232 Auburn built c1866. All upper brick rendered and painted facades remain intact with original details with later upgraded ground floor shopfronts below cantilevered and posted awnings.

*Heritage Item I065 – Building - Two storey Bank of Australasia, 256 Auburn Street.*

Built c1910 for the Union Bank, It is constructed of red brick with polychrome brickwork to arches with a very prominent, steeply pitched slate roof. The pyramidal roof to the corner balcony is a major feature of the building along with prominent chimneys.

*Heritage Item I123 – Presbyterian Church, 25 Clifford Street*

Built 1923, St Andrew's church is a large single storey brick building with prominent buttresses and tri-partied gothic style arched window facing the street. Steep slate roof to main church and side entry and bays.

*Heritage Item I124 – Building - Two storey free standing terrace, 62 Clifford Street*

Built c1900, a two storey brick terrace with verandah and cast iron lattice work. Elegant front entry door and sidelights with tri-partied windows to ground floor. Gable iron roof with two prominent chimneys.

**03: In the case of New Development (Applicable)**

[A] Will the new development/major addition visually dominate the heritage item or area?

It is noted that there is no discernible streetscape, built or heritage context for the surrounding areas in Clifford Street which is demonstrated in Map No. 15 – Townscape Analysis in the 1983 Heritage Study (refer Fig 7) where apart from the corner former bank building and the Presbyterian Church all other areas were detracted elements within the proposed City Heritage Conservation Area. The Heritage Study also noted that the "Associated upgrading of carparking areas of McKell Place is desirable"

It is acknowledged that if/when the current on ground car parking sites are developed and with this proposal for a multi-level carpark of 3-4 levels and at 10m high, the development will visually dominate the corner site and impact on the streetscape. However the design proposal for the new carpark structure using steel frames with concrete decks and framed metal screens and perforated panels has been done to reduce the impact on the heritage conservation area.

[B] How is the impact of the new development/major addition on the heritage significance of the item or area to be minimised?

It is acknowledged that the objective of the 1983 Goulburn Heritage Study were "To ensure that new development within the city of Goulburn is compatible with the existing visual and historical, built and landscape character where relevant". In this instance the design of the facades and the use of 'clearly' modern materials will differentiate it from other buildings in the area so that the aim being to minimise any impact on the heritage significance of the conservation area.

[C] Is the new development/additions sympathetic to the heritage item or area? In what way (e.g. form, proportions, design)?

The new development being a multi-level carpark is not sympathetic to the heritage conservation area, however as is most of the recent completed developments surrounding the site. As noted above there has been an attempt by the architects in the design of the structure using form, 'lightweight' and 'see-through' elements on the facade to reduce the impact on the heritage conservation area.

[D] How does the new development affect views to, and from, the heritage item/area? What has been done to minimise negative effects?

When viewing the site from the northern side of Clifford Street, say on the opposing corner (refer Fig 5) there is no redeeming feature in the surrounding area that typifies a heritage conservation area. When viewing away from the site, there are modern buildings such as Civic Plaza with its sloping/tilted facade and the medical centre opposite. The carpark structure has been located on the site with setback to Clifford Street for landscaping and the street facade of the carpark has been consciously made to be a living 'green' wall to minimise the negative effect of the multi-level carpark structure.

**04: The following aspects of the Proposal could detrimentally impact Heritage Significance**

The proposal for the new multi-level carpark structure could detrimentally impact on the heritage significance of the conservation area. However in this instance due to there being NO streetscape identity and the design for the streetscape facade to be a living 'green' wall, the aim is to reduce the impact on the heritage conservation area.

**05: The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons**

The design aspects of the new multi-level carpark proposal respect the heritage significance of the conservation area by referencing the objectives of the Goulburn Mulwarre DCP and CBD Masterplan and adopting these guidelines where possible as follows;

- *Maintain the general scale, height and bulk and proportions of traditional buildings in the streetscape...* in this instance there are none
- *Keep it simple – do not use a mixture of features from different eras or add pseudo-historic features to new buildings...* adopted this approach.
- *New development in heritage conservation areas and heritage streetscapes should be designed to respect neighbouring buildings and the character of the area or streetscape. The character of an area or streetscape can be uniform or have a mix of architectural styles. An appropriate reference point is usually the style of adjoining buildings...* this has been the approach and in this CBD location there are NO reference points in adjoining buildings or streetscape character.
- *Infill development should not be a copy or replicate neighbouring heritage buildings. It should be in keeping with the character and appearance of neighbouring buildings and the wider heritage conservation area or heritage streetscape. Infill developments should be simpler in design than adjoining buildings. Modern materials can be used successfully...* this approach has been adopted with the building of simple design and use of modern materials.

**06: The following sympathetic solutions have been considered and discounted for the following reasons**

The impact of the new multi-level carpark development has been discussed with the client and some alternative solutions have been considered where the impact on the heritage conservation area could be reduced, but have been discounted as follows;

- The proposal for some retail shops facing Clifford Street was deemed inappropriate, as there would be disconnect to other club functions and would be of no benefit to the Club. The development proposal is to utilise the whole site for carparking.
- The proposal to only construct a new multi-level carpark on the current sloping carpark site (Lots 1 & 2 DP 456806) was also reviewed and deemed unsatisfactory in meeting the Club's future carparking needs.

**6. CONCLUSION:**

This Statement of Heritage Impact has been prepared for the proposed new multi-level carpark construction on the corner of McKell Place & Clifford Street for the Goulburn Workers Club where located in the Goulburn City Conservation Area as per the Goulburn Mulwarre LEP 2009.

After deliberation and review of the Architectural Drawings (refer Appendix 2) for the proposed new multi-level carpark for the Goulburn Workers Club, this SOHI addresses the issues of the impact that this development will have on the heritage conservation area, with the proposed construction being acceptable subject to the following considerations:

- With reference to the Drawings, the proposal for the new multi-level carpark facade is to be designed with contemporary materials and details that clearly identify as new construction, so that it does not try to compete with the heritage significance of the conservation area. This is to be clearly detailed in the proposal prior to Development Approval.
- With reference to the Drawings, the proposal for the construction of egress stairs and lift structures in the building is to be designed in materials and details so as to minimise the visual impact. This is to be clearly detailed in the proposal prior to Development Approval.
- With reference to the Drawings, any proposal for the installation of new mechanical plant and associated structures are to be designed so as to reduce the impact on the heritage conservation area. This is to be clearly detailed in the proposal prior to Development Approval.

- Prior to any excavation taking place for the new construction works, a competent archaeological assessment should be undertaken. Once construction works are to commence then an archaeologist should be engaged to be on site to undertake an archaeological survey when excavation are made to a depth of say 500mm, as much historical information should be gathered as possible. This should include photographic and written evidence of site conditions and artefacts (if found). An archaeological survey would add to the understanding of how early businesses operated in Goulburn during the mid 19<sup>th</sup> Century.

In Summary, the proposed new multi-level carpark development will have an impact on the heritage significance of the conservation area, however in this instance the designers have followed the objectives/guidelines of the DCP when providing an infill building as outlined in this report. My recommendation is for Goulburn Mulwarre Council to approve the Development Application for the proposed new carpark development for the Goulburn Workers Club with subsequent conditions as indicated above.

#### **7. ATTACHMENTS:**

Appendix 1 – Site & Surrounding Building Photographs  
Appendix 2 – DA Documentation Drawings & 3D Images

#### **8. REFERENCES:**

Goulburn Mulwarre Council Local Environmental Plan 2009 - Part 5.10 Heritage Conservation  
Goulburn Mulwarre Council Development Control Plan 2009 - Heritage Conservation  
Office of Environment & Heritage website - Heritage Inventory /Listings  
Goulburn CBD Plan - Part 2 Masterplan: EDAW/EECOM for Goulburn Mulwarre Council (Dec 2009)  
Goulburn CBD Masterplan Heritage Report & Conservation Principles / Guidelines: City Plan  
Heritage - for Goulburn City Council (July 2008)  
Goulburn Heritage Study: Lester Firth & Associates Pty Ltd - for Goulburn City Council (Oct 1983)



**NOEL THOMSON RAIA**  
**Architect & Heritage Consultant**  
**Noel Thomson Architecture Pty Ltd**

19 May 2017



**APPENDIX 1 – SITE & SURROUNDING BUILDING PHOTOGRAPHS**



Photo 1: Goulburn Workers Club - Entrance Driveway (looking south) to the CLUB



Photo 2: Goulburn Workers Club - view looking south to overall Club



Photo 3: McKell PI - Club and carpark entry



Photo 4: McKell PI - Club facade





Photo 5: McKell PI - Club facade



Photo 6: McKell PI south end - view to Cinema Complex



Photo 7: McKell PI south end - view to Cinema Complex in Lilac Place



Photo 8: McKell PI - view looking north showing Club facade





Photo 9: McKell PI - view looking northwest to Medical Clinic



Photo 10: McKell PI - view looking west to Children's Centre



Photo 11: McKell PI - view looking west to Medical Centre



Photo 12: McKell PI - view looking south to Club facade and carpark





Photo 13: Clifford St & McKell Pl corner - view looking south to carpark and Club



Photo 14: : Clifford St - view looking south down McKell St



Photo 15: Clifford St - view looking south to Ellesmere Medical Centre



Photo 16: Clifford St - view looking south to Office & Terrace – Heritage Item (I124)





Photo 17: Clifford St - view looking north to Civic Plaza



Photo 18: Clifford St - view looking north to Paint & Hardware store



Photo 19: Clifford St - view looking northwest to Presbyterian Church – Heritage Item (I123)



Photo 20: Clifford St - view looking west





Photo 21: Clifford St - view looking southwest to Club & former Bank – Heritage Item (I065)

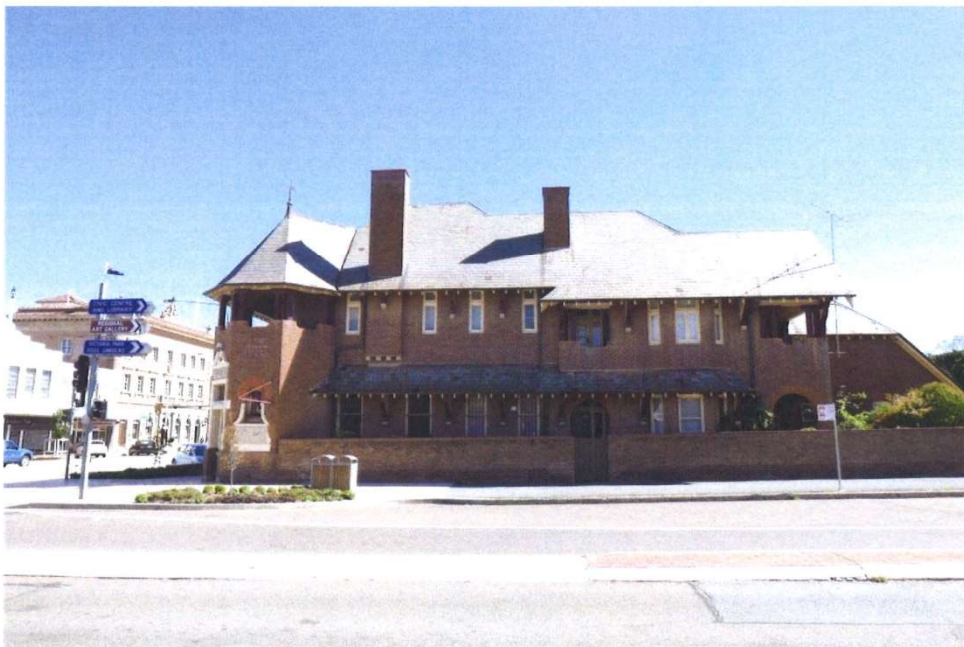


Photo 22: Clifford St - view looking south to former Bank – Heritage Item (I065)

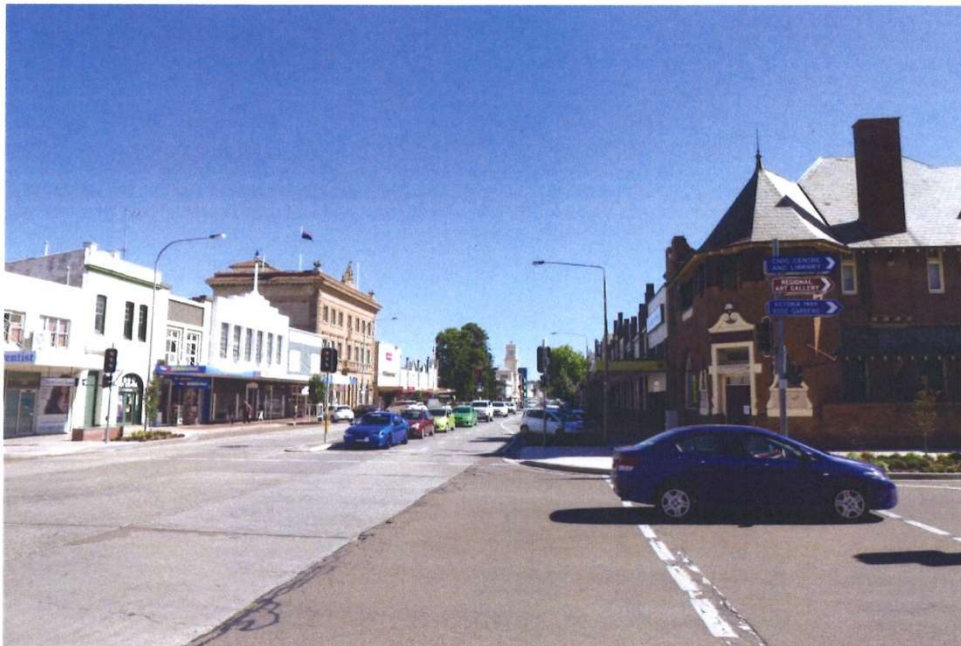


Photo 23: Clifford St & Auburn St corner - view looking south



Photo 24: Auburn St - view looking west to Shop/Office & former Bank – Heritage Item (I065)





Photo 25: Auburn St - view looking northwest to Shop/Office & former Bank – Heritage Item (I065)



Photo 26: Auburn St - view looking west to Goulburn Workers Club





Photo 27: Clifford St - view looking east to Presbyterian Church – Heritage Item (I123)



Photo 28: McKell PI - view looking east to carpark



Photo 29: McKell PI - view looking east to carpark



Photo 30: McKell PI - view looking east to carpark and Club





Photo 31: Club carpark - view looking southeast to carpark and Club



Photo 32: Club carpark - view looking south to carpark and Club



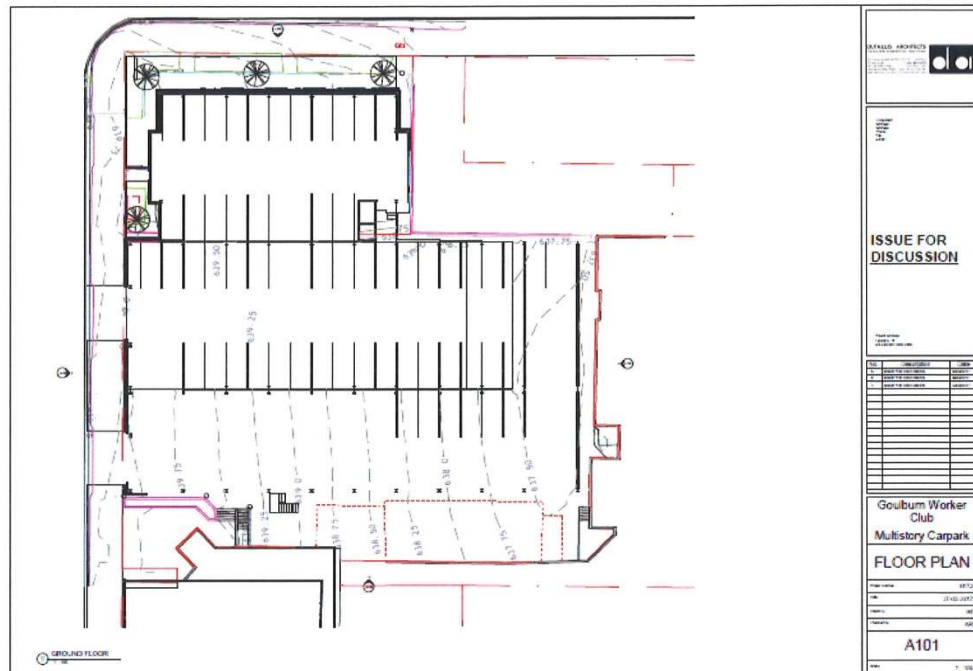
Photo 33: Club carpark - view looking north at ramp to carpark and Presbyterian Church



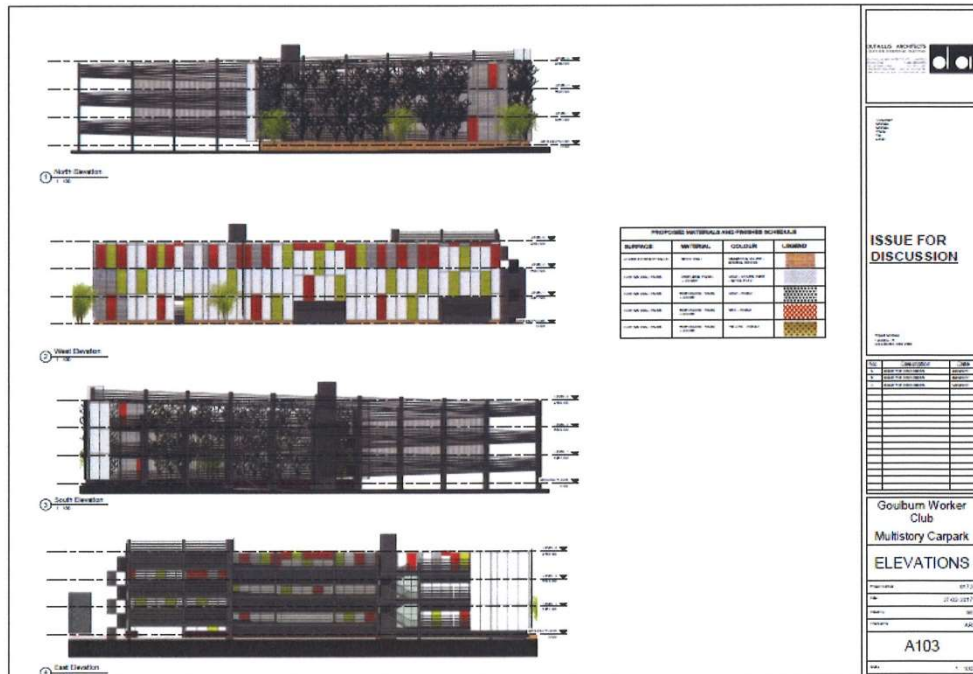
Photo 34: Club carpark - view looking west of carpark and to McKell PI



## APPENDIX 2 – DA DOCUMENTATION / PLANS



### Site Plan – Ground Floor Plan



### Elevations

GOULBURN WORKERS CLUB CARPARK – STATEMENT OF HERITAGE IMPACT

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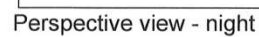
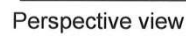




Perspective view



Perspective view



Appendix C – Car Parking Support Info

## Car Parking Analysis – Goulburn Workers Club

### **GENERAL**

The following details are a car parking analysis based on the existing building and facilities at the Goulburn Workers Club. It includes the current approved parking and some draft information concerning the future of the building.

### **EXISTING SITUATION – APPROVED**

The current building used by the Goulburn Workers Club is subject to a number of development approvals. Council Staff have carried out an analysis of approved parking for this current situation that was presented to the Council in May 2017. We enclose a copy of the Council report prepared in the Appendices of this SOEE.

The Council Staff analysis indicates that the Workers Club currently has 86 on site car spaces and require car parking numbers of 91. This is a deficiency of 5 spaces.

### **EXISTING SITUATION – BASED ON COUNCILS DCP**

The proposal for a new carpark does not involve changes to the Workers Club at the time of this application. However, it is advised that a master planning exercise is being carried out for the Workers Club. While this is a work in progress, the architecture firm carrying out the plan (Studio Nine) has presented a table of areas. We include this table in the Appendices for this SOEE.

The existing licensed areas from this table are in the order of 2755m<sup>2</sup>. From the DCP the required parking for this area is 20 spaces per 100m<sup>2</sup> of licenced area. This gives a car parking number of 551 cars.

### **PROPOSAL**

We are advised by a planning consultant that three options may be considered. These are as follows:

1. The approved car parking numbers are the base to consider.
2. The DCP numbers may be required if the Project was a greenfields site.
3. The car parking may be considered in the context of similar facilities.

The proposal does not change the use of the Club. We are of the opinion that the approval of the Workers Club with a requirement for 91 spaces is an indication that the facility is operating satisfactorily. There are no ongoing issues with parking in the on-site areas and the adjacent street parking which includes substantial parking in Ellesmere Place. Accordingly, the addition of a new parking structure should be considered to be in compliance with the parking requirements. This proposal will result in an excess of parking over the existing approved on-site parking of 146 spaces.

The comparison to a similar facility can also be carried out. The Workers Club is directly comparable to the Goulburn Soldiers Club. The Soldiers Club provides facilities of equal scope and scale to the Workers Club. The Soldiers Club is approved with 118 car spaces on-site. This proposal exceeds the comparable club car parking numbers by 111 spaces.

The DCP provision of 551 car spaces appears excessive based on existing use of the Workers Club and a comparable facility. If this was the criteria relied on, we ask for a variation of this based on previous approvals, current car parking needs being met and the comparable facility. A more detailed investigation of the definition of licensed area may need to be considered. However, we

regard this as an excessive for any future development at the site that involves a change in the uses of the workers club buildings and any additions that may be made to it.



Appendix D – Traffic Impact Assessment

**Traffic Impact Assessment**

**Development Application  
For  
Goulburn Workers Club Carpark  
at  
McKell Place Goulburn**

May 2017

16048 Goulburn Workers Club carpark  
Traffic Impact Assessment

20 June 2017

**Traffic Impact Assessment**

**Development Application  
For  
Goulburn Workers Club Carpark  
at  
McKell Place Goulburn**

May 2017

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16048 Goulburn Workers Club carpark  
Traffic Impact Assessment

20 June 2017

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## DOCUMENT CONTROL STATUS

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 Job Number: 16048

16048 Goulburn Workers Club carparkr  
 Traffic Impact Assessment

20 June 2017

## **1 TRAFFIC**

### **1.1 Introduction**

#### **1.1.1 General**

Goulburn Workers Club proposes to develop a multi deck parking facility at the site of its existing asphalt carpark on grade at McKell Place, Goulburn. This report considers the impact of the proposed development on traffic within the road network and on the site layout.

This traffic impact assessment is structured as follows;

Section 1.2 considers the existing traffic conditions and the public road network

Section 1.3 considers traffic generated by the proposed development

Section 1.4 describes the traffic modelling conducted as part of this assessment

Section 1.5 considers the impact of additional traffic on the public road network

Section 1.6 considers the internal road network

Section 1.7 considers internal parking arrangements and service vehicles

Section 1.8 considers public transport

Section 1.9 considers public road paths and pedestrian access

Section 1.10 considers lighting of parking areas

Section 1.11 concludes the traffic impact assessment and provides recommendations

Section 1.12 contains SIDRA model results

#### **1.1.2 References**

The following standards, guidelines and documents were used in preparing this report;

Austrroads Guide to Traffic Generating Developments 2002

Austrroads Design Vehicles and Turning Path Templates 2005

AS2890.1 Parking Code - Off Street Parking

AS2890.2 Parking Code - Off Street Parking Commercial Vehicles

AS2890.6 Parking Code - Off street parking for people with disabilities

Goulburn Mulwaree Council – Development Control Plan DCP 2009

RMS Guide to Traffic Generating Developments 2002 (RMSGTTGD)

#### **1.1.3 The Proposal**

The proposed development comprises multi deck parking for the Goulburn Workers Club. The existing asphalt parking area provides 83 spaces, and the proposed development will provide 237 parking spaces, thus an increase of 154 parking spaces on the land.

Traffic access to the proposed development will be via two existing access points, on McKell Place. The existing third access will be removed.

#### **1.1.4 Study methodology**

The traffic assessment is based on the guidelines provided in the RMSGTTGD, noting that the Club licensed area is not altered under this development proposal.

This assessment utilises land use traffic generations from the RMSGTTGD along with existing traffic data to conduct intersection assessment using SIDRA analysis.

Parking demand was derived based on consideration of the prescription and the option of a parking study to compare with a similar facility, as provided in Council DCP 2009.

## 1.2 Existing Road Network

### 1.2.1 General

The subject land is bounded by McKell Place to the west and Clifford Street to the north, all being local roads. The site is approximately 90m west of Auburn Street (former Hume Hwy), being the main road artery through Goulburn. Figure 4.1 shows the locality plan, indicating the site location in the context of the Goulburn road network. A 50 km/hr speed limit exists across the area.



Figure 4.1 Locality Plan (source six maps)

### 1.2.2 McKell Place

McKell Place is a local road serving commercially zoned land. McKell Place is a two lane road with on street parallel kerbside parking and a taxi zone along the frontage of the subject site. McKell Place is flat and straight alignment with good sight distances.



Image 4.1 McKell Place view, from Lilac Place intersection



Image 4.2 McKell Place and the subject site, looking south from Clifford Street.

### **1.2.3 Clifford Street**

Clifford Street is a divided carriageway sealed two lane local street, connecting western areas of Goulburn with the central business district. Clifford St has angled parking on both sides of the road, and taxi rank near the land frontage. Clifford Street has a signal controlled intersection with Auburn Street (former Hume Highway) east of the land, and a roundabout intersection at Bourke Street west of the land. McKell Place is 'give way' sign controlled at its intersection with Clifford Street.

Image 4.3 is a image of Clifford Street. The street is gently graded and straight, with good sight distances.



Image 4.3 Clifford Street view, looking east from McKell Place

### **1.2.4 Ellesmere Street**

Ellesmere Street is a local road dominated by parking areas, both in the centre of the road and in a large carpark at grade on the western side. Two lanes approach Clifford Street intersection, and one lane leads traffic away from the intersection.

Ellesmere Street is offset to McKell Place at the Clifford Street intersection. Right turn movements from Clifford Street into Ellesmere Place is capable of inhibiting traffic northbound on McKell Place at the Clifford Street intersection.



### 1.2.5 Road network traffic flows

Goulburn Mulwaree Council LGA area has an estimated population of 30,000 persons. In terms of comparative scale, this population is 40% of the Coffs Harbour population.

Traffic flows are estimated, as Council has not been able to supply any traffic counts in the relevant streets. Traffic counts were undertaken at the McKell Place-Clifford Street intersection for 15 minute periods at 0815-0830 and 1515-1530 on Thursday 15 December 2016, representative of an average day. These counts were aimed at capturing a snapshot of likely peak morning traffic and peak afternoon traffic, and are recorded in Figure 1.3.5. It is recognised that peak morning traffic is not likely to coincide with Club trading hours hence such a count sets a basis for traffic not influenced by Club activity.

Observation later in the afternoon indicated traffic queues, generated by the signal phasing at Auburn Street-Clifford Street intersection, allowed traffic to back up almost to the McKell Place-Clifford Street intersection. This assisted in forming an estimate of traffic flow.

Clifford Street is expected to carry significantly less traffic than Goldsmith Street, a parallel street to the north of Clifford Street that better services north-west Goulburn. Clifford Street AADT peak hourly flow is estimated to be 600-800 vehicles per hour. Clifford Street and Goldsmith Street carry traffic generated by two schools and a public hospital.

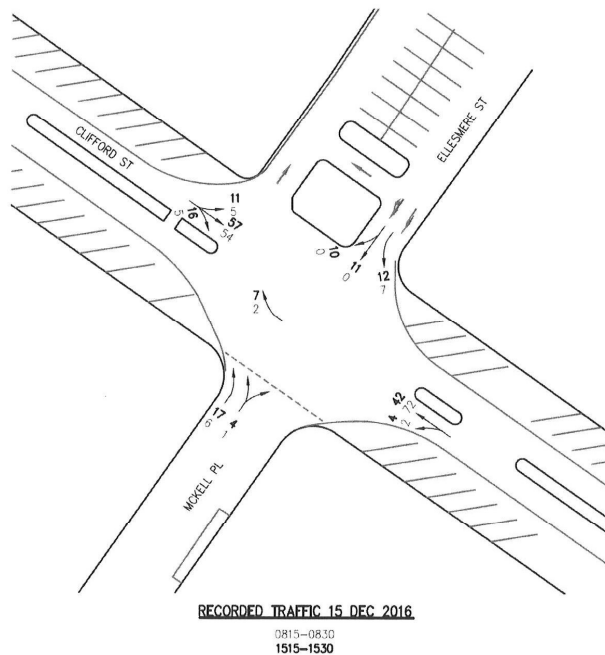


Fig 1.3.5 traffic counts taken at McKell Place- Clifford Street intersection

McKell Place is considered to be a low traffic street and the landuse in the street is likely to see a traffic flow pattern dominated by Club and picture theatre trading.

### 1.2.6 Relevant intersections

Nearby intersections that could potentially carry additional traffic generated by the proposal include;

- Clifford Street - McKell Place - refer Fig 1.3

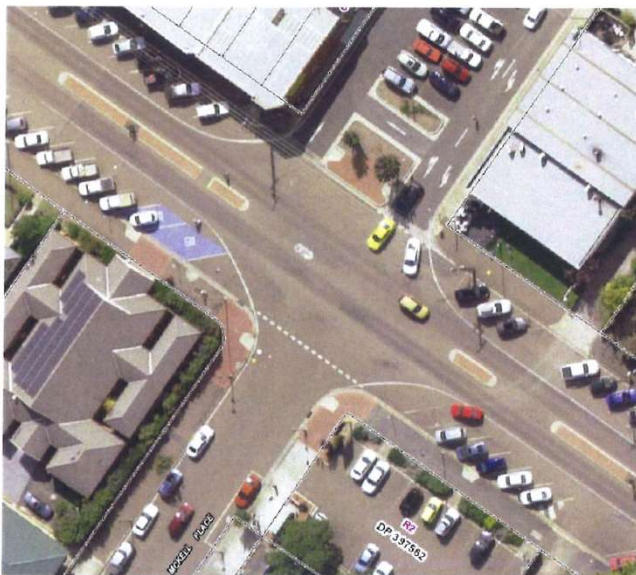


Fig 1.3 aerial image of Clifford St-McKell Pl intersection (source Google Maps)

The amenity of this intersection was assessed using computer modelling, which is further discussed below.

### 1.2.7 Club patronage flows

A count was undertaken over the week 9-15 February 2017 for patron arrival and departure, at both Club doors on McKell place and Auburn Street. The parking arrangements in the CBD include significant on street parking, and Club patronage via Auburn Street would include a component of public transport trips. It is considered generally most likely that patronage via McKell Place is predominately representative of private vehicle and taxi trips with a component of walking.

The patronage flows are characterised by heavier flows on Thursday-Friday-Saturday, as expected from other Club patronage counts experienced by this practice. Auburn Street door tended to have a heavier patronage than McKell Place, other than Thursday night and Club closing on Saturday night (early Sunday morning). The absence of late night public buses and location of taxi ranks favours McKell Place doors at Club closing. The count suggests patrons spend approximately 3 hours in the Club at busiest times of the week, which will be reflected in carpark turnover.

### **1.3 Traffic generated by the proposed development**

#### **1.3.1 Traffic generation**

The proposed development has been assessed for traffic generation using the RMS Guide to Traffic Generating Developments (2002).

As the Club's licensed facilities are already developed, traffic generation is a consequence of existing land use. Whilst the improved parking facilities will be a convenience for Club patrons, the development of proposed parking facilities does not generate additional traffic in its own right. Traffic that is generated by the Club will have a re-distribution of routes, such that the Club's carpark will be the destination for inwards trips and the start of outbound trips, with the effect of potentially increasing traffic at the Clifford Street - McKell Place intersection.

The Statement of Environmental Effects indicates that the Club floorspace is 4,143 m<sup>2</sup>. From RMSGTTGD the traffic generation is 10 veh/hr/100m<sup>2</sup> licensed area. This would conservatively equate to 414 veh/hr trips. Club patronage counts suggest that the busiest periods in the week would equate to approximately 40% of the RMSGTTGD trip generation rate. As the development proposal does not include increased licensed area, traffic generated by the Club exists in the road network, thus traffic counts will already include that traffic generation. The RMSGTTGD does not make provision for traffic generated by a parking structure.

The concentration of parking on the land, relative to parking currently spread through local streets, will modify the traffic trip routing within the road network. Traffic that might currently find parking in Ellesmere Street might now park in the proposed development. Traffic finding parking in other CBD streets might now modify their routing to target the additional parking capacity on the land. There is also an element of vehicle trips that currently have unsatisfied parking in peak periods, now being satisfied upon completion of the additional parking.

The modification of traffic routes is likely to see some increase in traffic through the McKell Place-Clifford Street intersection.

#### **1.3.2 Distribution of additional traffic generation to the road network**

Traffic generated by the development will use McKell Place to enter and leave the Club. Traffic will arrive and leave the area predominantly by Clifford Street, and to a minor extent Lilac Place. The performance of the McKell Place-Clifford Street intersection is assessed for 100% of additional traffic represented by the additional parking spaces, at Club peak demand times, which will not generally coincide with peak hour traffic generation in the road network.

## 1.4 Traffic Modelling

To quantify the impact of the development on the surrounding road network, computer traffic modelling at selected locations was undertaken using the computer program SIDRA (version 6.1). The following scenarios were modelled at the McKell Place - Clifford Street intersection:

- Existing recorded afternoon traffic
- Estimated peak hourly traffic on Clifford Street
- Club emptying late night with little general traffic flow in the local road network

### 1.4.1 Traffic Loading

The recorded traffic data shown in section 4.2.5 was used to model the intersections of interest in SIDRA. Traffic volume data was not available from Council hence an estimate of peak hourly traffic was used and checked against traffic in Coffs Harbour on a population proportion basis to gain a degree of confidence.

### 1.4.2 Model Results

The performance of the intersections of interest and the access driveways was modelled for peak hour traffic using the computer program SIDRA (ver 6.1).

The following table summarises the results of the modelling.

- Recorded traffic (pre development) - a total vehicle flow of 940 vehicles/hour through the intersection with almost 800 veh/hr on Clifford Street and 107 vehicle trips on McKell Place, returned average delays of 15 seconds at McKell Place and Ellesmere Street traffic. The level of service is LOS 'A'.
- Recorded traffic (post development) - a total vehicle flow of 1143 vehicles/hour through the intersection with almost 800 veh/hr on Clifford Street and 222 vehicle trips on McKell Place, returned average delays of 18 seconds at McKell Place and 20 seconds at Ellesmere Street traffic. The level of service on those streets has changed from LOS 'A' to LOS 'B' due to the concentration of traffic through the intersection. A sensitivity check where Clifford Street traffic was increased by 100 vehicles per hour revealed the same LOS results.
- Club emptying - a flow of the entire carpark capacity plus taxi trips, of 242 veh/hr discharging into McKell Place and mostly turning right or left into Clifford Street, was found to be adequately accommodated by the intersection. Average wait time was 8 seconds. Level of service LOS 'A' was found. This traffic condition should not be an issue for the intersection.

The level of service (LOS) is a subjective measure of movement performance and is based on average wait times. LOS A to B is considered good, with minimal delay to traffic making the movement. LOS C is acceptable. LOS D is still acceptable, but poor. LOS E is very poor and LOS F is considered not acceptable. The worst LOS is 'B' and thus the performance of the intersection can be considered as good.



## **1.5 Impact of development on public road network**

The traffic generated by the development is not considered additional traffic, however there is a slight redistribution of traffic within the road network. The intersection has been modelled for the concentration of traffic caused by the development of additional parking facilities. Elsewhere, elements in the road network will benefit from an offsetting reduction in traffic.

Concentration of parking capacity will also reduce the need for vehicles to search seek parking opportunities in public streets, hence will potentially reduce overall traffic flows in the CBD.

### **1.5.1 Conclusion & Recommendations**

The public road network has sufficient capacity to cater for the traffic generated by the proposed development. The performance of the McKell Place and Ellesmere Street legs of the intersection is expected to deteriorate slightly from LOS 'A' to LOS 'B'. Elsewhere, elements of the road network will benefit from reductions in traffic flows. Overall, concentration of parking facilities will reduce the need for 'searching' for parking opportunity in the road network and thus overall traffic flow in the CBD may well reduce slightly.

## 1.6 Internal roads and circulation

The proposed development implements an internal road to the loading dock, through retention of the existing circulation aisle adjacent to the Club building, and new circulation aisle to service the multi deck carpark.

The proposed internal road network for the development includes:

- Two way sealed road at the existing asphalt surface
- A connection between the asphalt level of the carpark and Clifford St access driveways, which in effect restores the existing connection
- Carparking Areas services by a spiral type parking/circulation aisle
- Waste collection and loading areas
- Blind aisle to the smaller northern section of the new carpark structure
- General speed control limit of 15 km/hr suitably signposted
- Turning area at the end of the top level parking deck

## 1.7 Internal car parking arrangement

Car parking will be provided in accordance with AS2890.1 Off Street parking, with a circulation/parking aisle connecting all levels of the multi deck carpark.

### 1.7.1 Relevant standards

The proposal has been designed to meet the standards imposed by;

- Goulburn Mulwaree Council DCP 2009
- AS2890 Parking Code for off street parking.

### 1.7.2 Parking demand

Parking demand is proscribed in DCP2009 at the rate of 20 spaces per 100m<sup>2</sup> licensed area, or by means of a traffic and parking study. The prescriptive car parking calculation is tabled below;

Item	Car parking requirement	Car parking requirement
2755m <sup>2</sup> licensed area	20 spaces per 100m <sup>2</sup> licensed area	551 spaces
Loading bay	1 space	1 space provided

Experience suggests that Clubs in regional areas do not generate the parking demand anticipated in the prescription. Council permits the use of a traffic and parking study as an alternative to the prescription.

Information provided to us indicates that the Goulburn Soldiers Club is a similar sized and similar use development to the Goulburn Workers Club. The Soldiers Club provides 118 off street parking spaces.

The approved parking provision is 91 spaces at Goulburn Workers Club (reference: *Council officers report to the ordinary meeting of Council to be held 16 May 2017*). 86 spaces are developed, thus there is a shortfall on site of 5 parking spaces. The proposal will increase the parking provision from 86 to 237 parking spaces. This will meet the Council approved

provision of 91 spaces and leave a surplus of  $(237-91) = 146$  parking spaces for future demand generation.

The provision of 237 parking spaces will exceed the parking provision at the similar sized Golburn Soldiers Club.

Neither of these Club sites appear to have a history of parking deficiency perceptions. It is thus concluded that the existing provision of parking is performing generally satisfactorily and that the provision of concentrated additional parking on Club land will benefit the community by release of public parking spaces in the public road network. The demand appears to be adequately accommodated by the current parking arrangements in the central business district. Hence the use of a prescription is not appropriate for this Club and is not recommended. Provision of these parking facilities is a public benefit, through release of parking demand for public parking spaces back to general community use.

Public parking is available extensively as angled parking in CBD streets and at an off street carpark in Ellesmere Street, within 100-200m walk of the Club's entrance door on McKell Place. Development of additional parking facilities will likely see a transfer of parking demand from streets and the Ellesmere carpark. This will release demand on those public parking spaces, and thus is a public and social benefit to the community.

Item	Approved Car parking requirement	Floor area per parking space
2,755m <sup>2</sup> licensed area	91 approved spaces	30.27 m <sup>2</sup> /space or 3.3 spaces per 100 m <sup>2</sup> licensed area
Loading bay	1 space	1 space provided
<b>Total</b>		<b>237 total marked car parking spaces including retained existing parking at asphalt level</b>

### 1.7.3 Carpark Assessment to AS2890.1 Off Street Parking Code

An exhaustive analysis of AS2890 would be part of a detailed design proposal for the site. Major elements of AS2890.1 have been assessed and this section demonstrates general compliance of the proposal with AS2890.1. Table 4.7.2. provides the assessment of compliance

Table 4.7.2 Assessment of compliance with AS2890.1 (2004)

Clause	Design issue	Proposed solution
1.4	Classification	The proposal is classified as 2, which is suitable for entertainment centres. Accessible parking will be class 4.
2.3.2	Parking angle	90 degree parking is the most efficient use of area and is the basis of this proposal,
2.3.3	Parking aisle length	parking aisle lengths do not exceed 100m limits,
2.4	Parking module	AS2890 requires the parking spaces to be; Class 2 - 2.5m wide x 5.4m long class 4 - 2.4m wide x 5.4m long adjacent to a 2.4m wide shared zone,
2.4.3	Parking aisles	The minimum aisle width in AS2890 is 5.8m. The proposed aisle width is 6.5m, reducing to 6.15m at columns/ 6.45m generally at the single sided aisle closest to the Club building
2.4.5	Physical controls	Kerbs, wheel stops and vehicle barriers provide for control of parking, consistent with provision of accessible paths of travel
2.4.6.1	Max gradients	Maximum gradients in parking spaces are 4%, which is within limits. Generally grades will be 3%
2.4.6.2	Min gradients	Minimum gradients for concrete parking decks should be 1% and for asphalt areas 2%.

16048 Goulburn Workers Club carpark  
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2.4.7	Motorcycles	motorcycles may park in marked spaces at the carpark entrance
2.5.2(a)	Straight driveways	Straight driveway within the parking area is proposed, whilst lane widths will exceed minimum standards in order to provide more comfortable access for users.
2.5.3	Circulation roadways and driveway grades	Circulation road are not required. Circulation is via parking aisles as per traditional parking structures.
2.5.3(f)	Sloping floors	The carpark has sloping floors of 3% gradient, well within the 5% control.
3.1.2	Category of access driveway	A class 2 parking facility requires a category 3 access driveway to a local road, for 100-300 parking spaces. It is noted that two existing access driveways are retained intact, one of which serves 28 parking spaces plus loading dock, and other serving 201 parking spaces. Consequently one driveway is access category 2
3.2.1	Access driveway width	The existing driveway serving the asphalt carpark and loading dock is adequate as a category 2 driveway.  An access category 3 driveways comprises an separated 6m entry and 4-6m exit driveway with 1-3m separation width. The existing driveway is not sufficient to comply fully with the standard, however is considered sufficient for a functional and safe access arrangement that meets the principles of a category 3 access.
3.2.3(b)	Access driveway locations	Category 2 driveways should not be closer to an intersection than 6m, and category 3 driveways should not be closer than 6m to an intersection and should not be located onto arterial roads. The retained existing driveways are at least 30m from an intersection zones in AS2890.1 Fig 3.1 and is not onto an arterial road, hence complies.
3.2.4	Sight distances at driveway exit	McKell Place driveway exits provide sight distance of 30m to Clifford Street for traffic exiting the site. This is below the minimum 45 metre sight distance standard for 50 km/hr roads. The sight distance to Lilac Place is adequate.  Noting that McKell Place has a length of 30m to the Clifford St intersection, where vehicles are at low speed when turning through the intersection, the minimum SSD is going to be less than 45m. Vehicles turning into McKell Place will not accelerate to 50km/hr is that short distance to the driveway.  The sight distance on McKell Place is adequate for safe vehicle movements due to the low speed environment.
3.4	Queuing areas	The internal circulation aisle system has adequate queue capacity within the site
4.1	Pedestrian service	Pedestrian access is via the circulation parking aisles, with adequate sight distances typical of decked carparking structures.
4.2	Bicycle parking	Bicycle parking is not proposed within the parking structure. There are opportunities for parking at the asphalt level.
4.3	Signposting	The carpark will be signposted for the benefit of users as to speed, direction to facilities, identification of parking aisles, access and egress for vehicles, and the like.
4.4	Pavement markings	Parking spaces will be linemarked, directional arrows will be painted on the pavement and lines provided for lane guidance, and no parking areas.
4.7	Lighting	Carparks will be lit to relevant standards
4.8	Landscaping	Areas that are not sealed will be landscaped. The landscape area is 26m <sup>2</sup> larger than existing landscape area in the existing carpark.
4.10		

#### 1.7.4 Justification for retention of existing driveway for the multi deck carpark

The existing driveway is a combined entry-exit of approximately 7.5m width at the kerb line. The driveway is one of two existing driveways proposed to be retained, with a third driveway proposed to be removed. The retained driveways are approximately 7.5m apart.

There are several issues that arise with multiple driveways in property access. These issues can be categorised as;

1. Vehicle movement exiting from one driveway and entering the other, short-cutting the road and travelling in the incorrect lane due to driveway proximity
2. Short lane separation length for vehicles to select the desired access driveway from the public road



Compliance with AS2890.1 would see an access arrangement of 6m entry, 4m exit and 1m separation as a minimum compliant standard. This will equate to an 11m driveway crossing length. The main concern is the 6m entry width, which implies two entry lanes. This would normally serve a road with two way traffic turning into the carpark from each lane. However the road network discourages travel from the southern end of Lilac Place, and it is quite likely that the vast majority of traffic will travel from the Clifford Street intersection, to turn 'left in' to enter the carpark. Hence there is a need only for a single entry lane, as 2 lanes turning in will create conflict and confusion. Thus the entry lane should be reduced to a clearly defined single lane.

The proposal provides a 3.5m entry lane and a 3.5m exit lane at the site boundary, with a 1m wide concrete median separation. The entry lane will flow straight into the carpark aisle so that flow rate is maximised and vehicle queueing on McKell Place has less likelihood. Two entry lanes merging into one circulation/parking aisle lane will increase the risk of queue developing on McKell Place due to merging happening and thus slowing down traffic flow.

The proposed arrangement will suit the existing entry driveway and perform functionally and clearly, without indecisive actions on the part of drivers looking to merge etc.

The entry and departure rates for traffic is likely to be in the order of 80-100 vehicles peak hour flow, based on a survey of Club patron entering and departing the Club's two entries on McKell Place and Auburn Street. AS2890.1 indicates at Appendix D that a maximum lane flow of 600 vehicle/hour/lane can occur at free flow conditions in an entry and an exit lane. The likely arrival and departure rates are in the order of 15-20% of the maximum lane capacity. Hence it is considered that the the proposed access arrangement will perform adequately when placed into service.

#### **1.7.5 Parking layouts**

Parking is proposed to be provided on suspended concrete sloping decks. Parking is standard 90 degree parking.

#### **1.7.6 Accessible parking spaces**

Accessible parking spaces are grouped close to entry points and are proposed at ground floor. Existing accessible parking spaces on the site are proposed to be relocated to be closer to the building entrance and have compliant path of travel to the building entrance.

#### **1.7.7 Drop off and pick up parking**

The proposal does not alter current arrangements.

### **1.8 Service vehicles**

This section considers service vehicle arrangements on the site. The existing loading dock for service vehicles is proposed to be retained to service the existing building. Retention of the loading dock has influenced the design by retention of the asphalt aisle and parking spaces along the existing building. Service vehicles can travel along the existing aisle (as they currently do) and turn to the service bay. Vehicles can use the aisle under the new parking structure to effect a 3 point turn and then leave the site in a forward direction.

#### 1.8.1.1 Service vehicle characteristics

Service vehicles to the proposed development will include a spectrum of vehicle classifications from cars to small rigid vehicles (MRV). Articulated heavy vehicles are not expected to service the operational development.

Service vehicles will be required to provide linen, food and beverage, consumables, office supplies, building services and landscaping maintenance, furniture replacement, courier services, and a wide range of deliveries associated with the operation of a vibrant Club. These service deliveries will generally occur at Ross Place loading dock, well away from and not influencing the proposed development, refer image 6.

Most commonly the loading dock in the existing asphalt carpark, proposed to be retained in the development, and shown in image 5, will be serviced by small trucks, with the largest regular service vehicle likely to be grease trap pump out truck. The community bus will also be able to park in the area.



Image 5 loading dock in existing carpark



Image 6 Ross Place loading dock

The following figure shows the various vehicle types which may access the loading dock retained in the existing carpark, as per AS 2890.2.

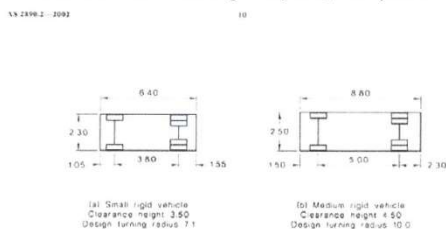


Fig 4.8.1 Design Service Vehicles as per AS 2890.2

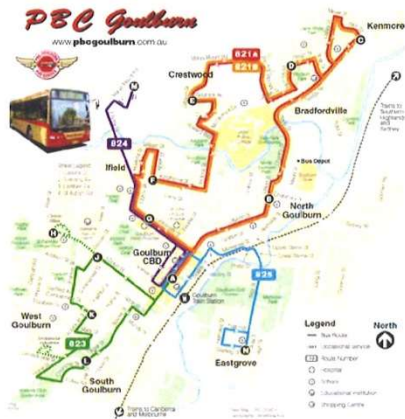
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## 1.9 Public Transport

### 1.9.1 Buses

The proposed development does not have any impact on public buses.



### 1.9.2 Taxis

Taxi arrangements are not altered by the proposed development. Taxi ranks in McKell Place and Clifford Street will continue to serve the community and are well located for Club patrons.



Image 7 taxi rank in McKell Place



Image 8 taxi rank in Clifford Street  
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### **1.10 Public road paths network**

The carpark site fronts public roads on two sides, and public road footpaths have been developed to both Clifford Street and McKell Place. Public road footpaths will need to be reconstructed where the existing driveway crossing is proposed to be removed. It is recommended the reconstruction be done in concrete, with the existing brick paving at the corner retained intact.

#### **1.10.1 Internal pedestrian access**

The proposed redevelopment will require appropriate pedestrian access within the site. The proposal features pedestrian access in the following ways;

- Pedestrian access via internal circulation aisles, gently graded at 3% thus complying with the definition of 'walkways' under AS1428.1.
- internal pathway within the development linking to Clifford Street (reinstating existing access link).

The proposal uses landscaping, railings and barriers to create visual and physical barriers to undesirable pedestrian movements. Undercroft spaces are proposed to be fenced, to prevent vagrancy and inappropriate pedestrian use, and provided with locked gate for access to permit maintenance access.

#### **1.10.2 Lighting of pathways**

Lighting of the paths can be provided in accordance with relevant Australian Standards. The lighting design will be implemented so to avoid spill beyond boundaries, glare nuisance to public road users, buildings on the land and to surrounding properties.

Relevant standards for the design of lighting are;  
AS1158.3.1 (Categories – P11a, P12) for external carpark (with compliance to AS 4282)  
AS1680.2.1 (Table E1, item- 11) for covered carpark  
AS2373.1 for exit and emergency lighting

Council can condition any development consent appropriately regarding lighting of the development.



## **1.11 Conclusion and recommendations for traffic management**

### **1.11.1 Conclusion**

The proposed development is able to be implemented without adverse impact on the public road network. The work internal to the site accommodates pedestrian and vehicular access in a safe and efficient manner.

The proposal can be approved subject to the recommendations outlined in this report.

### **1.11.2 Recommendations**

This traffic impact statement makes the following recommendations for the proposed development;

1. The works be approved in accordance with the Drawings and this report
2. Existing crossing proposed to be removed to be demolished, kerb and gutter reinstated and concrete footpath constructed, all to Council standards
3. Through site link, via a concrete path, is made to Clifford Street
4. Undercroft area be securely fenced to prevent unauthorised access
5. Modification of street traffic signs to reflect opportunities arising from removal of an existing driveway to increase on street parking and ensure safe movements at access driveways.

## 1.12 SIDRA MODELLING DATA & RESULTS

### 1.12.1 Pre development

#### DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

▽ Site: Clifford McKell - pre develop

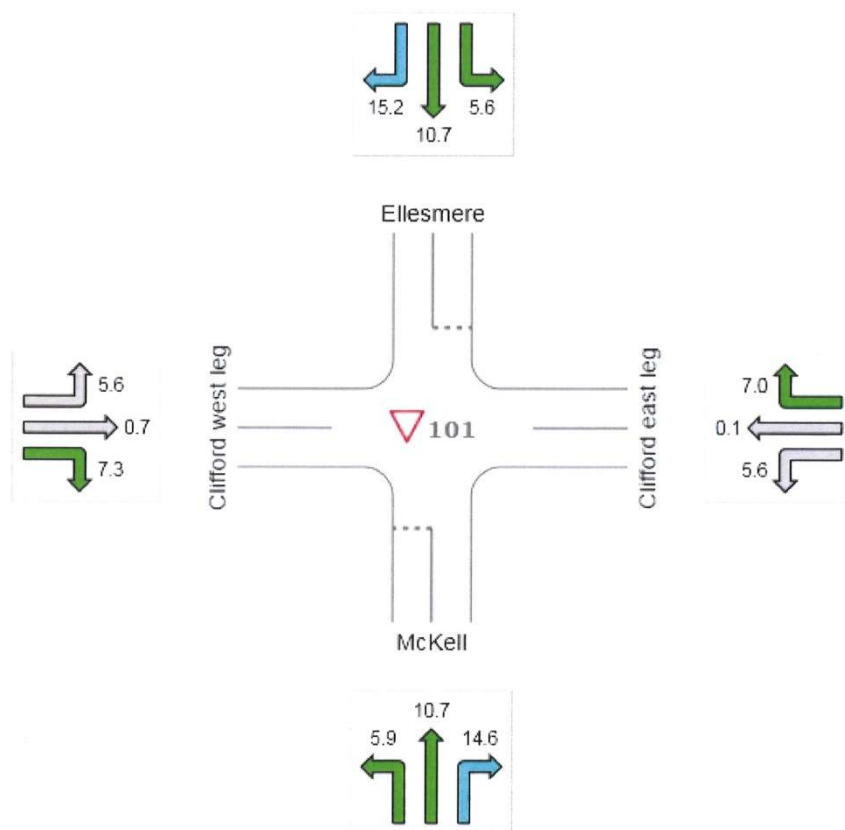
Clifford  
Giveaway / Yield (Two-Way)

McKell

Ellesmere

All Movement Classes

	South	East	North	West	Intersection
	8.0	0.6	8.8	2.6	3.4
LOS	A	NA	A	NA	NA



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
-------	-------	-------	-------	-------	-------	------------

Level of Service Method: Delay (RTA NSW)  
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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Traffic Impact Assessment

## MOVEMENT SUMMARY

▽ Site: Clifford McKell - pre develop

Clifford McKell Ellesmere  
Giveaway / Yield (Two-Way)

### Movement Performance - Vehicles

Mov ID	ODMo v	Demand Total	Flows HV	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: McKell											
1	L2	74	0.0	0.075	5.9	LOS A	0.3	1.9	0.37	0.59	42.3
2	T1	17	0.0	0.094	10.7	LOS A	0.3	2.4	0.68	0.84	37.0
3	R2	17	0.0	0.094	14.6	LOS B	0.3	2.4	0.68	0.84	46.8
Approach		107	0.0	0.094	8.0	LOS A	0.3	2.4	0.47	0.67	43.8
East: Clifford east leg											
4	L2	17	3.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.58	57.3
5	T1	305	0.0	0.167	0.1	LOS A	0.1	0.8	0.04	0.02	59.9
6	R2	11	3.0	0.167	7.0	LOS A	0.1	0.8	0.04	0.02	59.0
Approach		333	0.2	0.167	0.6	NA	0.1	0.8	0.03	0.05	59.7
North: Ellesmere											
7	L2	89	0.0	0.085	5.6	LOS A	0.3	2.2	0.33	0.57	56.3
8	T1	11	0.0	0.161	10.7	LOS A	0.6	4.1	0.71	0.86	35.8
9	R2	42	0.0	0.161	15.2	LOS B	0.6	4.1	0.71	0.86	36.9
Approach		142	0.0	0.161	8.8	LOS A	0.6	4.1	0.47	0.68	53.5
West: Clifford west leg											
10	L2	47	3.0	0.026	5.6	LOS A	0.0	0.0	0.00	0.58	48.0
11	T1	242	0.0	0.195	0.7	LOS A	0.7	4.9	0.23	0.14	59.2
12	R2	68	3.0	0.195	7.3	LOS A	0.7	4.9	0.23	0.14	52.2
Approach		358	1.0	0.195	2.6	NA	0.7	4.9	0.20	0.20	58.4
All Vehicles		940	0.5	0.195	3.4	NA	0.7	4.9	0.21	0.27	57.4

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## DEGREE OF SATURATION

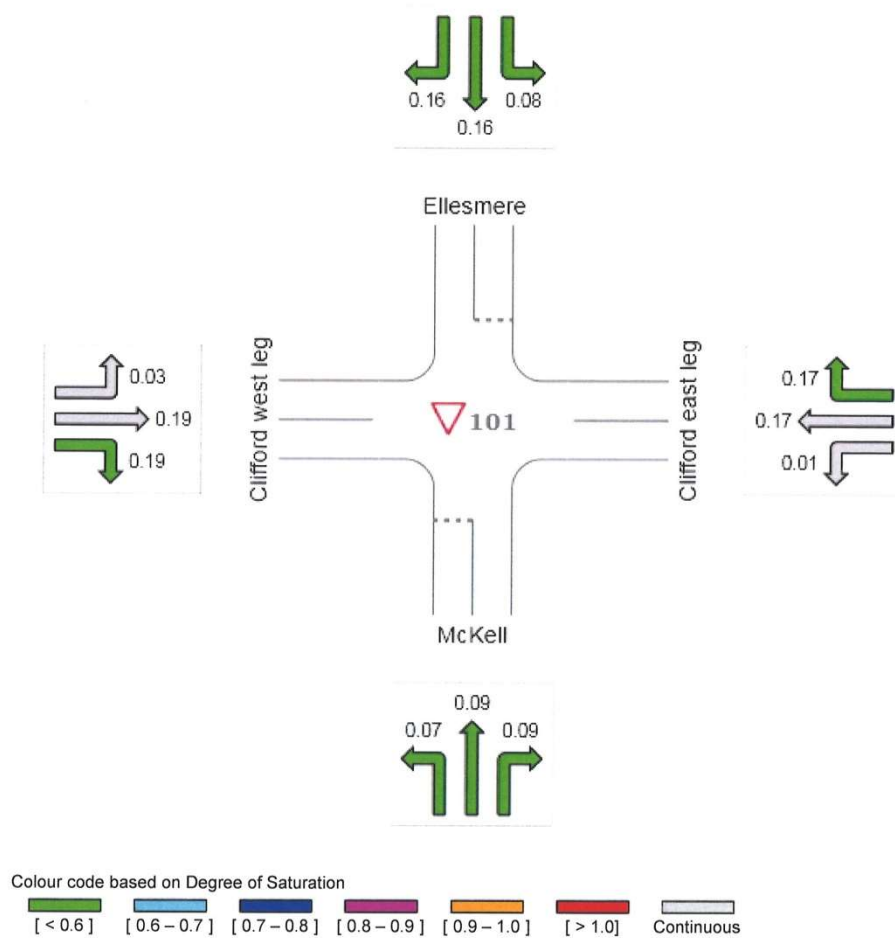
Ratio of Demand Volume to Capacity (v/c ratio)

▽ Site: Clifford McKell - pre develop

Clifford McKell Ellesmere  
Giveaway / Yield (Two-Way)

### All Movement Classes

South	East	North	West	Intersection
0.09	0.17	0.16	0.19	0.19



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16048 Goulburn Workers Club carpark  
 Traffic Impact Assessment

20 June 2017



### 1.12.2 Post development

## MOVEMENT SUMMARY

 Site: Clifford McKell

Clifford McKell Ellesmere  
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: McKell											
1	L2	163	0.0 0.166	6.0	LOS A	0.6	4.4	0.40	0.62	42.2	
2	T1	21	0.0 0.198	12.8	LOS A	0.7	5.1	0.75	0.88	34.8	
3	R2	38	0.0 0.198	17.6	LOS B	0.7	5.1	0.75	0.88	46.1	
Approach		222	0.0 0.198	8.6	LOS A	0.7	5.1	0.49	0.69	43.6	
East: Clifford east leg											
4	L2	42	3.0 0.023	5.6	LOS A	0.0	0.0	0.00	0.58	57.3	
5	T1	305	0.0 0.167	0.1	LOS A	0.1	0.8	0.04	0.02	59.9	
6	R2	11	3.0 0.167	7.0	LOS A	0.1	0.8	0.04	0.02	59.0	
Approach		358	0.4 0.167	0.9	NA	0.1	0.8	0.03	0.09	59.5	
North: Ellesmere											
7	L2	89	0.0 0.085	5.6	LOS A	0.3	2.2	0.33	0.57	56.3	
8	T1	16	0.0 0.223	13.1	LOS A	0.8	5.7	0.78	0.91	33.2	
9	R2	42	0.0 0.223	20.4	LOS B	0.8	5.7	0.78	0.91	34.1	
Approach		147	0.0 0.223	10.6	LOS A	0.8	5.7	0.51	0.70	52.6	
West: Clifford west leg											
10	L2	47	3.0 0.026	5.6	LOS A	0.0	0.0	0.00	0.58	48.0	
11	T1	242	0.0 0.256	1.2	LOS A	1.3	8.8	0.36	0.23	58.8	
12	R2	126	3.0 0.256	7.6	LOS A	1.3	8.8	0.36	0.23	50.4	
Approach		416	1.3 0.256	3.6	NA	1.3	8.8	0.32	0.27	57.5	
All Vehicles		1143	0.6 0.256	4.7	NA	1.3	8.8	0.29	0.35	56.1	

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## DELAY (CONTROL)

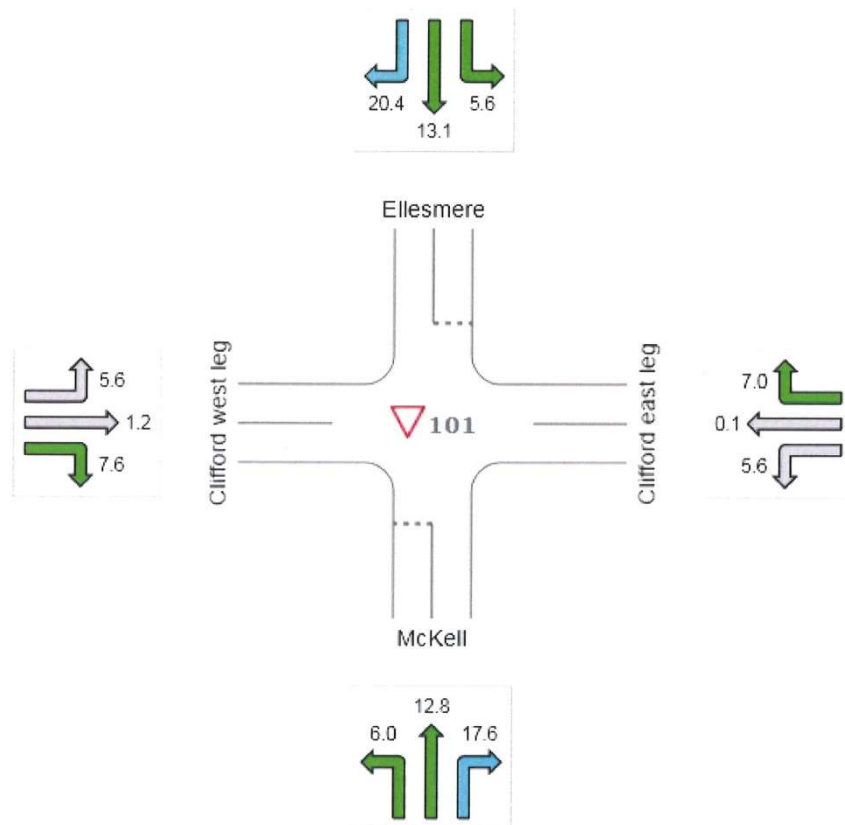
Average control delay per vehicle, or average pedestrian delay (seconds)

 Site: Clifford McKell

Clifford McKell Ellesmere  
Giveway / Yield (Two-Way)

### All Movement Classes

	South	East	North	West	Intersection
	8.6	0.9	10.6	3.6	4.7
LOS	A	NA	A	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay (RTA NSW)  
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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## DEGREE OF SATURATION

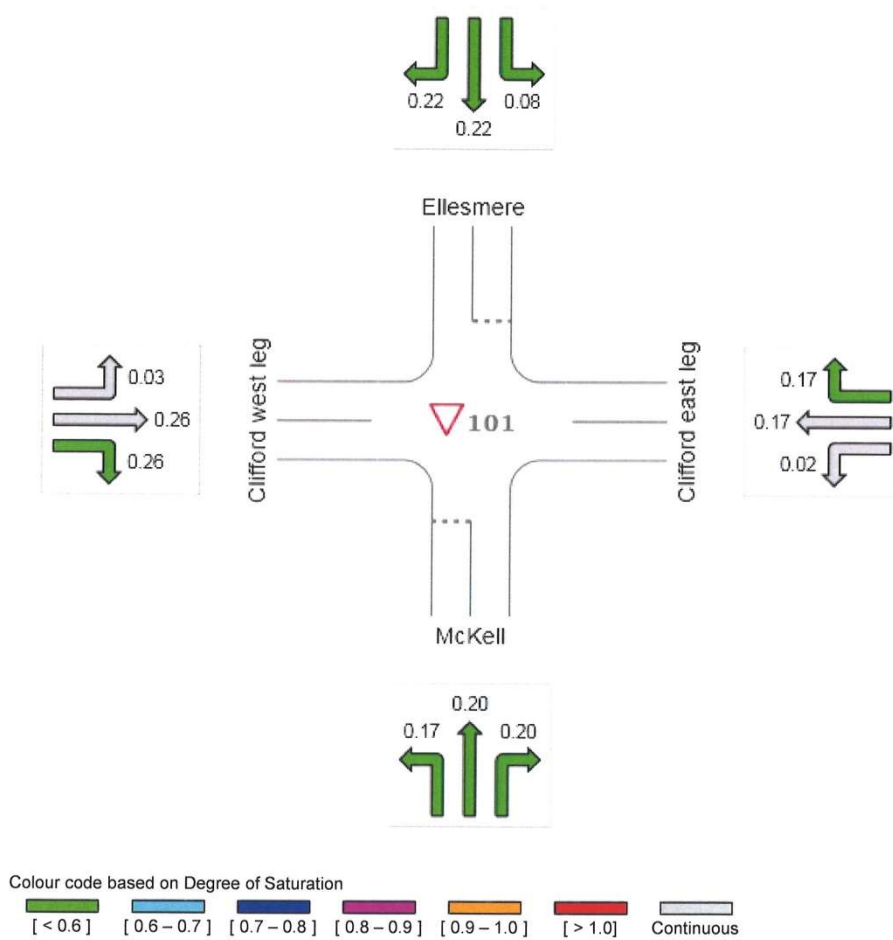
Ratio of Demand Volume to Capacity (v/c ratio)

Site: Clifford McKell

Clifford McKell Ellesmere  
Giveway / Yield (Two-Way)

### All Movement Classes

South	East	North	West	Intersection
0.20	0.17	0.22	0.26	0.26



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## 1.12.3 Post development with additional Clifford St traffic

## MOVEMENT SUMMARY

▽ Site: Clifford McKell - Copy

Clifford McKell Ellesmere  
Giveaway / Yield (Two-Way)

## Movement Performance - Vehicles

Mov ID	ODMo v	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m			
South: McKell											
1	L2	163	0.0	0.178	6.5	LOS A	0.7	4.7	0.44	0.66	41.9
2	T1	21	0.0	0.253	17.0	LOS B	0.9	6.6	0.82	0.94	31.7
3	R2	38	0.0	0.253	23.2	LOS B	0.9	6.6	0.82	0.94	45.0
Approach		222	0.0	0.253	10.3	LOS A	0.9	6.6	0.54	0.74	42.7
East: Clifford east leg											
4	L2	42	3.0	0.023	5.6	LOS A	0.0	0.0	0.00	0.58	57.3
5	T1	368	0.0	0.200	0.1	LOS A	0.1	0.9	0.04	0.02	59.9
6	R2	11	3.0	0.200	7.6	LOS A	0.1	0.9	0.04	0.02	59.0
Approach		421	0.4	0.200	0.8	NA	0.1	0.9	0.03	0.07	59.6
North: Ellesmere											
7	L2	89	0.0	0.091	5.9	LOS A	0.3	2.3	0.38	0.60	56.3
8	T1	16	0.0	0.286	17.7	LOS B	1.1	7.4	0.85	0.96	29.9
9	R2	42	0.0	0.286	27.2	LOS B	1.1	7.4	0.85	0.96	30.6
Approach		147	0.0	0.286	13.3	LOS A	1.1	7.4	0.56	0.74	51.6
West: Clifford west leg											
10	L2	47	3.0	0.026	5.6	LOS A	0.0	0.0	0.00	0.58	48.0
11	T1	305	0.0	0.299	1.5	LOS A	1.5	10.9	0.37	0.21	58.8
12	R2	126	3.0	0.299	8.2	LOS A	1.5	10.9	0.37	0.21	50.5
Approach		479	1.1	0.299	3.7	NA	1.5	10.9	0.33	0.24	57.8
All Vehicles		1269	0.5	0.299	5.0	NA	1.5	10.9	0.30	0.33	56.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

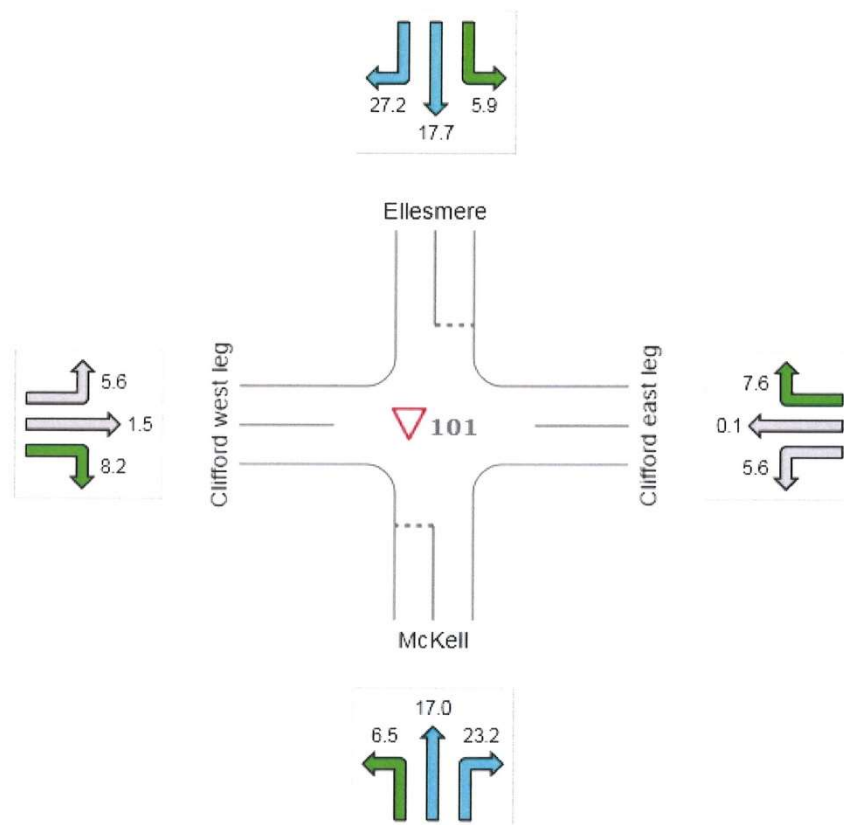
▽ Site: Clifford McKell - Copy

Clifford McKell Ellesmere  
Giveaway / Yield (Two-Way)

## All Movement Classes

	South	East	North	West	Intersection
	10.3	0.8	13.3	3.7	5.0
LOS	A	NA	A	NA	NA





Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay (RTA NSW)  
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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## DEGREE OF SATURATION

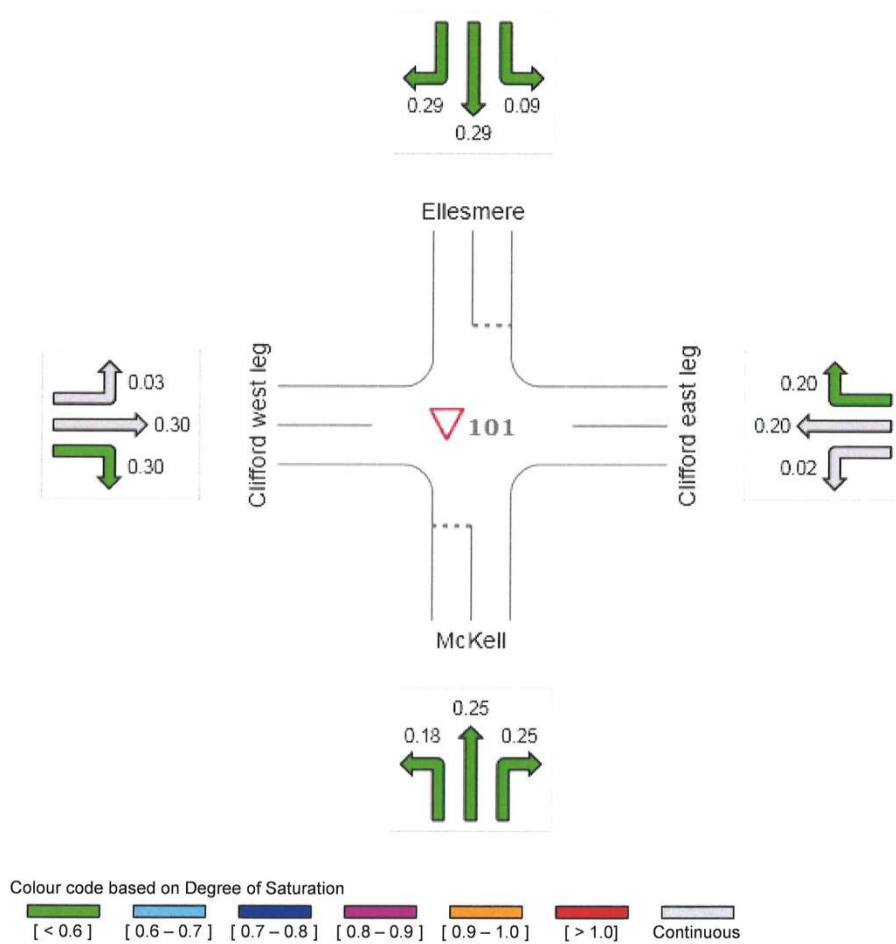
Ratio of Demand Volume to Capacity (v/c ratio)

Site: Clifford McKell - Copy

Clifford McKell Ellesmere  
Giveway / Yield (Two-Way)

### All Movement Classes

South	East	North	West	Intersection
0.25	0.20	0.29	0.30	0.30



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16048 Goulburn Workers Club carpark  
 Traffic Impact Assessment

20 June 2017

### 1.12.4 Club closing traffic

## MOVEMENT SUMMARY

▽ Site: Clifford McKell - Club empties

Clifford McKell Ellesmere  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	ODMo	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
	v	Total	HV	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h	%				veh	m			
South: McKell											
1	L2	116	0.0	0.240	4.9	LOS A	1.0	7.2	0.27	0.56	42.3
2	T1	11	0.0	0.240	5.9	LOS A	1.0	7.2	0.37	0.61	41.9
3	R2	116	0.0	0.240	7.8	LOS A	1.0	7.2	0.37	0.61	48.1
Approach		242	0.0	0.240	6.3	LOS A	1.0	7.2	0.32	0.59	47.0
East: Clifford east leg											
4	L2	42	3.0	0.069	5.7	LOS A	0.2	1.3	0.04	0.41	57.8
5	T1	84	0.0	0.069	0.1	LOS A	0.2	1.3	0.10	0.17	59.2
6	R2	21	3.0	0.069	6.0	LOS A	0.2	1.3	0.10	0.17	58.4
Approach		147	1.3	0.069	2.5	NA	0.2	1.3	0.08	0.24	58.7
North: Ellesmere											
7	L2	32	0.0	0.026	4.9	LOS A	0.1	0.6	0.17	0.50	56.5
8	T1	11	0.0	0.068	5.6	LOS A	0.3	1.8	0.47	0.64	41.3
9	R2	32	0.0	0.068	8.1	LOS A	0.3	1.8	0.47	0.64	42.7
Approach		74	0.0	0.068	6.4	LOS A	0.3	1.8	0.34	0.58	53.0
West: Clifford west leg											
10	L2	21	3.0	0.012	5.6	LOS A	0.0	0.0	0.00	0.58	48.0
11	T1	84	0.0	0.078	0.3	LOS A	0.3	2.0	0.16	0.19	59.1
12	R2	42	3.0	0.078	6.0	LOS A	0.3	2.0	0.16	0.19	51.8
Approach		147	1.3	0.078	2.7	NA	0.3	2.0	0.14	0.25	57.9
All Vehicles		611	0.6	0.240	4.5	NA	1.0	7.2	0.22	0.42	53.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix E – Council Car Parking Report



## Officers' Reports to Ordinary Meeting of Council to be held on 16 May 2017

### 10. Items for Determination

#### Item 10.1 Goulburn Workers Club on-site parking

##### Reporting Officer

Business Manager Planning & Strategic Outcomes – Emma-Jayne Leckie

##### Purpose of Report

The purpose of the report is to respond to Council's request for information on past parking sunset clauses stipulated in previous development consents relating to the Goulburn Workers Club.

##### Report

The Land & Property Services Unit has commenced a program to audit and review Council's property assets. This work identified that Council owned land, namely Lot 1 DP 410888 (196m<sup>2</sup> zoned B3 Commercial Core), and also part of the McKell Place Road Reserve (101m<sup>2</sup>), that formed part of the front section of the existing Workers Club car park.

Subsequently Council considered a report on 7 February 2017 which recommended selling Council land to the Goulburn Worker's Club. At this meeting Council resolved (17/009):

*That this matter be deferred pending a report from staff on past parking sunset clauses stipulated in previous two development consents.*

Since Council's consideration of this matter the surveyors acting on behalf of the Club have identified an anomaly in land ownership information held by the Department of Finance, Services & Innovation (the State department responsible for land and property administration). The Department have now informed Council there was an error in their Digital Cadastral Data Base and that it has been amended to identify the correct location of these parcels of land. This has resulted in confirmation that the Club does in fact own all of their combined car parks. Therefore the original recommendation made to Council on 7 February 2017 is no longer relevant or required.

Staff have now reviewed the relevant files with a view to clarifying requirements for car parking associated with existing consents for the Workers Club. The remainder of this report addresses Council's 7 February 2017 resolution.

At its meeting held on 15 May 2007, Council considered a report on car parking at the Workers Club. Relevant extracts from this report are provided in italics below.

## Officers' Reports to Ordinary Meeting of Council to be held on 16 May 2017

The following details the history of approvals and associated requirements for the Club:

1. 50/98/DA – Club Extensions (Issued 7 October 1998)
  - Proposal was to convert the former “Payless” Supermarket into Club facilities.
  - 44 parking spaces were required and 69 spaces provided (i.e. credit 25 spaces).
2. 2001/0270/DA – Club Extension (Issued 5 March 2002)
  - Additional extensions to those approved in Consent No. 50/98.
  - Proposal required additional 51 spaces to match increase in floor space.
  - The Traffic Committee (21 February 2002) allowed the deferral of additional parking spaces until 1 August 2003 based on:
    - Link with anticipated future stage of development
    - Peak demand was outside general business hours
    - There was adequate existing on site spaces (i.e. 76 spaces) plus nearby public spaces (e.g. Ellesmere Car Park)
    - Existing parking had adequate turnover
    - Submission of concept parking plan within 12 months
  - Consent issued based on Traffic Committee requirements i.e.
    - 51 additional spaces by 1 August 2005
    - Concept Plan by 5 March 2003
3. 131/2002/DA – Club Extensions (Issued 15 July 2002)
  - The proposal was in effect an amendment to Consent No. 2001/0270/DA.
  - Parking was adjusted from 51 spaces to 38 spaces to reflect the revised floor space.
  - Consistent with earlier approval the same deferral arrangements for the parking were permitted i.e.
    - 38 spaces by 1 August 2005
    - Concept Plan by 15 July 2003
4. 314/2002/DA – Club Extensions (Issued 25 November 2002)
  - The proposal represented a further amendment to the club extensions
  - Parking again adjusted to reflect revised floor space (i.e. 47 additional spaces)
  - Deferred arrangements remained the same i.e.
    - 47 spaces by 1 August 2005
    - Concept plan by 25 November 2003

## Officers' Reports to Ordinary Meeting of Council to be held on 16 May 2017

To summarise, the current configuration of the Goulburn Worker's Club was approved in March 2002 under development application 2001/0270/DA and subsequent amendments 131/2002/DA and 314/2002/DA.

Prior to this time, 44 car parking spaces were in use and deemed to be the required on-site car parking allocation under the previous consent (50/98/DA) that was issued in October 1998. Sixty-nine (69) car parking spaces were available on-site at the time 2001/0270/DA was approved. This gave the applicant a total of 25 additional car parking spaces or 'credits' that could be counted toward future additions/extensions to existing floor space or in this case 2001/0270/DA.

Following the approval of 2001/0270/DA and within the first year of its operation, the applicant amended this consent twice. Each time the required on-site car parking allocation was revised (refer above) until 47 spaces was identified as the number still to be provided in 314/2002/DA. As is demonstrated above the provision of additional car parking in each application was deferred via a 'sunset' style condition of consent.

The following paragraphs from the May 2007 staff report are relevant.

*Council has been prepared to accept deferral of the parking shortfalls. This shortfall initially appears to have been based on existing on site and nearby parking performing adequately. It also appears that the deferral was linked to a future stage of further development / expansion, however in the Consent this is a specific date rather than an event.*

*The dates for submitting a Concept Plan and providing the parking shortfall have passed. However, the further stage of expansion that triggers the need for the additional parking has not yet occurred. It should also be noted there has not been any significant complaints regarding parking at or in the vicinity of the Club.*

In the period between 2007 and the present the Workers Club have had further applications approved. A site plan that included an off-street car parking concept arrangement was provided to Council as part of 84/1314/DA.

There are currently 86 car parking spaces currently provided on site with an additional 2 car parking spaces for disabled persons and 2 car parking spaces for delivery vehicle spaces. When considering that the existing number of car spaces is 86, the original 50/98/DA assessed a parking demand of 44 off-street car parking spaces, and there was 47 car parking spaces required as amended in 314/2002/DA, there is a current deficiency of 5 off-street car parking spaces;  $44 + 47$  equals 91 less 86 results in 5.

An overall deficiency of 5 spaces based on the parking requirements at the time is more than adequately supplemented by existing on-street parking located in Ellesmere Street, Auburn Street, Ross Place, and McKell Place. Given the passage of time and the fact that the Workers Club are currently preparing a masterplan for the site it is the view at officer level that further investigation surrounding parking provision and compliance with existing development consents is not required. In any development application that would expand the existing facility, the off-street parking allocation for

## **Officers' Reports to Ordinary Meeting of Council to be held on 16 May 2017**

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the premises would need to be calculated based on existing and proposed floor areas and include an assessment against Section 3.4 – Vehicular access and parking of the Goulburn Mulwaree DCP 2009.

Given the location of the Club in proximity to listed heritage items and within the heritage conservation area any expansion or redevelopment of the Club including to accommodate additional car parking would need to be consistent with Section 3.1 – European (non-indigenous) Heritage Conservation of Goulburn Mulwaree DCP 2009. This is to ensure that the built form responds positively to the heritage context of the site and its surrounds.

### **Budget Implications**

Nil from this report.

### **Recommendation**

**That the report from the Business Manager - Planning & Strategic Outcomes on past parking sunset clauses relating to the Goulburn Workers Club on-site parking be noted.**



Appendix F – Areas of Building Table

**Andrew Randall**

**From:** Andrew Steele <Andrew@studionine.net.au>  
**Sent:** Monday, 29 May 2017 11:07 AM  
**To:** Andrew Randall  
**Cc:** Mandy Goehr; Nicholaos Gelekis  
**Subject:** RE: 6172-GWC Multi Level Open Deck Carpark

Hi Andrew,

Approximate areas as follows for your information:

1. Total building Footprint (square metres):  
Existing  
= 3895  
Proposed  
= 4151 (excl. Asian eatery)  
= 4394 (incl. Asian eatery)

2. Total floor areas are as follows:-

Area	Existing (square metres)	Proposed (square metres)
Gaming	586	768
Bar and restaurant	1096	1177 (1297 incl. Asian Eatery)
Public assembly hall	249	254
Other public areas	824	372
Back of house areas (office, storage etc.)	1388	1654 (1742 incl. Asian Eatery)
Accommodation	-	693

Please call with any queries.

—

Regards

**Andrew Steele**  
Director  
0413 385 775

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Kent Town SA 5067  
Australia

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STUDIO NINE  
ARCHITECTS

**From:** Andrew Randall [mailto:Andrew.Randall@dutailisarchitects.com.au]  
**Sent:** Tuesday, 23 May 2017 12:25 PM  
**To:** Andrew Steele <Andrew@studionine.net.au>  
**Subject:** RE: 6172-GWC Multi Level Open Deck Carpark

Hi Andrew,

I refer to our discussion today.

Please provide the following area take offs where practical.

1. Total building Footprint.
2. Total floor areas as follows:-

Area	Existing (square meters)	Proposed by your staged plan
Gaming		
Bar and restaurant		
Public assemble hall		
Other public areas		
Back of house areas (office, storage etc.		

Andrew Randall | ARCHITECT

Registered Architect No. 6062

### RANDALL | DUTAILLIS

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 SYDNEY OFFICE | Shop 2, 44 Mountain Street Ultimo NSW 2007  
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 RANDALL DUTAILLIS ARCHITECTS ACT | Reg No. 2334

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**From:** Andrew Steele [<mailto:Andrew@studionine.net.au>]  
**Sent:** Saturday, 20 May 2017 11:12 AM  
**To:** Andrew Randall <[Andrew.Randall@dutailisarchitects.com.au](mailto:Andrew.Randall@dutailisarchitects.com.au)>  
**Cc:** Mandy Goehr <[mandyg@studionine.net.au](mailto:mandyg@studionine.net.au)>  
**Subject:** RE: 6172-GWC Multi Level Open Deck Carpark

Hi Andrew,

Thanks for including us in on this correspondence, and my apologies it's taken this long to respond.

If possible, could you please call me early this coming week to discuss?

In terms of carparking numbers, the only works currently proposed that will have an impact on numbers is the works involved with Stage 2 (the new beer garden).

I'd like to run you through the Scope of Works to hear your interpretation on how best to approach the carparking demand query as Brett has indicated that the carparking rates outlined in the existing Development Plan are not appropriate.

Look forward to discussing with you further next week.

—

Regards

Andrew Steele

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0413 385 775

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STUDIO NINE  
ARCHITECTS

**From:** Andrew Randall [<mailto:Andrew.Randall@dutailisarchitects.com.au>]  
**Sent:** Monday, 15 May 2017 4:42 PM  
**To:** Andrew Steele <[Andrew@studionine.net.au](mailto:Andrew@studionine.net.au)>  
**Cc:** Mandy Goehr <[mandyg@studionine.net.au](mailto:mandyg@studionine.net.au)>  
**Subject:** 6172-GWC Multi Level Open Deck Carpark

Hi Andrew/Mandy,

This is part of the councils business paper for a meeting on the 16<sup>th</sup> May 2017.

It gives a clear indication of councils assessment of the approved car parking as the building stands now.

We have asked for some additional information via a NSW Government Information Public Access application (GIPA) to get further info.

If you have done any of your own assessment of the car parking requirement for the Club (from the DCP or LEP) please provide a copy of that info.

Should you have any queries please contact me.

**Andrew Randall | ARCHITECT**

**Registered Architect No. 6062**

#### **RANDALL | DUTAILLIS**

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Appendix G – Venue Safety Management Plan

**GOULBURN WORKERS CLUB VENUE SAFETY PLAN.***Introduction*

The Goulburn Workers Club has developed this plan to maintain the highest standards of responsible alcohol service and patron welfare. In making this commitment the club will continue to participate in our local liquor accord and will regularly consult with the local community and Police regarding the safety of the club premise.

In moving forward from the imposed mandatory license conditions, club management will detail below the new and existing safety measures that will assist the venue's transition, from the date of implementation.

*Existing measures – alcohol*

The club intends to retain a number of existing measures that have reduced incidents on premise. In particular, the club will continue:

- A ban on games of chance like “toss the boss” as the level of excessive consumption by members and guests on premise has been reduced in the absence of such promotions;
- To use responsible service of alcohol (RSA) marshals on Friday and Saturday nights which has resulted in a drop in the number of patrons ejected for inappropriate behaviour;
- An historical record of strong compliance with special license conditions and the Liquor Act 2008;
- The cessation of bar service 15 minutes before closing time as this measure has lowered the level of patrons being ejected for unruly behaviour;
- To play a major role in the local liquor accord; and
- After consultation with the local liquor licensing police the club has rostered on extra cleaning and bar staff on Friday and Saturday nights. This is for the purposes of having less glass left on tables, and less opportunity for a glassing incident.

*New steps*

To promote responsible alcohol consumption the club:

- Has provided refresher training on 8<sup>th</sup> June 2010 to 19 staff who serve alcohol to ensure they are fully aware of their legal and social obligations to serve alcohol responsibly;
- Has made a donation to the local liquor accord for them to arrange Responsible Service of Alcohol (RSA) courses for Year 11 and 12 high school students;
- Due to the risk of glassing incidence at six functions held at this club, we have enforced a ban on glassware on each occasion in the function area all night;
- Has implemented other measures including lighting, bar service, and staggering music times to allow for the gradual drift of patrons to transport;
- We will continue to abstain from selling shots of spirits or ready to drink mixed spirits (RTD's) with alcohol content of 5% or more after midnight in line with our policy to promote lower strength alcohol options.

*Existing measures – security*

The Goulburn Workers Club takes its security obligations to club staff and patrons seriously. In order to keep the occurrence of violent incidents on premises to a minimum the club:

- Strongly enforces a 1.30am lockout, in line with the liquor accord's voluntary requirements;
- Will inform all contracted security staff of their legal and social responsibilities in managing patron safety with five to six security on duty for door and in house behaviour;
- Day book is completed up to date by the House Managers;
- Incident books are completed by House Managers and Security staff daily;
- Maintains weekly contact with our local area police and considers their advice in addressing any shared security concerns;
- Maintains a very good relationship with our neighbours which has allowed the venue to identify and reduce noise and anti-social behaviour as patrons exit the premise; and
- Maintains 94 CCTV cameras both internal and external.

#### *New steps*

- Consult with our local taxi service to provide ways to increase patron access to taxi services;
- Consulted with our local council/taxi association and obtained approval for 3 late night taxi ranks outside the club from 9pm to 3am on busy nights;
- Consult local police on a regular basis to monitor and discuss incidents that may occur; and
- Promote the club's association with taxi vouchers in an effort to encourage patrons to leave their vehicles at home.

To ensure continued effectiveness of the club's safety plan, management will initially review the plan after three months and then every six months. Management will consult broadly with the club board and relevant stakeholders should any changes be deemed necessary.

Please find attached several memos sent to our duty staff regarding the implementation of measures to assist with the enforcement of procedures that will add to the safety of the club.