



Additional Information & Response to Submissions – Proposed Goulburn Performing Arts Centre, DA/0185/1617 – 163 Auburn Street, Goulburn

Please find the following additional information to support the development application for the Goulburn Performing Arts Centre:

Proposed Use

The proposed use in accordance with the Goulburn Mulwaree Local Environmental Plan 2009 falls within the definition of 'entertainment facility' and the café/bar area would be defined as a 'food and drink premises'. Both uses are permissible with consent in the B3 zone.

Clause 4.6 Goulburn Mulwaree Local Environmental Plan 2009

On behalf of the Applicant, we seek an exception to the height development standard of 15 metres in accordance clause 4.6 of the LEP. The rear section of the building comprising the back of house area and fly tower have overall heights of 20.3 and 21.7 metres respectively.

As presented in the SEE, the exception to the height standard is justified because the development meets the objectives of clause 4.3 Height of buildings. Reasons for supporting the variation are summarised as follows:

- The proposed development respects the height and scale of surrounding buildings;
- The bulk of the building where the height limit is exceeded is at the rear of the building;
- The simple contemporary design of the addition sits behind the 1887 building and therefore does not impact on the streetscape;
- The building does not create unreasonable overshadowing or impact on privacy of adjoining properties;
- The attached perspectives indicate the view from Montague Street show the impact of the height is not acceptable;
- The design has sought to provide the most functional space for a significant community facility within a constrained site and with appropriate respect to the adjoining and surrounding heritage buildings; and
- the Heritage Assessments have concluded the heritage impact of the design is acceptable.

It is therefore considered unreasonable and unnecessary for the proposal to meet the 15 metre maximum height limit and a better overall development outcome is achieved by the building design presented.

Section 3.4 Vehicular access and parking

Consideration is sought under s1.7 of the Goulburn Mulwaree Development Control Plan (DCP) for a variation to the parking controls outlined in s3.4 of the DCP. It is acknowledged the parking provisions in Table 3.2 require 42 or 56 parking spaces. However, the parking demand generated by the development needs to be considered in the context of the operations itself. As detailed in the SGS GPAC Business Case, and based on benchmarking of other regional facilities of similar capacity, the type of performances scheduled also influence the parking demand.

For example there is a significant difference in demand resulting from commercial touring shows than smaller locally based events or less popular mediums such as opera and chamber music. The frequency of events held will vary week to week, with some weeks when performances may occur most days and others when no performances are scheduled. Consultation with established venues indicates there are some months and periods of the year which see high demand for venues and are busier than others.

Additional Information



One of these times is November and December when schools and community groups have their end of year performances in addition to other scheduled events. January and February are typically quieter periods. Touring groups generally become more active around March.

For example, based on the experience at Griffith Regional Theatre, over a period of 56 days scheduled events consisted of:

- Three (3) professional performances targeted to adults
- Five (5) professional performances targeted to children; and
- Eight (8) community theatre performances.

This resulted in 14 days of performances and 42 non-performance days during this period. This is consistent with the 2015 APACA Economic Activity Report which states the number days annually available in each venue is rarely 365 days, as operational conditions and costs preclude uses on days such as public holidays or when a space is allocated to maintenance and equipment installation.

The development of operational details for the proposed GPAC included the following anticipated operating hours:

- Non- performance days (box office & admin only) 9.00am – 5.00pm M-F, 9am-12pm S
- Performance days 8.00am -11pm (including bump in/out & rehearsals)
- Loading dock and stage door entry may be used between 10pm and 2am on final performance nights for touring shows.

Reference to APACA benchmarking data, and research undertaken by SGS, indicates the type and frequency of events hosted at GPAC will vary widely throughout the year, as will the attendance at these events.

Professional tour groups typically sell between 70-95% of tickets to their shows, while amateur shows tend to be 50-65% full. In addition, industry data indicates the proportion of day and night time use of performing arts centres is typically 68% night and 32% day.

Therefore adopting the maximum likely operational assumptions made for the GPAC business case being:

- 25 professional shows/year
- 90 amateur shows/year
- 36 other community activities/year

It could be reasonably assumed that parking demand will vary and potential for competition for parking spaces within the locality is significantly reduced. With the exception of existing restaurants and public bars, the majority of gross floor space in the surrounding streets is occupied during typical business hours (8.00am – 6.00pm).

The parking strategy identified a current rate of 106 parking spaces/ 1000 people in the CBD. The Development site is located within 200m of 600 existing car parking spaces including on-street and off-street areas.

A distance of 400 metres is considered a reasonable maximum walking distance for older people and is consistent with guidelines used across Australia. However, a shorter distance of 200 metres would ensure greater accessibility for older or infirmed people, or persons with a disability. A shorter distance of 200 metres is also assessed as the maximum walking distance for children under 7 years of age.

Additional Information



It is noted that Belmore Park and surrounding area (one block north west of the site) currently accommodates several large community events each year including Anzac Day, Christmas Carols in the Park, Pictures and Popcorn events, the Multicultural Festival and Vibes Fest. These events consistently attract several hundreds to thousands of people at a time without creating unreasonable parking competition.

Basing the parking demand on the operating business case:

- Weekday no show weeks would generate demand for up to 10 parking spaces
- Weekday matinee would generate demand for 23 spaces
- Week night and weekend matinee would generate demand for up to 56 spaces'

Response to submissions

▪ *Access and Parking*

The existing development within the CBD, particularly sites containing heritage buildings which contribute significantly to the character of the area and the streetscape of Auburn Street present constraints for compliance with the current DCP provisions for parking. In accordance with the DCP, the calculated parking space demand created by the proposed development is 56 spaces. No parking is proposed on site.

Both the Goulburn CBD Masterplan 2008 and the Car Parking Strategy 2016 concluded there is sufficient parking availability within the CBD based on the current population, and make various recommendations for Council to implement to ensure that with population growth and increased activity within the CBD, parking supply is supplemented to address increased demand.

The proposed development must comply with the Building Code of Australia including the national Access to Premises Standard. In addition the Operational Management Plan for the facility includes options for Park and Ride and courtesy bus services. The site is within 250m of 5 existing taxi ranks and an established bus stop is located within 50m of the Auburn Street frontage. The Goulburn Railway Station is located approximately 400m walk from the McDermott Centre.

It is considered the benefits of this new community facility, adaptive reuse of a heritage building and contribution to the economic viability of the CBD justify the non-compliance with the DCP parking provisions.

▪ *Site suitability / Alternative site locations and cost*

We understand the scoping process and preparation of the SGS Business Case for the development included the consideration of alternative locations. Council determined the McDermott Centre was the preferred location for the development. The McDermott Centre was constructed and dedicated to the Goulburn community as a public building and the proposed development ensures its conservation and ongoing use for a positive public purpose.

Community facilities generally should be located near retail centres and relatively central to their long term catchment, and at a level of the urban hierarchy that is appropriate to their size and scale.

▪ *Construction impacts*

Some submissions raised concerns about potential construction impacts and business disruption during construction.

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The construction of the proposed development will be undertaken by experienced contractors following a tender process. The provision of a Construction Environmental Management Plan that includes details of the location of hoarding, pedestrian movements around the site, and the location and management of plant and equipment is required.

- *Capacity*

BHA has been part of the Working Party that Council created with potential community group end users of the facility and industry experts to scope the design of the performing arts centre. SGS Economics & Planning prepared a Business Case for the development that has also informed the scope and budget for the facility. Comparison has been made with other regional performing arts centres and existing performance spaces available within Goulburn.

It is considered the development has been appropriately scoped, will provide a community facility not currently available in the area that will contribute positively to the City's liveability.