

Muswellbrook Development Control Plan 2009

Section 28 - Muswellbrook Showground

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1.0 Introduction

1.1 Name of the Plan and commencement

This plan is called the Muswellbrook Development Control Plan (DCP) - Section 28 - Muswellbrook Showground. It has been prepared pursuant to the provisions of Section 74C of the *Environmental Planning and Assessment Act 1979* (the Act).

This DCP was adopted by the Muswellbrook Shire Council on (*date to be inserted*) and came into force on (*date to be inserted*).

1.2 Purpose of the Plan

The purpose of this DCP is to guide development of land at the Muswellbrook Showground and surrounding lands for bulky goods premises, vehicle sales premises and mixed use businesses.

1.3 Land to which this Plan applies

This DCP applies to development on land known as the Muswellbrook Showground (Lot 22 DP 616590, Lot 10 DP 843828, Lot 11 DP 843828 and Lot 400 DP 578684) and adjoining properties, as shown at **Figure 1** - *Land to which this DCP applies* (the site).

1.4 Relationship with other Plans

This DCP is a site specific DCP that forms part of the Muswellbrook DCP 2009. It is intended to provide further detailed, site specific guidance in addition to the Muswellbrook LEP 2009, in particular Section 7.7 - Development at Muswellbrook Showground, and the Muswellbrook DCP 2009. The Muswellbrook DCP 2009 will continue to apply to the site, and provides provisions for matters such as outdoor signage and carparking and access. Should there be an inconsistency between this DCP and any other part of the Muswellbrook DCP 2009, this DCP prevails.

1.5 Consent Authority

Muswellbrook Shire Council (Council) is the consent authority for development on the site.

Council will consider each application on its merit, having regard to this DCP and the relevant parts of the Muswellbrook DCP 2009, Muswellbrook LEP 2009, any other environmental planning instruments, contributions plans and other council policies.

Council reserves the right to allow variations to the indicative structure plan (figure 2) where Council is satisfied the proposed variations will still be consistent with the vision, development principles and performance criteria of the DCP. Development of land inconsistent with the Figure 2 - Indicative structure plan can occur if the proposed structure is justified by supporting technical investigations, to the satisfaction of the consent authority.

1.6 Structure of the Plan

Section 1.0 - Introduction

This section contains the legal basis of how and why the document was prepared, identifies land to which the DCP applies and how the DCP relates to other planning documents.

Section 2.0 - Vision and Principles

This section establishes the vision and principles for the site. Development must be able to achieve the vision and desired outcomes for it to be approved.

Section 3.0 to Section 16 - Performance Criteria and Design Solutions

This section provides performance criteria and design solutions for development for the site. Each development will be assessed on its individual merits, having regard to the performance criteria and design solutions. The performance criteria identify the key outcomes that are to be achieved by development. The design solutions indicate how development may be able to satisfy the performance criteria. An applicant may propose an alternative solution to the design solutions provided that they clearly demonstrate how the performance criteria will be met. Compliance with the design solutions does not guarantee achievement of the performance criteria.

Section 17 - Dictionary

Provides definitions for terms used in this part of the DCP that are not defined in the remainder of the Muswellbrook DCP.

1.7 Application of the Plan

The provisions of the DCP will apply equally should the site be subdivided and/or developed as a single development or by multiple entities, on a staged basis. If staging is proposed Council will require a concept master plan and a staging plan so it can ensure major infrastructure is co-ordinated to meet the requirements of the development and the wider community. It is the responsibility of the applicant to demonstrate to Council's satisfaction through the development application process that the provisions of this DCP are satisfied.



Figure 1 - Land to which this Plan applies

2.0 Vision and Development Principles

2.1 Vision

The Muswellbrook Showground is an integrated redevelopment precinct that permits a range of uses allowed under the Muswellbrook LEP land use table; in particular bulky goods premises and vehicle sales and hire premises fronting the New England Highway and Rutherford Road. The site is a large site that is ideally suited to vehicle related business and retail development for the local and Upper Hunter communities. This site complements the role and functions of the Muswellbrook Town Centre and strengthens and diversifies the Muswellbrook economy. The precinct integrates with the surrounding local centre and residential community, and will need to effectively manage the boundary interface with the adjacent residential neighbourhood.

Development needs to make a positive contribution to the visual character of Muswellbrook, with buildings being well designed and the public domain being attractive, comfortable and safe for all. A convenient and efficient movement network needs to provide access and circulation, and cater for all modes of transport, including walking and cycling. New publicly accessible open space is required to provide for a variety of passive and active recreation activities. An integrated stormwater management system is necessary to ensure stormwater quantity and quality outcomes. Development will need to occur in a logical, cost effective manner that is aligned with the provision of infrastructure.

2.2 Development Principles

- 2.2.1 Development will need to be oriented to businesses requiring customer access by car, truck and trailer to cater for the larger scale of products sold in the businesses.
- 2.2.2 Development will complement and not adversely impact on the viability of the Muswellbrook Town Centre
- 2.2.3 Development provides for uses allowed for the land under the Muswellbrook LEP land use table, in particular bulky goods premises and vehicle sales and hire premises.
- 2.2.4 Development has a strong and clearly defined spatial structure, with bulky goods premises and vehicle sales located at the public road frontages of the site.
- 2.2.5 Development integrates with the surrounding community, with streets, land uses and open space connecting with surrounding areas
- 2.2.6 Development addresses and minimises adverse impacts on the amenity of the surrounding established residential community
- 2.2.7 Development has a well-designed built form, with buildings having a scale, form and design that is appropriate to its visually prominent location
- 2.2.8 Development creates a comfortable, attractive and safe public domain
- 2.2.9 Development establishes an integrated, efficient, legible and safe movement network that encourages the use of public transport, walking and cycling and minimises impacts on the New England Highway
- 2.2.10 Development creates a high quality open space network, including the creation of a new park and the provision of high quality landscaping to the New England Highway
- 2.2.11 Development provides an integrated stormwater management system that addresses stormwater quality and quantity on site
- 2.2.12 Development achieves a high level of environmental performance
- 2.2.13 Development occurs in a logical and cost effective manner

3.0 Land Use

| Performance criteria Design | gn solution |
|---|--|
| PC To ensure that development: a. is development that requires customer access with cars, trucks and trailers for products purchased due to the size or scale of those products. DS b. complements and does not adversely affect the economic role and viability of the Muswellbrook Town Centre. DS c. does not include uses that are most appropriately located in the Muswellbrook Town Centre such as small tenancy retailing and commercial uses | The distribution of land use occurs in accordance with Figure 2 - Indicative structure plan Minimum net lettable area (NLA) of an individual bulky goods tenancy is 500m ² and for any commercial or retail use is 400m ² Note: a GFA schedule clearly identifying the amount of each tenancy is required to be submitted to Council with any DA for development in the Precinct |

4.0 Urban Form and Structure

| Performance criteria | | Design sc | blution |
|----------------------------|--|-----------|--|
| PC To ens urban t a. | form and structure that: complements and integrates | DS | Development occurs in accordance with Figure 2 - <i>Indicative structure plan</i> |
| b. | with the adjoining local centre minimises conflict between | DS | Bulky goods premises and vehicle sales and hire premises are located at the public road frontages of the site |
| c. | different land uses maximises economic advantage for non-residential uses | DS | Commercial activity will be serviced by new roads focussing activity at the New England Highway and Rutherford Road frontages, and away from the adjacent residential neighbourhood. |
| | | DS | No commercial development can occur until Council has approved an overall subdivision plan for the site and internal access roads have been constructed, or part constructed, to any individual development site. |

Figure 2 - Indicative structure plan



5.0 Built Form

| Performa | ance crite | eria | Design solu | ution |
|----------|--|---|---|---|
| Building | bulk and | scale | | |
| PC | To ensu scale th a. | ure buildings have a bulk and nat: Is compatible with existing | DS | Maximum building height is to comply with Muswellbrook LEP 2009, Height of Building Map. |
| | b. | development does not create inappropriate amenity impacts such as excessive overshadowing | DS | Provide a minimum 6m wide landscape area to any development fronting the New England Highway or Rutherford Road. |
| | c. | creates an appropriate relationship to street frontages and public domain | DS | Development is contained within the building envelopes specified in Figure 3 - Building Envelopes |
| | d. | provides a transition to established residential areas | DS | A "Muswellbrook South Shopping Centre" directory sign is provided in a splay at the New England Highway/Rutherford Road intersection. |
| | | | DS | Maximum site cover is 85% |
| PC | To ensu streets to | ure buildings are setback from and separated from each other | DS | Development is contained within the building envelopes specified in Figure 3 - Building Envelopes |
| | a. b. | reduce the visual appearance of building bulk and scale enable adequate sunlight and daylight access and natural | DS | Provide a minimum 6m wide landscape area to any development fronting the New England Highway or Rutherford Road. |
| | c. | create an appropriate relationship to the street and public domain | | |
| | d. | enable the creation of a landscaped open space strip to the New England Highway | | |
| Building | design | | | |
| PC | To ensure buildings are well-designed and: a. create a high quality visual | DS | Each tenancy has at least one pedestrian entrance that directly faces and is accessible from the adjoining public domain | |
| | b. | site's prominent, gateway location create a high quality streetscape for the New | DS | Facades fronting streets incorporate large, transparent glass windows at the ground level that enable people on the street to perceive activity within the building |
| | c. | Rutherford Road incorporate measures that reduce the visual appearance | DS | Facades fronting streets are articulated through the use of: a. variation in form and massing |
| | d. | or building bulk and scale activate the public domain | | b. recesses and projectionsc. elements of a finer scale than |

| Performa | ance criteria | Design sol | ution |
|--|--|------------|--|
| | e. do not include large expanses of blank, unarticulated facades facing streets | | the main structural framing such as eaves and awnings d. expressive roof forms |
| | | DS | Mechanical plant are incorporated into the overall building design |
| | | DS | Large expansive blank walls over 15m in length without articulation are not permitted |
| Vehicle : | sales or hire premises | | |
| РС | Vehicle sales or hire premises create | DS | Minimum site cover is 30% |
| an attractive, visually cohesi streetscape and minimise the amou of uncovered hardstand surfaces | an attractive, visually cohesive streetscape and minimise the amount of uncovered hardstand surfaces | DS | At least 10% of vehicles per tenancy are displayed for sale or hire within a building |
| | | DS | Building exteriors that face the New England Highway are constructed from a combination of high quality, durable materials such as concrete, brick, stone or glass |
| | | | |

Setback from New England Highway / Rutherford Road Boundary



Figure 3 - Building Envelopes

6.0 Public Domain

| Perforn | nance criteria | Design sc | blution |
|---------|--|-----------|---|
| PC | Development creates a high quality, attractive, comfortable and safe public domain | DS | Public domain is provided in accordance with Figure 2 - <i>Indicative Structure Plan</i> |
| | | DS | Publicly accessible outdoor gathering and resting spaces are provided and: |
| | | | are located outside or close to main building entries |
| | | | b. maximise sunlight and daylight access in cooler months, provide shade in warmer months through vegetation of built structures and minimise adverse wind conditions |
| | | | c. are co-located with compatible tenancies that will increase the use or enjoyment of the space such as cafes |
| | | DS | Street furniture is provided that includes a high quality, durable and co-ordinated selection of: |
| | | | a. seating |
| | | | b. lighting |
| | | | c. rubbish bins |
| | | | d. signage |
| | | DS | Street trees are provided on all streets and achieve the following outcomes: |
| | | | a. co-ordinated palette of climatically responsive species |
| | | | a. reinforce the street hierarchy and create distinct places |
| | | | b. be robust and low- maintenance |
| | | | c. be planted in a co-ordinated, regularly spaced and formalised manner |
| | | | d. increase the comfort of the public domain for pedestrians |
| | | | e. enhance the environmental performance of the precinct by increasing opportunities for energy efficiency, reducing the heat island effect. |
| | | DS | A public domain plan is to be submitted with the relevant development application that details the design, maintenance and management of new public streets. |

7.0 Boundary Interfaces

| Performance criteria | | Design so | lution |
|----------------------|--|-----------|--|
| Street fr | ontages | | |
| PC | To ensure development creates a visually attractive streetscape | DS | Building utility areas, including vehicle loading, unloading, outdoor storage areas and refuse storage and collection areas are designed and located to not be visible from a public street |
| Building | layout and design | | |
| | To ensure building layout and design minimises adverse impacts on adjoining and nearby sensitive receiving environments | DS | Building layout and design locates noise sources, in particular vehicle loading and unloading areas, away from sensitive receiving environments such as residential uses |
| | | DS | Where noise sources cannot reasonably be located away from sensitive receiving environments, development incorporates noise mitigation measures that reduce noise transmission to acceptable levels |
| Fencing | | | |
| PC | To provide fencing that: a. makes a positive contribution to the streetscape b. is constructed from high quality, durable materials c. provides an effective visual and functional screen for adjoining development d. increases safety and security | DS | Where provided along a street frontage, fencing is a maximum of 1.2m in height and is at least 50% transparent or where provided along a street frontage to screen utility areas such as vehicle loading and unloading or refuse storage and collection areas, fences may be solid and are to have a maximum height of 1.8m and a street frontage of vehicle display areas, fences may be at least 66% transparent and are to have a maximum height of 1.8m. Note: transparency may be provided through spaces between fencing elements such as timber battens or palings |
| | | DS | Fencing is provided along all non-road frontage site boundaries |
| | | DS | Fencing is constructed from concrete block, brick, stone, metal or timber |
| | | DS | Solid fencing having a minimum height of 1.8 metres is provided along all boundaries with adjoining residential zoned land |
| | | DS | Fencing is provided in conjunction with landscaping to minimise adverse visual amenity impacts on adjoining residential zoned land |

| Performance crite | ria | Design so | lution |
|--|---|-----------|--|
| | | DS | Where addressing a grade change, retaining walls are terraced to ensure that the maximum height difference between properties is 1m |
| Where adjoining l | and in a residential zone | | |
| PC To ensu a signifi amenity uses by: | re development does not have icant adverse impact upon the of adjoining residential land | DS DS | Development is set back a minimum of 2m from the common side and /or rear boundaries Lighting is located and designed to avoid |
| a. | loss of sunlight and daylight access to the main living areas of dwellings and adjoining principal private open space | | light spill on to adjoining residential zoned land |
| b. | overlooking and loss of privacy | | |
| с. | blocking of air circulation and natural ventilation | | |
| d. | light spill | | |

8.0 Movement Network

This part of the DCP is to be read and interpreted in conjunction with Section 16 - *Car Parking and Access* of the Muswellbrook DCP

| Performa | ance criteria | Design so | plution |
|-----------|--|-----------|--|
| Street La | ayout | | |
| PC | To establish a convenient, safe and efficient movement network that caters for private vehicles, public transport, pedestrians and cyclists | DS | The street network is provided generally in accordance with Figure 2 - <i>Indicative structure plan</i> |
| PC | To integrate with the surrounding road network | DS | Woollybutt Way is extended northwards into the site to connect with Thompson Street |
| PC | To minimise impacts on the efficiency or safety of the New England Highway or local road network | DS | Vehicle access points are provided into the site from the New England Highway in accordance with Figure 2 - Indicative structure plan |
| | | DS | The internal road network is designed to create low-speed traffic environments through the use of traffic calming devices and corner and intersection treatments |
| Pedestri | an Network | | |
| PC | To provide a connected, safe and comfortable pedestrian network that connects all parts of the site and | DS | The pedestrian network is provided generally in accordance with Figure 2 - <i>Indicative structure plan</i> |

| Perform | ance criteria | Design so | olution |
|-----------|--|-----------|---|
| | provides access for disabled persons | DS | Pedestrian access throughout the site is designed and constructed in accordance with Section 9 - Local Centre Development, Part 9.1.4 - Accessibility of the Muswellbrook DCP 2009 and |
| Cyclist / | Access | | |
| PC | To encourage cyclist access for workers and shoppers | DS | Safe and accessible public bicycle parking facilities are provided close to building entries |
| Univers | al Design | | |
| PC | The pedestrian and cycle network is designed to provide universal access | DS | Pedestrian and cycle ways, as well as pedestrian refuge islands, are designed so that they are fully accessible by all users in terms of access points and gradients, in accordance with AS 1428 (Part 1 to 4 Design for Access and Mobility) |
| On-site | Carparking | | |
| PC | Sufficient on-site carparking is provided to cater for user demand and does not result in demand for on- street parking | DS | Carparking and access, including carparking rates, is provided in accordance with section 16 of the Muswellbrook DCP 2009 |
| | | DS | Carparking is provided in integrated areas that do not rely on the use of internal circulation roads to move between different parts of the carparking |
| | | DS | Multiple access points from internal access roads to areas of carparking are provided to minimise congestion |
| | | DS | Carparking layout is legible, with access points, circulation routes and intersections clearly evident |
| | | DS | Cul-de-sac are avoided |

9.0 Open Space and Landscaping

| Performance criteria | | Design | solution |
|----------------------|--|--------|--|
| Public o | pen space | | |
| PC | To create a public open space network that: a. of sufficient size, dimensions and condition to cater for a variety of informal passive and active recreation activities | DS | The open space network is provided in accordance with Figure 2 - <i>Indicative structure plan</i> |

| Performa | nce criteria | Design so | olution |
|----------|---|-----------|---|
| | b. integrates stormwater management devices | | |
| PC | To maximise the visual and physical accessibility and safety of public open spaces | DS | A minimum of 50% of the perimeter of a public open space is surrounded by a public street |
| | | DS | Fencing of properties adjoining public open spaces facilitates opportunities for passive casual surveillance of the open space |
| Landscap | ing | | |
| PC | To use landscaping to mitigate the visual impact of buildings and hardcover surfaces | DS | A minimum of 5% of any site is landscaped |
| | | DS | Landscaping is used to define the edges of internal streets, the ends of carparking bays and the boundaries between rows of carparking |
| | | DS | Landscaping is provided to soften the impacts of buildings, as a screen for visual intrusions, to screen parking areas and improve the streetscape |
| PC | To ensure landscaping contributes to personal and property safety | DS | Landscaping used in internal streets and carparking areas maintains safe sight-lines for vehicles, pedestrians and cyclists |
| PC | To use landscaping to make a positive contribution to the visual character and quality of streets, in particular the New England Highway | DS | A continuous landscaped area having a minimum width of 6m is provided along the New England Highway and Rutherford Road boundaries of the site |
| PC | To ensure a high quality of landscape design | DS | Detailed landscape plans are to be provided at the development assessment stage for each public open space that demonstrates how the provisions of this DCP are to be achieved |

10.0 Water

This part of the DCP is to be read and interpreted in conjunction with Section 25 - *Water Management* and Section 20 - *Erosion and Sediment Control* of the Muswellbrook DCP

| Performance criteria | | Design sc | plution |
|----------------------|---|-----------|--|
| PC | To manage stormwater on-site to ensure that no flooding occurs as a result of development and that the quality of stormwater discharged from the site does not adversely affect the | DS DS | The stormwater management network is provided in accordance with Figure 2 - Indicative Structure Plan Water sensitive urban design measures |

| Performa | ance criteria | Design solution |
|----------|---|--|
| | environmental values of receiving waters | such as bio-filtration systems, including rain gardens or roadside swales, are incorporated into the design of the open space, movement networks and carparks in appropriate locations |
| PC | To incorporate water elements into landscape design as water features, places of recreation, environmental habitats, amenity or as specific facilities | DS Detention basins and other water elements are designed to: a. be an integral part of the surrounding open space b. have an informal, natural character c. have gentle gradients d. are planted with wetlands species that can tolerate fluctuations into water volumes and levels |

11.0 Safety and Security

| Performance cr | iteria | Design so | lution |
|--|--|---|---|
| PC To proper meet | PC To provide high levels of personal and property safety and security through meeting the principles of Crime | | Landscape design and planting provides adequate sight-lines for pedestrian visibility |
| Preve Desig | ntion through Environmental n (CPTED) including: | DS | Lighting is provided in all streets, public spaces and parks, particularly along |
| i i i i i i i i i i i i i i i i i i i | . maximising opportunities for | | pedestrian and cyclist routes |
| casual surveillance of the public domain, including parks | DS | Pedestrian pathways in parks are direct and have clear sightlines | |
| b. maximising legibility of the movement network, public domain and building | DS | Signage is provided that adequately describes pathways and facilities | |
| | entrances | DS | The design of streets and location of |
| C | c. maximising visibility and minimising concealed areas | | street furniture is to allow adequate sight lines for motorists |
| C | . clearly demarcating the public and private domain | DS | Driveway entry and exits are to provide adequate sight lines to adjacent |
| e | adequate lighting to all areas | | footpaths, streets and cycle ways |
| | of the public domain | DS | Public spaces, including streets, parks, squares and plazas must be directly overlooked by adjacent development |

12.0 Contamination

| Performance criteria | Design solution | | |
|---|--|--|--|
| PC To ensure that human health and safety is not placed at unreasonable risk from contamination | DS A Remediation Action Plan is prepared that outlines the remediation goals, methods of remediation and validation requirements, including information on removal and/or remediation of contaminated soils, and other information and preparation and implementation of an appropriate Construction Management Plan and Site Management Plan Note: reference is to be made to Council's Contaminated Land Policy No. C20/1 and Phase 1 Environmental Site Assessment prepared by Environ Australia Pty Ltd (May 2014) | | |

13.0 Signage

This part of the DCP is to be read and interpreted in conjunction with Section 14 - *Outdoor Signage* of the Muswellbrook DCP

| Performance crite | eria | Design so | lution |
|--|-----------------------------|--|---|
| PC Signage | is located and designed to: | DS | Signage size, height and dimensions is appropriate to the scale of the building |
| a. complement buildings b. relate in a coherent and integrated way to other signage | | DS | Signage format, materials, colours, illumination and other details are compatible with the building and appropriate to the surrounding context |
| c. contribute to the vitality and legibility of the precinct d. not adversely impact upon streetscape quality e. not adversely affect amenity f. not pose a safety hazard, in particular by distracting motorists | DS | Signage is located in distinct, specific | |
| | | the balance of the facade comprising natural materials and colours | |
| | DS | Signage is integrated into the building design | |
| | DS | Size, design and illumination does not cause adverse amenity impacts, including through creating a light nuisance | |
| | | DS | Signage directly relates to the use of activity undertaken within the building or tenancy |

14.0 Sustainability

| Performance criteria | | | | Design so | olution | | | | | | |
|----------------------|------|------------|--------|-------------|---------|----|-------------|----------|--------|----------|------|
| РС | То | minimise | the | impact | of | DS | Indigenous | plants | are | used | in |
| | deve | lopment on | the en | ivironment, | in | | landscaping | to minim | ise po | table wa | ater |

| Performance crite | ria | Design solution | | |
|-------------------|--|-----------------|--|--|
| particul | ar by: | | demand | |
| a. | encouraging the use of public transport, walking and cycling | DS | Where appropriate, opportunities for passive natural ventilation are provided | |
| b. | making efficient use of land | DS | Where possible, solar panels are | |
| с. | reducing demand for artificial lighting, cooling and heating | DS | incorporated within rooftops Building siting layout and design | |
| d. | reducing demand for potable water use | | maximises daylight access to internal spaces through measures such as | |
| e. | maximising energy efficiency | | orienting buildings to the north and | |
| f. | maximising reuse and recycling | | transparent windows | |
| g. | incorporating passive solar design measures | DS | Shade trees with expansive canopies are provided within carparks to reduce the amount of direct sunlight access to hardcover surfaces | |
| | | DS | Roof-water is collected and used within the site for appropriate non-potable uses such as landscape irrigations, toilet flushing and cleaning | |
| | | DS | Stormwater management devices that reduce the flow of captured water and improve stormwater quality are incorporated into the site, in particular within or adjacent to outdoor carparking areas | |
| | | DS | Landscaping maximises the amount of impervious surfaces | |
| | | DS | Development reduces the amount or intensity of direct sunlight accessing west facing external building facades through the incorporation of external shading devices to such as eaves of awnings, or incorporates screening vegetation | |

15.0 Infrastructure

| Performance criteria | | Design solution | | | |
|----------------------|--|-----------------|--|--|--|
| PC | To provide adequate urban standard infrastructure is provided to the site in a timely and cost effective way | DS | The site is provided with reticulated water, sewerage, drainage, electricity and telecommunications services | | |
| PC | To ensure high quality public street frontages | DS | Frontage to the site must provide the following to an appropriate urban standard: | | |
| | | | a. high quality paved carriageway and kerb and channel | | |
| | | | b. a safe, accessible, high quality | | |

| Performance criteria | Design solution | |
|----------------------|-----------------|---|
| | | public walkway compatible and integrated with the surrounding environment |
| | c. | high quality, finished roadway verge with appropriate street tree plantings and robust, low- maintenance landscaping |
| | d. | effective drainage |
| | e. | appropriate conduits to facilitate the provision of required street lighting systems and traffic signals |
| | f. | shared services trenches |

16.0 Staging

| Performa | ance criteria | Design so | lution |
|----------|---|-----------|---|
| PC | To provide a logical and cost effective staged pattern of development that is aligned with the provision of infrastructure | DS | The proposed development staging is to be included in a master plan accompanying the first Development Application for Council approval to enable integration of major infrastructure provision. |

17.0 Dictionary

| Term | Meaning |
|---------------------|---|
| Impervious surfaces | Surfaces that do not allow the direct infiltration of |
| | water into the ground. They are typically used to |
| | facilitate the conveyance of motor vehicles. |
| | Examples include concrete and bitumen. |
| Mechanical plant | Ancillary structures, typically attached to a |
| | building, that support the functioning of a building |
| | such as air-conditioning plant, water and sewerage |
| | pipes, rainwater downpipes and ventilation ducts. |
| Site Cover | The proportion of the site covered by buildings, |
| | structures and paving expressed as a percentage of |
| | the total site area. |

18.0 References

- 1. Muswellbrook Local Environmental Plan 2009
- 2. Muswellbrook Development Control Plan 2009
- 3. Muswellbrook Shire Council's Contaminated Land Policy No. C20/1
- 4. Muswellbrook South Business District Section 94 Developer Contributions Plan (December 2016)
- 5. Traffic Impact Study (December 2016) prepared by GHD
- 6. Drainage Investigation and Options Report (December 2016) prepared by GHD